CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Rain on St. John's
Will damage the nuts!

- Editor -
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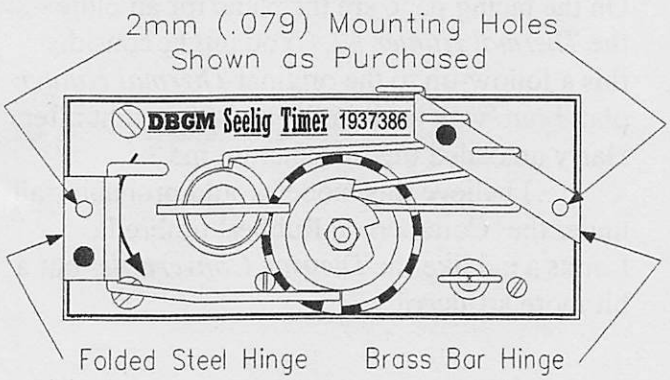
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Setting Up a New Seelig Timer for AMA Category III Gas - by Dick Covalt

The following is part #4 of a series of individual steps that can be utilized to improve the function and reliability of the newer "star gear & rocker" type Seelig 4-function AMA Gas timers. Most also apply to the older style Seelig "fan type" 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.

Drilling and Bushing the Mounting Holes

Why: The mounting holes in a Seelig timer as purchased are 2mm (.079"). A 2mm screw is slightly larger than a #1-72 (.070") and slightly smaller than a #2-56 (.084"). Here the modeler must make a choice as to what sized fastener will be used. Our reasoning goes like this: 2mm machine screws and sheet metal mounting screws are not native to this country and can be difficult to acquire, especially out on the flying field after being lost while changing a timer in the heat of competition; #1-72 screws while a native size are a bit scarce, limited in selection, and may be a tad small; a #2-56 of almost any size and shape is readily available, cheap, and can be borrowed on the flying field easily if the need arises.



(cont'd p. 4)



GizmoGeezer P-30 prop update.....

Let's see. After sifting through many emails, I believe this is the current situation with the props.....

AMA's Steve Kaluf has sent out a request for an advisory vote on the GG prop to the Contest Board for their input. Hopefully, the decision will be made before the NATS. Whatever the decision, it will be applied at the NATS.

However, if no decision is reached in time, *Randy Ryan will allow the props*.

To view the manufacturer's side of the story, please refer to page 5 of the Informer.

The FF community has suffered some huge losses recently. Ex-Agent **Jerry Caldwell** died of congestive heart failure/kidney failure in early June. (I've yet to meet a modeler who could build a prettier model in as short a time period! Oh, yeah – Jerry was the manufacturing arm of the Shuriken project. And when Jerry got fed up with 1/2A flying, he filled the tank on his Shuriken-powered rocket, fired it up, tied down the timer, pointed 'er straight up and said goodbye!) Remember him in your prayers....

In addition, FF notables Steve Geraghty and John Pond have also left us behind.....

Frank Roales is the CD for the 26th annual Mid America FF Champs (Lawrenceville, IL) this year. The dates are Oct 6th and 7th, with practice allowed on the field, Friday the 5th. For more info, contact him at: flroales@bestonline.net

Agent **Norm Poti** was wondering about the availability of *SuperPoxy* thinner, now that the company is out of business.

Bob Mattes has found that most good lacquer thinners – especially the DuPont auto lacquer thinners do the job quite well....

Seems that West Baden's 'Grand Old Lady' is being opened up for a few days of Indoor "demonstration" flying – Aug. 11 & 12! The place has been declared a historical landmark and has recently been restored – and it's gorgeous!! And you don't have to dodge the falling plaster anymore!

Constant negotiations with the dome owners by indoorsman Walt VanGorder to allow modelers back into the site, have finally paid off! But prospective flyers will need to "register" (no charge) with Andrea Hill of the Historic Landmarks Foundation. If you'd like to fly, call her for particulars and an info packet on (800) 450-4534.

The *"Fly Me To The Moon"* event (their title – not ours!) happens Sat. Aug. 11, 10-4, and Sun. Aug. 12, 12-5. Rubber powered stuff only! It's also a great opportunity to expose the general public to the fascinating world of Indoor!

Motorcycle Storage at Lost Hills.....

For you interested WC flyers, Norm Poti advises that an additional storage container is coming available near the Lost Hills site at Holloway Gypsum.

The new facility can handle 14 bikes, as well as support equipment (chairs, coolers, canopies, etc.). Reserve your space now. 1st come, 1st served! The one-time charge is $500. Contact Norm on (937) 439-4831, or email: Ndpoti@aol.com

Agent **Dave Thomson** sent in some sheets from *Into The Wind* - a kite shop that has some goodies that would be of interest to FF'ers.

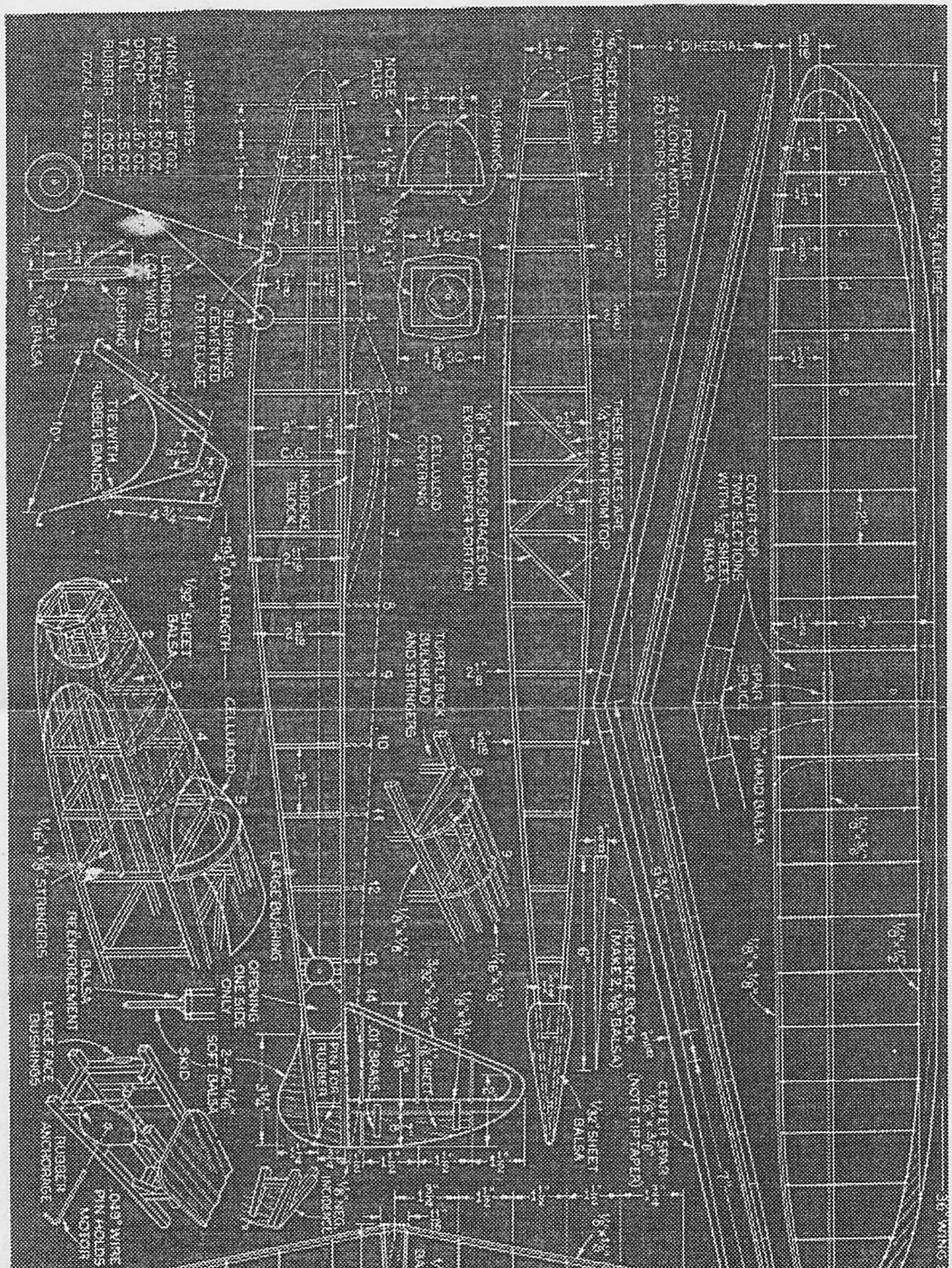
Besides the usual assortment of flyweight c.f. tubes (kite spars), the kite flyer's gloves are a must for t'line glider flying; a couple of different wind velocity indicators ($19 & $79); and for nite-flying, they offer xenon strobes and brilliant LED strings....

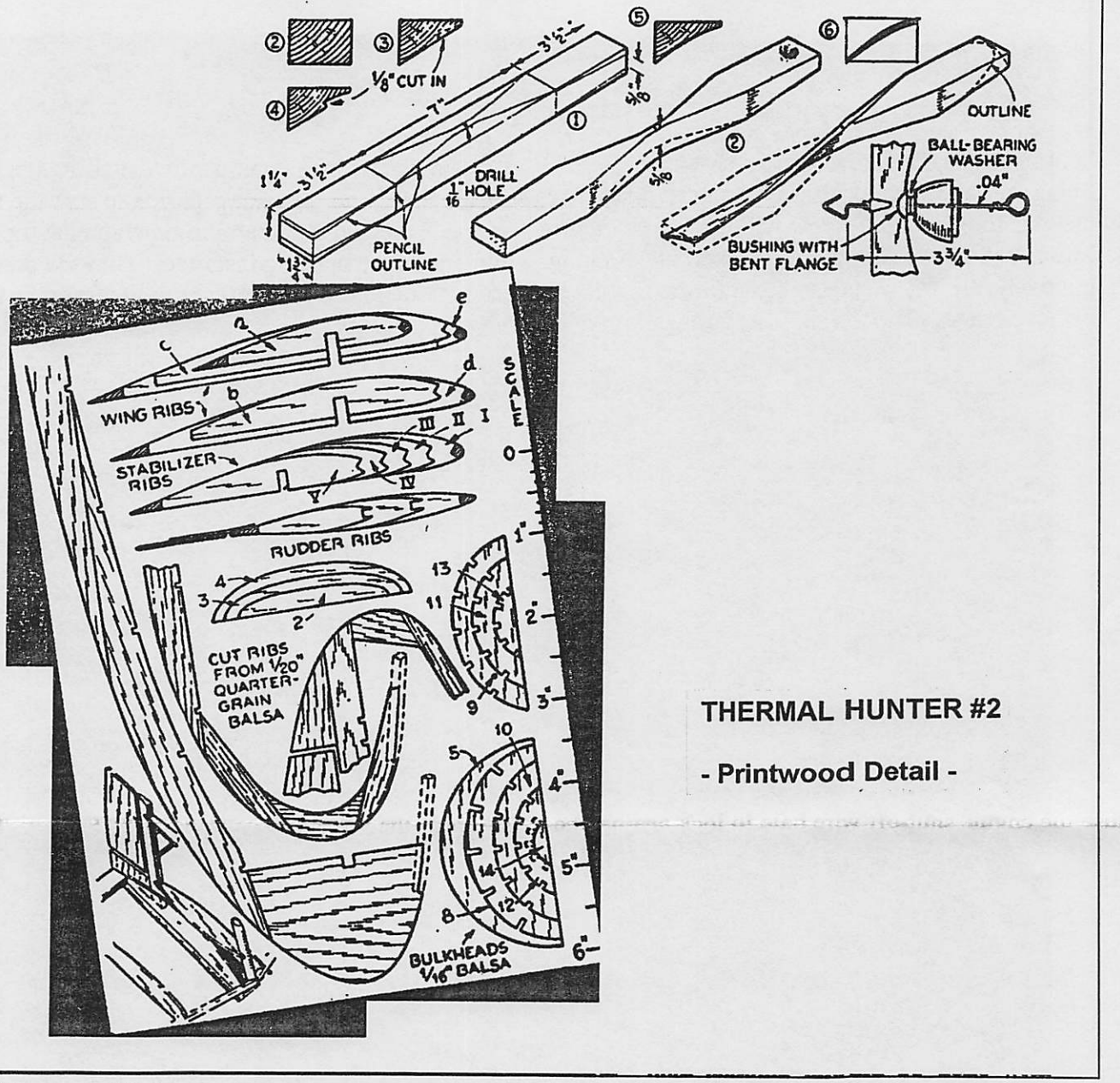
Interested? Call (800) 541-0314 or check out *www.intothewind.com*

On the facing page are the plans for an oldie – the *Thermal Hunter #2*. You might consider this a follow-up to the original *Thermal Hunter* plan I ran 'way back in the mid-80s, right after Harry unloaded the Informer on me.

I believe this model would probably fall under the 'Commercial Rubber' umbrella. Looks a tad like the *Dietrich Convertible*, but a bit more art-deco!

THERMAL HUNTER #2





THERMAL HUNTER #2

- Printwood Detail -

(*Seelig Timer*, cont'd from p.1)

To us the choice is a no-brainer, #2-56 mounting screws are to way to go. On a fiberglass or carbon fiber fuselage machine screws and blind nuts are typical while on balsa aircraft such as Nostalgia Gas ships, sheet metal screws are our choice.

How: For #2-56 Machine Screws: It is important that the mounting screw fit snugly in the timer mounting holes. Otherwise, a loose mounting screw can allow the wire bale hinges to rotate and possibly cause a malfunction of the type that will "re-kit" an aircraft. The right size clearance drill for a #2-56 is a #44 (.086"). Use as a minimum a "like new" HSS (high-speed steel, read that as inexpensive) drill. Drill the brass hinge bar and aluminum front plate at the auto-surface function end of the timer first, because they are soft and will not dull the drill. At the engine shut-off end of the timer drill the hole from the back side thru the aluminum front plate into the <u>hardened,</u> folded sheet metal hinge. It's not a good idea to use a high speed drill like a dremel tool here. Something under 1000 RPM is best. Normally a HSS twist drill can be forced through the hardened hinge, but it will for sure dull the drill. We have had one case where the hinge was so hard it just would not drill with HSS. For that a "titanium" drill (the ones that have a yellow coating) was used successfully. Unless you want to drill some holes in balsa or basswood throw away the drill after you're finished.

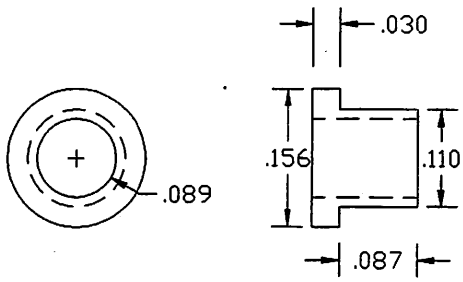
How: For #2 Sheet Metal Screws: #2 socket head sheet metal screws such as available from DU-BRO allows an alternative that when implemented

correctly, greatly reduces the tendency for mounting screws to loosen as a result of engine vibration. Using sheet metal screws involves drilling a hole for the screw in thick plywood with a #2 tap drill (#50, .070"), running in the screw to form the threads, removing the screw, then soaking the hole with CA to toughen the threads. The screw will now be tight all the way in and not subject to be loosened by vibration. Should the hole loosen up after the screw is installed and removed many times, simply soak the hole with CA again and the threads will be tight. We use as a minimum 13 plys of plywood totaling at least 5/16" thick to mount a Seelig timer with 3/8" sheet metal screws.

Caution:

Unfortunately, the mounting hole at the engine shut off end of the timer must be handled differently for a sheet metal screw than a machine screw. The thread spacing on a #2-56 sheet metal screw is about .040". The folded metal hinge holding the engine shutoff wire bale is about .032" thick which allows it to rotate excessively by slipping between the threads. In effect a .086" drilled mounting hole with a sheet metal screw allows the hinge to rotate the equivalent of about a .110" diameter hole with a machine screw. This could cause the engine shut-off wire bale to lock against the guide post (or the cam spacer if a post is not installed) causing an engine shut-off failure. This is definitely not desirable. The brass bar wire bale hinge at the other end of the timer is not a problem because it is .080" thick which is about two threads on a #2-56 sheet metal screw.

Prudent use of a #2-56 sheet metal screw requires a brass bushing be installed in the mounting holes with a folded metal hinge. A drawing of the bushing is shown below.



Mounting Hole Bushing for Folded Steel Hinge
Material - Brass

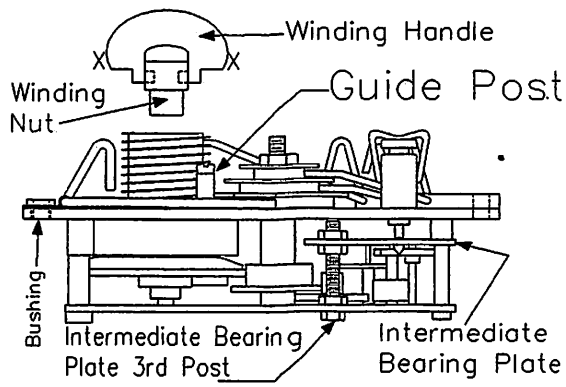
This bushing requires a lathe to fabricate. To date an equivalent commercial product has not been identified.

To install the bushing drill the mounting hole with a #35 (.110") drill in the same manner as above for the #2 machine screw. Press or lightly drive (it should be an interference fit) the bushing in with the flange on the front side of the face plate. The face plate must be backed up under the hole while installing the bushing or the timer will be damaged. Make sure the folded hinge is pressed together and tight against the front plate with the bushing installed. Turn the timer back side up and back up the bushing flange on an anvil or anvil like surface. Insert a #1 Phillips screwdriver in the bushing/mounting hole on the back side and rap with hammer to stake the bushing and back plate together. With the bushing solidly staked to the back plate the timer is very nearly "bullet-proof" with respect to the mounting screw being loose or even missing as long as the other mounting screw is still there. Should you decide to use a machine screw later no problem the bushing is better for them also.

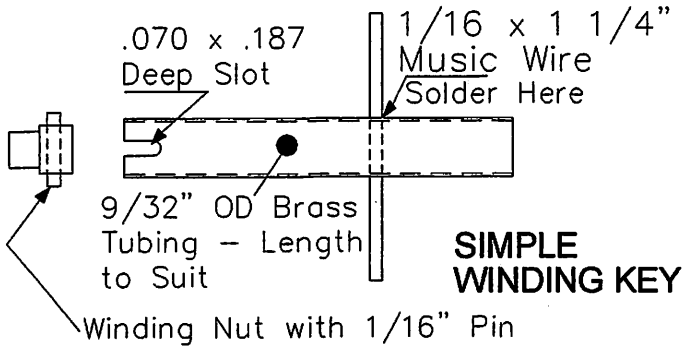
Installing Winding Pin

Why: The winding handle on a Seelig timer is a real pain. Besides being tough on fingers, especially when oily, the DT wire bale can get caught by the winding handle (if set in the wrong position) locking up and stopping the timer and causing a DT failure. This is almost as bad as "re-kitting" your aircraft, even with a radio homing beacon aboard. If you're flying an event with only one DT time, setting up in the DT in the shop, or before the contest starts, without time pressure, is generally successful. But if you must change the DT time on the field, under pressure, during competition, you will make the mistake eventually. If you hit a boomer – bye, bye airplane. The solution is to replace the winding handle with a winding pin, and fabricate a winding key.

How: Remove the winding handle and nut from the timer as shown on the drawing below. Rotate clockwise to remove.

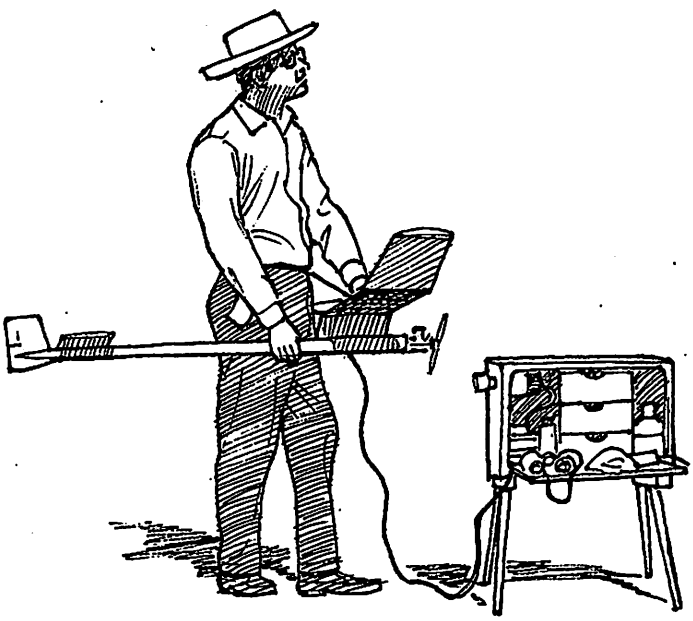


Grasp the winding handle with pliers on each side where indicated with an X in the above drawing. Twist until the tabs come out of the winding nut. With a small drill press vise with grooves for holding round stock, clamp up on the small end of the nut with the winding handle ear holes at exactly top and bottom. Not too tight or the nut will be smashed. A normal metric screw can't be threaded into the nut for protection because it has left hand threads.



SIMPLE WINDING KEY





Drill a 1/16" hole thru the nut connecting the two winder handle ear holes. The inside diameter of the DT scroll is .375". Cut a length of 1/16" expansion pin (sometimes called a roll pin - preferred if you can find) or 1/16" music wire (works OK) to about .350" and chamfer both ends slightly. Drive the winding pin into the 1/16" hole in the winding nut until it is centered.

As shown above a simple winding key can be made from a length of 9/32" OD brass tubing with two 3/16" deep notches in one end to slip over the pin and a length of 1/16" music wire thru a 1/16" hole drilled across the diameter at the other end for a gripping handle.

Future articles for the CIA INFORMER will cover the following items:

- Cleaning, lubricating, and easing timer start action
- Removing "rocker" weights to speed up timer and adjusting the time settings

GizmoGeezer Products

Division of Brick Road Developments

45 Kirk Crescent, Saskatoon, SK Canada S7H 3B1

IS THE GIZMO PFW-95 FRONT END LEGAL FOR P-30?

Our reluctance to comment on the controversy dealing with whether our Gizmo PFW-95 Precision Freewheeler Front End is legal for P-30 competition is motivated mainly by not wanting to appear to be self-serving, or to polarize the issue further. We do so now for two reasons. Many of our customers have asked for our opinion - and - we are very concerned about our company's business ethic as it relates to "truth in advertising".

When we created GizmoGeezer Products, our goal was to supply free flight enthusiasts with contest winning, high-quality, consistent and reasonably-priced products and to do so with the best in customer service and technical support. We designed the Gizmo PFW-95 primarily for P-30 and advertised it for this application. Since our customers (many of whom are new to the hobby) trusted our advertising, we feel in part responsible for their disappointment if the Gizmo were to be banned from competition.

The section of the P-30 rules- that's at the crux of this debate is the part that relates to the propeller. Since our prop is moulded plastic with a diameter no larger than 9.5 inches and our Front End is "commercially available", this part of the rule shouldn't be an issue. What some folks are attempting to do though, is extend the second part of the propeller rule, which deals with prop modifications, back to us as manufacturers.

We believe that the INTENT of the prop rule is to prevent the EXCLUSIVE advantage that an experienced modeler might gain over the novice.... but not to prevent entrepreneurs and manufacturers from developing new and better products for the free flight marketplace. We also believe that the SPIRIT of the rule is to encourage new free flight modelers to participate in competition with an entry-level rubber-powered model. We feel that the Gizmo Front End (which is reasonably priced and easily obtained) actually levels the playing field by giving the novice a Front End performance that is as good as any expert may obtain, in an event that even now has become very competitive and dominated mainly by experts.

Another real concern is the negative precedent that might be set which would discourage companies like ours from investing the considerable money and time to develop new products, for what is already a meagre marketplace.

SO WHAT IS THE MAGIC THAT GIZMOGEEZER PRODUCTS DOES TO ITS PROPS THAT MAKE THEM WORK SO WELL AND CAUSE ALL THIS CONTROVERSY?

Because of less-than-ideal moulding and handling conditions, the lightweight, well-designed and reasonably-priced props, which we import for our Front End, have varying degrees of blade warp. The blades have warped to a much lower pitch than the mould design, and what makes things worse is that most have warped differentially. That is to say, one blade has a different pitch than the other, giving the prop various degrees of dynamic imbalance. Not good for performance and - worst of all - not consistent. One in twenty props seem to come without this warp, and our experience with the 8 inch props, which don't warp as badly, tells us that the original specifications for the pitch is approximately 1: 1.25 P/D.

The Magic We Do Simply Restores The Prop's Original Specifications By Removing The Warps.

Some folks have suggested that we just use the props the way we get them, thereby avoiding the rules issue. This would certainly be more profitable for us... but we believe it would be unethical to subject our valued customers to "luck of the draw" performance, instead of selling the best and most consistent product we can make.

Marcy and Orv *www.gizmogeezer.com*

*(Courtesy **SAM 86 Speaks** – Editor Dan O'Grady)*

2001 Free Flight AeroModelers Society Annual Free Flight Contest, Muncie Indiana May 12-13, 2001

Hand Launch Glider (JS) (4 flew)

1	Michael	Avallone	163
2	Keith	Barnett	85
3	Ryan	Seymor	39
4	Markie	Wood	4

Hand Launch Glider (O) (12 flew)

1	Tom	Jones	257
2	Bill	Schlarb	185
3	Don	Diggs	149
4	Bruce	Barnett	143
5	Lee	Campbell	138
6	George	Kite	137
7	John	Seymor	132
8	Chuck	Markos	94
9	Roger	Wathen	93
10	Les	Hallgarth	90
11	Rogor	Staton	84
12	J.B.M.	Griner	24

A Gas (JSO) (5 flew)

1	Guy	Scott	600
2	Tom	Kirsch	473
3	Bob	Watson	330
4	Keith	Barnett	292
5	Hank	Sperzel	237

BCD Gas (JSO) (3 flew)

1	Hank	Sperzel	201
2	Don	Diggs	149
3	Guy	Scott	124

1/2 A Nostalgia Gas (JSO) (11 flew)

1	Keith	Fulmer	471
2	Don	Diggs	414
3	Gene	Bowers	340
4	Jack	Marsh	329
5	Gil	Morris	316
6	Carl	Rowland	314
7	Vince	Vilardo	313
8	Hank	Sperzel	301
9	Donald	Boyer	164
10	Gene	Wicks	134
11	Bill	Hale	117

OT Rubber Stick comb (JSO) (6 flew)

1	Bob	Laybourne	524
2	Bob	Watson	499
3	Walt	Tomasch	327
4	O.C.	Stewart	319
5	Roger	Lane	199
6	Joe	Williams	120

A Nostalgia Gas (JSO) (9 flew)

1	Gene	Bowers	360
2	Keith	Fulmer	360
3	Jack	Marsh	334
4	Bob	Edelstein	311
5	Carl	Rowland	302
6	Charles	Harper	299
7	Gene	Wicks	273
8	Bob	Placier	247
9	Elmer	Jordan	205

ABC OT Fuselage (JSO) (3 flew)

1	Ted	Dock	334
2	Bob	Edelstein	329
3	Elmer	Jordan	328

Baby Bee 40 (JSO) (3 flew)

1	Rudy	Kluiber	330
2	Dave	Sechrist	269
3	Elmer	Jordan	162

Pacific Ace Rubber (JSO) (2 flew)

1	Stu	Cummins	300
2	Ed	Konefes	294

JR/SR Rubber (JS) (4 flew)

1	Michael	Avallone	310
2	Joe	Tortorelli	288
3	Markie	Wood	282
4	Emma	Coverdill	15

F1G (JSO) (8 flew)

1	Ed	Vargo	600
2	Richard	Wood	579
3	Ed	Avallone	521
4	Chuck	Markos	513
5	Ed	Konefes	477
6	Bob	Laybourne	228
7	Steve	Sova	170
8	Joe	Williams	95

F1H (JSO) (5 flew)

1	Tom	Jones	538
2	Chuck	Markos	533
3	Michael	Avallone	385
4	Jean	Pallet	217
5	Ed	Avallone	113

F1J (JSO) (3 flew)

1	Jean	Pallet	600
2	Jim	Haught	580
3	Gil	Morris	184

Catapult Glider (JS) (7 flew)

1	Joe	Tortorelli	128
2	Michael	Avallone	99
3	Sam	Peters	97
4	Keith	Barnett	92
5	Drew	Coverdill	89
6	Markie	Wood	37
7	Kyle	Steinbach	27

Catapult Glider (O) (16 flew)

1	Ralph	Schlarb	438
2	Phil	Sullivan	424
3	Tom	Jones	320
4	Rudy	Kluiber	286
5	Bill	Schlarb	277
6	Hank	Sperzel	254
7	Walt	Tomasch	236
8	Les	Hallgarth	218
9	J.B.M.	Griner	131
10	Rogor	Staton	109
11	Joe	Mekina	102
12	Bruce	Barnett	77
13	Vince	Vilardo	59
14	Bob	Coverdill	54
15	George	Kite	39
16	Jean	Pallet	18

1/2A Gas (JSO) (8 flew)

1	Jack	Marsh	744
2	Gil	Morris	438
3	Gilbert	Robbins	346
4	Jean	Pallet	321
5	Hank	Sperzel	287
6	Bob	Watson	268
7	Bob	Placier	205
8	Vince	Vilardo	68

Early 1/2A Nostalgia (JSO) (7 flew)

1	Keith	Fulmer	357
2	Jack	Marsh	342
3	Bill	Hale	337
4	Gene	Bowers	294
5	Charles	Harper	246
6	Rudy	Kluiber	215
7	Elmer	Jordan	141

OT Rubber Fuselage comb (JSO) (4 flew)

1	O.C.	Stewart	516
2	Joe	Williams	468
3	Ed	Konefes	332
4	Bob	Laybourne	326

P-30 (JSO) (14 flew)

1	Chuck	Markos	690
2	Dave	Sechrist	600
3	Ed	Konefes	595
4	Joe	Tortorelli	584
5	Bob	Laybourne	360
6	Frank	Heeb	341
7	Ray	Hayes	324
8	Joe	Williams	315
9	Drew	Coverdill	315
10	Tom	Jones	287
11	Roger	Lane	267
12	Donald	Brown	180
13	Chris	Steinbach	158
14	Les	Hallgarth	142

1/4A Nos / .020 OT Rep (JSO) (13 flew)

1	Keith	Fulmer	578
2	Bob	Watson	360
3	Rudy	Kluiber	334
4	Don	Diggs	302
5	Elmer	Jordan	297
6	Bob	Edelstein	294
7	Steve	Sova	291
8	Ted	Dock	287
9	Jack	Marsh	285
10	Chris	Steinbach	261
11	Bill	Hale	171
12	Donald	Boyer	54
13	Bruce	Barnett	43

BC Nostalgia (JSO) (7 flew)

1	Tom	Kirsch	600
2	Gene	Bowers	360
3	Don	Diggs	284
4	Elmer	Jordan	176
5	Bill	Hale	116
6	Charles	Harper	112
7	Jack	Marsh	79

ABC OT Pylon (JSO) (8 flew)

1	Dan	Harshman	480
2	Gil	Morris	331
3	Ted	Dock	300
4	Bob	Edelstein	242
5	Bill	Hale	120
6	Bob	Watson	120
7	Donald	Boyer	108
8	Bob	Coverdill	49

68 contestants, from 12 states!
thanks to all for attending!
Joe Mekina, Lee Campbell CD's

Saturday, warm, steady winds out of NNW, very flyable. Ed Vargo, Jean Pallet F1G, F1J with all maxes. Guy Scott A Gas with 5 maxes.

Sunday, warm, mostly NNE, but light and variable, Good times in all events! 5 max outs in P-30, Chuck Markos winner with 5 maxes, 2 maxouts in Catapult Glider.

Master Schedule

2001 Outdoor Free Flight Nationals
NFFS United States Outdoor Championships
AMA International Aeromodeling Center, Muncie, Indiana
July 29—Aug. 2, 2001 (8:00 a.m. - 4:30 p.m. daily) Category III

Event Director:
Randy Ryan
6985 Edwards Road
Belleville MI 48111-1135
phone: 734-697-8982
E-ml: lflyff@flash.net

Assistant Manager:
TBD

	Sunday, July 29	Monday, July 30	Tuesday, July 31	Wednesday, Aug. 1	Thursday, Aug. 2
AMA Gas	B Gas (O) Payload (J) (SO)	D Gas (O)	C Gas (O) Cargo	A Gas (O) ABCD Gas (JS only) Gas Scale	1/2A Gas (J)(S)(O)
AMA Non-Gas	Moffett Electric B	Mulvihill (J)(S)(O) Dawn Unlimited Electric A	H/H Cat Gldr (J)(S)(O)	Dawn Unlimited HL Glider (J)(S)(O) CO_2 - Combined.	P-30 (J)(S)(O) Rubber Scale Peanut Scale
FAI	F1A - A2 (J) (SO)	F1C - Large Power F1H - A1 (J)(SO)	F1B -Wakefield	F1G -Coupe (J)(SO) F1J -Sm Pwr (J)(S)(O)	
Nostalgia Gas	C Nos Gas	B Nos Gas Ign Nos Gas - Small and Large Comb.	A Nos Gas Early 1/2 A Nos Gas	1/2 A Nos Gas	1/4 A Nos Gas
Old Timer	020 Replica	OT/HL Glider	A-B-C Cabin	A-B-C Pylon	FF Large Rubber Stick
NFFS special events	Super D 1000 Sq. in wing (min.) .60 cid engine (min.)	Jetex	Jimmy Allen Event Dakota	Korda 39 Wake Space Rod	Pee Wee 30

AMA Nationals events:

NFFS events:

All events are (JSO) unless specifically noted.
Current AMA, FAI, NFFS, and SAM rules apply.
See attached rules for additional details.

All Processing will be done from 3-4:30 pm the day prior to the event and 7 am to 4:30 the day of the event including Sat. processing for Sun. events.

NFFS Banquet
Cardinal Family Restaurant
6:30 pm
Registration Deadline is Monday, 12:00 noon
Junior-Senior Night-Fly 7 pm

Texas Timers/NFFS Cookout
5:30 pm at AMA Field HQ

ENTRY DEADLINE
June 15, 2001
Late fee $15

NFFS Category Championship Awards:

All contestants are automatically entered for these awards.

AMA Gas Championship Events scored: F1C, 1/2 A, A, B, C, D Gas

Rubber Championship Events scored: Moffett, Mulvihill, F1B, F1G (Coupe), P-30

Nostalgia Gas Championship Events scored: 1/4 A, 1/2 A, A, B, C Nostalgia Gas

Glider Championship Events scored: HL Glider, H/H Catapult Glider, F1H (A1), F1A (A2)

CENTRAL OHIO FREE FLIGHT CLUB ANNUAL MEET

A NFFS National Cup Contest

SEPTEMBER 1-2, 2001 — **SAT. 9:00 A.M. TO 5:00 P.M.**
AMA FIELD, MUNCIE, INDIANA — **SUN. 8:00 A.M. TO 4:00 P.M.**

AWARDS

Trophies awarded to 1st through 3rd places in all Events plus Special awards for the Junior age group.

ENTRY FEES

Open contestants: $15.00. Includes all events.
Jr and Sr contestants: $1.00. Includes all events.

AMA MEMBERSHIP

AMA Membership: Required for all flying.

*** CONTEST RULES ***

(See detailed list at CD's desk)

AMA Power: 7-2 x 3, 5-2 x 2, then 4-2.5, etc
Nostalgia Gas: 9-2 x 3, then 6-2, etc
1/4ANos/.020: 9-2 x 3, then 6-2, etc
OT Gas: 16-2 x 3, 12-2 x 2, then 9-2, etc
Pee Wee 30: 15 sec run or less for max pts
FAI F1J: 7-2 x 5, then 7-3, 7-4, 7-5, etc
FAI F1G: 2 x 5, then 3, 4, 5, etc
Mulv, Moffett, OT Rub: 2, 3, 4, 5, 6, 7, etc
P-30: 2 x 3, then 2.5, 3.0, 3.5, 4.0, etc
OHLG, OCG: 3/6 attempts; 2 min maxes

SATURDAY EVENTS

Nostalgia 1/4 A	(JSO)
Nostalgia A	(JSO)
OT A Gas Pylon/Cabin	(JSO)
OT Rubber Stick/Cabin Large	(JSO)
Pee Wee 30	(JSO)
AMA 1/2 A Gas	(J) (SO)
AMA A Gas	(JSO)
AMA Mulvihill	(JSO)
AMA P-30	(J) (SO)
AMA Outdoor Catapult Glider	(J) (SO)

SUNDAY EVENTS

Nostalgia 1/2 A	(J) (SO)
Nostalgia B	(JSO)
.020 Replica	(JSO)
OT B/C Gas Pylon/Cabin	(JSO)
OT Rubber Stick/Cabin Small	(JSO)
AMA B Gas	(JSO)
AMA Moffett	(JSO)
AMA Outdoor HL Glider	(J) (SO)
FAI F1G (Coupe)	(JSO)
FAI F1J	(JSO)

SATURDAY & SUNDAY

FAI F1A, B and C Team Selection Qualifier for the 2003 Program. Seven 3-minute max flights (once). No entry fees or awards.

CENTRAL OHIO
FREE FLIGHT CLUB

CD: Gil Morris 2810 Brackley Road, Columbus, OH 43220 614 451-2106
Alternate CD:Bob Perkins 2285 Pinebrook Road, Columbus, OH 43220 614 451-3558

Central Indiana Aeromodellers

29th Annual Regional

FREE FLIGHT CONTEST

⇒With All National Cup Events⇐

At the AMA Flying Site in Muncie, IN - September 15-16, 2001

This is an AMA "AAA" Sanction Contest - Category III #Pending

Saturday, 9/15, 8:00 - 5:00 EST	Sunday, 9/16, 8:00 - 4:00 EST
Classic Power	½ A AMA Gas
AMA A Gas	AMA B Gas
AMA C Gas	AMA D Gas
Mulvihill Rubber	P-30 Rubber
Hand-Held Catapult (J, SO)	Hand launch Glider (J, SO)
Pee Wee 30	ABC Old Timer Gas
½ A Nos Gas	¼ A Nos Gas
B Nos Gas	C Nos Gas
A Nos Gas	Moffett Rubber
Korda/Wake	.020 Replica
Junior Rubber (Anything)	Early ½ A Nos Gas

Bean Feed after Flying — Vicki Wicks, Patty Emmelman, and Sue Diggs

All events are Jr.-Sr.-Open combined unless otherwise noted above.

Entry Fee: **$10.00 first event. $3 each additional event. ($20 Max) Juniors, $0**

Awards: **Trophies and plaques. Trophies and merchandise for Junior Events. Bob Larsh Perpetual Trophy for high time Jr-Sr OHLG.**

Rules: **AMA events will be flown according to the 1999-2001 AMA Rule Book, Cat. III.**
Old Timer events will be flown according to the Sam Rule Book.
Nostalgia events will be flown according to latest NFFS Nostalgia Book.

Pee Wee 30 according to Orbiteer Rules.

Classic Power: **Any engine. Maximum aspect ratio, 8-1. No auto surfaces.**

CD: Phil Sullivan, 4536 Southern Ave, Anderson, IN 46013. (765)640-2921.
CD: Moe Whittemore, 2348 S, 700 West, New Palestine, IN 46163 (317861-4266

2001 AREA F.F. SCHEDULE

		USIC/AMA Indoor NATS	Johnson City, TN
May 30 - Jun 3			
Jun	2-3	CIA OT/NosGas FF Contest	Muncie, IN
	4-5	CIA National Cup Challenge	Muncie, IN
	8-10	AMA Grand Event	Muncie, IN
	16	Dayton Sector Skirmish (FAC)	WPAFB, Dayton, OH
	16-17	M.A.M. OT FF/RC Asst/Slag/Nos Meet	Sturgis, MI
	23-24	52nd Annual InterCity FAI/Nos/AMA	Muncie, IN
Jun 30 - Jul 1		NOFFA FF Contest	Muncie, IN
Jun 30 - Jul 1		Florida State FF Meet	Palm Bay, FL
Jul 29 - Aug 2		NFFS/AMA FF NATS	Muncie, IN
Aug	17-19	Empire States FF Championships	Geneseo, NY
	18-19	Dixie FF NATS	Palm Bay, FL
	25-26	Aeronuts M'western States FF Champs	Muncie, IN
Sep	1-2	COFFC FF Contest	Muncie, IN
	22-23	Flying Aces Midwest Nationals	Muncie, IN
	28-30	CIA 29th Annual FF Contest	Muncie, IN
Oct	1-5	SAM Champs	Las Vegas, NV
	6-7	Tri-County Aero Contest	Lawrenceville, IL
	6-8	Gathering Of Eagles	Pensacola, FL
Dec	28-30	48th King Orange International	Palm Bay, FL

The **INFORMER**

2348S, 700W
New Palestine,
IN
46163

2001 President
O. C. Stewart

Vice President
Lee Campbell

Sec'y/Treasurer
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