CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Praise the lord, and pass the suntan lotion!

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

Issue # 3/99 | May/June | Price $7.50/yr.

Yet Another RetroArticle..... (but a great one!)
- by Mo

This one goes back about 18 years, close to the '81 Nats. But enough water has passed under the bridge since then that our new crop of Informerheads (especially the Indoorheads) might find this group of tests kinda interesting. (Besides, Agent **Jim Richmond** thought it was cool when it came out.....) And modern outdoor Rubber flyers might also find something worthwhile, here.....

In general, these old glide tests on an indoor model attempted to 1) find an optimum wing/stab decalage, 2) check the effects of a turbulator (yes - on an indoor model!) and 3) that of a trailing edge flap, or fence. A late addition to the group of tests was to check the effect on model sink rate by *covering the wing bottom surface* from its leading edge to the high point, as I'd been curious about indoor 'foils pulling a slight vacuum on the lower surface, just back of the leading edge, detracting from lift. The article went something like this:

Metamorphosis Of A Pennyplane
- or How Oat Willie Improved His Lot -

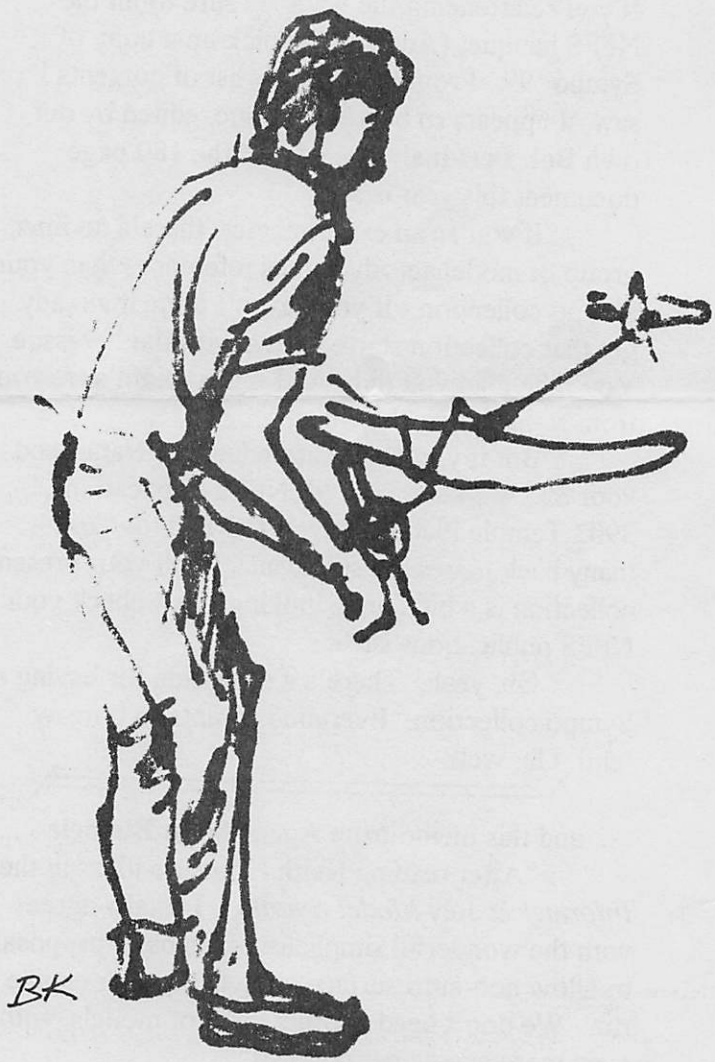
"Ever glide test an Indoor model? I tried it this winter as part of a program to improve my first ever Indoor model - a mono Pennyplane. The results of the modifications to the stock design and the resulting performance improvement may be of interest to Indoorsmen."

Background

"My roots are in Outdoor flying - mostly small rubber stuff. So, I figured the Pennyplane event might be a good one for an Indoor first-timer to slide into - Ha!"

"My approach was straight on: Start with an original design with weird flying surfaces (gee, the Liebeck/reflexed wing airfoil worked great outdoors!), middlin' area (140 sq.in. total), and what the hell, its only 25% overweight! Finally, why not try it out at the '81 Nats? Suprisingly, the rock-steady little model wound up finishing in the upper fifth of his class, so I figured a little

(cont'd p.3)



From the FoxMan..... Randall Hopkins would like us all to know that he'll be attending the upcoming Nats, and will be bringing along the parts and tools to repair the small Fox motors.

Found - at the FFMAS meet of 5/16 - an open end wrench (Honda), 10mm/14mm. Contact Lee Campbell, P.O. Box 3104, Muncie, IN 47307.

Wanted: Plan or kit for Guillows 18" *Bristol Bullet*. A loaner will also suffice. Contact Lee Campbell.

If you're attending the Nats, be sure to hit the NFFS banquet (Aug. 3) and pick up a copy of Sympo '99. From the preview list of contents I saw, it appears to be a killer issue, edited by our own **Bob Perkins**! The cost of the 180 page document this year is $25.

If you're an experimenter, there's no finer group of model aerodynamics references than your Sympo collection. If you haven't done it already, get that collection started now, with the '99 issue. You'll be glad you did. And it just might save you from re-inventing the wheel!

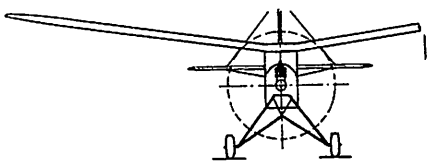
But if you're not attending the Nats, send your $25 + $4 shipping to: NFFS Publications, 3903 Temple Place, Denver, CO 80236. And many back issues are still available - if your present collection is a bit skinny looking. Just check your NFFS publications sheet.

Oh, yeah. There's a downside for having a Sympo collection. Everybody wants to borrow 'em! Oh, well.....

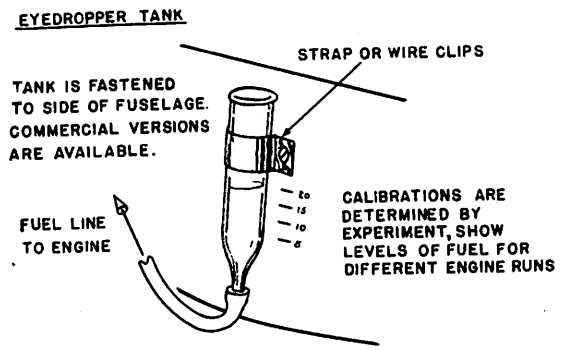
..... and this memo from Agent **Elvin Buchele** .....

"After reading Keith Hoover's ideas in the *Informer* & July *Model Aviation*, I totally agree with the wonderful simplicity of his basic proposal to allow non-auto surface models a longer engine run. We don't need another class of models, with even more events per contest!"

"I have not flown AMA gas for 6 years, only Nostalgia & .020 engine events. Keith has my vote!"



FREE-FLIGHT



Looking for a contest **NOT** at Muncie???

Looks like the WNYFFS group is back in business again! They have the use of the mile square Geneseo Airport - headquarters of the *1941 Aircraft Group*. This group (dedicated to the acquisition, restoration and operation of vintage aircraft) has given their blessing for the WNYFFS to hold their annual *Empire State Free Flight Championships* there on Aug. 27-29. Those of you who have attended the FAC nationals there already know that its an excellent site.

For contest details, check out their meet flyer in the back section of the Informer. For lodging info, contact CD Brooks Goodnow, 181 State St., Auburn, NY 13021, (315) 252-9170.

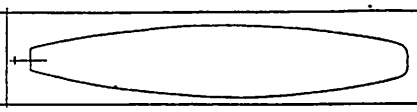
Congratulations, WNYFFS!!

And thanks again to **Beth Krush** for another batch of her artwork! Seems that recently she's been going to less contests and staying home more to catch up on things that need to be done around the house.

Husband (and Indoorsman) **Joe Krush** has recently been mentoring three Chinese boys building model planes, so their school can send them to a science olympics. They oughta do well. Joe's one of the best Manhattan Cabineers around!

All Agents who weren't at the Jun. 7 meeting missed a good one! It was a cookout at **Phil Sullivan's**, along with the chance to wallow around in his fabulous wood shop!

Seems like its getting to be an annual event. See ya there, next year!

WHITE, Robert (American)		580	550-721-592	MinAR	212	16.5	3498	15.9

(Yet another, cont'd.....)
refinement should make it a contender - hence the following tests."

Procedure

"The goal was to minimize sink rate and/or maximize system L/D (glide ratio), which methinks should result in increased duration under power."

"To glide test the airframe (launch height was 6.08'), the prop ass'y was removed and replaced with an equal mass of clay. A baseline was established - "Nats trim" (run B on table). The motor was left in place to include its drag, and the cruise turn was retained to include its effect on system dynamics. Each of the following 'runs' is an average of 8 to 10 stable glides."

"Referring to the table, runs **A thru E** were to determine an optimum decalage. The ballast was moved as required to attain an optimum glide. Enough points were used to be sure that a peak was achieved - and that drag due to the stall (a decrease in duration) was exhibited. Run **D** seems to achieve this peak, suggesting that *I wasn't flying close enough to the stall* in competition. Run **E** is definitely 'on the other side of the hill'."

" Merely optimizing the decalage *improved the duration and the sink rate 22%!* So, don't be afraid to play around with CG, as required."

"At this point in the testing, the stab was damaged and rebuilt. A baseline was reestablished (see run **F**) which turned out to be within 3% of the original - close enough for rock 'n roll!"

"Run **G** was to have been a turbulator test, but the results were inconclusive in that gross decalage changes, as well as nose ballast *removal* was required to achieve stable flight - unrealistic major changes at this stage of the test, as it lightened up the model too much!."

"However, it appears that the turbulator was getting a piece of the upper airstream at these low RNs - as evidenced by the nose heavy trim in the glide (more aft c.p); a common occurrence after installing turbs on an otherwise well-trimmed model."

"For the curious, turb height and location were calculated from Fred Pearce's tables & formulae:

Turb ht = 0.127in: Turb dist from l.e. = 2.14in.

The calculations really work. For instance, a turb only 0.015in less in height than the one used, did *nothing*!"

"Run **H** checked the influence of a 0.120in x 0.015in trailing edge Gurney flap (or 'kicker') added to approximately 2/3 of the wing. *The flap addition improved the duration & sink rate an additional 6 ½%.* Hard to believe that adding an apparent 'drag item' would improve performance!"

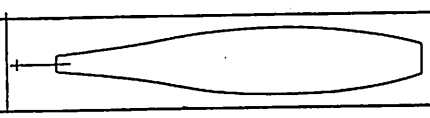
"I was on a roll! The next item on the agenda was the result of a gut feeling I had about the region on the lower surface of the wing airfoil, just behind the leading edge. I suspected a bit of a vacuum was being pulled - or at least some detri-mental turbulence was occurring underside because of the "pocket" formed there due to the combina-tion of the wing attack angles and 'foil cambers used in the indoor game."

"To measure this influence, I partially covered the wing *bottom* surface from the leading edge to the high point yielding a quasi-flat lower surface between these points - a partial double-surface 'foil, resembling an indoor Jedelsky."

"In spite the added weight of the extra covering, *the performance again improved* - about 3%, suggesting the concern might be valid (refer to run **I** in the table)!"

"Translating these improvements into duration increase (*about 36% overall!*)- and building down to the 3.1g min airframe weight limit moves *Oat Willie* from a 11.5 minute model to a record

(cont'd, over....)

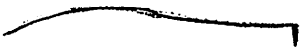
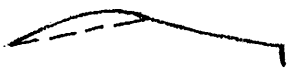
ANDRUKOV, Alexander (Russian)		600	680-760-630	MinAR	198	18.4	3643	18.2

contender! But before I get around to rebuilding it, incorporating all these changes, someone will push the record out of sight again!!!"

"The test model constants were: Mass = 6.35g (w/motor) - overweight! Wing area = 0.655 sq.ft. Stab area = 0.312 sq.ft."

(Ed. note... Apparently my choice of the Liebeck airfoil wasn't all that bad. Back in '81, the winning PP time was hovering around 13 min. A bipe, I believe. What else? Oh, yeah - this was at West Baden.)

Table:

Run	*Condition*	*Time (sec)*	*Dist. (Ft)*	*Sink (Ft/sec)*	*Vel (Ft/sec)*	*L/D (glide ratio)*
A	2.0° decalage	5.53	26.8	1.10	4.84	4.40
B	2.8° decalage (Nats trim)	6.14	29.0	1.00	4.73	4.76
C	3.5° decalage	6.76	31.2	.899	4.62	5.13
D	4.2° decalage	7.52	31.7	.808	4.22	5.21
E	5.2° decalage	7.36	30.3	.826	4.12	4.98
F	Recal. (New stab)	7.74	31.2	.786	4.04	5.13
G	Turb. Test (see text notes)	—	—	—	—	—
H	T.E flap 	8.23	32.0	.738	3.89	5.27
I	Part cover bottom 'foil 	8.41	32.4	.723	3.86	5.34



BK

Here's a fascinating bit of correspondence emailed to me from Agent **Gil Morris**. It was a letter from Gil to Tom Kerr.....

"Dear Tom. Just a note to share an amazing story, I think. The day after returning from the Higg's farm contest in April, I got a phone call from a hunter who found my plane lost the year before!"

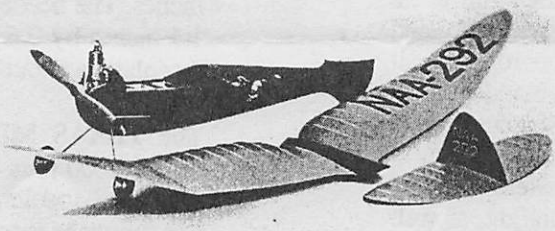
"It was the plane I abandoned in the woods because of the jungle-like, life-threatening obstacles. But, the amazing thing is, he found it in a woods 50 miles ***north*** of there - near Rising Sun, way up in the northeast corner of MD! He said, as a hunter he had found many strange things, but this was the first time he had found an airplane."

"He said the fuselage was in the tree and the wing on the ground. He asked where I had launched from, and we were both in disbelief when we started comparing notes! The only thinf I can figure is that someone got the model somehow, went home and flew it, *only to lose it in another woods*!"

"The engine (ST G20,23) is corroded, leading me to believe that it has been in the elements for the full year! After inserting fresh batteries, the beeper transmits a steady tone, instead of a 'beep-beep'. The original batteries (2 ea. Eveready 392), surprisingly, are still not completely dead - each with abut 1/4 volt. The K-Mart timer still works."

"I had told him to send just the front end of the fuselage whith these three elements, and trash the rest. The fuselage was weathered, but otherwise in good shape! Crazy? Stuff like this is the warp and woof of this great sport!"

"I'm sending the hunter a good reward!" - Gil Morris

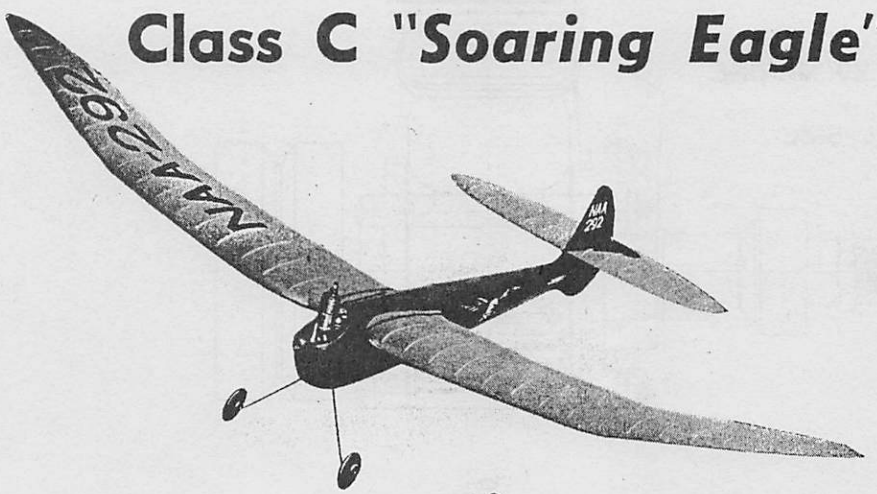


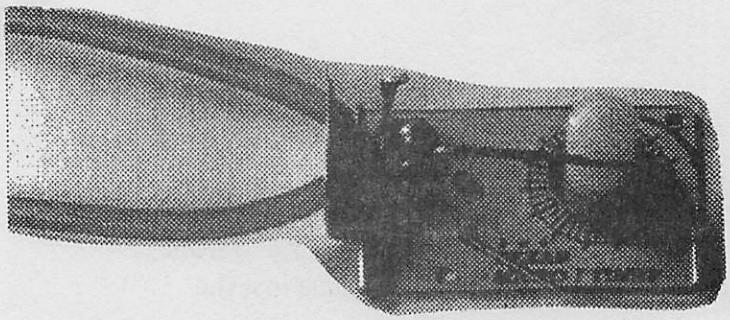
<u>All Points Bulletin!!!</u>

The CIA has had an abdication! Our President split!! With no notice!!!! We think he's headed out West, somewhere. If anybody has any info as to the whereabouts of Agent **Sean Cochran**, let me know! (There's no reward!) Now Phil Sullivan has to handle the meetings again because of another bailout!

Bummer!!

Class C "*Soaring Eagle*"





TEXAS MICRO I

The Texas MICRO I is a 6 gram pinchoff timer that meets the needs of all 1/4A, and many 1/2A models. It is ***unquestionably the best light-weight pinchoff timer for free flight models ever commercially offered.***

At only 6 grams, the **TEXAS MICRO I** is the ultimate choice for all .020 engine applications. Based on an all-plastic clockworks, and using innovative design techniques to eliminate the need for modifying the clockworks in any way, or adding weights to the vibrator that can impact accuracy and reliability, this timer will outperform even the most carefully constructed self-made timer.

The **TEXAS MICRO I** ***is a true pinchoff (really a snapoff) timer that weighs only 6 grams.*** It represents a real advancement in a lightweight timer. The unique design lets the clock run at its natural speed, which yields excellent reliability and accuracy. Yet, it can be used with standard thin-wall 1/8th-inch latex fuel line and pressure bladders for a very positive cutoff. A real improvement in the fold-over type of toy timer. Use of the Texas Timers special non-latex fuel line is suggested, as it is impervious to high nitro and direct sunlight, as well as long-term storage, but it is not required.

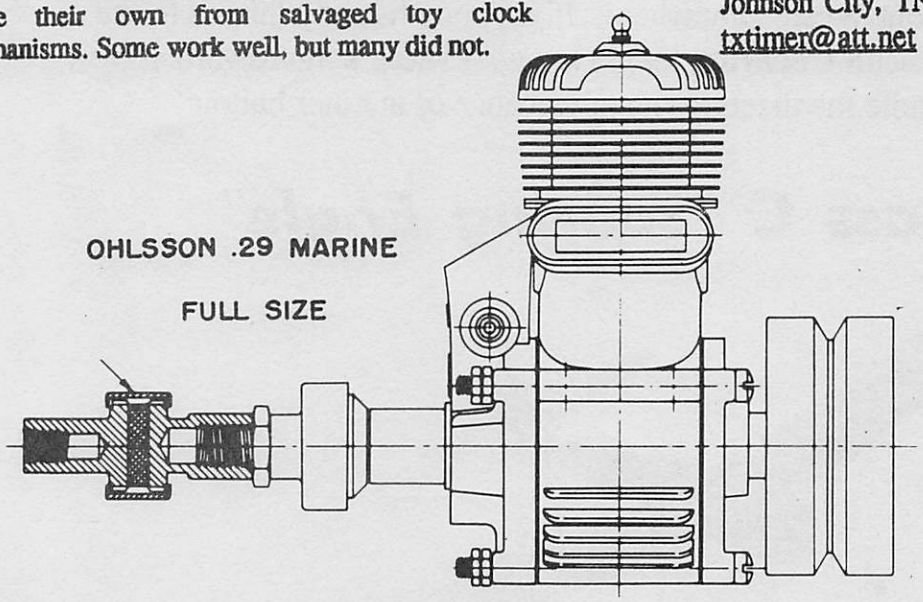
Until now, fliers needing a lightweight engine timer for their small models have generally been forced to make their own from salvaged toy clock mechanisms. Some work well, but many did not. A lot of clocks are destroyed in the process. And, planes can be lost, or an event missed, when an inferior timer fails. Our new **MICRO I** eliminates the need for the modeler to undergo this stress and frustration; and provides a much better timer.

The general concept of such a timer was published by C.C. Johnson of Dickinson, Texas in 1984. In 1997, Keith Fulmer of Mishawaka, Indiana developed several improvements that made it a more useful and reproducible timer. Thanks go to these two gentlemen for their significant contributions. The clock mechanisms used were made on special order for Texas Timers, and to our specifications.

Although originally targeted for .020 engines, early tests show it is equally suitable for use in 1/2A, and perhaps larger planes. ***Because the clock is not artificially loaded with weights on the small vibrator, plane acceleration and vibration effects are greatly reduced, and reliability is increased.***

The faceplate measures only 1.6 inches by 0.95 inches. The needed fuselage cutout is approximately 1.1 inches by 0.6 inches. Depth required behind the faceplate is about 0.45 inches.

The **TEXAS MICRO I** is introductory priced at only $25.00 plus $2.50 S&H for orders received by 12-1-99. Modelers wishing to make their own timer can purchase these clock mechanisms at six (6) for $22.00 postpaid. No instructions, warranty, or help is provided with clock mechanism orders. Send orders to: Texas Timers, 3317 Pine Timbers Drive, Johnson City, TN, 37604. (423) 282-6423. Email: txtimer@att.net



YOUR INPUT

HERE!

1999 Free Flight AeroModelers Society

Annual Free Flight Contest, 15-16 May, 1999
AMA National flying site, Muncie, Indiana

Hand Launched Glider - JS (7 flew)

1	Reuter	Jon	178
2	Barnett	Keith	109
3	Poti	Jason	75
4	Marsh	Alex	65
5	Marsh	Adam	51
6	Steinbach	Shane	33
7	Steinbach	Kyle	10

Hand Launched Glider - O (9 flew)

1	Mekina	Joe	170
2	Pallet	Jean	164
3	Schlarb	Bill	157
4	Barnett	Bruce	125
5	DeCook	Don	102
6	Reuter	Bill	99
7	Sperzel	Hank	81
8	Roberts	Mike	72
9	Griner	J.B.	21

Catapult Glider - JS (6 flew)

1	Marsh	Alex	238
2	Barnett	Keith	142
3	Poti	Jason	114
4	Reuter	Jon	98
5	Marsh	Adam	59
6	Tortorelli	Joe	34

Catapult Glider - O (11 flew)

1	Schlarb	Ralph	206
2	Grey	Sam	200
3	Reuter	Bill	178
4	Schlarb	Bill	155
5	Pallet	Jean	112
6	Vilardo	Vince	97
7	Griner	J.B.	88
8	Oliver	John	82
9	Markos	Chuck	65
10	Barnett	Bruce	62
11	Sperzel	Hank	48

Jr/Sr Rubber - JS (3 flew)

1	Coverdill	Drew	192
2	Poti	Jason	170
3	Marsh	Adam	169

OT Rubber Stick comb - JSO (9 flew)

1	Lane	Roger	1354
2	Williams	Joe	939
3	Sneed	Ed	780
4	Willis	Larry	725
5	Konefes	Ed	360
6	Laybourne	Bob	346
7	DeCook	Don	293
8	Sechrist	Dave	264
9	Walter	Bucky	111

OT Rubber Fuselage comb - JSO (5 flew)

1	Willis	Larry	780
2	Williams	Joe	756
3	Laybourne	Bob	739
4	Sechrist	Dave	708
5	Walter	Bucky	360

1/4A Nos / .020 Replica - JSO (7 flew)

1	Mortimer	Charles	570
2	Jordan	Elmer	319
3	Myers	Shel	276
4	Vilardo	Vince	254
5	Edelstein	Bob	248
6	Dock	Denny	240
7	Lane	Roger	65

1/2A Nostaglia - JSO (16 flew)

1	Sperzel	Hank	426
2	Harshman	Dan	358
3	Jordan	Elmer	340
4	Myers	Shel	331
5	Diggs	Don	323
6	Wicks	Gene	300
7	Harper	Charlie	280
8	Bowers	Gene	266
9	Boyer	Don	243
10	Mattes	Bob	201
11	Marsh	P. Jack	200
12	Rowland	Carl	189
13	Barnett	Bruce	173
14	Edelstein	Bob	97
15	Fulmer	Keith	89
16	Vilardo	Vince	50

A Nostaglia - JSO (7 flew)

1	Fulmer	Keith	480
2	Marsh	P. Jack	424
3	Myers	Shel	312
4	Marsh	Doug	293
5	Edelstein	Bob	245
6	Hale	Bill	117
7	Jordan	Elmer	60

BC Nostalgia - JSO (10 flew)

1	Dock	Denny	477
2	Hale	Bill	462
3	Harper	Charlie	356
4	Marsh	Doug	340
5	Jordan	Elmer	317
6	Kirsch	Tom	269
7	Vilardo	Vince	250
8	Harshman	Dan	213
9	Edelstein	Bob	177
10	Placier	Bob	120

F1G - JSO (8 flew)

1	Williams	Joe	585
2	Jackson	Bill	523
3	Markos	Chuck	519
4	Sechrist	Dave	301
5	Sneed	Ed	248
6	Sova	Steve	171
7	Schailor	Bill	120
8	Konefes	Ed	83

1/2A Gas - JSO (8 flew)

1	Fulmer	Keith	600
2	Poti	Norm	465
3	Diggs	Don	333
4	Morris	Gil	305
5	Pallet	Jean	281
6	Vilardo	Vince	239
7	Mattes	Bob	200
8	Barnett	Bruce	150

ABCD Gas - JSO (4 flew)

1	Morris	Gil	480
2	Frazier	Steve	286
3	Kirsch	Tom	257
4	Scott	Guy	120

P-30 - JSO (10 flew)

1	Jackson	Bill	341
2	Sechrist	Dave	304
3	Williams	Joe	300
4	Markos	Chuck	299
5	Roberts	Mike	260
6	Coverdill	Drew	256
7	Wicks	Vicki	232
8	Laybourne	Bob	215
9	Lane	Roger	68
10	DeCook	Don	50

ABC OT Fuselage - JSO (4 flew)

1	Edelstein	Bob	348
2	Jordan	Elmer	271
3	Dock	Ted	235
4	Harshman	Dan	78

ABC OT Pylon - JSO (7 flew)

1	Dock	Ted	443
2	Myers	Shel	339
3	Harshman	Dan	320
4	Hale	Bill	316
5	Edelstein	Bob	201
6	Jordan	Elmer	166
7	Dock	Denny	120

F1H - JSO (4 flew)

1	Markos	Chuck	520
2	Sperzel	Hank	481
3	Pallet	Jean	446
4	Reuter	Bill	416

F1J - JSO (6 flew)

1	Fulmer	Keith	600
2	Gunder	Austin	570
3	Pallet	Jean	400
4	Mekina	Joe	294
5	Perkins	Bob	120
6	Poti	Norm	120

This year marked the move of our meet form the home field at Wright-Patterson Air Force Base to the AMA national flying site in Muncie, Indiana. We had excellent weather with unseasonably warm weather. The winds were out of the SE on Saturday but light, and on Sunday although stronger were in a very favorable direction allowing use of the longest direction of the field. There were a total of 68 contestants who entered the 19 scheduled events. There was good participation ia all events, with 1/2A Nostalgia drawing the most entries at 16. Thanks to all

A special thanks to our sponsors who contributed to the who came and participated making this event a success. See you next year! Aerospace Composite Products, Balsa USA, Bill Schlarb(carpets), BMJR Model Products, NFFS plans, Great Planes Model Distributors, Poti's Hanger Products, Sig Manufacturing, and Starline International.

Thanks also to Allison Campbell and Norm Poti who helped run the officials table.

Lee Campbell and Joe Mekina Contest Directors

CENTRAL INDIANA AEROMODELLERS
20TH ANNUAL NOSTALGIA REGIONAL
FREE FLIGHT CHAMPS

Saturday June 5th Temp 85 Wind S 5 - 8

¼ A Nos/020 Rep (9-8-23)

1	Shel Myers	349
2	Roger Lane	311
3	Elmer Jordan	289
4	Rudy Kluiber	288

A/B Fuse OT Gas (3-3-9)

1	Don Boyer	303
2	Dan Harshman	286
3	Bob Edelstein	244

Classic Power Large (5-5-15)

1	Norm Poti	590
2	Charlie Harper	583
3	Bucky Servaites	280
4	Richard Covalt	120

Key - (4-4-10)
(4 entered, 4 flew, 10 flights)

Early ½ A Nos Gas (5-5-15)

1	Shel Myers	356
2	Rudy Kluiber	294
3	Bill Hale	248
4	Roger Lane	213

OT Gas Glow (6-6-18)

1	Bob Watson	306
2	Bob Edelstein	295
3	Ted Dock	291
4	Rudy Kluiber	261

Large OT Rubber Fuse (7-7-25)

1	Robert Walter	956
2	Larry Willis	532
3	Joe Williams	509
4	Roy Stewart	495

Jimmie Allen (4-4-10)

1	Ed Konefes	300
2	Frank Heeb	190
3	Roger Lane	176
4	Bob Laybourne	40

B/C Nos Gas (9-9-30)

1	Bucky Servaites	868
2	Elmer Jordan	597
3	Charlie Harper	423
4	Bob Edelstein	351

Nos Gas Ignition

1	Rudy Kluiber	358
2	Bill Hale	314 (6-6-13)
3	Bill Burgess	237
4	Dan Harshman	180

Small OT Rubber Stick

1	Walt Tomasch	954
2	Larry Willis	788 (9-9-35)
3	Joe Williams	760
4	Don Diggs	514

Sunday June 6th Temp 90 Wind SW 10-15

Classic Power Small (3-3-9)

1	Bob Mattes	344
2	Keith Fulmer	329
3	Gene Wicks	312

A/B Pylon OT Gas (7-7-19)

1	Shel Myers	356
2	Bob Edelstein	329
3	Dan Harshman	305
4	Ted Dock	303

Commercial Rubber (4-4-10)

1	Frank Heeb	308
2	Bob Laybourne	290
3	Robert Walter	261
4	Ed Konefes	120

½ A Nos Gas (9-9-27)

1	Rudy Kluiber	430
2	Steve Sova	420
3	Don Diggs	360
4	Keith Fulmer	351

C Pylon/Fuse OT Gas (3-3-9)

1	Ted Dock	333
2	Bob Edelstein	324
3	Bob Coverdill	243

Large OT Rubber Stick (4-4-18)

1	Larry Willis	745
2	Joe Williams	715
3	Roy Stewart	475
4	Bob Laybourne	370

OT HLG (7-7-63)

1	Bill Schlarb	190
2	Rudy Kluiber	160
3	Joe Mekina	149
4	Tom Jones	147

A Nos Gas (5-5-17)

1	Norm Poti	708
2	Charlie Harper	451
3	Keigh Fulmer	324
4	Bob Watson	306

½ A Antique (2-2-3)

1	Harry Murphy	151
2	Bill Hale	58
3	Carl Goldberg	DNF

Small OT Rubber Fuse (4-4-11)

1	Don Diggs	540
2	Roy Stewart	534
3	Don DeCook	240
4	Larry Willis	41

We thnk you 44 contestants who came, flew 376 flts., and supported free flight and the CIA.

Gilbert Robbins and Meredith Chamberlain

The Western New York Free Flight Society

in conjunction with The Historic Aviation Group

presents its **30th** Annual

Empire State Free Flight Championships

Historical Aviation Field
Geneseo, New York

August 27-28-29, 1999

AMA Class AA
Sanctioned Contest

Registration • Open all three days. Valid AMA or MAAC license required.

Entry fee • Fee is $20 for all events, or $8. for 1st event and $6. for each additional event. No entry fee for Juniors, Seniors

Awards • Trophies (certificates for America's Cup) will be awarded to third place. There will be a raffle.

Note • Chase bikes are permitted

• Food Concession service will be available at the field

CONTEST DIRECTOR
Brooks Goodnow
181 State St
Auburn, NY 13021
315-252-9170

ASS'T CONTEST DIRECTOR
Bill Prensky
30 Larchwood Dr
Pittsford, NY 14534
716-385-7939

FAC RUBBER SCALE
Jack Barker
2067 Rt 65
Bloomfield, NY 14469
716-624-2844

AMERICA'S CUP CD
Art Ellis
84 Deninson Dr
Guilford, CT 06437
203-553-1850

Rules: AMA Category III except:

- **OLD TIME POWER**
  Engine run: 16 seeconds for ignition, 8 seconds for glo.
- **RUBBER and TOWLINE**
  3 flights with a fly-off if needed.
- **DIESEL**
  3 flights Friday and/or Saturday, 9 second run, 120 sec max. Total of 250 seconds or more qualifies for Sunday 8-10AM unlimited flyoff, 9 sec run.
- **AMERICA'S CUP**
  Flown in 1 1/2 hr, overlapping rounds starting at 8 AM both days i.e, 8 - 9:30, 9 - 10:30, etc
- **CLASSIC POWER**
  Fly as Cat III except: 9 seconds for diesel (9 - 7 - 5) 7 seconds for glo (Cat III). Engines: non-Schneurle up to 3.5cc w/any type of fuel feed, ball bearings permitted.

Schedule of Events

Friday

August 27 8AM-4PM

- A Power
- Old time Rubber <150 in²
- B-C Nostalgia
- Unlimited Towline (164' line)
- 1/2 A Early Nostalgia per CIA Rules
- Moffett
- Diesel Qualifying

Saturday

August 28 8AM-5PM

- 1/2 A Power
- B,C,D Power combined
- A Nostalgia
- Unlimited Rubber
- 020 Rep-1/4 A Nostalgia combined
- FAC Rubber Scale (Judging 8 - 12 noon)
- Diesel Qualifying
- America's Cup
  F1A F1B F1C

Sunday

Aug 29 8AM-4PM

- Old Time Rubber > 150 in²
- Classic Power
- P-30
- HLG/Catapult combined
- 1/2 A Nostalgia
- Old Time Power combined
- Diesel Fly-off (8 - 10AM)
- America's Cup
  F1G F1H F1J

Junior Events

P-30 HLG 1/2 A Power

May be flown any day but all flights within the catagory must be completed the day the event is begun.

1 Days Inn - Geneseo
4242 Lakeville Rd
Geneseo, NY 14454
716-243-0500

2 Oak Valley Inn
4235 Lakeville Rd
Geneseo, NY 14454
716-243-5570

3 Country Inn and Suites
130 North Main St
Mt. Morris, NY 14510
716-658-4080

4 The Greenway Motel
Rt 36, Sonyea Rd
Mt. Morris, NY
716-658-4500

5 Conesus Lake B & B
2388 E. Lake Rd
Conesus, NY
716-346-6526

6 Conesus Lake Campground
2202 E. Lake Rd
Conesus, NY 14435
716-346-5472

7 Gerould's B & B
4214 South Livonia Rd, Rt 15
Livonia, NY 14487
716-346-2762

8 JJ Leisure
Restaurant and Motor Inn
6001 Big Tree Rd
Lakeville, NY 14480
716-346-2120

9 Avon Cedarwood Travel Lodge
1880 Lakeville Rd
Avon, NY 14414
716-226-3630

A BLOCK OF ROOMS HAS BEEN RESERVED

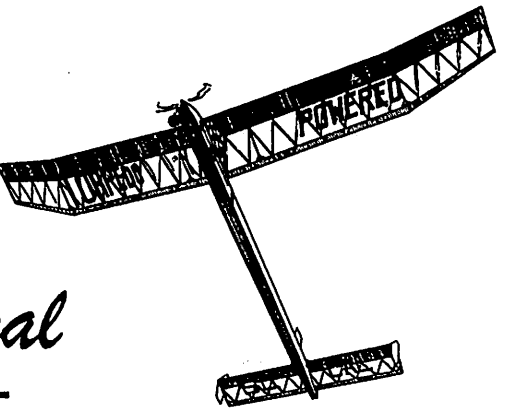
10 Crest Hill & Stratford Motels
6110 Rt 5 and 20
Avon, NY 14414
716-226-3450

11 Charlton B & B
E. Main St Box 148
Avon, NY 14414
716-226-2838

12 Park Lake
55 N Main St
Perry, NY 14530
716-237-3654

13 Perry B & B
9 N Frederick St
Perry, NY 14530
716-237-6289

Central Indiana Aeromodellers



27th Annual Regional

FREE FLIGHT CONTEST

At the AMA Flying Site in Muncie, IN - September 11-12,1999

This is an AMA "AAA" Sanction Contest - Category III

Saturday, 9/11, 9:00 - 5:00 EST

- Classic Power
- A/B AMA Gas
- Mulvihill Rubber
- Hand-Held Catapult (J, SO)
- Pee Wee 30
- ~~½ A Nos Gas~~
- ABC Nos Gas
- .020 PayLoad
- Moffett/Korda Combo

Sunday, 9/12, 9:00 - 4:00 EST

- ½ A AMA Gas
- C/D AMA Gas
- P-30 Rubber
- Hand launch Glider (J, SO)
- ABC Old Timer Gas
- ~~¼ A Nos Gas/.020 Replica~~
- Jr. Rubber (Anything)

All events are Jr.-Sr.-Open combined unless otherwise noted above.

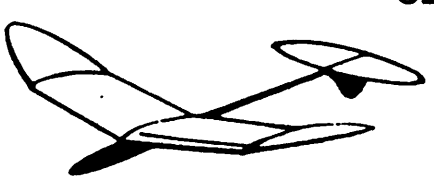
Entry Fee: $10.00 first event. $3 each additional event. ($25 Max) Juniors, $0

Awards: Trophies to third place in all events. Trophies and merchandise in Junior HLG, Junior HH Cat., and Junior Rubber.

Rules: AMA events will be flown according to the 1999 AMA Rule Book, Cat.III
Old Timer events will be flown according to the Sam Rule Book.
Nostalgia events will be flown according to latest NFFS Nostalgia Book.

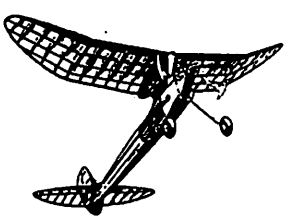
Pee Wee 30 according to Orbiteer Rules.

Classic Power: Any engine. Maximum aspect ratio, 8-1. No auto surfaces.



CD: Phil Sullivan
4536 Southern Ave
Anderson, IN
(765) 640-2921

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



1999 C.I.A. AREA FREEFLIGHT CONTEST CALENDAR

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	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	5,6	MMAC - Mini F.A.I. & Late Spring Meet	NORTH BRANCH, MN
JUN	11-13	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 FUN FLY	BONG, WI
JUL	3,4	INDEPENDANCE DAY WEEKEND	
JUL	11	IMAC ANNUAL	BONG, WI
JUL	11	MMAC - SUMMER MEET	NORTH BRANCH, MN
JUL	18	AERONUTS OLDTIMER	BONG, WI
JUL	25	PELICAN OLD TIMER	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	MMAC - ALMOST SILENT MEET	NORTH BRANCH, MN
AUG	25	BONG EAGLES SILENT	BONG, WI
AUG	28,29	AERONUTS MIDWESTERN STATES CHAMPS	AMA FLYING SITE - MUNCIE, IN
SEP	4,5	COFFC FREE FLIGHT MEET	AMA FLYING SITE - MUNCIE, IN
SEP	6	LABOR DAY	
SEP	11,12	C.I.A. AAA FF CONTEST	AMA FLYING SITE - MUNCIE, IN
SEP	11,12	HOOSIER CUP(America's Cup Competition)	AMA FLYING SITE - MUNCIE, IN
SEP	12	MMAC - FALL MEET	NORTH BRANCH, MN
SEP	25,26	TRI-CO AERO CLUB FF MEET	LAWRENCEVILLE, IL

Note: Tri-Co has advanced their traditional date one week this year to avoid conflict with the SAM CHAMPS

OCT	**4 - 8**	**SAM CHAMPS - HATBOX FIELD**	**MUSKOGEE, OK**
OCT	5-9	AMERICAN KITEFLYERS CONVENTION	AMA FLYING SITE - MUNCIE, IN
OCT	16,17	CIA FALL SCRAMBLE	AMA FLYING SITE - MUNCIE, IN
OCT	17	MMAC - OCTOBERFLUG	NORTH BRANCH, MN
OCT	31	MMAC - TURKEY SHOOT	NORTH BRANCH, MN
NOV	7	MECA COLLECTO	COLUMBUS, OHIO

99ffcal.doc revised 5/17/99 dc All dates are confirmed confirmed

The INFORMER

CIA Central Indiana Aero Modellers

Issue No. 3 - 99

2348S, 700W
New Palestine,
IN
46163

1999 President
Sean Cochran (??)

Vice President
Phil Sullivan

Sec'y/Treasurer
Meredith Chamberlain

4403-8478 01