CENTRAL INDIANA AEROMODELLERS

CIA INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Don't put away that shovel yet...

- Editor -
Moe Whittemore
2348S, 700W
New Palestine
IN 46163
(317) 861-4266

Issue # 1/98 | January/February | Price $7.50/yr.

CIA Annual Banquet - Jan. 24, 1998. by MJW

Would you believe, this was the CIA's *25th* year of existence! Seems like just yesterday.....

The head count was back up this year. Over 60 attendees filled the downstairs facility of Welliver's!

Dick Covalt and **Les Hallgarth** shared emcee duties. Les kicked things off, reading a letter from the absent **Phil Sullivan** (who was in Miami for a visit with his youngest son - just back from an extended stay working at the U.S. embassy in Russia). Phil's up to his ears in this year's FF NATS and gave us a heads-up of things to come: 1) The dusty roads will be taken care of! 2) 5 FF clubs (Brainbusters, CIA, COFFC, Skyscrapers and Tri-County Aero) will rotate duties administering the daily events. 3) The NFFS banquet will feature Richard McReady as guest speaker. 4) The NFFS has forwarded $1000 to refurbish an administrative trailer to be used not only at the NATS, but at local FF contests, as well!

Next we had the Grand Giveaway of the door prizes. We did it a bit differently this year - first draw, first pick. Something for everyone, too! The major contributors to the kitty were Mark Wood Model Works, Muncie Model & Hobby (Mark & Dan Vest), Steve Frazier, Tom Metzler Hobbies and Doug Galbreath.

The past year saw final farewells to **Lou Willis** (Larry's dad), ex-agent **Lyman Armstrong, Alice Adams** (John's wife) and **Katie Chamberlain** (Meredith's wife).

Dick then gave some insight into our twice-monthly regular club meetings - which typically draws 10-14 people: 10% of the time, 1 person talks and everyone else listens; 10% of the time, everybody's talking and nobody's listening; and 80% of the time half were talking and half were listening! Of course, the most popular segment of these meetings is Sho 'n Tell! Some of the past year's notables include **Mark Vest**'s RC hand launched glider; **Jack Eskew**'s indoor/outdoor winding stooge, built from easily-

(cont'd p. 4)



Yet Another Call for Help!! The Informer sure could use some more input from our readers. The original-material articles, once our hallmark, are getting fewer and farther between! But I refuse to steal from Vol Libre, to fatten out our issues.

Anything you cand send in, be it cartoons, interesting articles from other (unrelated) publications, experimental stuff that you've tried (successful or not!), neat 3-views - outdoor or indoor, internet stuff, artwork, whatever, would be most appreciated!!

Many thanks to the loyal few who send stuff in, from time to time. Without your help, we would've been out of business long ago - witness the demise of many good FF n'letters!

Sorry I'm so slow with this issue. Things have been piling up - mainly overtime at the workplace..... We'll do better, next time!

There's a Movement underfoot to create a new FF Power class. Something a bit more hip than Slo-Power! There are many who want to fly a simple, no-gadget FF Power class - *but with modern airframes, modern materials and no engine restrictions*!

No-gadget NosGas doesn't cut it with these people. They consider these models "old airplanes", and they're not ready to throw in the towel, yet! They'd like to fly their modern, original-design equipment. They just prefer no auto-anything! A K.I.S.S class, if you will! (Keep It Simple, Stupid!)

If you're interested in promoting and contributing ideas to this concept - sent your thoughts in. I'll collect and disseminate the info. Try to get it into the right hands, as it were..... When the new class starts to take shape, maybe we can give the event a trial shot during one of the many CIA contests held during the year. Events introduced during past CIA contests have a pretty good track record of becoming official AMA events!

What do you think?? My address is on the front of the Informer, and my email address is: whitte@ix.netcom.com. Please let this Rubber/Glider Guy hear from you Power Guys!

And now for something bizarre! Ex-Agent **Jim Pulley** fell and broke his hip. He went to the hospital. The first day he was there his wife came to visit, got tangled up in his i.v. tubing, fell and broke her hip. They both had hip surgery the same day! The story made local TV news!

During their rehab at a convalescent center, it was noticed that Jim had an ulcerated foot. It had to be amputated, along with about 6" of his leg! Shortly thereafter, during p.t., his wife had a heart attack! Angioplasty got her back to normal.

They're still both in rehab/p.t. together. Roommates, too! She'll probably beat him home, tho.....

Did you know that Agent **Marge Weisenbach** recently had surgery for skin cancer? Apparently it had progressed to the point where her chin bone had to be touched up with a piece of her leg bone!

You'll see her at contests this summer, as tho nothing had ever happened!



Think you'd like to design your own prop or prop mold? Here's an easy 3-step method!!

1.) **Pick the Diameter**. Suggested guidelines are as follows:

Class	Prop Dia as % of Span	Typical P/D Ratios
Gas	13 - 16%	0.3 - 0.6
Outdoor Rubber	25 - 40%	0.8 - 1.5
Indoor Rubber	65 - 100%	1.5 - 2.2

Now, the larger the prop diameter with relation to model wingspan, its chances for greater efficiency improve - **BUT** - the resulting reaction forces cause the system to be much harder to trim - **AND** - in the case of the power model, a too-large prop diameter makes the engine operate enough off-peak to cause a HP loss.

2.) **Choose the Pitch:**

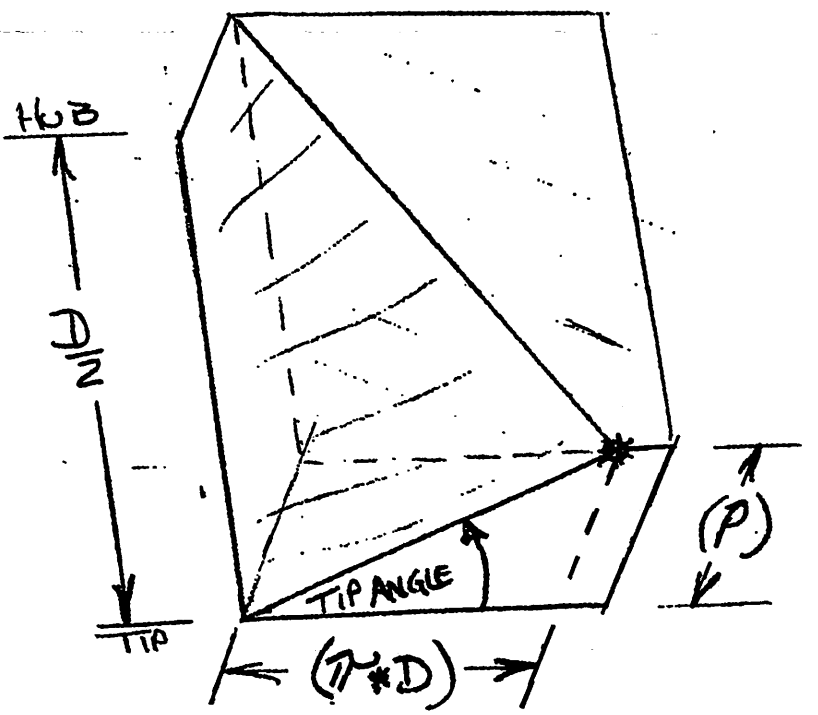
If you're venturesome, try the highest guideline values for the class. But remember, torque reactions are highest with these, making the model a handful to power-trim.....

3.) **Lay Out the Block/Mold** (helical pitch):

First, we need to figure out the angle at the prop tip. Here we go....

$$\frac{\text{Distance the } \textit{hub travels forward} \text{ in 1 rev.}}{\text{Distance the } \textit{tip travels around} \text{ in 1 rev.}} = \frac{\text{Pitch}}{\text{Diameter x Pi}}$$ (This also equals the tangent of the tip angle)

And since *the angle at the hub is 90 degrees*, the block layout looks like so.....



Example: Suppose you have a chunk of 2-by-4 (actually, 1.5" x 3.5"!) and want to make a prop form, or mold. You've decided on a 14" diameter, 22.5" pitch prop.

* Cut the log to length (7")
* Calculate P / D x Pi = 22.5 / (14 x 3.14) = 0.512 (Tip angle = 27.1 degrees)
* Since the block is 1.5" high, the width of the form at the tip becomes 1.5" / 0.512 = **2.93"**
* Draw a line on the top of the block, joining the hub point with the 2.93" tip point.
* Remove the resulting wedge of wood. You have your form!
* *Don't make it backwards!!!*

..... '98 Banquet, cont'd.....

gotten components; **Mark Wood**'s simple, sheet-metal circle-towhook which he designed and successfully marketed as a teenager back in 1975; **Steve Frazier**'s Swedish Skywatch 3D, Non-Directional, Solar Powered Wind Meter (nice, but pricey!); and **Gib Robbins**' adjustable sanding jig - for perfect dihedral joints, everytime! And how about **Les Hallgarth**'s 4 brand-new, still-in-the-box 1965 Holland Hornets!

The past season saw the introduction of the FAI "Hoosier Cup" meet (an America's Cup event) integrated into our traditional AMA Fall contest. The combined meet drew 90 contestants! The CIA Fall Scramble was also introduced in '97 - a 2-day contest which included ***all*** AMA FF duration events! In '98 this contest will be expanded to include non-AMA events!

In '97 our O.T. & NosGas Contest was finally moved from Wright Field to Muncie. Despite some horrible weather, the meet broke even!

Some Agents put in time doing FF promotions - **Phil Sullivan & Moe Whittemore** took turns in running the NFFS booth during the (very wet!) '97 AMA Homecoming. **Bob Abernathy** ran the well-attended U-control "Build 'n Fly" program for kids, and **Roger Wathen & Roger Staton** were swamped doing the same with the AMA Cub building session! Later in the summer, Agents **Moe, Roger Lane** and **Roger Wathen** ran a very successful FF demo & exhibit at an Indy mall show (much to the chagrin of a couple RC clubs that were also present).

The 1997 CIA club awards (based on those contest points every member is requested to submit) were given as follows:

* AMA Power Champ: **Gil Morris** and **Bob Johannes** (tie!).
* AMA Non-Power Champ: Joe Williams.
* NosGas Champ: **Bill Hale**
* OT. Gas Champ: **Bob Edelstein**
* OT. Non-Gas Champ: **Ed Konefes**
Overall Hi-Point, Jr/Sr: **Jason Poti**
* Overall Hi-Point, Open: **Larry Willis**

"..... *the cause of agonizing humiliation to himself or his associates* ....." Now for the best of all CIA awards - the treasured **Crash & Burn Award**! This poor old Trophy is beginning to show a bit of wear. This year the 'pilot' had a missing arm!

Prexy Dick Covalt did the roll call on this years' candidates.

Our **First Candidate** managed to crash his 5 new planes at the Nats.

The **Second Candidate** had a brand-new F1C slip from his grasp and head straight for a non-plussed Hardy Brodersen. Only a sturdy stab mount prevented a total beard trim! Shortly thereafter, the model with it's misaligned stab trashed itself, creating wonderful business opportunities for the Russian parts suppliers!

Our **Third Candidate** put a "Straight-Up" through his ear while going for the ultimate stretch on his H.H.catapult glider. He also was the victim of a horribly misunderstood cycle purchase/swap deal. (Trail 90s are *never* a part of a Fat Cat deal!)

The **Fourth Candidate** almost got away with one, figuring he was out of sight! *But CIA Agents are everywhere!* He blew a wing on his F1J at two consecutive contests, due to bad bunt rigging! He also wrecked his F1C while being heard to scream "it's stuck in bunt!". At our Fall Scramble his super AMA C ship was destroyed after being 'stuck in bunt'! He then wrecked his last flyable ship that day by flying it into the U/C-R/C bleachers!!

The Envelope, Please!

Third Candidate **Sean Cochran** was voted the 1997 C&B Winner!!! Congratulations!

Les Hallgarth next did the presentation of the CIA Merit Award, won this year by **Joe Mekina**. Joe set a new Category III C Gas record of *40 minutes* at this years' Thermaleer's contest - beating Ed Keck's 1989 record of 39:36.

A 1997 Service Award went to **Moe Whittemore**, for his work on the CIA Informer. He was given a Gee Bee kit - and was challenged to build & fly it sometime in the summer of 1998!

Outgoing prexy Dick Covalt was given a

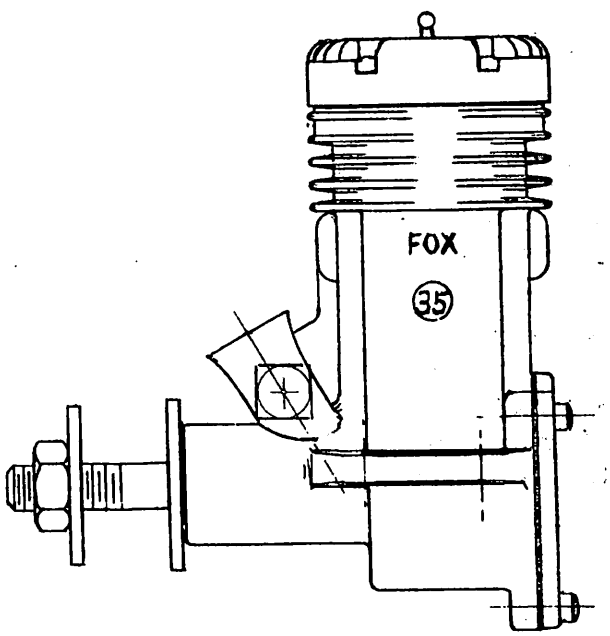
special award. For years Dick has has been a dominant power flyer, relying on various sizes of the ***Pearl*** family of gas ships. Most of you know that the original designer of this line named his planes in honor of the Pearl beer drunk during their construction. We decided to cross-hobbies and presented Dick with a rare, HO gauge, Pearl Brewing Co. boxcar kit! He's looking forward to building it!

Joe Mekina next divulged a few more particulars about the upcoming NATS. The popular Jr/Sr evening cookout has been advanced to Wednesday evening. Category championships for AMA Gas, NosGas, Rubber and Glider have been added to this years' card (see your entry forms for particulars!).

Gib Robbins is in charge of rounding up the trophies for the NosGas and NFFS events, so you know they'll be lookin' good! Make your reservations early!

The festivities wound down with USIC manager Dave Thomson filling us in on the upcoming activities at Johnson City, TN, May 27 thru 31.

That'll do it for another year. See ya on the field - or in the fieldhouse - in '98! - MJW

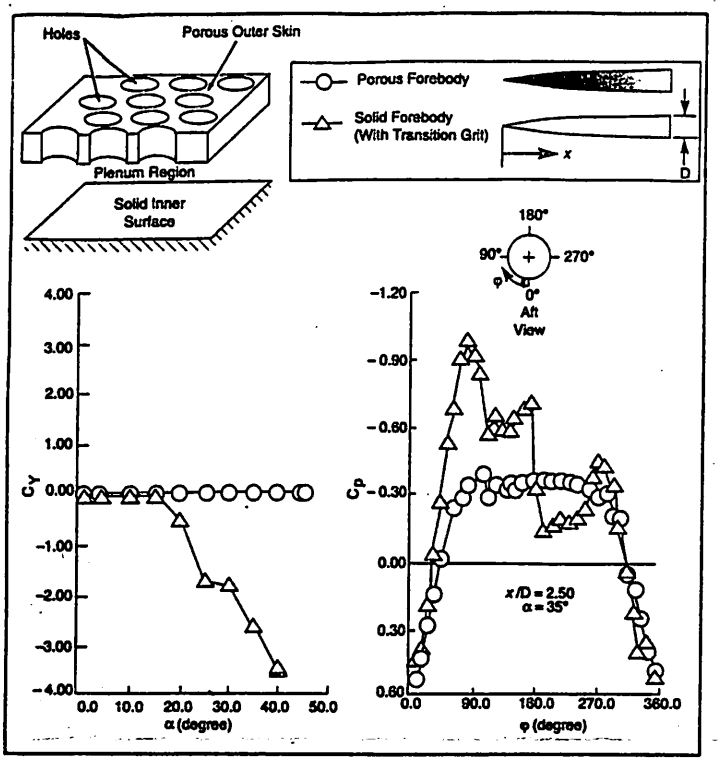


Porous Forebody

This passive device reduces asymmetries in flows and aerodynamic loads.

Langley Research Center, Hampton, Virginia

NASA Tech Briefs, November 1993



A Porous Forebody, (in this case, an ogive/cone) improves the performance of an aircraft at both high and low angles of attack.

A wide range of active devices have been conceived and developed to control the degree of asymmetry of flows and aerodynamic loads on the forebodies of aircraft. These devices, which are designed to inhibit or promote separations of flows on the forebodies, typically consist of strakes, flaps, rotating nose apexes, slots, bumps, and other devices. In contrast, the porous forebody is a passive mechanical device. Porous forebodies should significantly enhance the flight characteristics of all aircraft by minimizing the influences of aerodynamics of the forebodies upon those characteristics.

A porous forebody includes a porous outer skin and a solid inner skin. The two forebody skins are separated by a distance of the order of two boundary-layer thicknesses. The arrangement can be regarded as that of a porous skin placed over a minimum-depth cavity. The porous skin can be created by perforating a solid skin or by fabricating the outer skin from a porous material. The internal cavity region should have minimum blockage in both the circumferential and longitudinal directions.

The porous skin acts in combination with the cavity to reduce or eliminate all gradients of pressure that exist on the external side of the porous skin. The external pressures on the forebody are modified by a combination of an equalization of the pressures within the cavity and a modification of the boundary layer about the forebody due to a minimum transfer of mass into and out of the cavity.

At high angles of attack and/or high-lift conditions, the porous nature of the forebody eliminates asymmetry and unsteadiness in the flow about the forebody. It also eliminates the resultant asymmetry and unsteadiness in the aerodynamic loads. This asymmetry and unsteadiness can (if not eliminated) dominate the flight characteristics of the aircraft. At low angles of attack and/or low-lift conditions, the porous forebody reduces the pressure drag at all speeds.

Because of the passive nature of the porous forebody, there is no need for any mechanical, pneumatic, or electrical support equipment. The implementation of the porous-forebody concept requires negligible volume and has a minimal effect on the weight of the aircraft. Porous forebodies could lead to safer and better-handling aircraft. While porous forebodies would likely be used primarily on aircraft, they might also be useful on fast land vehicles and structures or devices subject to high winds.

This work was done by Richard M. Wood and Steven X. S. Bauer of **Langley Research Center.** *For further information, write in 105 on the TSP Request Card.*

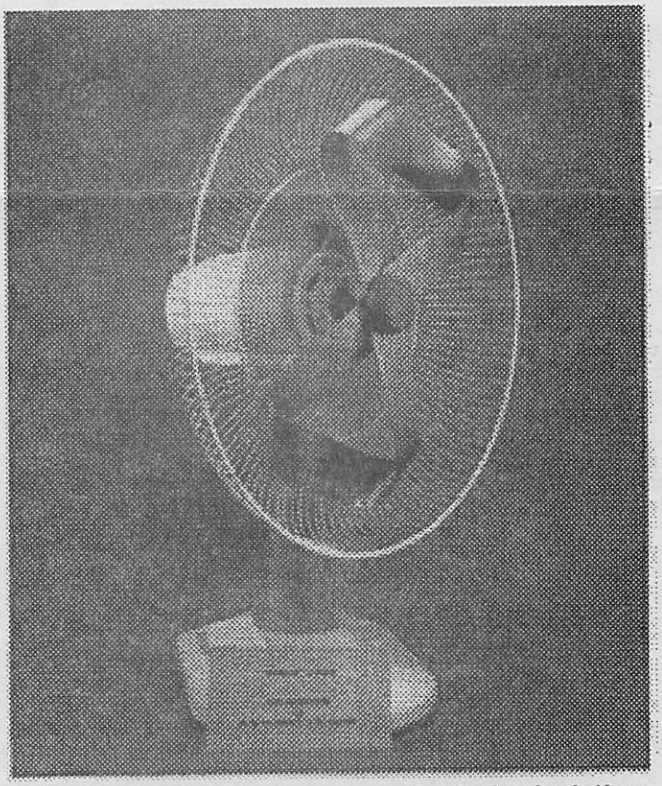
This invention is owned by NASA, and a patent application has been filed. Inquiries concerning nonexclusive or exclusive license for its commercial development should be addressed to the Patent Counsel, Langley Research Center [see page 26]. Refer to LAR-14547.

Propellors & Fans Based on the Mobius Strip!

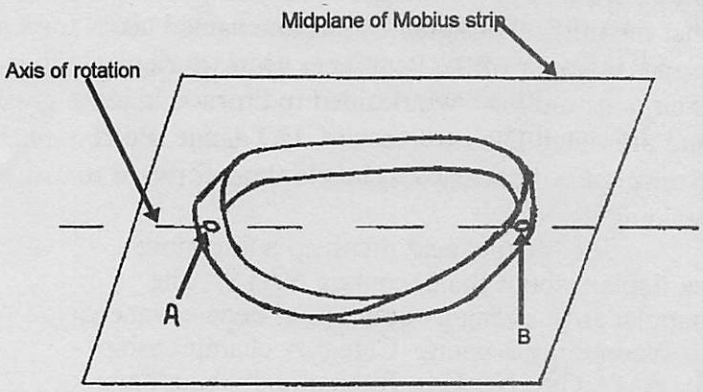
Here's an interesting article I came across in the NASA Tech-Briefs publication. The research was carried out by John Seiner of Langley Research Center and Mikhail Glinsky of the National Research Council.

"The Mobius strip has been proposed as the basis for optimally shaped aircraft & boat propellors, fans, heli rotors, mixing screws, etc. The basic idea of 'optimal shaping' of such a device is to increase working efficiency by increasing the capture area for the "still medium" (air, water, etc.), without increasing the power needed for rotation." Conventional blades are two-sided - not optimal, according to the writers.

"The Mobius strip is formed by giving a half twist to a strip of (elastic) material, then joining the ends to obtain a smooth surface. A Mobius strip is <u>one-sided</u>, in that one can trace a continuous line along the strip from any point on its surface to any other point on the surface - without leaving or penetrating the surface."



The blades in this fan were made by twisting a strip of elastic material into the equivalent of two Mobius strips, with folds.



A Mobius Strip, supported at points A & B on a suitably chosen axis of rotation can act as an efficient prop or fan blade.

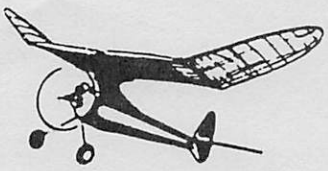
It is claimed that the one-sided, smooth shape of the Mobius strip provides the required large capture area, while generating the least possible turbulence in three-dimensional flow, thus maximizing working efficiency.

Prop shapes based on the Mobius strip, and their orientations with respect to axes of rotation, can be varied and extended extended to suit the requirements of specific applications.

The sketch shows the single basic Mobius strip blade, held at points A and B spaced apart along the axis. The fan pic shows another example in which the ends of a single strip were twisted and joined at an axis of rotation to form <u>two</u> fan blades, each of which is the equivalent of a single Mobius strip that has been folded and joined to the axis at the fold.

How 'bout that! I can just see modelers getting slapped about the head and shoulders by a loose, floppy Mobius power prop! On the other hand, it might be worth a try on an Indoor model!

- MJW



Results of the IMAC Kat II Kontest of March 1, 1998..... And a good time was had by all! Too bad that the turnout wasn't any better, tho..... Seems that we had many more spectators than contestants, thanks to the radio and newspaper ads. Quite a few of our usually reliable Indoorsmen decided to save their equipment for a shot at the Buffalo Bills' training site (Category III) the following Sunday - and I don't blame them!

But those who showed turned in some great times for this site - witness Larry Coslick's Intermediate Stick time of *23:38*, without too much steering!

The biggest disappointment, tho, was that ***all*** of the AMA Jr./Sr. awards went begging - about $150 worth of goodies! Oh, well....

We did have a bit of (non-AMA) Junior action with the *Twiggy* special kid's event, held during the 12N-1:30P break. About a dozen local kids (and spectator's kids) got to wind, trim & fly these models with the AMA adults helping 'em. The kids' average time was about 15-20 sec's at the beginning, but most were turning in times of nearly 1 minute as the trimming & winding techniques got better! There were prizes for every entrant. I hope the experience rubs off on just ***one*** kid! And I think we hooked one girl and her dad!

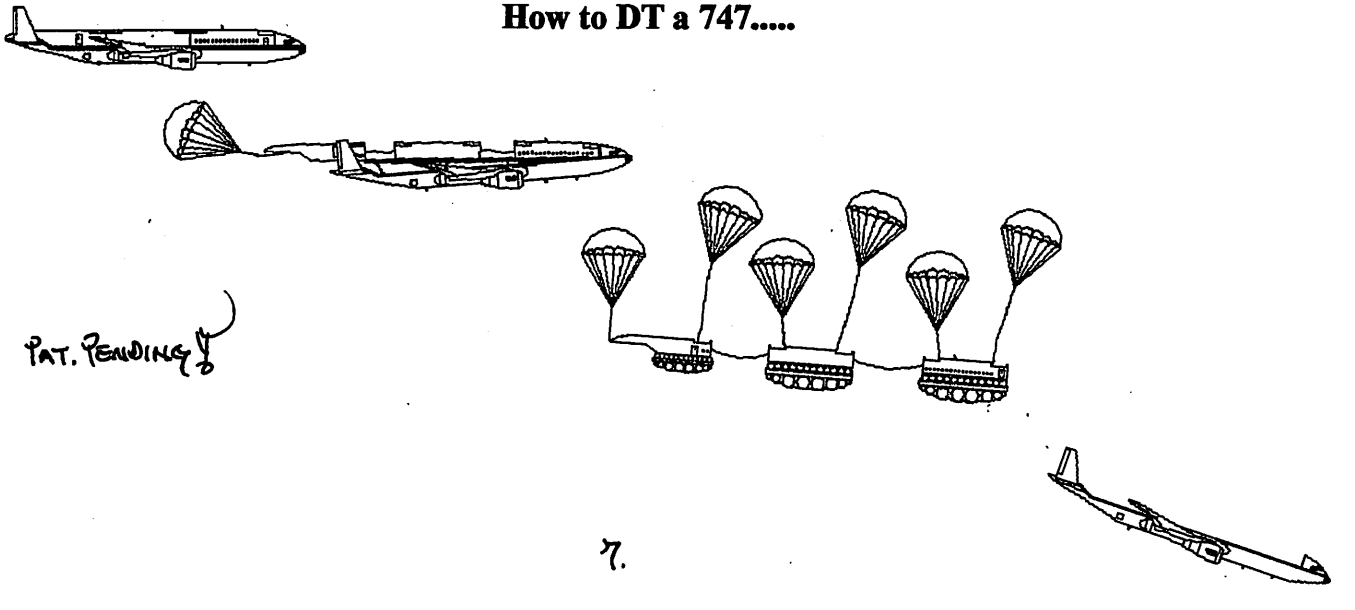
The results are as follows:

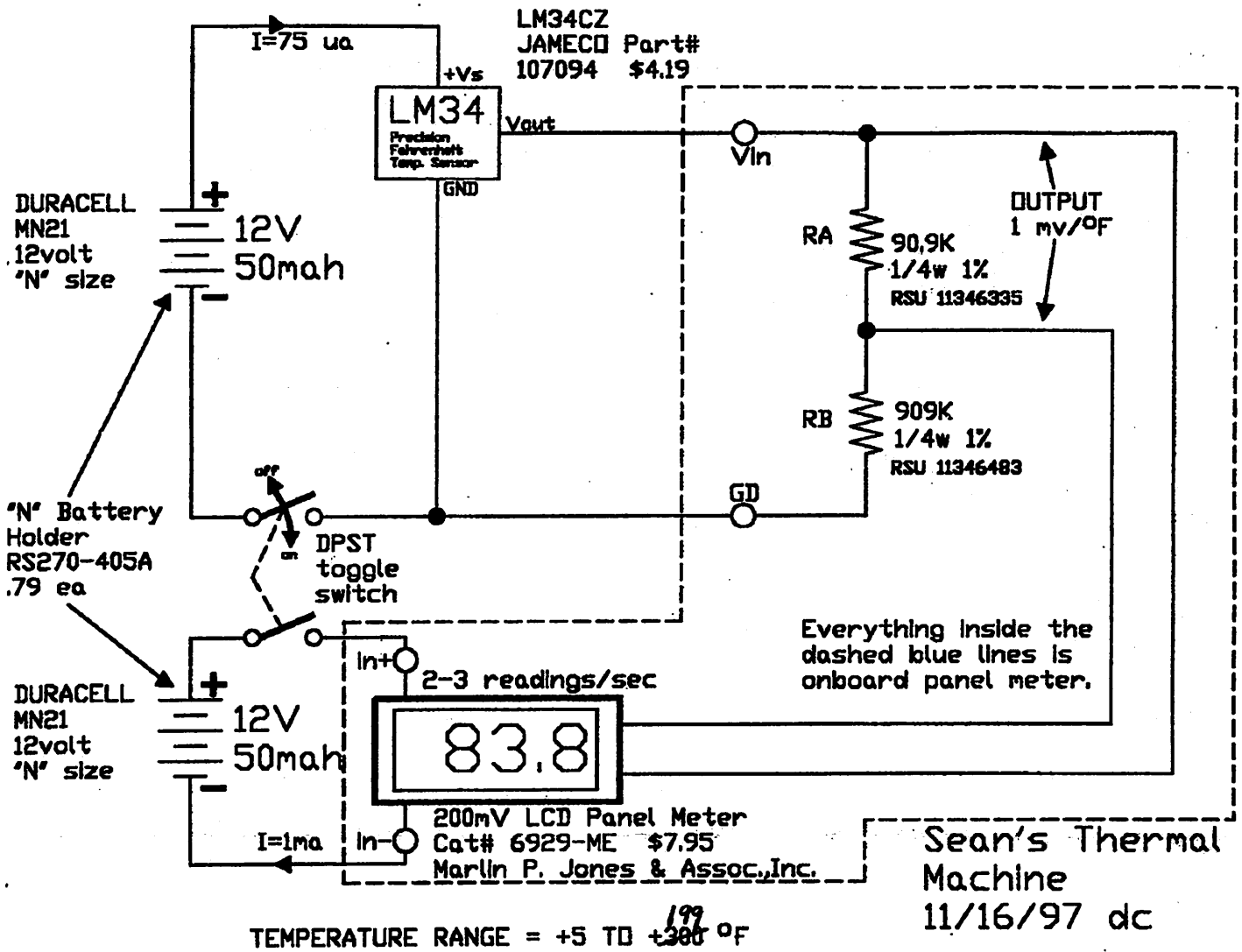
IHLG		**Std. Catapult Gl.**		**EZB**	
1. M. Whittemore	0:51.2	1. L. Coslick	0:65.0	1. L Coslick	15:56
2. R. Wathen	0:46.6	2. S. Gardner	0:56.0	2. S. Gardner	13:04
3. R. Staton	0:28.5	3. R. Wathen	0:41.1	3. W. VanGorder	11:47
MiniStick		**Intermediate Stick**		**Limited PP**	
1. W. VanGorder	6:29	1. L. Coslick	23:38	1. W. VanGorder	7:27
2. W. Martin	5:12	2. S. Gardner	7:30	2. W. Martin	7:22
3. -----	-----	3. W Martin	7:10	3. J. Richmond	7:21
No-Cal Scale		**Peanut Scale**		**Bostonian (7g)**	
1. R. Lane	2:24	1. S. Gardner	(1+1)=2	1. J. Richmond	268.4
2. R. Wathen	1:54	2. R. Lane	(2+3)=5	2. S. Gardner	266.4
3. P. Barnett	1:49	3. J. Richmond	(4+2)=6	3. R. Lane	213.9

Cd's: Moe Whittemore, Roger Wathen, Roger Staton.

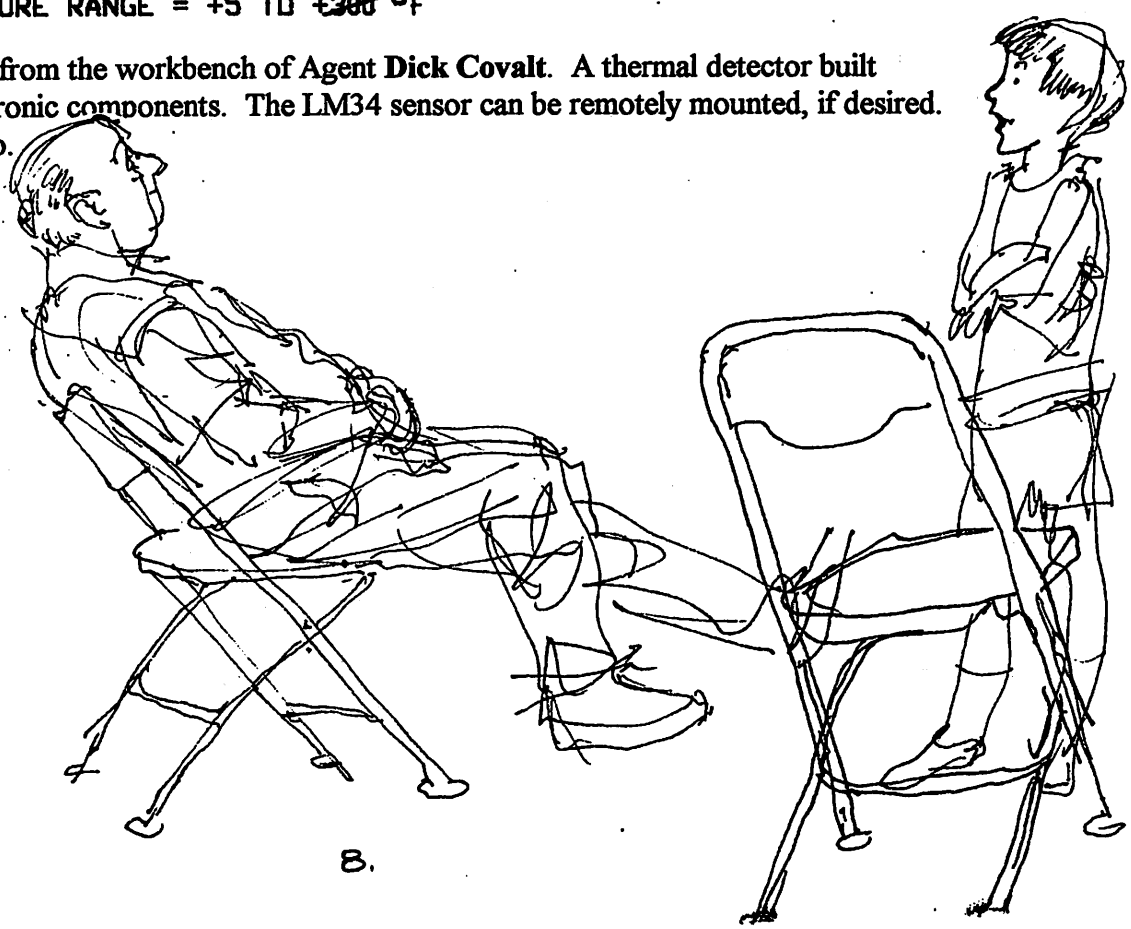
Just wait 'til next year!!

How to DT a 747.....





Here's a neat little item from the workbench of Agent **Dick Covalt**. A thermal detector built from easily-gotten electronic components. The LM34 sensor can be remotely mounted, if desired. Rather large display, too.



1998 CIA AREA FREEFLIGHT CONTEST CALENDAR

Mar	1	IMAC (formerly IFFF) Kat II Indoor Kontest	Indianapolis, IN
Apr	3,4,5	R/C Expo (Collecto Apr 4)	Toledo, OH
	19	Cleveland FF Society Indoor Contest	Kent St. Univ, OH
	25,26	Eastern U.S. FF Championships	Ingleside, MD (Higgs' farm)
May	2,3	CAAMA/SAM Contest	Cuckoo, VA
	3	MECA Collecto	Columbus, OH
	9,10	FAI Qualifier/Practice Session	WPAFB, Dayton, OH
	10	Mother's Day	—
	16,17	Thermaleers FF Contest	AMA - Muncie, IN
	25	Memorial Day	—
	27-31	USIC/AMA Indoor Nats	Johnson City, TN
Jun	6,7	CIA OT & NosGas FF Meet	AMA - Muncie, IN
	12-14	AMA Homecoming	AMA - Muncie, IN
	20,21	FFMAS Small Field/FAI Qualifier	WPAFB, Dayton, OH
	27,28	MAM OT FF Meet/RC Assist + Phantom Fury (Collecto on the 27th)	Sturgis, MI
	28	Aeronuts Fun Fly	Bong, WI
Jul	4,5	4th of July weekend	—
	12	IMAC Annual	Bong, WI
	16-19	FAC NATS	Geneseo, NY
	18,19	FAI Qualifier/Practice Session	WPAFB, Dayton, OH
	19	MAM OT Rubber, Slag, OT Gas Combos	Sturgis, MI
	19	Aeronuts Spring OT FF Meet	Bong, WI
	27-31	AMA FF NATS	AMA - Muncie, IN
Aug	7-9	Empire State FF Champs	Fayette, NY
	9	Bong Eagles Annual FF Meet	Bong, WI
	11-13	Great Grape Gathering FF & RC Assist	Gananoque, Ont.
	15,16	NOFFA FF Meet	WPAFB, Dayton, OH
	15,16	Cuckoo Challenge FF Meet	Cuckoo, VA
	16	Pelicans OT Meet	Bong, WI
	22	Aeronuts Fall OT FF	AMA - Muncie, IN
	23	Aeronuts Midwestern States FF Meet	AMA - Muncie, IN
	29,30	COFFC FF Meet	AMA - Muncie, IN
Sep	5,6,7	Labor Day Weekend	—
	5,6	FF Practice Session	WPAFB, Dayton, OH
	13	Bong Eagles Special Meet	Bong, WI
	13-18	SAM Champs	AMA - Muncie, IN
	19,20	CIA AAA FF Contest	AMA - Muncie, IN
	19,20	Hoosier Cup (America's Cup meet)	AMA - Muncie, IN
Oct	3,4	Tri-County Aero Club FF Meet	Lawrenceville, IL
	17, 18	CIA Fall Scramble	AMA - Muncie, IN
Nov	1	MECA Collecto	Columbus, OH

THE CLEVELAND FREE FLIGHT SOCIETY

A.M.A. sanctioned Indoor Contest for free flight model airplanes.

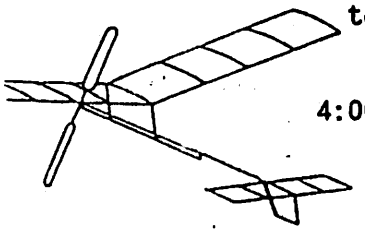
SUNDAY, April 19 , 1998 Kent State University 8:00 a.m. to 4:30 p.m.

Flying Site - KSU Field House, Summit Road (near Dix Stadium) Catagory 2
59' ceiling

SCHEDULE of EVENTS

8:00 a.m. -- Building opens

8:30 a.m. -- 1. *EZB* - - Scoring will be the longest of five official flights (30 seconds). Two attempts equals one official.



to

2. *EZB/PENNY PLANE COMBINED* - - Juniors only.

4:00 p.m. 3. *NOVICE PENNY PLANE*

4. *MINI-STICK* - - Best flight of 5 officials. 20 second minimum. 2 attempts/Flight.

9:30 a.m. 5. *SEVEN GRAM BOSTONIAN* A.M.A.Rules.

to 6. *JETCO R.O.G.* (J,SO) - Club Rules remain the same, except that the prop must be 5 1/2" max. May be cut down and have pitch altered.

4:00 p.m.

10:00 a.m. to 4:00 p.m. F.A.C. EVENTS



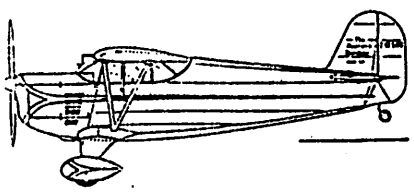
Caudron C.460

7. *Hi-Wing Peanut* (Experimental ex. Lacey, Fike etc.)

8. *Hi-Wing Peanut* (Production types).

9. *Peanut Scale* (all others except pioneer models).

10. *W.W.I Peanut Biplane Combat* - 4:00 p.m.



11. *Golden Age Scale*

12. *W.W.II No-Cal Combat.* Flown at 4:25 p.m.

13. *No-Cal Profile Scale* (total of three flights) Minimum weight - 5 grams without motor.

For Your Information

1. Steering of Models: as per A.M.A. rulebook.
2. Entry Fees: - *Open* - $20.00 - *Junior* $2.00
3. VERY IMPORTANT - You must provide your own table and chair.
4. KSU Fieldhouse is a non-smoking facillity. Also, please wear athletic type shoes. Ample free parking outside the fieldhouse.

EASTERN U.S. FREE FLIGHT CHAMPIONSHIP EVENTS

Saturday April 25th 10:00 A.M. to 6:00 P.M.

1/2A FF GAS – Cat. III, 7 sec. eng., 2 min. max (OPEN).....Awards to 3rd
1/2A FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR/SR).....Awards to 3rd
B FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
FAI POWER – F1C, 7 flts, 7 sec. eng., 3 min. max (JR/SR/OPEN).....Awards to 3rd
WAKEFIELD – F1B, 7 flts, 3 min. max (JR/SR/OPEN).....Awards to 3rd
MOFFETT – New Rules (JR/SR/OPEN).....Awards to 3rd
COUPE d'HIVER – F1G, 5 flts, 2 min. max (JR/SR/OPEN)..... Awards to 3rd
ABC NOSTALGIA GAS COMBINED – 9 sec. eng., 2 min. max, hand launch,
Rules as published in NFFS (JR/SR/OPEN).....Awards to 3rd
A-1 TOWLINE – F1H, 5 flts, 2 min. max, 220 gms. (JR/SR/OPEN).....Awards to 3rd
PEEWEE 30 – (JR/SR/OPEN).....Awards to 3rd
CLIPPER CARGO – (JR/SR/OPEN).....Awards to 3rd
CATAPULT GLIDER – hand held, 9" loop, 1/4" flat rubber, max 1-1/2 oz.
6 flights (JR/SR/OPEN).....Awards to 3rd
All FAI events will not be flown in rounds, you must fly your flights on the day indicated, and flyoffs will be flown on those days at 3:30 PM if needed.

Sunday April 26th 8:00 A.M. to 4:00 P.M.

DAWN MULVIHILL – 7 A.M./ONE FLIGHT NO TIME LIMIT
Special Joe Farrell Perpetual Trophy for 1st (JR/SR/OPEN).....Awards to 3rd
SMALL FAI POWER – F1J – 7 sec. eng., 2 min. max, handlaunch, 5 flights
Rules as published in NFFS (JR/SR/OPEN).....Awards to 3rd
.020 REPLICA – 9 sec. eng., 2 min. max (JR/SR/OPEN)..... Awards to 3rd
A FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
C,D FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
A-2 TOWLINE – F1A, 7 flts, 3 min. max (JR/SR/OPEN).....Awards to 3rd
P-30 – 2 min. max (OPEN).....Awards to 3rd
P-30 – 2 min. max (JR/SR)..... Awards to 3rd
HLG – (OPEN)..... Awards to 3rd
HLG – (JR/SR).....Awards to 3rd
*EMBRYO – (JR/SR/OPEN) FAC Rules.....Awards to 3rd
*RUBBER SCALE – (JR/SR/OPEN) FAC Rules.....Awards to 3rd
*PAYLOAD GAS – (JR/SR/OPEN) FAC Rules.....Awards to 3rd

SPECIAL EVENT BOTH DAYS
*GOLDEN AGE SCALE – (Mass Launch).....Awards to 3rd
*These events will be run by the Scale Old Timers Society
ONE DESIGN – ANYONE OF THE PREVIOUS 14 DESIGNS USED OVER THE PAST 15 YEARS THIS EVENT HAS BEEN FLOWN AT GALEVILLE
rubber and specs as per those models (JR/SR/OPEN)..... Awards to 3rd
Mystery Time, ROG Endurance, Tissue Tow, Time Prediction, Thermal Search, Mass Launch – 6 interesting fun events – 20 awards compliments of Don Ross.
These events to be run by the Metropolitan Sports Squadron both days.

TROPHIES WILL BE AWARDED AT THE END OF EACH DAYS EVENTS

★★

A RAFFLE WILL BE HELD ON THE FIELD – TICKETS WILL BE SOLD BOTH DAYS – DRAWING ON SUNDAY!!!

★★

ENTRY FEES : 1 FEE INCLUDES ALL EVENTS
OPEN — $15.00
SENIOR — $6.00
JUNIOR — $6.00

REGISTRATION WILL CLOSE AT 1:00 P.M. BOTH DAYS!!!!

($1.00 WILL BE DONATED FROM EACH CONTESTANTS FEE TOWARDS FIELD MAINTENANCE.)

CONTEST DIRECTORS: TOM KERR & JOE WAGNER
TK - 7733 AIRY HILL ROAD, CHESTERTOWN, MD (410) 778-4939
E mail - kerr@skipjack.bluecrab.org
JW - 25804 JOHN HANSON RD., CHESTERTOWN, MD (410) 778-3933

★★

TOM HIGGS, A FELLOW MODELER AND OWNER OF THE FIELD HAS BEEN KIND ENOUGH TO LET US USE THIS FACILITY. THE ADJOINING FARMS ARE WORKING NEIGHBORS AND FRIENDS. WE ARE ALLOWED TO USE BIKES FOR CHASING ONLY ON THE ROADWAYS, PATHS, AND THE FIELDS PLANTED IN RYE GRASS. ***WE ARE NOT ALLOWED TO RIDE BIKES INTO THE WINTER WHEAT OR CROPS. RETRIEVAL IN THOSE AREAS MUST BE ON FOOT.*** *WE WOULD APPRECIATE YOUR ABIDING BY THESE RULES TO MAINTAIN A GOOD RELATIONSHIP WITH THESE FARMERS AND TOM FOR THEIR KINDNESS.*

★★

Convenient Motels:

Comfort Suites - Fri. & Sat. $109.95+tax - Sun. $69.95+tax AAA disc.
160 Scheeler Road - ph:(410)810-0555
Foxley Manor Motel - 2 doubles $58+tax - 1 double & 1 twin $54+tax, 1 double $47+tax - 1 king $49+tax ph:(410)778-3200
609 Washington Ave. - restaurant for breakfast, lunch & dinner
Court Yard Inn - 2 doubles $49+tax, 2 twins $47+tax,
6336 Church Hill Road (Rt213) - ph:(410)778-2755
All three are located in Chestertown, MD 21620 - approx. 18 miles from field.
Directions: From Washington-Baltimore: take 301 north to Hyden Clark Road East (Welcome Center), becomes Murphy Road, Dead ends on Ingleside Road, make left to Carter Road, make right to Ell Down Road, you are at site - 13 miles from 301.
From Pennsylvania - NJ: take 301 south to Carter Road, make right to Ell Down Road, make left, you are at site.
Return route to Chestertown: Carter Road north to Route 19 (Roberts Station Road) West and cross 301 to Churchill, north on Route 213 to Chestertown. Approximately 18 miles.

The **INFORMER**

2348S, 700W
New Palestine,
IN
46163

1998 President
Mark Wood

Vice President
Sean Cochran

Sec'y/Treasurer
Les Hallgarth

Issue No. 1 - 98

44034%8476 01