CENTRAL INDIANA AEROMODELLERS

# CIA INFORMER

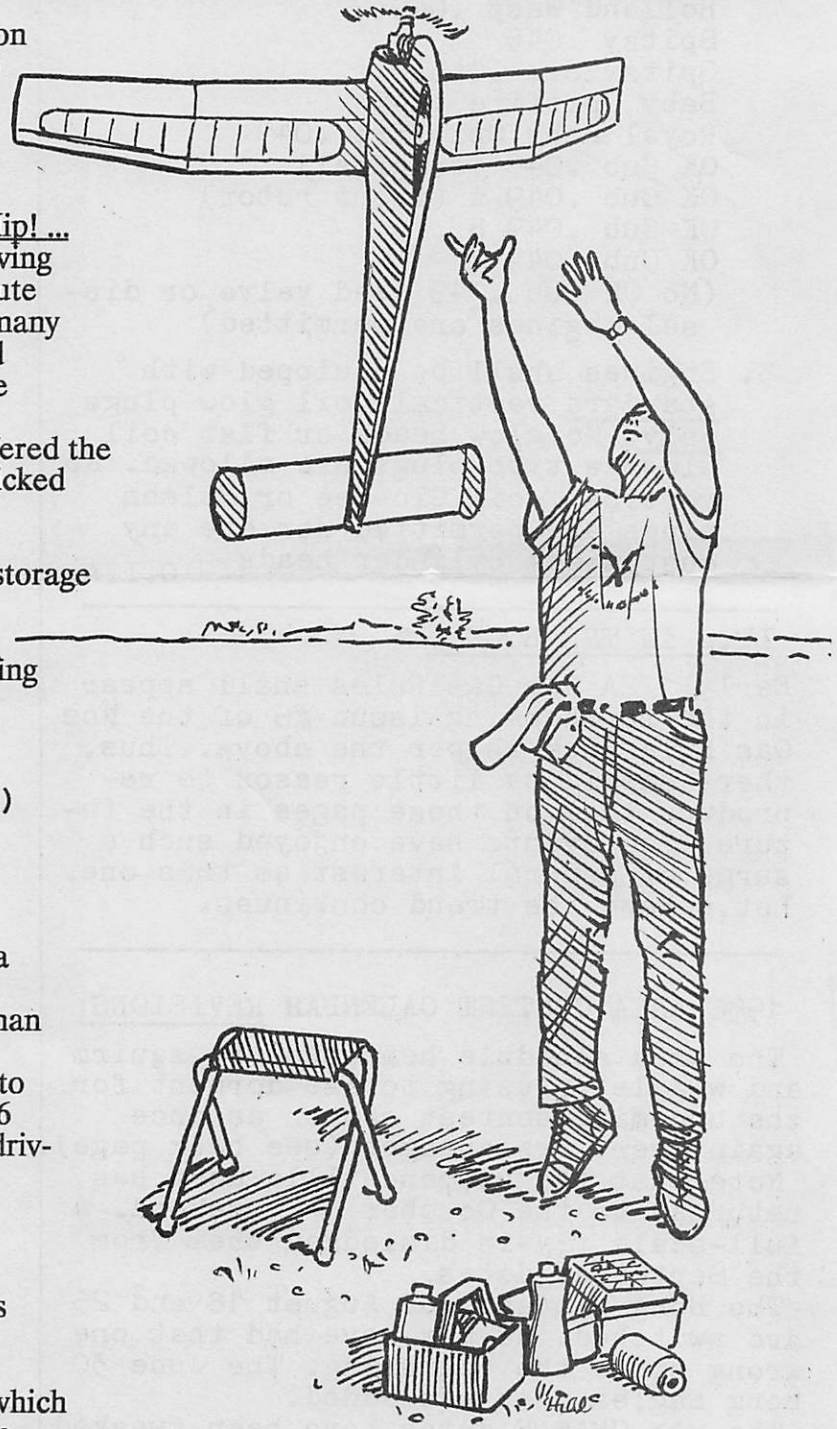
FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
May be hot,
maybe not!

- Editor -
Moe Whittemore
2348S, 700W
New Palestine
IN 46163

Issue # 2/96 March/April Price $7.50/yr.

Welcome to another "**Contest Flier**" edition of the Informer! Seems like once every 2 or 3 years all the area club secretaries gang up on us and get their contest fliers to us ahead of time - so we run 'em!



... Kingman, Barstow, San Bernardino - Get Hip! ...

Betty & I just got back from a 3-week, driving vacation to California. Jumped off on old Route 66 every now and then. Did our overnites in many of the "song" towns, including trying out an old neon motel or two, and hitting museums in the towns that had them.

Kingman, AZ (of Andy DeVine fame) offered the Mojave Museum of History & Arts, where I picked up some airplane info that our readers might enjoy ....

Seems the Kingman Army Airfield was a storage site for retired bombers, fighters and training planes right after WWII. The depot also sold the surplus planes. How about these 1947 asking prices?

| | |
|---|---|
| B-17s | $13,750 |
| B-25s | $ 8,250 |
| A-26s | $ 2,000 (unbelievable!) |
| P-61s | $ 6,000 |
| P-47s | $ 3,500 |
| P-40s | $ 1,250 |
| A-24s | $ 1,650 |

There was a block of 5,437 planes sold to a Missouri contractor. It was said that the fuel drained from these planes was sold for more than the purchase price ($2,780,000) of the planes!

If any of our readers ever get a hankering to try the Route 66 thing, be sure to do old, old 66 between Kingman and Oatman, AZ. It's like driving on the craziest of California 1, except with no guard rails - quite a section! (The first clue is, "No trucks over 35 ft." .... ) - MJW

Thanks again to Agent **Howard Hill** for his latest batch of aeromodelling artwork - one of which appears to the right (on this page).

Howard's and **Beth Krusch's** handiwork (which has been featured in the CIA Informer over the past few years) appeared in the '95 Sympo, and will be seen again in the '96 NFFS offering.

Their sketches lend a touch of class to this ole' newsletter that helps set it apart from other publications. - MJW

## EARLY 1/2A NOSTALGIA GAS - 1996

Competition rules are the same as NFFS 1/2A Nos Gas except:

1. Scaling of eligible designs is absolutely prohibited.
2. Only the following NFFS Nos Gas eligible 1/2A engines are permitted in this event:

   K&B torpedo .049
   Wasp .049
   Holland Wasp .049
   Spitzy .045
   Spitzy,Sr. .045
   Baby Spitfire .045
   Royal Baby Spitfire .049
   OK Cub .049 (original)
   OK Cub .049 A (front rotor)
   OK Cub .049 B
   OK Cub .049 X
   (No OK Cub .049 reed valve or diesel engines are permitted)
3. Engines shall be equipped with standard vertical coil glow plugs only. No glow heads or flat coil Glo-Bee type plugs are allowed. No vertical coil Glo-Bee or Nelson plugs are permitted nor are any customized cylinder heads. C.I.A.

## IT,S IN THE BOOK !

Early 1/2A Nos Gas Rules shall appear in the forthcoming issue #6 of the Nos Gas Rule Book as per the above. Thus, there should be little reason to reproduce them on these pages in the future. Few events have enjoyed such a surge of general interest as this one. Let,s hope the trend continues.

## 1996 AREA CONTEST CALENDAR REVISIONS:

The Area schedule continues to squirm and wiggle refusing to lie dormant for the upcoming contest season as once again there are changes (see back page).

Note that the Lawrenceville meet has returned to the October 5/6 weekend. A full-scale fly-in dislodged them from the September dates.

The Bong contests of August 18 and 25 are switched. We may have had that one wrong since the beginning. The June 30 Bong Eagles meet was added.

The SAM CHAMPS dates have been tweeked again as well.

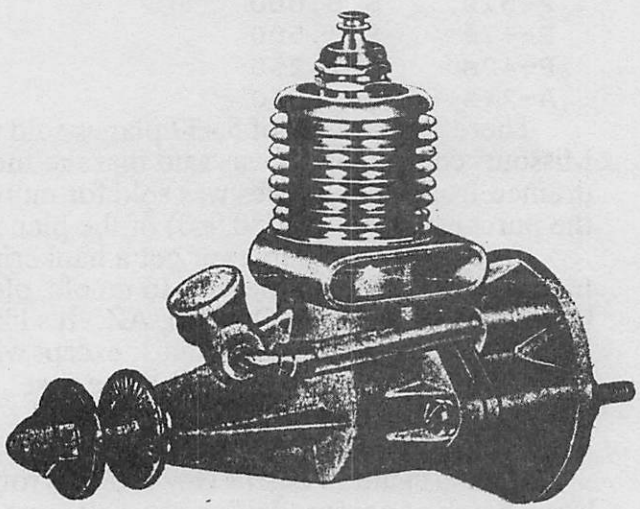
Well, I hope this is it for this year, but I would not bet money on it. We'll keep you posted. Let's go flying!

## 1/2A FF ANTIQUE - Rules

Any design approved for S.A.M. 30 Sec. Antique event except scaling is permitted, plus:

1. Engines are to be Cox reed valve types with a maximum displacement of .050 cu. in. No diesels permitted.
2. Models must weigh a minimum of 12 ounces ready to launch. Model size is unrestricted, but construction to follow that of the original full-size design with wood sizes scaled accordingly.
3. All launches shall be unassisted R.O.G. with 6 attempts to make 3 official flights. Any flight over 40 seconds duration shall be deemed an official flight.
4. The following Engine Runs/Maxes are suggested:
   Cat I = 30 secs/5 minutes.
   Cat II = 25 secs/3 minutes.
   Cat III = 20 secs/2 minutes.
5. The total score shall be the total sum of the 3 official flights. Engine runs shall be cut in 5 sec increments should flyoff flights be necessary to determine an event winner. C.I.A. 3-19-96

ROYAL BABY SPITFIRE .049
1953 - Blue or Aluminum Head
1954 - Black Head



## BUMPER STICKER

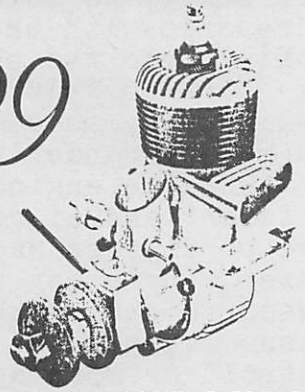
"HORN IS BROKE - WATCH FOR FINGER"

THE OHLSSONS - PART II IMPROVING PERFORMANCE

(O&R .29 continued)

Ohlsson & Rice
Emery at Grande Vista, Los Angeles 23, Calif.

29



AVAILABLE IN 3 POPULAR FORMS
"29" Engine Pak . . . . . $11.95
Includes O & R Racing Glow Plug
"29" Glow Plug Engine . . . . $12.95
Includes O & R Racing Glow Plug
"29" Ignition Engine . . . . . $13.95
Includes Champion Spark Plug and O & R Adjustomatic Timer

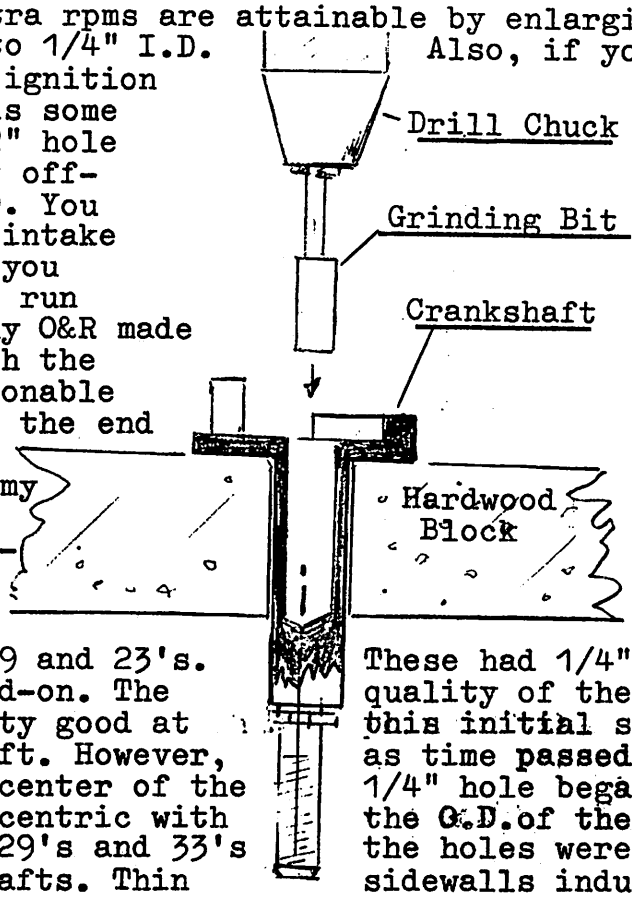
A word or two in regard to ignition timer assemblies should be interjected here. Most ignition .29's came with the later "adjusto-matic" timer rather than the original round aluminum housing design. Whereas O&R had a great idea in producing the "adjusto-matic device, they are not a favorite of mine. The main problem is with the simplest of parts - the leaf spring. The original production spring is quite short and thick and exerts enough friction on the shaft to produce less rpms than with a conventional round timer assembly on the same engine. Besides the "adjusto-matic" design is heavier by 5-½ grams. Should you require a round timer assembly, they are available from Victor Didelot, 4410 Lorna Lane, Erie, PA 16506-1422. The last I remember they were about $16 a set. Send a SASE to Vic for an inquiry and his list of many other O&R parts he reproduces. You might want to do this now while we work on the rest of the engine.

The old "two-speed" round timer housings work great! These came about just after WWII and were utilized mostly for control-line applications with most sold out of aftermarket parts supplies in hobby shops. They have a second formed location for an additional stationary point post at about 90° counter-clockwise around the timer housing circumference. Since I use those little pea-size weightless Gettig capacitors on my O&R engine installations, the two-speed housing is just-the-ticket here. Attach one of the solid soft wire leads of the capacitor to the fixed terminal post and the other to ground. If the other capacitor lead is grounded on the timer housing, then both capacitor and leads go along for the ride when the timer arm is advanced or retarded - thus, the wires never bend. On a two-speed timer the ground wire may easily be attached at the second post position with a small machine screw and nut. On a normal single speed housing, simply drill a small hole at the approximate location and attach the ground lead with a small self-tapping screw. So much for O&R timer mechanisms.... (Oh yeah, I should mention that early round housings were steel as were a number of repro efforts. They all work, so no big deal.)

Let's see, back at the ranch, we had just removed the crankcase front assembly by removing the three long fore and aft machine screws and nuts. First, look for indications that someone may have been inside before us such as tool and/or grinding marks. If there are no such signs, then we are in business. Disassemble the prop nut, front washer, rear washer, timer assembly (if there is one) - and if a glow model, pull off the black painted timer slot cover. O&R refers tothe slot cover as the "thimble" - whatever. Finally remove the crankshaft being careful not to lose any of the roller bearings as we do so. Remove the roller bearing retainer and its complement of 9 rollers and set them aside. (I have noted 3 different roller bearing designs - one with concentric rings on the ends, one with flat polished ends, and one with conical shaped points on the ends. I assume O&R had at least 3 sources for their purchased rollers - obviously O&R would not have produced these themselves. I have even seen all 3 designs in the same retainer in one engine. Whether this was factory practice or not, I could not say. Anyway, 'tis a mute point since you would be mighty fortunate to find replacements now, so we gotta go with what was dealt us.)

Crankshaft: Observe the counterbalanced end. It will be stamped one of two ways - "O&R 29 UP" or "O&R 23-29 UP". Also, check the hole size in the center. It will be either 1/4" or 7/32" in diameter. The counterbalance end will be thicker and heavier on the "O&R 29 UP" shaft in comparison. Itwill also most likely sport a 1/4" hole whereas most "23-29" shafts incorporate a 7/32" hole. Ihave seen 1/4" holes in "23-29" shafts, but they are rare. At any rate, many

Crankshaft (cont.) extra rpms are attainable by enlarging the hole size in the 7/32" I.D. shafts to 1/4" I.D. Also, if you are working with a glow shaft that has no ignition point cam ground on the front, then there is some filing to be per-formedas well. The 7/32" hole inthe "23-29" shaft will likely be somewhat off-center or non-concentric with the O.D. You can see how much by looking into the shaft intake slot. Crude machin-ing job - Eh What? Are you beginning to get a feel for why some O&R's run better than others? You may be wondering why O&R made two different shafts for the same engine with the second being less efficient and of questionable quality. Well, we have to digress back to the end of WWII to seek an answer. There may be other explannations closer to the truth as my theory is merely guesswork, but the crux is surely "quality control" or more aptly - "the lack of it".




The FRV (Front Rotary Valve) concept was first offered by O&R in a conversion kit form for the sideport 19 and 23's. These had 1/4" dia. holes in the shafts and centered dead-on. The quality of the machining and the end product was really pretty good at this initial stage of the evolution of the O&R FRV crankshaft. However, as time passed and thousands of crankshafts later, the center of the 1/4" hole began to drift to one side making the hole non-concentric with the O.D. of the shaft. By the time O&R was into producing 29's and 33's the holes were way off-center - especially in the 33 shafts. Thin sidewalls induced crankshaftbreakage, so the smaller 7/32" hole came about. "What-the-hay?" The engines still ran with the smaller hole. Crank breakage reduced because of it, and mass production continued to roll - even though "quality" was taking it on the chin. Anyway the "why" is all irrelevant now as the situation is as it is - and 50 years too late to complain to the manufacturer. So, let's "fixit" ourselves....

Let us first fix that off-center 7/32" hole in the "23-29" shaft by transforming it to a 1/4" hole concentric with the O.D. Obviously, we need some sort of grinding fixture to insure concentricity. A freehand job with a Dremel Tool certainly won't get us there so we definitely need a fixture of some kind. I have a little Dremel drill press in which I can clamp my hand held Dremel. So, I simply drilled a hole in a 1" thick piece of hardwood sized to match the O.D. of the shaft with just enough clearance to permit the shaft to rotate freely. (See sketch above). I C-clamped the wood block in place on the drill press. Properly centered, I used a 3/16" dia. cylindrical grinding bit in the drill and ran it up and down in the hole while turning the crank slowly in its hardwood nest. Position the drill bit to grind material off one side of the hole - and by simultaneously rotating the shaft slowly with your fingers, you can surprisingly get a concentric hole in due time. I use the shank of a 1/4" drill as a gauge when my hole gets near the desired 1/4" dia. Remember? I said simple tools and methods. You can't get much simpler than this.

I have since sophisticated my drill fixture by sinking an old worn-out case front into a block of wood and clamping this assembly onto the drill press. I have processed over two dozen shafts with this setup. Grinding dust continually may clog the clearance between the shaft O.D. and the fixture until the shaft is difficult to rotate with your fingers. When this happens, simply remove the shaft from its nest and clean up the fixture with a bottle brush and a vaccuum. Persistence shall prevail and you will end up with a neat job. There are certainly more professional methods to produce the desired result, but those guys will have probably spent more money on tools and fixtures, right?

Now we are dead even with those who were fortunate enough to have found a 1/4" hole in their crankshaftswhen they first disassembled their engines. Our next chore is to clean up the mess in the intake slot. (To be continued next time.)

# THERMALEERS MEMORIAL

CAT III

# FREE FLIGHT CHAMPS

## A.M.A. SANCTION NO. 60650

## AMA SITE MUNCIE INDIANA MAY 18 & 19, 1996

### EVENTS

SATURDAY MAY 18, 1996 9 TO 5 EST

½ A GAS AMA
B GAS AMA
A/B NOS GAS
A/B O.T. GAS CABIN PYLON
.020 REP./1/4 A NOS GAS
MOFFET RUBBER
O.T. RUBBER CABIN SMALL
O.T. RUBBER STICK LARGE
MULVIHILL
HAND HELD CATAPULT GLIDER

SUNDAY MAY 19, 1996 8 TO 4 EST

A GAS AMA
C/D GAS AMA
½ A NOS GAS
C O.T. GAS CABIN/PYLON
COUPE
O.T. RUBBER STICK SMALL
O.T. RUBBER CABIN LARGE
HAND LAUNCH GLIDER
P-30

### ENTRY FEES

$10.00 FOR FIRST EVENT. $5.00 FOR SECOND. $3.00 FOR THIRD. $20.00 MAX.

### AWARDS

BEAUTIFUL TROPHIES TO THIRD PLACE IN ALL ABOVE EVENTS.
HI POINT AWARD TO BE BASED ON FIRST FOUR PLACES IN EACH EVENT.

### SPECIAL EVENT

DUST OFF YOUR STARDUSTER AGAIN!
ONLY THE ½ A STARDUSTER CAN BE FLOWN IN SPECIAL EVENT SAT OR SUN.
1 TROPHY $1.00 ENTRY FEE. WINNER GETS BRAGGIN' RITES,
TROPHY, AND ENTRY FEES COLLECTED.
RULES SAME AS NOS GAS WITH ONE EXCEPTION, COX T.D. ENGINES OKAY.

### RULES

AMA EVENTS PER AMA RULE BOOKS
OLD TIMER EVENTS PER SAM RULE BOOK EXCEPT ONLY APPROVED ORIGINAL
OR REPRO ENGINES PERMITTED
NO DIESELS OR GLOW CONVERSIONS
NOSTALGIA PER NFFS RULES # 5
RULES FOR MOFFET RUBBER AS PUBLISHED IN MODEL AVIATION JAN 94
ANY PLANE TO BE FLOWN IN NFFS NOS GAS OR SAM SHOULD HAVE PROPER DOCUMENTATION
CHASE BIKES OK, BUT SPECIAL FIELD RULES MAY APPLY
~~ CHECK ON RULE BOARD AT CONTEST~~

### CONTEST DIRECTORS

LOU MERLOTTI
9214 MACKINAW DRIVE
ST. LOUIS, MO 63123
(314) 631-4777

BOB JOHANNES
5117 SILVERLAKE DRIVE
ST. CHARLES, MO 63304
(314) 441-3945

# ANNOUNCING "COFFC" ANNUAL MEET

**Date :** ***June 1,2 1996*** **TIME:** **SAT. 9:00 AM to 5:00 PM EST.**

Held At AMA Field (Muncie Indiana) **SUN. 9:00 AM to 4:00 PM EST.**

Events Flown June 1'st :

***** Time: 6.00 PM to 8.00 PM
** .010 Fly Anything; 10 sec
** engine run, 2 min max. NO
** engine timer allowed.

** Jimmy Allen Rubber; fly
** any of his rubber designs
** 2 min max

| | | |
|---|---|---|
| ABC | Nost Comb | (JSO) |
| | Pee Wee 30 | (JSO) |
| A | OT Pylon/Cabin | (JSO) |
| OT | Stk/Cab Rubber(Large) | (JSO) |
| CD | AMA Gas | (JSO) |
| | AMA MOFFETT RUBBER | (JSO) |
| F1J | FAI | (JSO) |
| | P30/Coupe | (JS/O) |
| | HH Catapult Glider | (JS/O) |

Events Flown June 2'nd

| | | |
|---|---|---|
| | Mulvihill Rubber | (JSO) |
| 1/2A | Nostalgia | (JSO) |
| A/B | AMA Gas | (JSO) |
| .020 | Replica & 1/4A Nost | (JSO) |
| BC | OT Pylon/Cabin | (JSO) |
| OT | Stk/Cab Rubber(Small) | (JSO) |
| 1/2A | AMA Gas | (JS/O) |
| | OHL Glider | (JS/O) |

B E A U T I F U L

T R O P H I E S

First thru Third place awarded each day. JS class will have special awards.

Entry fee for **OPEN** contestants will be $10.00 for the first event, and $2.00 for each additional event. All Juniors and Seniors fly **FREE**. Motorbikes can be used to chase models. Donations will be gratefully accepted for the field use FEE of $100 dollars.

**********C O N T E S T R U L E S **********

AMA safety regulations will be STRICTLY ENFORCED.

AMA events endorse Category III rules.

Hand Held Catapult Glider will endorse CIA Hand Held Catapult rules.

Old Time .020 Replica and 1/4A Nostalgia will be 9 second engine run, hand launch, and 2 minute maximum flight time.

Nostalgia gas events will endorse "NFFS" rules with 9 second engine run, hand launch, and 2 minute maximum flight time.

Pee Wee 30 event will endorse West Coast Orbiteers rules with a 2 minute maximum flight time.

Old timer events will endorse " S A M " rules, but use only original ignition engines, no diesel, conversion or glow engines allowed. Weather permitting, engine run will be 16 seconds, 2 minute maximum flight time.

FAI F1J will be flown by rounds starting at 0900, with flyoff flights starting at 1500.

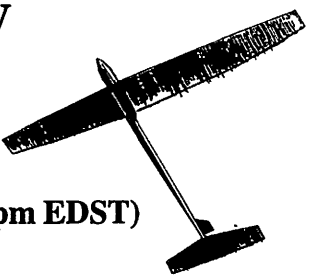
Contest Director : Larry Willis

For More Information Contact :
Larry Willis
10303 Peatmoss Rd.
Utica, Ohio 43080
(614) 745-5314

# Free Flight Aeromodeler's Society

## Annual Wright Field Free Flight Contest

**Wright-Patterson AFB, Ohio - Area B**
**AMA Sanctioned - Category III**



**June 15-16,1996**

### Saturday
**(9:00 am to 5:00 pm EDST)**

1/2 A Gas (JSO)
B Gas (JSO)
HLG (JS) (O)
Mulvihill (JSO)
Slow Gas, Class II (.051-.29) (JSO)
Slow Gas, Class III (.30-.65) (JSO)
OPEN Power (JSO)
OPEN Rubber (JSO)

} see below for special rules

### Sunday
**(8:00 am to 4:00 pm EDST)**

A Gas (JSO)
C/D Gas (JSO)
Catapult Glider (JS) (O)
P-30 (JSO)
Jr/Sr Rubber (JS)
Old Time Rubber (combined) (JSO)
1/2 A Nostalgia Gas (JSO)
1/4 A Nostalgia Gas (JSO)

**Awards:** Plaques for FIRST plus merchandise through THIRD.
**Entry Fees:** Open $5 for 1st event, $2 each additional event, $10 max. Juniors & Seniors FREE.

**Event Rules:**

Current AMA, SAM, and NFFS Nostalgia rules will apply for applicable events.
AMA or MAAC membership required, One day AMA licenses available for Juniors who fly non-powered events (and small gas events through 0.051 engines) for $0.25

**OPEN Events will be flown as follows:**
- No model weight, power, or size restrictions. (anything goes within current AMA safety guidelines)
- 3 qualifying flights of 2 minute max prior to 5:00 pm.
- Power - 5 second engine runs for OPEN Power, including the flyoff.
  - Engine run defined per current AMA rules to be the last audible combustion stroke.

Winners determined by unlimited flyoffs during 15 minute window for each event. Timers may follow models. Start of flyoffs to be determined by popular vote, of eligible contestants, at 5:00 pm Saturday. Flyoffs will be either that evening between 7 & 8 pm, or the next morning between 7:30 & 8 am.

Slow AMA Gas events are being run as a test of a rules change proposal that is currently planned on being submitted by Lee Campbell in the next rules change cycle this fall. Lee's proposal is to take the existing 5 AMA Gas classes (1/2A, A, B C, D) and regroup them into Class I, II, and III as follows: Class I (through 0.049), Class II (0.051-.29), and Class III (.30-.65). Essentially combining A/B and C/D. The proposal further divides the classes into a Slow and Open Gas divisions, both using the existing AMA gas flight rules. The Slow Gas divisions have only 2 simple additional rules : No auto surfaces. No ball bearing engines. The proposal will take the 5 existing classes and create 6. The proposal does not make existing high tech models obsolete, as they can still be flown in the Open Gas classes to the existing flight rules to which they were designed. Creation of the Slow Gas classes should intoduce competitive events without marathon flyoffs. These Slow Gas classes hopefully will attract interest and revitalize the gas events. Note that many existing Nostalgia models with plain bearing engines should be competitive in these events. This is particularly true for Slow Gas classes II and III. We are still including 1/4 A and 1/2 A Nostalgia events at this meet and hope that many Nostalgia flyers enter there larger A, B and C ships in the Slow Gas Class II and III events.

**Field rules:**

You must enter WPAFB at the SPRINGFIELD STREET GATE, one gate east of the USAF Museum gate. WPAFB enforces the use of seat belts while driving on base. Also obey all traffic laws as traffic tickets can issued and will cost you $. Retrieval of models with motorcycles is permitted at your own risk. You must wear a bright colored shirt or vest and YOU MUST WEAR A HELMET.

**Contest Directors:**

Marty Richardson, 7130 Claybeck Dr., Dayton, OH 45424
Phones: Home - 513-236-4058 Work - 513-255-2318

Joe Mekina, 2404 Banyon Dr., Dayton, OH 45431
Phones: Home - 513-429-5864 Work - 513-255-5503 ext 4231

CENTRAL INDIANA AEROMODELLERS

17TH ANNUAL

AMA Sanctioned SAM NFFS

Wright Field Dayton, OH.

# OLD TIMER

AND

Two BIG Days! July 6&7, 1996

# NOSTALGIA GAS

## Regional Free Flight Champs

**Saturday, July, 6th (9 - 4 EDST)**

- 1/4A Nos Gas
- B/C Nos Gas
- A/B Fuselage O.T. Gas
- Early 1/2A Nos Gas
- Nos Gas Ignition
- Small O.T. Rubber Stick (150"in. max.)
- O.T. HLG

**Saturday Eve (4 - 6pm EDST)**

- 1/2A FF Antique Gas
- Jimmie Allen Rubber

**Sunday, July, 7th (9 - 4 EDST)**

- 1/2A Nos Gas / 1/2A O.T. Gas
- .020 Replica Gas (Old Timer)
- A/B Pylon O.T. Gas
- C Pylon/Fuselage O.T. Gas
- A Nos Gas
- O.T. Rubber Fuselage Comb.-ROG
- Large O.T. Rubber Stick (150-300"in.)

**Rules:** (2 minute maxes)

Old Timer - SAM rules except approved ignition engines to be used only. No converts, glow, or diesels.

Nost. Gas - NFFS rules with 9 second engine runs. Flyoffs are 7, 7, 5, 5, 5, etc.

Trophies thru 3rd place in all events. Entry Fees are $10 for first event, $2 for each additional event - $24 max! Jr/Sr Free!

WPAFB Rules: Enter via first Gate east of entrance to AF Museum off Springfield Pike. Seat belts to be on to enter and to remain fastened as you drive on the base. Stay away from mid-field installations and AF vehicles. Chase bikes permitted, but helmets and reflective vests are enforced by the Air Force. Fines are possible.

CD: Meredith Chamberlain, 5810 Madison Ave., Anderson, IN 46013
(317) 642-6794

# NOSTALGIA AT THE NATS

CATEGORY III
SANCTION # PENDING

CONTEST DIRECTOR

ABRAM VAN DOVER
112 TILLERSON DR
NEWPORT NEWS, VA
23602
804-877-2830

## JULY 22-26 1996

8:00 AM TO 5:00 AM DAILY

AMA NATIONAL FLYING SITE, MUNCIE, INDIANA

SPONSORED BY:
NATIONAL FREE FLIGHT SOCIETY
ACADEMY OF MODEL AERONAUTICS
BRAINBUSTERS FREE FLIGHT CLUB

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PLEASE PRINT

LAST NAME_____FIRST NAME_____AMA#_____

ADDRESS_____AGE CLASS J__S__O__

CITY_____STATE_____ZIP_____

PHONE #(_____)_____

MARK X FOR EACH EVENT TO BE ENTERED

| MONDAY 22 JULY | TUESDAY 23 JULY | WEDNESDAY 24 JULY |
|---|---|---|
| ☐ C NOSGAS * | ☐ B NOSGAS * | ☐ A NOSGAS * |
| ☐ IGNITION (SML & LG)* | ☐ JIMMY ALLEN EVENT | ☐ PAA LOAD (COMBINED) |
| | ☐ JETEX | ☐ EARLY ½A NOSGAS |

| THURSDAY 25 JULY | | FRIDAY 26 JULY |
|---|---|---|
| ½A NOSGAS * | * = NOSGAS CHAMPIONSHIP EVENTS | ¼A NOSGAS * |
| KORDA 39 WAKEFIELD | | PEE WEE 30 |

All events are to be JSO, special awards to be given to Juniors and Seniors.
Awards to three places minium, up to 5 in high entry events.

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EARLY ENTRY DEADLINE: MUST BE POST MARKED BY 15 JULY 1996.

$10.00 First event (Open only)_____$10.00
$ 3.00 Each additional event How many_____$_____
$ 1.00 Per event, Juniors and Seniors only How many_____$_____
NFFS BANQUET ON THURSDAY NITE 7:00 PM
# Of adults_____X $20.00_____= $_____

Send check or money order and please make it payable to NFFS !!!!!!!!!
To: Abram Van Dover 112 Tillerson Dr Newport News, Va 23602

TOTAL AMOUNT ENCLOSED = $_____

PLEASE SIGN
I/We hereby release all persons and/or organizations concerned with this contest from all responsibilities and/or liabilities incurred by me/us at said contest .

Contestant Signature

Parent or Guardian if contestant under 21

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NOSTALGIA GAS Adhere to the NFFS published rules,approved engines and models. Send $2.00 to Bob Larsh, 45 South Whitcomb Ave, Indianapolis, In 46241 For current lists and rules. Postpaid.

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Pee Wee 30 (Orbiteer Rules)

1. 30"X 30" maximum dimensions.
2. Power is to be by a .020 reed valve engine.
3. There must be a landing gear with two one inch (minimum) diameter wheels.
4. The minimum weight is 100 grams and there may be no gadgets except a DT.
5. The minimum engine run is counted as 15 seconds with a two minute maximum flight. there is no maximum run and fractional seconds are rounded UP to whole seconds.
6. The engine run must be controlled by a metered system, no timers.
7. There is no restriction on construction materials.
8. Maximum of six flights to make three offical flights (40 second minimum) Flight time is rounded to the nearest whole second.
9. **One flight must ROG.**
10. **Scoring:**

$$\frac{\text{Flight time}}{\text{Engine run}} \times 100 = \text{Score}$$

**Fractional points are dropped**

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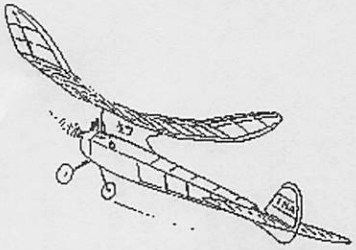
RULES--GENERAL

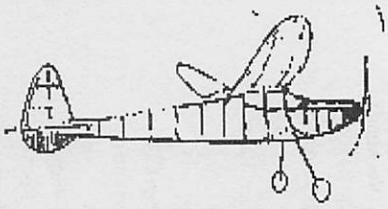
All fliers must have a valid AMA license.
The CD will have the right to override NFFS rules pertaining to fly-offs, etc, based upon prevailing conditions.
AMA Rules will be enforced.
Awards will be made at the end of each day
All competition flying ceases a 5:00 pm
Awards will be to three places minimum and up to five in high entry events.
This is a time one-fly one contest, bring your stop watch !
ALL D/T fuses MUST have snuffer tubes.
Retreval by motor bike is permitted, crop damage is not! Please follow posted access road rules. Any one observed operating a retrieval vehicle in a crop field will be disqualified from the remainder of the contest and will not be refunded any fees.
The CD has the last word.

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GENERAL

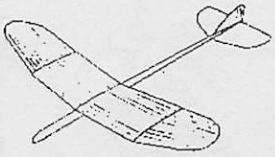
**The NFFS Banquet will be on Thursday, 25 July 1996 at the Roberts Hotel 420 South High Street, Muncie, In. Banquet commences at 7:00PM. Cash Bar at 6:30 PM. Lee Person, Modeler and retired NASA Test Pilot will be the Guest Speaker. Maps and directions on how to get to the Roberts Hotel will be available at the flying site.**





# Northern Ohio Free Flight Association

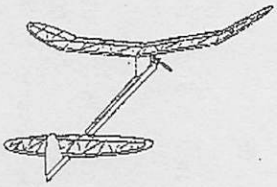
## Summer Free Flight Contest



**Wright Patterson Air Force Museum Field**
**Dayton, Ohio**

August 3-4, 1996

**9:00am to 4:00pm**



| Saturday's Events | Sunday's Events |
|---|---|
| A-B Gas<br>PeeWee 30<br>Hand-Held Catapult Glider<br>ABC Old Timer - Fuselage<br>1/2 A Nostalgia Gas<br>Old Time Rubber - Cabin<br>P-30/Coupe Combined | 1/2 A Gas<br>C-D Gas<br>.020 Old Timer/Nostalgia Combined<br>ABC Old Timer - Pylon<br>Hand Launch Glider<br>ABC Nostalgia Gas<br>Old Timer Rubber - Stick |
| Junior Hand-Held Catapult Glider<br>Junior-Senior 1/2A Power | Junior Hand Launch Glider<br>Junior Rubber |
| Starting at 4:30<br>3 Person Catapult Glider Team Challenge | |
| Starting at 5:00<br>.020 Payload<br>1/2 A Nostalgia Payload<br>.010 R.O.W. (Rise Off Water) | |

*High Point Trophy*
To be awarded Sunday!
The more you fly
the better your chances!

**Entrance Fees: $15.00 Flat Fee covers all events. All Juniors events are FREE! ***
** A $.25 AMA fee is required for all non-AMA member Junior participants.*

**Contest Directors:**

**Charlie Jones**
**32130 Cambridge Circle**
**Avon Lake, Ohio 44012**
**(216)-933-7377**

**Warren Weisenbach**
**4568 W. 146 St.**
**Cleveland, Ohio 44135**
**(216)-671-8623**

*All WPAFB field rules apply. Observe speed limits and seat belt laws when driving on the base. Chase bike riders must wear helmets and reflective vest.*

The **INFORMER**

2348S, 700W
New Palestine, IN
46163

1996 President
Roger Lane

Vice President
Jim Haught

Sec'y/Treasurer
Harry Murphy

Issue No. **2 - 96**

## 1996 CIA Area FF Contest Calendar

| | | | |
|---|---|---|---|
| May | 5 | Columbus, OH | MECA Collecto |
| | 11/12 | --- | (Mother's Day Weekend) |
| | 18/19 | Muncie, IN | Thermaleers FF Meet |
| | 25-27 | --- | (Memorial Day Weekend) |
| | 29 thru | | |
| Jun | 2 | Johnson City, TN | USIC/AMA Indoor Nats |
| | 1/2 | Muncie, IN | COFFC FF Meet |
| | 8/9 | Gananoque, Ontario | SAM 86 FF Meet |
| | 9 | Bong, WI | Aeronuts FF Meet |
| | 9 | WPWFB, Dayton, OH | (Practice session) |
| | 15/16 | WPAFB, Dayton, OH | FFMAS FF Meet |
| | 16 | WPAFB, Dayton, OH | FAC Scale FF Meet |
| | 22/23 | Sturgis, MI | M.A.M. OT FF Meet |
| | 29/30 | Galeville, NY | Eastern FF Champs |
| | 30 | Bong, WI | Bong Eagles/Pelican FF Meet |
| Jul | 6/7 | WPAFB, Dayton, OH | CIA OT & NosGas FF Meet |
| | 13/14 | Bong, WI | FAI Invit/IMAC (Sunday) |
| | 22-26 | Muncie, IN | AMA FF Nats/USOC |
| | 28 | | |
| Aug | 3/4 | WPAFB, Dayton, OH | NOFFA FF Meet |
| | 9-11 | Fayette, NY | Empire State FF Champs |
| | 11 | Sturgis, MI | MAM Jimmie Allen Postal, OT Rubber, Slag Engine |
| | 13-15 | Gananoque, Ontario | Great Grape Gathering FF & OT RC Assist Meet |
| | 17/18 | Cuckoo, VA | Cuckoo Challenge FF Meet |
| | 18 | Bong, WI | Midwestern States FF Meet |
| | 25 | Bong, WI | Aeronuts OT FF Meet |
| | 31 thru | | |
| Sep | 2 | --- | Labor Day Weekend |
| | 7/8 | Gananoque, Ontario | Eastern Canada Open FF & RC Assist Meet |
| | 14/15 | Muncie, IN | CIA Fall Regional FF Meet |
| | 21/22 | | |
| | 28/29 | Cuckoo, VA | CAAMA Fall FF Meet |
| Oct | 5/6 | Lawrenceville, IL | Tri-Co Aero Club FF Meet |
| | 11-16 | Pensacola, FL | SAM Champs |
| | 19/20 | WPAFB, Dayton, OH | (Practice Session) |
| | 26/27 | | |
| Nov | 3 | Columbus, OH | MECA Collecto |

(Send comments to H.S.Murphy, 3824 Oakwood Blvd., Anderson, IN 46011)

Revised 3/18/96