CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **

Wind in the West, weather at it's best!!!

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Issue #5&6/03 Sep/Oct/Nov/Dec Price $7.50/yr.

Yeah, I know..... I'm real late this issue. On the other hand, there'll be no charge for the one I missed. I'll just advance everybody's due date one issue, and try to do better in the future. Fair enuf??

Banquet Time Again! Be sure to check out the map 'n particulars inside...

Enter the *"Smarty"* – *a Nos-legal 1/2A ship!*

A couple of months back I got a phone call from **Richard Harding** - one of the original manufacturers of *"Smarty"*. Seems that he still has a large quantity of the original kits, and was at a loss as how to proceed in getting these models "public", and how to price 'em, since over 50 years have passed since they were first kitted! (Check out the 3-view on p.3.....)

Richard then sent me a couple of samples. Looks like a nice kit. The only problem I could see with it was that the original plans were getting a bit fragile after all these years!! (And some of our club members wanted to steal that 'good, light tissue' from my sample kit to use on indoor models!) Lee Campbell is in possession of the 2nd sample kit – and may be interested in *Smarty*'s distribution. Two additional kits have also been sent to the NFFS for "evaluation".

The following is some interesting background on the model, the designer and manufacturer/distributor as furnished by Richard Harding:

" .....and I'm sending a couple of the kits. As I told you, the model was designed by Harold Bunting of Greensboro, NC as a ***Prop Twisters*** club project. Each member was to build one and they found that the model did real well! Harold and I decided to manufacture it – a new thing for both of us."

"Harold did the design work and I did the

(cont'd p.2)







To Lee Campbell & Company....

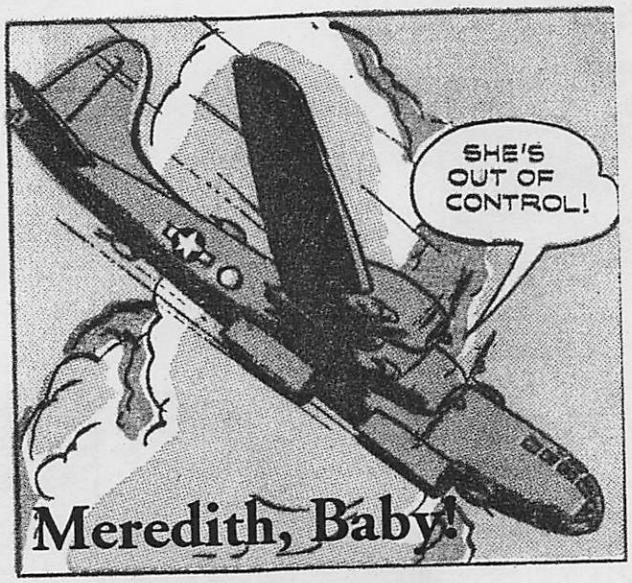
"Dear CIA members..... Thank you so much for having a contest honoring my father. He loved being a part of the CIA group, and loved the great friends that he made. Building and flying models was such a big part of his life! I can't think of too many things he looked forward to more than to go to Muncie and fly FF models with the CIA."

"The basement hangar was always a place where all the problems could drift away..... Without the models and the great people that come with the hobby, he would have had a much tougher time dealing with Mom's illness, then his own."

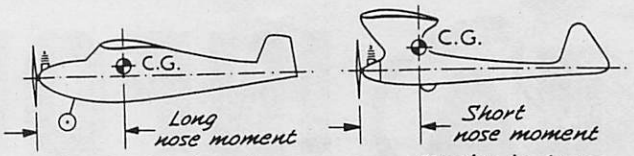
"Thanks again for honoring Dad."
Sincerely, Denny Dock

And from Moe.....

My 1st semester in grad school is now under my belt. Only 3 more to go!!! I never dreamed that there'd be so much homework associated with only 8 credit hours!! It's worse than a regular 40 hour gig..... (Dr. Perkins should've advised me!)
Thanx again for your patience.....



THRUST ADJUSTMENTS



Thrust adjustments are more effective in long-nosed models... offsets have more leverage—

(Smarty! cont'd.....)
manufacturing. Harold also designed the box – which was well received by the model distributors and model dealers. Incidentally, the box cost more than the contents, when we made them! These kits were made about 1949 and 1950. I think they look pretty good, having been stored for this length of time!"

"A California boy in the Junior Division won 1st place in a Nationals R.O.W. event with a *Smarty*, years ago. And we're pretty sure it was a *Smarty* that appeared in the old Sci-fi movie called "The Thing"!

"A little bit about Harold Bunting, who passed away about a year ago: He designed the ***Squirt*** and ***Super Squirt*** kits for Berkeley Models. These were for the Dyna-Jet engine, popular at that time. Harold's AMA # is 625."

"I bought my first gas engine – an Ohlsson 23 - from Harold's hobby department of a sporting goods store in Greensboro. I later worked for *Leitzsey Model Distributors* out of Columbia SC, selling to hobby shops in North Carolina, parts of South Carolina and Virginia. I was his 1st employee and we didn't have many lines of hobby goods to sell at first. But he eventually did well and became the largest model distributor in the US during the mid-fifties! We went to Chicago each year for the hobby trade show and met many of the people in the model business (Carl Goldberg, Jim Walker, etc.) It was an interesting time in my life, but a long time ago!"

"I appreciate your interest in the *Smarty*. If you can get the word out to the Old Timer (Nostalgia – ed.) guys, I would appreciate it – as I would like to move some more of my remaining kits."

Richard currently lives on the edge of Lowe Field at Ft. Rucker, AL – and gets to see plenty of rotary wing stuff!!

His mailing address is: 4400, #H, Rucker Blvd., Enterprise AL 36330. Ph: (334) 347-6925.

INSTRUCTIONS

These instructions were written to help you build as good a ship as possible. Please read them before building your model.

FUSELAGE
Glue to the firewall with the landing gear sandwiched between the two pieces of plywood. Using the holes in your motor as a guide, drill holes for mounting the engine on the firewall. Glue nuts on back of firewall to anchor motor mounting screws. Cement the fuselage sides together at the rear, then glue the firewall sandwich to the front. Add the bulkheads. Cover the bottom of the fuselage with the grain of the wood running crosswise. Glue the 1/32 wing platform to the pylon with the grain running crosswise. Check to see that the platform is square with the pylon. Add the 1/8 square runners on the platform. Glue the pylon in the fuselage resting on the bottom. Add the tail platform and the top fuselage covering with the grain running crosswise. Add the sub-rudder and cut holes to fit the flight timer to the fuselage.

WING
Make them on the drawing. Cut the leading edge, spars and trailing edge to proper length and angle. Pin spar and trailing edge to plan. Cement ribs in place omitting those at the dihedral joints till after the dihedral has been added. Cut the rear of the tip ribs to fit. Add the leading edge and tips. Add the dihedral after the wing is thoroughly dry. Check for warps when adding the dihedral joint reinforcements. Sand the leading edge and tips to blend into the airfoil shape.

STABILIZER
The stabilizer is made in a manner similar to the wing. Bend the piano wire dethermalizer saddle from .040 wire making sure it fits the fuselage in front of the tail platform. Cut notches in the leading edge and center rib so as to mount the saddle flush with the bottom of the stabilizer. Bind the wire in place with thread. Cement the rear key into the stabilizer.

RUDDER
Sand the rudder smooth with rounded edges. Cut notches in the bottom so as to fit the rudder between the two center ribs of the stabilizer. Do not cement the rudder in place until after the stabilizer is covered.

COVERING
Sand the entire frame smooth.

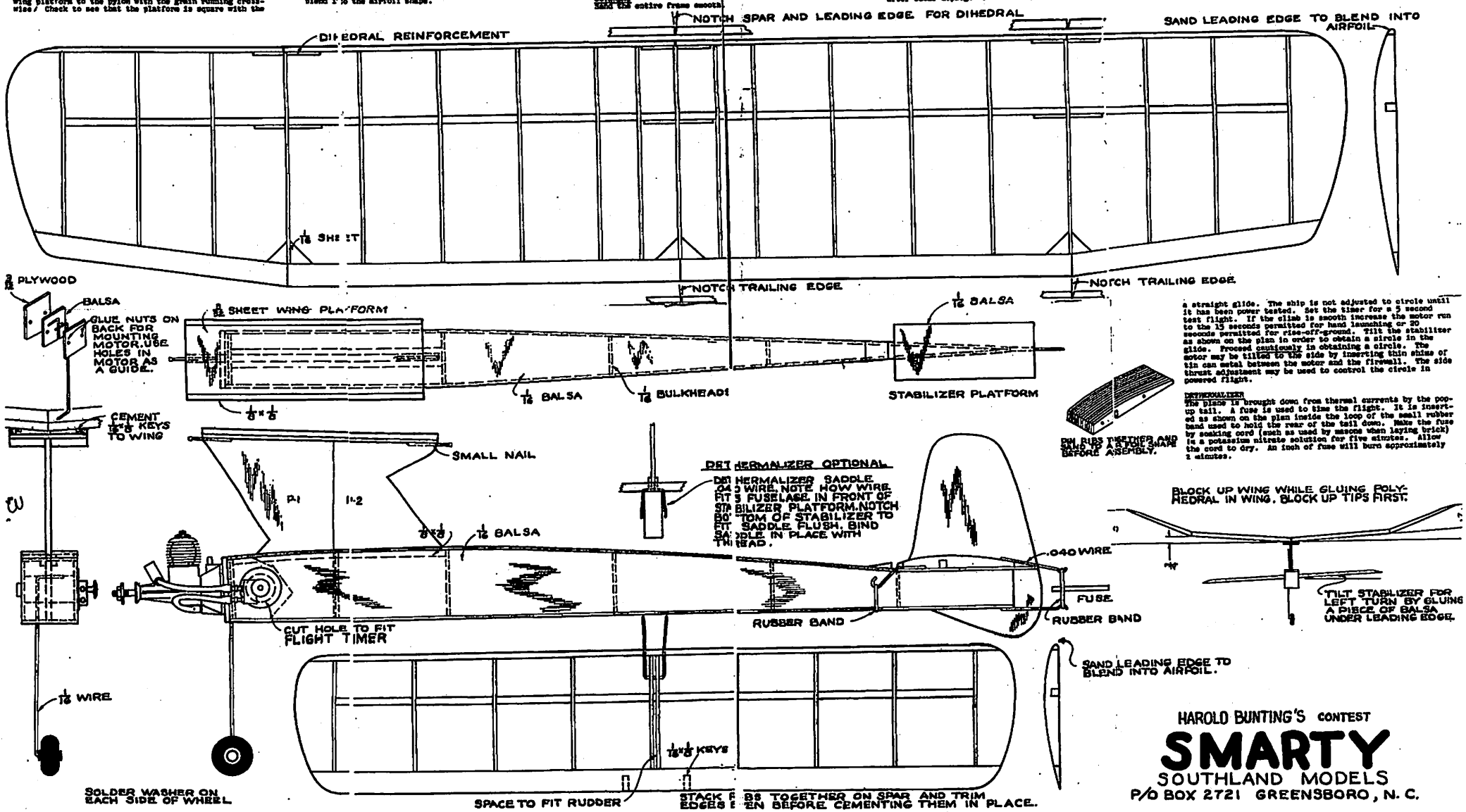
Check to see that the stabilizer fits on the platform with the key and saddle holding it snugly in place. Cover the wing and stabilizer with the grain of the tissue running spanwise. Use separate pieces to cover the tips. Tack dope makes a good license cement. Cement the wing tabs in place on the bottom of the wing. Cement the rudder into the slot in the stabilizer. Add the .040 wire tail hooks and the wing platform anchors which are small nails.

PROPELLER
Use a mixture of talcum powder and dope on the fuselage and rudder. Apply two coats sanding after each coat. Add two drops of castor oil per ounce of dope to prevent warping the surfaces. Give the fuselage, wing and tail two coats of dope. The fuselage and rudder may be color doped after clear doping. Use a coat of hot fuel proof dope as a last coat on the fuselage. Warps in the wing and tail can be removed by twisting the surface in the jet of steam from a boiling tea kettle.

ENGINE
Run in and break your engine in on a block for an hour prior to installing it in the plane. Familiarize yourself with the proper needle setting during the breaking period. Connect the flight timer in place and use clear plastic tubing to hook up the timer and motor.

FLYING
Check the surfaces for alignment. Glide test the model with the propeller removed, adding weight to the nose or tail as needed. Do not change the wing or tail angle. Tilt the stabilizer as shown on the plan in order to obtain a straight glide. The ship is not adjusted to circle until it has been power tested. Set the timer for a 5 second test flight. If the climb is smooth increase the motor run to the 15 seconds permitted for hand launching or 20 seconds permitted for rise-off-ground. Tilt the stabilizer as shown on the plan in order to obtain a circle in the glide. Proceed cautiously in obtaining a circle. The motor may be tilted to the side by inserting thin shims of thin sheet metal between the motor and the firewall. The side thrust adjustment may be used to control the circle in powered flight.

DETHERMALIZER
If the plane is brought down from thermal currents by the pop-up tail. A fuse is used to time the flight. It is inserted as shown on the plan inside the loop of the small rubber band used to hold the rear of the tail down. Make the fuse by soaking cord (such as used by masons when laying brick) in a potassium nitrate solution for five minutes. Allow the cord to dry. An inch of fuse will burn approximately 1 minutes.



HAROLD BUNTING'S CONTEST

SMARTY

SOUTHLAND MODELS
P/O BOX 2721 GREENSBORO, N. C.

The CIA 2003/04 Annual Awards Banquet, Saturday January 17th !!

It's that time again! And this year the whale-out stays put at the Cardinal Family Restaurant, just outside the AMA field at Muncie, IN. Check out the furnished map and directions.

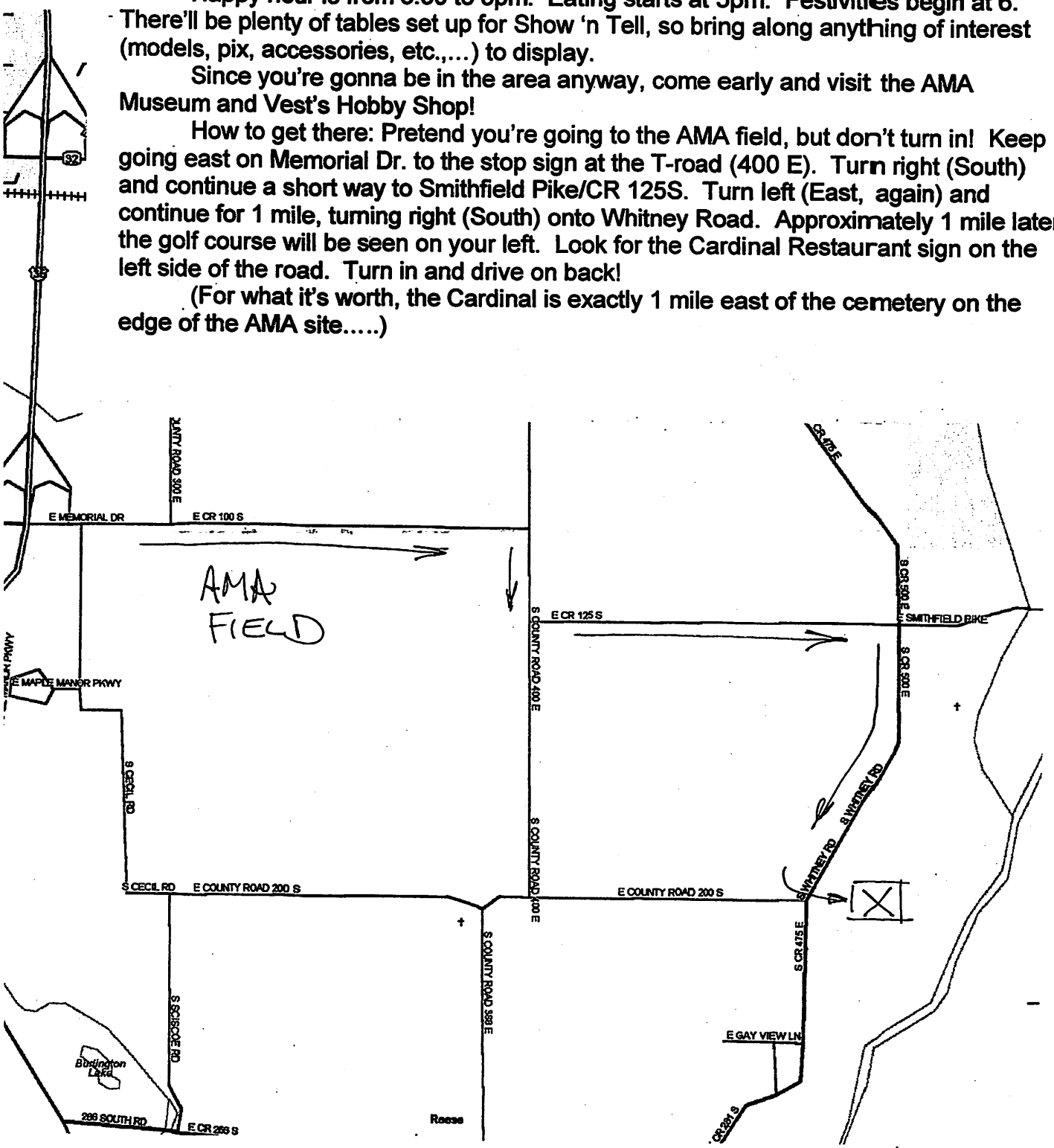
Again, the dinner will be buffet style, and the price stays the same at $17.50 per.

Happy hour is from 3:30 to 5pm. Eating starts at 5pm. Festivities begin at 6. There'll be plenty of tables set up for Show 'n Tell, so bring along anything of interest (models, pix, accessories, etc.,...) to display.

Since you're gonna be in the area anyway, come early and visit the AMA Museum and Vest's Hobby Shop!

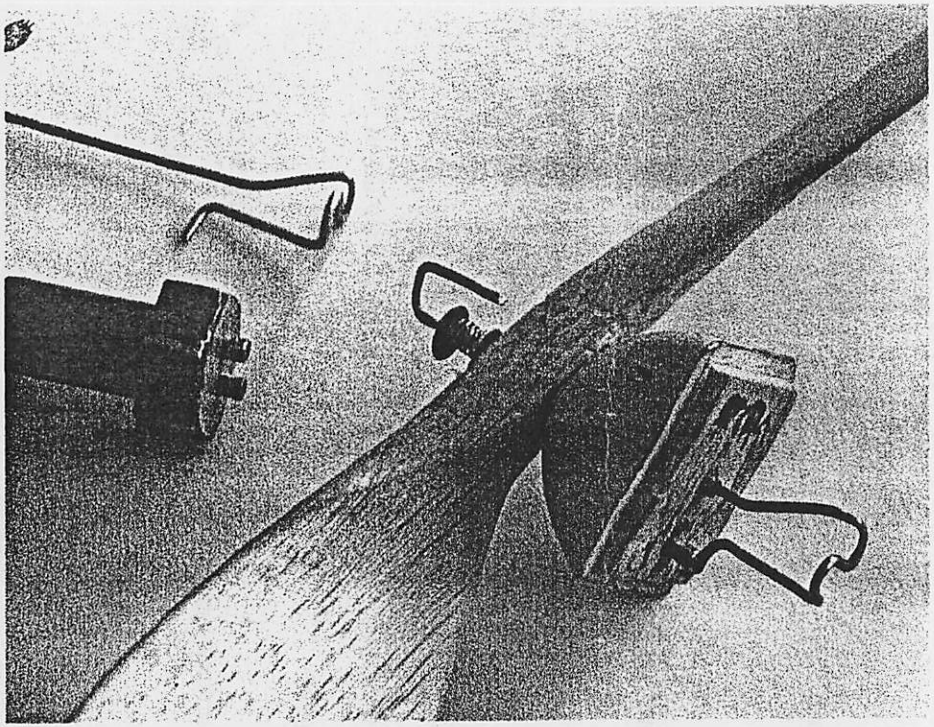
How to get there: Pretend you're going to the AMA field, but don't turn in! Keep going east on Memorial Dr. to the stop sign at the T-road (400 E). Turn right (South) and continue a short way to Smithfield Pike/CR 125S. Turn left (East, again) and continue for 1 mile, turning right (South) onto Whitney Road. Approximately 1 mile later, the golf course will be seen on your left. Look for the Cardinal Restaurant sign on the left side of the road. Turn in and drive on back!

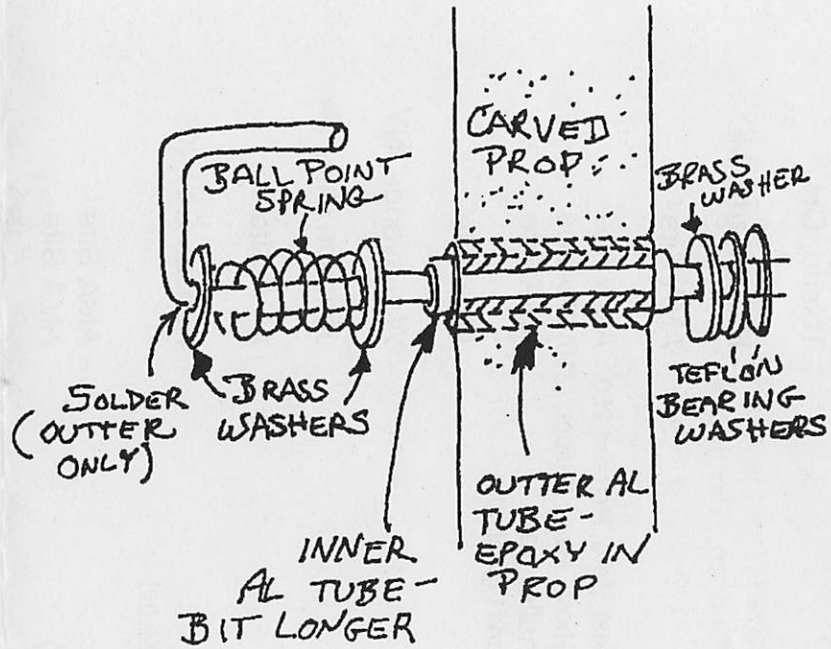
(For what it's worth, the Cardinal is exactly 1 mile east of the cemetery on the edge of the AMA site.....)



An aside: The Cardinal Restaurant was originally named because of the Cardinal Hills golf course, where the BSU golf team (Cardinals) played their home matches. When Phil played there, it was known as the Green Hills Country Club.

Scale 1 : 25,000
1" = 2080 ft





FREE-WHEEL DESIGN

The above shows how I make free-wheeling props using Frank Scott's idea of a double tube.

PROBLEM: When a stop is used to keep rubber from fully unwinding, tension is held on the prop shaft which causes friction and poor free-wheeling action.

SOLUTION: Use a double aluminum tube with the inner tube slightly longer. The inner tube holds the tension and the outter tube free-wheels beautifully.

Other items shown are a bolt with pins for bending S- hooks for taking a crocket hook that will not come off. The stop on the inside of the nose-block is a sheet metal screw with the head ground down to leave just a straight shaft with adjusting screw slot left.

Stu Cummins 3-2-2003

2004 FREE FLIGHT SCHEDULE

* Items are final

January 17	*CIA 2003 Annual Awards Banquet Cardinal Restaurant Contact: Meredith Chamberlain, (765) 643-1885	Muncie, IN
April 2,3,4	*Toledo Trade Show	Toledo, OH
May 1,2	*Eastern FF Championships Joe Wagner, (410) 778-3933	Higgs Farm, MD
May 15, 16	*Inter-City FF Contest (May 14th, FAI Contest) Bob Beinenstein, (313) 382-8180	AMA Site
May 21	*One Design Contest, HoneyBee, Star. X, T-Bird, Geef, Zero, Ramrod 250, 1/2A SpaceRod, Early 1/2A Zeek, Lil-Dip/JET/Ghost. Rudy Kluiber, (216) 226-6838	AMA Site
May 22, 23	*CIA OT/NOS Contest and FAI Hoosier Cup Challenge Gib Robbins, (765) 378-4434 Chuck Markos, cmarkf1@aol.com	AMA Site
May 24-25	*National Cup Challenge Bob Mattes (636) 447-9580	AMA Site
May 29, 30	Skyscraper International Challenge Andrew Barron, Andrew.barron@yale.edu	Wawayanda, NY
May 26-30	*USIC Indoor National Championships Abram Van Dover, (757) 877-2830	Johnson City, TN
June 4,5,6	*AMA Grand Event	AMA Site
June 12,13	?Heart of America Spring Fling FF Contest Mike Basta, (913) 492-4830 dbasta@everestkc.net	Kansas City, KS
	(*The Nationals June 25 – August 6)	AMA Site
	(* CL World Championships – July 4-11)	AMA Site
July 16 – 18	*FAC NATS	Geneseo
Aug 2-6	*USOC/AMA National Championships Phil Sullivan, (765) 640-2921 ciasilk@aol.com	AMA Site
Aug 20-22	*NOFFA FF Contest Rudy Kluiber, (216) 226-6838	AMA Site
Aug 27-29	*Empire State Championships John Carls, (814) 362-7789	Geneseo, NY
Aug 28,29	*Aeronuts Midwestern States FF Championships Chuck Markos,(847) 945-9225	AMA Site
Sept 11,12	*COFFC FF Contest Gene Bowers (614) 436-4120	AMA Site
Sept 13-17	*SAM CHAMPS	AMA Site
Sept 18-19	*CIA 32nd Annual Regional FF Championship Phil Sullivan	AMA Site
Oct 2,3	?Tri-County Aero Club FF Contest (Fall Festival) Pending sponsorship and format	Lawrenceville, IL
Oct 9-10	*2nd Annual Ted Dock Memorial FAC Contest Lonnie Kinder, (765) 945-7626	AMA Site
Oct 9,10	?Heart of America Fall Fling FF Contest Ed Wiley, (785) 842-1308 edwiley@sunflower.com	Kansas City, KS
Oct 16,17	Skyscrapers Annual	Wawayanda, NY
Dec 29-31	*King Orange International	Palm Bay, FL

Central Ohio Free Flight Club Annual Meet August 30-31 2003
Muncie Ind. 43 Contestants

Nostalgia 1/4 A (6)
1 Rudy Kluiber 360
2 Elmer Jordan 326
3 John Oliver 304
4 Keith Fulmer 303
5 Doug Marsh 302
6 John Seymour 237

Nostalgia A (9)
1 Keith Fulmer 840
2 Rudy Kluiber 360
3 Bob Edelstein 349
4 Charlie Harper 335
5 Doug Marsh 327
6 Carl Rowland 325
7 Bill Reuter 316
8 Elmer Jordan 312
9 Jake Noble 295

020 Replica (1)
1 Bill Snaden 58

OT B/C Gas Pyl/Cab (2)
1 Dan Harshman 351
2 Bob Edelstein 324

OT Rubber Stick L&S (2)
1 Ed Sneed 540
2 Roy Stewart 240

AMA 1/2 A Gas Jr (1)
1 Alex Marsh 253

AMA 1/2 A Classic Gas Jr (1)
1 Alex Marsh 360

AMA 1/2 A Classic Gas (2)
1 Jack Marsh 363
2 Doug Marsh 360

AMA A/B Classic Gas (4)
1 Bob Mattes 600
2 Hank Sperzel 466
3 Carl Rowland 270
4 Jack Marsh 53

AMA B Gas (4)
1 Dick Covalt 750
2 Jack Marsh 747
3 Carl Rowland 281
4 Norm Poti 66

AMA P-30 (5)

Nostalgia 1/2 A (5)
1 Keith Fulmer 589
2 Elmer Jordan 280
3 Jack Marsh 109
4 Charlie Harper 93
5 Bill Reuter 85

Nostalgia B (2)
1 Charlie Harper 454
2 Doug Marsh 417

Nostalgia Rubber (5)
1 Ed Konefes 979
2 Walt Tomasch 974
3 Roy Stewart 321
4 Lee Campbell 297
5 Joe Williams 263

OT A Gas Pyl/Cab (3)
1 Dan Harshman 418
2 Hank Sperzel 345
3 Bob Edelstein 320

OT Rubber Cab L&S (2)
1 Ed Konefes 702
2 Roy Stewart 325

Pee Wee 30 (2)
1 Elmer Jordan 2300
2 Rudy Kluiber 2200

AMA 1/2 A Gas (6)
1 Norm Poti 750
2 Jack Marsh 739
3 Gil Morris 480
4 Charlie Harper 352
5 Adam Marsh 345
6 Lee Campbell 326

AMA A Gas (8)
1 Dick Covalt 1597
2 Norm Poti 480
3 Bob Mattes 360
4 Hank Sperzel 355
5 John Seymour 354
6 Lee Campbell 329
7 Carl Rowland 255
8 Jack Marsh 120

AMA C/D Classic Gas (3)
1 Jack Marsh 750
2 Hank Sperzel 709
3 Don Diggs 338

1 Dave Sechrist	690
2 John Seymour	618
3 Lee Campbell	329
4 Dan Di Angulo	268
5 Ian Thornbery	196

AMA P-30 Jr (2)

1 Ryan Seymour	339
2 Alex Marsh	13

AMA Mulvihill (6)

1 Chuck Markos	840
2 Joe Williams	798
3 Dave Sechrist	480
4 George Clowes	120
5 Ed Konefes	120
6 Steve Sova	Att

AMA Cat Glider Jr (2)

1 Alex Marsh	107
2 Ryan Seymour	88

AMA HL Glider Jr (1)

1 Alex Marsh	72

AMA HL Glider (6)

1 James Thornbery	146
2 Phil Sullivan	135
3 Jon Reuter	112
4 Ian Thornbery	111
5 Bill Reuter	98
6 J.B.M. Griner	12

FAI F1J (3)

1 Norm Poti	600
2 Gil Morris	480
3 Jason Poti	241

AMA Moffett (7)

1 Joe Williams	1059
2 Chuck Markos	514
3 Walt Tomasch	513
4 Dave Sechrist	507
5 Steve Sova	360
6 Ed Konefes	350
7 Ed Sneed	120

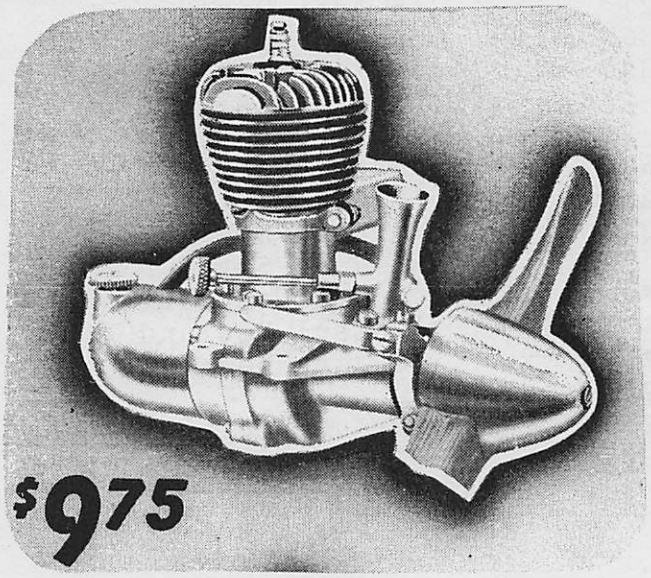
AMA Cat Glider (11)

1 John Oliver	360
2 Phil Sullivan	329
3 Jon Reuter	213
4 John Seymour	190
5 Bill Reuter	140
6 Ian Thornbery	123
7 Jason Poti	122
8 Rudy Kluiber	109
9 Adam Marsh	107
10 J.B.M. Griner	101
11 James Thornbery	92

FAI F1G (4)

1 Chuck Markos	480
2 Ed Konefes	480
3 George Cloves	320
4 Walt Tomasch	110
	Coin Flip

Floyd Miller High Time Award- Dick Covalt 1597



31st ANNUAL C.I.A. RREGIONAL FREE FLIGHT CHAMPIONSHIP
Sept. 19 – 21, 2003 Muncie, Indiana

¼ A NosGas

1	Elmer Jordan	332
2	Gene Bowers	291
3	Keith Fulmer	210

½ A NosGas

1	Bob Hanford	360
2	Jack Marsh	336
3	Gene Wicks	331
4	Bob Edelstein	315
5	Greg Hinrichs	306
6	E. Jordan	223
7	Lee Campbell	120

AB Classic

1	Bob Mattes	600
2	J. Marsh	480
3	R Thompson	467
4	Bob Watson	357
5	Jean Pailet	297
6	Hank Sperzel	272

020 Replica

1	B Edelstein	313
2	L Campbell	294
3	E. Jordan	242

½ A Starduster

1	B Hanford	120

Super D

1	B Watson	360
2	J Marsh	302

D Gas

1	R Thompson	600
2	B Hanford	587
3	Dick Covalt	468
4	Dick Hall	240
5	H Sperzel	210

OT Rubber

1	Ed Konefes	402
2	Roy Stewart	329
3	Bob Hinrichs	256
4	Donn Linton	135

Nos Rubber

1	W Tomasch	300

Mulvihill

1	Joe Williams	1404
2	D Sechrist	1104
3	W Tomasch	1035
4	E Konefes	809
5	Bob Perkins	528

Moffett

1	C Markos	1440
2	D Sechrist	1236
3	J Williams	1185
4	E Konefes	241

F1H

1	C Markos	496
2	J Pailet	430
3	Bill Reuter	394

Catapult Glider

1	P Sullivan	388
2	C Markos	316
3	JBMGriner	271
4	Paul Wicks	253
5	B Barnett	212
6	John Oliver	197
7	B Reuter	152
8	B Hanford	136
9	K Barnett	110
10	J Pailet	83
11	R Staton	73

½ A Classic

1	J Marsh	1596
2	R Thompson	748
3	J Pailet	549
4	Gib Robbins	480
5	Chas Harper	340
6	Bob Placier	256
7	Doug Marsh	120

A Gas

1	R Thompson	1350
2	Guy Scott	1350
3	B Hanford	880
4	D Covalt	750
5	J Marsh	474
6	G Hinrichs	320
7	L Campbell	297
8	C Harper	283
9	B Hinrichs	183
10	J Pailet	81

C Gas

1	R Thompson	1500
2	D Bloomquist	1471
3	D Covalt	1446
4	B Hanford	857
5	B Mattes	737
6	D Hall	726
7	B Watson	679
8	H Sperzel	676
9	G Hinrichs	469
10	Norm Poti	240

A NosGas

1	H Sperzel	956
2	B Mattes	951
3	K Fulmer	781
4	Bill Hale	458
5	C Harper	458
6	B Edelstein	440
7	G Bowers	428
8	G Wicks	301
9	Shel Myers	300

Early ½ A NosGas

1	G Wicks	360
2	B Barnett	295
3	K Fulmer	290
4	J Marsh	289
5	S Myers	287
6	B Edelstein	208

Electric A/B

1	Dave Cherek	255
2	Chas Groth	10

Jr. Catapult

1	Alex Marsh	181

Jr. ½ A Gas

1	Alex Marsh	360

Jr. HLG

1	Alex Marsh	108
2	R Seymour	52
3	Carla Schute	45

Jr. P-30

1	Alex Marsh	276
2	R Seymour	120

Jr. ½ A Classic

1	Alex Marsh	318

½ A Gas

1	B Hanford	744
2	Gil Morris	600
3	R Thompson	454
4	C Harper	447
5	B Placier	251
6	J Pailet	218
7	H Sperzel	120
8	G Hinrichs	117

F1A

1	C Markos	594
2	G Scott	570
3	B Reuter	112

C NosGas

1	B Mattes	720
2	K Fulmer	689
3	D Hall	584
4	G Wicks	329
5	B Watson	326
6	G Bowers	322
7	B Edelstein	316
8	D Covalt	283

CD Classic

1	R Thomps	1350
2	G Robbins	1189
3	J Marsh	465
4	B Watson	436
5	H Sperzel	336
6	G Hinrichs	120

B Gas

1	G Hinrichs	1025
2	N Poti	900
3	R Thomps	891
4	B Hanford	630
5	D Covalt	471
6	C Rowland	324
7	J Seymour	173
8	G Scott	120

Pee Wee 30

1	B Hale	1960
2	E Jordan	958
3	S Myeers	631

Nos Wake

1	E Konefes	351

P-30

1	D Sechrist	360
2	J Seymour	349
3	C Markos	333
4	E Konefes	290
5	J Jennings	120
6	R Stewart	69

HL Glider

1	P Sullivan	247
2	B Hanford	183
3	K Barnett	160
4	B Barnett	159
5	B Reuter	129
6	J Seymour	113
7	M Whit'more	80
8	B Hanford	79
9	R Staton	23
10	JBM Griner	9

Dip/Ghost/Jetst.

1	B Reutere	497
2	C Markos	411
3	L Campbell	275

B NosGas

1	G Wicks	561
2	C Harper	413
3	Bloomquist	360
4	D Marsh	358
5	B Edelstein	329
6	D Covalt	318
7	E Jordan	204
8	D Hall	93

Hi-Point Power Champion

PL	Contestant	AB c	Su D	D G	1/4 nd	1/2 nd	Star	02 Re	1/2 d	A G	C G	A nd	Earl	1/2 G	CD c	B G	B nd	C nd	P-We	Total	6 of 18
1	R Thompson	1		5					5	9	8			3	6	3				40	38
2	Bob Hanford			3		6	5			5	3			7		2				31	29
3	Jack Marsh	3	3			4			7	3			1		2					23	22
4	Bob Mattes	5									2	5						7		19	19
5	Gene Wicks					2							6				7	2		17	17
6	Keith Fulmer				1							3	2					5		11	11
7	D Covalt			1						4	4					1				10	10
8	Chas Harper								1			2		2			5			10	10
9	Elmer Jordan				5			1											3	9	9
10	Bloomquist										6						3			9	9
11	G Hinrichs									2						7				9	9
12	Guy Scott									7										7	7
13	H Sperzel											7								7	7
14	B Edelstein					1		5									1			7	7
15	B Watson		5												1			1		7	7
16	Bill Hale											2							5	7	7
17	Gib Robbins								2						4					6	6
18	Norm Poti															5				5	5
19	L Campbell							3		1										4	4
20	B Barnett												4							4	4

Hi-Point Glider Champion

PLA	Contestant	F1H	Cat	F1A	OHLG	Ghost	Total	3 of 5
1	Chuck Markos	5	6	5		3	19	16
2	Phil Sullivan		8		8		16	16
3	Bill Reuter	1		1	2	5	9	8
4	Bob Hanford				6		6	6
5	B Barnett		2		3		5	5
6	J B M Griner		4				4	4
7	K Barnett				4		4	4
8	Jean Pellet	3					3	3
9	Paul Wicks		3				3	3
10	Guy Scott			3			3	3
11	John Oliver		1				1	1
12	Lee Campbell					1	1	1

Bob Larsh Perpetual Trophy
for high time by J/S in HLG – Alex Marsh

Howlin Engines Perpetual Trophy
(Steve Frazier Memorium)
for high time in ½ A Gas – Bob Hanford

Hi-Point Rubber Champion

Place	Contestant	Moffet	Mulv	Nwake	OT	NOS	P-30	TOTAL	4 of 6
1	Dave Sechrist	3	3				6	12	12
2	Ed Konefes			5	5		1	11	11
3	Chuck Markos	5					2	7	7
4	Walt Tomasch		1			5		6	6
5	Joe Williams	1	5					6	6
6	John Seymour						4	4	4
7	Roy Stewart				3			3	3
8	Bob Hinrichs				1			1	1

A Special thanks to Betty and Moe Whittemore and all who pitched in to help.

A special, special thanks to all of you who participated!!! See ya next year.

CIA Point Claim Sheet

Meredith Chamberlain, 5810 S Madison Ave, Anderson, IN 46013
Or send to CIA website, www.members.aol.com/ciaffclub/cia.htm

Member____________________ Open_____ or Jr/Sr_____ (under 19 by 7/1)

Date	Contest	Location	Class	Events	Model Design	Place	Points

The **INFORMER**

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Issue No. 5/6 - 03

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