CENTRAL INDIANA AEROMODELLERS

CIA INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Ring around sun or moon, precip in 18-24 hours!

- Editor -
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Issue # 1/00 | January/February | Price $7.50/yr.

CIA Annual Banquet - Jan 29, 2000. - by MJW

Another great turnout for the blowout at Welliver's! Nearly 60 hungry souls showed for the festivities - nearly the same number that attended our banquet last year - although many regular faces were missing this time! But enough new ones showed to keep the count up.

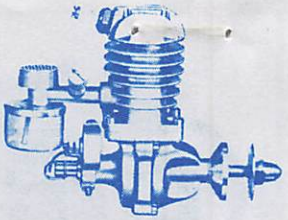
Emcee **Phil Sullivan** started things rolling by listing the club milestones for the past year and passing out the thanks: to **Meredith Chamberlain** for paying the bills and helping **Gib Robbins** with our traditional OT Contest; to Gib for CD'ing the OT Contest, and taking care of the trophies for all our contests - including the NATS; to **Dick Covalt** for setting up and running the Fall Scramble, plus helping with the Fall Contest & the NATS; to **Les Hallgarth** for his banquet setup, and keeping track of the flyers' awards point standings; to **Moe & Betty Whittemore** for Cd'ing and helping at the Fall AMA Contest; to **Lee Campbell** for his work with the kids at the NATS' Nite Fly; to **Mark Vest** for his many donations to most of our contests; and to **Bob Perkins** for initiating the National Cup competition scheme! By the way, the National Nostalgia Hi Point Trophy will be named in honor of **Harry Murphy**.

Next, Phil's *"Would You Like To Be A Millionaire"* free flight parody of the popular quiz show humiliated the likes of **Jack Marsh, Joe Mekina, Bob Edelstein, Elmer Jordan, O.C. Stewart, Larry Willis** and **Gib Robbins**. Joe and Larry had to use a lifeline - in the form of **Lee Campbell**!

A report by NFFS Nostalgia rep **Keith Fulmer** resulted in heated - but friendly - banter concerning the Cox Medallion/TD Nostalgia controversy. (In retrospect, Harry Murphy long felt that one could *"take a TD, add a Medallion crank and front plastic intake and you have a 'legal' Medallion!"*) Meredith Chamberlain wondered why hi-compression heads are now allowed on these engines. And Larry Willis feels that a horsepower race will be underway by allowing TD parts on this class of engine. (In the

(cont'd p.2)





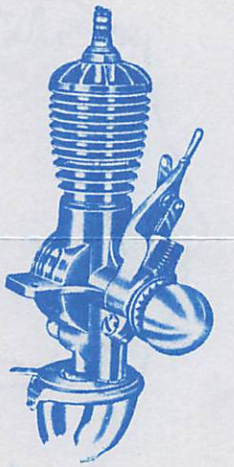
(*Banquet* - cont'd from p.1)
next Informer, I'll publish a December 1999 letter from Bob Stalick to Harry Murphy. This paper covers the thinking behind the recent NosGas rules changes.)

Dave Thomson, Director of this year's USIC at Johnson City stated that there will be extended flying hours for this years' contest, and reiterated that, unlike outdoor flying, *"you can't get sunburned - and no chase is more than 100yds"*!

Phil and Les then distributed the 1999 CIA Category Hi-Point Champs Awards. They were:

AMA Power
1. **Gil Morris**
2. Keith Fulmer
3. Norm Poti
4. Austin Gunder (Jr.)
5. Adam Marsh (Jr.)

Old Timer Gas
1. **Dan Harshman**
2. Ted Dock
3. Bob Edelstein
4. Shel Meyers
5. Bob Watson



Nostalgia Gas
1. **Keith Fulmer**
2. Elmer Jordan
3. Bill Hale
4. Rudy Kluiber
5. Hank Sperzel

Overall Jr/Sr
1. **Adam Marsh**
2. Jon Reuter
3. Jason Poti
4. Alex Marsh
5. Austin Gunder

AMA Non-Power
1. **Adam Marsh (Jr.)**
2. Jason Poti (Jr.)
3. Jon Reuter (Jr.)
4. Joe Williams
5. Larry Willis

Old Timer Non-Gas
1. **Ed Konefes**
2. Larry Willis
3. Bob Laybourne
4. Bill Schlarb
4. Walt Tomasch (Tie)

Indoors*
None reported scores. None qualified

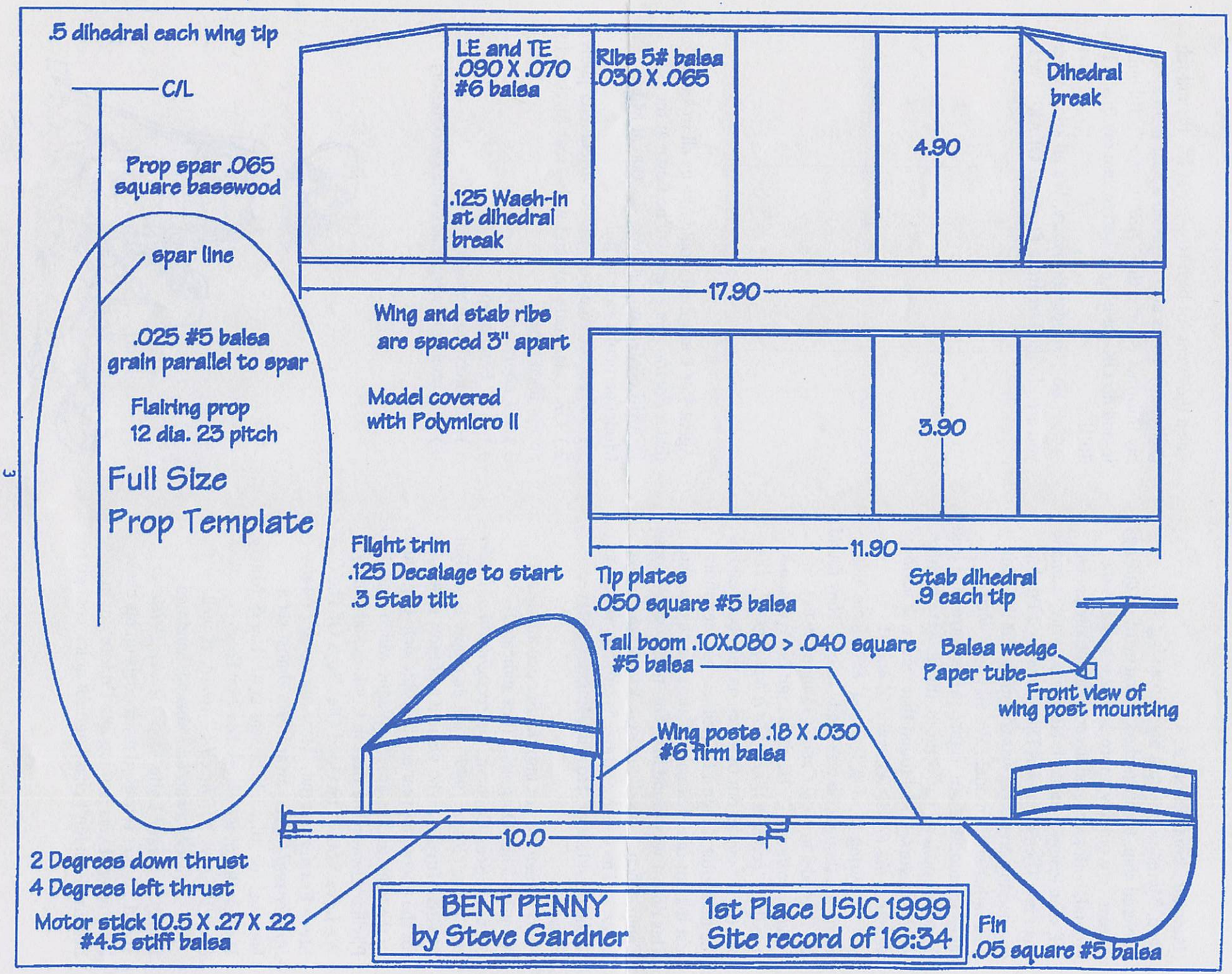
Overall Open
1. **Keith Fulmer**
2. Dan Harshman
3. Ed Konefes
4. Elmer Jordan
5. Bill Hale

* While *ve haf vays* to keep track of, and award outdoor flyers when they don't submit their results, it's much more difficult to keep up with our Indoor Agents. Please, Indoor guys! Keep us posted on your progress! You might have a fabulous award coming! You need not win/place at the NATS/USIC level to be eligible. I didn't! A few regional successes was all it took!!

Next, Emcee Phil read a tribute to Harry Murphy written by long time friend **Bob Larsh**. (Bob was unable to attend the b'q because of a messed-up back caused by a recent fall on a patch of ice.) You can find the text of his tribute in this Informer issue. This years' banquet seemed to be under the shadow - albeit a happy one - of Harry's passing. I trust the good thoughts and memories of him we recounted got him smiling and blushing a bit. He would've been embarrassed & flustered by all the attention! Ha! (His exclamation.....)

Now for the Crash & Burn stuff! This year was kind of lean, when it comes to super-goofy stunts deserving of this award. However..... Long-lost Agent **Bill Hutchins** came over to Muncie from Nevada, earlier this year. He had a brand new, hi-tech power model. Covalt & Robbins coaxed him into putting up his 1st flight at full power, and a nearly full-length engine run! The model went straight up, then straight down!! It'll take another year for Bill to fix the pile..... Then **Roger Lane** was disqualified for losing so many *Rangers*, because it was felt he was doing this on purpose - just to get nominated! Chuck Marcos, not realizing his big motorbike came loose from his van at Muncie and was being dragged on the concrete, finally came to a stop after much shouting and arm-waving by fellow flyers! He then backed up over it! Took about an hour to disengage the two vehicles! But Chuck's not a CIA member, so.....

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Borrowed from the July '99 Indoor News & Views.....

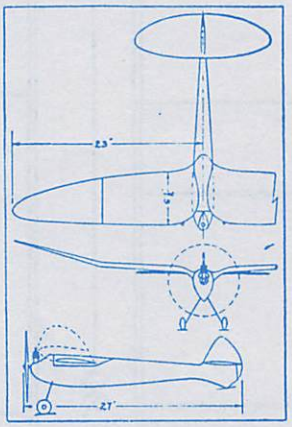
(*Banquet* - cont'd from p.2)
Then, Meredith put up a big, screaming .65 powered ship, then watched (as many of us did!) as it went very quickly, more or less parallel to the ground, with pieces of covering gradually peeling off, then losing a rudder! Needless to say, it finally went in! Then there was Dick Covalt - a Purdue engineering grad. He was trimming out the glide on a rather stally model. We all know what it takes to smooth it out, right? After borrowing lead from Phil no less than 3 times, things were getting worse & worse! Phil found that Dick was *adding weight to the tail*!!! A Senior Moment!

During 'Spring Training' at Muncie, this candidate thought he was ready to go! They found his 1st model in New Castle (35 miles away) - it *"didn't quite DT"*! He didn't put his Walston in it, either *"because it was just a test flight"*! They got the 2nd model out of a tree on the south end of the field after it didn't DT, either, but mercifully just fell out of a thermal. 3rd time's a charm, tho.... This time it was found in a 90ft. tree over by Scout Camp, when *"something went wrong with the timer"*! The Crash & Burn Award this year went to the president of 'Howling Engines', **Steve Frazier**!!

Then we got into the Service and Merit Awards. The "Outgoing" (but abdicated) president Sean Cochran, *"in recognition of leadership to the CIA in 1999"* - got an empty box! But **Phyllis Murphy**, who wanted a contest schedule for the upcoming year so she could deliver goodies to the field, was awarded a plaque which read, "To Phyllis: Always The Best In Cookies and Candy. We Love You! The Good Ole' Boys Of The CIA" **Steve Frazier** got the *"Most Improved Power Builder and Flyer"* award. He almost set a National record while he was at it! **Les & Marty Hallgarth** got a *"Thank You For Your Contributions To The CIA"* award, as well.

I (Moe) awarded a special, handmade trophy to **Roger Lane** - the *'Golden Retriever'* award. Roger retrieved my models on his chase bike, when it was looking like I'd lose out in P-30 because I couldn't chase on foot quick enough to finish the event. (I beat Roger out for 1st, and felt guilty.....) I was also awarded a neat P-30 kit for my Informer efforts, the *"Tail Firster"*! I'll build it, and do OK - if it's any better than my Pharis P-30!!!

So. Goodnight, Harry. We all know where you are. In the **Greatest Thermal Of All**!! - MJW



Agent **Lee Campbell** would like us all to know that a *Pacific Ace* event will be flown at the FFAMS contest on Sat, May 6, 2000 at Muncie. Model particulars are as follows:

1.) 30" Pacific Ace from the R-N/Schlueter plans.
2.) OK to laminate tips and widen rear fuselage to accept blast tube.
3.) DT adoption OK.
4.) 9 ½" Peck prop.
5.) 10g maximum weight motor.
6.) 40g minimum weight airframe (w/o motor).



Scale Stuff - Part III. - by Jim Miller

In the last issue of the Informer, the FAC rules were discussed. It is important to note that the FAC scale rules are used for all judged scale events flown in FAC contests. In AMA competition, each judged scale event has its own set of rules. I shall try to call your attention to the more important points that will help you deal with these rules.

Peanut scale is the most popular scale event flown in AMA FF scale events. One of the reasons might be that there are many good-flying peanut scale kits on the market to help fliers get started in this event. Another reason could be that the peanut rules are easy to understand and comply with.

The official score sheet can be found on page 131 in the 1999-2001 Competition Regulations. If you haven't seen one, you ought to get a copy before you build. At least, borrow a copy from a buddy. As a last resort, send me a SASE and I'll send you one (address at end of article...)

Almost every peanut model I have ever seen in competition had a wingspan that did not exceed 13 inches. The rules also permit a model whose overall length does not exceed 9 inches. In this case, the wingspan *might exceed 13 inches*.

One of the really good part of the rules is that 9 attempts may be made to try to attain at least two flights of 10 seconds or more. If you ROG successfully and fly for 10 seconds, you get a 10 second bonus. No flight plus ROG bonus may exceed the scale score.

The most important item on the score sheet is *'Item A - Workmanship'*. This score is used as a multiplier against the total scores in the other nine judging areas. It is very important that you score as highly as you can in this area! The score is arrived at after the judge compares the workmanship (or how well the model looks) with relation to all other models in the competition. Not many models will score in the Great=5 category. More will be found to be Good=4.5 and even more in the Better-Than-Average=4.0 category. Judges are encouraged to award points in-between (4.3, for example) for a model just a bit better than average.

You will note that 3-views are not necessary, but *five judging items get you no scale points if you do not provide a 3-view.* A color photo, notation of color scheme on the 3-view or written documentation will assist the judge to give you a high score in *Item B, Authentic Color and Markings.*

'Item E - Covering' is on the score sheet to discourage "Ghost Ships". Clear or color-doped tissue is probably easier to work with for most modelers. Avery light coat of clear dope, thinned 50/50, will suffice.

If you do not intend to ROG your model, make sure your landing gear length is correct! An enlargement of up to 1/4 inch will cost you a point.

'Item G - Dihedral' works to the advantage of some models, such as the Fike and Lacey. Judicious use of wash-in on the wingtips can be advantageous to other models that need some dihedral for stability when the real airplane had little or none.

If you are careful in selecting your model, you might not have to increase the stabilizer or vertical fin area. *'Item H - Outline of Wings, Stabilizer and Vertical Tail'* can cost you 1 point if enlargement is necessary.

'Item I - Bonus Points for Type of Aircraft' levels the playing field for models that are difficult to get to perform as well as a monoplane. Lately some flyers have been able to get some lengthy flights from low wings and biplanes. Each carry bonus points.

One caution is needed for *'Item J - Minus Points'*. Many builders will omit flying wires on biplanes or support wires on struts or tail surfaces. These omissions can cost you two points! Take the time and put them on!

Once you have your scale score, remember that each of your highest two official flights cannot exceed this number. The two highest flights are averaged and added to the scale score to give you the final score. If you understand the Peanut Scale rules and choose a model that will maximize the scale score, you are well on the way to entering a competitive model Later columns will give some tips to help you get longer flights.

Questions, comments and requests for rules should be sent along with a SASE to: Jim Miller, 107 Loreli Drive, Fayetteville, OH 45118.

OCT. 16 & 17, 1999 --- CIA FALL SCRAMBLE FF RESULTS

NON-POWERED CATEGORY

HAND LAUNCHED GLIDER

Bruce Barnett	197
Bill Reuter	186
Moe Whittemore	128
Jon Reuter	108
Lee Campbell	103
Keith Barnett	96
Jason Poti	93
Roger Staton	82
Elmer Jordan	62
Jean Pailet	24
J.B.M. Griner	18

HAND HELD CATAPULT

Bucky Servaites	265
Jon Reuter	242
Gene Wicks	200
J.B.M. Griner	178
Bill Reuter	147
Roger Staton	143
Larry Willis	133
John Oliver	110
Jason Poti	104
Jean Pailet	101
Bob Abernathy	89
Bruce Barnett	86
Guy Scott	79
Danny Wilson	71
Keith Barnett	47

F1H – A1 Glider

Jean Pailet	300
Jon Reuter	30

RUBBER POWERED CATEGORY

P-30

Moe Whittemore	291
Roger Lane	284
Bill Reuter	35

MULVIHILL

Don DeCook	322
Jason Poti	243
Jon Reuter	125
Keith Barnett	57

HELICOPTER

Roger Lane	163

BOSTONIAN (14gm)

Roger Staton	103
Chris Steinebeck	46

ROCKET

Bill Reuter	105
Bob Langelius	78

DAWN UNLIMITED

David Acton	289
Larry Willis	195
Walt Tomash	147

BIG E

Larry Willis	360

MOFFETT

Joe Williams	351
Larry Willis	120

GAS POWERED CATEGORY

PAYLOAD

Elmer Jordan	352
Bob Langelius	315

1/2A GAS

Keith Fulmer	360
Gene Wicks	343
Gil Morris	333
Steve Frazier	329
Don Diggs	313
Bob Watson	311
Keith Barnett	257
Jean Pailet	179
Bob Placier	165
Bob Kumferman	100

A GAS

Bob Watson	600
Steve Frazier	376
Gil Morris	335
Keith Hoover	232
Jon Reuter	120

B GAS

Norm Poti	1050
Gil Morris	360
Bob Watson	40

C GAS

Gil Morris	360
Bob Watson	318

F1J – SMALL POWER

Gil Morris	600
Steve Frazier	569
Jean Pailet	366
Lee Campbell	292

ELECTRIC

Bob Kumferman	181
Charles Groth	120

SUPER D

Meredith Chamberlain	att

NFFS & SAM CATEGORY

1/2A CLASSIC POWER

Don Diggs	341
Gene Wicks	313
Don Boyer	212
Bob Placier	194
Jean Pailet	177

ABCD CLASSIC POWER

Bob Watson	360
Keith Hoover	180

1/4A NOSTALGIA

Elmer Jordan	309

1/2A NOSTALGIA GAS

Keith Fulmer	708
Gene Bowers	677
Bob Placier	337
Elmer Jordan	308
Dave Dobbs	275
Don Diggs	240
Bucky Servaites	200

ABC NOSTALGIS GAS

Keith Fulmer	360
Don Diggs	333
Bob Watson	333

020 REPLICA

Lee Campbell	291
Bill Hale	288
Don Boyer	247

PEE WEE 30

Elmer Jordan	1691
Bill Hale	1593
Chris Steinebach	1181
Danny Wilson	1127
Keith Barnett	927

ABC OT CABIN

Ted Dock	219

OT RUBBER

Walt Tomash	540
Don Diggs	459

30 SECOND ANTIQUE

Don Diggs	297

ALL EVENT WINNERS

Received 1 oz Muncie Model Supply (Bob Smith) CA. Those that were absent will receive an equivalent amount of cash by mail.

TROPHY CHAMPIONS & CASH AWARD

GRAND CHAMPION OPEN

Gene Wicks	($30)	1250 points
Elmer Jordan		875
Jean Pailet		458

GRAND CHAMPION Jr-Sr

Jon Reuter	($30)	983 points
Keith Barnett		426

NON-POWERED CHAMP

Bucky Servaites	($15)	1500 points
Bruce Barnett		1225
Jon Reuter		1025

RUBBER POWERED CHAMP

Don DeCook	($15)	400 points
Larry Willis		350
Roger Lane		200

A TRIBUTE TO HARRY MURPHY — Bob Larsh

I first became acquainted with Harry in 1945 when the model contests commenced again at the close of WW II. I was 15 and lived in a small town about 65 miles from Harry's hometown of Anderson, Indiana.

Harry always had beautiful new models and hot engines so I naturally sought him out at the meets to compare notes and flying adjustments which he freely gave. (Fifty years later he was still telling me what I ought to do to make my models fly better.)

Both Harry and I qualified for the 1949 Plymouth Internationals to be held at Selfridge AFB near Detroit. I received a call from Harry inviting me to ride with him as he had a car. I met Harry's family and after a fine meal we went out to pack our models in Harry's car which turned out to be a twenty year old Model A Ford sedan!

Because of previous Model A experiences, I had my doubts about making it all the way to Detroit without an incident but Harry's A ran flawlessly the entire trip. As the brakes on these cars were not the greatest, we did have one incident where we came up too fast on a lone car setting at an intersection, giving it a whack. As the Model A bumper is built like a big sheet metal spring, we bounced the hapless victim's car, an old Chevy coupe driven by the proverbial little old lady, clear across the intersection into an open field. Everyone was okay and no damage done to either vehicle so we continued on our odyssey.

As we had started for the Internats a few days early, we stopped in Northern Ohio to attend a local contest. Harry won a second place and I won a third. We were stunned when we were handed prizes of glue and balsa while other winners were awarded engines and kits. Harry collared the contest officials and learned that we had to be from the local county to get the top awards! Storming the prize table was a serious consideration but as we were outnumbered, sanity prevailed and we journeyed on with a bad taste in our mouths.

It was on this trip that I got to know Harry well and to be the recipient of his friendship and expertise. Rather than stay at the hotel headquarters, we rented a small cottage near the field. This was probably the most enjoyable modeling period of my life as together we ate, slept, breathed and lived model airplanes the entire week. Harry noted my Arden ignition A job didn't get very high on the first official and introduced me to the wonders of the then new glow power. He provided me with a glow plug, fuel shutoff timer and glow fuel. I made the conversion and had two great flights giving me a seventh place. Unfortunately this moved Harry down to ninth but he was happy that we both finished in the top ten as those places were always posted. Since we flew against several hundred experienced contestants, I guess we did pretty well at that.

Harry was the most dedicated modeler I have ever known and a fierce competitor. I recall one meet in the mid-1950's, I was on foot returning to the field from a long chase and fruitless search for my model when I saw a car roaring down the road with Harry perched on the front fender (old car) following his high-flying model. I don't know who the driver was but he didn't realize he was coming up on a hairpin turn. When he hit the brakes, Harry was launched into the air, did a 360 degree cartwheel and landed in a grassy ditch. He didn't miss a beat, came up with legs churning, ran past me mumbling about his D/T, vaulted the fence and

MORE

disappeared into the brush. After refreshing myself, I started back out to look for both my model and Harry when I found him climbing the fence with both our models.

Harry attended as many contests as possible, not only to compete but also to give support to the organizers. He began designing his own models, culminating in winning a first place in Class B at the 1961 Nationals with his Sun Buster design, a 3-view of which was published in the FEB 1962 AMERICAN MODELER. I think Harry was just beginning to hit his stride and came out with his Sun Liner, Lunar-Tic, Max-A-Million, Pay-Triot Payload and other designs. The half-A Lunar-Tic received a Top Model of the Year award. He embraced the Old Timer movement when it emerged and built many of his old favorites, particularly the Goldberg Zipper. He became a big supporter and flew in many of the SAM Champs and at one meet captured the Hi-Point Championship.

When area contests became sparse and interest in modeling was dwindling, Harry saw the need for a strong free flight club to be formed. Along with other active Anderson modelers, Harry helped form the Central Indiana Aeromodelers (CIA) organization. This action guaranteed the continued existence of free flight in the Midwest which is the legacy Harry leaves to us. He was one of the editors of the club newsletter, "The Informer", and wrote many of the articles. He took his literary expertise one step farther and penned the FF model column "Duration" in MODEL AVIATION as an alternate editor. This was our free flight information center for years. Harry was inducted into the NFFS Hall of Fame in 1993 for his many contributions and was a contest director for the CIA many years.

Harry was instrumental in the formulation of the Nostalgia movement in the Midwest and the hammering out of the NFFS rules with other clubs. I think Nostalgia became Harry's favorite event and his choice of model was the Zeek. He was a motivator, encouraging people to take on jobs and projects they never thought they could handle and he was there to help.

As the Goldberg Zipper was one of Harry's favorites, he suggested I do some research on the origin and birth of this model and write a report for the Informer. This "little" project took on unbelievable proportions and resulted in a full-blown biography published over three issues of MAN in 1981! Harry helped critique copy and made pertinent suggestions.

Despite all of his involvements, Harry was a good family man and with his devoted wife, Phyllis, raised a daughter, Susan, and a son, Dan. Dan, of course, was introduced to modeling at a tender age and enjoyed building and flying with his dad. In later years Dan presented Harry with a grandson and no time was lost educating the youngest Murphy in the finer points of model aircraft.

Harry was a no-nonsense type of person but was also endowed with a great sense of humor and you always knew where you stood with him. If your ideas didn't agree with his but time proved you right, Harry would be the first to step up and acknowledge it. Of course, if your plan went sour, you heard about that, too...

Even so, Harry was a good sport and being the very first recipient of the CIA Crash and Burn Award, he accepted it in good grace like the champ he was.

In his last few years, Harry's long time heart condition was taking its toll but he would not give in to it and continued to build and fly. These accumulative problems made it more difficult for him to answer the bell as time went on. In my last communications with Harry, he was very distraught and disappointed with the new Nostalgia rule changes and types of models being accepted after so much time and effort had been expended to make it a viable Nostalgia event. It was his fond hope that those conditions could be reversed and that we could call it 1950's Nostalgia again. He was thankful that the early Half-A event he fathered remained intact so far.

This was supposed to be a short eulogy but I found, after rubbing elbows with Harry for nearly 55 years, a few paragraphs could not possibly convey my treasured memories of him, his accomplishments and how much he meant to all of us. I'm sure he has already cornered Carl Goldberg and is discussing the atributes of his favorite prewar model, the Zipper. As Harry always said, "See ya downwind!" and, one by one, I'm sure he will.

Bob Larsh

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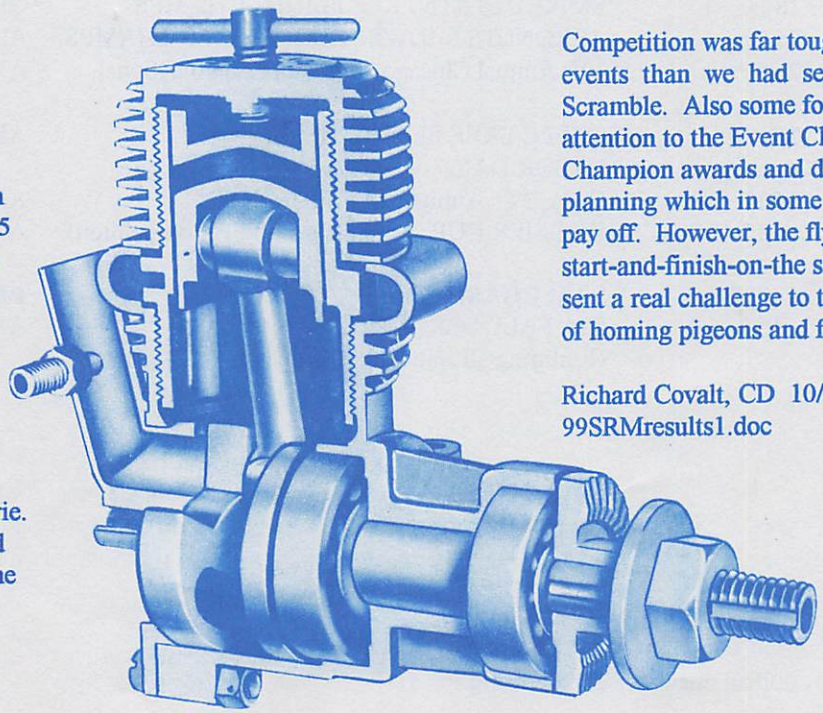
(CONT'D....)

Bill Reuter		200
GAS POWERED EVENT CHAMP		
Keith Fulmer	($15)	1000 points
Gil Morris		933
Steve Frazier		700
NFFS & SAM EVENT CHAMP		
Keith Fulmer	($15)	1000
Elmer Jordan		775
Don Diggs		767

Note: Scores multiplied by 100 to eliminate fractions

The weather for the '99 CIA SCRAMBLE was much improved from 1998, but still better weather is on order for the 2000 Scramble. Saturday gave abnormally warm temperatures in the upper 70's with a 12–15 mph South wind that contained gusts to 20 mph, but also long relatively calm periods. The number of excellent flying aircraft in this wind was surprising.

Saturday evening brought the CIA BEAN FEED featuring real ham & beans, corn-bread, plenty of diced onions, vegtables, salads, deserts, coffee, and great camaraderie. Approximately 55 hungery competitors and their support staff partook of the down home vittles. Many thanks to George and Patty Emmelman, Gene and Vicki Wicks, Sue Diggs and all the others that helped with setting up, putting away, and preparing food for this undertaking.



Sunday came with a Northerly wind of 10 –13 mph and temperatures that seemed downright frigid after the Saturday warmth. Temperatures topped out in the mid 50's in the late morning but became more biting as the afternoon progressed. However, the cooler temps did not cool the competitive spirit for there was as many official flights as on Saturday.

Competition was far tougher in the popular events than we had seen before at the Scramble. Also some folks are paying attention to the Event Champ & Grand Champion awards and doing some shrewd planning which in some cases seemed to pay off. However, the fly-either-day-but-start-and-finish-on-the same-day can present a real challenge to the best laid plans of homing pigeons and free flighters.

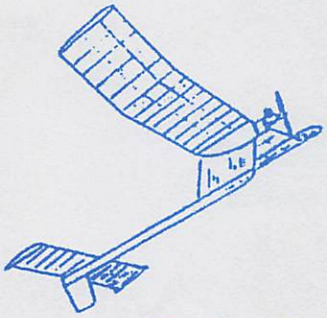
Richard Covalt, CD 10/18/98
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2000 C.I.A. AREA FREEFLIGHT CONTEST CALENDAR

JAN	15,16	FF – SOUTHWEST REGIONALS	ELROY, AZ
JAN	29	C.I.A. ANNUAL BANQUET	HAGERSTOWN, IN
MAR	11	COFFC ANNUAL BANQUET	COLUMBUS, OHIO
APR	7,8,9	R/C EXPO (COLLECTO SAT)	TOLEDO, OH
MAY	6,7	FFAMS ANNUAL FF CONTEST	AMA FLYING SITE - MUNCIE, IN
MAY	14	MOTHER'S DAY	
MAY	29	MEMORIAL DAY	
MAY 31-JUN 4		**USIC/AMA INDOOR NATIONALS**	**JOHNSON CITY, TN**
JUN	3,4	CIA OT / NOS / CLASSIC GAS FF MEET	AMA FLYING SITE - MUNCIE, IN
JUN	**9-11**	**AMA GRAND EVENT**	**AMA FLYING SITE - MUNCIE, IN**
JUN	17,18	M.A.M. OT FF MEET/RC ASSIST, Slag & Nos.	STURGIS, MI
JUN	25	AERONUTS FUN FLY	BONG, WI
JUN	24,25	INTER CITY FAI/NOS/AMA	AMA FLYING SITE - MUNCIE, IN
JUL	9	IMAC ANNUAL	BONG, WI
JUL	16	AERONUTS OLDTIMER	BONG, WI
JUL	23	PELICAN OLD TIMER	BONG, WI
JUL 30-AUG 3		**NFFS/AMA FREE FLIGHT NATIONALS**	**MUNCIE, IN**
AUG	6	BONG EAGLES ANNUAL FF MEET	BONG, WI
AUG	12,13	NOFFA FREE FLIGHT CONTEST	AMA FLYING SITE - MUNCIE, IN
AUG	13	J. NOONAN MEMORIAL - SILENT FF	BONG, WI
AUG	18-20	ANNUAL DOG SHOW	AMA FLYING SITE – MUNCIE, IN
AUG	18-20	EMPIRE STATE FREE FLIGHT CHAMPS	GENESSO, NY
AUG	26,27	AERONUTS MIDWESTERN STATES CHAMPS	AMA FLYING SITE - MUNCIE, IN
AUG	26,27	40th Annual Chicago Aeronuts FAI Invitational	AMA FLYING SITE - MUNCIE, IN
SEP	2,3	COFFC FREE FLIGHT MEET	AMA FLYING SITE - MUNCIE, IN
SEP	4	LABOR DAY	
SEP	16,17	C.I.A. 27th Annual AAA FF CONTEST	AMA FLYING SITE - MUNCIE, IN
SEP	16,17	HOOSIER CUP (America's Cup FF Competition)	AMA FLYING SITE - MUNCIE, IN
OCT	**1-6 ??**	**SAM CHAMPS**	**PENSCOLA, FL**
OCT	14,15	CIA FALL SCRAMBLE (Featuring all National Cup Events)	AMA FLYING SITE - MUNCIE, IN

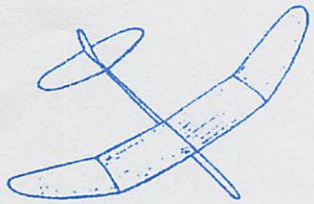
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Free Flight AeroModeler's Society



Annual Free Flight Contest

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



May 6-7, 2000

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)
- Baby Bee 40 (special rules)
- Pacific Ace Rubber (special rules)
- 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)
- 1/2A Zeek - early 1/2A variety (special rules)
- 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.

Special Events:

Baby Bee 40
Pacific Ace Rubber
1/2A Zeek - early 1/2 A variety

} see separate page for these special event rules

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 3:00 pm

America's Cup Meet
for the FAI
Mini - Events
F1G, F1J, F1H

National Cup Meet
with events for the
4 National Cups:
AMA Power
AMA Rubber
AMA Glider
NFFS Nostalgia

Contest Directors:

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The **INFORMER**

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