CENTRAL INDIANA AEROMODELLERS

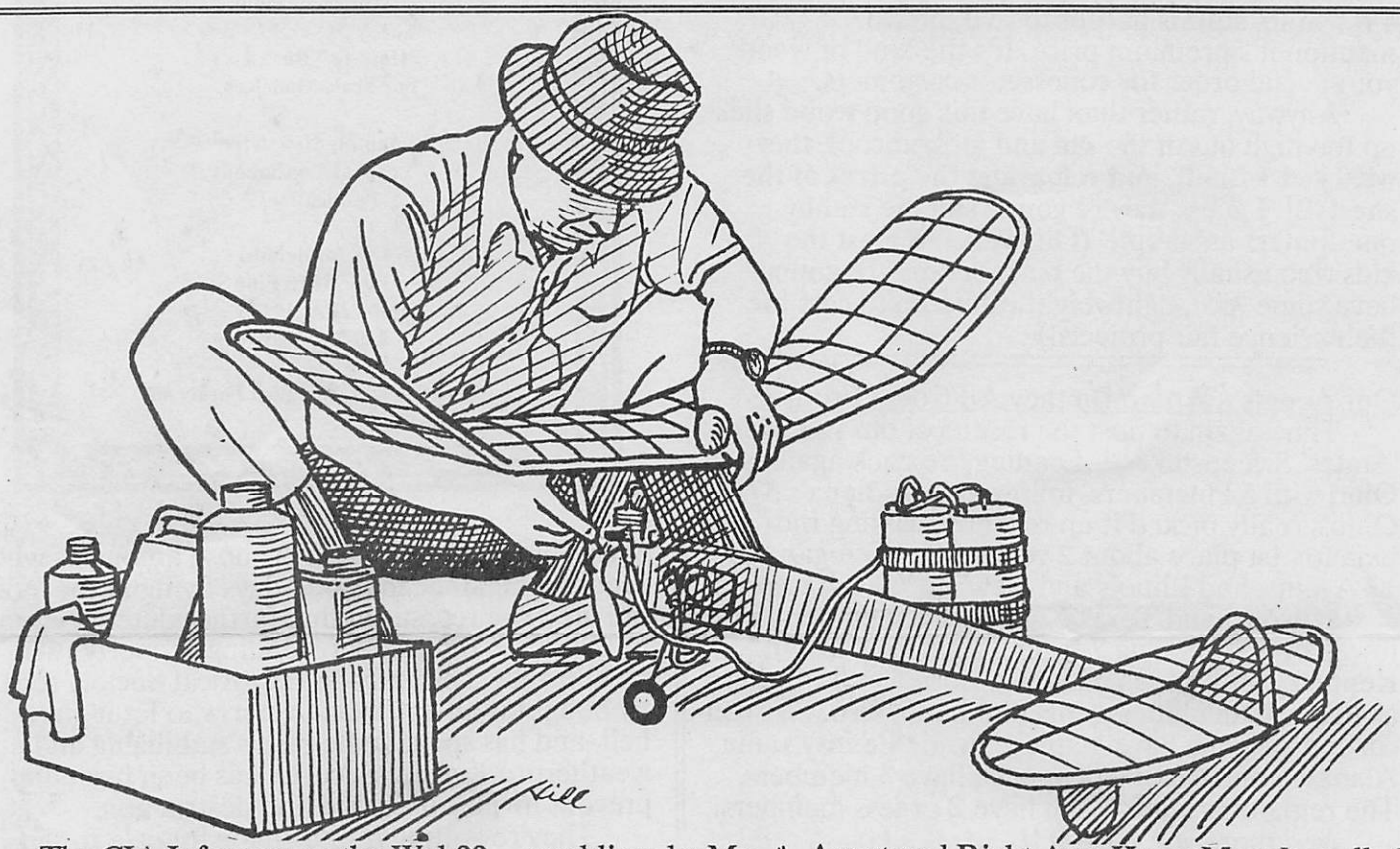
# CIA INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Showers ending,
chill descending.

- Editor -
Moe Whittemore
2348S, 700W
New Palestine
IN 46163

Issue # 3/96 May/June Price $7.50/yr.



The CIA Informer on the Web?? ... ramblings by Mo.

I can see it now ... the unaware (non-FF'er) eagerly hitting our page for the latest info about upcoming assasinations ...

I recently went on-line (**whitte@ix.netcom.com**) due to the urgings of Netcom staffer/webmaster/ex-Coupe&HLG flier/son David. Since I took the plunge, I've been asked repeatedly "when's the Informer gonna have it's own page??".

Probably not for a little while, anyway. To be a meaningful page, it should reflect the Informer's properties that make it special - it's technical articles, humor, artwork, etc. And a web page needs to be updated, periodically - more work!

With this in mind, it just doesn't seem fair to give away for free what our Agents spend their good money for. And it's hard enough to get input (articles) and prepare the material for our 'print version'! Oh, well. Maybe we could offer a skeleton version that ends with a subscription form! (Feel free to voice your opinions.)

*An aside .....*

And it's just gotten a whole lot harder to come up with the 'good stuff'! In case you didn't know, Agent and Right Arm **Harry Murphy** pulled himself out of the responsibilities game, turning over his CIA Sec'y/Treas sock to Gib Robbins. Can't be sure whether it was 'doctor's orders' or not, but the sabbatical is for his own peace of mind. He'll be going to contests, tho. He's sticking strictly to the fun stuff. Be sure to check out his **SLOP** FF event proposal inside - and a chance to try it out at the Fall CIA Contest. We hope this is just a passing phase .....

*And back .....*

If you've ever 'surfed the net', you quickly find that there's not much Free Flight info out there. Oh, sure, there's the AMA page, but it's under construction. And they're in the same boat the Informer's in - the more complete their page gets, the more it competes with MA! Durned if you do, durned if you don't! (Besides, if you have the CIA's contest calendar you know about as much as they do about regional happenings.) RC club home pages abound, tho, along with commercial offerings from the large hobby distributors (Sig, Tower Hobbies, MRC, etc.).

(cont'd p. 5)

I can't believe they really did it! ....

Apparently I don't put in enough hours at my part-time hobby shop gig...

Seems that during our last Sig order shipment, we received by mistake a bunch of 4 ft. contest grade balsa sheets (we usually stock our bins with the familiar 3 ft. stuff). As you realize, the 4 ft., 4-6lb. stuff is harder to find, not to mention it's premium price. It's the kind of wood you special order for conosseuir customers.

Anyway, rather than have this good wood stick up too high out of the bin and look uncool, **they whacked 1 ft. off, and remarked the prices of the sheets**!!! I guess they're gonna sell the stubby one-footers as scrap!! (Oh, well. At least the kids who usually buy the balsa scraps are gonna have some nice, lightweight rubberband cars for their science fair projects!)

Our Agents - Where **Do** they All Come From ??

Time again to post the results of our member's "States' Sweepstakes"! Leading the pack again is Ohio with 52 members, followed by Indiana's 37. Ohio's really picked it up recently, passing Indiana for 1st place about 2 years ago. Michigan has 12 Agents, and Illinois and New York each have 11.

Missouri and Texas each have 8 members, followed by a surprising 7 from Virginia! 6 live in Kentucky and 5 each claim California and Florida as home; Canadian Agents number 5, also. Wisconsin and Arizona have 4 apiece, while Pennsylvania, Alabama and Connecticut each have 3 members. The remaining states each have 2 or less members.

And there you have it !!





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***Ask About Our New Plan Packet #6***

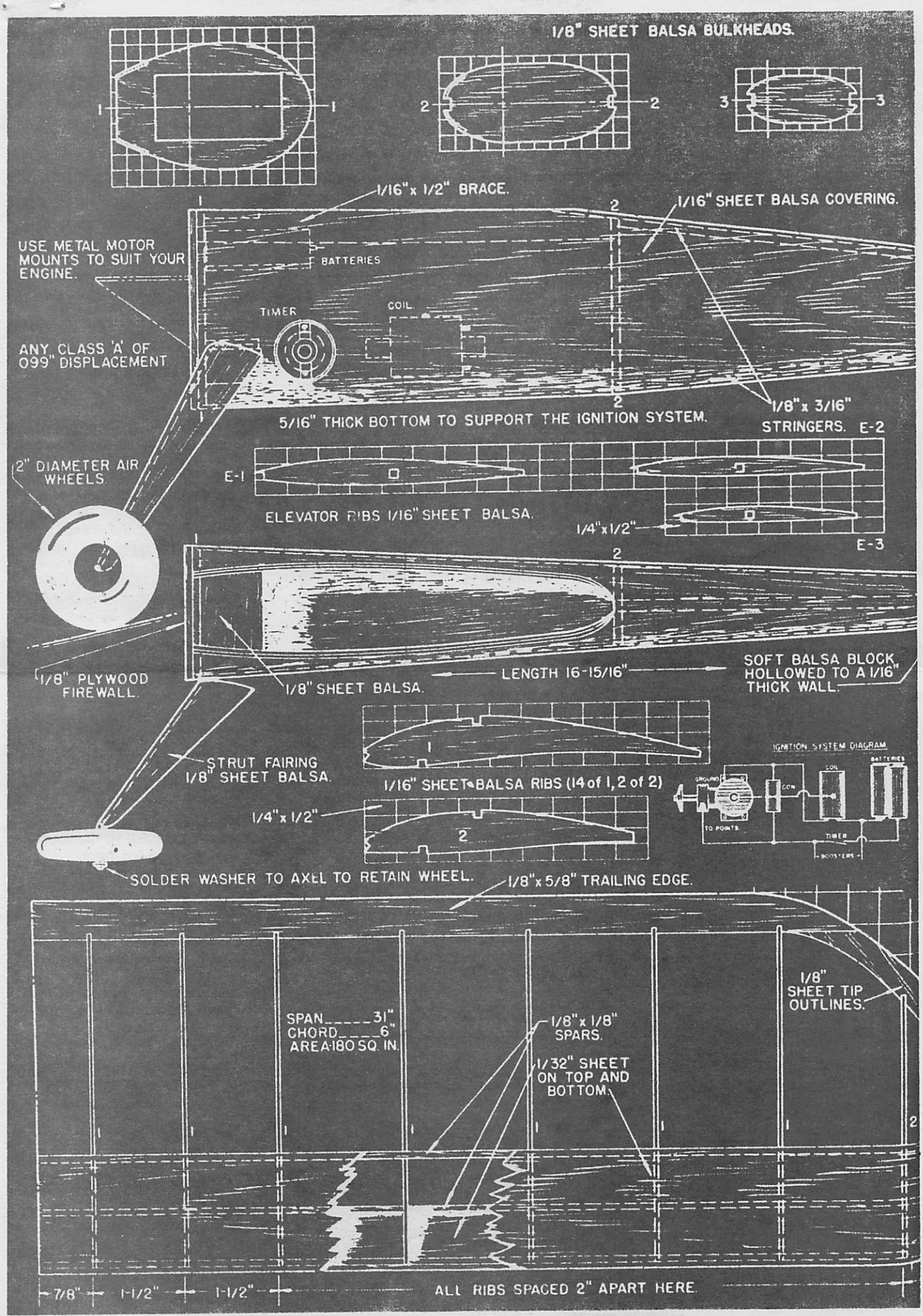

West Baden Update ..... For those among us who fondly remember the good days flying in the 'grand old lady', be reassured that further deterioration of the dome (and its surrounding property) won't be allowed. The Indiana Historical Society recently bought it all from the owner who let it go to hell, and has spent some bucks stabilizing and weatherproofing it. Security has been posted to prevent further pilferage and destruction.

They're getting it into shape for sale to serious parties, although at this time it's hard to tell which final use it will be put. Whatever the application, it'll have to fit the IHS's stringent standards. Some possibilities mentioned have been use as a convention center (as in it's past), a site for band camp/drum corps practices (indoor & outdoor), a luxury hotel with shops, etc,.

During a recent conversation with a relative on IHS staff, the possibility for flying there (in parallel with a future occupant) has not been ruled out. So, keep the faith!

Moffett at the '96 NATS/USIC!! By mistake, Moffett was left off the AMA Nats registration form. It'll be held on Tuesday, July 23, and be run by Jim Bennett. No late charge, either. Pass the word!!

P-30 found at Muncie!! A canard/pusher P-30 was found at the Muncie site by Dan Vest! Give him a call at (317) 289-0914 to claim it.

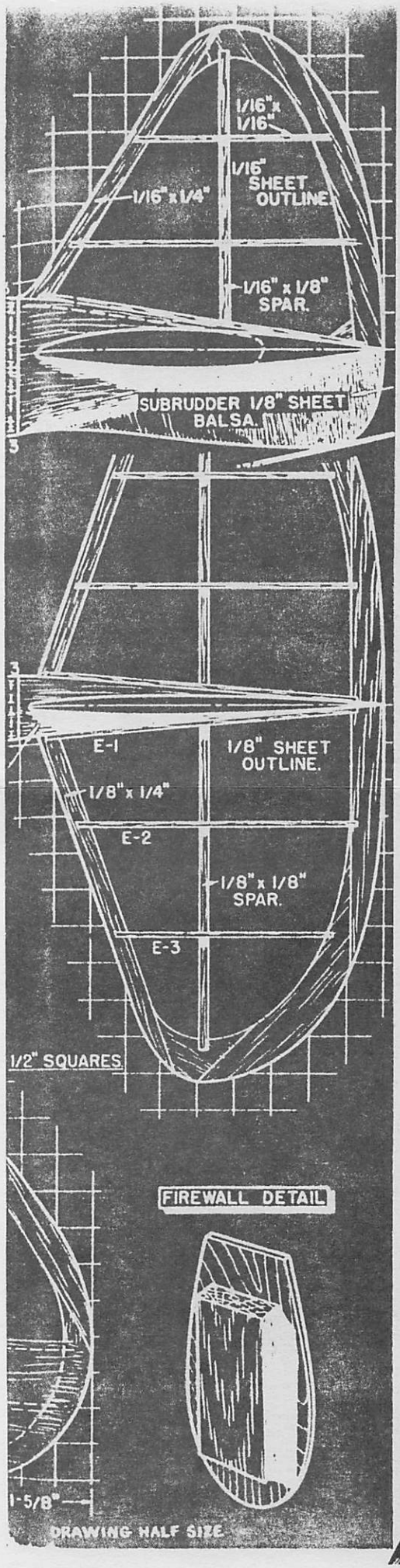



For the NosGas Ignition Freaks! THE NATSNEEZ - from the February 1947 Aviation Adventures & Model Building.

# THE NATSNEEZ

By P. E. NORMAN

**This ship is a favorite in England. Its small size, stable performance, simple construction make it an ideal ship for sport and contest "hot" flying alike**




THIS model gained so much popularity in England, where it was presented to their modelers by *Aeromodeler,* the leading model publication over there, that permission was obtained to reproduce it here.

Designed for a .099 engine, the ship is compact and turns in consistently good flights. The rather unusual construction of the fuselage proved itself really rugged when the ship was flight-tested by the editors.

The plans are half-size. Scale them to full size or have them photostatted twice up. There are only three bulkheads in the fuselage and these should be cut first using ⅛ inch sheet balsa. The block along the bottom is glued in place and shaped when the glue is dry. The sides are 1/16 inch sheet balsa, "eased" around the curve of the bulkheads, glued and pinned until dry. The 1/16 x ½ braces shown on the plan are glued in place as the sheet covering is pinned in place along the top edge. The ⅛ x 3/16 stringers are primarily to hold bulkhead No. 3 while the covering is applied—the covering will take the loads on the assembled model.

A tail block is carved to shape and slots cut into it for the stabilizer. This block need not be hollowed out, since its weight is negligible. The sub rudder, rudder, and stabilizer are built next and glued permanently in place.

The landing gear is bent from 3/32 inch diameter music wire and cemented to the bottom block as shown on the plan.

Coil, condenser, batteries and timer should next be located as shown on the plan and the wiring installed as per the diagram. Check for spark before installing the engine. The mounts shown dotted are for an Atom; the bare firewall (⅛ inch plywood, cut to the outline of the front of the model and glued in place) will suffice for the Arden.

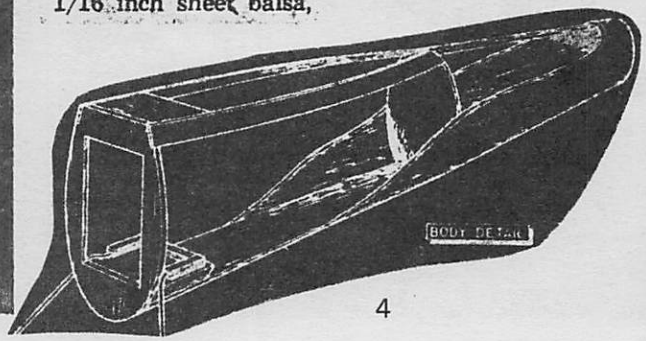
The wing is tackled next. Ribs are cut from 1/16 inch sheet balsa, tips from ¼ inch sheet and the wing assembly started. The lower spar is pinned to the bench, the ribs are glued in place and the leading and trailing edges added. The upper spar can be added last. The sheet covering is glued in place with pins to hold it until dry.

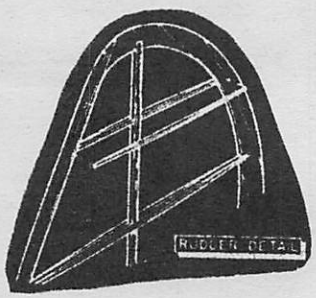
The wing and tail are covered with Silkspan and doped with three thin coats. Add the wing dowels by drilling through the fuselage and you're about ready to fly.

The wing should be free of warps for your test flights. If the model banks to the left under power, warp the trailing edge down about ⅛ inch not more, since the model should turn left under power and in the glide. The drag from the warp will make it turn left in the glide, while the additional lift of the warp will keep that wing up under power.

After the test flights have shown whether the model glides properly or not, you can go after finer adjustments. If the model glides too steeply, add a strip of 1/16 inch balsa under the leading edge of the wing. If it stalls a bit, add a strip under the trailing edge until the ship glides flat. If the turn doesn't seem tight enough (over a 500 foot circle) warp the rudder slightly left, though this was not needed in the model that was tested here.

To fellows who are accustomed to 38 and 40 inch wingspan models for Arden .099 engines, the 31 inch Natsneez may seem a bit small. However, during tests at Hicksville, L. I., the ships tested showed no power spiral tendencies whatsoever, proving that the lift from the thick wing is a factor in aiding the stability of gas models, particularly under full power.



(CIA on the Web ... cont'd)

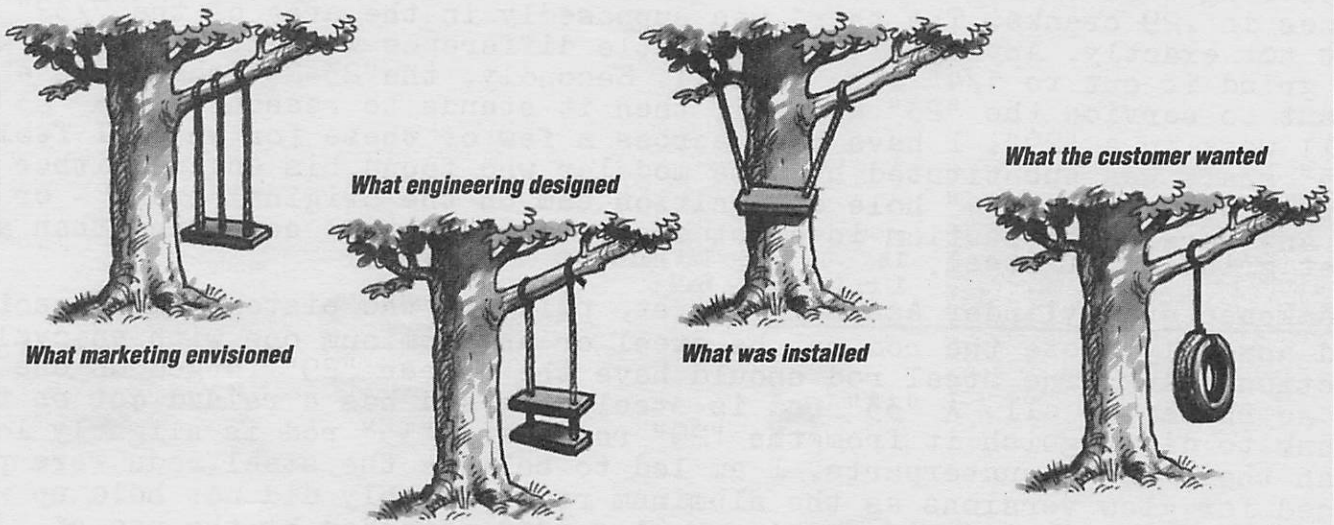
I did find a Flying Aces (Texas division) page, lots of Canadian and Aussie FF links, and "dvetter's" page (from MD), who split his loyalties between free flight and graveyard preservation! But at least he runs a regional contest schedule page and even features the happenings at Cuckoo, VA. He also needs more ff input, so I sent him some e-mail and a couple of Informers (with our latest kontest updates). I also found a Finnish FAI ff page (like reading Vol Libre!), and a home page for Electric Flight International.

How you search (the semantics of it), and which search engine you use (Yahoo, Magellan, etc.) makes a world of difference in what you turn up on the web! The following are a few goofy responses I turned up when I had different search engines look for *"free flight"*, *"model airplanes"*, or combinations of both phrases:

* "free flight" usually turns up air traffic control practices for real aircraft.
* It turned up **Walt Whitman** ("Leaves of Grass"); "This is the hour O Soul, thy *free flight* into the wordless..."
* It turned up **Cadillac Limousines;** ("...our late *model air* conditioned...").
* It turned up **Weightless Flight;** ("We'll be offering a *free flight* as a door prize" - a Weightless Flight giveaway at Space Frontier Festival!).
* It turned up **Hang Gliding in the Dolomites.**
* It turned up the **World Free Flight Pigeon Race** ($250,000 prize!).

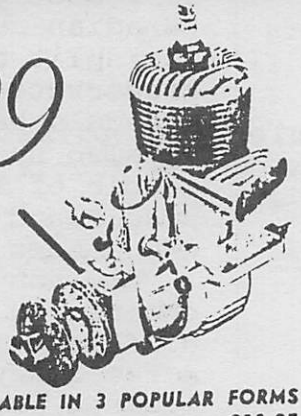
If you get a chance, e-mail me sometime! - Mo

# *What does the customer really want?*



Ohlsson & Rice
Emery at Grande Vista, Los Angeles 23, Calif.

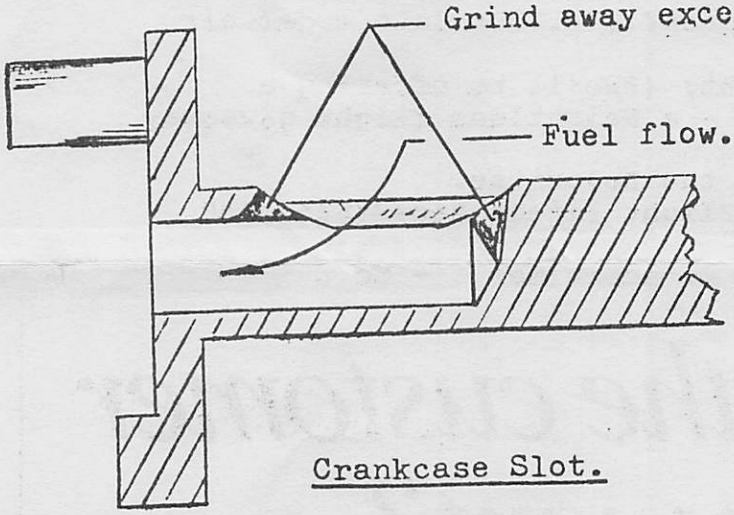
29



AVAILABLE IN 3 POPULAR FORMS
"29" Engine Pak . . . . . $11.95
Includes O & R Racing Glow Plug
"29" Glow Plug Engine . . . . . $12.95
Includes O & R Racing Glow Plug
"29" Ignition Engine . . . . . $13.95
Includes Champion Spark Plug and O & R Adjustomatic Timer

O&R .29 continued Crankshaft (continued) - The original intake slot opening in the shaft was probably the result of three separate machining operations: 1) the drilled hole from the rear, 2) a milling swipe across the top of the slot, and 3) another rotary mill shot to form the lengthwise slot opening - and not necessarilly in that order. Alignment of the 3 operations was obviously not very precise on most shafts, so some cleanup is in order to improve fuel flow into the slot opening and on through the shaft into the crankcase cavity. Essentially, the improvement of fuel flow through the engine is the total message of this article.

Using a hand-held Dremel Moto-Tool while securing the shaft in a small tabletop vise (clamp-on type). I patiently and meticulously grind away unwanted steel from the slot opening being very careful not to increase the width of the opening in the process. Revising the width of the slot would change the engine timming and engine hop-up is not the subject here.




Crankcase Slot.

The final step to completing the c'shft is to add the ignition point cam notch should none exist. Many glow O&R's were apparently marketed with ignition c'shfts for easy conversion, but many were not. If you cannot find an ignition replacement shaft, then you shall have to file the cam yourself, but youwill need an ignition shaft to copy from. I havesucessfully performed the task with lotsa patience and a good eyeball, but 'tis a chore I could do without. O&R placed many an ignition shaft in hobby shops for aftermarket sales, so they are about if you look in the right places. (Sorry, I don't got none).

A closing word on crankshafts: Some insist there were at least three hole sizes in .29 cranks. The third was supposedly in the area of the 7/32" hole, but not exactly. Anyway, it makes little difference what it was since we are to grind it out to 1/4" dia. as well. Secondly, the"23-29" shaft was also meant to service the "23" as well, then it stands to reason that a "23" shaft will work in a "29". I have come across a few of these for which I feel the "23" shaft was substituted by some modeler who found his engine either did not incorporate a 1/4" hole or ignition cam on the original crank - or both. At any rate, substitution is a lot easier and less time consuming than all that grinding of steel.

Crankcase and Cylinder Assembly: First, pull out the piston and connecting rod assembly. Note the rod may be steel or an aluminum one with an oval cross-section shank. The steel rod should have the number "29" forged on one side or no number at all. A "33" rod is steel only and has a raised dot on the shank to distinguish it from the "29" rods. The "33" rod is slightly longer than their "29" counterparts. I am led to believe the steel rods were produced for glow versions as the aluminum rods probably did not hold up well under the increased RPM's and internal forces afforded by the use of glow fuel. Personally, the steel rods are not a favorite of mine either as they

have a loose brass bushing on the crankpin end which permits another place for excess play and sloppy fits in the piston, rod, wrist pin, and crank system. Should you be keeping an eye on the scales, the steel rod and its bushing add an additional gram over the aluminum rod.

If the piston is carboned-up, particularly on the inside, you may wish to remove the rod and wrist pin to facilitate scraping out the crud. The wrist pin is retained by two "C"-shaped wire clips on the inside of the piston and can be a bit tricky to remove. I use two X-Acto knives with old #11 blades with their sharp points broken off. Locate both ends of the clip and push the clip out of the groove in the wrist pin. Make sure when you re-assemble the piston, rod, and wrist pin that you position the wrist pin"spacer"to the rear of the rod. This"spacer"is to retain the rod in proper position foreand aft while the engine is running. This spacer is a must for steel rods, but none is required for the aluminum rods.

Okay, on with the c'case and cylinder assembly - looking in the back - you should see three passageways in the case going up the outside wall of the cylinder. This is the fuel by-pass which is the path of the fuel mixture going to the combustion chamber. If this is a heretofore untouhed engine, you shall find a die cast "fence" blocking all three of the channels at their bottom end. This "fence" has gotta go!

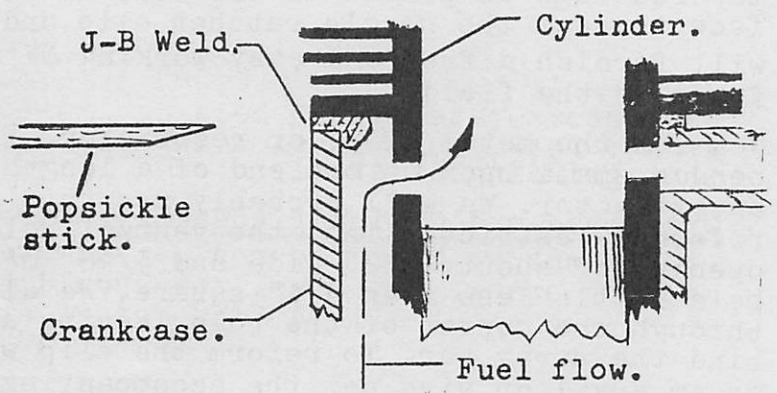
I do not recommend a Dremel grinder for this task. One slip could mar the nice smooth finish we desire on the crankcase wall. Actually, you can "carve" away most of the unwanted die cast material which blocks each of the three channels with our trusty X-Acto knife with the #11 blade. The semi-soft material should peel out in chips a few thousandths thick - just like paring a potato. Finish smooth thistask using jewelers files and emery paper. The "fences" were milled-out at the factory on the earlier sideport engines such as the .23, however, I have seen no evidence that any of the FRV 29's having factory removed "fences". T'was apparently another cost savings measure which did not prevent the engine from running."They justkeep on ticking" sez John Cameron Swayzee.....

Permit me to drop a word here relative to the "Bluehead" .29's, and to why I consider them "bummers". You will remember up front that I stated that O&R made numerous changes in their products along the way, but all could not be considered as "progress"? Well, the "bluehead" is cas-in-point as the three by-pass channels have been replaced in this model with a wide cresent-shaped opening which permits less fuel up the by-pass. The engines were all glow plug models and to my knowledge none were marketed with ignition points. It's a good thing, for whereas they do run on glow fuel, I have never gotten one to lean out on ignition using gas and oil. (You can peddle these off to collectors who like "pretty" engines and never lose a tear-Ha!)

If your 29 leaked fuel along the top of the by-pass when you ran it prior to the beginning of this senario, then the next step is to plug-the-leak. The mfr. used a composite gasket between the top of the c'case and the bottom lower fin of the cylinder to seal the by-pass. The 33 had an aluminum gasket and I have yet to encounter a 33 leaker. The 29 is a chronic leaker, the 19 next, and the 23's are not too numerous in that regard. (I once ran six 29's in a single afternoon and all six leaked very badly.) Remember, this gasket is about 50 years old and thereby owes us little.

I have seen many a "fixit" job with some kind of sealer or another smeared all around the gasket area causing the engine to look a mess - and some still leaked, but we "ain't gonna" do that! We will do such a masterful job that no one will know we did anything.

With our trusty ole X-Acto knife and the #11 blade start picking the decomposed gasket material out of the slot above the bypass area. This is




By-Pass Seal

the only place the engine is likely to leak around the gasket periphery, so you may forget the remainder of the circumference - or trim the gasket flush with the top of the c'case to improve appearance. However, do a thorough job of cleaning out the slot above the bypass. Thoroughly wash out the bypass area under a high pressure water source to remove loose debris. Dry with a heat gun or hair dryer.

We now want to poke J-B WELD epoxy into the slot. I put a chisel-point on a popsickle stick for this task. Poke an ample amount into the slot along its entire length for what we wish to do is to create a small "glob" on the inside of the bypass such that the internal pressures of a running engine will not blow out the epoxy. I have yet to encounter a failure using this procedure. Set the assembly aside to cure for at least 24 hours. (Caution! Do not use a sister product to J-B WELDcalled J-B QUIK - it is not the same stuff!) OOPS! Almost forgot - I promised you a "neat" job. Anyway, before we put the assembly onthe shelf to cure, dip a rag into some dope thinner and wipe off all the excess epoxy on the outside being careful not to drag any epoxy out of the slot. Now, we can progress to the next item....

FRONT-END ASSEMBLY: We are approaching the final stage of our project and one which could add some premium rpm's to our efforts. When you look down into the venturi of any FRV O&R you will see a condition that is unorthodox when compared to most other engines. The relatively square hole in the case front contains a formed metal clip which restricts the opening on both sides of the hole leaving an elongated opening running fore and aft in the center. The NV body cuts across this slot up front leaving a comparatively large opening to the rear as compared to that in front of the spray bar. Personally, I never understood O&R's theory in this configuration as it would seem that the spray bar should have been centered in the slot rather than being situated to one end. I can remember Jim Walker plugging the rear of the slot with a chunk of balsa on his 23's he utilized in his Fireball ukies even though he used balloon tanks.

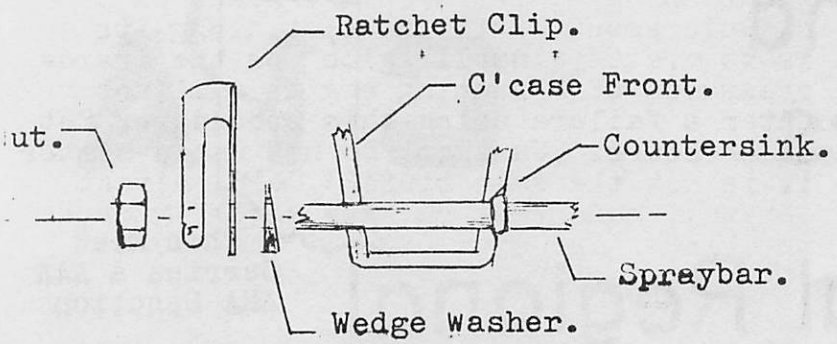
Anyway, I began revising the clip to create a squared-up hole with the NV body running through the center ala conventional. As many as 500 additional rpm's resulted.Also, you might find that your NV body is bent. This is probably the result of over-tightening of the retaining nut to seal out both sides of the venturi. As the sidewalls of the venturi are not parallel, you can easily bend a spray bar with little effort. A bent NV body can put the needle itself into a bind as you attempt to turn it, or even cause it to break (the NV body, that is). So, let's fixit!

Let's tackle the bent spray bar problem first. To prevent it from bending we must make it believe that we made the sidewalls of the venturi parallel, right? I put a countersink impression on the sidewall where the shoulder of the spray bar is to seat. I use a small countersink bit in a drill for this operation, but an oversize drill will do if you are careful. Square up your machining operation with the theoretical centerline of where you wish the spray bar to go. In final assembly put a drop or two of threadlocking compound at the countersink locationto make a permanent seal. On the other side we want to taper the aluminum flat washer to a wedge shape with a knife edge on one side. The tapered edge is placed to the rear in assembly providing a perpendicular surface to seat the needle ratchet clip and retaining nut. This bit of "due care" will furnish a free and easy working NV and little or no spray bar breakage fears in the field.

Now for the metal clip, or restrictor. It is probably stuck in the venturi, so bend a small hook on one end of a length of 1/16" dia. piano wire to be used as an extractor. We will probably use this "hook" a number of times in fitting our reformed restrictor into the venturi hole. The clip is "U"-shaped with an opening of about 3/32" wide and 5/16" deep. We want to reform the opening to be a little less than 1/4" square. We also wish to have the spray bar running through the center of the hole leaving about a 1/16" gap both in front and behind the spray bar. To reform the clip we must first flatten it with a hammer on an anvil or vise per the accompanying sketches (See Before and After views).

The four interior notches are to be filed deeper to permit new bendlines in

reforming the clip to a wider "U"-shape. The metal won't take many "rebends" so get your notch-depths even the first time. Once you have your new "U", you can tweek the top and bottom "flaps" to fit snug against the inside walls of the venturi once again.

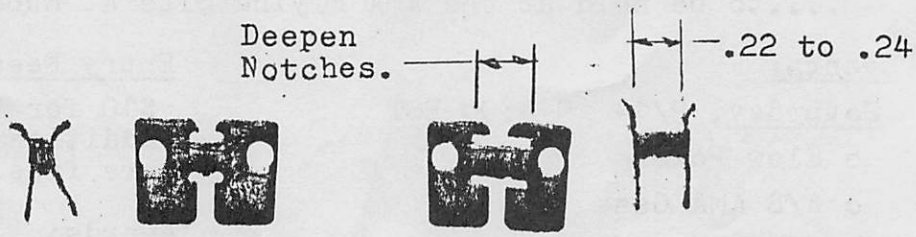



NV Body Detail

We can now re-assemble all of the venturi parts for our "new-look-venturi". Note we are left with a gaping hole behind the back edge of the restrictor for which we need to plug. We can do this with some more J-B WELD and flare out the material to the top inside of the venturi at the rear. Once again we must set this assembly aside to cure for at least 24 hrs.

The final step is the most important! Before re-assembling the engine, CLEAN ALL PAARTS VERY THOROUGHLY!!! - with soap and warm water. Repeat this step many times. When you think everything is spic and span, wash and scrub them 4 or 5 more times.The grit of J-B WELD is very abrasive if you have filed or ground on the hardened epoxy. A teeny-bit in a running engine can turn all our hard work to junk. Lubricate all parts with some light machine oil as you re-assemble the engine for the last time.

Use a new c'case gasket if you have one and securely tighten the three c'case screws. Any leakage or bad seals will cost you rpms and lost power. Should your final product be difficult to hand start on gas and oil, your new venturi hole may be a bit large. You can reduce it with appropriate strips of thin aluminum or brass heldin place with J-B WELD.




Before After

RESTRICTOR DETAIL

Some final comments: The above should improve .29's and .33's considerably. Whereas the revised restrictor seems to have considerable effect on the 29 and 33, there seems to be much less effect on the 19 and 23. I believe this is because of the O.D. of the shaft in the venturi area has a greater differential to its front and rear bearing diameters on the 29/33 engines than their 19/23 counterparts. In other words, if you could solder-up the O.D. ofthe shaft between the bearing pads to be about the same O.D. as the bearing areas themselves, then the revised restrictor senario might not be necessary. I have not tried this as yet, so 'tis supposition at this writing. Note that there are also are 33's with the "cresent-shaped" bypass configurations like the "Bluehead" 29's. These are also "bummers" for our purposes.

I hope you have enjoyed the tour....

HSM 5/96

* FINIS *

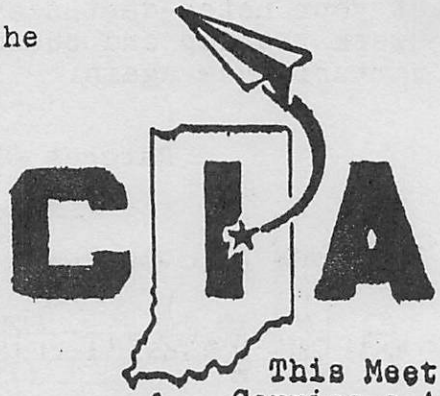
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SLOW POWER EVENTS - are cropping up in numerousgeographical areas and there are as many sets of rules as there are areas. This is about standard for new concepts as participants search for common rule possibilities. The "SLOP" acronym is acredited to the Florida contingent, so I hope we do not get slapped with a plagiarism suit. Anyhow, the C.I.A. shall join the fray this fall by staging the event with our own rules concept at our fall meet (see contest flyer). All the bases are now covered as the C.I.A. concept covers the power span between Nos Gas and the Schnuerle age. Come back - all you weekend flyers who left FF Gas competition because of hi-tech gadgets and costly engines.

It's the only FF Contest in this area during the month of September.Y'all Come!

# Central Indiana Aeromodellers

# 24th Annual Regional




This Meet Carries a AAA AMA Sanction

# FREE FLIGHT MEET

....to be held at the AMA Flying Site at Muncie, IN - Sept. 14/15, 1996.

Events:

Saturday, 9/14 9-4:00 EST

- o Slow Power
- o A/B AMA Gas
- o Mulvihill Rubber
- o A1/A2 (F1H/F1A) Towline
- o Hand Held Catapult (J,SO)
- o Pee Wee 30
- o 1/2A Nos Gas
- o ABC Nos Gas

Saturday Eve (Approx. 4-6:00 PM)

- o .020 Payload
- o Moffett/Korda Combo

Sunday, 9/15 9-4:00 EST

- o 1/2A AMA Gas
- o C/D AMA Gas
- o Hand Launch Glider (J,SO)
- o ABC Old Timer Gas
- o 1/4A Nos Gas/.020 Replica
- o Coupe d'Hiver (F1G)
- o Jr. Rubber (Anything goes)

Note: See other side for C.I.A. Slow Power (SLOP) Rules.

Entry Fees:

$10 for first event. $3 for each additional event. $25 max. Juniors are free.

Awards:

Beautiful trophies to third place in all SO and JSO events. Trophies and merchandise in Junior HLG, HHCat, and the Jr. Rubber events. Junior is 14 years and under.

Rules:

AMA Events per AMA Rule Book (1996).

Old Timer event per SAM Rule Book except only original or approved repro ignition engines are permitted. No Diesels or glow conversions.

PeeWee 30 per Orbiteer Rules.

Slow Power per C.I.A. Rules. (See back of this page).

Chase bikes OK, but "Go Slow!"

CD's: Moe Whittemore
2348S, 700W
New Palestine, IN 46163
(317) 861-4266

Phil Sullivan
4536 Southern Ave.
Anderson, IN 46013
(317) 640-4536

5-12-96

# C.I.A. SLOW POWER (SLOP) EVENT

## RULES:

1. No Auto Surfaces:
   - No V.I.T., Bunt, Flappers, etc.
   - Auto-Rudder (A/R) is permitted.
2. Engine Eligibility:
   - No Schnuerle-ported engines.
   - Ball Bearings (BB) engines are permitted.
   - Eligible engine sizes are .090 to .650 cu. in. displ.
   - Diesel engines that meet the above criteria are permitted.
3. All other rules are the same as those which apply to AMA Free Flight Gas.
4. This is intended as a fun event and no flight records are to be kept.
5. The event may be divided by engine sizes into two or more events if desired.

## LOGIC:

- Targeted engine era is between the Nostalgia Gas era and the Schnuerle ported engine era such as; ST G-21, OS Max-H, the larger Coxes, pre-Schnuerle K&B, Fox, etc.
- A/R is considered more of a quick-trim feature and was incorporated on many competition models of the era.
- BB's are considered more of a contributor to engine longevity than to any performance benefit.
- 1/2A Class omitted because Cox engines remain competitive with the new foreign manufactured offerings. (Also, there already exists a number of 1/2A competition events and it is not intended that the C.I.A. SLOP event become just another 1/2A event.)

The C.I.A. SLOP Event shall be added to the event menu at the C.I.A. Fall Regional FF Champs to be staged at the Muncie site - scheduled for the September 14-15 weekend.

# The INFORMER

Issue No. 3-96

2348S, 700W
New Palestine, IN
46163

1996 President
Roger Lane

Vice President
Jim Haught

Sec'y/Treasurer
Gib Robbins

## 1996 C.I.A. AREA CONTEST CALENDAR

| | | | |
|---|---|---|---|
| MAY<br>JUN | 29 THRU)<br>2 ) | JOHNSON CITY, TN | USIC/AMA INDOOR NATS |
| | 1-2 | MUNCIE, IN | COFFC FF MEET |
| | 8-9 | GANANOQUE, ONTARIO | SAM 86 FF MEET |
| | 8-9* | WPAFB, DAYTON, OH | (PRACTICE SESSION) |
| | 9 | BONG, WI | AERONUTS O.T. FF MEET |
| | 15-16 | WPAFB, DAYTON, OH | FFMAS FF MEET |
| | 22-23 | STURGIS, MI | M.A.M. O.T. FF MEET |
| | 29-30 | GALEVILLE, NY | EASTERN FF CHAMPS |
| | 30* | BONG, WI | AERONUTS RECORD TRIALS & FUN FLY |
| JUL | 6-7 | WPAFB, DAYTON, OH | C.I.A. O.T. & NOS GAS FF MEET |
| | 13-14 | BONG, WI | FAI INVIT/IMAC (SUNDAY) |
| | 22-26 | MUNCIE, IN | AMA FF NATS/USOC |
| | 28 | | |
| AUG | 3-4 | WPAFB, DAYTON, OH | NOFFA FF MEET |
| | 9-11 | FAYETTE, NY | EMPIRE STATE FF CHAMPS |
| | 11* | BONG, WI | BONG EAGLES/PELICAN FF MEET |
| | 11 | STURGIS, MI | M.A.M. JIMMIE ALLEN POSTAL. OLD TIMERS RUBBER, SLAG ENGINE |
| | 13-15 | GANANOQUE, ONTARIO | GREAT GRAPE GATHERING FF & RC, ASSIST MEET |
| | 17-18* | WPAFB, DAYTON, OH | (PRACTICE SESSION) |
| | 17-18 | CUCKOO, VA | CUCKOO CHALLENGE FF MEET |
| | 18 | BONG, WI | MIDWESTERN STATES FF MEET |
| | 25 | BONG, WI | AERONUTS, O.T. FF MEET |
| | 31-2 | -- | LABOR DAY WEEKEND |
| SEP | 7-8 | GANANOQUE, ONTARIO | EASTERN CANADA OPEN FF & RC ASSIST MEET |
| | 14-15 | MUNCIE, IN | C.I.A. FALL REGIONAL FF MEET |
| | 21-22 | | |
| | 28-29 | CUCKOO, VA | CAAMA FALL FF MEET |
| OCT | 5-6 | LAWRENCEVILLE, IL | TRI-CO AERO CLUB FF MEET |
| | 11-16 | PENSACOLA, F. | SAM CHAMPS |
| | 12-13* | WPAFB, DAYTON, OH | PRACTICE SESSION |
| | 19-20* | | |
| | 26-27 | | |
| NOV | 3 | COLUMBUS, OH | MECA COLLECTO |

SEND ANY COMMENTS TO H. S. MURPHY, 3824 OAKWOOD BLVD., ANDERSON, IN 46011, (317) 642-7377 ASAP.

(*) REVISED 5/16/96