CENTRAL INDIANA AEROMODELLERS

CIA INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Mackerel sky,
24 hours dry!

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

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Time For A Change! - by Gib Robbins

Referring to the CIA Odltimer & Nostalgia Contest, we've run nearly every conceivable type of event over the years!

Harry Murphy always did a great job of keeping up with what was in and what was not, with the majority of flyers - managing to keep everyone happy at the same time!

Our event card hasn't changed for several years, now. But due to a lack of interest (lack of entries!) in some of the events, we thought we'd try something different.

This year's contest will see the biggest event lineup we've ever had due to a couple of good guys stepping forward and offering to sponsor two of the events. **Sean Cochran** and **Lee Campbell** will sponsor *Small and Large OT Rubber Fuselage* events.

We'll also be adding *Commercial Rubber and OT Glow*, that is, any Oldtimer model that fits the Ignition era thru Dec. '42, only using any Nostalgia-legal engine (including Nostalgia-legal diesels!) - and fits the Nostalgia weight rule. In other words, for the Oldtimer Glow event we will enforce Nostalgia rules - including engine runs.

The OT Glow event has emerged from conversations I've had with several fliers that voiced interest in this kind of event. They really liked the idea!

If you go back far enough, you'll remember this event flourished when the OT movement emerged during the '60s. And I've got to say, I really liked it then and am looking forward to flying it again. I hope you do, too!

So this an advance notice to dig 'em out, renovate the old ones (or build some new ones!), get 'em ready and let's have some fun with this event again!! - *Gib*



CIA Annual Banquet - Jan 23, 1999. - by MJW

Another great turnout for the blowout at Welliver's! 60 hungry souls showed for the festivities - nearly the same number that attended our Silver Anniversary banquet last year!!

Emcee Phil Sullivan reported another very successful season. All our contests ran quite smoothly - with little interference from mother nature. And the treasury is in better shape than ever! The sho 'n tells at last years' meetings were great, with newly-completed models dominating the agenda. If any of our Agents are in the vicinity of Anderson (or Muncie) the 1st or 3rd Monday of every month, be sure to drop in at the Anderson Airport and join the fun!

Of special interest to our fellow Agents, **Beth Mekina** was a recipient of an AMA college scholarship and **Keith Fulmer** was appointed to the post of NFFS Nostalgia Gas East District representative!

(cont'd p. 4)

I recently received this sad message from Randall Hopkins:

"With great sorrow I write to inform you of the passing of **Richard Rikel**, January 13, 1999. He was my partner in H&R Engines, my flying buddy, my lifelong friend.

Many in the Free Flight community knew Richard for his constant friendliness, his good humor and his competitiveness. Richard's life was defined by his devotion to family, church, work and our hobby of Free Flight.

He leaves behind his wife Patsy, five children and ten grandchildren. He will be sorely missed."

Concerning their enterprise, Randall continues; "It is my intention at this time to continue to complete and make available our engines."

Randall may be contacted at H&R Engines, 5024 Old Mayfield Road, Paducah, KY 42003. Ph: (502) 554-3359

(As a matter of interest, the write-up of Richard & Randall's Nostalgia engine venture may be found in the #2-98 issue of the Informer....)

RC pioneer **Vernon MacNabb** died Dec. 28. He was 96. Vernon was the founder of the Indianapolis-based Citizenship Corp - the first company to allow radio controlled airplanes to be bought by the public.

Wanted: Burned-out Cox glow heads. Must be in good shape, otherwise. Will pay $0.50 each for #s 1702, 325 and 315.
(Lee Campbell, P.O. Box 3104, Muncie, IN 47307)

Don Lang of the Cloudbusters MAC would like y'all to know about their *1999 Spring Indoor Fling* - a AAA Cat III contest at the "Inside Swing" golf dome at Flint, MI, on Sunday, May 2, from 8am til 8pm. Classes to be offered are: IHLG, St & Unl Catapult Glider, 7g Bostonian, No-Cal, Jetco ROG, LPP, EZB, Mini-Stick, FAC scale, FAC Peanut, Golden Age scale, WWI&WWII mass launches and F1D.

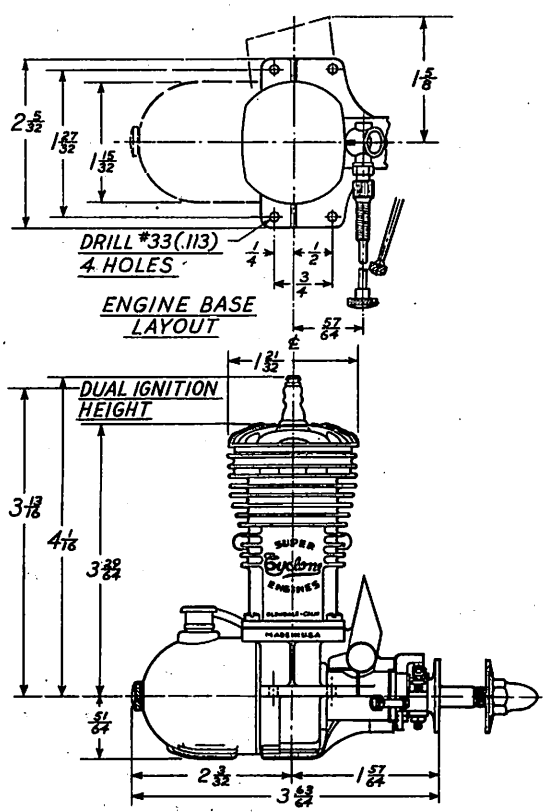
We'll run the flyer in the next issue of the Informer. More info? Contact CD George Lewis - (810) 329-6833.

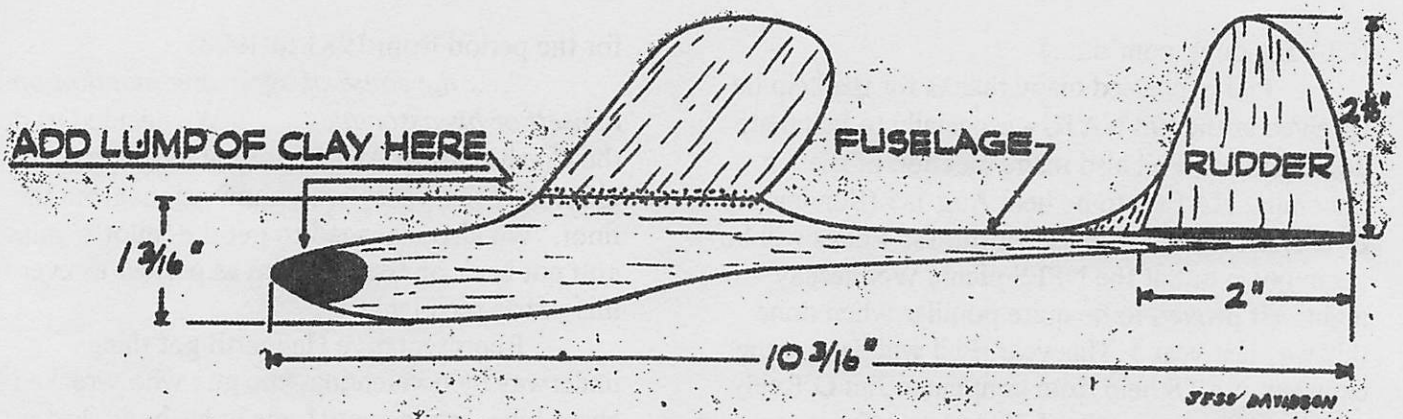
Need Some Light Covering Material???

The St. Louis Indoor Free Flight Group is now offering for sale a new generation of light plastic covering material called "Y2K". It weighs an average of 0.043g/100 sq.in. It will be sold in 20 ft rolls, approx 14" wide. The price is $33/roll, pp (US & Canada), $36/roll, foreign. Limit, 2 rolls per person.....

Mail all requests to: Y2K Film, 4514 Meadow Lane, Red Bud, IL 62278.

The little glider on the facing page was taken from the Fall 1944 issue of the "True Aviation Picture-Stories" comic book.



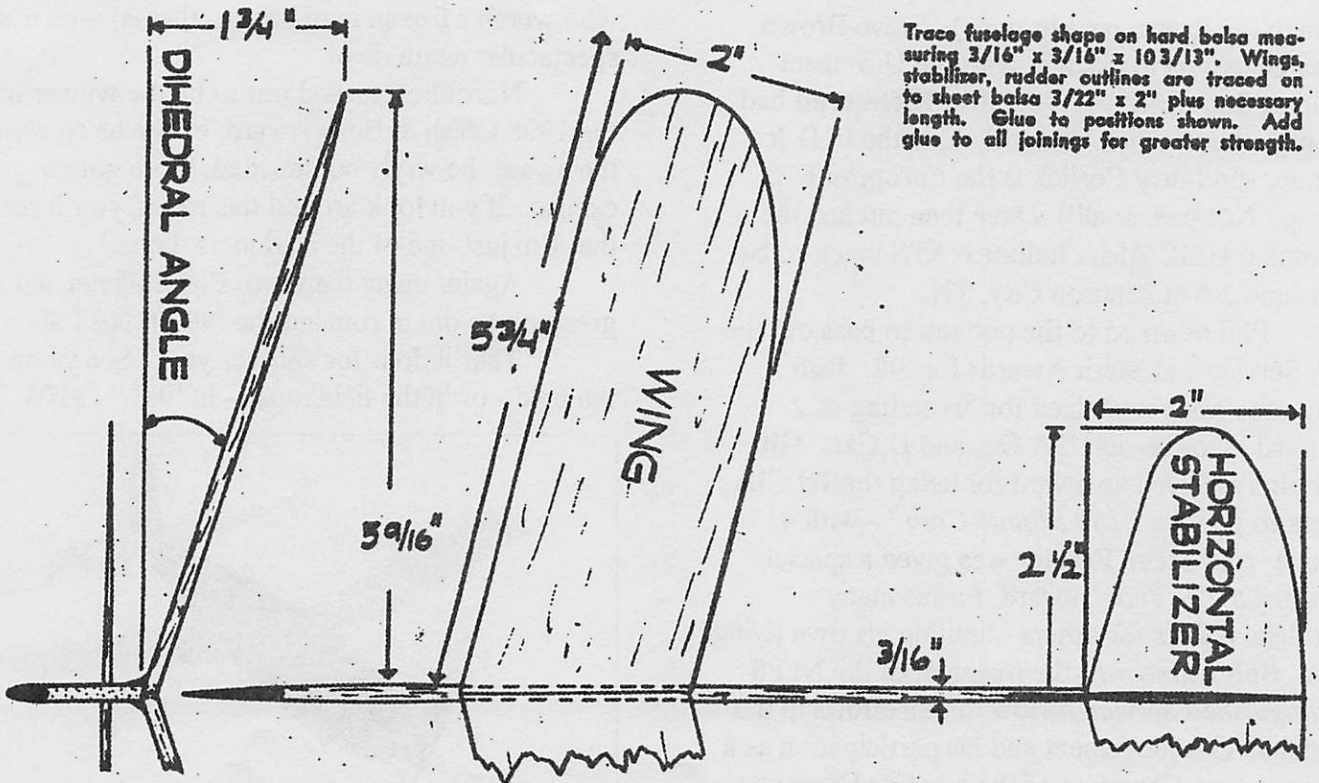


HOW TO BUILD THE "CLOUD-HOPPER"

Here's a fine outdoor glider which can be made in a few hours. It may be built to the exact size shown, by tracing the plans; or, you can double the size, and improve performance, by duplicating these outlines on balsa wood, according to full-size dimensions given on plans.

First, shape the fuselage as shown and sand smoothly. Make two wings; round the leading edges and taper trailing edges. Follow plans closely so that when wings are joined atop body, they will form the sweepback design shown in top view. Next, shape rudder and horizontal stabilizer, rounding edges smoothly. A separate piece is shaped for forward extension of the rudder. In assembling model, cement tail surfaces first.

Wings are attached with dihedral angle of 1¾". Allow time for cemented parts to dry. Place a lump of soft clay on the nose of the "Cloud-Hopper," as indicated, adding or subtracting clay until the model glides and soars properly.



Trace fuselage shape on hard balsa measuring 3/16" x 3/16" x 10 3/16". Wings, stabilizer, rudder outlines are traced on to sheet balsa 3/22" x 2" plus necessary length. Glue to positions shown. Add glue to all joinings for greater strength.

Warp the rudder right or left for spiral ascent. Coat all surfaces with four applications of dope for smooth finish.

(CIA Banquet, cont'd.....)

Phil expressed many thanks for the help he received at the '98 NATS - especially to helpmate **Joe Mekina**. Phil also made mention of the upcoming NATS - to be held Aug 1-5 (Sunday thru Thursday). Trophies for the 1st 4 days will be again given out at the NFFS picnic Wednesday night. (It proved to be quite popular when done this way last year.) This year, Phil will have some excellent NATS help from gentleman Jim O'Reilly.

After Prexy **Mark Wood** and Treasurer **Les Hallgarth** did the Santa thing with the door prizes, they did the '98 CIA High Point Awards thing as follows:

* AMA Power Champ - ***Bob Johannes***
* AMA Non-Power Champ - ***Joe Williams***
* O.T. Gas Champ - ***Bob Edelstein***
* O.T. Non-Gas Champ - ***Ed Konefes***
* NosGas Champ - ***Keith Fulmer***
* Indoor Champ - ***Larry Loucka***
* Overall Champ (Open) - ***Ed Konefes***
* Overall Champ (Jr/Sr) - ***Alex Marsh***

Dave Thomson then did a quickie summary of the Indoor World Champs (held once again in the Romanian salt mine). Steve Brown repeated as World Champ, with the U.S. team finishing 2nd overall. (Agent **Jim Richmond** had 3rd high time.) Nick Leonard, Jr. is the F1D Jr. Champ, and Larry Coslick is the European F1D champ. Not bad, at all!! Dave then pitched the upcoming USIC/AMA Indoor NATS meet, to be held June 2-6 at Johnson City, TN.

Phil returned to the podium to pass out the CIA Service and Merit Awards for '98. **Bob Johannes** was recognized for his setting of 2 National records - in 1/2A Gas and D Gas! **Gib Robbins** received an award for being the 1st CIA Agent to join the *"100 Minute Club"* - with 41 maxes! And **Steve Frazier** was given a special *"Timer Of The Year"* award, for his many sacrificial efforts for others - limiting his own flying time! **Bob Larsh** was the recipient of the NFFS *Distinguished Service Award* for his efforts in the Nostalgia Gas movement and his participation as a member, then Chairman of the NosGas Committee for the period from 1983 to 1998!

"..... the cause of agonizing humiliation to himself or his associates ....." We decided to do the Crash & Burn Award presentation a bit differently this year - with nominations from the floor. We also managed to get the 'pilot's' missing arm put back on to make him as perfect as ever for this year's recipient.

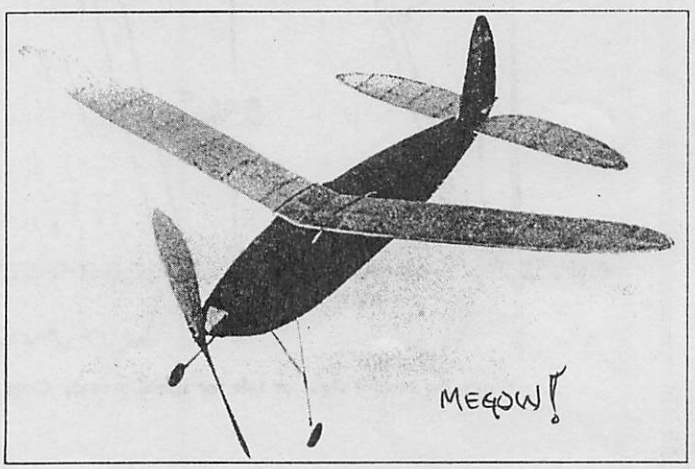
Representative Hallgarth got things underway by nominating "the guy who wrecked his chase bike, broke every bone in his body, lost a gallon of blood and went to the hospital" - **Steve Sova**. Representative Covalt started his nomination by divulging an off-the-wall incident that didn't have a damn thing to do with C&B candidates, then let us in on "the guy whose ancient Dixielander slid off the roof of his car as it bounced down a gravel road and got mashed in the process" - **Meredith Chamberlain**.

Representative **Les Hallgarth** got nominated himself for allowing his model to take out a car windshield! Then representative Sean Cochran nominated **Norm Poti** for his F1C's clearing the company area of officials and spectators (those who weren't frozen with horror, that is) with it's spectacular death dive!

Norm Poti turned out to be the winner of the 1998 Crash & Burn Award, but as he received the award, he wryly commented; "I've got an excuse. If you look around this room, you'll see that I'm just one of the beginners, here!"

Again, many thanks to Phil Sullivan and the great job he did in running the '98 FF NATS!

That'll do it for another year. See ya on the field - or in the fieldhouse - in '99! - MJW



"TOPPER"
Advanced Model for Beginners

Contest Flying at WPAFB: The END of an Era!

For the past two plus decades, Wright-Patterson Air Force Base (WPAFB), located in Dayton Ohio, has been the cornerstone for free flight activity in the Midwest. The flying field is actually on Wright Field, the deactivated part of the Wright-Patterson complex. The field is triangular in shape and consists of three runways, each over a mile long with grass on the interior and on over-fly areas surrounding the runways. In the heart of the Midwest, which is mostly farmed in the summer months, this oasis has been a primary contest and practice site for the free flight clubs of Ohio and Indiana. Since the mid 1970's many local and regional events have been held here. In addition, the free flight portion of the 1980 National Model Airplane Championships and several Semi-Finals for the international FAI program have been hosted here. In the recent past, these contests have occurred at a frequency of up to 8 per year, most of which have been scheduled as two day affairs. In short, WPAFB has been the Mecca of free flight activity in the Midwest for some time now.

To legitimize these functions, the free flight modelers who worked at WPAFB organized into a club, under the guise of the Moral, Welfare & Recreation Office, and became the Free Flight Aeromodelers Society (FFAMS). That organization has interfaced with the Real Estate Management and Security Police offices to obtain proper admittance for both FFAMS members and non members. The FFAMS has maintained a good working relationship with the Air Force and was successful in maintaining use of the field through many changes of command.

In recent years the free flighters have seen a continual degradation in the quality of this site for free flight modeling. Other uses of the field for both official and recreational purposes have seriously eroded the suitability of the field for contest flying. While the existing Air Force Museum was located on one of the three primary runways, it was on the north-west side of the field and did not pose much of a problem as the winds seldom came from that direction. But the addition of a second Air Force Museum building on the interior side of the triangle did pose a formidable obstacle, but not always a factor due wind direction.

Then came one of the most obtrusive impacts to our flying activities, namely a security fence that was erected to partition off the southern portion of the field for official testing activities during normal working hours. While our weekend contest activities did not conflict with this testing, the security fence was a formidable foe to our models (which quite often glided into the fence). Also retrieval on foot was made nearly impossible when the wind blew perpendicular to the fence, as there is only one gate through the fence on the far east end. Other recreational uses of the field also started to play a major role in the use of the field for contest flying. A new first-class softball complex, with four lighted diamonds was located on the grassy interior of the triangular runways. Then designated soccer fields with goal posts became the norm in the area next to the softball diamond complex, particularly during the spring and early summer flying season. To make matters worse, many shade trees were planted on the main north south road that is used for primary access to the field, as well as the area surrounding the softball diamond complex. In the most recent past, several new buildings on the east side of the field were erected, reducing severely the over-fly area to the east. These obtrusions, as well as in increase in organized weekend activities such as soccer and baseball tournaments, have resulted in scheduling conflicts, rendering the field almost useless for contest activities. In addition, it became known that the Air Force gives priority to its paying guests and some of our traditional dates such as Memorial Day weekend had to be forfeited to soccer tournament activities. (Some of the larger soccer tournaments rent the facility at $10,000 per day).

In 1998, the issue of riding motorcycles for retrieval became a concern of the Base Security police. The FFAMS has never obtained official authority to ride off-road motorcycles in the grass areas of the flying site. Base regulations require any licensed motorbike to be operated on paved roads only, and that the operator wears a helmet and safety vest. This is an Air Force-wide regulation that is enforced 24 hours a day 7 days a week. Some of the security staff at WPAFB have been lenient, and looked the other way while we rode off-road bikes during retrievals. Recent downsizing of the security staff at WPAFB has also downsized the leniency we are afforded. The FFAMS experienced one contest where the day shift of security police allowed motorcycle retrieval, but when the second shift arrived at 5:00 PM they disallowed the same. With many of the free flight modelers becoming more accustomed to retrieval on motorcycles, as well as the security fence that makes retrieval on foot impractical, the non-use of motorcycles for contest flying thus became the final chapter in the legacy of this once great flying site.

The above noted degradation of WPAFB as a free flight site coupled with the proximity of the Academy of Model Aeronautics (AMA) national flying site at Muncie Indiana, located 100 miles to the west, has notably decreased participation at WPAFB contests. In 1998 all but the FFAMS and Northern Ohio Free Flight Association (NOFFA) had moved their contests to Muncie. These last two organizations are moving their activities to Muncie also in 1999. There will be no contests at WPAFB this year. We are greatly appreciative to the United States Air Force for the many years we were able to hold free flight contests at WPAFB, but this has now come to an end. The FFAMS has, however, reserved 4 weekends for informal practice sessions in 1999. The approved 1999 practice flying dates are 8/9 May, 19/20 June, 17/18 July, 21/22 August. Anyone not a member of the FFAMS wishing access for a practice session must be on an approved list delivered to the Security police seven days in advance of the session. Please contact the undersigned if you want to attend one of these scheduled practice sessions. Assume that all retrieval will be done on foot.

See you at Muncie this contest season!

Norman D. Poti
FFAMS President
5695 Marshall Dr.
Dayton Ohio 45429-6022
(937) 439-4831
ndpoti@aol.com



AND THE PUBLIC DOESN'T GIVE A DAMN! (ACCORDING TO "THE POLLS".)

CAT III CLASSIC GAS POWERED FREE FLIGHT RULES
Approved by the Central Indiana Aeromodellers for 1999

1. All AMA Gas Powered Free Flight rules apply except as supplemented or superseded by the following:

2. Movable surfaces or geometry changes during flight (including but not limited to VIT, BUNT, folding props, flaps, floating tabs, etc.) are not permitted except to dethermalize the aircraft for which the singular function is to the return the aircraft to the ground.

3. Aspect ratio of the wing shall be 8.0 : 1*** or less calculated by dividing the projected wing span squared by the projected wing area.

$$\textbf{i.e.} \quad \frac{\text{span x span}}{\text{wing area}} = \textbf{Aspect Ratio} = \textbf{8.049 = 8.0 or less}$$

***Aspect Ratio changed from 7:1 to 8.0:1 at CIA general meeting on January 18, 1999 as a result of input from various interested individuals. The 8.0:1 aspect ratio is intended to include the original Shocer 560 designed by Mel Schmidt and kitted by 4K Models. This change reinforces the CIA's belief that rules for a limited gas powered event must allow previously "kitted" models to be competitive which hopefully would encourage more kits to be manufactured.

The projected wing area, projected span, and the calculated aspect ratio of the wing shall be prominently displayed on the top surface of the wing. Conformance to the maximum aspect ratio limitation will not be subject to processing, however the modeler will be required to verify his compliance if the question arises.

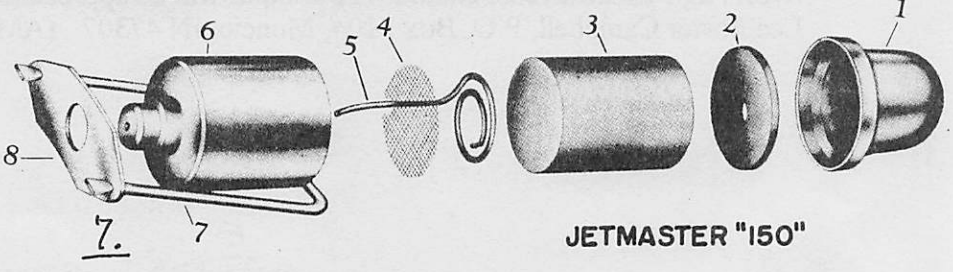
4. All flyoff engine runs for Cat. III shall be 5 seconds. Maximum flight time on sixth flight onward shall be 2 1/2 minutes for Cat. III

Rationale: Engine restrictions have been dropped as it is believed that elimination of in flight movable surfaces restricts the usable power to size ratio sufficiently to allow the average free flighter to compete effectively with inexpensive engines. The addition of an aspect ratio maximum allows competitive aircraft to be constructed of totally conventional materials not requiring complex, expensive, and time consuming composite construction. Also available free flight kits and many of those that have been kitted in the past should be competitive providing proven designs that are readily reproducible. Note: Satellites, Stardusters, Pearls, Pilfered Pearls, Vikings, Orbiteers, and Ramrods are among those with an aspect ratio of 8.0 : 1 or less. The retention of a 5 second engine run for all flyoff flights will reduce engine timer and timing complexity and the 2 1/2 minute max for the 6th flight onward should minimize or eliminate marathon flyoffs.

KEY

1 Safety Valve
2 Valve Washer
3 Fuel Pellet
4 Wire Mesh Disk
5 Igniter Fuse
6 Cartridge Case and Nozzle
7 Wire Clip
8 Safety Spring
9 Mounting Bracket

updated 1/18/99



Timing Is Everything! - by Lee Campbell

What a flyer should expect from a timer and what a timer should expect from a flyer.....
A good timer is as important to a flyer as a good model - or a good thermal!

What a flyer should expect

1. The timer should have adequate vision to see the model for the max flight. Binoculars should be available, if needed. Many contests have been lost because of near-sighted timers.

2. The timer should be well-versed in AMA (or FAI) timing rules. For example: what to do if the model goes out of sight, dropped parts, etc.

3. The timer should be aware of which event is being flown, it's engine run, max, etc.

4. The timer, when timing power models, should have the ability to properly anticipate and time engine runs.

5. The timer should, either on the flight card or other handy spot, provide the engine run times, the flight time, and the dethermalizer time.

6. If the model is in trouble, a good line - and the time to the ground (or out of sight) - is helpful.

7. The timer should return the flight card for posting, and then return it to the flyer's flight box.

8. In cases where time is of the essence, contest end, rounds, etc., the timer should be aware of the time remaining.

9. The timer needs to give the flyer room to work.

10. Last, but not least, the timer should provide these services without prejudice.

What a timer should expect

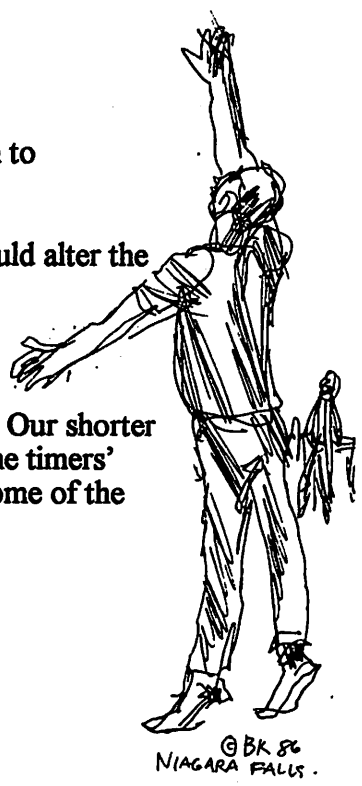
1. Inform the timer exactly which event is being flown, max engine runs, etc.

2. Provide the timer with a flight card, if he does not already have it.

3. Inform the timer of any of the model's unusual tendencies, especially as the pertain to successfully timing the flight.

4. Let the timer do his job without prejudice. No pressure should be exerted that would alter the score.

5. Thank the timer!



There are likely things that I have missed. These issues need to be addressed. Our shorter engine runs and longer flight times in some events now put a lot of responsibility on the timers' shoulders. Another area that needs to be addressed is the use of multiple timers for some of the flyoffs that we now must endure. Your input will be appreciated!

Lee Foster Campbell, P.O. Box 3104, Muncie, IN 47307 (AMA 7535CD)

1999 C.I.A. AREA FREEFLIGHT CONTEST CALENDAR

JAN 23	C.I.A. ANNUAL BANQUET	HAGERSTOWN, IN
MAR 6	COFFC ANNUAL BANQUET	COLUMBUS, OHIO
APR 9,10,11	R/C EXPO (COLLECTO SAT)	TOLEDO, OH
APR 24,25	16th EASTERN U.S. AAA FF CHAMPIONSHIPS	TOM HIGGS FARM - INGLESIDE, MD
MAY 2	MECA COLLECTO	COLUMBUS, OHIO
MAY 9	MOTHER'S DAY	
MAY 15,16	ROCKET SHOOT	AMA FLYING SITE - MUNCIE, IN
MAY 15,16	FFAMS ANNUAL FF CONTEST	AMA FLYING SITE - MUNCIE, IN
MAY 31	MEMORIAL DAY	
JUN 2-6	**USIC/AMA INDOOR NATS**	**JOHNSON CITY, TN**
JUN 5,6	CIA OT & NOS GAS FF MEET	AMA FLYING SITE - MUNCIE, IN
JUN 10-13	AMA GRAND EVENT	AMA FLYING SITE - MUNCIE, IN
JUN 19,20	M.A.M. OT FF MEET/RC ASSIST, Slag & Nos.	STURGIS, MI
JUN 26,27	INTER CITY FAI/NOS/AMA	AMA FLYING SITE - MUNCIE, IN
JUN 27	AERONUTS OLD TIMERS	BONG, WI
JUL 3,4	INDEPENDANCE DAY WEEKEND	
JUL 11	IMAC ANNUAL	BONG, WI
JUL 18	PELICAN OLD TIMERS	BONG, WI
AUG 1-5	AMA FF NATS	MUNCIE, IN
AUG 8	BONG EAGLES ANNUAL FF MEET	BONG, WI
AUG 14,15	NOFFA FREE FLIGHT CONTEST	AMA FLYING SITE - MUNCIE, IN
AUG 15	(HELD IN RESERVE)	BONG, WI
SEP 4,5	COFFC FREE FLIGHT MEET	AMA FLYING SITE - MUNCIE, IN
SEP 6	LABOR DAY	
SEP 4 - 8	**SAM CHAMPS**	**MUSKOGEE, OK**
SEP 11,12	C.I.A. AAA FF CONTEST	AMA FLYING SITE - MUNCIE, IN
OCT 2,3	TRI-CO AERO CLUB FF MEET	LAWRENCEVILLE, IL
OCT 16,17	CIA FALL SCRAMBLE	AMA FLYING SITE - MUNCIE, IN
NOV 7	MECA COLLECTO	COLUMBUS, OHIO

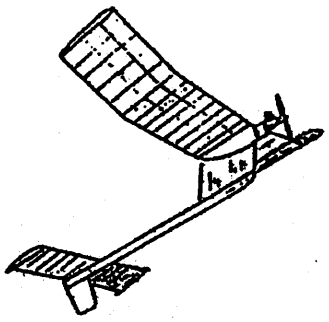
99ffcal.doc revised 2/15/99 dc Not underlined is proposed 1999; underlined is confirmed

And this item from George Aldrich.... "I have advised the Nostalgia committee that any engine, regardless when it was made - that has a baffle on the piston and no ball bearings - would offer a wider selection, but no advantage of one engine over another." "Sure, a Torp. G.H. can't compete with a Johnson or Fox C.S., but these were made before the cutoff date!"

"It remains a fact that there a bunch of Enyas and O.S.'s that haven't changed their basic layout in over 30 years! The main thing is the new Nostalgia rules will be much more in keeping with the KISS principal - while keeping the playing field level."

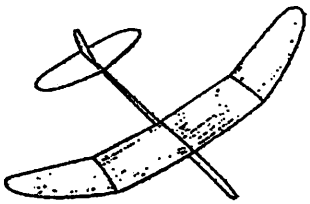
"I think too many have confused the SLOP thing with Nostalgia! The main reason for the SLOP idea is to "lock 'em up", not create another 'collectors nightmare'! No 'multifunctions' will curtail design by itself." - G.A.

Free Flight AeroModeler's Society



Annual Free Flight Contest

AMANational Flying Site - Muncie, Indiana
AMA Sanctioned - Category III



May 15-16, 1999

Saturday
(9:00 am to 5:00 pm local time)

Hand Launched Glider (JS) (O)
ABCD Gas (JSO)
1/2 A Nostalgia (JSO)
A Nostalgia (JSO)
ABC OT Fuselage (JSO)
OT Rubber Stick combined (JSO)
F1G (JSO)
F1J (JSO)

Sunday
(8:00 am to 4:00 pm local time)

Catapult Glider (JS) (O)
1/2 A Gas (JSO)
Jr/Sr Rubber (JS)
P-30 (JSO)
1/4 A Nostalgia / .020 OT Replica (JSO)
BC Nostalgia (JSO)
ABC OT Pylon (JSO)
OT Rubber Fuselage combined (JSO)
F1H (JSO)

Entry Fees: Open $10 (includes all events) Juniors & Seniors FREE.

Awards: Plaques for FIRST.
Certificates through THIRD.
Merchandise awards for all contestants who enter and make an official flight.

Event Rules: Current AMA, NFFS Nostalgia and SAM Old Time rules apply.

AMA or MAAC membership required. One day AMA licenses available for Juniors who fly non-powered events (and small gas events through 0.051 engines) for $0.25

F1G, F1H, F1J will be flown in rounds. Five 1 and 1/2 hour rounds beginning at 9:00. Each round to start on the hour with 1/2 hour overlap. Flyoffs if necessary to begin at 2:00 pm

USA 5, #47...

America's Cup

FAI mini events

F1G F1J, F1H

Note: This contest has been traditionally held in Dayton, Ohio, but has been moved to Muncie, Indiana

Contest Directors: Lee Campbell, PO Box 3104, Muncie, IN 47307
PHONE: 765-289-7753
Joe Mekina, 2404 Banyon Dr., Dayton, OH 45431
Phones: Home - 937-429-5864 Work - 937-255-3433

CIA Club Point Claim Sheet - (See CIA Rule Book for details)

Pg ____

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

Date	Contest	Location	Class	Events	Model Design	Place	Points

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MAY	15,16	FFAMS ANNUAL FF CONTEST	AMA FLYING SITE - MUNCIE, IN
MAY	31	MEMORIAL DAY	
JUN	**2-6**	**USIC/AMA INDOOR NATS**	**JOHNSON CITY, TN**
JUN	5,6	CIA OT & NOS GAS FF MEET	AMA FLYING SITE - MUNCIE, IN
JUN	10-13	AMA GRAND EVENT	AMA FLYING SITE - MUNCIE, IN
JUN	19,20	M.A.M. OT FF MEET/RC ASSIST, Slag & Nos.	STURGIS, MI
JUN	26,27	INTER CITY FAI/NOS/AMA	AMA FLYING SITE - MUNCIE, IN
JUN	27	AERONUTS OLD TIMERS	BONG, WI
JUL	3,4	INDEPENDANCE DAY WEEKEND	
JUL	11	IMAC ANNUAL	BONG, WI
JUL	18	PELICAN OLD TIMERS	BONG, WI
AUG	1-5	AMA FF NATS	MUNCIE, IN
AUG	8	BONG EAGLES ANNUAL FF MEET	BONG, WI
AUG	14,15	NOFFA FREE FLIGHT CONTEST	AMA FLYING SITE - MUNCIE, IN
AUG	15	(HELD IN RESERVE)	BONG, WI
SEP	4,5	COFFC FREE FLIGHT MEET	AMA FLYING SITE - MUNCIE, IN
SEP	6	LABOR DAY	
SEP	**4 - 8**	**SAM CHAMPS**	**MUSKOGEE, OK**
SEP	11,12	C.I.A. AAA FF CONTEST	AMA FLYING SITE - MUNCIE, IN
OCT	2,3	TRI-CO AERO CLUB FF MEET	LAWRENCEVILLE, IL
OCT	16,17	CIA FALL SCRAMBLE	AMA FLYING SITE - MUNCIE, IN
NOV	7	MECA COLLECTO	COLUMBUS, OHIO

The INFORMER

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