CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Dig postholes in the Dark of the Moon - they'll set firm 'n tight!

- Editor -
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Issue # 6/00 | November/December | Price $7.50/yr.

Cool Cat Comments - by Jim Richmond

This plane was derived from the old faithful *Catwalker* in a last ditch effort to improve it for the coming battle in the cool Slanic salt mine – thus the *"Cool Cat"* name.

It incorporates a number of modifications, most of which were beneficial. For instance, the bracing was removed from the stab which then provided the "automatic pilot" effect, and makes the plane more forgiving. Additionally, the rudder was moved to the top of the boom to permit flat mounting against a surface of the model box.

Also, by spacing the rudder forward of the stab a bit, it then becomes possible to re-cover the stab without any disassembly. The full length boom, stiffened with boron top and bottom makes these alterations possible.

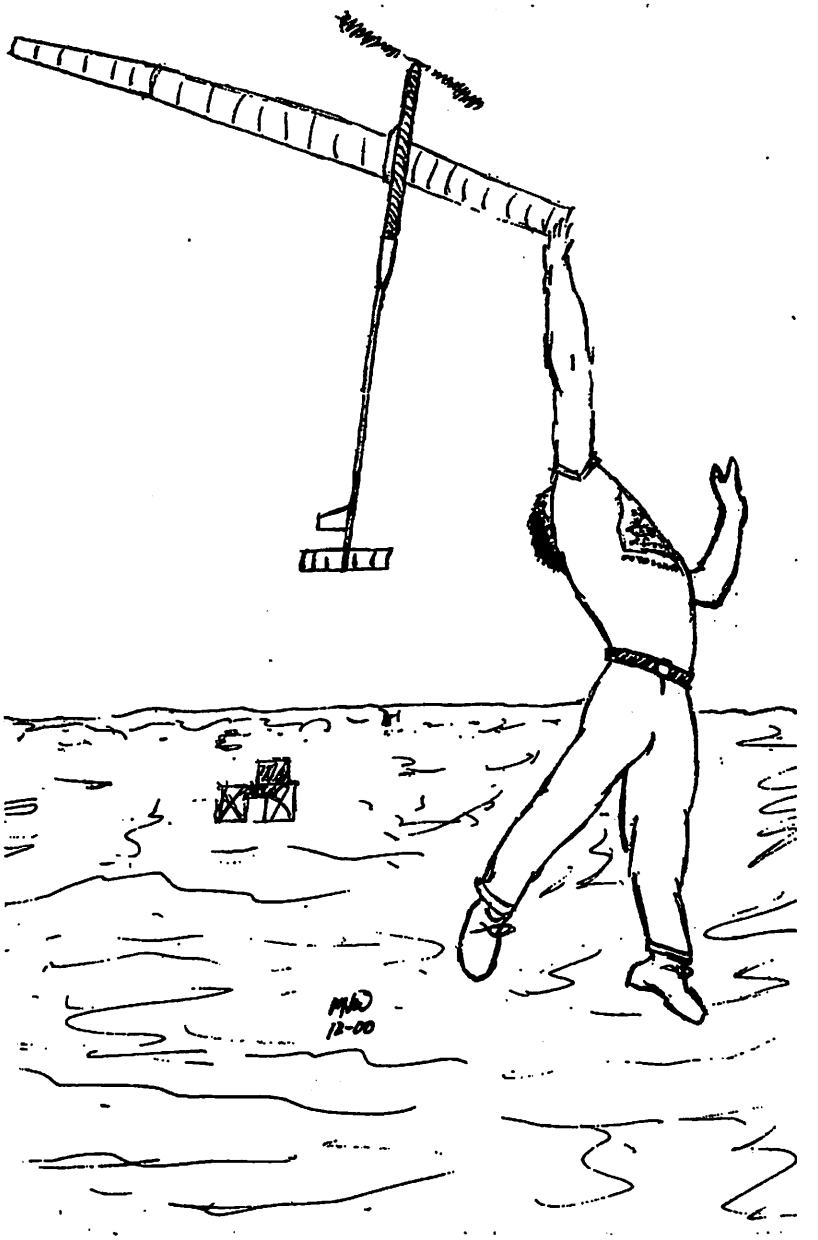
The fancy wing shape with the dip in the middle drew lots of comments (some rather amusing), but it was just my way of widening the chord without changing the spacing of the wing posts. My tests confirmed an improvement in the cruise with the 9""chord. I also hoped it would reduce the climb a bit, but this still an open question. The small wood sizes used in the wing were a cause for concern, but the carefully selected wood provided adequate strength.

I liked the shape of Brown's prop blades, so I used the same area distribution in my flare prop design, and it tested better than any of my other props. The spar was very small at the outer ends (another concern), but it functioned quite well – with the flare feature being improved by this, I thought.

I used aluminum front bearings for the first time on F1D's, but after having 2 of them pop off, I'll be using my old music wire type in the future. They've never failed.

The 'refusal to turn at launch' problem I had at the '98 W. Champs was solved by using stab

(cont'd p. 5)



Ho, Ho Ho!!! Christmas season again at the hobby shop! Gas-powered RC cars are the big item, this year. We sell them mostly to people who've never even started a lawn mower. Of course, most can't get their cars started, so we have weeping parents and children lined up at the door expecting me to work the miracle - while they wait!

Most of the time, they've jacked with all the needle valve and throttle stop settings even before trying to start the engine - and before reading the instructions, of course. But those are the easiest to get going. (2+T back from full CW, you know the drill....)

More insidious is the case that will start, but run very slowly or erratically - regardless of the needle setting. Or whether or not the needle is totally removed! Occasionally it won't even pop - new plug & battery, rich or dry! The first question to ask is, "have you had the head off this engine?". You usually get a sheepish "yes". Aha!! Seems like *most of these .12-.18's don't have any index on their cylinder liners*, and are free to spin around randomly, once the head's been loosened. Of course, intake & exhaust openings are never lined up, after the customer tries to hide the evidence.....

Then there's the jocks who flood & hydro-lock the engine, but pull hard on the starter cord anyway, breaking the cord or starter ratchet - or worse, bending the rod! These get fixed at *my* leisure. But since the toy's still under warranty, at least they get free parts....

The ones I feel sorry for, are the poor dudes that got their engine started - only to have it immediately run away to full-competition rpm! The engine seizes before they knew what hit 'em - usually in less than 5 seconds! The factory then owes 'em a new engine - especially after we write a parental permission note to go with the blown engine.

And this is just the engine-related things we run into! Screwed up radios & servos is a whole 'nother story!

On the other hand, we sell a lot of RC gas boats, too. But we rarely ever have a customer problem with these! Amazing, considering that these toys require water-cooling of the engine to avoid disaster!

Different class of operator, I guess. Or maybe it's the warning we give the customer up front to test the boat in a bucket of water. It must get 'em thinking and make 'em cautious, don'cha know. Ha! (I used to test my gas boat in a dorm toilet when I was in school. Guaranteed to draw a crowd - and the counselor....)

Some day I'll write a book! - MJW

It's Time Again - to submit your nominations for the *NFFS 2001 Ten Models Of The Year.*

Nominations for this honor are accepted from anywhere in the free flight community and are typically for models of the modern era which exhibit unique design and outstanding performance, as proven in competition. On occasion, a special award is given for a unique component, tool or material which has greatly contributed to the advancement of an event or free flight as a whole. Nomination packages must include:

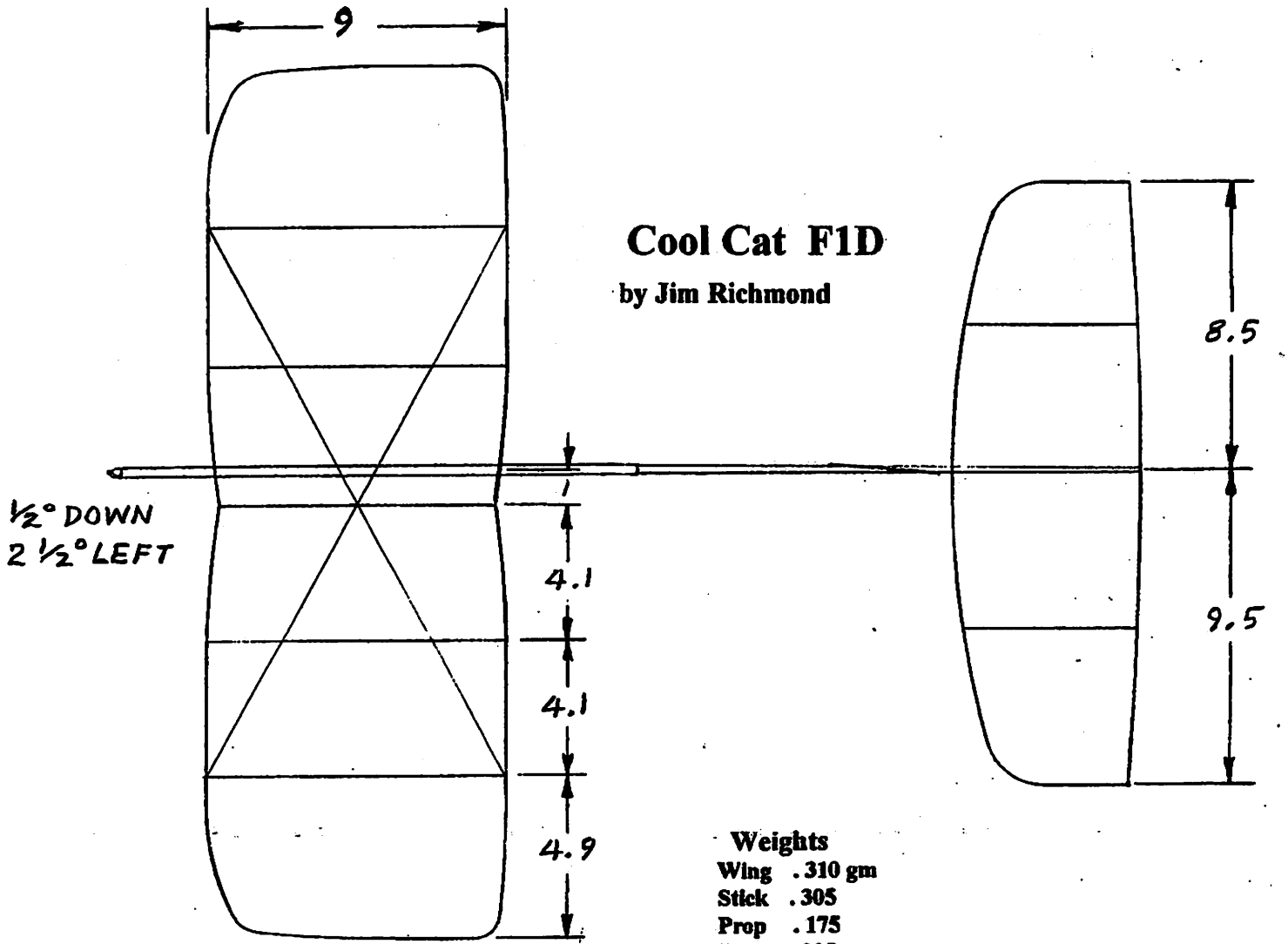
- 1-page description of model design and competition record, or unique contribution for a component, tool or material.
- Resume of modeler/designer or inventor.
- 1-page three-view with dimensions.
- Photograph of nominated item, and modeler or inventor.

Additionally, all text must be submitted electronically, preferably in MS Word format via email or diskette.

The Deadline for nominations is Feb. 12, 2001. Send nom's to: Norm Poti, Chairman, NFFS TMOY, 5695 Marshall Rd., Dayton, OH 45429-6022. (937) 439-4831. Email: ndpoti@aol.com

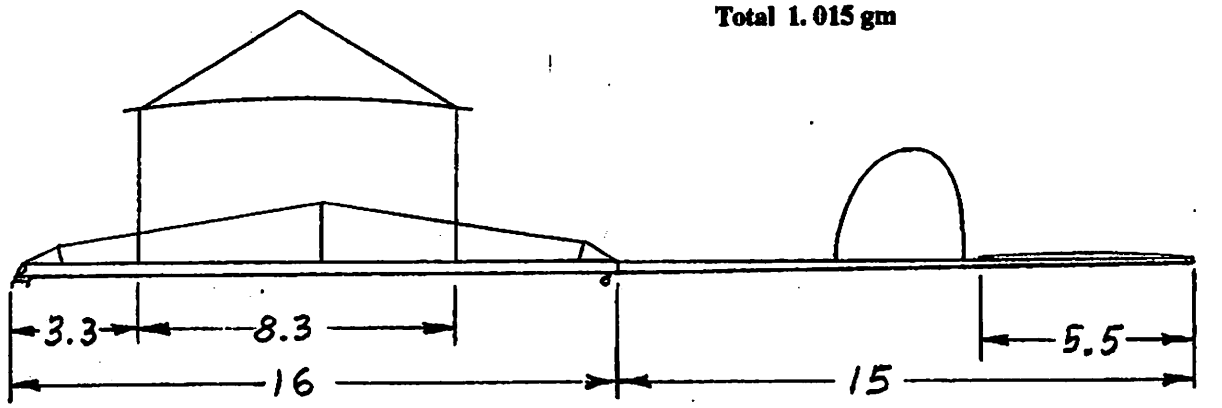
Cool Cat F1D

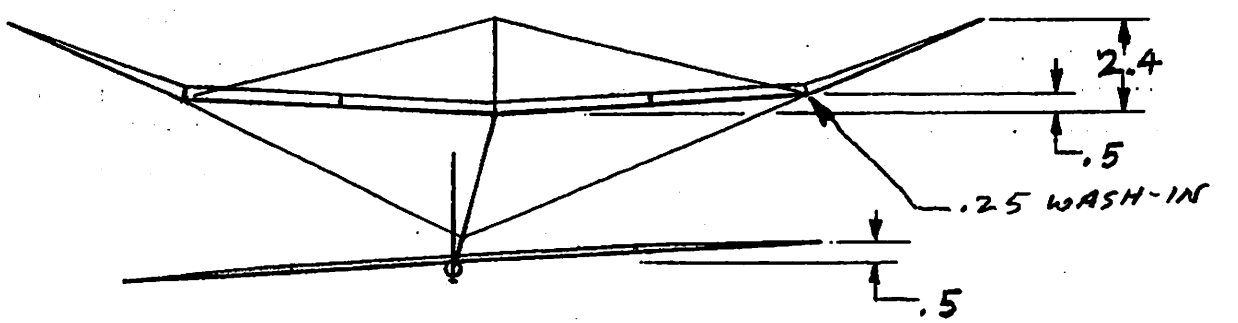
by Jim Richmond



Weights

Wing	.310 gm
Stick	.305
Prop	.175
Rest	.225
Total	1.015 gm





Materials & Dimensions

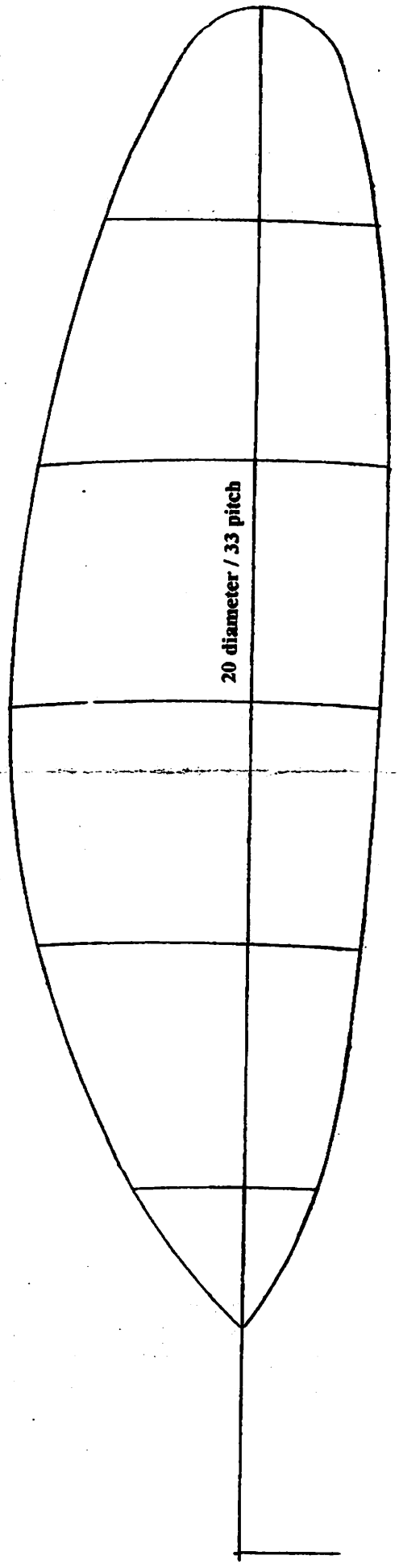
Wing	
spars	,033 x .046 - 5 lb.
middle ribs	.030 x .037
compression ribs	4.5 lb.
ends	.030 x .032
middle	.030 x .060
tips	.030 x .040 - 5 lb.
wingposts	.032 x .035 - 5 lb.
	(2) .003 boron, full length
bracing	.0003 tungsten
airfoil	3% arc
Stabilizer	
spars	.038 x .047→.026 x .040 - 5 lb.
ribs	.023 x .039 - 4.5 lb.
airfoil	2.5%
Motor Stick	
tube	.013 -.250 id - 3.9 lb.
	(2) .003 boron, full length
webs	.020 - 4.5 lb.
rear hook	.013
bracing post-mid.	.045 x .045→.034 x .034 - 5.5lb.
bracing post-ends	(2) .040 x .040→.032 x .032 - 5.5 lb.
thrust bearing	.012 aluminum
Tail boom	.008 - 3.9 lb. - .235 od→.080 od
Fin	.025 x .025 - 5.0 lb.
Propeller	
spar	.060 x .090→.030 x .030 - 5.0 lb.
ribs	.020 x .027 - 5.4 lb.
outline	.025 x .025 - 5.0 lb.
shaft	.013
airfoil	3.5% arc

Rubber

Tan II - May 1999

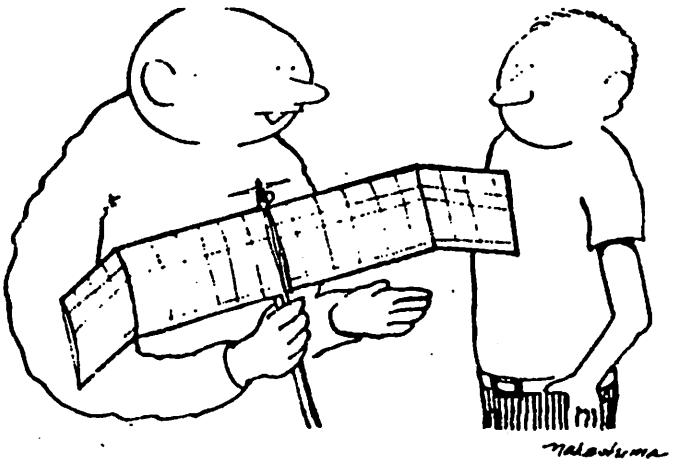
.041 x .064 x 16 - 1.235 gm

2510 turns -100 back-off = 2410 at launch



(Cool Cat Comments – cont'd.....)
offset and more thrust offset (you *need* 2.5 degrees!). This time it was my teammates who were chasing their planes with balloons after early round launches. The use of high torque motors is a big factor in this kind of problem. But then, this activity wouldn't be near as much fun if there weren't any problems to solve!

There were lots of comments about the small motor sizes I used (1.235g, as compared to Kagan's 1.9g). In view of the close results, it appears that a broad range of rubber sizes can do the job – if the overall combination is right! - JR



"I build something simple with square tips and it lasts for years. I build something fancy with elliptical tips and it lasts for three flights."

Airplane builders to make, fly replica of Wright plane

WASHINGTON (AP) — From the delicate ash and spruce framework to the sturdy cotton fabric covering the wings, an inch-by-inch replica of the Wright brothers' 1903 flying machine is taking shape.

Retired airline pilot Ken Hyde of Warrenton, Va., is chief builder of the aircraft that a group of flying enthusiasts hopes to get airborne at 10:35 a.m. on Dec. 17, 2003. That would be 100 years to the minute after the two brothers from Ohio first saw their lithe wood-and-muslin craft lift off the dunes of Kitty Hawk in North Carolina's Outer Banks.

"It's going to be a challenge, but two people did fly this airplane – Wilbur and Orville Wright," Hyde said.

Hyde and his sponsors, the Wisconsin-based Experimental Aircraft Association, announced the project Tuesday beneath the Wright brothers' aircraft, which hangs from the rafters of the Smithsonian's National Air and Space Museum.

"This airplane started it all," association President Tom Poberezny said.

The 170,000-member group, based in Oshkosh, Wis., was founded in 1953 by airplane enthusiasts who build and fly their own planes.

The association commissioned Hyde, a retired United Airlines pilot who restores vintage airplanes, to reproduce the plane down to the smallest stitch. The replica will duplicate Wilbur and Orville Wrights' original design and materials at an estimated cost of $1.3 million. The original included an aluminum four-cylinder engine, a tiny tin tank that held less than a gallon of gas and 125 yards of stout muslin, used at the time to make women's underwear. The turn-of-the-century fabric, dubbed "Pride of the West," is unavailable now and must be manufactured especially for the project.

"It's going to be a challenge, but two people did fly this airplane — Wilbur and Orville Wright."

– Ken Hyde, chief builder of a working replica of the Wright brothers' 1903 airplane

"The biggest challenge here is the fabric," Hyde said. "We're hoping we can find a manufacturer that can tackle that job."

With its thin wooden frame, the open airplane resembles a toboggan with wings. It has no landing gear and requires the pilot – in the 1903 flight, it was Orville – to operate the plane lying on his stomach, using his hips to help steer.

The replica won't get its first test at Kitty Hawk, Hyde said. An old Air Force wind tunnel in Langley, Va., will help the builders fine-tune the construction.

Poberezny said a pilot hasn't been selected, and Hyde said he hasn't lobbied hard for the job. But, the lanky 61-year-old coyly said he weighs about the same as the Wrights did in 1903.

The site, once a sandy, isolated dune, is now part of a prosperous beach resort on North Carolina's Outer Banks. Much of it is covered with rough grass and bordered by beach homes, said Mary Doll, superintendent of the Wright Brothers National Memorial.

Doll said the plane is in no danger of hitting anyone's beachfront condominium during the planned flight, as the site of the 1903 flight is thousands of feet from any structures.

Before arriving at Kitty Hawk, the replica will tour several cities, stopping in Florida, Wisconsin and Ohio, Poberezny said. He also insisted that Experimental Aircraft Association, while seeking corporate, private and foundation support, won't sell the project's naming rights.

On the Net: Smithsonian National Air and Space Museum site at www.nasm.edu, Experimental Aircraft Association site at www.eaa.org, Wright Brothers National Memorial site at www.nps.gov/wrbr and Wright Brothers Centennial Museum Online at www.wright-brothers.org/

Right Brain - by Mo

Hey! How do you like the sketch on the front page? It's the handiwork of yours truly - and if I can do this, anybody can! Probably better, too..... But there's a trick to it!

Let me start by stating that I'm not an artist. Especially when it comes to pix that involve the human figure. Even my cartoons are an embarrassment! But I was getting desperate for new Informer artwork, and I was reluctant to beg our traditional contributors (Beth Krush & Howard Hill) for more material, as they had contributed so much good stuff, in the past - for very little reward.

I believe that including original artwork in this rag is an item that sets the Informer apart from the rest of the pack - the eye-appeal thing, don'cha know. (People turn off when there's too much text involved!) But have you ever noticed how many newsletters and National/International publications now use the artwork that originated in the Informer?? (If Beth and Howard were paid for all this stuff, they'd be rich folk by now! Ha!!)

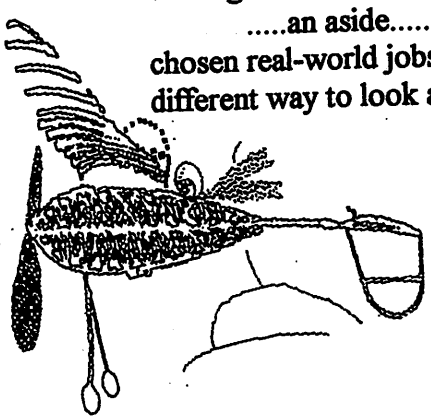
So, I decided to bite the bullet and try my hand at some sketches for the Informer using a technique I ran across a few years ago in the book *"Drawing On The Artist Within"* (by Betty Edwards) and more recently, in *"Cross-Train Your Brain"* (by Stephen D. Eiffert). Surprisingly, this sketch took less than ½ hour to complete - with edits! And it was my first try, too! Not perfect, by any means. But good enuf for this ole rag, methinks! Now here's the trick:

- Get a copy (photo, drawing, etc.) of the subject you're interested in sketching - preferably something simple, for your 1st effort.
- *Turn it upside down*! Really!!
- Grab a pencil, eraser and a piece of bond paper.
- Start your 'upside-down' drawing anywhere on the page - concentrating on relationships, edges and how things fit together. For example, what is the angle of this line relative to the edge of the paper? Relative to the 1st line, what is the angle of that next line? Relative to the width & top of the paper, how far over is the curve, etc..?
- Keep right on drawing, checking angles and curves relative to the edges of the paper, and placing shapes & spaces relative to each other. (You might also use your pencil as a gauge to check distances from one object to another.) Again, concentrate on relationships & edges!
- Only when you're finished, do you turn the drawing over to admire your handiwork! ***And You're gonna be surprised how well it turned out!!***

Now, both of the aforementioned books explore the development of the right side of the brain - usually neglected in "tekkie types". But I think Free-Flighters already have a head start on right brain usage! Just look at our beautiful creations. And the advancements in the state of our art reflect quite a bit of borrowing from 'other disciplines' to improve the breed!

So. Don't give me that stuff about "I can't draw". Just do it!! And send me the results for inclusion in the Informer! Don't worry about the size - I can scale it. Keep those sketches coming!!!

.....an aside..... Both of the aforementioned books also have great application in your chosen real-world jobs. They concentrate on unlocking your right-brain power to encourage a different way to look at things - greatly enhancing your problem solving abilities! Good stuff!!

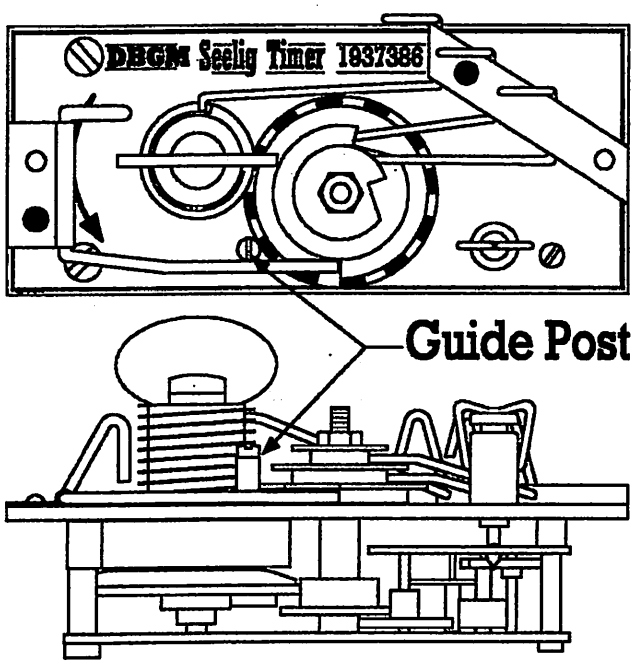


Setting up a New Seelig Timer
for
AMA Category III Gas
by
Dick Covalt

The following is part #2 of a series of individual steps that can be utilized to improve the function and reliability of the newer "paw & ratchet" type Seelig 4-function AMA Gas timers. Most also apply to the older style Seelig gas power timers. Not only the "how", but the "why" is explained. Certainly not everyone will agree with the modifications, but the individual craftsman is left to decide if the described changes fit his particular need and method of building and flying competition free flight.

Installing a guide post for the engine shut-off wire bale

Why: Should the engine shut off wire bale be inadvertently bent inward toward the center of the cam plate the wire can snap towards the center when releasing and catch under the second cam. I just hate it when this happens because the engine doesn't shut down. The aircraft does a spectacular partial outside loop when the bunt kicks in and invariably bites the dust with the engine running. This stunt can also be caused by the front mounting screw coming loose and letting the hinge rotate causing the same condition as a bent wire. The above situation was more of a problem with the earlier timers as they had a smaller .035 inch diameter wire bale rather than the more robust .046 on the newest timers. However, improvements can introduce an entire new problem situation and the heavier wire has done just that. It seems that the heavier wire has been known to cut a grove into the fiber spacer under the engine shut off cam allowing the wire to hang up in the groove. What results is the same as a bent wire. So, regardless of the vintage of the timer being used, a guide post for the engine shut-off wire bale is the most commonly used and effective device to prevent the three failure modes explained above.



HOW: The preferred method by this author is use a 3/16" piece of 3/32" aluminum tubing attached with a 0-80 brass screw. The screw is threaded into the front plate and cut off flush with the back of the front plate in order for the timer spring to unwind completely. The guide post is shown in the above drawings.

Secure a 3/64" or a #56 (.0465") drill, an 0-80 tap, and a 3/8" or longer 0-80 brass screw. Also the use of a small drill press such as a Micro-Mark MicroLux or a Dremel drill press attachment is required. Cut a ¾" and 3/16" long piece of 3/32" OD aluminum tubing using an xacto knife with #11 blade and rolling on a flat surface. Set the wire bale so that it is against the fiber washer without pressure and clamp the wire bale hinge so it cannot rotate.

With the drill installed in the drill press slip the ¾" piece of tubing over the drill. Position the drill point just above the timer front plate and let the tubing slide down against the front plate. Move the timer around so that the tubing is positioned tangent to both the wire bale and the time segment circle. The above drawing illustrates the location. The drill has play inside the tubing so make sure the play is taken up towards the wire bale (this will keep the side force of the bale on the post and not the fiber spacer.) Now drill carefully. After drilling, tap the hole for the 0-80 screw. A tap lubricant such as silicon grease (or my favorite which is paraffin dissolved in mineral spirits) helps to keep the chips out of the timer and prevents the tap from galling and hanging up.

Make sure one end of the 3/16" piece of tubing is flat. The flat end goes against the timer frontplate. Put some Loctite 242 threadlocker (the blue stuff) on the 0-80 screw threads where they will contact the front

(Seelig Timer – cont'd, overleaf...)
plate and install the screw and tubing post. Finally, cut off the screw with a Dremel #409 cutoff wheel (sometimes called a "dangerous disk").

Make sure you execute the above steps with aforethought as you have only one chance to get the hole in the right place. If you screw it up, you have a mess!

After the timer is installed in an airplane, the wire bale needs to be adjusted by bending, such that the wire rubs only lightly on the post when releasing. However, make sure there is enough force available to allow the wire to slide up the post and release, even if it is rubbing smartly. Probably the main safety feature of the post is that the flyer is alerted to a bent wire, as it is slid down the post when resetting the timer.

Future articles for the Informer will cover the following items: Adding a 3rd post to support the intermediate bearing plate; Removing ratchet weights to speed up timer; Drilling and bushing the mounting holes; Installing the winding pin, and making the winding tool; Cleaning and lubricating and easing timer start action. - Dick Covalt

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COFFC Annual Contest Results - September 2 & 3, 2000

ABC NosGas.

1.	Dick Covalt	600
2.	Keith Fulmer	409
3.	Bob Edelstein	334

1/2A AMA Gas

1.	Jack Marsh	452
2.	Keith Fulmer	423
3.	Bob Placier	295

F1J

1.	Bob Perkins	600
2.	Keith Fulmer	600
3.	Gil Morris	600

A/B OT Gas Pyl/Cab

1.	W. Weisenbach	699
2.	Dan Harshman	355
3.	Bill Hale	328

PeeWee 30

1.	Elmer Jordan	2305
2.	Anthony Avallone	2300
3.	Chris Steinbach	1999

OHLG (#2)

1.	Phil Sullivan	140
2.	Bill Reuter	125
3.	Bruce Barnett	111

Moffet

1.	Joe Williams	540
2.	Ed Konefes	300
3.	Bill Jackson	268

Power Hi-Point

1.	Keith Fulmer	1440
2.	Jack Marsh	1399

1/2A NosGas.

1.	Keith Fulmer	456
2.	Carl Rowland	350
3.	Bill Hale	334

A/B Gas

1.	Bucky Servaites	360
2.	Bruce Barnett	318
3.	Bill Burgess	295

1/4A Nos/.020 Replica

1.	Bruce Barnett	276
2.	Jack Marsh	261
3.	Ted Dock	241

B/C OT Gas Pyl/Cab

1.	Gil Morris	360
2.	Dan Harshman	312
3.	Bob Edelstein	305

Mulvihill

1.	O.C. Stewart	840
2.	Ed Konefes	680
3.	Joe Williams	533

OT Rubber Stk/Cab Lg.

1.	Walt Tomasch	1115
2.	O.C. Stewart	840
3.	Bucky Walters	538

P-30 (#2)

1.	Dave Sechrist	690
2.	Bill Jackson	337
3.	Vicki Wicks	326

Non-Power Hi-Point

1.	Bill Jackson	1984
2.	Ed Konefes	1266

??? Gas

1.	Keith Barnett	275
2.	Ed Avallone	248
3.	Jon Reuter	242

H.H. Catapult Gl

1.	Jon Reuter	180
2.	Ed Avallone	147
3.	Mike Avallone	108

P-30 (#1)

1.	Mike Avallone	319
2.	Ed Avallone	294
3.	Joe Tortorelli	291

OHLG (#1)

1.	Jon Reuter	122
2.	Joe Tortorelli	100
3.	Keith Barnett	98

HH Catapult

1.	Bill Reuter	249
2.	Phil Sullivan	187
3.	Guy Scott	111

OT Rubber Stk/Cab Sm.

1.	Joe Williams	808
2.	Bob Laybourne	653
3.	Walt Tomasch	540

F1G

1.	Ed Konefes	600
2.	Dave Sechrist	598
3.	O.C. Stewart	505

Floyd Miller Perpetual Trophy

Walt Tomasch 1115

C.I.A. Winter Banquet Time Again!!

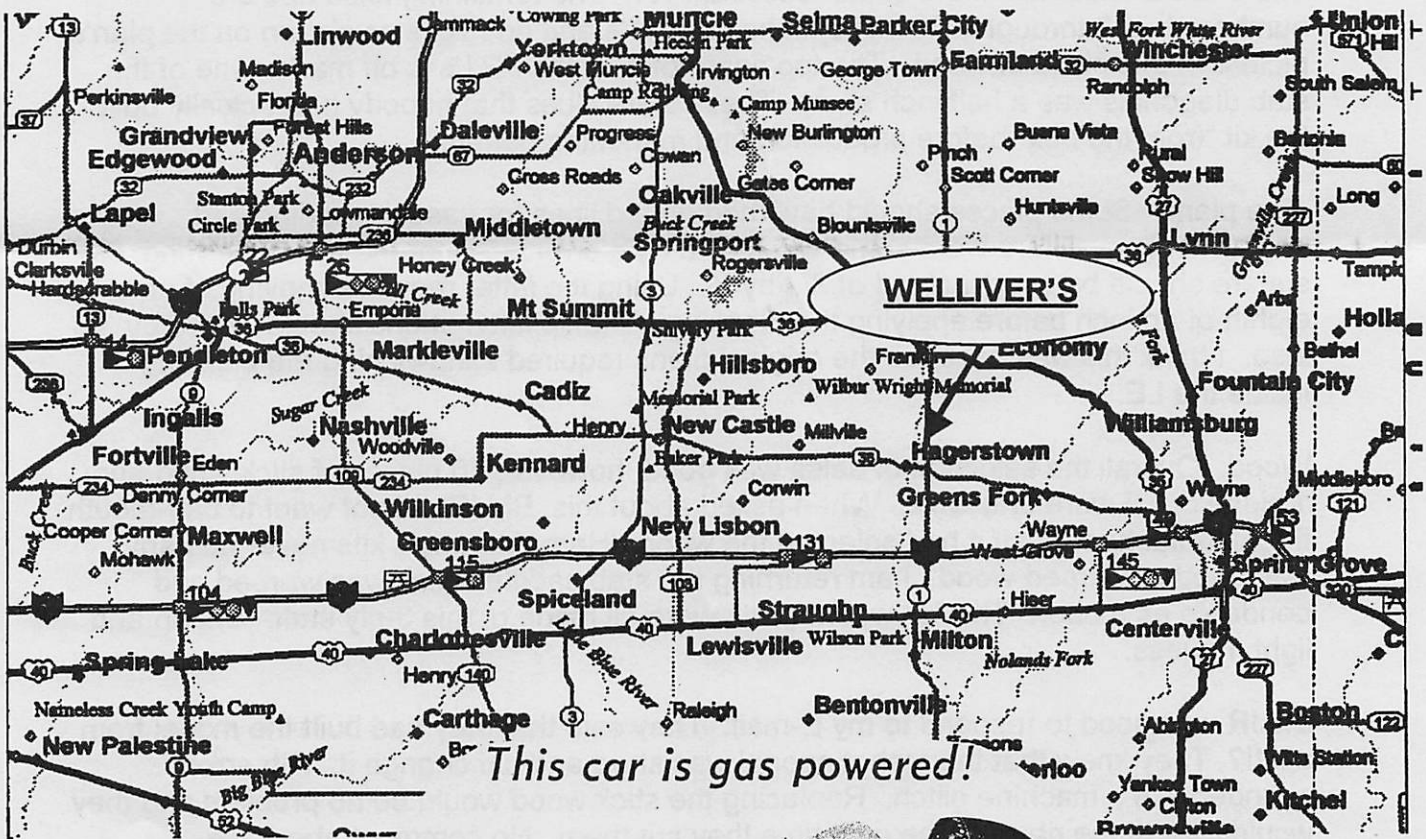
After T'giving and Santa's visit, comes our annual CIA Awards Banquet – staged at our usual haunt: **Guy Welliver's** smorgy in Hagerstown, IN. The date for this event is Saturday, January 20th. Come one, come all! There'll be door prizes, attaboys and insults! Don't miss it!!

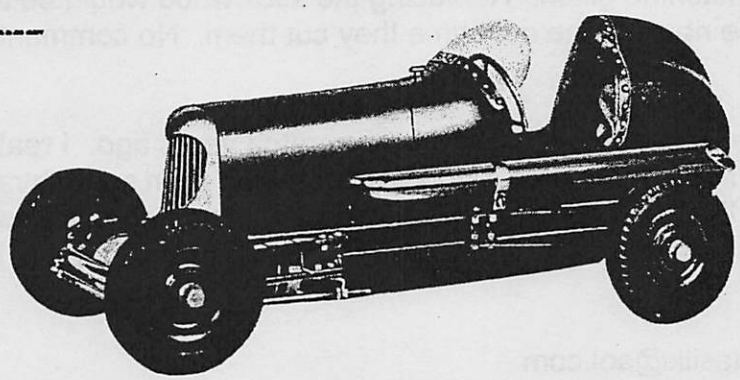
Dinner tabs are: $17.50, adults; $9, age 10-11; $7, age 7-9; $4, age 2-6. The chow line forms at 7pm sharp – come earlier for 'happy hour'. And the food never runs out!

Contact **Meredith Chamberlain** – 5810 Madison Ave., Anderson IN 46013, or phone (765) 643-1885, by Monday, January 15th so we may confirm the number of attendees to Guy, insuring 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! And 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!

And don't fret if the weatherman predicts snow, ice, or whatever – because it hasn't materialized for about 10 years, now! Plus you have all day Sunday to get back home!! Let's have a banner turnout! See ya thar!!!





COMPLETE WITH FLYWHEEL CLUTCH AND EXHAUST STACK Price $19.00

KIT REVIEW Satellite 1300 by BMJR Models.

Carl Goldberg would roll over in his grave if he knew that I paid $152 for a free flight kit today. It should be justified with our society's inflation rate and the laser technology exists that will produce perfect ribs instead of those wretched die-cut inconsistent pieces of yesteryear. So it was with great expectation that I opened the two yellow Satellite boxes and hoped to get right on with it during my 2-week Christmas Vacation.

Everything looked so nice until I started to actually put things together. The slots in the main ribs for the wing and stab were very sloppy preventing the use of CyA to insure a solid joint. I shimmed and shaped these to fit. The diagonal ribs for the wing did not fit the TE. It looked as though they were cut to fit a ¼ inch thick TE and not the 5/16 TE required. Rather than cut new ones, I redid the ends by adding slivers of balsa on the tops and sanding them to match the correct airfoil. Tedious, but quicker than having new ones designed and sent to me.

There are 2 false ribs in the center section, FR1. The remaining false ribs are numbered FR2 through FR5. The kit had 4 FR1's and no FR2's as shown on the plan's picture of this piece of wood. The top spar notch in the FR1's is off mark. One of the stab diagonals was a half inch short. These were clues that nobody had actually built the kit "from the box" before production and marketing began.

The plans: Some places should have had dotted lines for ease of reading and understanding. There were some wood size typo errors. As for the LE of the wing, 3/8 square should be used instead of 3/8 by ½. Using the latter requires shaving of an eighth of an inch before applying the planking. The tip laminations should be 1/8 by 3/8 also. I think this was because the original plans required sandwiching the planking inside the LE.

Wood: Overall the selection of balsa was good; however, 10 pieces of stick wood and 1 piece of TE were unusable. When asked about this, BMJR did not want to bad-mouth the manufacturer, as if it had selected the wood. Harry Murphy's kits never had any S-shaped or warped wood. I am returning the stab saddle which was warped and bendable as rubber. The "plywood" parts were all made of this 3-ply stuff. Cheap and light, I guess.

BMJR was good to respond to my E-mail: They said that they had built the model from a kit!? They knew that the stab diagonal was short and did change it. Rib errors sounded like a machine glitch. Replacing the stick wood would be no problem and they would look at the rib slots the next time they cut them. No comment about the "plywood."

Cutting ribs takes time. I built a 1300 from scratch years ago. I really don't think you would take that much more time if you built this wing from scratch rather than having to redo parts from this kit. (And save a lot of bucks) If you do purchase the kit, I would look or ask for some documentation that these specific things have been fixed.

Phil Sullivan
Pres., CIA ciasilk@aol.com

NFFS stuff.....

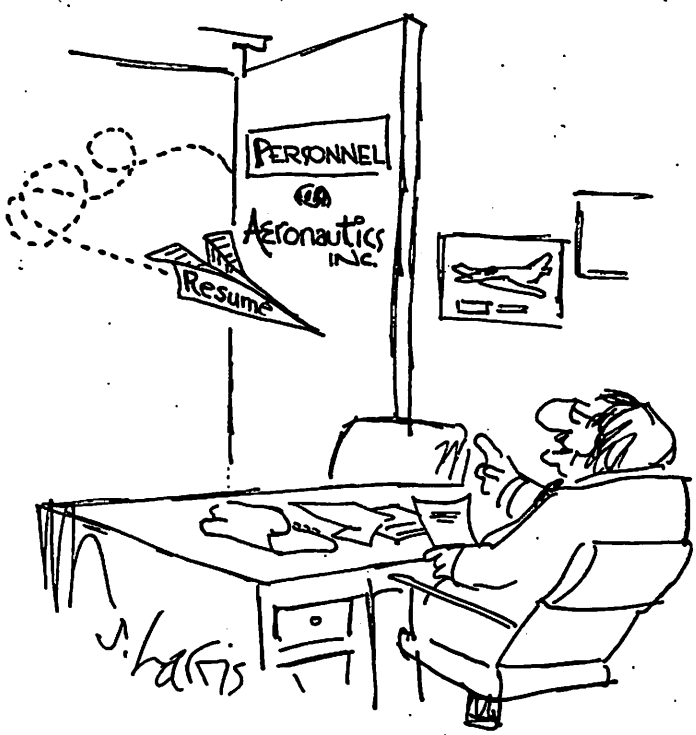
The NFFS President announced that Walt Rozelle has been selected as the new editor of the NFFS Digest. Walt has been appointed to the editorship position when it was vacated by the current editor, Chris Weinreich, who resigned after nearly 11 years of service! (Thanx, Chris! The job's a bitch – albeit, thankless!)

Walt's a member of the Thermal Thumbers Club of Metro Atlanta, and a long time free-flighter. He's been active in the FAI outdoor program and has served on a number of NFFS committees. Most recently, he was the chairman of the Nostalgia committee.

He's also the current editor of Textile World, a trade publication which has garnered a number of prizes for its quality. Walt was also a previous editor of the NFFS Digest in the late '60s.

To contact Walt, try his home address, 926 Argonne Ave, NE, Atlanta, GA 30309, phone (404) 876-1268 or email him at Walter_Rozelle@intertec.com.

Chris'll continue to edit the Digest at least thru the February issue.



"Whoever you are, you're hired."



The Junior Cup Thing..... - by R.Perkins

After a very successful 1st year effort for the National Cup in 2000 that featured Senior and Open fliers competing for Cups in AMA Power, Rubber, Glider and NFFS Nostalgia, *the NFFS had added a Junior Category for the 2001 Competition*!

The National Cup rules will remain unchanged for 2001 – except to accommodate Juniors who will fly a mix of Junior-only events to accumulate points towards a single Cup.

The approved events for Juniors include AMA 1/2A Power, P-30, OHLG, OCG and NFFS 1/2A Nostalgia. It is recommended that sponsors of National Cup contests in 2001 schedule at least three of the five events for Juniors.

The winner of the 2001 Junior National Cup will be awarded the Trophy and Certificate at the NATS/USOC NFFS banquet – July-August, 2002.

The Junior National Cup is one of several programs planned on the part of NFFS to promote Juniors. Inclusion of Junior Cup events at 2001 contests will provide a significant boost to those efforts.

Copies of the 2001 NC rules and events report forms for CDs may be viewed and printed from the NFFS website (freeflight.org) or obtained from the National Cup Committee, c/o Bob Perkins, 2285 Pinebrook Road, Columbus, OH 43220, or rperkins@columbus.rr.com.

The **INFORMER**

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Issue No. 6 - 00

44094-8476