CENTRAL INDIANA AEROMODELLERS

CIA INFORMER

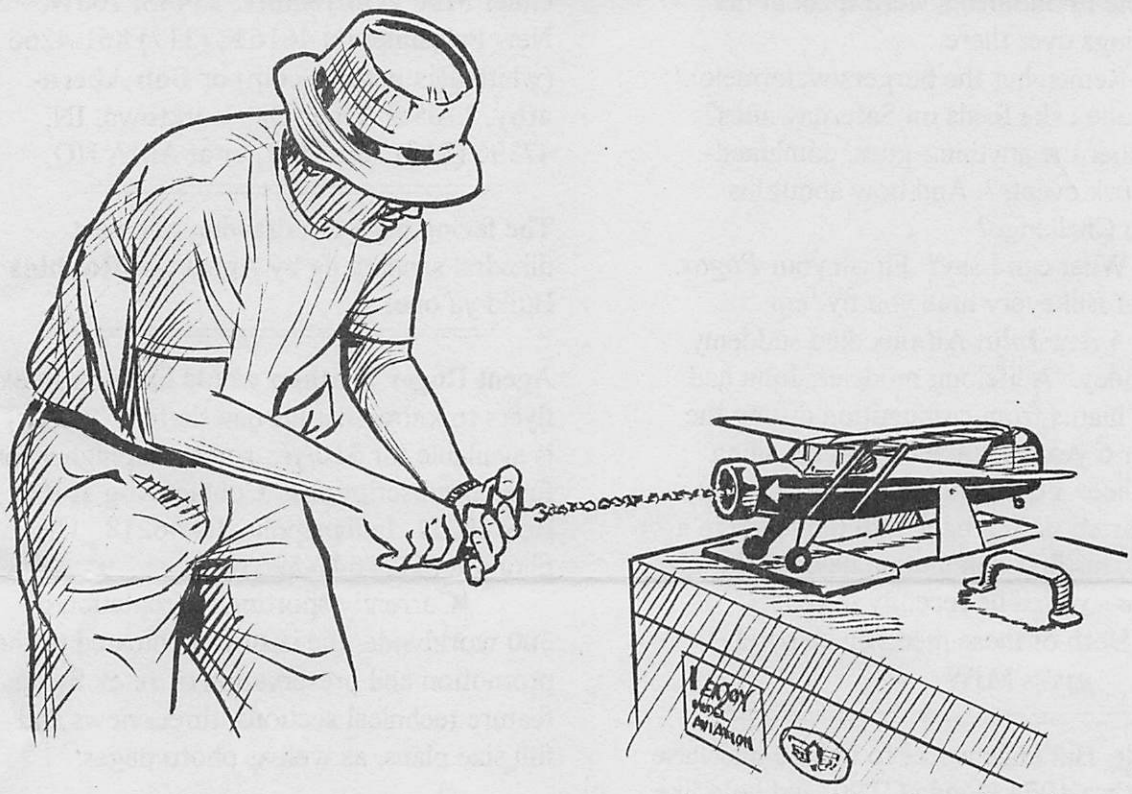
FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
First it's dank,
and then Delicious!

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

Issue # 2/98 March/April Price $7.50/yr.



A New/Old Nostalgia Engine Venture!

I recently received word from Agent **Dick Rikel** that he's diving in to an exciting new venture! Here's his story:

"My flying buddy, Randall Hopkins and I have purchased the entire stock of .049 engine parts from Fox Mfg., of Ft. Smith, Arkansas. The quantity is mind-boggling! They have been gathering dust for over 30 years."

"I actually found this treasure about 4 years ago. I've built about 60 Fox .049 FAI Specials from parts, and we've flown a few in contests from Muncie to Pensacola. A few others have also flown FAI Specials fitted by me. Our experience confirms the review by Peter Chinn in the Sept. '65 MAN. This is one of the best contest 049s of the NOS era - one of the top two or three in power output! Duke Fox designed it to be both powerful and tough. It is ***not*** a modified Fox .049. Its shortcoming seemed to have been in the area of marketing!"

Dick and Randall's plans are to produce the Nostalgia-legal Fox .049 FAI Specials entirely form original factory parts, using all the care they can muster! They plan to market complete engines, as well as spare parts to the FF community. (In addition, "Beta Site" engines will be undergoing bench tests - with results to be reported in the Informer.)

How 'bout that! Dick wanted us to be the first to know....

Check out the engine spec sheets and the Peter Chinn review, inside!!

For project updates, contact Randall Hopkins or Richard Rikel at:H & R Engines, 5024 Old Mayfield Rd, Paducah, KY 42003.

- MJW

First, the bad news.... I regret to report a tremendous double loss to the free-flight community.

Bill Saunders died last month, after a lingering illness. Bill was the guy that planted and cultivated his Free Flight Farm, in Cuckoo, Virginia. Some of my most enjoyable FF moments were spent at his happenings over there.

Remember the burgers/watermelon/ homemade cake feeds on Saturday nites? Remember the anything-goes, combined-class, dusk events? And how about his Cuckoo Challenge?

What can I say? Finish your *Pogos*. Think of Bill every time you fly 'em....

Agent **John Adams** died suddenly, last Sunday. A lifelong modeler, John had taken a hiatus from competition during the last 5 or 6 years to take care of his ailing wife, Alice. Following her death last year, John started sliding back into modeling in a big way, his first completion being a big, ole *Valkyrie* - which he recently tested.

Both of these men will be sorely missed. - MJW

For Sale Bill Hale wants to unload his chase bike! It's a 1974 Honda CT90, and he'd like to get $600 for it. Interested? Give him a call at (614) 237-8722.

Homecoming Help Wanted!!! I've talked to AMA's Bob Vojslavek. He's wanting volunteers to help the kids to build AMA Cubs ('Build & Take') for the free flight portion of this year's AMA Homecoming - June 13/14.

Last year 1 or 2 guys got stuck with the chore! Turned out to be a hell of a job, with no breaks for 2 days! This year the AMA's trying to do it better by contacting people in advance, and making sure there's enuf bodies are available to handle the crowds. They're looking for local/regional clubs to take over the task.

The numbers require 5-6 people working 2 hour shifts for the 2-day event. AMA furnishes all materials and fixtures, and a place to work!

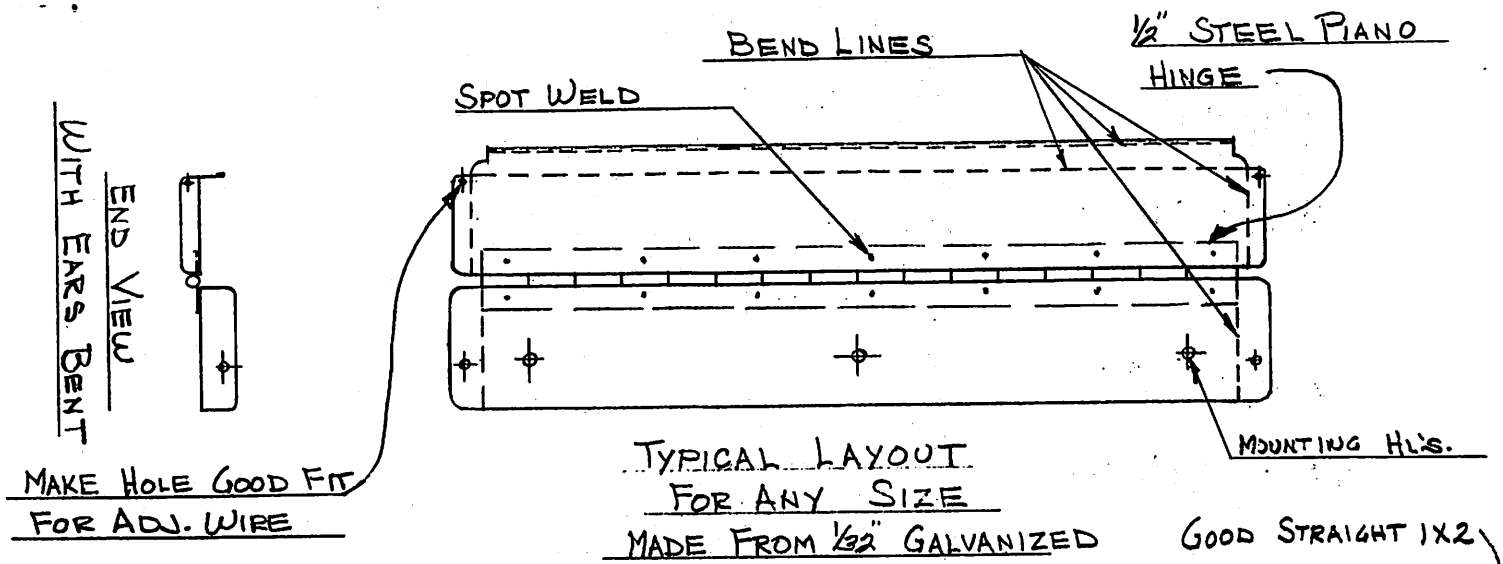
This is a great opportunity to influence a few kids! If you're into it, contact either **Moe Whittemore**, 2348S, 700W, New Palestine, IN 46163 , (317) 861-4266 (whitte@ix.netcom.com) or **Bob Abernathy**, 1105 S. Tiger Dr., Yorktown, IN, 47396 (317) 759-7543, or at AMA HQ.

The facing page is a drawing of a neat dihedral sanding jig by Agent **GibRobbins** Build ya one!

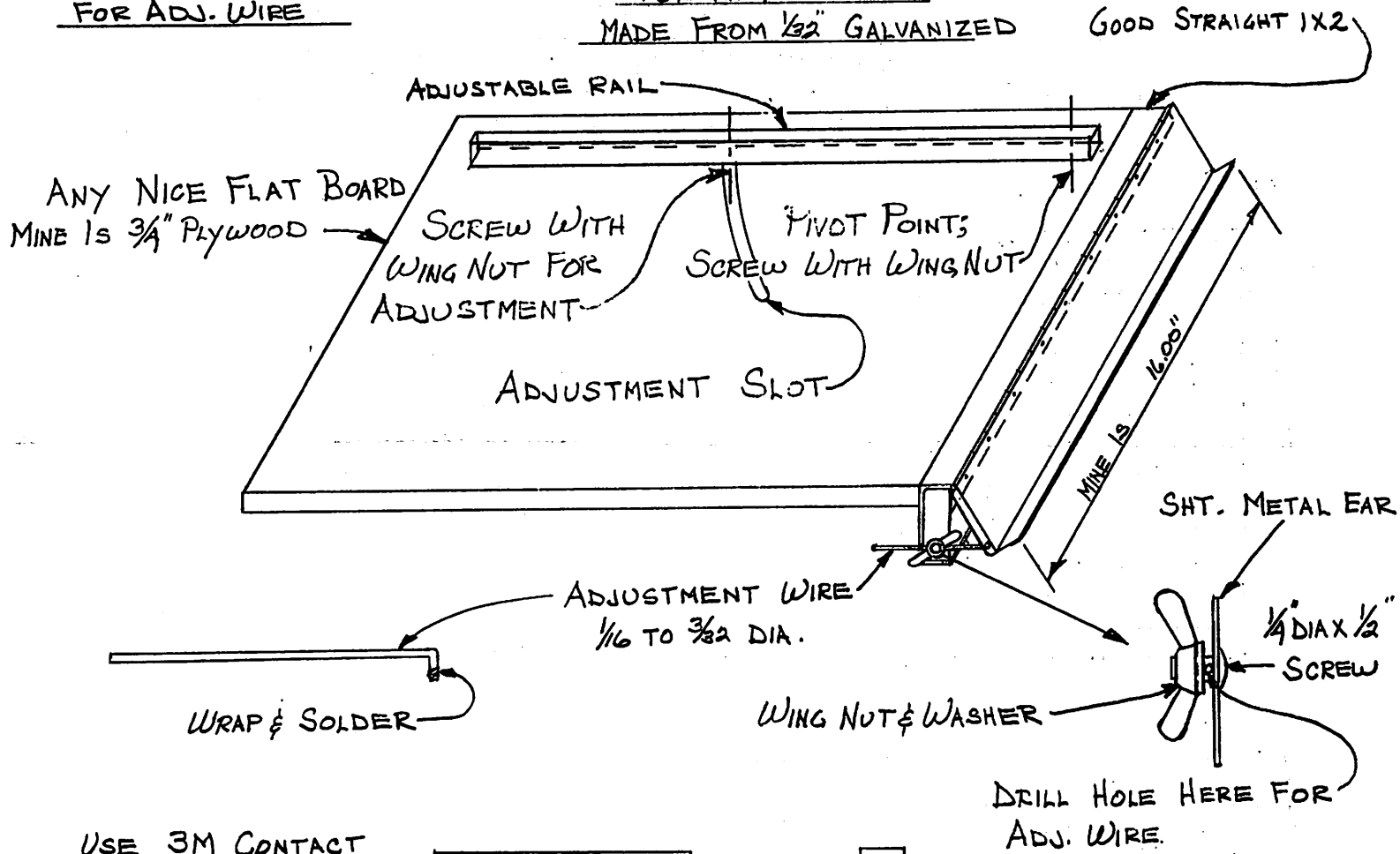
Agent **Roger Wathen** would like you Jetex flyers to know that his newsletter ***Pssst-Off*** is available for $10/yr., somewhat higher for foreign subscriptions. Contact Rog at P.O. Box 18251, Indianapolis, IN 46218. His phone is (317) 547-5963.

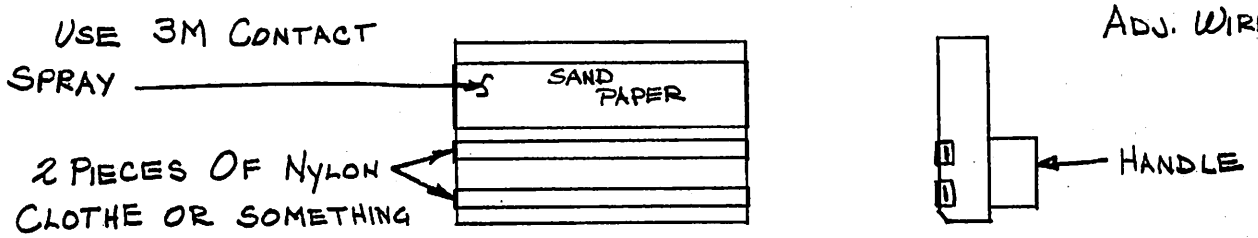
Currently sporting a circulation of 300 worldwide, the issues - dedicated to the promotion and preservation of Jetex flying - feature technical sections, three-views and full size plans, as well as photo pages.





TYPICAL LAYOUT FOR ANY SIZE MADE FROM 1/32" GALVANIZED





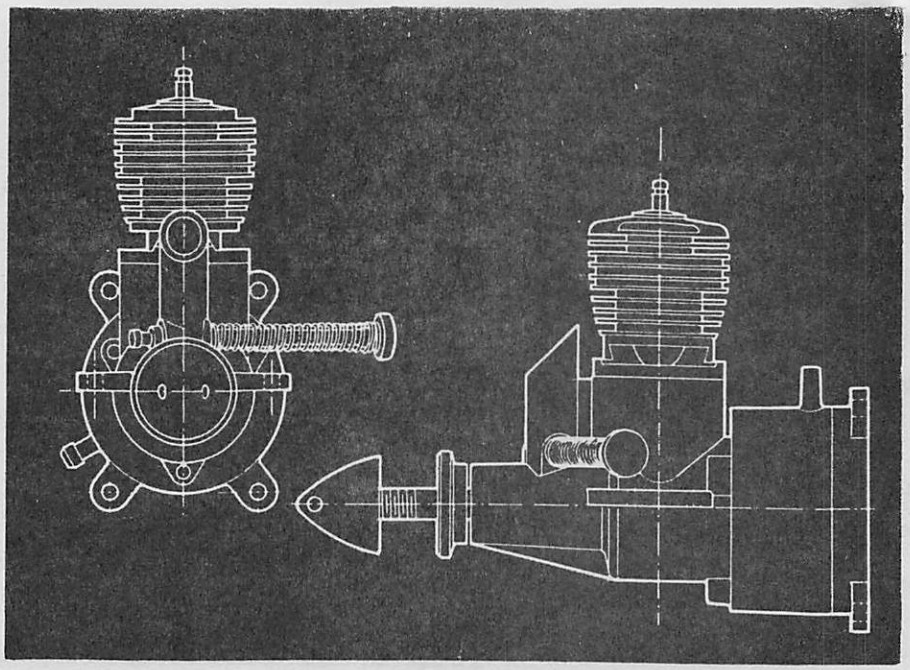
SANDING BLOCK

I USE THIS IN CONJUNCTION WITH AN ADJUSTABLE WING BUILDING JIG. MAKES IT A LOT EASIER. I STOLE THIS FROM PHIL SULLIVAN WHO STOLE IT FROM NAT COMFORT WHO STOLE IT FROM KEVORK FAGS WHO I UNDERSTAND IS THE ORIGINAL DESIGNER

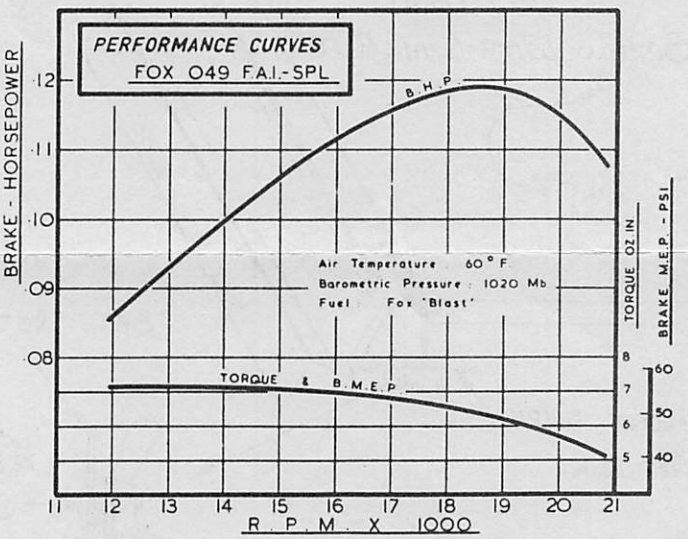
Engine Review

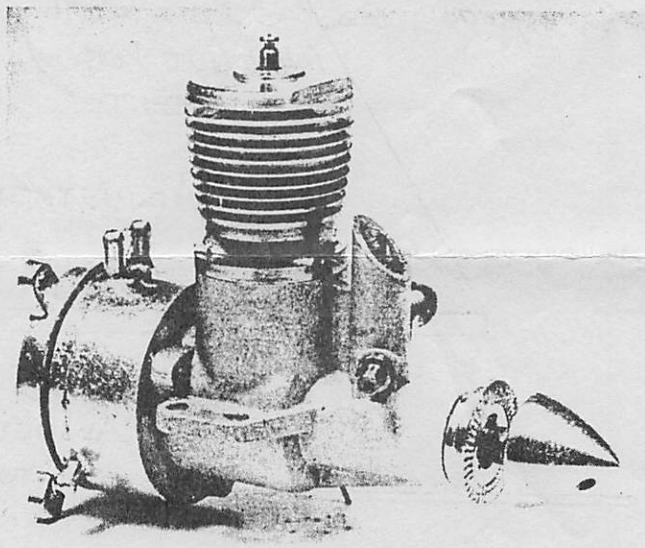
Fox .049 FAI Special

By P. G. F. CHINN



MUCH MODIFIED CONTEST VERSION OF POPULAR FOX .049 FAI-SPECIAL REVEALS IMPRESSIVELY BOOSTED PERFORMANCE AND EXTREMELY INTERESTING PORTING CHANGES.



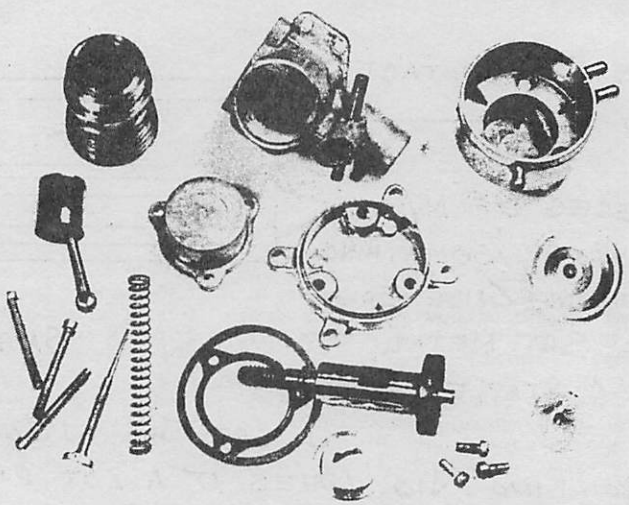


Shown here with optional tank mount, FAI Special is easily identified by larger bearing housing and intake, also new tapered exhaust ports.

► We have remarked before that, in the ½A class, American motors lead the world in performance. This is underlined by the new Fox 049 "FAI-Special" which, by our rating, qualifies among the top two or three contest 049's, on a power output basis.

Outwardly, the FAI-Special version does not, at first sight, look very much different from the standard Fox 049. A machined aluminum spinner-nut decorates the front end and the casting has a matt, instead of polished, finish. However, a closer look reveals a larger diameter intake tube, differently shaped exhaust ports and a much bigger main bearing housing with side webs omitted. The modifications do not stop here either. Dismantling the FAI-Special and comparing it with previous models, we find that it has a new crankshaft, new cylinder and revised porting throughout. In fact, the really significant changes are, in our view, in the porting. Here, by way of explanation, we would like to digress for a moment.

We were asked recently why we do not regularly quote compression-ratios in these Engine Reviews. There are a number of reasons for this. Firstly, to calculate compression-ratio, one must measure the volume of the combustion space at top-dead-center. This (*Continued on page* 52)



Parts of FAI Special. Engine features new crankcase, large diameter shaft, optional tank mount, also new cylinder with special dual bypass.

Engine Review

(*Continued from page 24*)

can rarely be done accurately in a small engine by geometrical calculations derived from actual physical measurements and the more common method is to determine the volume of the combustion chamber with the aid of a burette or pipette and a suitable fluid. However, even this becomes tricky when one gets down to ½A sizes, especially as with the wide use of one-piece glowheads in such engines, an alternative must be found to the usual practice of introducing the fluid via the plug hole. Secondly, even assuming that one evolves a practical method, standard to all engines, of accurately determining combustion chamber volume, the nominal compression-ratio, based on the relationship of the total volume of the cylinder (as swept by the piston) plus the (unswept) combustion space volume and divided by the combustion chamber volume, does *not*, in fact, give us a true picture.

The fly in the ointment—and this applies to all two-cycle engines with piston controlled ports—is that, since compression can only begin when the cylinder is sealed, *effective* compression-ratio is related only to the actual swept volume of the cylinder *above the top of the exhaust port*. Moreover, since the swept volume above the exhaust port, relative to the nominal swept volume, varies according to the location of the exhaust port between TDC and BDC, it follows that the effective compression ratio is also influenced by exhaust port timing.

On the new Fox 049 FAI-Special, the exhaust port closes early: only 58 degrees after bottom-dead-center. This is 12 degrees earlier than on the stock 1964 049 and 18 degrees earlier than on the original Fox 049 of 1962 and means that the effective compression ratio is appreciably higher.

In theory, this also means that there is less loss of fresh mixture through the exhaust port immediately before it is closed by the raising piston and that, during the power stroke, more energy is extracted from the expanding gases by delaying their release. On the other hand, these latter two advantages are, to some extent, nullified by the reduced time available for scavenging the cylinder of burnt gas, which may mean that the incoming charge is more heavily adulterated with residual exhaust gas.

These conflicting factors are, of course, old stuff and as is so often the case, an engine designer has to aim for an exhaust timing that will strike the best balance. However, it is equally true that, as i.c. engine design develops, emphasis tends to shift from one part of the engine to another and, as a result, it may be found that rules which have held good in the solution of one particular problem, may, with advantage, be modified later, to blend in with a development in some other part of the engine.

There has been just such a shift of emphasis in regard to exhaust port areas and timing. During the early development of high performance model engines, much was made of the need for free and unrestricted discharge of exhaust gases and designers struggled to accommodate the biggest possible exhaust port area along with generous timing. Many engines were grossly over-ported on the exhaust side and, in due course, it became abundantly clear that filling the cylinder was far more important than emptying it. Intake valves and passages and ports have, as a result, became highly developed during recent years.

As we remarked earlier, the significant changes made to the Fox FAI are in these departments. Firstly, gas enters the engine via an appreciably larger carburetor intake tube (its actual cross-sectional area being approximately 60 percent bigger than that of the standard 049) and through a very much larger crankshaft. This latter has a 5/16 in.dia. journal (instead of ¼ in. dia.) which accommodates a large rectangular valve port (approximately 100 percent greater area) and a 13/64 in. bore intake passage (69 percent more cross-sectional area). Rotary-valve timing (measured) is 54 deg. ABDC to 41 deg. ATDC.

From the crankcase, gas reaches the cylinder through two internal bypass flutes which total about three times the cross-sectional area of the standard engine's single bypass. These flutes extend well up between the exhaust ports to give a bypass period of 108 degrees which, although less than the bypass duration of the stock engine, reduces exhaust lead when the ports open, to only 4 degrees. To accommodate these wider bypass flutes, between the two opposed exhaust ports, the latter are now tapered in width from top to bottom. The lower one-third of the port height is ineffective as exhaust area, serving instead as a sub-piston supplementary air intake port, when the piston skirt clears the bottom edge of the port, for 28 degrees of crank rotation each side of TDC.

Structurally, the FAI-Special follows the basic specification of the standard Fox 049. The crankshaft has a crescent counterbalance, is hardened and runs direct in the pressure-cast aluminum crankcase. The piston is hardened, with a ball joint hardened steel rod and runs in a leaded steel cylinder which screws into the crankcase. The head is the stock Fox 049 type with integral glow filament. The engine has drilled beam mounting lugs but is supplied complete with an optional radial tank-mount of substantial diecast aluminum construction.

Two FAI Specials were received for test. As is our usual practice, both engines were checked out after break-in and the best of the two was used for subsequent tests. These engines were stock specimens and had not been specially selected: there was, in fact, an appreciable difference in the performance of the two examples still amounting to over 1000 r.p.m. on a 5x4 prop at the conclusion of the initial break-in period (15 minutes intermittent running) although the slower engine began to pick up with further running. Of course, the Fox 049 does not, in any case, call for the type of break-in that we normally associate with larger lapped-piston motors. A few runs with the needle set slightly rich will normally be sufficient to enable the 049 to be given its head, straight off, without risk.

We tried the FAI-Special on various fuels. It ran well on all of them, ranging from a straight 3 to 1 methanol-castor mix, to Fox "Blast.' On a 6 x 3 Tornado, it was 1500 rpm faster using "Blast" than on straight methanol-castor. Nevertheless, the FAI-Special was more powerful on straight fuel than the standard 1964 model Fox 049 had been on "Missile-Mist"—which is pretty good. For our dynamometer tests on the FAI-Special, we chose "Blast."

Immediately noticeable was the substantially improved torque developed by the FAI-Special—about 15 percent higher than the stock 049. About one-third of this gain can be attributed to the greater power liberated by the use of high-nitro "Blast" as opposed to medium nitro "Missile Mist", but it is clear that the improvement in aspiration gained from the use of bigger intake and bypass passages has been responsible for the major part of the FAI-Special's greater performance.

By contrast, the bhp peaking speed (in the 18,500/19000 rpm bracket, where the excellent output of nearly 0.12 bhp was developed) was no higher than before and it seems reasonable to suppose that this is a product of the more conservative timing of the new engine. It means that, while the FAI Special will turn any size prop faster than the standard 049, it may be advantageous to use a slightly bigger size. This much is, in fact, suggested in the instruction leaflet issued with the engine. On our tests, the FAI Special was 27 percent more powerful than the standard 049 at 18,000 rpm and 26 percent better at 16,000 rpm. However, at 20,000 the improvement had dropped to 23.5 percent and at 21,000 to 19 percent.

For ultimate contest performance, therefore, it seems logical to aim for an in-flight maximum rpm of 19,000, or just over, which will allow the engine to accelerate rapidly up to its peak, but not too far beyond. A 6x3 Top-Flite nylon (17,400—18,300 rpm according to age, etc of the prop) would seem to be the smallest practical free-flight size. A 6x3½ (if available) or a fast 6x4 may be preferable with some models.

We encountered one slight spot of starting bother with both test model FAI-Specials during break-in. This was a tendency for the engine to oscillate, i.e. for it to fire too far advanced, causing the prop merely to flip back and forth as the piston was arrested just short of TDC. This is a phenomenon sometimes encountered when starting diesels if there is an excess of fuel in the combustion chamber combined with too much compression. On the FAI-Special, the nominal compression ratio is higher than on the standard 049; it has only one head gasket instead of two and, as we discussed earlier, its effective compression ratio is also higher. This probably accounts for the tendency to oscillate if one is a bit too liberal when priming for a start.

Any user who encounters this problem and who finds he cannot adjust himself to the required starting techniques, can effect a quick remedy by adding an extra head gasket (or even two gaskets if necessary) and/or using a mild fuel, such as straight 3/1 methanol/castor without additives. An extra head gasket will cost 300-400 rpm; straight fuel and extra gasket 1800-2000 rpm. After becoming used to handling the engine in this "de-tuned" state, a return can usually be made to stock "contest" condition without further trouble.

For many years, Fox engines have enjoyed a well-deserved following among contest flyers, especially in the C/L stunt, combat and rat-racing fields. With the FAI-Special, Fox now makes a strong bid to extend this appeal to ½A contest flyers.

Summary of Data

Type: Two-port, two-cycle with opposed exhaust ports and dual bypass. Shaft type rotary-valve intake.
Weight: 1.7 oz. (1.9 oz including tank)
Displacement: 0.04993 cu. in. or 0.818 c.c.
Bore: 0.390 in. **Stroke:** 0.418 in.
Stroke/Bore Ratio: 1.072:1
Specific Output (as tested on "Blast" fuel): 2.36 bhp"cu. in.
Power/Weight Ratio (as tested on "Blast" fuel). 1.11 bhp/lb.
Price: $9.95
Manufacturing: Fox Manufacturing Company, Station A, Fort Smith, Arkansas.

FOX 049 FAI SPECIAL
By
H & R ENGINES

Instruction Sheet

--This engine may be fitted tight and may require some breakin using high castor oil fuel.

--Some castor oil is required by the ball joint. Do not run on all synthetic fuel.

--Any fuel with over 40% nitro will greatly decrease glow head life. Believe us or buy extra glow heads.

--Maximum horse power is between 18,000 & 19,000 RPM. **

--Begin with a 6x3 Cox grey prop. It must be drilled to fit.

**For complete information on this engine read P. G. F. Chinn, Sept. 1965, MAN.

FOX 049 FAI SPECIAL

Catalog

Fox 049 FAI Special, complete..	$55.00
Glow head (replacement).....	4.00
Spinner nut.....	2.00
Drive washer.....	1.00
Needle valve assembly (needle, spray bar, spring)	5.00
Screw and gasket set.....	3.50
Back plate.....	1.00
Tank kit (radial mount holes match Cox tank holes).....	10.00
Crank case.....	10.00
Crank shaft.....	10.00
Fitted cylinder, piston, rod...	25.00
Shipping, all orders.....	4.00

All shipping USPS Priority Mail

All engines assembled and guaranteed by H & R Engines, exclusive supplier of Fox 049 parts. 4/2/98

WEIGHT COMPARISON OF COVERING MATERIALS FOR MODEL AIRPLANES

MATERIAL	GRAMS/5 SQ.IN.	OZ/SQ.YD.
Airspan	.0740	.673
Litespan	.0930	.849
Light Colored Japanese Tissue;3 thin coats of nitrate dope	.0955	.873
Colored Micafilm	.1128	1.031
Light White Silk;5 coats thin nitrate dope	.1240	1.134
Fibafilm	.1345	1.230
Colored Skysail;4 coats 50/50 butyrate dope	.1767	1.615
Black Silkspan;5 coats thin nitrate dope	.1811	1.656
Colored Transparent Monokote	.1843	1.685
White Japanese Tissue;4 coats 50/50 butyrate dope	.2389	2.184
Colored Nylon;6 coats 50/50 butyrate dope	.2395	2.190
Opaques Colored Monokote	.2432	2.224
Coverite 21st Century Film	.2526	2.310
White Super Coverite	.2625	2.400
Colored Super Coverite	.2953	2.700



.... ON THE HORIZON w/HSM

- RUSSIAN .020 - Supposedly late Spring shall see an .020 cid engine emerging from Russia being produced by the VA firm. The USA distributor is to be R.N.Palmer, PO Box 609, Palisades, NY 10964-0609. The "early bird" list is already forming, so you can put your order in now. Price is unknown, but should be moderate if they align with other Russian engine list prices.
- RUSSIAN-BUILT FLIGHT TIMER MECHANISMS - are on "hold" temporarilly as family health problems will cause a crimp in the supply for a time. Hank Nystrom of "Texas Timers" has already notified his major distributors of the situation. Patience, folks! On the other hand, it is a bit disturbing that so much of the free flight necessities are in the hands of the Russians at this time (ie ½A and ¼A engines, flight timers, redi-built model components, etc.). Whatever happened to American Ingenuity? Which brings up the issue of Estes for buying out Cox and then refusing to continue to produce the models primarilly used for FF purposes. Tis a dirty trick in my book!
- NEW COLORS FROM ORACOVER - Two new light weight transparent colors to go with the currently available "red and yeller" are now listed in the Hobby Lobby catalog. They are "transparent white" and "transparent violet" - not exactly great visibility shades maybe more will come later.

Bob Stalick"s WMC PATTER n/l relates a couple items of interest, such as:

- K&B 3.25 (.19) FF/UC engines are once again available direct from K&B for a limited time for $105, plus $6 for shipping. The part number is #8550 and the address is K&B Mfg., 2100 College Dr., Lake Havasu City, AZ 86403. Email is <k&b@interworld.net>
- How about HE MAN HLG? Rulesare: all-wood construction; no tissue; no carbon or other synthetic materials; no built-up structures; no D-T; min. of 24 in span; min. wt of 1.5 oz (42.5 grams); name of model prominently displayed on model. Four flight attemps - best two count, and no thermal detectors allowed. All flights to occur within a one hour timespan - entry fees are a buck and the winner takes the pot! Sounds like a dog-eat-dog event for Moe Whittemore, Bob Larsh, Joe Mekina, Phil Sullivan, etc.
- Cox TD .020 Bench Tests - Bob Stalick also related the results of some bench tests run on four select Cox TD .020's - 1) a Graupner 5x2 prop outpulls the stock Cox 4½x2 by 30 grm on a homemade thrust tester - 2) 65% nitro fuel adds 25 grams - 3) using a pacifier tank with an increased hole size in the venturi, KKK nva and .004 off the glow head seat produces another 10 grams of thrust. The full report shall be included in the '98 NFFS Sympo due out around AMA NATS time. (I found a 4-3/4x 2 prop in the Hobby Lobby catalog, but no 5x2 - is this the same prop???).
- Hobby Lobby is also offering an Italian-built Cipolla Tiger Wasp.061 for $39.99. This black and red bar stock beauty resembles a 1/2A Cox engine in appearance and mounts radially. RPM claims are not breathtaking @ 15,500 on a 6-3 prop and 20% nitro with a special glow plug. Maybe not a world-beater, but they look neat!
- Bill Hale reports that #23110 Glo Bee type button plugs are being produced by Lite Machines Corp., Purdue Bus. & Tech. Center, 1291 Cumberland Ave., Unit "B", West Lafayette, IN 47906 - Phone 317 463 0959. Supposedly they sell for $5.00 each.(That's cheaper than the old Glo-Bee plug price). Don't know any further details at this writing.
- It appeared that the attendance at the Toledo show was way down this year. The MECA Collecto was moved to Saturday nite from Friday. That was a bust! Nobody liked it much.
- Norvel was selling AME's for $19.00 which was probably the best deal on the floor. Micro-X had a booth for the first time in some years. I loaded up on tissue and packages of small sized balsa sticks. They gotta new catalog as well. Jerry's son is carrying on the family business since Jerry passed on in '96.
- Ward Hallenberg shwed us pictures of a pickup truck full of Atwood .049 & .051 parts that he just recently purchased from the last producer of these vintage 1/2A engines - last mfd in Tulsa.
- FF'ers in attendance were asking many questions regarding the up and coming outdoor flying season at Muncie. Out-of-towners will be happy to know of two new motels south of Newcastle on Rte 3. The Steve Alfred Motel is open already.

THERMALEERS FREEFLIGHT CONTEST

AMA National Flying Site Muncie
May 16 and 17
Cat III

TROPHIES 1ST, 2ND and 3RD
HIGH POINT TROPHY

Saturday May 16 9 to 5 EST

½ A Gas AMA
B Gas AMA
A/B Nos Gas
A/B OT Gas Cabin Pylon
.02 Rep/1/4 A Nos Gas
Moffett
OT Rubber Cabin Small
OT Rubber Stick Large
Catapult Glider
F1A/F1H(A1/A2) Glider

Sunday May 17 8 to 4 EST

A Gas AMA
C/D Gas AMA
½ A Nos Gas
C OT Gas Cabin/Pylon
F1G Coupe d'Hiver
Mulvihill
OT Rubber Cabin Large
OT Rubber Stick Small
Hand Launch Glider
P30

Jim Bennett
324 Helfenstein Ave.
Saint Louis, MO 63119
Phone (314) 962-5271
E mail: jhbennett@aol.com

Entry Fees: $10 first event, $5 second $3 third $ 20 Max

AMA Rule Book for all AMA events
Old Timer events per SAM Rule Book
(only approved original or repro engines,
no Diesels or Glow conversions)
Nostalgia per NFFS Rules (#6)
Proof for Nos Gas and SAM designs

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19th Annual CIA O.T. and NOS GAS MEET

The dates are the weekend of June 6 and 7, 1998 at the AMA Muncie site. All events may be found in the SAM O.T. or NFFS Nostalgia Gas rule books - plus a couple of special events. See accompanying handbill inthis issue for event schedules.

Early 1/2A Nos Gas which began as a CIA special event just a few years ago is now a NFFS Nos Gas basic event and is included in the current #6 NFFS Nos Gas Rule Book along with rules for all of the other Nostalgia Gas events. Get your copy of the #6 bible from Bob Larsh for one dollar and 55¢ in stamps. The address is 45 s. Whitcomb Ave., Indianapolis, IN 46241.

S.A.M. Old Timer events are per the official S.A.M. rules with the exception of eligible engines as being only original production or approved repros. Sorry, no diesels or glow converts are permitted - thus preserving the original integrity of the "old timer" concepts to be presented here.

The 1/2A Antique FF Event is not exactly new at this contest as it has been on the event schedule for about 7 or 8 years now. Last year a perpetual trophy was createdto be awarded to the event winner along with the usual first, second, and third place awards. This is certainly an interesting event - as well as lotsa fun for the participants. High winds forced hand launched flights last year, but it is hoped that El Nino will permit R.O.G. competition this spring. Simple event rules are adjacent to this paragraph.

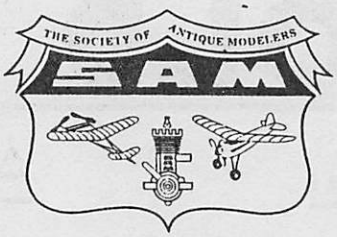
The Jimmie Allen Rubber event is the other special event with its flight rules being quite simple as well. An approved design of the J.A. design stable, plus D-Ts and/or plastic props being permissible.

This is an excellent contest to get the bugs out of your models for the upcoming July AMA NATS and S.A.M. Champs in September. See the handbill in this issue for further particulars.

See ya downwind!



NFFS NATIONAL FREE FLIGHT SOCIETY — Nostalgia Gas



Old Timer

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

NOTE! The SAM CHAMPS scheduled for AMA Muncie in September will include a number of Nos Gas events and an "Old Ruler" event. Get'um Ready!

CENTRAL INDIANA
AEROMODELLERS
19TH ANNUAL

AMA
Sanctioned
SAM
NFFS

A.M.A FIELD
MUNCIE, IND.

OLD TIMER

Two BIG Days! AND JUNE 6&7-1998

NOSTALGIA GAS

Regional Free Flight Champs

SAT. JUNE 6TH. (9-5 EST)

- 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
- JIMMIE ALLEN RUBBER

FLY EITHER DAY
FINISH ON SAME DAY

SUN. JUNE 7TH (9-4 EST)

- 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 sq in.)
- ½A ANTIQUE FF (H.L.)?

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, $3 for each additional event - $24 max! Jr/Sr Free!

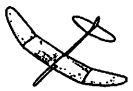
CD: GIB ROBBINS 1507 PATTERSON ST., ANDERSON IN. 46012 (765)644-2046

Free Flight AeroModeler's Society

Annual Wright Field Free Flight Contest

Wright-Patterson AFB, Ohio - Area B

Small Field events — **AMA Sanctioned - Category III** — **June 20-21, 1998**



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



HLG (J) (S) (O)
F1H (JSO)
1/2 A Gas (JS)(O)
Jimmy Allen (JSO)
P-30 (JS) (O)
1/4 A Nostalgia Gas (JSO)



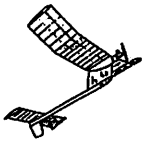
Team Catapult 5:30 pm

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

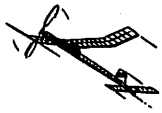


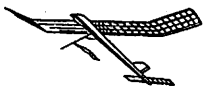
Catapult Glider (J) (S) (O)
F1G (JSO)
F1J (JSO)
Jr/Sr Rubber (JS)
.020 Old Time Replica (JSO)
1/2 A Nostalgia Gas (JSO)

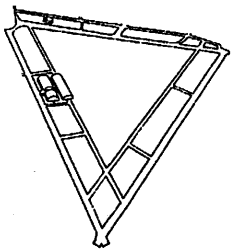


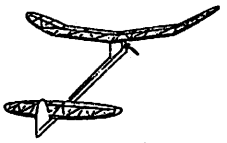


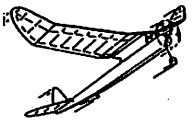
FAI combined (JSO)











Awards: Plaques for FIRST. Merchandise through THIRD.
Entry Fees: Open $7 for 1 event, $10 for 2 or more. Juniors & Seniors FREE.

Event Rules: Current AMA and NFFS Nostalgia rules apply.
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

Team Catapult: Saturday at 5:30 pm, 3 man teams, NOFFA rules, with 90 sec max, details to be posted.

Small FAI events: F1G, F1H, F1J will not be flown in rounds.

FAI Combined F1A, F1B, F1C combined, 7 rounds flown over the two day contest, at the flyers discretion, 2 min maxes. Event being held for purposes of FAI Team selection qualification.

Field rules: You must enter WPAFB from the SPRINGFIELD STREET GATE, one gate north-east of the USAF Museum gate on Springfield St. WPAFB enforces the use of seat belts while driving on base. Also obey all traffic laws while driving on the base as traffic tickets can issued and will cost you $. Retrieval of models with motorcycles is permitted at your own risk. You must wear a vest or bright colored shirt and YOU MUST WEAR A HELMET. In addition, Loop Rd, which borders the field on the eastern edge, is an active road that is used by other vehicles. Only licensed motorcycles are permitted on this as well as other WPAFB roads. Please use good judgment when retrieving models which land near this road.

Contest Directors:

Joe Mekina, 2404 Banyon Dr., Dayton, OH 45431
Phones: Home - 937-429-5864 Work - 937-255-8551

Marty Richardson, 7130 Claybeck Dr., Dayton, OH 45424
Phones: Home - 937-236-4058 Work - 937-255-6104, ext 216

The INFORMER

2348S, 700W
New Palestine,
IN
46163

1998 President
Mark Wood

Vice President
Sean Cochran

Sec'y/Treasurer
Les Hallgarth

Issue No. 2 - 98

1998 CIA AREA FREEFLIGHT CONTEST CALENDAR

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
	6,7	Hoosier Cup (America's Cup 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 (Incl Slag&Nos) (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	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
Oct	3,4	Tri-County Aero Club FF Meet	Lawrenceville, IL
	11	MAM Fall Meet	Sturgis, MI
	17, 18	CIA Fall Scramble	AMA - Muncie, IN
Nov	1	MECA Collecto	Columbus, OH