CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **

Crickets chirp faster, as the temperature rises!

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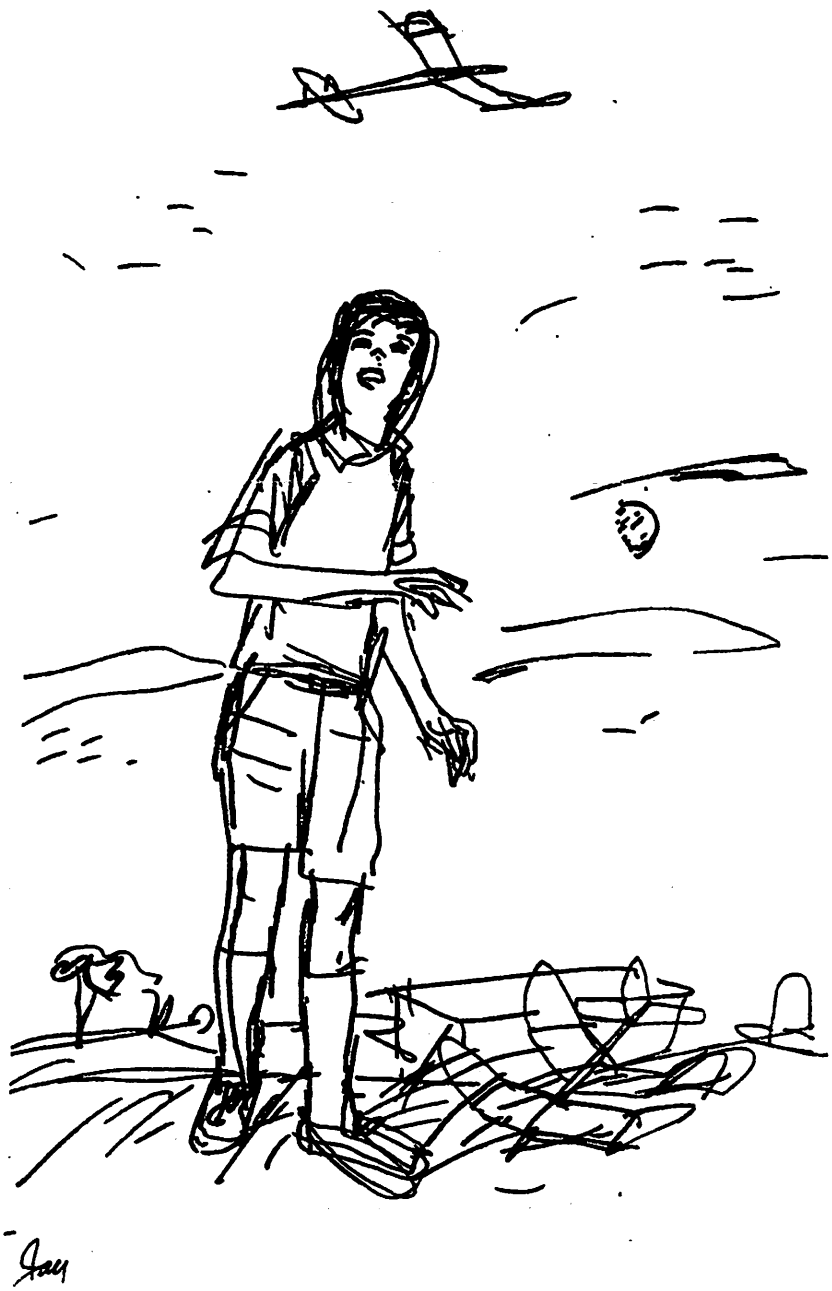
The Kids..... - by Phil Sullivan

I thought it time to think of the kids. I use the term "kids" when I think of our Junior and Senior flyers. As the contestant numbers dwindled through the years, Junior and Senior events were deemphasized. Modifications were made to AMA entry forms – e.g., combining Junior and Senior events and giving one set of awards. The National Champion Award System faded (Junior Champion, Senior Champion, Open Champion and Grand National Champion). Many other changes over the years have reshaped free flight as we once knew it.

It's time to give back the ownership of junior and senior competition! Why do the kids have to compete against the Open flyers? A few exceptions can compete in that arena, but what happens to the 90 percent who cannot – or who do not wish to do so?

This year, Hi-Points Awards will be given to a Junior and to a Senior flyer who accrues the most points in twelve events at the NATS. These events include four rubber events, four gas events, and four glider events. In an event (such as SO F1A), the Senior scores will be broken out separately. The point system used will be the official NFFS Hi-Point System. The standings will be posted each day. This system will be posted at the NATS and also found in this issue.

I hope the kids get fired up and enjoy this competition. Perhaps something like this will encourage them to carry the torch of Free Flight into the future. Whatever the future holds for Free Flight as we know it, we owe it to the kids to include them in fair competition and encourage them to build and fly!



New Faces!! How about a big, fat hand-shake for new Agents **Dick Ellison** of Muncie, IN and **Paul Masterman** of Porter IN. Welcome aboard!

Be sure to take advantage of **NFFS'** publications and videos! These videos would make great subjects for your club meeting 'Sho 'n Tell' segments, turning those inevitable bull sessions into something more.....

The same goes for their great array of publications. Pick up a *British Free Flight Forum*, and choose an appropriate article to be the subject of discussion/enlightenment at the evening's meeting! And you CDs out there might want to pick up a copy of the latest *Nostalgia Rules* – only 5 bucks – or the latest *Rules For Special Events*, at $2.

For more info, contact NFFS Publications, c/o Bob McLinden, P.O. Box 7967, Baltimore, MD 21221.

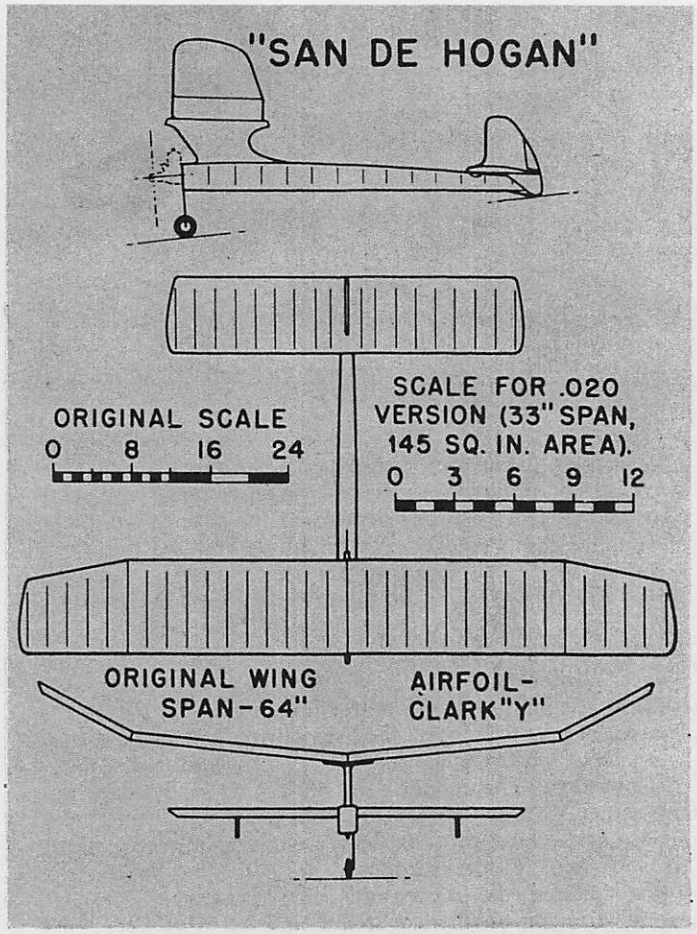
The following is a belated obit for a great modeler. I apologize for not having posted it sooner. Agent **Chris Matsuno** furnishes the information.....

"**John Gard** passed away on October 6, 2003 in Bella Vista AK following a long fight with Parkinson's Disease. He was 81."

"John flew many of the free flight classes, but his first love was Wakefield. Most of you are probably familiar with his accomplishments. Here's a brief summary:

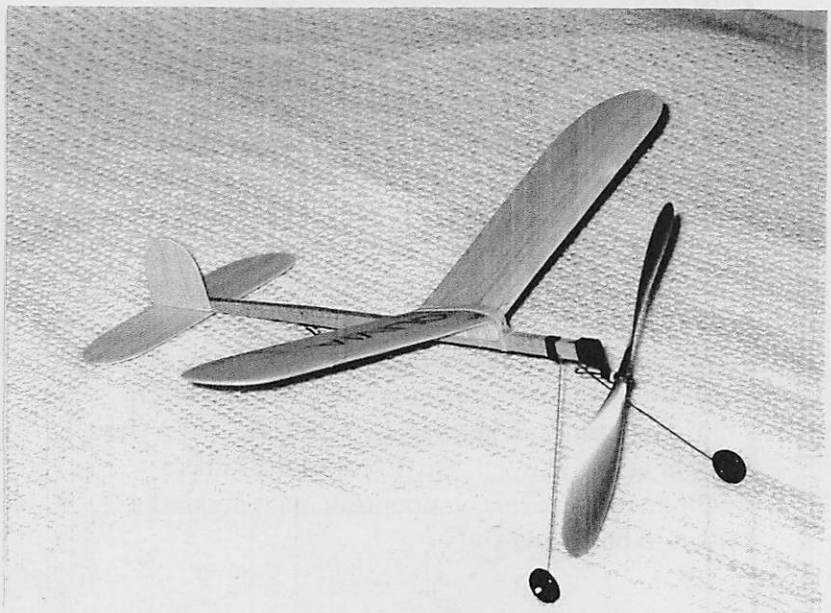
- set national record in Wake in 1959, flying a model with elliptical dihedral.
- won Wake at the 1962 Nats.
- placed 5th in Wake at the '69 World Champs in Austria.
- his '*Monarch*' Wake was selected as one of the '75 NFFS Models of the Year.
- designed the '*Supreme*' Mulvi and '*Lazy Bones*' Nordic.
- inducted into the Free Flight Hall of Fame in 1983."

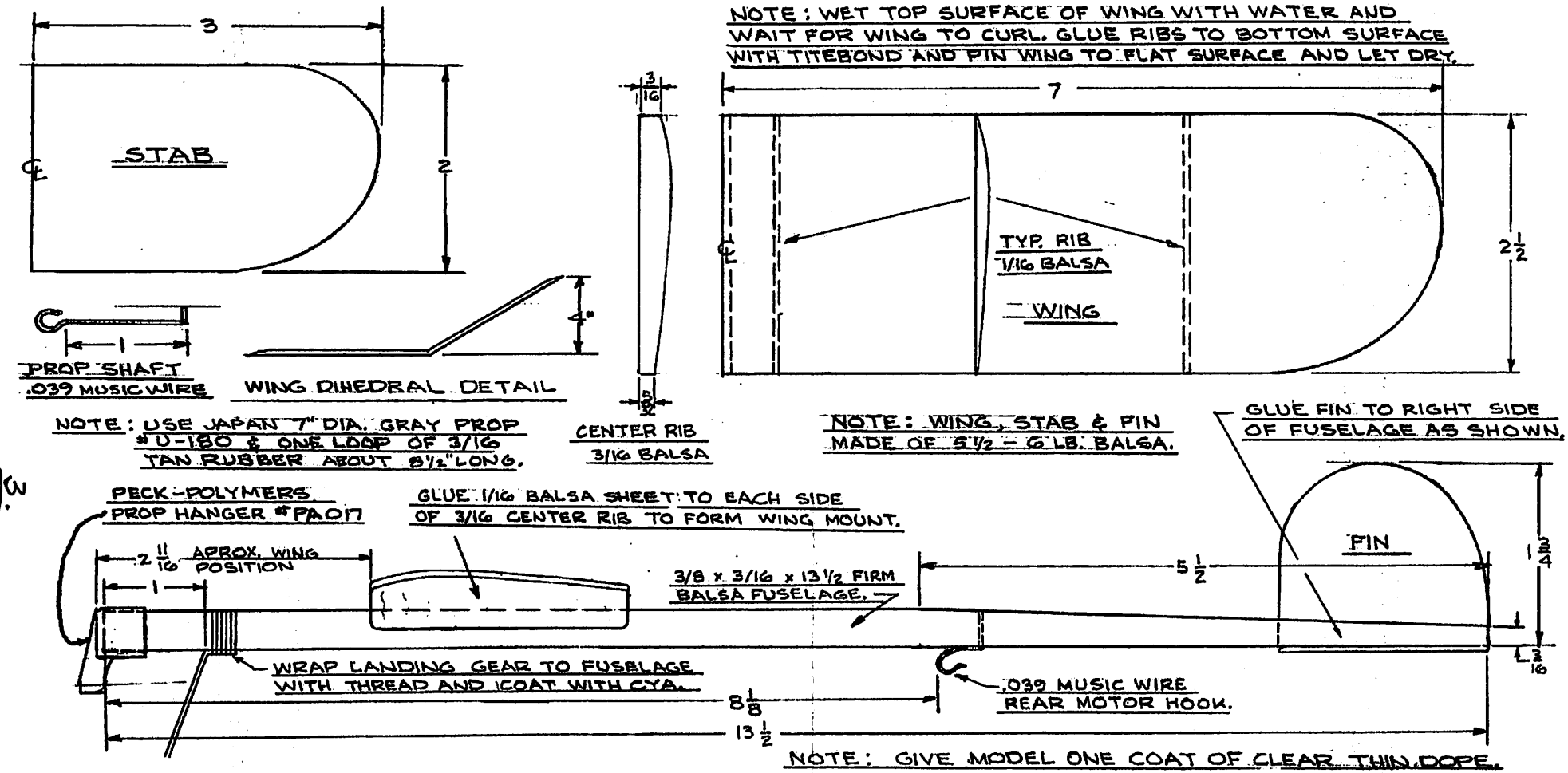
"John was a very analytical and methodical designer, a careful builder and craftsman, and a tenacious competitor. Most of all, he was a gentleman. I will miss him greatly!" - *CM*



The little rubber model on the facing page is the *"Funster"*, designed by Agent **Guy Scott. Dick Covalt** will vouch for it's flying abilities, saying "this is the only rubber model I've ever built that flew right off the plans! I durn near lost it on the 1st flight"!

Try one! You'll like it!





Drawing on 8 ½ x 11 sheet is 2/3 full size
Enlarge by 150% on 11 x 17 sheet at your local office supply store for full size plans

One Amazing Guy!

(.... from the Jan. 'Brainbusters' n'letter. Abe Van Dover, ed....)

Once again we've lost a fellow modeler and believe me his shoes will be hard to fill. Bob Champine was a modeler of every facet of our sport. You name it and Bob flew it, indoors to power. RC. Gliders?, Bob was a Level V, twice. The first one to do this really tough series of tasks. One really hard task was the eight hour flight, Bob did 9 hours and 59 minutes. For indoors Bob was a member of the 40 minute club. Fly real airplanes? Bob had over 11,000 hours, in about 155 different aircraft. Some of them one of a kind. Want a good airfoil for your model, why do research?, just ask Bob Champine. Bob was like a big brother to all of us in the Brainbusters and the Tidewater Model Soaring Society. Bob was in the AMA Hall of Fame, Bob made the American FAI Team, flying Wakefield. We will all miss Bob Champine. Our thoughts and prayers go out to Gloria and to all the family.

Please see Bob's obituary below.

Robert Apgar Champine, pioneer test pilot

By Lore McDonald
Daily Press

NEWPORT NEWS

Robert "Bob" Apgar Champine, pioneer supersonic test pilot, died on Dec. 17, 2003, the 100th Anniversary of Manned Flight, surrounded by his loving family.

Mr. Champine, who was inducted into the Virginia Aviation Hall of Fame in 1979 and was named an Elder Statesman of Aviation in 2002, was born on March 6, 1921, in St. Paul, Minn., to Robert Claus and Helen Apgar Claus.

His fascination with airplanes began in his childhood. He grew up about a mile from the Minneapolis airport and would ride his bike over to watch the planes and began building model airplanes, a hobby he continued all of his life.

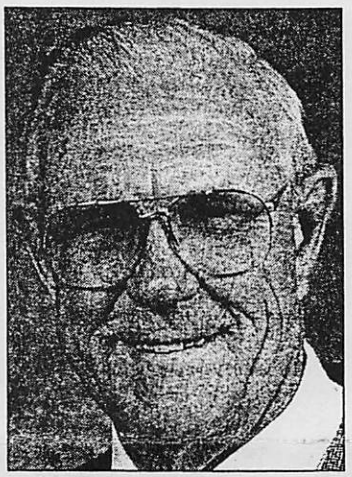
Mr. Champine graduated from the University of Minnesota with a degree in aeronautical engineering in 1943 and was commissioned an ensign in the U.S. Navy where he flew many World War II fighter aircraft and remained in the U.S. Naval Reserve for 22 years.

He was a test pilot with the National Advisory Committee for Aeronautics at Langley and the National Aeronautics and Space Administration from December 1947 to 1979. He began his career with the NACA at the Langley Memorial Aeronautical Laboratory in Hampton. He transferred to the NACA's High-Speed Flight Research Station at Muroc, Calif., in October 1948 where he flight tested the Bell X-1, and the Douglas D-558-I (Skystreak) and the Douglas D-558-II (Skyrocket).

On Dec. 2, 1948, Mr. Champine became the sixth man and the third civilian to break the sound barrier. He exceeded Mach 1 on NACA flight 23, checking handling quantities and pressure distribution on the X-1 #2 after having been dropped from the B-29 mother ship, above the Rogers Dry Lake in California. On Aug. 4, 1949, NACA flight 32, he again exceeded Mach 1 performing rolls, pullups, sideslips, and checks of stabilizer effectiveness. This was his 13th and last flight on the X-1. He flew the first NACA research flight on the D-558-I on April 22, 1949 and the first NACA research flight of the D-558-II on May 24, 1949, beginning the supersonic research program on these aircraft on June 1, 1949.

In 1950, after two years in the supersonic flight research program, flying the hottest planes in the world, Mr. Champine returned to resume his career at Langley, which had about 40-50 planes in active flight research, while Muroc research flights were sparse, with a great deal of time between flights due to modifications to the research aircraft and necessary data reduction and analysis. Flights in Naval Reserve aircraft kept him current. When Langley beckoned, he returned and became heavily involved with humankind's venture into the unknown hazards of space flight, the development of helicopter handling quantities and capabilities, and extensive research into V/TOL aircraft (including the XC-142A).

During the mid- to late 1950s, the NACA seriously began the quest for flight into space, and



Mr. Champine traveled to the Naval Air Development Center's centrifuge at Johnsville, Pa., in order to determine pilot tolerance to unknown "G" forces and for performance studies of orbital reentry acceleration. He "flew" many flights in the centrifuge's gondola, strapped into his own form-fitting couch, finally reaching the level of 18Gs.

His flying career with the Navy, the NACA, and NASA covered 36 years from 1943-1979 and he flew as a private pilot for 56 years from 1939 until making his last flight in a Fairchild PT-19 in 1995.

Mr. Champine retired from NASA Langley in January 1979 after working with the space program to develop the concept of space flight, flight simulation, and the vehicles to achieve a successful lunar landing. He performed many flights with the Rendezvous Docking Simulator suspended high above the hangar floor at Langley to perfect the docking and rendezvous maneuvers of spacecraft that are performed flawlessly by today's astronauts.

"Professionally, he was the best test pilot we had," said Joe Stickle, who was head of the Flight Division. "He paid attention to detail and was very precise. And personally, he was a very fine person to work with. He was the first one to volunteer, whether it was flying or engineering, he never backed away. I am sorry he left us."

Mr. Champine has test flown over 155 different types of aircraft, jets, V/TOLs, gliders, and helicopters, with 11,300 hours of flight time.

"His death is a severe loss to all those who have been acquainted with him," said Bob Stewart, longtime friend since the '50s.

"I loved him. He was the kindest, gentlest man and above all, he was the most humble person," added special friend and caretaker Marie Boyd.

He was preceded in death by his son Daniel Robert Champine and his former wife, Dorothy Comstock Champine.

He is survived by his wife of 28 years, Gloria Rhoads Champine; five children, Jeffrey Paul (Candi) Champine; Richard Edward (Marti) Champine; Stephen Clifford (Sherri) Champine; Patricia Diane (Jimmy) Ditmore; and Terry Champine (Randy) Price, three stepchildren, William F. Alto, III, Theresa Alto Rodden, and Lee Rhoads Alto, 24 grandchildren and nine great-grandchildren. The viewing will be held from 2 to 4 p.m. Sunday at Weymouth Funeral Home. Funeral services will be held 11 a.m. Monday at Grace United Methodist Church, Country Club Road, Newport News. Internment will follow at Peninsula Memorial Park.

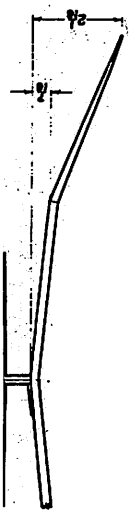
Here's a little historical enhancement and follow-up from Agent **Jim Bennett** concerning Phil Sullivan's article "Glidees..." in the last Informer:

"Thanks for the NATS hand launch glider winner renewal, "Glidees Up To Now" in the March/April CIA Informer. The last lists of HLG winners were in the 1990 Symposium. "Who Won What When Where" appeared in the 1980, 1981, 1982, 1983, 1984 and 1990 Symposium Reports. The AMA never kept the statistics."

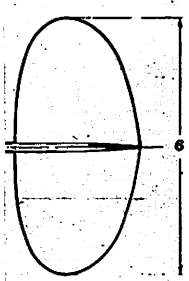
"Old time stars (Frank Ehling. Frank Zaic, Carl Goldberg and Bill Winter) had misty recollections of favorite events. Luckily I had magazines, before the AMA library, going back to early days. The St. Louis City library archive has information on the older Nationals and early Aeronautic Club events. Zaic's reissue of the *Airplane Model League of America (AMLA)* and the *American Boy* magazine pages came later."

"The first installment of the "Who Won" series was in the 1980 symposium report with a small article on NATS winners. We included a list of all Mulvihill winners. The first Outdoor Stick event was in 1923. Bernard Mulvihill, N.A.A. Vice President donated the trophy. They held the meet during the National Air Meet in St. Louis. We gave references on sources to back the lists. That is a standard procedure for technical papers. After the '81, '82 and '83 series, Stan Stoy took over editing the 1984 issue and asked for the "Who Won" section. (Stan was a double winner in IHLG and OHLG.)"

"In 1990 I got the job of editor after a late night call from Hardy Brodersen on a fading cell phone. That was the last year of updating the "Who Won" series until your "Glidees Up To Now." The AMA held the Indoor NATS in June. Indoor results came in before going to the printer. (A correction in the 1990 symposium: Bernie Boehm won IHLG and Gagliano was second.) I do not know if Bernie Boehm saw it, but he never complained. His combined firsts in IHLG and OHLG total ten times in your listing, beginning with 1990. While completing the symposium report, I got the job of contest director for the Lawrenceville Outdoor NATS/USOC in October - with a call from Jim O'Reilly. Al Beletz (corrected spelling) of St. Louis was the 1990 OHLG winner. Bill Schlarb of South Bend won the 1990 Outdoor Glider Championship Cup for overall glider (including towline) high points."

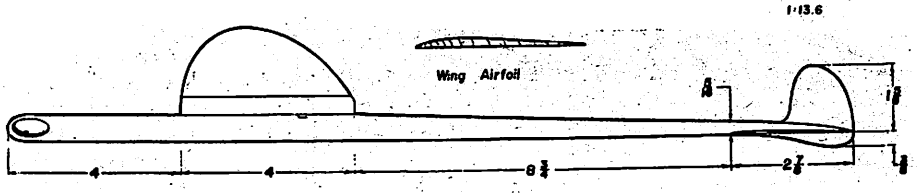


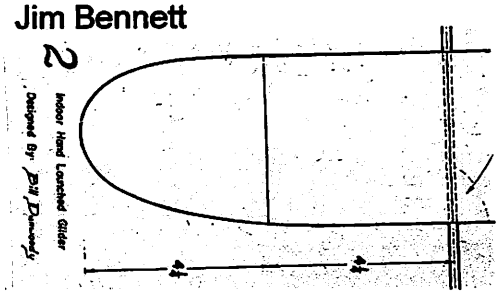
"The 1946 Nationals in Wichita, held Indoor in the Wichita Forum. The ceiling is sixty-five feet. Bill Morez of Chicago won the IHLG. Cezar Banks, then of Kenosha, Wisconsin, was second. Andy Peterson won OHLG in Wichita. He did not win in 1947. They did not hold OHLG in the 1947 Minneapolis Nationals, but held IHLG that year."



"After Lawrenceville 1991 the AMA held all Outdoor NATS (combining with NFFS Outdoor Championships) at Muncie - save the 1994 Outdoor NATS in Lubbock Texas under Jim O'Reilly. NFFS held the 1994 Outdoor FF Championships in Muncie. The "Who Won" of the Sympo's got many comments. Carl Goldberg, a 1930s Indoor Open Stick winner, asked for more footnotes. (He won Open Indoor Stick and the Springfield Trophy four times but he did not have high time in 1937.) Senior Event winner Wally Simmers won the Stout Indoor Stick Trophy in 1937 and had high time. Carl never won gas at the NATS. He placed second with the Valkyrie in 1937. The "Who Won" Gas Power lists were the most detailed giving rule changes (dropped in later issues) and times. Harry Murphy pointed to the 1949 Class B gas high time winner, "Sonny" Murphy and said, "that is me.""

- Jim Bennett





From Duke Univ. – via the Max-Out n'letter (Rick Pangell, ed..) – comes this fascinating tidbit:

Mimicking humpback whale flippers may improve airplane wing design

DURHAM, N.C. -- Wind tunnel tests of scale-model humpback whale flippers have revealed that the scalloped, bumpy flipper is a more efficient wing design than is currently used by the aeronautics industry on airplanes. The tests show that bump-ridged flippers do not stall as quickly and produce more lift and less drag than comparably sized sleek flippers.

The tests were reported by biomechanicist Frank Fish of West Chester University, Penn., fluid dynamics engineer Laurens Howle of the Pratt School of Engineering at Duke University and David Miklosovic and Mark Murray at the U.S. Naval Academy. They reported their findings in the May 2004 issue of Physics of Fluids , published in advance online on March 15, 2004.

In their study, the team first created two approximately 22-inch-tall scale models of humpback pectoral flippers -- one with the characteristic bumps, called tubercles, and one without. The models were machined from thick, clear polycarbonate at Duke University. Testing was conducted in a low speed closed-circuit wind tunnel at the U.S. Naval Academy in Annapolis, Md.

The sleek flipper performance was similar to a typical airplane wing. But the tubercle flipper exhibited nearly 8 percent better lift properties, and withstood stall at a 40 percent steeper wind angle. The team was particularly surprised to discover that the flipper with tubercles produced as much as 32 percent lower drag than the sleek flipper.

"The simultaneous achievement of increased lift and reduced drag results in an increase in aerodynamic efficiency," Howle explains.

This new understanding of humpback whale flipper aerodynamics has implications for airplane wing and underwater vehicle design. Increased lift (the upward force on an airplane wing) at higher wind angles affects how easily airplanes take off, and helps pilots slow down during landing.

Improved resistance to stall would add a new margin of safety to aircraft flight and also make planes more maneuverable. Drag -- the rearward force on an airplane wing -- affects how much fuel the airplane must consume during flight. Stall occurs when the air no longer flows smoothly over the top of the wing but separates from the top of the wing before reaching the trailing edge. When an airplane wing stalls, it dramatically loses lift while incurring an increase in drag.

As whales move through the water, the tubercles disrupt the line of pressure against the leading edge of the flippers. The row of tubercles sheers the flow of water and redirects it into the scalloped valley between each tubercle, causing swirling vortices that roll up and over the flipper to actually enhance lift properties.

"The swirling vortices inject momentum into the flow," said Howle. "This injection of momentum keeps the flow attached to the upper surface of the wing and delays stall to higher wind angles."

"This discovery has potential applications not only to airplane wings but also on the tips of helicopter rotors, airplane propellers and ship rudders," said Howle.

The purpose of the tubercles on the leading edge of humpback whale flippers has been the source of speculation for some time, said Fish. "The idea they improved flipper aerodynamics was so counter to our current doctrine of fluid dynamics, no one had ever analyzed them," he said.

Humpback whales maneuver in the water with surprising agility for 44-foot animals, particularly when they are hunting for food. By exhaling air underwater as they turn in a circle, the whales create a cylindrical wall of bubbles that herd small fish inside. Then they barrel up through the middle of the "bubble net," mouth open wide, to scoop up their prey.

According to Fish, the scalloped hammerhead shark is the only other marine animal with a similar aerodynamic design. The expanded hammerhead shark head may act like a wing.

The trick now is to figure out how to incorporate the advantage of the tubercle flipper into manmade designs, said Fish.

The research team now plans to perform a systematic engineering investigation of the role of scalloped leading edges on lift increase, drag reduction and stall delay.

(Now, if we could just 'add lightness' to the flippers.....)

May 21, 2004 One-Design Contest Results

"I meant to do this right after my contest, but couldn't find the result sheets! I thought we had lost them on the way home, but later found them still taped to the table which had been put away!"

"Anyway, the first annual One-Design Extravaganza is now history. We could've use a bit better weather. The forecasts for the day were not very promising. Actually, the first few hours of the day were pretty decent. Then someone flipped the wind switch – and that was pretty much it for the day! I think if everyone that was there had entered and flown all that they brought, the results would have been pretty decent. For example, there were no officials made in Early 1/2A Zeek or Zero, but there were quite a few models there."

"In any case, those that competed seemed to like the concept and so I will do this again next year. All the same events plus the original 1/2A Fubar flown as Early 1/2A Nostalgia will be added for 2005. I have already applied for the Friday date preceeding the CIA OT/NOS meet for next year. Here are the results:

Ramrod 250

Hank Sperzel	306

1/2A Geef

Lloyd Myers	311
Bill Hale	309

A/B Honey-B

Bob Watson	261
Lloyd Myers	167
Bill Reuter	125
Bob Johnson	115

1/2A Spacerod

Bob Johnson	320

1/2A T-Bird

Gene Bowers	346
Gene Wicks	311

LilDip/Ghost/Jetstream

Hank Sperzel	256
Chuck Marcos	155
Bill Reuter	09

Starduster-X

Phil Sullivan	436
Dick Covalt	360
Gene Bowers	209
Gib Robbins	120

No Flights in Early 1/2A Zeek on 1/2A Zero

- Rudy and Jeri Kluiber -

FLASH! And still they come . . .

Jan. Triple A Southwest Regional Meet, Phoenix, Ariz. FIRST in Class A.

Feb. FIRST and SECOND in ½A, Thunderbugs.

FIRST and SECOND in ½A, Pacific Coasters.

Mar. FIRST in ½A, AMA, Thunderbugs. NEW RULES.

What are you waiting for? Move up today to

Toshi Matsuda's **ZERO**



$2.95

The hottest thing in 1/2A! It climbs higher, faster... stays up longer. Designed to use ALL the power of the best .049s! For an unsurpassed thrill, hang your engine on a ZERO. See for yourself the super performance that has already won a string of Firsts! At a recent contest the "anyone can get 5 minutes" models were doing 3 to 3½ minutes. Tosh dethermalized his ZERO three times straight at over SEVEN MINUTES. Does that tell the story?

WARNING! Watch the engine-run— or you may put your ZERO in orbit!

A-1 NORDIC GLIDER



THE GHOST
Kit $2.95

Only A-1 Class Nordic Glider on the market! Adapted from latest, hottest German designs. With Auto Rudder and Pop-Up De-thermalizer,

2002 & 2003 AMA-NFFS USOC Nats Events
Number of entries versus number that flew.

Bob Perkins
Chair NFFS Competitions Committee

Little detailed information has been published previously about entries at the Outdoor AMA-NFFS USOC Nationals. With the development by Phil Sullivan in 1998 of NFFSGate, a Microsoft Access-based spreadsheet program, processing and management of Nats entry and flight data has become more or less routine.

NFFSGate was used to derive entry data for the 2002 and 2003 Nats. The respective Contest Directors were Chuck Markos and Bob Perkins. The Tables illustrate the numbers of entries in individual events versus the numbers who actually flew, and similar information for the events grouped by general categories (AMA Gas, AMA Rubber, etc). For events that were scheduled with any age groups combined, the data shown were broken out for Junior, Senior and Open entries.

At a glance, comparison of the 2002 and 2003 Nats data event-by-event shows surprising consistency of entries and flying from year-to-year, with only a few differences likely approaching statistical significance. The events in either 2002 or 2003 with the lowest percentages of entrants flying included OT 020 Replica (29%), OT Rubber Cabin (31%), Early 1/2A Nostalgia (31%), and AMA A Gas and CD-Classic Gas (both 32%). The highest percentages were in AMA C Gas (77%), Moffett (80%), and Electric B and Scale Gas (both 100%). Excluding FAI, most events ranged from approximately 43% to 60% flying.

Of the individual events in either year with large numbers of entries (35+), the highest percentage of entrants who actually flew was in Moffett, 72% and 80%, and in Outdoor Hand Launch and Outdoor Catapult Glider, ranging from 64% to 77%.

Notably, the general category with the highest percentage of entrants recording flights was FAI, approximating 70%, with four of the six events exceeding that number in both years. Electric and CO2 categories generally had high participation rates but total entries were relatively modest.

In scanning the overall data in both years to compare flying in all AMA-FAI events combined versus all USOC events combined, the average percent flying for AMA-FAI participants was 60% (1,153 / 1,920) and for the USOC was 47% (591 / 1,261), a considerable difference. Part of the explanation may be related to the nearly complete lack of participation of Juniors and Seniors in USOC categories, except for Special events in which a few young persons entered but none flew.

Comments. Although the percentages of approximately 43% to 60% observed for entrants recording flights in most non-FAI, non-glider events may seem low for a free flight national championship, it probably reflects the hopes and plans of those who entered the biggest contest of all, intending to fly and compete in as many events as possible, limited only by the time available, physical endurance, luck and good judgement. Correlation could probably be made between the ages of the entrants and whether they flew or not but that calculation would probably confirm suspected but unwanted realities for older fliers.

Summary. Use of NFFSGate to maintain and analyze a succession of Nats free flight entry data now allows each oncoming Contest Director and Management Team to respond as needed to changing trends and interests of participants. Adjustments called for by the data may range from none to minimal tweaking of the events schedule, adding, deleting or combining events, making changes in age groups, revising arrangements for registration and processing, or improving safety features. The impetus for rules change proposals may also arise from the data since the Nats experiences reflect in many ways the evolution of free flight in the United States.

C.I.A. 32nd Annual

Free Flight Championships

NATIONAL CUP, AMA, and NOSTALGIA
AMA Flying Site – Muncie, IN September 18-19, 2004
This is an AMA "AAA" sanctioned category III contest. #55555

Saturday, Sept. 18 – 8 to 5 est
1/2A Gas
1/2 A Classic
OHLG
Jr. OHLG
Jr. 1/2A Gas
CLASSIC A-1
F1H
A NosGas
B NosGas
Electric A & B Comb
A Gas
C Gas
Moffett
P-30
Nos/Wake Rubber
14A NosGas

Sunday, Sept. 19 – 8 to 4 est
Mulvihill
Jimmie Allen
AB Classic
CD Classic
B Gas
D Gas
Catapult
CLASSIC A-2
Jet/Lil Dip/Ghost
1/2A NosGas
C NosGas
1/2A Zero
Jr. 1/2A Classic
Jr. P-30
Jr. Catapult

*All events are J-S-O combined except for the Junior National Cup events.
(No events will be flown in rounds)
Entry Fee: One event, $10.00. Two or more events, $15.00 Juniors, $0.

Awards: Awards, 3 places. For award purposes only, these events are combined:
NosGas, ABC. AMA Gas, AB and CD.
*Hi-Point Awards for three categories – Power, Glider, and Rubber.
*Bob Larsh Perpetual Trophy for high time by a Junior or Senior in OHLG.
*Steve Frazier Memorial Trophy for high time in 1/2A Gas.
Rules: AMA Events - AMA Rule Book. NFFS Events – Nostalgia Rule Book

CD: Phil Sullivan (765)640-2921 Moe Whittemore (317)861-4266

Mid American Free Flight Champs & SAM Fly-In

Fall Festival - Oct. 2 & 3, 2004

Mid American Air Center, Lawrenceville IL.

Sponsored by the St. Louis Thermaleers and NX 211

A Free Flight National Cup Contest and SAM R/C Contest

Saturday, 9:00 AM – 5:00 PM

Jr/Sr/Open Free Flight Events

1/2A Gas, B Gas, D Gas, 1/4A NOS, A NOS, C NOS, A/B Classic Power, P-30, Mulvihill, NOS Rubber, HLG, Classic A-1

Sr/Open Events

½A Gas, P-30, HLG

Junior Events

½A Gas, P-30, HLG

SAM R/C Events

1/2A Texaco, A Texaco, AB Combined Ignition L.E.R., O&R Sideport, Electric L.M.R., Spirit of SAM Electric Texaco, Antique, Ettel Electric

Sunday, 8:00 AM – 4:00 PM

Jr/Sr/Open Free Flight Events

A Gas, C Gas, 1/2A NOS, B NOS, Early 1/2A NOS, 1/2A Classic Power,C/D Classic Power. Moffett, NOS Wakefield, CLG, Classic A-2

Sr/Open Events

½A Classic Power, CLG

Junior Events

½A Classic Power, CLG

SAM R/C Events

1/2A Texaco Scale, Texaco, AB Combined Glow L.E.R., C Glow L.E.R., Brown Junior L.E.R., Electric Texaco, Fox-a Coy, Shilen's Unlimited Electric Class

Entry Fee $10 for any and all FF and SAM events. - Juniors Free

Awards Certificates will be provided through 3rd place. No other awards will be mailed. Daily awards will be given 30 minutes after the official flying time. High-Point awards for Power, Rubber, Glider, and SAM R/C.

CDs Free Flight - Bob Mattes 636-447-9580 or bobmattes@charter.net

SAM R/C - John Schifko 314-353-3978 or winddrifterRC@aol.com
R/C Electric- Cal Ettel 314-831-5031 or cettel1@earthlink.net

See page 2 for field and event specific rules.

General Field Rules

1. Registration after 8 AM either day. Flight times noted above for Free Flight and SAM events.
2. Field may be open Friday after 5 PM for test pending wind conditions.
3. Retrieval bikes/ATVs are permitted. Bikes/ATVs are not permitted in fields with standing crops.
4. All entry and exit from the field shall be at the Sailplane Hangers at the North End of the field.
5. RVs may be parked overnight in the grass area outside the fence by the sailplane hangers.
6. **No one is permitted to cross the active runway by any means (foot or bike/ATV). Crossing the active runway will result in immediate removal from the contest and loss of all flight times and awards. When approaching the active runway all persons shall stay at least 50 feet from the edge of the paved surface. If a model lands within this 50 foot buffer or on the runway the model shall be immediately retrieved on foot with special care to observe any full size aircraft approach. All entry into and out of the 50 foot buffer shall be at 90 degrees to the runway. If the model is on the far side of the runway, either within the 50 foot buffer or beyond, the retriever shall proceed around the end of the runway on foot for retrieval. Bikes and ATV may be used for retrieval on the far side of the runway only if the gravel/dirt roads are used to gain access to the general area. Once on the far side of the runway retrieval shall again recognize the 50 foot restriction.**

Free Flight Specific Rules

1. All flying will be Category III per AMA/NFFS rules except; maximum flight times for regular and fly-off flights for all events may be modified by the CD to help avoid landing in or over-flying hazardous areas or airport boundaries. Any such modification will be made each day before the start of the contest based on projected wind speed and direction. Should conditions deteriorate beyond projections, flying will not be allowed which has a high probability of crossing the active runway or permanent airport facilities. All efforts will be made to locate the flight line as far upwind as possible.
2. Brief meeting at 9 AM at scoring table/area on Saturday and 8 AM on Sunday.

SAM Rules

1. SAM events will be flown per SAM rules except for the following:
   a. Spirit of SAM Electric - Three flights, no max with second longest flight is scored. NiCd battery weight not to exceed 45 grams as removed for weighing. Model must ROG unassisted and wheels may be added to "stick" models.
   b. Fox-a-Coy – Fox or McCoy .35 stunt engine with 4 attempts for 2 official flights. All other glow rules apply.
   c. Shilen Electric rules can be found at http://www.cometkid.com/shilen.html .
   d. Ettel Electric rules can be obtained from cettel1@earthlink.net
2. Brief meeting at 9 AM at scoring table on Saturday and 8 AM on Sunday.

2004 AREA F.F. SCHEDULE

Jul	16-18	FAC Nats	Geneseo, NY
Aug	2-6	USOC/AMA NATS	AMA Site
	20-22	NOFFA FF Contest	AMA Site
	27-29	Empire State FF Champs	Geneseo, NY
	28,29	Aeronuts Midwestern Sts FF Champs	AMA Site
Sept	11,12	COFFC FF Contest	AMA Site
	13-17	SAM Champs	AMA Site
	18-19	CIA 32nd Annual Regional FF Champs	AMA Site
Oct	2,3	Tri-County Aero contest	Lawrenceville, IL
	9,10	2nd Annual Ted Dock Memorial FAC Contest	AMA Site
	9,10	Heart of America Fall Fling FF Contest	Kansas City, KS
	16,17	Skyscrapers Annual	Wawayanda, NY
Dec	29-31	King Orange International	Palm Bay, Fl

The **INFORMER**

CENTRAL INDIANA AERO MODELLERS

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