CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Skater grins,
skier thrives!

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Even More Thoughts On Model Aircraft Design - by Mo

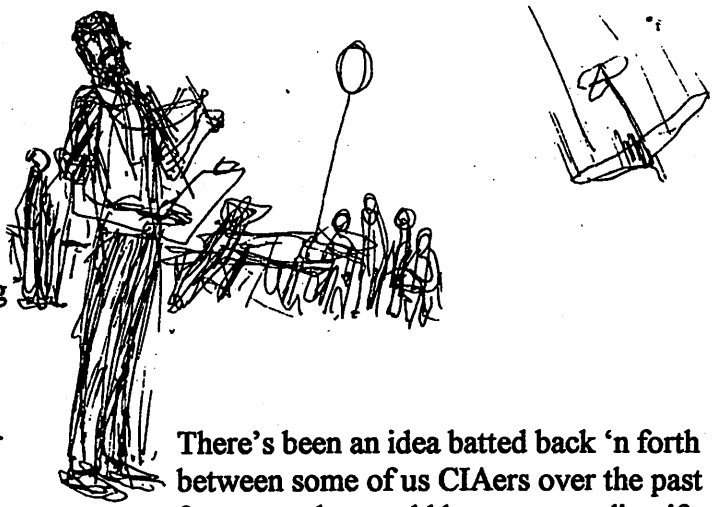
Seems as tho we've gotten a good discussion started, concerning Agent **Dick Covalt's** original *"span is everything"* article in the #4/98 Informer! Here's some more input - kinda defending Dick's position on the subject. The response came via the internet - author unknown, as it wasn't signed. But the email address is KSFreeflit@aol.com. Here's the article:

"You guys are almost giving Dick Covalt a bad rap! I say "almost" because he didn't specify that his "wingspan" remarks were limited to planform factors such as aspect ratio, taper ratio, tip shape, etc. His statement is still a bit overstated because these other factors are not meaningless. However, wingspan is definitely the sine qua non of aircraft performance among the wing planform parameters."

"When a professional aerodynamicist calculates aspect ratio, he generally doesn't divide wingspan by the average chord. Instead, he divides the wingspan squared by the wing area. If you ask any of them for the AR formula, he will reply, "Span squared over the area"."

"This trueism explains why the performance of F1Ds, Pennyplanes and P-30s has such a boundary. To get around the wingspan limitations we see such monstrosities as Penny biplanes, ridiculously low Ars etc. If you define any of those extreme models and give me a free hand, I can run them into the ground performance-wise by simply creating a model with an increased wingspan."

*(Ed. note: Careful, now! The winningest models in the fixed-area, span-unrestricted indoor classes of AMA Stick, Intermediate Stick and Federation ROG don't take advantage of the 'long wing'. The ARs of the aforementioned two are **barely** different from their F1D classmates, suggesting no advantage to stretching the wing - at least in models that are powered for the whole flight. And also suggesting an 'optimum' AR I pushed in the last Informer. I know my 31' span FROG will beat the hell out of my 24" and 40" span, otherwise identical variants - further suggesting a real optimum AR for a given job.)*



Did'ja notice???

Don't know how many people noticed the ***Lucky Lindy*** on the CIA Fall contest flyer. I got a note from ex-NFFS Prexy Bob Beecroft mentioning that this particular model was his! He even sent documentation to prove it - an Oldenkamp photo showing Bob VTOing the model at a desert site in 1990! Bob still had his beard, then! This particular model has hundreds of flights on it.

Bob states that since replacing several K&B GHs (that ran 13.5-14k) on 30% nitro, 25% oil & 8 ½ Rev-Ups with a Veco & 8 X 4 APCs (now running at 18.5-19k) on the same fuel, the difference is dramatic!

Bob says *HI!* To all the great CIA flyers!

In Case You Didn't Already Know..... Chuck Marcos is our new Area Contest Co-ordinator.

Any Agents out there interested in contributing *"How I Got Started In Free Flight"* articles for the Informer? Just send the info to me. The address is on the front page.

There's been an idea batted back 'n forth between some of us CIAers over the past few years that could become a reality, if there's enough interest out there for it.....

What's your thinking about a *"Best of the Informer"* publication? It could be a fairly sizeable contribution to the art/science of free-flight, seein' that this durn publication has been alive for over 26 years, now - and has always been a leader in original material articles, etc.....

Again, let's have your input on this one - including suggestions as to material to be included.

C.I.A Winter Banquet Time Again!

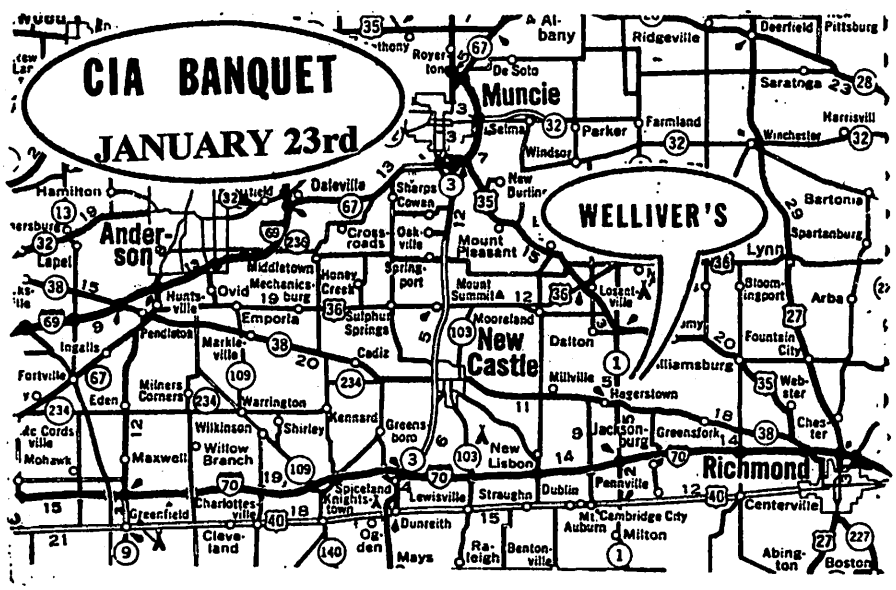
After T'giving and Santa's visit comes our annual CIA Awards Banquet - staged at our usual haunt: **Guy Welliver's** smorgy in Hagerstown, IN. The date for this event is Saturday, January 23, 1999. Come one, come all!! There'll be door prizes, attaboys and insults! Don't miss it!!

Dinner tabs are: Adults = $17.50; youngsters 10-11 = $8; 7-9 = $6 and 2-6 = $3. The chow line forms at 7pm sharp - come earlier for 'happy hour'. And the food never runs out!

Please contact **Les Hallgarth** - 847 Glen Echo Dr., Anderson, IN 46012; Ph (765) 649-8833 - by Monday, Jan. 18 so we may confirm the number of attendees to Guy, to insure we'll have plenty of space to squat! Please supply the names and ages of youngsters in your party.

A combo of Klub Klowns will be weilding the ol' baton and passing out the goodies! The coveted "Crash & Burn" trophy will again be awarded to some well-deserving recipient - along with a few other happenings that haven't been dreamed up, yet!

Don't fret if the weatherman predicts snow, ice, or whatever - because it hasn't materialized for about 8 years! Plus you have all day Sunday to get back home! Let's have a banner turnout. See ya thar!



NEW AME GLOW HEAD TEST - 11/14/98

Used my AME 049 - Previously ran 24,200 - 5 1/2 x 2 prop with Galbreath head and Nelson plug on mill run Red Max 65%.

Temperature was 57 degrees - humidity less than 50%

New AME head	5 1/2 x 2	50 + 4% RM	no gasket	24,300
Galbreath Head	"	"	"	24,900

New AME head same as above .005 gasket - 24,000

The AME head needled with less sensitivity. Would start and go to max RPM without adjusting needle. With Galbreath head would not start and go to max RPM without adjusting needle.

New AME head	5 1/2 x 2	65% RM	.005 gasket	25,200

needle sensitive - note: this is 1K more RPM than achieved on any previous tests!

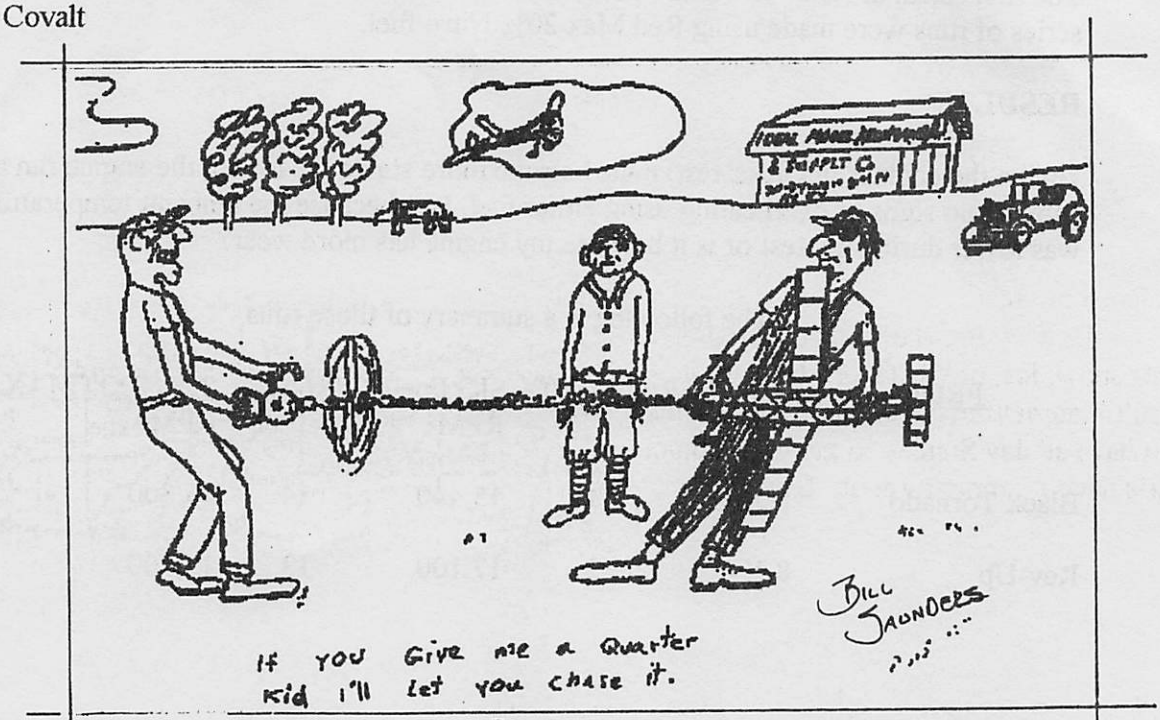
New AME head	5 1/2 x 2	65% RM	no gasket	25,500

very touchy on needle - would not stay peaked - smoked glow head - glow head may have been smoked because my glow driver was on "high" setting.

Galbreath head	5 1/2 x 2	65% RM	.005 gasket	?????

would not needle!

Dick Covalt



MORE ABOUT TESTING

After reading Dick Covalts' fine paper in the CIA Informer **"TORP .19 GREEN HEAD Vs. the OS Max .19 STEEL FIN CYLINDER"** I decided I would run a similar evaluation to see if I would get similar results. Like Dicks' test, mine took place in one afternoon. It was my original intent to evaluate my K&B 19 GH, K&B 23 GH and my OS Max Steel fin. I ran out of time so only the results of the OS Max are presented. The OS Max 19 used in this test was purchased at a RC auction for $7.50, minimum bid was $5.00. The RC carb. was discarded, the engine cleaned, and an OS spray-bar type NVA installed. I would rate engine between a "Good" and "Very good" using MECA engine grading standers. It has fair compression and does show some bearing wear.

TEST CONDITIONS

The test conditions at the time of testing, 23 Nov. 98, are as follows: Temperature 54 degrees, Relative Humidity 43%, Barometer pressure 30.22 inches, Dew point 32 degrees. A new KB-HP glow plug was installed at the start of the test and a pacifier pressure system used through out the test.

MEASURES OF PERFORMANCE

RPM is only Measures Of Performance (MOP) used in this test. I do not believe static thrust is a employable MOP for an engine use for free flight. There is no correlation between thrust and velocity.

METHODOLOGY

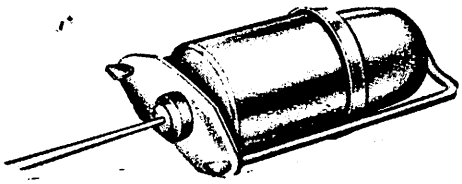
The following methodology was used in the test. The engine was started, peaked, allowed to stabilize and the RPM measured using a Hobbico digital mini-tack. The engine was then shut-down by pinching off the fuel line, the prop changed and the engine restarted. The first series of runs were made using SIG 10% Nitro 25% Caster oil fuel, the second series of runs were made using Red Max 20% Nitro fuel.

RESULTS

Unlike the engines in Dicks' test, mine became more stable the longer the engine ran and showed no signs of overheating using either fuel. Is it because the ambient temperature was lower during my test or is it because my engine has more wear?

The following is a summary of those runs.

PROP		Run #	10% SIG Fuel RPM	Run #	20% RED MAX Fuel RPM
Black Tornado	8 X 4	1	15,400	14	15,800
Rev-Up	8 X 4	2	17,100	13	17,700



PSST "50"

Grish pressed wood	8 X 4	3	14,500	12	14,400* **15,100**

PROP		Run #	10% SIG Fuel RPM	Run #	20% RED MAX Fuel RPM
Top Flite Nylon	8 X 4	4	15,400	11	15,200** **16,300**
Top Flite Power Point	8 X 4	5	15,200	10	15,400
Taipan	8 X 4	6	16,100	9	16,900
APC	8 X 4	7	17,400	8	17,800
Poti Fiberglass Undercamber Rev-Up	8 X 4	Not tested using 10% fuel			17,900

* Run was repeated.

** Glow plug failed,. Tip broke off the top of the plug from vibration and the glow plug clip, not an internal failure. Replace the plug with the same type and the run was repeated.

CONCLUSIONS:
It appears that there is a small increase in RPM can be gained by using 20% Nitro fuel. Using the OS NVA it is near impossible to get a fine adjustment with the high presser of the pacifier. One click on the ratchet will change the adjustment from to rich to to lean and vis-a-vis. This became apparent early in testing. When the fuel line was be pinched off, the engine would lean-out to a high RPM that could not be achieved by adjusting the needle. Running a little rich and pinching the fuel line till the RPM increased and then releasing the line was try, but to no avail, it would not hold the RPM. This inability to make fine adjustments to the fuel may also explain why the two runs that were repeated were so vastly different from the first run.

The RPMs that I measure are close to what Dick measured. Were there any surprises? YOU BET. Why does the Taipan turn faster than the Grish pressed wood prop? The Taipan prop weights 15 grams, the Grish only weights 9 and the Grish appears to have less blade area. Potis' Fiberglass prop weighs 12.5 grams, and the Rev-Up wood only weighs 6.5 grams, blade area and pitch appear to be the same, yet the fiberglass is 200 RPM faster.

RECOMENDATIONS:

Recommend using SIG 10% Nitro and 25% caster oil to increase the longevity of the nostalgia engines. Recommend replacing the OS spray-bar NVA with either a K&B racing type NVA or a spray-bar type NVA from Kustom Kraftmanship. I think the K&B NVA would let the engine breathe better because it does not restrict the intake venturi as much as a spray-bar NVA does. Hank Sperzel, Nov. 23 1998

CHICAGO AERONUTS

55th MIDWESTERN STATES CHAMPIONSHIPS, 36th FALL OLDTIMERS AND 38th FAI INVITATIONAL FREE FLIGHT CONTESTS
August 22-23, 1998

RESULTS

The Chicago Aeronuts' annual "tri-contest" at the AMA site in Muncie was blessed by exceptionally good weather on Saturday with light WSW to W winds and a mid-day temperature close to 90. Sunday was more challenging for the AMA events with a breeze that picked up to a forecast 15 mph with the same drift direction and temperature as Saturday. Because of the direction, only ¾ mile was available for chasing until the cornfields swallowed up the models. Oldtimer's flight maxes on Saturday were 120 sec with 180 and 240 flyoff max limits in the rubber events. Flyoff max in oldtimer and NosGas events remained at 120. Notable performances on Saturday were 8 maxes by Keith Fulmer in ABC NosGas, and a record attempt (outside of the contest) by Bob Johannes in D-gas that was foiled on the record-setting attempt by an over-run. The F1B flyoff on Saturday was settled at 7:05 P.M. with Roger Morrell besting Paul Crowley 5:29 to 4:59 on the 7-min max round after both had made the 5-min flyoff max (into the corn).

On Sunday, chasing difficulties discouraged Ed Konefes from attempting Mulvihill flyoff flights after making the 3-min max but not Larry Willis who came from behind to put in one more flight than Ed to take honors. A flyoff was necessary in 1/2A to settle the Celia Goldberg trophy event because both Gene Wicks and Keith Fulmer got 1:42 on their fourth flights. Keith (the perennial winner of the cup) went over to congratulate Gene after doing only 1:15 on the tiebreaker only to find out that Gene had only 1:09! The Junior High Point competition was hard-fought for 2nd and 3rd place between Alex Marsh and Jason Poti exchanging positions as the score from each flight was posted. Adam March, the winner, amassed a total of 25:35 in 6 events including the international classes, F1A and F1J. All three look like good prospects for future U.S. junior world championship team members.

An event-entry of 192 was made by 74 contestants from 13 states who put in a total of 745 flights over the 2 days. The numbers do not include those who may have entered an event but were not able to post an official flight or attempt. Much thanks goes to Charlie Sotich, Bob Warmann, Greg Krol, Bob Johnson. Ken Tillou, Gerry Keith and Lloyd Myers for doing such a wonderful job of keeping the three contests organized on the field and allowing me to get in some flights of my own! We'll be back next year.....Aug 21-22, 1999 (I think those are the dates for Saturday and Sunday) .....see you then.

Chuck Markos, Co-CD

Junior Hi-Point Championship

1.	Adam Marsh	1535
2.	Alex Marsh	1177
3.	Jason Poti	1153

Celia Goldberg 1/2A Gas High Total : Keith Fulmer

Carl Goldberg High Total Time - Gas: Keith Fulmer 2820

Rudy Schuh High Total Time Rubber: Ed Konefes 2520

Gerry Ritz High Total Time Glider: Bill Schlarb 1555

Oldtimer A-Gas

1.	Gil Morris	600
2.	Bill Hale	480
3.	W. Weisenbach	349
4.	Dan Harshman	318
5.	Ted Dock	311
6.	Bob Edelstein	291
7.	Norman Poti	206

Oldtimer C-Gas

1.	Bob Edelstein	360
2.	W. Weisenbach	326
3.	Elmer Jordan	315
4.	Dan Harshman	193
5.	Don Diggs	92

NosGas - 1/2A

1.	Gene Bowers	545
2.	Steve Sova	513
3.	Bruce Barnett	511
4.	Keith Fulmer	475
5.	Don Diggs	359
6.	Gene Wicks	351
7.	Leslie Hallgarth	337
8.	Thomas Jones	325
9.	Carl Rowland	313
10.	Lloyd Myers	277
11.	Roger Lane	242
12.	Charlie Harper	207
13.	Jack Marsh	200
14.	Dan Harshman	199
15.	Dick Bloomquist	176
16.	Rudy Kluiber	56
17.	Randy Ryan	att

Oldtimer 020 Replica

1.	Bill Hale	436
2.	Roger Lane	344
3.	Rudy Kluiber	334
4.	Bob Kumferman	278
5.	Dick Bloomquist	275
6.	A.J. Italiano	257
7.	Paul Skelly	146
8.	Dan Harshman	124

Oldtimer B-Gas

1.	Ted Dock	343
2.	W. Weisenbach	290
3.	Elmer Jordan	286
4.	Gene Bowers	273
5.	Bob Edelstein	260
6.	Dan Harshman	88

NosGas-Early 1/2A

1.	Bill Hale	355
2.	Keith Fulmer	314
3.	Gene Bowers	309
4.	Bob Edelstein	263
5.	Jack Marsh	235
6.	Rudy Kluiber	125
7.	Don Diggs	64
8.	Charlie Harper	59

NosGas - ABC

1.	Keith Fulmer	960
2.	Jack Marsh	840
3.	Dick Bloomquist	792
4.	Bob Watson	568
5.	Bob Edelstein	352
6.	Carl Rowland	295
7.	Gene Bowers	203
8.	Elmer Jordan	101
9.	Charlie Harper	85

Twin Pusher Mass Launch

1.	Ed Konefes	
2.	Ken Tillou	
3.	Bob Moulton	

Oldtimer Small Rubber

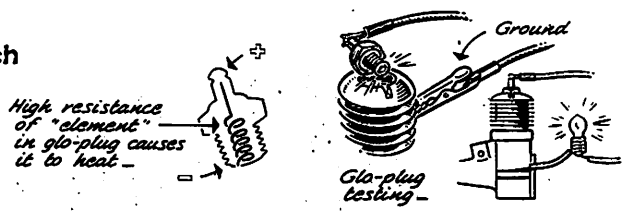
1.	Ed Konefes	1020
2.	Don Diggs	980
3.	Larry Willis	655
4.	Joe Williams	494
5.	Don DeCook	349
6.	Bob Watson	320
7.	Bob Kumferman	308
8.	Roy Stewart	238
9.	Dan Deangulo	237
10.	Bob Moulton	120

Oldtimer Large Rubber

1.	Roy Stewart	1202
2.	Ed Konefes	1020
2.	Ed Sneed	1020
4.	Joe Williams	767
5.	Randy Ryan	745
6.	Don DeCook	343
7.	Larry Willis	175
8.	Chris Gulotta	120
9.	Bob Moulton	104

Oldtimer HLG/Catpult Glider
(Best 3 of 9 flights)

1.	Ralph Schlarb	260
2.	Bill Schlarb	248
3.	Thomas Jones	221
4.	Alex Marsh (Jr)	199
5.	W. Weisenbach	124
6.	Chris Gulotta	103
7.	Adam Marsh (Jr)	102
8.	J.B.M. Griner	90



Courtesy of "Young Men" magazine.

1/2A Gas

1. Keith Fulmer	537
2. Geno Wicks	531
3. Don Diggs	326
4. Jason Poti (Jr)	313
5. Alex Marsh (Jr)	301
6. Robt Johnson	288
7. Adam Marsh (Jr)	240
8. Jean Pailet	170
9. Keith Barnett (Jr)	152
10. Paul Skelly	120

CD (comb) Gas

1. Richard Covalt	427
2. Greg Hinrichs	426
3. Bob Watson	337
4. Gilbert Robbins	240
5. Dick Bloomquist	114

P-30 rubber

1. W. Weisenbach	343
2. Bob Moulton	242
3. Dave Sochrist	201
4. Vicki Wicks	154
5. Alex Marsh (Jr)	146
6. Adam Marsh (Jr)	29

Combo (elec, CO2, rocket, payload)

1. C. Groth (elec A)	215
2. R. Kumlerman (elec A)	198
3. Roger Lane (payload)	65

Hand-Launched Glider

1. Keith Barnett (Jr)	128
2. Bill Schlarb	123
3. Joe Mekina	96
4. Don Diggs	83
5. Bruce Barnett	75
6. Jason Poti (Jr)	51
7. J.B.M. Griner	20

AB (comb) Gas

1. Richard Covalt	360
2. Don Diggs	351
3. Greg Hinrichs	327
4. Dong Marsh	287
5. A.J. Italiano	277
6. Jason Poti (Jr)	217
7. Gilbert Robbins	187

ABC Slow Power

1. Norman Poti	353
2. Keith Hoover	297
3. Robt Johnson	289
4. Bob Watson	287
5. Jack Marsh	190

Mulvihill

1. Larry Willis	679
2. Ed Konefes	540
3. Roy Stewart	360
4. George Clowes	120
5. Steve Sova	120

Moffett

1. Joe Williams	540
2. Ed Sneed	531
3. Larry Willis	234
4. Roy Stewart	120

Catapult Glider

1. Ralph Schlarb	304
2. Robt Johannes	178
3. Bill Schlarb	169
4. Chuck Markos	167
5. Joe Mekina	125
6. Bob Warmann	115
7. Thomas Jones	108
8. Roger Staton	100
9. Alex Marsh (Jr)	89
10. Bob Klipp	84
11. Bruce Barnett	71
12. J.B.M. Griner	64
13. Rudy Kluiber	63
14. Adam Marsh (Jr)	42
15. Keith Barnett (Jr)	26
16. Jason Poti (Jr)	20

F1A - 7 rounds, 180 max

1. Chuck Markos	1099
2. A.J. Italiano	910
3. Bill Schlarb	834
4. Bob Klipp	697
5. Adam Marsh (Jr)	607
6. Bob Sifleet	355
7. Tom Ioerger	69
8. Alex Marsh (Jr)	48

F1C - 7 rounds, 180 max

1. Bob Sifleet	1260
2. Norman Poti	685

F1J - 5 flights

1. Robt Johannes	600
2. Jason Poti (Jr)	552
3. Keith Fulmer	534
4. Jean Pailet	501
5. Jim Haught	489
6. Alex Marsh (Jr)	461
7. Adam Marsh (Jr)	440
8. Jack Marsh	116

F1B - 7 rounds, 180 max +2

1. Roger Morrell	1889
2. Paul Crowley	1859
3. Chris Matsuno	1250
4. Bill Kozak	1240
5. Tom Ioerger	1217
6. Bill Shailor	1166
7. Ed Sneed	994

F1G - 5 flights

1. George Clowes	462
2.* Chris Matsuno	462
3. Joe Williams	163
4. Chuck Markos	146

* Coin toss

F1H - 5 flights

1. Bill Schlarb	473
2. Bob Sifleet	452
3. Chris Matsuno	442
4. Jean Pailet	245

F1A, F1B and F1C were flown on Saturday, Aug 22. F1G, F1H and F1J were flown on Sunday Aug 23

55th MIDWESTERN STATES CHAMPIONSHIPS. AND 38th FAI INVITATIONAL FREE FLIGHT CONTESTS

August 22-23, 1998

MID-AMERICA 22ND FREE FLIGHT CHAMPS

1/2A GAS

NAME	TOTAL TIME	PLACE
Keith Fulmer	1195	1st
Hank Speezel	700	2nd
Gary Oakins	432	3rd
Dick Bloomquist	356	
Robert Johannes	350	
Jean Pailet	341	
Gene Wicks	339	
Greg Hinrichs	334	
Jack Marsh	196	

A GAS

Robert Johannes	900	1st
Gary Oakins	453	2nd
Richard Covalt	360	3rd
A.J. Italiano	312	

B GAS

Robert Johannes	886	1st
Gilbert Robbins	881	2nd
Richard Covalt	713	3rd
Hank Sperzel	697	
Don Diggs	591	
A.J. Italiano	415	
Phil Sullivan	240	

C/D GAS

Robert Johannes	600	1st
Greg Hinrichs	593	2nd
Richard Covalt	318	3rd
Jack Marsh	300	
Bob Watson	235	
Dick Bloomquist	211	

.020 REPLICA

Roger Lane	319	1st
Eric Hepler	294	2nd
Warren Kurth	268	3rd
Randall Hopkins	254	
Gary Oakins	252	
A.J. Italiano	250	
Tom Hepler	245	
Gene Bowers	221	
Bill Barr	218	
John Schifko	214	
Bob Watson	185	
Dick Bloomquist	47	

MOS. GAS

NAME	TOTAL TIME	PLACE
Dick Bloomquist	1080	1st
Keith Fulmer	960	2nd
Don Diggs	767	3rd
Gene Bowers	663	
Jack Marsh	480	
Bob Placier	351	
Gene Wickes	82	

O.T. GAS

Elmer Jordan	780	1st
Gene Bowers	355	2nd
Hank Sperzel	338	3rd
Bob Placier	222	
John Schifko	142	
Bob Coverdill	50	

1/2A TEXACO

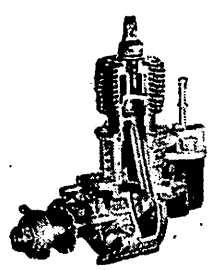
Randall Krystosek	1124	1st
Harold Ericksen	996	2nd
Ralph Waser	984	3rd
Frank Mehrtens	958	
Dale Hannum	917	
Don Sachtzen	773	
John Schifko	771	

A1/A2 GLIDER

Bill Schlarb	427	1st
O.C. Stewart	302	2nd
Bob Thoren	299	3rd
A.J. Italiano	298	
John Schifko	290	
Warren Kurth	240	
Bob Klipp	230	
Jean Pailet	179	

CATAPULT GLIDER

Ralph Schlarb	333	1st
Bill Schlarb	241	2nd
Bob Klipp	204	3rd
Greg Hinrichs	199	
Ralph Waser	165	
Jean Pailet	154	
Moe Whittlemore	151	
Lee Campbell	131	
Bob Hinrichs	126	
John Schifko	75	



MID-AMERICA 22ND FREE FLIGHT CHAMPS

H.L.G.

NAME	TOTAL TIME	PLACE
Bill Schlarb	272	1st
Tom Durbin	158	2nd
Moe Whittlemore	144	3rd
Lee Campbell	107	
Don Diggs	98	
John Schifko	97	
Jean Pailet	64	
Phil Sullivan	37	
Phil Sullivan	37	

MULVIHILL

Bob Perkins	1803	1st
Joe Williams	1755	2nd
John O'Leary	1286	3rd
Ed Konefes	1065	
Larry Willis	535	
Joe Huettl	520	
George Clowes	490	
Bob Watson	445	
Wally Mumper	360	
Charles Hermanek	354	
Bob Hinrichs	131	

O.T. RUBBER CABIN

Larry Willis	1860	1st
Joe Williams	1734	2nd
Moe Whittemore	660	3rd
Ed Konefes	545	
Roy Stewart	355	
Don Kuenzel	330	
John O'Leary	120	
Guenther Nowok	120	
Hank Sperzel	63	

O.T. RUBBER STICK

Larry Willis	1080	1st
Joe Williams	1051	2nd
Roy Stewart	727	3rd
Roger Lane	684	
Bob Thoren	676	
Ed Sneed	516	
Ed Konefes	467	
Tony Telford	328	
Bob Watson	240	
Don Kugler	231	

F.A.C. RUBBER SCALE

Norman Becker	210	1st
Roy Stewart	85	2nd

P-30 RUBBER

NAME	TOTAL TIME	PLACE
Tom Hepler	747	1st (FLYOFF)
Vicki Wickes	739	2nd (FLYOFF)
Don Kugler	348	3rd
Roger Lane	337	
Joe Huettl	336	
Joe Williams	334	
Bob Kuenzel	258	
Bill Barr	255	
Andrew Coverdill	243	
Moe Whittemore	215	
Gary Oakins	197	
Dan Weeks	120	

MOFFETT RUBBER

Ed Konefes	1080	1st
Joe Williams	951	2nd
Roy Stewart	528	3rd
Charles Hermanek	229	

COUPE

Bob Thoren	540	1st
Roy Stewart	455	2nd
Joe Williams	354	3rd
Eric Hepler	353	
Tom Hepler	319	
Dan Weeks	313	
George Cowers	292	
Lee Campbell	286	
Bill Barr	272	
Bud Brown	208	
A.C. Stewart	183	
Joe Huettl	157	
Ed Sneed	104	

PRE '50 WAKEFIELD

O.C. Stewart	657	1st
Hank Sperzel	488	2nd
Tom Hepler	360	3rd
Moe Whittlemore	354	
Larry Willis	291	
Roger Lane	73	
Bill Barr	47	

WAKEFIELD

O.C. Stewart	500	1st
Guenther Nowok	449	2nd
Bob Thoren	371	3rd

KC .061 Engine Tests

by Steve Frazier



Much interest has been shown in the KC .061 engine for F1J, in particular its capability in the RPM category. Having on hand a Doug Galbreath set-up example Gib Robbins and I gave it a few runs on a fine September day. The following are the results:

Run#	head shim	fuel	prop	RPM
1	.012	15%	APC 6x2	25.8K
2	.012	30%	"	26.2K
3	.012	50%	"	27.6K
4	.015	50%	"	27.7K
5	.012	50%	Verbitsky Folder	28.8K
6	.014	50%	" "	29.3K

One of the concerns on engines of this size is the sensitivity of the needle valve when running on bladder pressure. I am pleased to report the KC responds smoothly to the needle and has about 1/4 turn between rich and lean. It needles like a much larger engine similar to the MP Jett which also has excellent needle valve characteristics.

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