CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Wind opposite the sun?
Trust it not,
for back it will come!

- Editor -
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'02 Indoor World Champs – Before & After.

(Notes from recent correspondences with Agent Jim Richmond.)

Before: ".....Sorry I won't be able to make the September CIA bash. I'll be in Romania competing in the world champs. This will be my 5th trip to the mine. I was there in '70, '82, '98, '00 and now, '02. Always got to stand on the podium, but no win so far. Only missed by 6 seconds last time, so maybe a little improvement will do it!"

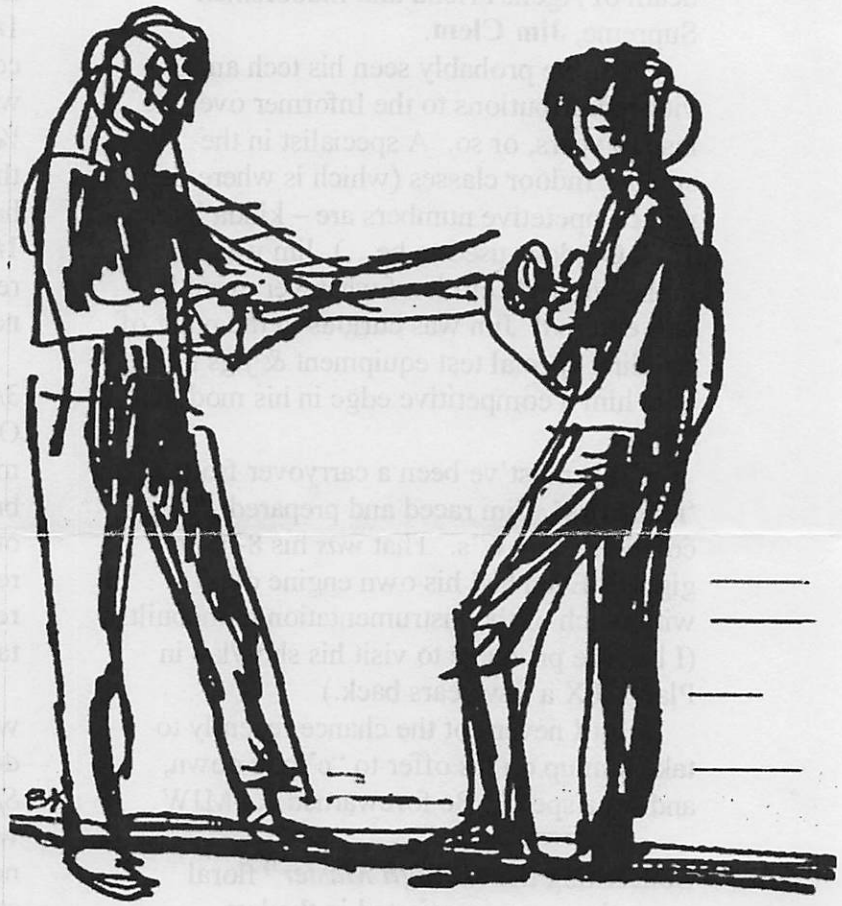
"Actually, I expect the Romanians will be very tough, since they've had the opportunity to develop their New Rules planes by testing in the mine. I hear their method is to blast to the roof (220 ft) then glide down! Sounds like outdoor technique, right? Anyway, I have a free-wheeling mechanism on my props in case I want to do the same!"

During: ".....Our big problem at the mine was finding the right combination of prop, rubber and plane adjustment to handle the full wind torque required to get these little planes to the top of the 220 ft. high, cold cavern. We had to find the answer in a couple of days of practice, but none of us were confident that we were ready at the start of competition."

"I had brought a selection of 11 props, and ended up using the least likely on of the bunch, a modified 35 year old 18.6" dia., positive flare job with narrow blades."

"My 1st round attempt was not adjusted for enough turn, and the model headed straight for the opposite wall! I caught it on the balloon line, but the prop locked on – and that ended that!"

"In round 2, the model had a better turn adjustment. It made a huge 1st turn, which tightened up as it climbed almost to the top. (When models get above the lights located under the 210 ft. catwalks, you can see the shadow of the plane on the ceiling.) This flight was about 215 ft. high and perfectly centered in the 35 ft. space between the catwalks. That flight landed at 35:29, which turned out to be my second longest one."



"For round 3, I tried a different plane and prop. This one stalled out after a climb of about 60 ft., did some 'aerobatics' as it fell, and then recovered to complete the flight. The bad start limited the altitude to about 170 ft., and the duration was 31:33. As it turned out, this was enough – along with round 2 – to win, but I didn't want to risk getting 'bumped off' (as has happened before), so I continued to try to improve."

(cont'd, p.6)

New Faces!!! Let's extend a chubby handshake to new Agents **Larry Bender**, from Bloomington, IN; **Gary Seckel** (where've I heard that name before?) from Monroe, OH and **Ralph Ray** of Boulevard, CA! Welcome aboard, and may many trophies come your way!!

And I'm especially saddened to report the death of Agent/Friend and Indoorsman Supreme, **Jim Clem**.

You've probably seen his tech and 3-view contributions to the Informer over the last 10 years, or so. A specialist in the smaller Indoor classes (which is where the real competetive numbers are – kinda like 1/2A Outdoor used to be...), Jim was always in the winner's circle of whatever event he was entered! Jim was curious to the point of building special test equipment & jigs to give him a competitive edge in his modeling efforts.

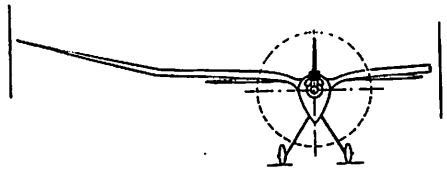
This must've been a carryover from his 'real work'. Jim raced and prepared competition VW's. That *was* his 8-hour gig..... Even had his own engine dyno – with much of the instrumentation homebuilt! (I had the privilege to visit his shop/lab in Plano, TX a few years back.)

But I never got the chance recently to take him up on his offer to "c'mon down, and set a spell". Be forewarned...- MJW

Concerning the ***"Design Master"*** floral spray thang we mentioned in the last Informer....

Agent **Jim Haught** will vouch for it's effectiveness. Great, light stuff – that won't fade in the sun!

However, if it seems that you can't find it at your local *Michael's* craft stores ('cause they've gone out of business because of Hobby Lobby), try our last issue's suggestion of *Jo-Ann Fabrics* – (if you don't fear walking into a dress shop).... - MJW



<u>Tan II – Boo Hoo!</u> From FAI Supply's John Clapp, comes this advisory....

"The rumors are true, no more Tan II will be produced! A critical ingredient is no longer being produced, due to the change in *golf ball* technology! A special version of this additive of this was crucial to produce Tan II..."

"We are all out of factory-cut 1/8" Tan II after the current orders are filled. A few 1# boxes are available. (We still have a couple boxes of '01 Tan II at Metzler's – where I part-time it...) We are re-cutting ¼" into 1/8" with our power strippers for those who would like it. We obviously do have ¼" available as well as a few 10# (or 1#) boxes of 3/16". We expect all of this remaining Tan II rubber will be gone in the next few days!!!"

"We will keep enough ¼", 3/16" and 3/32" in small boxes to support Science Olympiad for this school year. Many of you may know that this event is a fertile breeding ground for Junior F1D fliers and other young, aspiring modelers (who recently blew away the competition at the recent World Champs!) Please do not try to take advantage of this small S/O stockpile!!"

"There's no shortage of *Tan Sport*! But we've asked the factory to see what could be done to make what we would call *Tan Super Sport*, and they have held meetings this week to see what possibilities exist. This new rubber, if feasible, would have energy storage between Tan II and Tan Sport."

"We realize that this situation presents a world-wide problem! Please be reassured that it's not being taken lightly!"

- John, FAI Model Supply -

Many thanks, **Norm Poti**, for the great 3-view on the right.....

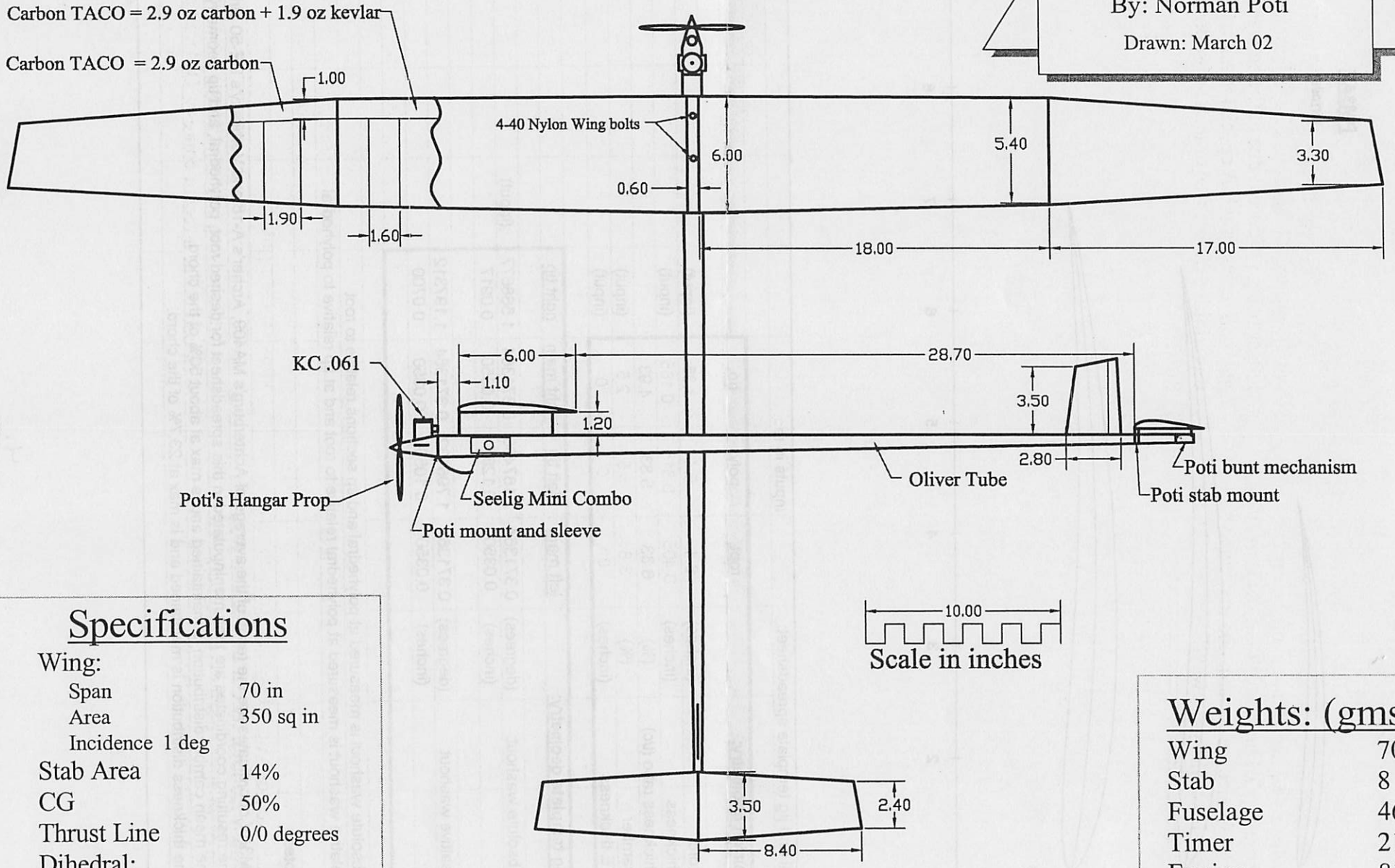
(Still no word about my digital camera – ripped off at a recent contest. Ordered a duplicate replacement from E-Bay, but now that's overdue, too!!! *You Never Win!!!*)

SCIURIDAE 350

F1J and A Gas

By: Norman Poti

Drawn: March 02

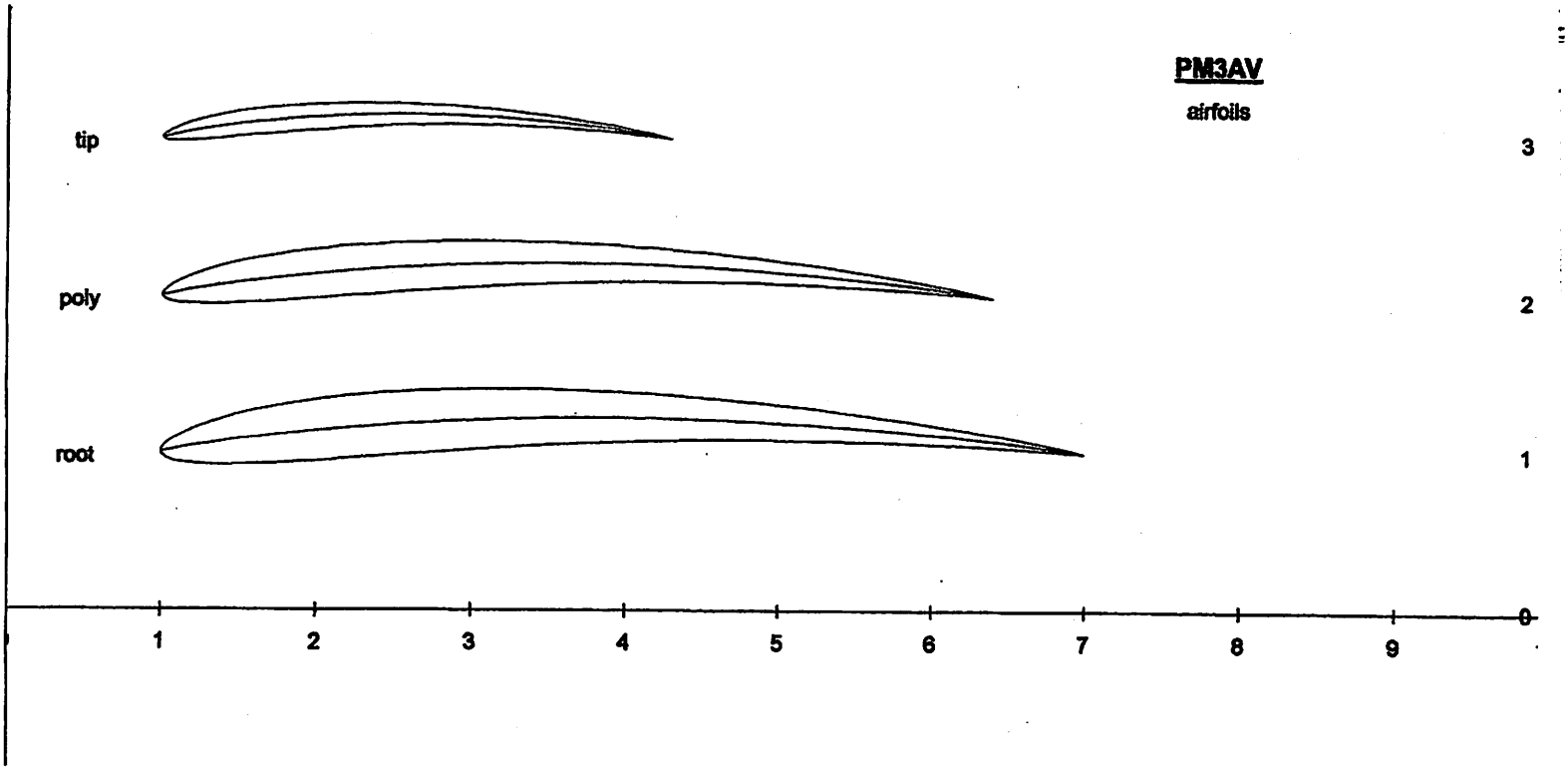


Specifications

Wing:	
Span	70 in
Area	350 sq in
Incidence	1 deg
Stab Area	14%
CG	50%
Thrust Line	0/0 degrees
Dihedral:	
Main	0.5 in
Tip	5.0 in

Weights: (gms)

Wing	70
Stab	8
Fuselage	46
Timer	21
Engine	81
Radio	6
	8.2 oz =232



MA409 airfoil and jig template spreadsheet: inputs in red:

airfoil geometry:		root	poly	tip	
cord	(inches)	6.4	5.4	3.35	(input)
thickness	(inches)	0.405	0.315	0.165	(input)
thickness ratio (t/c)	(%)	6.33	5.83	4.93	
camber	(%)	3 8	3.5	2.5	(input)
TE thickness	(inches)	0	0	0	(input)

jig template geometry:		left main	left tip	right main	right tip	
absolute washout:	(degrees)	0.371364	2.167496	0.371364	1.568677	(input)
	(inches)	0.0350	0.1267	0.0350	0.0917	
realtive washout:	(degrees)	0.371364	1.796132	0.371364	1.197312	
	(inches)	0.0350	0.1050	0.0350	0.0700	

absolute washout is measured at polyhedral and tip sections relative to root
relative washout is measured at polyhedral relative to root and at tip relative to polyhedral

notes:

PM3AV coordinates are the result of the average of Achterburg's MA409, Archer's A-18 and Verbitsky's BE-50 airfoil.
The resulting coordinates are then maninpulated in this spreadsheet for desired root, polyhedral, and tip geometry.
The mean camber distribution is maintained and is max at about 50% of the chord..
The thickness distribution is maintained and is max at 23.7% of the chord.

Central Ohio Free Flight Club Annual Meet
Aug. 31 - Sept. 1, 2002
Muncie, Indiana

Nos. 1/4A (JSO)

1	Ron Sharpton	600
2	John Oliver	422
3	Elmer Jordan	354
4	Shel Myers	335
5	Don Diggs	318
6	Ben Cleveland	316
7	Don Boyer	299
8	Bob Mattes	283
9	Jack Marsh	151
9	Keith Fulmer	151
11	Paul Skelley	66

Nos. A (JSO)

1	Keith Fulmer	960
2	Gene Bowers	438
3	Jack Marsh	410
4	Ron Sharpton	400
5	Bob Mattes	352
6	Gene Wicks	346
7	Bob Edelstein	341
8	Charlie Harper	333
9	Carl Rowland	331
10	Ben Cleveland	319
11	Bob Placier	51

Nos. Rubber (JSO)

1	Ed Sneed	780
2	O. C. Stewart	643

OT A Gas Pylon/Cabin (JSO)

1	Hank Sperzel	360
2	Gene Bowers	348
3	Bill Hale	332
4	Bob Edelstein	275
5	Bill Snaden	248
6	Don Boyer	51

OT Rubber Cabin Large & Small (JSO)

1	Ed Konefes	358
2	Henry Hill	357
3	Ed Sneed	341
4	Joe Williams	333

Pee Wee 30 (JSO)

1	Bill Hale	2086
2	Elmer Jordan	2000
3	Shel Myers	1906

AMA 1/2 A Gas (JSO)

1	Keith Fulmer	600
2	Lee Campbell	360
3	Charlie Harper	349
4	Bill Reuter	328
5	Don Diggs	320
6	Bob Mattes	316
7	Joe Clawson	245

AMA A Gas (JSO)

1	Dick Covalt	1650
2	Joe Clawson	885
3	Hank Sperzel	702
4	Charlie Harper	669
5	Lee Campbell	542
6	Guy Scott	307

AMA C/D Clasic Gas (JSO)

1	Jack Marsh	900
2	Phil Sullivan	678
3	Hank Sperzel	652

AMA Mulvihill (JSO)

1	Joe Williams	1200
2	Thurman Bowls	1143
3	John Seymor	533
4	Steve Sova	522
5	Ed Sneed	510
6	George Clowes	483
7	Nancy Sneed	480
8	Ed Konefes	109

AMA P - 30 (J)

1	Sam Peters	445

AMA P - 30 (SO)

1	Frank Heeb	496
2	Steve Sova	466
3	Joe Tortorelli	440
4	Thurman Bowls	363
5	Bill Jackson	340
6	Nancy Sneed	332
7	Drew Coverdill	309
8	Ed Konefes	286
9	Tom Jones	205
10	Vicky Wicks	201
11	Bob Coverdill	198
12	O.C. Stewart	176

AMA Outdoor Catapult Glider (J)

1	Ryan Seymor	211
2	Sam Peters	53

AMA Outdoor Catapult Glider (SO)

1	Bill Smead	399
2	Guy Scott	335
3	Tom Jones	329
4	Rudy Kluiber	274
5	Bill Reuter	215
6	Henry Hill	144
7	J.B.M. Griner	142
8	Phil Sullivan	137
9	Steve Stine	119
10	Bob Coverdill	118
11	Don Diggs	108
12	Drew Coverdill	106
13	Joe Tortorelli	30

Nos. 1/2 A (SO)

1	Bob Mattes	600
2	Keith Fulmer	591
3	Ben Cleveland	450
4	Ron Sharpton	340
5	Gene Wicks	304
6	Chris Steinebach	297
7	Don Diggs	120
8	Phil Sullivan	104
9	Carl Rowland	67
10	Elmer Jordan	60

Nos. B Gas (JSO)

1	Gene Wicks	960
2	Bob Mattes	833
3	Ron Sharpton	425
4	Ben Cleveland	352
5	Bob Edelstein	269
6	Jack Marsh	213
7	Charlie Harper	210

Nos. Wakefield (JSO)

1	Joe Williams	1076
2	Ed Sneed	683
3	O.C. Stewart	500

.020 Replica (JSO)

1	Ben Cleveland	330
2	Don Boyer	301
3	Paul Shelley	234
4	Bill Hale	142

OT B/C Gas Pylon/Cabin (JSO)

1	Bill Snaden	344
2	Hank Sperzel	306
3	Ed Konefes	275
4	Bob Edelstein	237

OT Rubber Stick Large & Small (JSO)

1	Walt Tomasch	240
2	Ed Sneed	212

AMA 1/2 A Classic Gas (JSO)

1	Jack Marsh	480
2	Keith Barnett	414
3	Lee Campbell	349
4	Chris Steinbach	322
5	Bruce Barnett	96

AMA A/B Classic Gas (JSO)

1	Charlie Harper	900
2	Jack Marsh	679
3	Hank Sperzel	494
4	Bob Edelstein	354
5	Don Diggs	240
6	Lee Campbell	120

AMA B Gas (JSO)

1	Dick Covalt	900
2	Joe Clawson	600

AMA Moffett (JSO)

1	Ed Sneed	1080
2	Joe Williams	780
3	Thurman Bowls	705
4	Walt Tomasch	367

AMA Outdoor HL Glider (J)

1	Shane Steinebach	37

AMA Outdoor HL Glider (SO)

1	Tom Jones	262
2	Bill Smead	220
3	Henry Hill	191
4	Phil Sullivan	157
5	Keith Barnett	150
6	Don Diggs	126

F1G (JSO)

1	Steve Sova	581
2	Tom Jones	580
3	George Clowes	579
4	Ed Koneffes	576
5	Bill Jackson	155

F1J (JSO)

1	Lee campbell	450

('02 Indoor World Champs – cont'd.....)

"The round 4 flight started a little off center and bounced off the tapered wall under the catwalk a few times, breaking the tip of one prop blade and losing some altitude. This flight ended at 28:51."

"I did some testing of a different plane using a variable diameter prop and was seriously considering it for round 5, but then I broke the prop and went back to the original one. This was probably fortunate, for the round 5 flight was picture perfect, staying centered between the catwalks and cruising well to use up almost all of the 1900 turns packed into that tiny 0.59 gram motor! Seeing that I was well ahead, I chose not to fly in the 6th round."

"In my 4 prior trips to the Romanian salt mine, I had never managed to win – although I was always in 2nd or 3rd place. So, I regard this win to be of particular importance, having done it in a very difficult site."

"The Romanians have been very fine hosts, and I would enjoy returning here again sometime. But now the German Cargolifter site is in my dreams now!"

After: The official placings were as follows:

Junior Division:

1. Doug Schaefer, USA 36:12+33:04=69:16
2. Ben Saks, USA 33:10+33:04=66:14
3. Somesan Horatiu, ROM 27:53+27:26=55:19
6. Matthew Chalker, USA 25:58+24.34=50:32

Senior Division:

1. Jim Richmond, USA 36:15+35:29=71:44
2. Popa Aurel, ROM 33:03+32:09=65:12
3. John Kagan, USA 32:55+31:15=64:10
6. Larry Cailliau, USA 31:25+30:22=61:57
10. Steve Brown, USA 31:23+29:28=60:51

Junior Teams:

USA, 186:02
ROM, 139:25
POL, 127:02

Senior Teams:

USA, 194:32
ROM, 181:17
GBR, 180:28

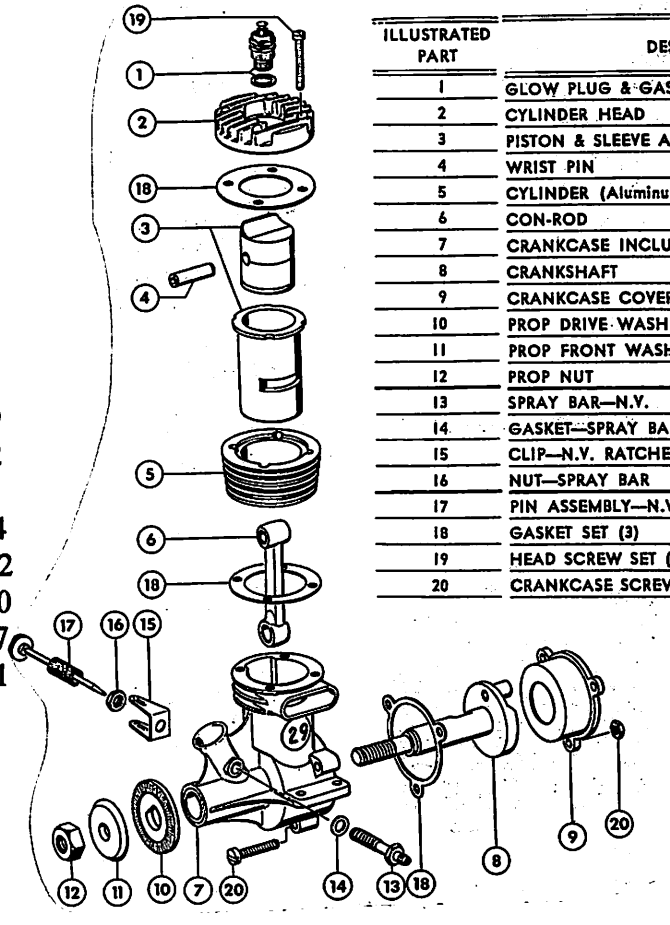
(Seems that Jim's concerns about the Romanian team were well founded, they having finished as runners-up in both team categories!)

Again, it was a sweep for the US flyers! And the Junior performances were outstanding, almost eclipsing that of the Seniors!

In summary, Richmond wins - and the US Juniors ruled!

Aftermath:

On Thursday Oct. 17th, a few days after he returned home from Romania, *Jim Richmond suffered a heart attack*! The following Monday he had a successful double-bypass surgery, and Jim's now mending at home. - MJW



ILLUSTRATED PART	DESCRIPTION
1	GLOW PLUG & GASKET
2	CYLINDER HEAD
3	PISTON & SLEEVE ASSEMBLY
4	WRIST PIN
5	CYLINDER (Aluminum)
6	CON-ROD
7	CRANKCASE INCLUDING BEARING
8	CRANKSHAFT
9	CRANKCASE COVER
10	PROP DRIVE WASHER
11	PROP FRONT WASHER
12	PROP NUT
13	SPRAY BAR—N.V.
14	GASKET—SPRAY BAR
15	CLIP—N.V. RATCHET
16	NUT—SPRAY BAR
17	PIN ASSEMBLY—N.V.
18	GASKET SET (3)
19	HEAD SCREW SET (4)
20	CRANKCASE SCREWS & NUTS (3 EA.)



CONTEST THOUGHTS

The participation in free flight events here in the Midwest is surely not waning. To the contrary, an increase of FFer's seems to be evident over the past couple of years. Last year the CIA opted to stage a three-day contest in late September with 34 event choices. The COFFC followed suit this past August with flying on 3 days, Friday, Saturday, and Sunday. Both of these as well as all other events here in Muncie were well-accepted and well-attended. We want to keep this enthusiasm alive.

How can we do this? One way is to insure that the National Cup events are included. The NC has generated a lot of interest. Just the idea of having something national in scope and competing with FFer's across the country is very intriguing to many. People are wanting to fly and compete in these events. With the popularity of the National Cup on the rise, it would be nice if the contest sponsors would offer the NC events to the contestants.

Questions?
CD # 1: When we break even financially, we have succeeded. How can we add events, need more awards, and expect to make it?

Ans. # 1: Buy fewer trophies. Let me explain with an example:
Year 2000 – BC NosGas, 3 trophies, 36-40 bucks.
Year 2001 - B NosGas, 1, 9 x 12 plaque, 12 bucks, 2 certifs., 2 bucks
C NosGas, 1, 9 x 12 plaque, 12 bucks, 2 certifs., 2 bucks

Ergo: Retired math teacher sees $40 versus $28, <u>with another event.</u>

CD # 2: We've always given trophies to 3 places – will people come?.

Ans. #2: The greatest rationale NEVER given was, "It's always been done like that." After forty-some years in free flight, I cannot imagine anyone thinking "I want to go to the CIA contest this weekend because they give 2nd and 3rd place trophies. I like to post these certificates in my shop for the current year and past year's in a binder. Rather than look in the attic or give them away to other clubs to refurbish, I can leaf through the binder and recall that 2nd place in A gas from Lawrenceville in 1986 when I beat Bob Mattes by 3 seconds. Remember, he about cut off his finger.

Anyhoo,this year for our 30th Annual CIA FF Championships, 42 beautiful 1st place 9 x 12 simulated mahogany plaques were awarded. These were created by the AMA. Second and third places were very handsome CIA certificates encased in a clear plastic case. These were done by Bob Mattes. He does a nice job and would like to hear from you if you are interested.

Phil Sullivan



30th ANNUAL C.I.A. FREE FLIGHT CHAMPIONSHIP
Sept. 27 – 29, 2002 – Muncie Indiana

AB Classic

1	Ron. Thompson	900
2	Bob Watson	714
3	Gib Robbins	713
4	Hank Sperzel	385
5	Brad Bane	346
6	Jack Marsh	337
7	Jean Pailet	322
8	Gary Oakins	153
9	John Carls	117
10	Don Diggs	110

Super D

1	Dick Bloomquist	360
2	Bob Watson	344
3	Jack Marsh	311
4	Don Diggs	49

020 Replica

1	Elvin Buchele	248
2	Don Boyer	243
3	John Carls	243
4	Ed Riley	238
5	Jack Marsh	221

1 / 2 A Classic

1	Jack Marsh	976
2	Don Diggs	555
3	Ron. Thompson	428
4	Jean Pailet	414
5	Lee Campbell	345
6	Bob Placier	332
7	John Carls	320
8	Gary Oakins	312
9	Hank Sperzel	290
10	Charlie Harper	204

1 / 4 A Nos

1	Keith Fulmer	444
2	John Carls	390
3	Jack Marsh	306
4	Gene Wicks	280
5	Bob Mattes	222
6	Bob Edelstein	206
7	Don Diggs	186
8	Elmer Jordan	117

Early 1 / 2 A Nos

1	Keith Fulmer	464
2	Gene Wicks	430
3	Rudy Kluiber	346
4	Elvin Buchele	308
5	Jack Marsh	303
6	Bob Mattes	296
7	Gene Bowers	291
8	Shel Myers	278
9	Elmer Jordan	270
10	Bob Edelstein	243

P-30 Rubber

1	Dave Sechrist	360
2	Joe Tortorelli	355
3	Joe Williams	327
4	Paul Masterman	319
5	Ed Konefes	302
6	Bob Coverdill	283
7	O C Stewart	270
8	Drew Coverdill	182

C Gas

1	Dick Covalt	1200
2	Dick Bloomquist	1171
3	Ron. Thompson	1155
4	Gary Oakins	896
5	Norm Poti	830
6	Bob Mattes	357
7	Bob Watson	334

A Gas

1	Norm Poti	600
2	Guy Scott	577
3	Charlie Harper	452
4	Hank Sperzel	356
5	Ron. Thompson	356
6	Gary Oakins	354
7	Bob Watson	227
8	Ed Riley	42

1 / 2 A NosGas

1	Gene Wicks	540
2	Jack Marsh	463
3	Bob Mattes	342
4	Keith Fulmer	322
5	Elmer Jordan	310
6	Gene Bowers	307
7	Bob Placier	140

Jr OHLG

1	Alex Marsh	143
2	Shane Steinbach	102
3	Ryan Seymour	91
4	Adam Marsh	78
5	John Mazzocco	62
6	Liza Mazzocco	48
7	Kyle Steinbach	45
8	Sam Peters	41

C NosGas

1	Brad Baane	916
2	Dick Covalt	840
3	Dick Bloomquist	566
4	Keith Fulmer	475
5	Gene Wicks	472
6	John Carls	360
7	Gene Bowers	348
8	Jack Marsh	346
9	Elmer Jordan	345
10	Bob Larsh	206

1 / 2 A Gas

1	Ron.Thompson	900
2	John Seymour	750
3	Keith Fulmer	702
4	Joe Mollendorf	352
5	Jack Marsh	346
6	Chris Steinbach	344
7	Gary Oakins	330
8	Gib Robbins	330
9	Doug Marsh	307
10	Jean Pailet	300
11	Hank Sperzel	295
12	Ed Riley	86
13	Bill Reuter	68

B NosGas

1	Bob Mattes	480
2	Gene Wicks	419
3	Doug Marsh	358
4	Jack Marsh	355
5	Gene Bowers	303
6	Bob Larsh	302
7	Keith Fulmer	196
8	Dan Harshman	120
9	Elmer Jordan	107

OHLG

1	Tom Jones	283
2	Bill Reuter	138
3	Moe Whittemore	136
4	Bob Coverdill	132
5	Keith Barnett	119
6	Drew Coverdill	118
7	Bruce Barnett	104
8	Bob Larsh	90
9	John Seymour	89
10	Jean Pailet	78
11	Jason Poti	64
12	Joe Tortorelli	47
13	JBM Griner	18

Catapult Glider

1	Tom Jones	278
2	Rudy Kluiber	234
3	Guy Scott	207
4	John Oliver	203
5	Bruce Barnett	142
6	Elvin Buchele	132
7	JBM Griner	130
8	Jason Poti	123
9	Keith Barnett	106
10	Elmer Jordan	95
11	Don Diggs	91
12	Jean Pailet	48

Moffett

1	Ed Knoefes	1080
2	Ed Sneed	775
3	Dave Sechrist	508
4	Joe Williams	487
5	Walt Tomasch	354

A NosGas

1	Gib Robbins	840
2	Keith Fulmer	828
3	Bob Mattes	815
4	Gene Wicks	685
5	Elvin Buchele	360
6	Doug Marsh	360
7	Shel Myers	356
8	John Carls	333
9	Joe Mollendorf	333
10	Bob Edelstein	328
11	Gene Bowers	324
12	Elmer Jordan	324
13	Jack Marsh	311
14	Don Boyer	241
15	Bob Placier	237
16	Paul Masterman	123
17	Hank Sperzel	120
18	Brad Bane	120

Mulvihill

1	Bob Perkins	840
2	Ed Sneed	752
3	Joe Williams	529
4	O C Stewart	487
5	Paul Masterman	105

CD Classic

1	Jack Marsh	824
2	Bob Watson	817
3	Ron. Thompson	595
4	Gib Robbins	476

D Gas

1	Ron. Thompson	600
2	Dick Covalt	598
3	Hank Sperzel	339

F1A

1	Lee Foster	430
2	Rudy Kluiber	303
3	Tom Jones	269

Jr. 1 / 2 A Gas

1	Alex Marsh	304
2	Adam Marsh	299

Pee Wee 30

1	Elmer Jordan	2400
2	Rudy Kluiber	2380
3	Shel Myers	2350
4	Bill Hale	2081
5	Chris Steinbach	1570

F1H

1	Tom Jones	360
2	Rudy Kluiber	276
3	Jean Pailet	264
4	Lee Campbell	210

OT Rubber

1	Walt Tomasch	453
2	Stu Cummins	427
3	Ed Konefes	120

1 / 2 A T-Bird

1	Bill Hale	480
2	Gene Bowers	444

Dawn Unlimited

1	O C Stewart	222
2	Hank Sperzel	180

Rubber at Nite

1	Drew Coverdill	61

B Gas

1	Norm Poti	1200
2	Bob Mattes	1172
3	Ron. Thompson	1160
4	Hank Sperzel	480
5	Don Diggs	339

Nos Rubber

1	Ed Konefes	360
2	Paul Masterman	337
3	O C Stewart	318
4	Lee Campbell	316

Electric A-B

1	Keith Hoover	600
2	Charles Groth	341
3	Rudy Kluiber	71

LiL Dip/Jetst./Ghost

1	Rudy Kluiber	287
2	Elmer Jordan	250
3	Bill Reuter	207

Gas at Nite

1	Norm Poti	535
2	Gary Oakins	198
3	Ron. Thompson	84

Jr P-30

1	Sam Peters	330
2	Liza Mazzocco	282
3	John Mazzoco	265
4	Adam Marsh	261
5	Shane Steinbach	79

Jr. Catapult

1	Alex Marsh	177
2	Adam Marsh	117
3	John Mazzoco	85
4	Liza Mazzoco	82

Nos Wake

1	Ed Konefes	994
2	O C Stewart	934
3	Joe Williams	363

Jr. 1 / 2 A NosGas

1	Alex Marsh	269
2	Adam Marsh	188

Glider at Nite

1	Rudy Kluiber	211
2	Tom Jones	129
3	Jason Poti	118
4	John Oliver	112
5	Moe Whittemore	93
6	Bob Coverdill	88
7	Emma Coverdill	44
8	Sam Peters	33
9	Claire Tortorelli	18

70 Contestants from 11 states (61 Op, 9 Jr, 5 Sr) flew 962 official flights over the 3-day contest!!!!!!!!!!

SPECIAL AWARDS

Bob Larsh Perpetual Trophy for high time by a Junior or Senior – Alex Marsh, 143

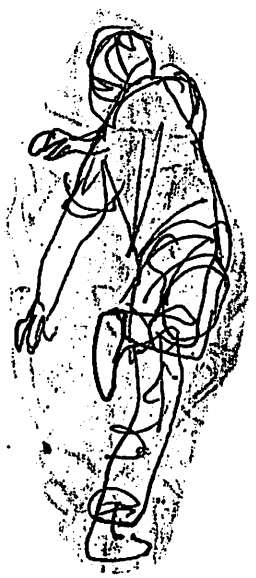
Howlin Engines Perpetual Trophy for high time in 1 / 2 A Gas, Ronnie Thompson, 900

HI-POINT GAS

Place	Contestant	1/2 A	A	B	C	D	Super D	Er. 1/2 A	1/4 A	1/2 A Nos	A Nos	B Nos	C Nos	T-Bird	1/2 A Cl	AB Cl	CD Cl	0 2 0	PW30	Total	6 Events
1	Keith Fulmer	5						8	7	1	10		3							34	34
2	Ronnie Thompson	9	1.5	2	2	5									4	8	1			32.5	30
3	Gene Wicks							6	2	6	7	5	2							28	28
4	Jack Marsh	3					1	2	3	4		2			8	1	5			29	25
5	Bob Mattes			4				1	1	2	8	7								23	23
6	Gilbert Robbins	1									12					4				17	17
7	Dick Covalt				6	3							6							15	15
8	Elvin Buchele							3			5.5							6		14.5	14.5
9	Dick Bloomquist				4		5						4							13	13
10	Norm Poti		7	6																13	13

HI-POINT RUBBER

Place	Contestant	N-Rub	OT Rub	Dawn	Moffet	Mulv	P-30	N-Wake	Total	4 Events
1	Ed Konefes	5	1		5		1	5	17	16
2	O.C Stewart	1		5				3	9	9
3	Dave Sechrist				1		7		8	8
4	Ed Sneed				3	3			6	6
5	Walt Tomasch		5						5	5
6	Paul Masterman	3					2		5	5
7	Joe Williams					1	3	1	5	5
8	Bob Perkins					5			5	5
9	Joe Tortorelli						5		5	5
10	Stewart Cummins		3						3	3



HI-POINT GLIDER

Place	Contestant	OHLG	Cat G	F1H	F1A	Special	Total	4 of 5
1	Tom Jones	9	9	5	1		24	24
2	Rudy Kluiber		7	3	3	5	18	18
3	Bill Reuter	7				1	8	8
4	Moe Whittemore	5					5	5
5	Guy Scott		5				5	5
6	Lee Campbell				5		5	5
7	Bruce Barnett	1	3				4	4
8	Bob Coverdill	4					4	4
9	John Oliver		4				4	4
10	Keith Barnett	3					3	3



R/C SWAP MEET
MUNCIE, IN.

Saturday November 30, 2002

Location Delaware County Fairgrounds

1210 N. Wheeling
Muncie, In.

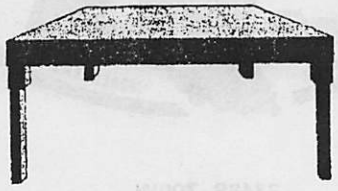


HOME OF A.M.A.

Door prizes and Raffle drawing

Set up 6-9AM Doors open 9AM to 1PM

OVER 100 TABLES



8ft. Tables $12.00 at the door
Each additional table $9.00
Tables in advance $10.00
Each additional table $7.00

One free admission with each table

$2.00 At the door Women and Children free

CONTACT
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PH# 765-284-3711

Fax 765-287-0126
E-Mail marlandm@AOL.com
NAME ADDRESS
PHONE NUMBER
NUMBER OF TABLES & LOCATION

CONTACT
MARLAND MCINTIRE
1706 COWING DR.
MUNCIE, IND. 47304
765-287-9250

2002 AREA F.F. SCHEDULE

Oct	5-6	Tri-County Aero Contest	Lawrenceville, IL
Nov	30	R/C Swap Meet	Del. Co. F'gds, Muncie IN
Dec	29-31	King Orange International	Palm Bay, FL

The **INFORMER**

CENTRAL INDIANA AERO MODELLERS

2348S, 700W
New Palestine,
IN
46163

2002 President
Lee Campbell

Vice President
O.C. Stewart

Sec'y/Treasurer
Meredith Chamberlain

Issue No. 5 - 02

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