CENTRAL INDIANA AEROMODELLERS

CIA INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

Issue #1/07 Jan/Feb '07 Price $7.50/yr.

** The Weather **

More scattered weather, this month!

- Editor -
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It's that time again! CIA Banquet time, that is..... Particulars and map reside on the inside of this issue. And be sure to "pre-register" with Meredith Chamberlain, if you plan to attend! (Helps with the head count, don'cha know....)

Agent **Bob Perkins** relays the following FF rules tidbits. The final voting (July 1st) on the 2007-08 FF Rules Proposals went as follows:

1. AMA Power has been reduced from *five to three events*. (Bob hasn't yet heard much reaction from modelers, but this should effectively increase the number of entries per event and will help Clubs in several ways.)
2. Proposals that would have impacted rubber events *were not approved*! The existing Rules will remain in effect for another cycle. As a result, the 2007-08 contest seasons will allow time for tweaking the current Rubber event Rules at selected contests, as a trial for further diminishing off-site flights without damaging the events. (Thanks to the FF Contest Board for that outcome and opportunity!)

Rudy Kluiber is willing to entertain "provisional" rules for Mulvihill (and possibly Moffett) at the upcoming NOFFA contest August 18-20, at Muncie.

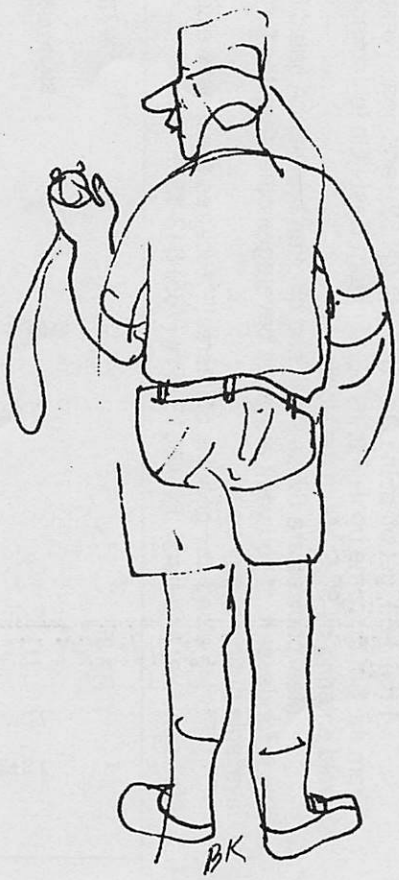
Suggestions I have received from several rubber fliers favor trying an extended first flight maximum, perhaps 4, 5 or 6 minutes during low morning thermal activity (8:00-9:00am). Flight maximums for the second and third official flights could be decreased in view of the usual increases in thermal activity as the day progresses.

For those fliers who max out the three official flights, how to handle the flyoff maximums is another question. Some (probably Meredith!) would propose a single long flyoff max, late in the day. On the other hand, that might not work well if the event was scheduled for Sunday (even the CD wants to go home at 5:00pm!). Maybe such a max could be flown at 4:00-4:30pm. If a tie results, another flyoff might seem to be indicated, but remember – ties in Mulvihill at the end of a contest are traditionally *not* flown off.

Instead of a single flyoff max late in the day, the current rule could be followed, allowing continued flights with progressive maxes, but restricted to a time of decreased thermals, perhaps 3:00-4:30pm.

In addition, some elements of the Covalt and Ellis rules proposals could be incorporated in trial provisional rules, but to be workable for rubber events, would require a rounds-type approach and reliance on weather forecasts of wind speed and direction. More on this later....

So, give some thought to the above and share your ideas with Rudy by email or at the NATS. He's looking for a general consensus opinion from District III rubber fliers, and suggestions from other District members that compete at our midwest and eastern contests. - *Bob Perkins*

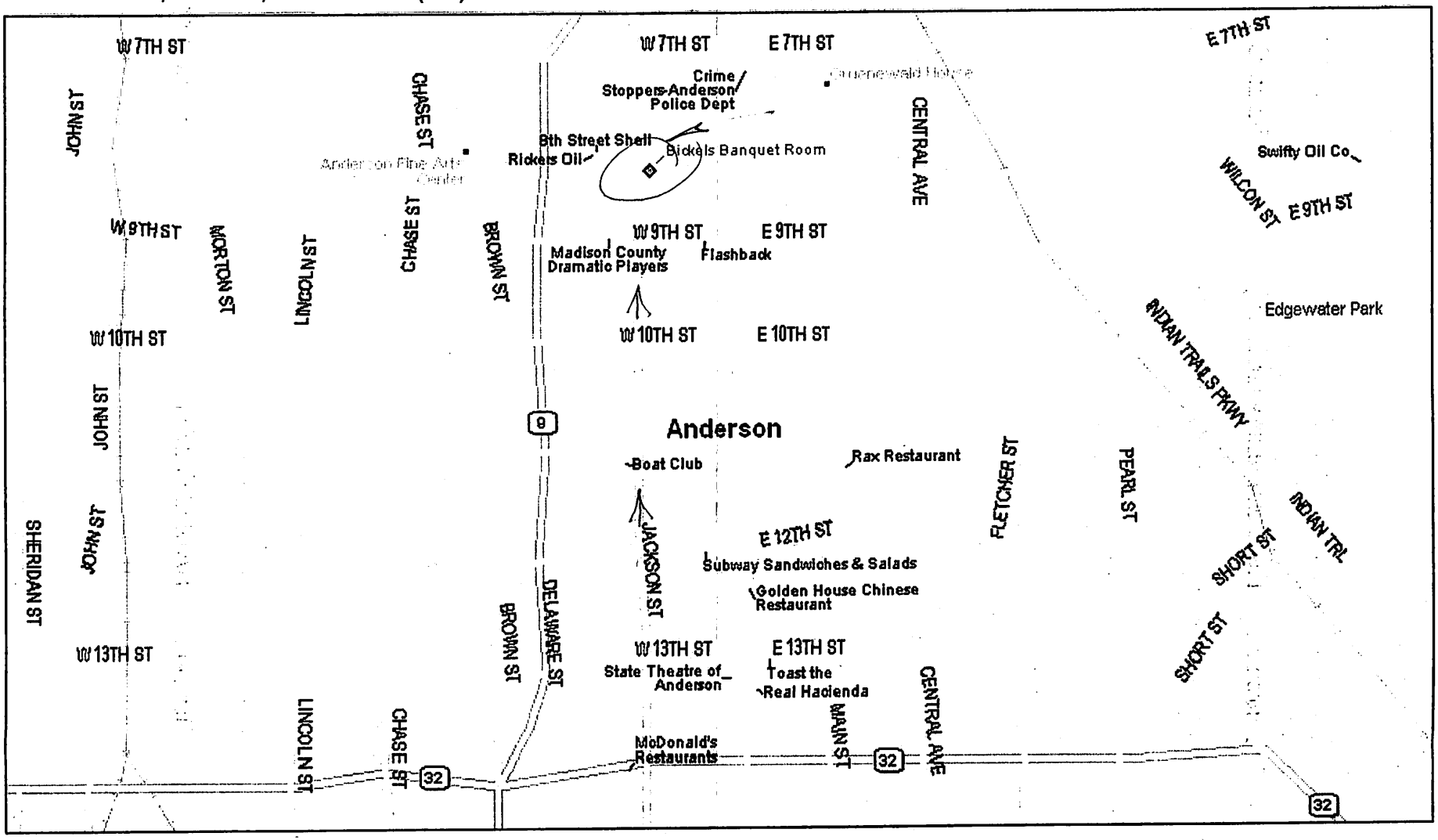


What? **2006/07 CIA Banquet!**
Where? **Bickel's Banquet Room!! 8th & Jackson Sts., Anderson, IN!!!**
When? **4:00 – 7:00pm, Saturday, March 17! Dinner is served at 5:30pm!!**
How Much? **$20 per.....**

From I-69, get off at the Daleville exit (IN 32), and head West to Jackson St. Turn North and look for the parking lot between 9th and 8th Sts! From the South, come up IN 9 to IN 32, and turn East. Go to Jackson St, and head North. Look for the parking lot between 9th and 8th Sts. (But try to avoid entering by 8th St. from the North....)

Meal choices are Swiss steak and chicken breasts. A salad bar is included. Veggies include mashed & scalloped taters, green beans and corn. Pie is for dessert. If you want any adult beverages other than the furnished beer, BYOB – as setups are available. Coffee and iced tea will also be available during happy hour.

Bring along any goodies of interest!! Pictures are most welcome!!! And please tell Meredith Chamberlain you're coming! His address is: 5810 Madison Ave, Anderson, IN 46013. Ph: (765) 643-1885.



2007 FREE FLIGHT SCHEDULE

March 17	CIA Awards Banquet	Anderson, IN
March 31	Kent University (Indoor!)	Kent, OH
Apr. 28-29	Eastern US FF Champs (Cat III)	Ingleside, MD (Higgs Farm)
Apr. 28-29	Midwestern States Champs (Indoor!)	Champaign, IL
May 18-20	Midwestern States Champs.	AMA
May 25-27	58th Inter-Cities Contest	AMA
May 29-June 3	Indoor NATS	Johnson City, TN
June 8	Rudy's One-Design Contest	AMA
June 9-10	CIA Nostalgia Contest	AMA
June 9-10	FAC Free Flight Contest	AMA
July 30-Aug. 3	Outdoor NATS	AMA
Aug. 17-19	NOFFA Contest	AMA
Aug. 24-26	FAI Invitational	AMA
Aug. 25-26	COFFC FF Contest	AMA
Sept. 15-16	CIA Regional Contest	AMA
Oct. 6-7	CIA FAC Contest	AMA
Oct 7-12	SAM CHAMPS	Henderson, Nevada

Lawrenceville, pending

Rev. 02-17-07

Stolen from another fine newsletter – but I'll be durned which one!

(Please reply, and I'll acknowledge this great contribution....)

This article is primarily applicable to Indoor props, but probably applies to outdoor Rubber, as well.....

Blade element analysis will show the maximum efficiency will occur where the ADVANCE is at 45 deg.

The maximum profile efficiency occurs where the advance angle is 45 - arctan(0.5*cd/cl) where cd/cl is the blade airfoil's 2D drag/lift ratio. For typical indoor prop airfoils, cd/cl = 0.1, so the optimum advance angle is about 42 degrees. Close enough.

Secondly, it is impossible to generate the huge lift coefficients required to generate the required thrust. This is most true when the diameter is limited as in SO. Here the high P/D is totally stalled and the only way to generate the thrust is with much slippage and burning up excessive torque.

This assumes that the blade chords are the same for all P/D's. In general, it is necessary to increase the blade chords pretty fast as P/D is increased. The simple reason is that as the blades slow down, they must be given more area to generate the same thrust without stalling.

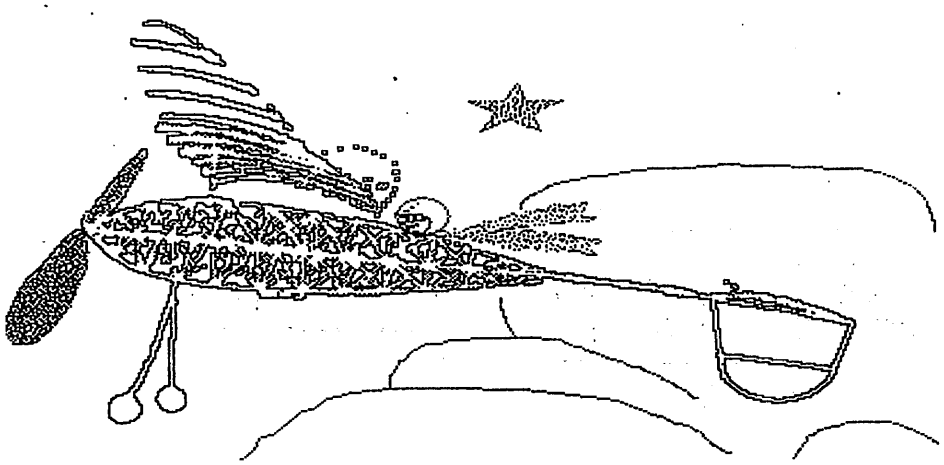
The Larabee designs with much area near the hub, with a P/D from 1 to 1.5 as used by Aerovironment in their Micro Air Vehicles etc are much more efficient than more conventional designs. For most model applications squared off tips as opposed to rounded should be even better.

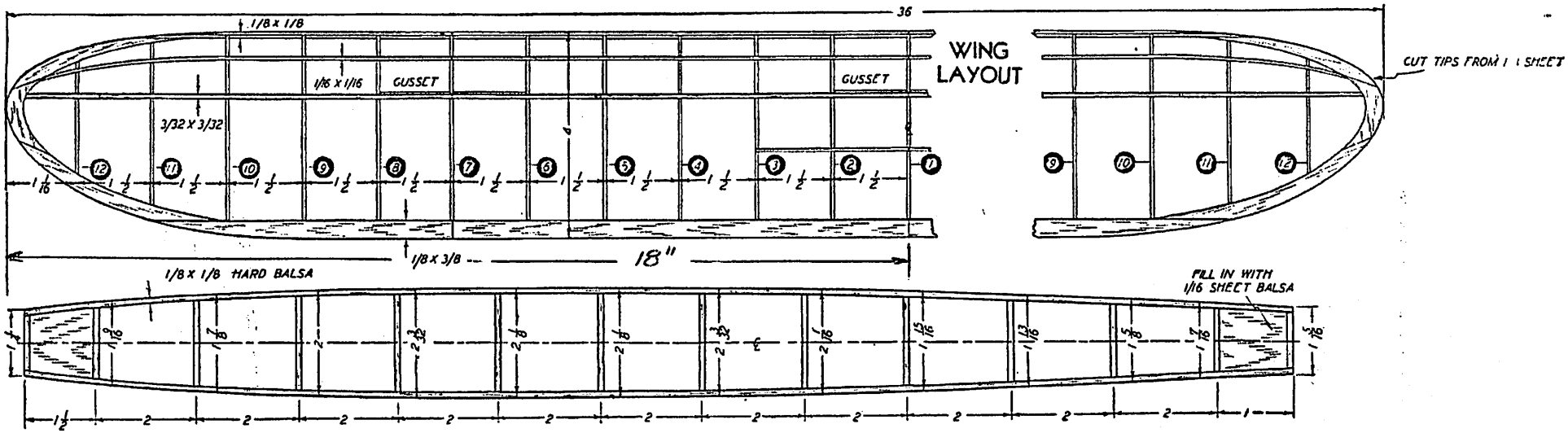
I wouldn't go all the way to a square tip, but it's true that if the profile losses dominate, as they do on an indoor prop, the outer parts of the prop should carry relatively more load.

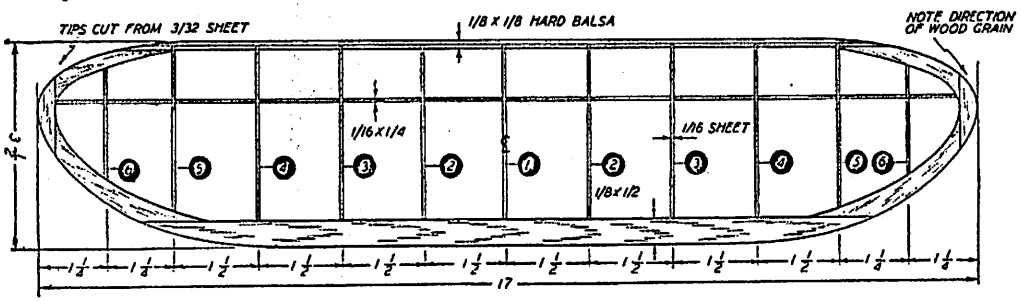
By far and away the most important design variable on an indoor prop is matching the average radius-weighted blade chord or area to the required thrust and airspeed (or torque and airspeed). The objective is to minimize the blade airfoil cd/cl and hence minimize the profile losses which dominate on indoor props.

If blade area is too big, cl will be too small, and cd/cl will be too large (the analogy is flying a wing too fast). If the blade area is too small, cl will be too big, and cd/cl will again be too large (the analogy is flying a wing too close or even past stall).

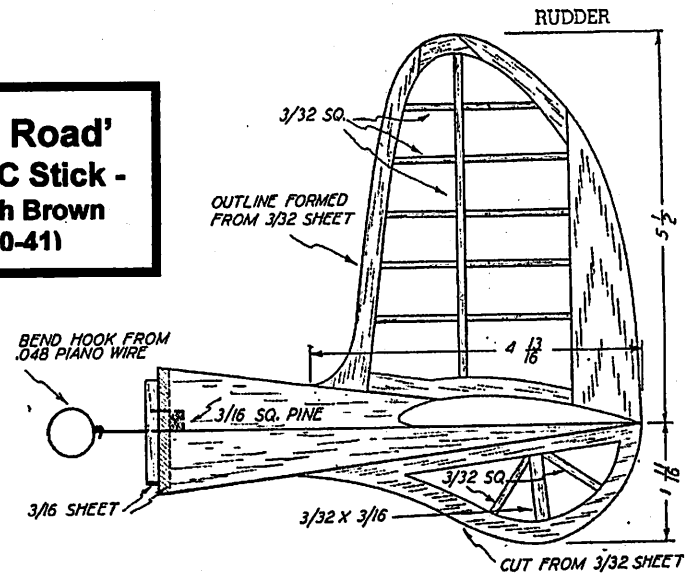
A typical arc-type indoor airfoil has a minimum cd/cl in the range cl = 0.4 - 0.5, so you want to use the "just right" blade area which will produce this blade cl range. One advantage of the Larrabee method, and other related methods (Xrotor, Liebeck/Adkins, JavaProp, etc), is that they will determine the correct blade area needed to achieve a specified cl value, subject to other inputs such as speed, RPM, and torque.

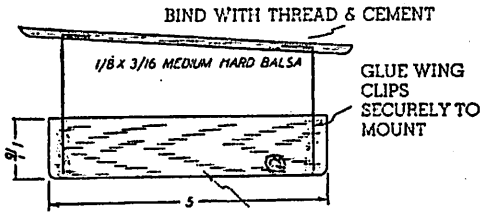




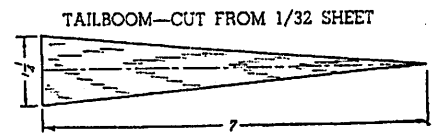


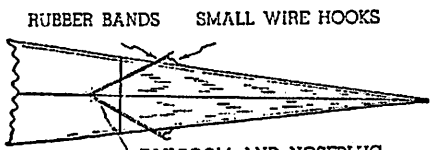
'Open Road'
- Class C Stick -
by Ralph Brown
(1940-41)

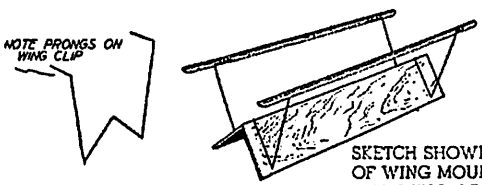




MAKE WING SADDLE OF 1/16 SHEET BALSA





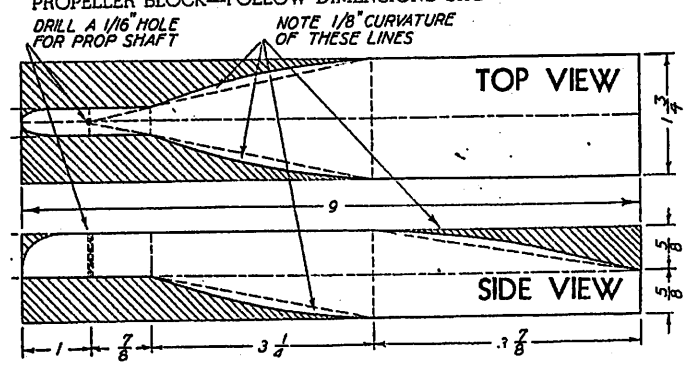


SKETCH SHOWING ASSEMBLY OF WING MOUNT. MOUNT AND WING ARE SECURED TO BODY BY RUBBER BANDS



SKETCH SHOWS DIMENSIONS BUT IS NOT DRAWN TO SCALE

PROPELLER BLOCK—FOLLOW DIMENSIONS SHOWN CAREFULLY



The following article was furnished by Agent **Norm Poti**, and paints the background for his FF Open Power BOM Rules Change Proposal – which has been formally submitted to the AMA. (There isn't enough space in this issue of the Informer to publish the actual proposal. Maybe next issue....) But please check the article that deals with the U/C'ers thoughts on the same subject, in later pages.

Builder of the Model: Evolution or Extinction? *- by Norm Poti*

The Builder of the Model (BOM) rule has stood for decades as a cornerstone in the heritage of Free Flight modeling. We are proud to say that we are required, and do build our competition models. Yet today the BOM rule stands at a crossroads in its existence. The BOM rule contains several key phrases: "completely constructed" and "average kit". Critics contend that ambiguity in these phrases and other factors makes this rule obsolete and are calling for abolishment. Pro and con factions debate emotionally their definitions and stand ready to martyr their Free Flight career to prove the point! The pro side contends that 100% of the model must be generated from raw materials and constructed by the builder. They also contend that Ready to Fly (RTF) Free Flight already exists in the FAI venue. The con side contends that requiring complete construction limits participation, and that flyers are more important than builders. I have personal emails from contestants, contest directors and Free Flight Contest Board (FFCB) members expressing polar opinions. Fueling these visceral responses are several key misperceptions: first, the BOM debate is a black and white 'one size fits all' issue with no middle ground, and second, elimination of the BOM rule will make an apocalyptic change to my favorite event! It is estimated that the Free Flight community is split 50/50 on this issue. We all recognize that dwindling participation threatens our discipline, yet each side is willing to cut off its left hand in order to wind this debate. I believe there is an alternative.

Ambiguity can be a powerful tool when cleverly applied by the founding authors of long standing documents. It allows interpretations to evolve with time, thereby allowing the document to maintain currency. The BOM rule today is in desperate need of an evolution! To illustrate this point, I offer a personal perspective. My first exposure to Free Flight was growing up as a teenager in Ohio, during the 60's. In those days, local hobby shops carried a variety of power, glider and rubber kits for Free Flight. All of these kits contained balsa sheets and sticks, die cut parts and tissue coverings. Assembly instructions detailed haw frameworks could be held together with pins while aliphatic glues were allowed to dry. Indeed, that typified the "average kit" of the 60's. If I use this exposure as a baseline, we can ban cyanoacrylate glues, mylar covering and carbon fiber as they were not used in those kits. This ludicrous example serves only to illustrate the necessity for interpretations to change with time.

The Academy of Model Aeronautics recognizes this need and has developed a procedure to address the situation. An **Interpretation Proposal** is defined in the Contest Board Procedures as:

> 7.3.3 Interpretation Proposal
> An Interpretation Proposal does not change the existing rule, but provided information designed to clarify it. It deals with interpretation of the rules, or ways in which the rules are applied in the field, where situations are not clearly dangerous. Interpretation proposals will be dealt with as described in 8.3 using option "B" & "C". This is the only formal method by which a rule may be interpreted.

Neither locally adopted practices, nor verbal opinions stated by the President of the AMA constitute formally recognized interpretations. Unlike rules change which follow a 2-year cycle, interpretations are considered out of cycle proposals *that can be requested at any time.* They can be general or tailored to address any single detail. Sampled of proposed and ratified interpretations for other modeling disciplines can be found on the competitions page of the AMA website (see attachment 1, for an example).

Recently I authored, obtained signatures and submitted to AMA an interpretation proposal, which will be addressed by the FCCB. This proposal requests clarification to the BOM rule, as applied to the (3) Open Power classes of Free Flight. It will determine if the interpretation of the "average kit" includes pre-built, uncovered sub-assemblies (see attachment 2. for the entire package). Everyone will have, and is entitled to their opinion on this proposal. Note: however, only 11 votes will be cast and counted towards ratification, those being of the FFCB. Members of that board are chosen by, and serve 3-year terms concurrent with their respective district vice presidents. They are chosen

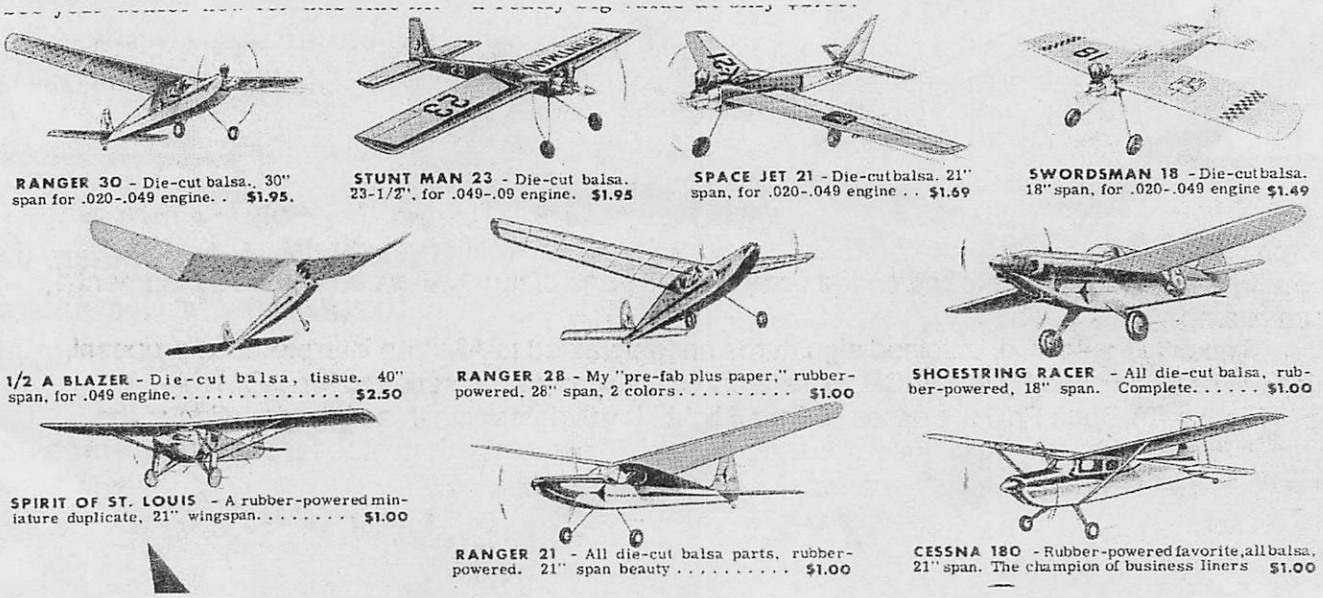
to represent, and are accountable to, the Free Flight community in their district. A 60% majority of the FFCB is required to ratify interpretations. Deliberations will soon be underway, so please contact your FFCB member to express your opinion on this open power interpretation!

My hope is the open power clarification is the first in a series which jump-starts a reinterpretation of the BOM rule for Free Flight. I am invested only in that a decision be made – not what that decision is. Now, before you throw daggers, stop and think. Don't let the misperceptions of 'all or nothing', and lack of ownership raise your blood pressure. Rather, start with a clean sheet of paper. What would you like to see as the BOM interpretation for your event? Do you favor a 50% rule, how about a number of building hours rule? Use your imagination. What about CD verification of picture or video documentation? It is acceptable that each event could have its own uniquely tailored wording. Alternatively, we may find that a general solution serves all. I stand ready to help draft interpretations and offer the Open Power document as a sample. Furthermore, if you wish the sub-assembly interpretation be considered for other events, please contact me – for I will co-sign. With new interpretations in place, the BOM rule can effectively serve the community for years to come. During the next rules proposal cycle, proponents of BOM abolishment will present strong arguments. Sentiments such as the following offered by Bill Booth Jr. are gaining momentum!

"I personally am sad the world has come to the point that craftsmanship is looked at as "0ld-world", particularly since I really enjoy that part of it and consider myself a good craftsman. We however, live in a world where time is a precious commodity. I don't like it, but I believe Free Flight is fading into oblivion and we need significant improvements in getting new people involved. This is only one problem we face, but it is one we can change. I have been involved in modeling literally all my life. My Dad has pictures of me teething on a Top-Flite 10-4!"

"I have watched entry numbers at big contests dwindle to levels the Fresno Club had at monthly contests when I was a kid in the 60's! Beecroft found an old Model Airplane News article that discussed the need to abandon any event that did not generate 75 entries on a regular basis. In 1970, the USFFC had 70 entries in "A" Gas. I don't know what it was this year, but I'm guessing, maybe 10. I wish it were not the case, but I STRONGLY believe the BOM is hurting our hobby. I would rather fly with 10 people, 8 of which bought their models, than fly with 2 who built their own! I do not believe modelers will return or arrive in droves, but not everyone has the good fortune I did to have a Dad who teaches and encourages the hobby. A bare-bones beginner is facing a fairly sizeable investment of time and more than a little cash, just to fly 1/2A Gas...with an almost certain guarantee of failure at first. Buying a model will not eliminate the initial cost, or to a certain degree, the failure, but it will minimize the time expense – and I think that is crucial."

"The Free Flight community needs to act now, in unity, to get ratified interpretations in place. Classical BOM interpretations of 100% completely constructed from raw materials, are no longer a healthy position for the future viability of Free Flight. Ratified interpretations could offer an alternative middle ground. Lacking those, the BOM cornerstone of our heritage will crumble and become a relic of a bygone era, and I believe that would be a shame!"



RANGER 30 - Die-cut balsa., 30" span for .020-.049 engine. . **$1.95.**

STUNT MAN 23 - Die-cut balsa. 23-1/2", for .049-.09 engine. **$1.95**

SPACE JET 21 - Die-cutbalsa. 21" span, for .020-.049 engine . . **$1.69**

SWORDSMAN 18 - Die-cutbalsa. 18" span, for .020-.049 engine **$1.49**

1/2 A BLAZER - Die-cut balsa, tissue. 40" span, for .049 engine. **$2.50**

RANGER 28 - My "pre-fab plus paper," rubber-powered, 28" span, 2 colors. **$1.00**

SHOESTRING RACER - All die-cut balsa, rubber-powered, 18" span. Complete. **$1.00**

SPIRIT OF ST. LOUIS - A rubber-powered miniature duplicate, 21" wingspan. **$1.00**

RANGER 21 - All die-cut balsa parts, rubber-powered. 21" span beauty **$1.00**

CESSNA 180 - Rubber-powered favorite, all balsa, 21" span. The champion of business liners **$1.00**

Control Line Aerobatics Rule Interpretation

The Control Line Aerobatics Contest Board ratified the following interpretation:

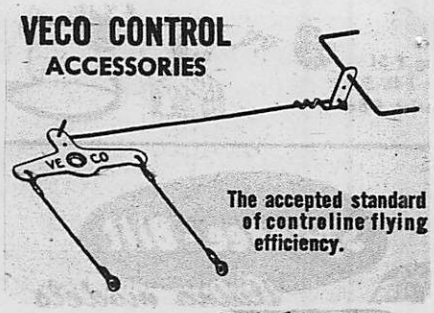
For events in Control Line Aerobatics which the Builder of the Model (BoM) rule is in effect; the Contest Board has interpreted the rule as follows (please note: Event 322 is the only CL Aerobatic event in which the BoM rule is fully in effect. For the other Aerobatic events in which the modeler is not required to have built the model appearance points will not be awarded for models not built by the modeler as indicated in each events rules.)

Current rule:

6. Builder of Model. The CD shall make every reasonable effort to assure himself that each flier has completely "constructed" the model(s) he uses in competition, including the covering where used, with "constructed" to be interpreted as the action required to complete a model starting with no more prefabrication than the amount used in the average kit. Models which are completely prefabricated and require only a few minutes of unskilled effort for their completion shall be excluded from competition. In the case of rubber-powered models (excluding Indoor duration models), commercially available balsa, plastic, and hardwood propellers may be used. Materials and design may be obtained from any source, including kits. The builder-of-the-model rule applies to every AMA event unless specifically noted otherwise in the rules governing that event.

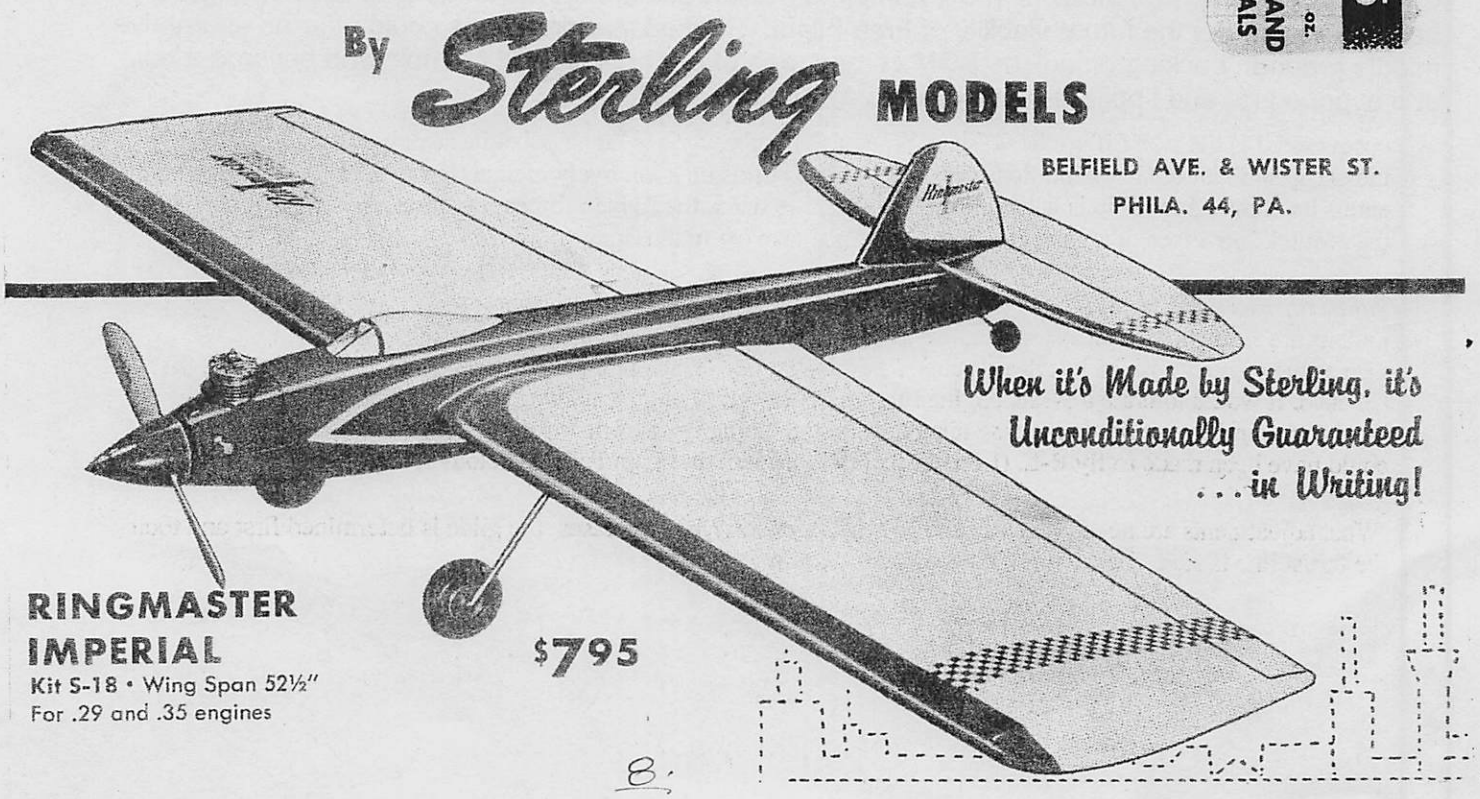
Interpreted rule:

6. Builder of Model. The CD shall make every reasonable effort to assure himself that each flier has completely "constructed" the model(s) he uses in competition, including the covering where used, with "constructed" to be interpreted as the action required to complete a model starting with no more prefabrication than the amount used in the average kit ("average kit" is interpreted by Control Line Aerobatics as a model that may consist of precut, unassembled parts or assembled (uncovered) subcomponents such as wings, horizontal and vertical stab, fuselage; requiring a few hours of assembly time and covering). Models which are completely prefabricated ("completely prefabricated" is interpreted as the model is ready to fly out of the box or in a few minutes (less than an hour) of assembly time.) and require only a few minutes (less than an hour) of unskilled effort for their completion shall be excluded from competition. (Control Aerobatics additionally interprets that any model, that is pre-covered in the box is excluded from competition). In the case of rubber-powered models (excluding Indoor duration models), commercially available balsa, plastic, and hardwood propellers may be used. Materials and design may be obtained from any source, including kits. The builder-of-the-model rule applies to every AMA event unless specifically noted otherwise in the rules governing that event.









WORTH REPEATING DEP'T

RIGHT-RIGHT VS. THE RIGHT- LEFT TRIM

By Jim 'O'Reilly

Originally from a 1980's N.F.F.S. Digest, with subsequent updates

The tradeoffs of the right-right vs. the right-left climb are well understood. Basically, climbing against a deflected rudder tab (RH climb, LH tab) is very safe because the effectiveness of a tab goes up with the square of the airspeed. (You double the speed and the tab gets four times as strong.) In a RH climb with RH thrust and against LH tab, if a gust gets it at launch and lays it over to the right, the high airspeed pulls the nose back up to the left. Conversely, if the nose gets too high, the speed drops off reducing the effectiveness ot the tab and the right thrust takes over. So the basic R-L pattern is very safe.

Its drawbacks are two: First. that "S" turn transition can take you out of a thermal or take you further downwind. Secondly, the LH tab, for all its benefits in a RH climb. can be dangerous. If the model is carrying too much tab in the same direction it is turning in a thermal, it can spiral in. For that reason, I have backed off a little and have been mixing stab tilt and rudder tab in the R-L pattern the last several years. The hope is to get the benefits of the R-L climb without the risk. There is another way that LH tab can be dangerous: I have a Lamb Climber Rubber Stick that is a climbing dude. I mean. the bystanders all gasp and marvel when it goes up.....except when I fly it in a big contest! In a big contest the adrenaline gets to pumping and I forget myself and give it a big heave. Twice it has gone in to the left! It has too much LH tab and it is on my list to reduce it before it is fired in anger the next time. I'm sure that I've gotten careless as to wind direction and that, plus the high velocity of the big heave makes the LH tab spiral it in.

Note that a little tab in the same direction the model is gliding makes it tighten its turn in a thermal.

You want a little of this....makes it center in the thermal. But when it has too much, it can spiral in to the left.

I feel that the best compromise in a simple ship is the R-L climb with half and half, stab tilt and rudder tab. If you have the weight to spare and the rules permit, an auto rudder which gives you a climb like the R-L ship but a glide to the right is the ultimate way to go. You can carry as much or as little LH rudder in the climb as you wish (same for the RH rudder in the glide).

If you fly the RR pattern, you will be okay until the wind gets up. Then, you run the risk of a wingover to the right when the wind comes up and you get careless and launch too far to the right of the wind. If the ship in question is an OT ignition gas job, the same principles apply but the emphasis is different. The first risk encountered is the take off on the OT job. Whereas the rubber job is launched quite steeply at a lower velocity, the OT gas job is ROG'd (conditions permitting). and builds up a relatively high airspeed which decreases as it enters its climb. If the ship is launched to the left of the wind, the LH tab forces it to turn left and it spirals into the ground. Therefore, it is crucial that R-L gas jobs take off to the right of the wind.

I am convinced that there are OT gas models which will fly on the R-L trim and on no other. Most of the pylon models are flown RR because they can often be made to transition into the glide by simply tightening the RH turn as the engine (with its left thrust) cuts. I flew a Playboy Jr. RR (for as long as it survived) at the 1988. SAM Champs. It would tolerate a 5-sec. engine run but no longer. A longer run would result in it dropping its right wing and spiraling in with increasing airspeed and tightening spiral. I now feel that it is probable that the ship could have been made to fly R-L. (I do not feel so confident that I am building another, however!)

What adjustments are needed for RR and R-L trim systems? In both cases, the glide is determined first and then the thrust line is altered as required to achieve the desired climb.

The RR ship glides to the right with about 3-4° of stab tilt. RH tip high. It will also need about 30 of wash-in (leading edge high) in the RH inboard wing panel. The tips are generally symmetrically washed out. A field adjustment is the use of trailing edge stock under the RH polyhedral joint with the blunt edge aft and the sharp edge forward. This gives the same effect as a drooped aileron in helping to keep the RH wing up. The RR ship generally needs only a slight amount of thrust offset to turn it right in the climb. If it is a pylon ship, the RH-turning effect of the prop wash on the pylon may be so strong that it will require some LH thrust!

The RL ship glides to the left with either LH tab or a combination of LH tab and LH tilt 0.5-2°). It carries no warps other than symmetrical washout in both tips if desired. I recommend a couple of degrees,)

As a general rule, it will require something like twice the right thrust offset to get it to climb to the right in opposition to that LH rudder.

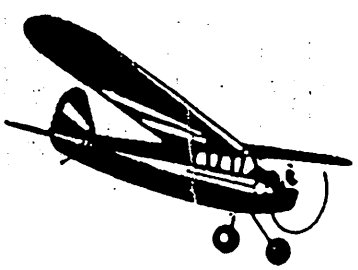
Note that stab tilt works through tilting the stab's lift vector to the side, using some of that lift to push the tail around. Its effectiveness is independent of airspeed. It depends on only two things: The magnitude of the lift on the stab and the distance that lift is located aft of the CG. This means that stab tilt may not work or may work only marginally on some OT gas jobs. Many of the earlier cabin jobs had a somewhat forward CG (and therefore little lift from the stab) and a short moment arm to boot. On such a ship, stab tilt may not be effective.

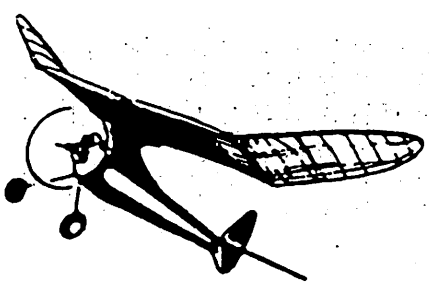
One last adjustment trick needs to be mentioned: It is the so-called "drag flap". This is a hinged flap installed aft of the trailing edge of the wing and weighted so that it will droop at low airspeeds, like in the glide. Its purpose is to get R-L ships to turn left in the glide without affecting the climb. Supposedly, at high speed, the airstream keeps it faired while, at low speed, it droops, "dragging" the LH wing into the LH turn. This device is of occasional benefit when used as described. I am astonished at the number of times I have seen it misapplied on OT gas Jobs. A flier will have trouble with a ship trying to drop its RH wing in the climb and he will stick one of these things on it, almost as a standard fix. It will tend to have little or no effect when he wants it (in the climb) and maximum effect when he doesn't, (in the glide). I consider it obsolete in those cases where stab tilt will work. In the misapplied mode (to counter a dropping wing) the flier is better off just sticking on some of the trailing edge stock mentioned above.

As a summary here, I will add the LH climb to the puzzle: High Thrust Line (HTL) AMA gas jobs fly LL. Not unexpectedly, there are parallels in rubber power and in OT gas: Some cabin designs (e.g. the Taibi Powerhouse) also climb best to the left. If you look at the profile of the Powerhouse, you will note the height of its thrust line. Similarly, low wing scale rubber jobs such as WWII fighters are best flown to the left in the climb. Most all high-wing rubber jobs and gas jobs which have the necessary lateral stability to fly can be flown safely m the R-L , pattern. Most pylon gas jobs will handle the RR pattern and even flourish on it due to the elimination af the' "S" turn transition and a transition into the glide which entails the least loss of altitude.

EPILOGUE: Thanks for the kudos about my article. Today I would modify one part of it, the part relating to the drag flap. Instead of thinking of the drag flap as an aileron for a ship which turns too tight to the left or right in the climb, the too-tight turn is corrected by using the rudder tab and the drag flap is installed on whichever wing you want it to turn toward. Thus, climb turn is controlled by rudder tab and glide circle by the drag flap.

Jim O'Reilly
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EASTERN U.S. FREE FLIGHT CHAMPIONSHIP EVENTS

Saturday — April 28th — 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
C FF GAS – Cat. III, 7 sec. eng., 2 min. max. (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
F1P – (JR).....Awards to 3rd
F1P – (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 — April 29th — 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 FF GAS – 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

Sunday (cont.) — April 29th — 8:00 A.M. to 4:00 P.M.

NOSTALGIA RUBBER/WAKEFIELD COMB – (JR/SR/OPEN).....Awards to 3rd
E-36 – ELECTRIC, MOTOR RUN, 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

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

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: Tom Kerr, Arnold Waldner
TK—7733 Airy Hill Rd., Chestertown, MD NEW CELL (410) 739-4939
email – ekerr@baybroadband.net
SPECIAL CD for FAC Events: Russ Sandusky

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

FAC EVENTS for SAT—April 28th
- Fly-off table: FAC Embryo
- Mass Launch: FAC WW I (Bi-Plane only)
- Mass Launch: FAC Racers (any type)
- Mass Launch: FAC Golden Age
- Mass Launch: FAC Modern Military
- Mass Launch: FAC WW II NoCal (6" Prop)
- Judged: FAC Peanut
- Judged: FAC Old Time Plan Kit Scale

FAC EVENTS for SUN—June 11th
- Fly-off table: ROG FREE FOR ALL (Sky Bunny, Comet Phantom, Hangar Rat, all 18" maximum span)
- 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 and multi-engine)
- Judged: FAC Dime Scale
- FAC Grand Champion Award

FIRST BIG FAC EVENT FOR 2007 FLYING SEASON
AWARDS TO 3RD PLACE IN ALL FAC EVENTS
all events are Kanone Eligible
run by Russ Sandusky, yksudnas@verizon.net

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

Tom Higgs will supply the normal food and beverages as always!!!
Where it applies combined events will be recorded as individual for National Cup Points—
TROPHIES WILL BE AWARDED AT THE END OF EACH DAYS EVENTS

The **INFORMER**

2348S, 700W
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