CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **

Thunder in the Fall, no Winter at all! (courtesy Brooks Goodnow...)

- Editor -
Moe Whittemore
2348S, 700W
New Palestine
IN 46163
(317) 861-4266
mjwhitte@ix.netcom.com

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I thought our readers might be interested in viewing the following exchange of emails initiated in late '05 by **Bob Perkins**. The subject was Bob's concerns about the current status of FF. The following are excerpts from a few replies by area fliers to Bob's original thoughts.....

(Excerpts of Bob's original comments):

....."Attendance and event entries at many of the Muncie contests (excepting the Nats) have continued to slowly dwindle. This has occurred with a background of: 1) increasing age and loss of open-class participants, 2) decreasing numbers of youths involved, 3) stable or increased numbers of area contests compressed into shorter time spans due to the seven-weeks Nats schedule, and 4) ever-expanding numbers of events to fly. In addition, several Muncie club contests have had to be scheduled on consecutive weekends (sometimes three weekends in a row) resulting in flier burnout and reluctance to return so frequently, especially if traveling long distances. Some say there may be too many contests and certainly too many events (the "too many events" problem is caused by the current AMA, NFFS, SAM and FAC category/event rules, not by the National Cup, America's Cup or other non-rules programs). Rising travel expenses are another significant personal issue."

"Despite being aware of the above, most midwest Clubs have continued best efforts to offer the usual agendas, representing traditional club interests. This approach has evolved over the years at Muncie and has made available a broad, non-overlapping mix of contests, to the satisfaction of fliers. However, maintaining that overall status quo today may strain individual Club resources for purchasing large numbers of event awards, includeing for many that go wanting for participants. Also, no one enjoys winning 1st or 2nd place in events with only one or two entrants, or even three or four. The "joy" of competition is markedly diminished!" *(cont'd p.4)*

New Faces!! Say HI to some new Agents! **George Hilliard** comes to us from Longview, TX, and **Chuck Phelan** hails from Mt. Prospect, IL.

Remember that pic in the last Informer, where an "Incoming" gas job at the 1950 NATS had everybody scattering?? Seems that Agent **Larry Davidson** remembers this incident well!

The model is Eddie Howe's *"Big Stare"*, which is now ready for re-kitting! Larry & Eddie were members of the ***Gas Monkeys*** club when this happened. They used to meet in Bob Aberle's basement in Valley Stream, L.I.!



In case you didn't know, the ***Strat-o-Bats*** club of Seattle, WA has recently dissolved!

There are some club items for sale. If interested in any of the items, email alkiview@attbi.com. for the list....

From Agent **Elmer Jordan** comes the following: "**Dedicated To All Those Who Flew Behind Round Engines**" (Elmer - what about those who flew behind V-12s?)

"We gotta get rid of those turbines. They're ruining aviation and our hearing..."

"A turbine is too simple minded, it has no mystery. The air travels through it in a straight line, and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat."

"Anybody can start a turbine. You just need to move a switch from "Off" to "Start" and then remember to move it back to "On" after a while. My PC is harder to start."

"Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes, the pilots aren't even allowed to do it..."

"Turbines start by whining for a while, then give a lady-like 'poof', then start whining a little louder."

"Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho FART or two, more clicks, a lot more smoke, and finally a serious low pitched roar. We like that. It's a GUY thing."

"When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: useful, but hardly exciting."

"When you have started his round engine successfully, your crew chief looks up at you like he'd let you kiss his girl, too!"

Turbines don't break or catch fire often enough, which leads to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind!"

"Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights."

"Turbines smell like a Boy Scout camp full of Coleman lanterns. Round engines smell like god intended machines to smell!"

"Pass this on to an old WWII guy (or his son, or anyone who flew them, ever) in remembrance of that "***Greatest Generation***"!!" - EJ



The CIA 2005/06 Annual Awards Banquet, Saturday March 18th!!

It's that time again! After a few false starts, this years' festivities winds up at the Cardinal Family Restaurant, just outside the AMA field at Muncie, IN. Check out the map and directions below.

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

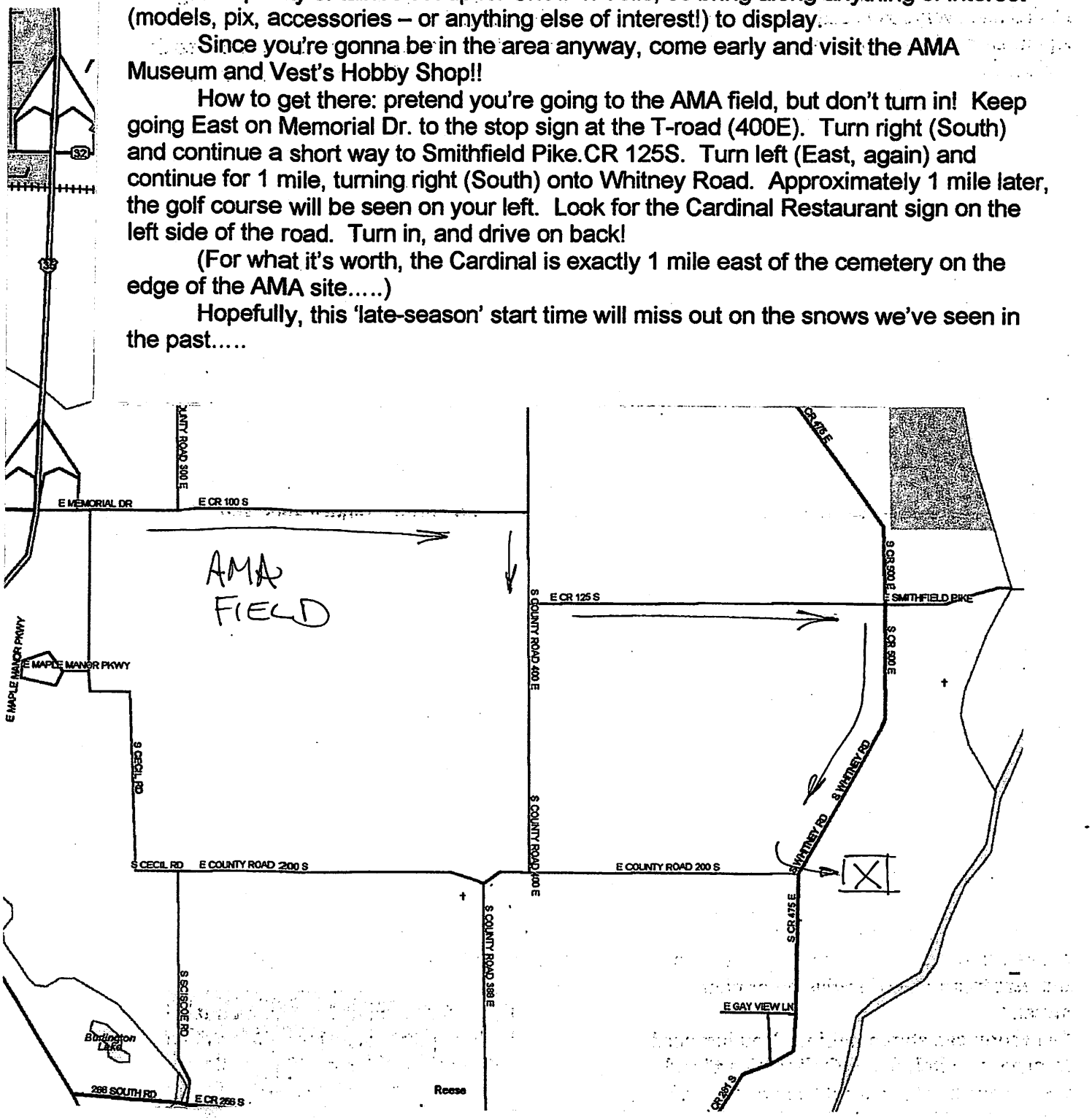
Happy hour is from 3:30 to 5pm. Eating starts at 5pm. Festivities begin at 6. There'll be plenty of tables set up for Show 'n Tells, so bring along anything of interest (models, pix, accessories – or anything else of interest!) to display.

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

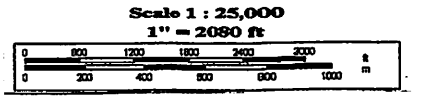
How to get there: pretend you're going to the AMA field, but don't turn in! Keep going East on Memorial Dr. to the stop sign at the T-road (400E). Turn right (South) and continue a short way to Smithfield Pike.CR 125S. Turn left (East, again) and continue for 1 mile, turning right (South) onto Whitney 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.....)

Hopefully, this 'late-season' start time will miss out on the snows we've seen in the past.....



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.



(Cont'd from p.1...)

"Chuck Markos has some ideas for possibly restructuring the event agendas and repairing the above problems that have become imbedded in the season-long contest schedule at Muncie, and also at the few other large flying sites in the U. S. I asked him to follow through with related comments in a separate e-mail". *(Bob Perkins)*

(Excerpts from Chuck Markos' reply):

"On a good day (that is, nice weather) we typically get more entrants than your average that you showed on your interesting chart. On bad days, only a few of us fly. Our most popular events are P-30, Catapult/HLG (we combine the two for the prize but send in NFFS individual break outs for the two events), Mulvihill rubber, and Embryo (a non event, but very popular with our local flyers)."

"For 2006 I tried to get the members to agree to combining ABCD AMA gas, but they preferred to offer AB and CD at the contests, alternate contests, and then on two we did ABCD combined. So we will see whether this works out and which one has the most entries. In my way of thinking, not everyone who flies power has two models for the large gas events, so they will be precluded from flying one of the meets in large power." *(Chuck Markos)*

(Excerpts for MM's Dave Edmonson):

"We have dropped all Classic Power events! Most guys in our area fly Classic anyhow in AMA events, so the two categories are combined, but here we will only send in AMA gas scores, no Classic Power scores."

"So, we have two AMA gas events per contest, and 2 NOS gas events per contest....here separating into 1/2A NOS, and ABC NOS."

"Now, speaking about National Cup points: In my opinion, too many points are given to a person for a first place, especially when there is only one entrant. I think the first place points should be cut way back unless there is a big number of entries in that event. So I would suggest a more progressive point total based on entrants."

"Continuing to ramble, I have RAMRODed a new contest this year, displacing one of our traditional contests. It is a "MINI" model contest featuring the small events like P-30, PeeWee 30, ¼ A NOS/.020 Replica(we fly this with 9 and 12 second engine runs respectively), Embryo, HLG/CLG. So, all are small events. Having said that, I was over-ruled by the new club President, Gary Oakins. I had to concede, and added an Old Time Rubber event, and ABCD AMA gas. So I think this should be fun because many of these "MINI" model events kind of get buried in contests, and suffer from lack of participation even though the events are a BALL!"

"Another thing that I came up with is a catch-all event. We try to keep our number of events down to 9, it used to be 15 for a one day contest. So we added a "NFFS Challenge" event. If a group of guys can agree on a non-scheduled event and can round up 3 flyers, they can fly THEIR event....such as Moffett, or Old Time Rubber, or NOS Wakefield or whatever! So you will see that on our schedule for 2006."

"Now another of my peculiarities, of which there are a few, I don't think the new "Classic Towline Glider" event should be called that. I love the event because of the lack of restrictions. So I think this should be called *"NFFS Towline Glider"*. Don't change the lack of rules for this event, it will catch on with time. Keep them the way they are."

"In one of my other opinions I believe that the proliferation of events has been caused by someone feeling that they have no longer remained competitive in an event, so therefore a new event needs to be established to keep the prior "State of the Art". Walla....Walla....Classic Power emerges. Now here is my answer to Classic Power proponents: Build and fly what you have the most fun flying. If it is SAM oldtimer, or NOS gas, or Dakotas, then do it. Have fun doing what you like. If you are no longer competitive, that is OK. But build and fly models and have fun. A thermalling model is what keeps us all happy, not winning an event!"

"So, thanks for keeping the discussion going, and thanks for all of the hard work you do, Bob Mattes. I can't imagine the hours it takes to enter all of these point totals for all of us characters!"

"Best regards and Happy Holidays!!"

(Dave Edmonson)

(...and Chuck, again....)

"I would like to suggest that the FF clubs who sponsor contests at Muncie do some informal

coordination so that we do not continue to have contests scheduled on successive weekends. This coordination should extend beyond the contest calendar at Muncie, especially for FAI flyers who are used to traveling long distances to attend contests and who also have specific dates on their calendars for non-Muncie contests (e.g., the California Invitational and Sierra Cups (Oct) as well as the Eastern USFFC in April and the Skyscrapers FAI Challenge in May)."

"Ideally, contests would be separated by at least three weeks so that travel burn-out will not affect attendance. However, because of the Nats schedule at Muncie, the month of July is not available. For a perspective, the weekend dates taken for 2005 FF contests were none in April, one in May (Hoosier Cup FAI), two in June (CIA Nos/OT and Detroit InterCities), two in August (NOFFA and Aeronuts), three in September (FAC, CIA and COFFC). October had no contests at Muncie, but the Lawrenceville contest was sponsored by Bob Mattes. The problem dates seem to be those where successive weekends are scheduled for contests with similar events in late August and early September because of the expectation for good weather at that time of year."

"Something should be said about why clubs would want to sponsor contests. I can't speak for other clubs, but the *Chicago Aeronuts* need to realize a certain profit from sponsoring contests to support ongoing activities: Indoor hall expenses, committed donations to the NFFS, and support of the Jr FF teams (both Indoor and Outdoor) among others. None of the contest receipts go to sponsorship of our annual banquet. As we watch the numbers of contestants dwindle due to scheduling overlap, our options seem to be to reduce the value of prizes, reduce the number of events, or increase entry fees. I think that anyone of these options is self-defeating of the purpose of sponsoring a contest. Yet, something has to change, because our attendance has dropped from over 80 contestants to approximately 50 in the last few years."

"An option that may appear to be somewhat radical is to combine sponsorship of contests. This option has some virtues. First of all, it is evident that members of sponsoring clubs are most likely to attend their club's contest. Second, the events can be shared in such a way as to match the particular interests in sponsoring club. In fact, this is exactly what will be happening in August, 2006 where the *Aeronuts* FAI Invitational will be combined with one of the scheduled AMA/Nos/OT contests by either the NOFFA or COFFA clubs. I think this is a fertile idea to explore. Some combinations are almost natural; take FAC events with any other FF category, the probability of conflicting a contestant's interests is minimal."

"One last idea. Why not schedule a complete week with two weekends by several clubs to generate a mini-Nats of FF during prime flying weather? The money saved in travel expenses to several contests could be used for increased entry fees. It's better to have 100 contestants pay $50 each for a week than to have 4 contests on weekends where the entry fees are $20 each with a total of 160 entries." *(Chuck Markos)*

(...and from Bill Shailor...)

"At our Inter-Cities meet, we have separate events in AMA gas so as to allow flyers to compete for trophies in each event. But flyers as close as Anderson , IN don't even show up. If they know the weather, they can get to the field in under an hour, but don't even come. What is the problem?"

"I've asked a few of the guys to let me know what would get them to show up, but still have had no response." *(Bill Shailor)*

(...and from Bob Mattes...)

"Hey guys! This problem occurs across the country at all flying sites - and needs to be addressed. Before one starts to suggest some sort of combination of events it might be wise to look at some historical numbers as to participation and also try to determine if a combination of events will in fact increase participation in the combined events compared to many individual events."

" Looking at all National Cup events nation wide in all contests so far recorded, not counting the NATS, the following is the average quantity of fliers (not entrants) in each event. This does not include those contests where the event was offered but no fliers participated. If such were included the averages would significantly decrease. Note: Numbers are higher for Muncie than these avera-

ges, but let's look at things from an overall perspective."

AMA Pwr	Fliers	Classic Pwr	Fliers	NOS Pwr	Fliers
1/2A	2.6	1/2A	2.8	1/4A	2.4
A	2.4	A/B	2.6	1/2A	3.4
B	2.5	C/D	2.0	A	2.9
C	1.9			B	2.7
D	1.9			C	2.6
				Early 1/2A	2.0
Mulvihill	2.7	Moffet	1.9	P-30	3.7
HLG	3.3	CLG	5	Classic Tow	2.2
NOS Rub	2.0	NOS Wake	1.7	NOS Rub/W	2.2

"So what constitutes competition? I would contend that at the average contest the only event that has sufficient entrants on an average basis nation wide is CLG and possibly P-30 and if you stretch it HLG. In the rest of the events generally less people are flying than awards given out for that event. What happens if we combine events? I don't think it will materially improve participation in the manner one might expect. If we combined all of the A/B/C/D AMA Power events would the quantity of participants be equal to the sum of those now participating in the separate events? Certainly the answer is no because most of the fliers in A Gas flew in B Gas and also flew in other AMA Power events. What you just might do is provide an encouragement for those who fly AMA Power to fly more Classic and NOS Power events – not a bad thing to do."

"If Classic and NOS were similarly curtailed possibly more of those fliers would fly in AMA Power. This is where I believe some degree of increased competition will result. Increase average participation to 4 or 5 per event is probably all we can expect."

"On the flip side, if we start to combine too many events many fliers will be very upset and I would venture not attend your contest making matters worse. Back before the National Cup many contests at Muncie chose the combined event approach giving the power flier two events to fly over a weekend. That was not enough events to personally convince me to attend the contest."

"Personally I would like to see 3 size categories in AMA Power and NOS Power much like Classic Power. I have been promoting combining the AMA Power and NOS events for a few years and nearly always receive negative comments. I however have submitted a proposal to the AMA to do just that for AMA Power and fully expect the proposal to be defeated."

"One approach that has started to pick up some support from National Cup CDs is to fly, score and report National Cup results for the events separately and then combine them after flying for awards. In that way the flier has all the events he wants, quantity of awards are significantly reduced and competition to receive those awards is automatically increased. If, for example, a flier participates in A, B, C, and D Power he can receive four scores that get counted in the National Cup as well as four scores that go to determining the combined event winner. That winner can be determined by the best single score for any of the four events or on a combined basis (High Point). That is up to the CD to determine but I guarantee competition for those awards will be greater than for the individual events. In some cases simple certificates are given for the individual event winners and something better for the combined awards. Note that if the best single event performance is used to determine the combined event winner a flier should only be allowed to win one place in the combined event even though he may have the 3 best scores overall.

Hope that was not too confusing and I would suggest that this be given a try at Muncie for 2006."

"What to do for rubber events which have low participation? Since I am a power flier I would suggest that they be eliminated – see wasn't that easy? On a more realistic note, why not try the same combined award approach for rubber with the AMA Rubber events in one category and the NOS Rubber events in another. If we would get rid of the rule that one cannot fly Combined NOS Rubber/Wake at the same contest where either NOS Rubber or NOS Wake were offered this should work just fine." *(Bob Mattes)*

(...from Rudy Kluiber...)

"I believe one of the problems we are also faced with here, is that competitors come at this from different angles. Gil's comment obviously make sense from the standpoint of FAI competition and America's Cup points/standings. Bob Mattes has concerns about National Cup events and points/standings. Some of us who may be interested in just flying AMA, NosGas or OT'rs without thoughts of National Cup points/standing don't have these concerns.....so where does one start ??" *(Rudy)*

(... from Hank Sperzel ...)

"Just another thought about the scheduling of events for two day meets. I've seen this done and it seems to work well. Fly any event (offered event) on either day, but you finish the event the day you start. It's simple and puts the picking of events to fly on the flier. How many times have you heard "well I was going to fly XX event but it was scheduled on the same day I flew XXX and I just didn't have time". Would this increase participation, it may, why not give it a try? It would be better offering of events than scheduling all Nostalgia events on one day and all AMA events the next. A meet that has all Nostalgia events on one day and all AMA events the next is really two one day contests and most fliers, including me, will not travel several hundred miles to attend a one day meet. *(Hank in Omaha)*

(And, finally from Gil Morris...)

"Permitting events to be flown on either day gets further away from a competition as big weather differences from one day to the next enter into it and luck becomes increasingly dominant. Okay. If it's a fun fly, but then why have events? FAI is flown by 1 hour rounds for this very reason -- even 10 minute windows for flyoffs. I'm not sure what America's Cup rules are, but it would render those points meaningless." *(Gil Morris)*

Brawner's Record Glider

('52 Airtracks...)

■ I have flown this design in many contests and have always done well with it. As you know, a glider is a type of model plane which takes lots of work in getting it to perform right, despite its simple appearance.

This is a better than average design because I flew the same ship in both the outdoor and indoor events at the last Nationals and won first in outdoor setting a new record (of 16:44.6) and also took third in indoor with the same plane.

I won the magnificent Tulsa Glue Dobbers' Perpetual Trophy for high time.

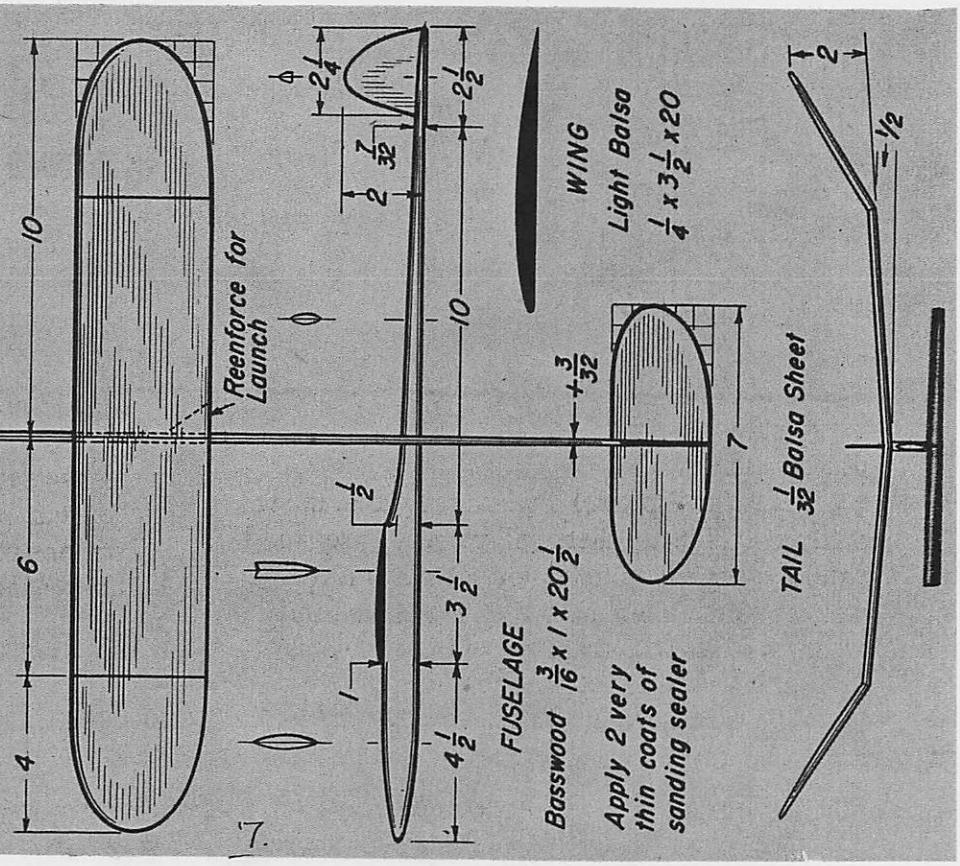
For the construction, pick out very light wood for your wing and tail and be very careful when you sand to make all parts even.

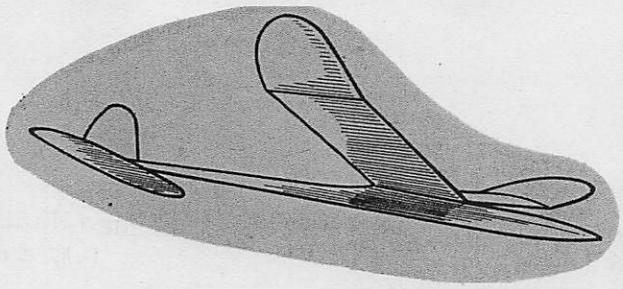
The body should be bass wood: it's strong yet light.

Use two very thin coats of sanding sealer and sand lightly after each coat.

Your glider should climb to the right, pull out to the left and glide to the left.

—*Bob Brawner, Phoenix, Ariz.*





Midwest Area Contest Schedule, 2006

Approved by AMA January 10, 2006

May 20, 21, Hoosier Cup

June 3, 4, AMA Homecoming

June 16, 17, 18 InterCity

June 23, Rudy's One-Design Contest

June 24, 25 CIA- Nos Contest

National Contest in Muncie, June 30-August 6

July 31-August 4, USOC NATS

August 18, 19, 20, NOFFA Contest

August 26, 27, COFFC Contest

Sept. 11-15, SAM CHAMPS, Muncie

Sept. 16, 17, CIA Regional Contest

Sept. 23, 24, Midwestern States Contest

Sept. 30-Oct. 1, CIA FAC Contest

Oct. 6, 7, Lawrenceville Contest

Dec. 29, 30, 31, KOI, Palm Bay

P. Sullivan, 1-10-06

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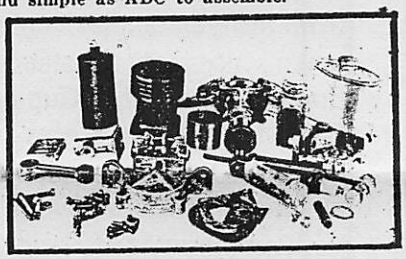
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Average Assembly Time 30 Minutes

Everything is in the kit including Champion spark plug, coil, condenser, tank and cap, ignition wire, cylinder, piston, connecting rod, timer, crankshaft, all screws, nuts, bolts, complete instructions, etc. Every part is fully machined and finished. No oil, gas, batteries, or propeller included.



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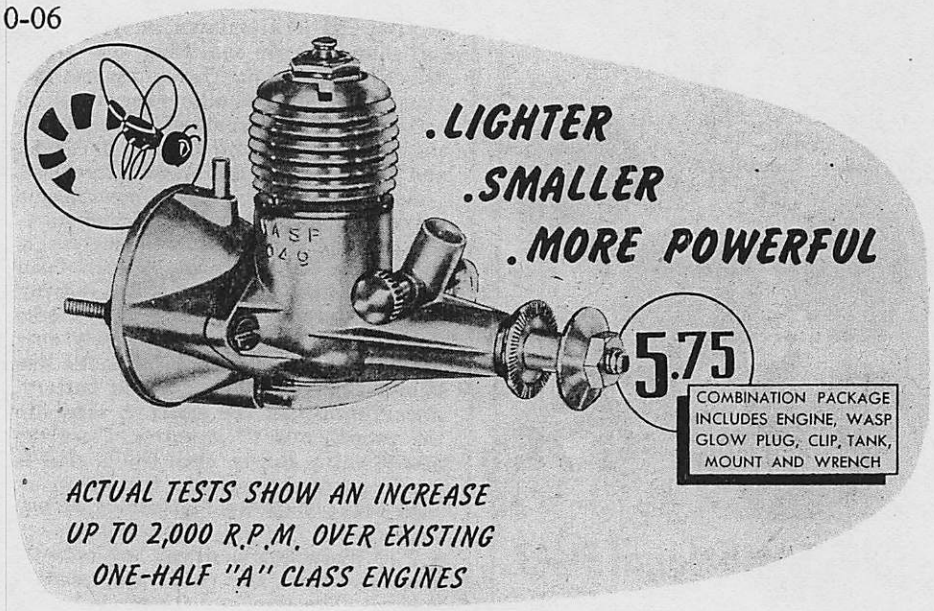
4 Port 2 Stroke Cycle. ¾" Stroke. 15/16" Bore. 300-7,000 R.P.M. Turns 14" Prop. 8" Pitch. Bearing Surface 1¼" Long. Crankshaft, 5/16" Diam. Weight, 10 oz. (Motor) Rotation, Either Direction. Height, 4½"—Width, 2½", 1/5 HORSEPOWER.

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The CIA/FAC Ted Dock Memorial

- Contest Results -

(Oct 8 & 9, 2005)

FAC Old Time Rubber (6 entries)

1.	Ted Teach	("Double Feature")	348sec
2.	Roy Stewart	("Wren")	194sec
3.	Stu Cummins	("Wren")	120sec

FAC Rubber Scale (4 entries)

1.	Jim Miller	("Currie WOT")	152pts
2.	Phil Cox	("Fleet Trainer")	120pts
3.	Michael Zand	("Seversky")	74pts

FAC Jet Catapult (5 entries)

1.	Jim Miller	("Canberra")	80pts
2.	John Oliver	("Hornet")	61pts
3.	Elvin Buchele	("P-59")	59pts

P-30 (4 entries)

1.	Ed Vargo	(-)	355sec
2.	Lee Campbell	(-)	300sec
3.	Phil Cox	("Souper")	216sec

FAC Old-Time Rubber Stick (4 entries)

1.	Stu Cummins	("Gollywock")	340sec
2.	Roy Stewart	("Sunspot")	249sec
3.	Lee Campbell	("Gollywock")	36sec

FAC Greve Race (2 entries)

1.	Phil Cox	(-)	
2.	Michael Zand	("Suzy")	

FAC Jimmie Allen (2 entries)

1.	Stu Cummins	("BA Cabin")	243sec
2.	Michael Zand	("BA Parasol")	---

AMA OHLG (5 entries)

1.	John Oliver	(-)	121 sec
2.	John Seymour	(-)	109sec
3.	Bill Schlarb	(-)	109sec

FAC Embryo (4 entries)

1.	Lee Campbell	(-)	306pts
2.	John Oliver	(-)	110pts
3.	Michael Zand	("Debut")	103pts

FAC WWII Combat (3 entries)

1.	Jim Miller	(-)
2.	Pat Murray	("Avenger")
3.	Elvin Buchele	("P-51")

FAC Golden Age (4 entries)

1.	Stu Cummins	("Taylorcraft 057)	296pts
2.	Phil Cox	("Cessna Phantom")	143pts
3.	Michael Zand	("Taylorcraft")	128pts

FAC Peanut Scale (4 entries)

1.	Jim Miller	("Fokker D-7")	156pts
2.	Phil Cox	("Monocoupe 110")	110pts
3.	Michael Zand	("Andreasson")	107pts

FAC WWI Combat (1 entry)

1.	Jim Miller	(-)

FAC Dime Scale (4 entries)

1.	Jim Miller	(-)	155pts
2.	Phil Cox	("Cessna AW")	152pts
3.	Michael Zand	("Wiley Post")	117pts

FAC No-Cal Scale (3 entries)

1.	Phil Cox	("Helio-Stallion")	130sec
2.	JBM Griner	("B&V 141-R")	125sec
3.	Elvin Buchele	("K-R Bumblebee")	74sec

AMA Catapult Glider (6 entries)

1.	Ralph Schlarb	(-)	318sec
2.	Bill Schlarb	(-)	231sec
3.	Gut Scott	(-)	139sec

EASTERN U.S. FREE FLIGHT CHAMPIONSHIP EVENTS

Saturday June 10th 9:00 A.M. to 5:00 P.M.

1/2A FF GAS – Cat. III, 7 sec. eng., 2 min. max (SR/OPEN).....Awards to 3rd
1/2A FF GAS – Cat. III, 7 sec. eng., 2 min. max (JR).....Awards to 3rd
FAI POWER – F1C/F1P FOR ENG. RUN & MAX SEE CD tble.(JR/SR/OP)Awards to 3rd
WAKEFIELD – F1B, 7 flts, 3 min. max (JR/SR/OPEN).....Awards to 3rd
ABC NOSTALGIA GAS COMBINED – 9 sec. eng., 2 min. max, hand launch,
Rules as published in NFFS (JR/SR/OPEN).....Awards to 3rd
A-1 TOWLINE – F1H, 5 flts, 2 min. max, 220 gms. (JR/SR/OPEN)..... Awards to 3rd
PEEWEE 30 – (JR/SR/OPEN).....Awards to 3rd
CAT. GLIDER – hand held, 9" loop, 1/4"rubber, 6 flts (JR).. Awards to 3rd
CAT. GLIDER – hand held, 9" loop, same as above (SR/OPEN).....Awards to 3rd
PAYLOAD GAS – (JR/SR/OPEN) .....Awards to 3rd
MULVIHILL – (JR/SR/OPEN).....Awards to 3rd
CLASSIC TOWLINE – (JR/SR/OPEN).....Awards to 3rd

SAM EVENTS:
OT PYLON Combined – 16 sec. eng., 2 min. max, hand launch
(JR/SR/OPEN).....Awards to 3rd
SMALL FUSELAGE AND SMALL STICK Combined –
usual progression (JR/SR/OPEN).....Awards to 3rd

F1A,B,C,P 7 rounds, MINI FAI EVENTS, 5 rounds, 1-1/2 hour rounds, both overlapping 1/2 hour, start on the hour 9:00 AM Saturday–8:00 AM Sunday–3:00-3:30 flyoffs
RE-CHECK ROUND START TIMES AND REQUIRED MAXES — AT CD'S TABLE!

DAKOTA SPECIAL EVENT – can be flown either Saturday OR Sunday
DAKOTA Target Time – 30 sec min. flight time, 3 flts.....Awards to 3rd

Sunday June 11th 8:00 A.M. to 4:00 P.M.

DAWN UNLIMITED – 7 A.M./ONE FLIGHT NO TIME LIMIT
Special Joe Farrell Perpetual Trophy for 1st (JR/SR/OPEN).....Awards to 3rd
COUPE d'HIVER – F1G, 5 flts, 2 min. max (JR/SR/OPEN)..... Awards to 3rd
F1J – FOR ENG. RUN AND MAX SEE CD table.....Awards to 3rd
.020 REPLICA,1/4A NOSTALGIA Comb – 9 sec, 2 min.(JR/SR/OPEN).Awards to 3rd
A FF GAS – Cat. III, 7 sec. eng., 2 min. max. (JR/SR/OPEN).....Awards to 3rd
B/C FF GAS Comb.– Cat. III, 7 sec. eng., 2 min. max. (JR/SR/OPEN)..Awards to 3rd
1/2 A Nostalgia - 9 sec. eng., 2 min. max, hand launch.....Awards to 3rd
MOFFETT – New Rules (JR/SR/OPEN).....Awards to 3rd
A-2 TOWLINE – F1A, 7 flts, 3 min. max (JR/SR/OPEN).....Awards to 3rd
P-30 – 2 min. max (SR/OPEN).....Awards to 3rd
P-30 – 2 min. max (JR).....Awards to 3rd
HLG – (SR/OPEN).....Awards to 3rd
HLG – (JR).....Awards to 3rd
1/2A CLASSIC FF – 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
AB CLASSIC FF – 7 sec. eng., 2 min. max (JR/SR/OPEN).....Awards to 3rd
NOSTALGIA RUBBER/WAKEFIELD COMB – (JR/SR/OPEN).....Awards to 3rd
F1Q – FOR MOTOR RUN AND MAX SEE CD table.....Awards to 3rd

SAM EVENTS:
OT FUSELAGE (CABIN) Combined – 16 sec. eng., 2 min. max,
hand launch (JR/SR/OPEN).....Awards to 3rd
LARGE FUSELAGE AND LARGE STICK Combined –
usual progression (JR/SR/OPEN).....Awards to 3rd

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A RAFFLE WILL BE HELD ON THE FIELD – TICKETS WILL BE SOLD BOTH DAYS – DRAWING SUNDAY BEFORE AWARDS!!!
PRIZES INCLUDE – $$$$ – KITS – ENGINE – SUPPLIES!!!

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OPEN (adult over 21) — $25.00 Maximum, FLY ALL EVENTS
SENIORS and JUNIORS — N/C all events, must register
REGISTRATION WILL CLOSE AT 1:00 P.M. BOTH DAYS!!!!

CDs: Joe Wagner, Tom Fennell, Tom Kerr, Assistant CD Lydia Wagner
SPECIAL CDs for FAC Events: Russ Sandusky & John Houck
JW & LW—25804 John Hanson Rd., Chestertown, MD (410) 778-3933
TF—437 N. Delaware Ave, Lindenhurst, NY 11757 (631)888-0245
TK—7733 Airy Hill Rd., Chestertown, MD (410) 778-4939
emails: typeshoppe@dmv.com, tfennell3@netzero.com ekerr@hpiug.org,

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FAC EVENTS for SAT—June 10th
- Fly-off table: FAC Embryo
- Fly-off table: ROG Free For All (Sky Bunny, Comet Phantom, Hangar Rat: 18" max span).
- Mass Launch: FAC WW I (Bi-Plane only)
- Mass Launch: FAC Racers (any type)
- Mass Launch: FAC Golden Age Civilian
- Mass Launch: FAC Modern Military
- Judged: FAC NoCal
- Judged: FAC Peanut
- Judged: FAC Old Time Kit Scale

AWARDS TO 3RD PLACE IN ALL FAC EVENTS
all events are Kanone Eligible
run by Russ Sandusky, and John Houck
yksudnas@verizon.net
jphouck@comcast.net

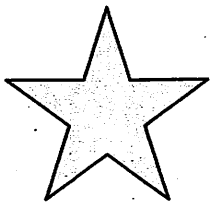
FAC EVENTS for SUN—June 11th
- Fly-off table: FAC Jimmy Allen
- Mass Launch: FAC WW II
- Mass Launch: FAC Fiction Flyers
- Mass Launch: FAC Low Wing Military Trainers
- Mass Launch: FAC Modern Civilian
- Judged: FAC Rubber Scale (single engine)
- Judged: FAC Dime Scale

- FAC Grand Champion Award

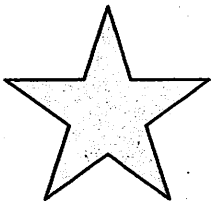
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Where it applies combined events will be recorded as individual for National Cup Points—THIS IS A ONE TIME EXCEPTION—
whereby National Cup points will be counted from this third Cup meet at this location America's Cup Points will be counted from only two competitions at this location; as a competitor you must decide which contest you will garner your America's Cup Points.

TROPHIES WILL BE AWARDED AT THE END OF EACH DAYS EVENTS




CENTRAL OHIO FREE FLIGHT CLUB ANNUAL CONTEST
A NFFS NATIONAL CUP COMPETITION*

AUGUST 26-27, 2006
AMA FIELD, MUNCIE, INDIANA

CD Bob Placier 341 Plyley's Lane, Chillicothe, Ohio 45601 740-772-2538
Assistant CD Gene Bowers 811 Lakeshore Drive, Columbus, Ohio 43234 614-436-4120

AWARDS

Trophies to 1st & 2nd Special awards to Juniors.

ENTRY FEES

Open: $15 first event. $20 two or more events.

Jrs & Srs: Free.

AMA MEMBERSHIP

AMA Membership: Required for any / all flying.

CONTEST RULES

AMA Power: 7-2 x 3, 5-2 x 2, then 4-2.5.

AMA Classic Power: 7-2 x 3, 5-2 x 2, then 4-2.5

Nostalgia Gas: 9-2 x 3, then 6-2.

Nostalgia Ignition Gas: 16-2 x 3, then 11-2.

1/4A Nos / 020 OT Replica: 9-2 x 3, then 6-2.

NFFS Classic Open Towline: 2, 3, 4, then 4, 4, etc.

OT Gas: 16-2 x 3, 12-2 x 2, then 9-2.

Pee Wee 30: 15 sec run or less for max points.

FAI F1J: 7-2 x 5 rounds, then 7-3, 7-4, 7-5, etc.

FAI F1G: 2 x 5 rounds, then 3, 4, 5, etc.

Mulvihill: 2, 3, 4, then 5, 6, 7, etc.

Moffett & OT Rubber: 2, 2, 2, then 3, 4, 5, etc.

Nostalgia Rubber / Wake: 2, 3, 4, then 4, 4, 4, etc.

P-30: 2 x 3, then 2.5, 3.0, 3.5, 4.0, 4.5, etc.

OHLG, OCG: 3/6 attempts + fly-offs; 2-min maxes.

In AMA A/B & C/D Combined Power events, National Cup points will be awarded in individual NC A, B, C & D events based on flight scores recorded by those who qualify as follows: 1) declare at registration and to each timer the Class model they will fly in the Combined event (i.e., fly either A or B in A/B Combined, or C or D in C/D Combined), and 2) make at least 3 official flights. Those that fly both A and B, or C and D models in the Combined events will not receive NC points.

EVENTS

Saturday 8:00 a.m. to 5:00 p.m

Nostalgia 1/4A Gas	(JSO)
Nostalgia A Gas	(JSO)
Nostalgia C Gas	(JSO)
NFFS Classic Open Towline Glider	(JSO)
OT A Gas Pylon/Cabin Combined	(JSO)
OT Rubber Cabin Large & Small	(JSO)
Pee Wee 30	(JSO)
AMA 1/2A Power	(J)(SO)
AMA C/D Power Combined*	(JSO)
AMA C/D Classic Power	(JSO)
AMA Mulvihill	(JSO)
AMA P-30	(J)(SO)
AMA Outdoor Catapult Glider	(J)(SO)

Sunday 8:00 a.m. to 4:00 p.m.

Nostalgia 1/2A Gas	(JSO)
Nostalgia B Gas	(JSO)
Nostalgia Ignition Gas	(JSO)
Nostalgia Rubber/Wakefield Combined	(JSO)
OT 020 Replica	(JSO)
OT B/C Gas Pylon/Cabin Combined	(JSO)
OT Rubber Stick Large & Small	(JSO)
AMA 1/2A Classic Power	(J)(SO)
AMA A/B Classic Power	(JSO)
AMA A/B Power Combined*	(JSO)
AMA Moffett	(JSO)
AMA Outdoor Hand Launch Glider	(J)(SO)
FAI F1G	(JSO)
FAI F1J	(JSO)

The **INFORMER**

2348S, 700W
New Palestine,
IN
46163

2006 President
Lee Campbell

Vice President
Gib Robbins

Sec'y/Treasurer
Meredith Chamberlain

Issue No. 1 - 06

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