CENTRAL INDIANA AEROMODELLERS

INFORMER

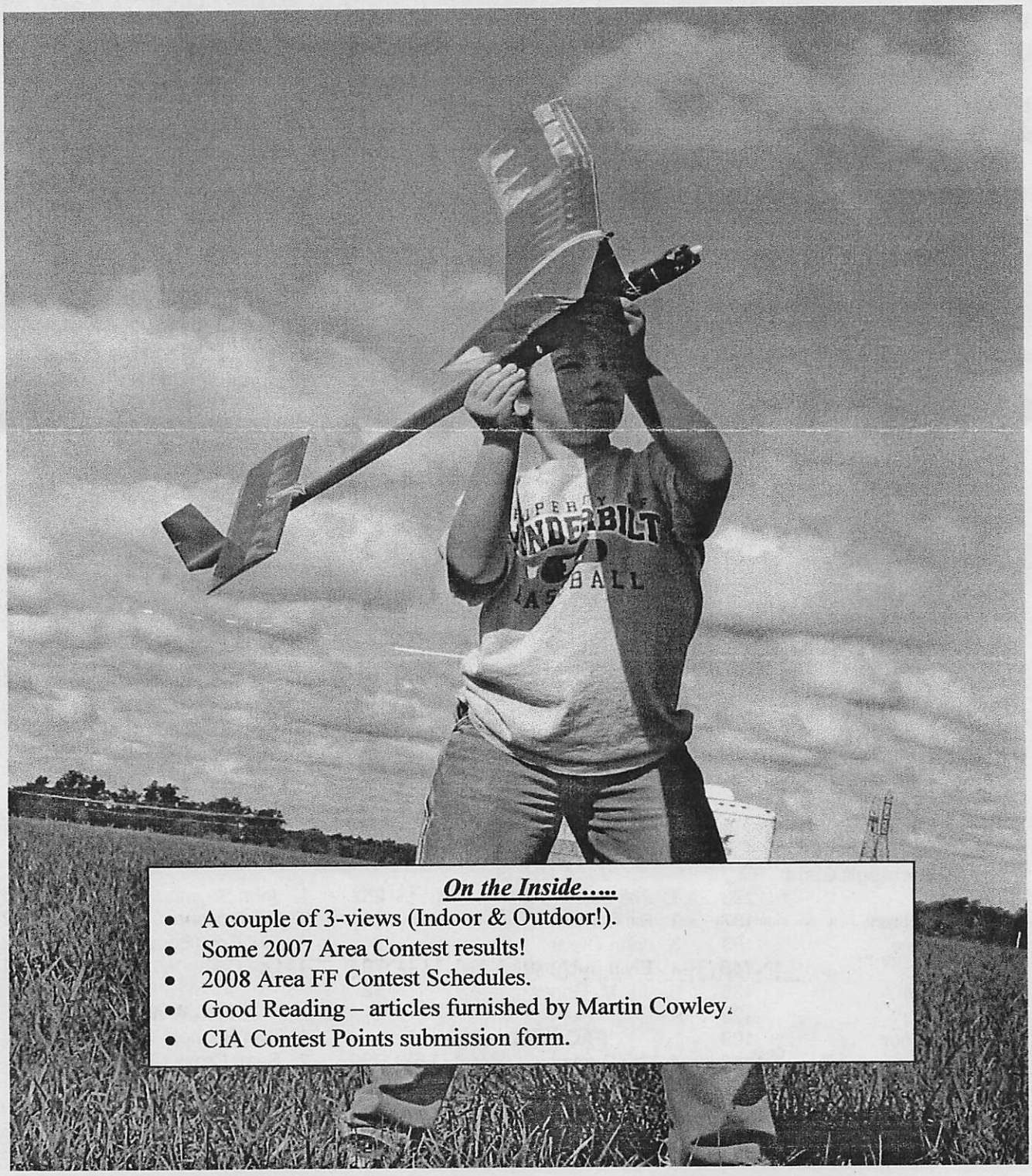
FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **

Warm November?
Bad Winter!!

- Editor -
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On the Inside…..

- A couple of 3-views (Indoor & Outdoor!).
- Some 2007 Area Contest results!
- 2008 Area FF Contest Schedules.
- Good Reading – articles furnished by Martin Cowley.
- CIA Contest Points submission form.

It is with great regret that I must report the passing of Agent **Walter Hartung.** Walter died late last summer.

Did You Know??..... Agent **Elmer Jordan** had knee replacement surgery on October 23! Now his chases should be at least, bearable!!

On the facing page is another gem—courtesy of Agent **Jim Richmond.** His EZB *"Floater"* has won 2 NATS 1sts, and now holds the Cat II national record of 23:19—set at Kent State University.

The model was named by Steve Brown, who was timing its' winning NATS flight last year. He said "it's a floater!". And so it is!

Making an EZB that weighs less than 1/3 gram is a devil of a job, but it really does fly nice!

Chuck Markos would like to remind all CDs that outdated contest sanction forms will no longer be accepted by the AMA.

The (presumably) correct form can be found on the AMA website, as number 302. (To quickly find it on the AMA site, type *acrobat documents* in the search box..)

On the flip side of the facing page is a neat Power offering—courtesy of agent **Jean Pailet.**

His *"Genie"* is currently awaiting publication in **Model Aviation** mag, and probably will be kitted by **BMJR Models.**



5th ANNUAL TED DOCK MEMORIAL FAC/AMA MEET, OCT 6th & 7th, 2007

With nineteen contestants taking advantage of near perfect weather, 62 FAC flights were recorded and 9 Kanones were earned. Eight flew AMA Catapult Glider (s/o) with five flying AMA Hand Launched Glider (s/o), five flew AMA P-30 (s/o). One Junior flew in P-30 and Catapult Glider.

FAC O.T Rubber Stick

1.	Stu Cummins (Gollywock)	350
2.	Bob Mc Auliffe	218
3.	Roy Stewart	174

FAC NO-Cal Scale

1.	Jim Miller (Chambermaid)	487
2.	John Oliver (Bolkhovtinoy 5)	325
3.	Stu Cummins (BF 109)	140
4.	Elvin Buchele (K-R B'bee)	134
5.	J.B.M. Griner (Swee'Pea)	102

FAC Rubber Scale

1.	Phil Cox (Fleet Trainer)	133
2.	Elvin Buchele (Hnkl 100-D)	116
3.	Lee Campbell (Monocoupe)	94

FAC Jumbo/Giant Scale

1.	Phil Cox (Luscombe Phntm)	118.5

AMA Catapult Glider

1.	Bill Schlarb	273
2.	M. Chamberlain	187
3.	Elvin Buchele	163
4.	John Oliver	148
5.	Phil Sullivan	138
6.	Guy Scott	129
7.	John Seymour	109
8.	J.B.M Griner	103

FAC Greve Race

1.	Sean Cross (C-460)	-

FAC Jimmy Allen

1.	Stu Cummins (BA Cabin)	261
2.	Phil Cox (Skokie)	238
3.	Sean Cross (BA Cabin)	96
4.	Bill Jackson	45

FAC Jet Catapult

1.	Bill Schlarb (Cessna T-37)	175
2.	Elvin Buchele (P-59A)	119
3.	J.B.M Griner (Temco TT1)	53

FAC P-Nut Scale

1.	Jim Miller (Lemberger)	147
2.	Lee Campbell (Nsmth C'g'r)	110
3.	Phil Cox (Monocoupe 110)	104
4.	Jim Miller (Fokker D7) (2nd)	132

FAC WWI Combat

1.	Phil Cox (Bristol Scout)	-

AMA OHLG

1.	Phil Sullivan	232
2.	Bill Schlarb	144
3.	John Oliver	84
4.	Elvin Buchele	79
5.	J.B.M. Griner	12

FAC Golden Age

1.	Stu Cummins (Tylrcrft O-57)	230
2.	Phil Cox (Cessna Phantom)	175

AMA P-30 —Junior

1.	Zack Seymour	68

FAC Embryo

1.	Stu Cummins (Debut)	302
2.	Lee Campbell (Scimitar)	262
3.	Bill Jackson (Cruiser)	186
4.	J.B.M. Griner (Prairie Bird)	99

FAC Dime Scale

1.	Jim Miller (MO-1)	238
2.	Phil Cox (Gr. Lakes Trainer)	179
3.	Lee Campbell (Monocoupe)	59

FAC O.T. Rubber

1.	Ted Teach (Miss Canada)	358
2.	Guy Scott	330
3.	John Seymour (Stahl Wt Rl)	290
4.	Stu Cummins (Miss Canada)	237

FAC Power Scale

1.	Phil Cox (DH-6)	144

AMA P-30

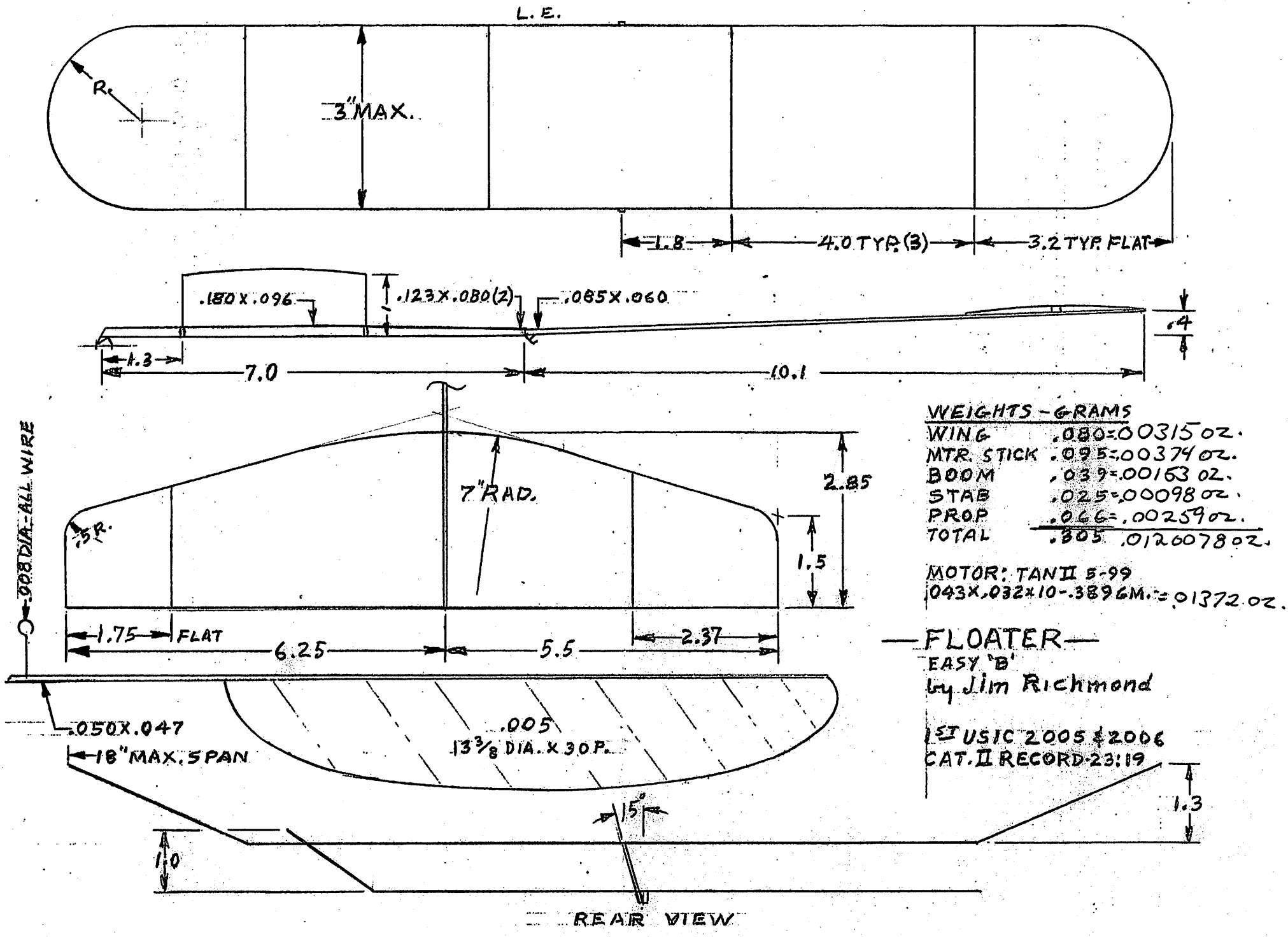
1.	John Seymour (P2A22)	357
2.	Bill Jackson	269
3.	Phil Cox (Souper-30)	242
4.	Lee Campbell (Souper-30)	191

FAC WWII Combat

1	Elvin Buchele (Hnkl 100D)	-
2.	Sean Cross (SB2C)	-

AMA Cat Glider—Junior

1.	Zack Seymour	63



WEIGHTS - GRAMS

WING	.080	=.00315 oz.
MTR. STICK	.095	=.00374 oz.
BOOM	.039	=.00163 oz.
STAB	.025	=.00098 oz.
PROP	.066	=.00259 oz.
TOTAL	.305	.012007 8 oz.

MOTOR: TANII 5-99
.043 X .032 X 10 - .389 GM. = .01372 oz.

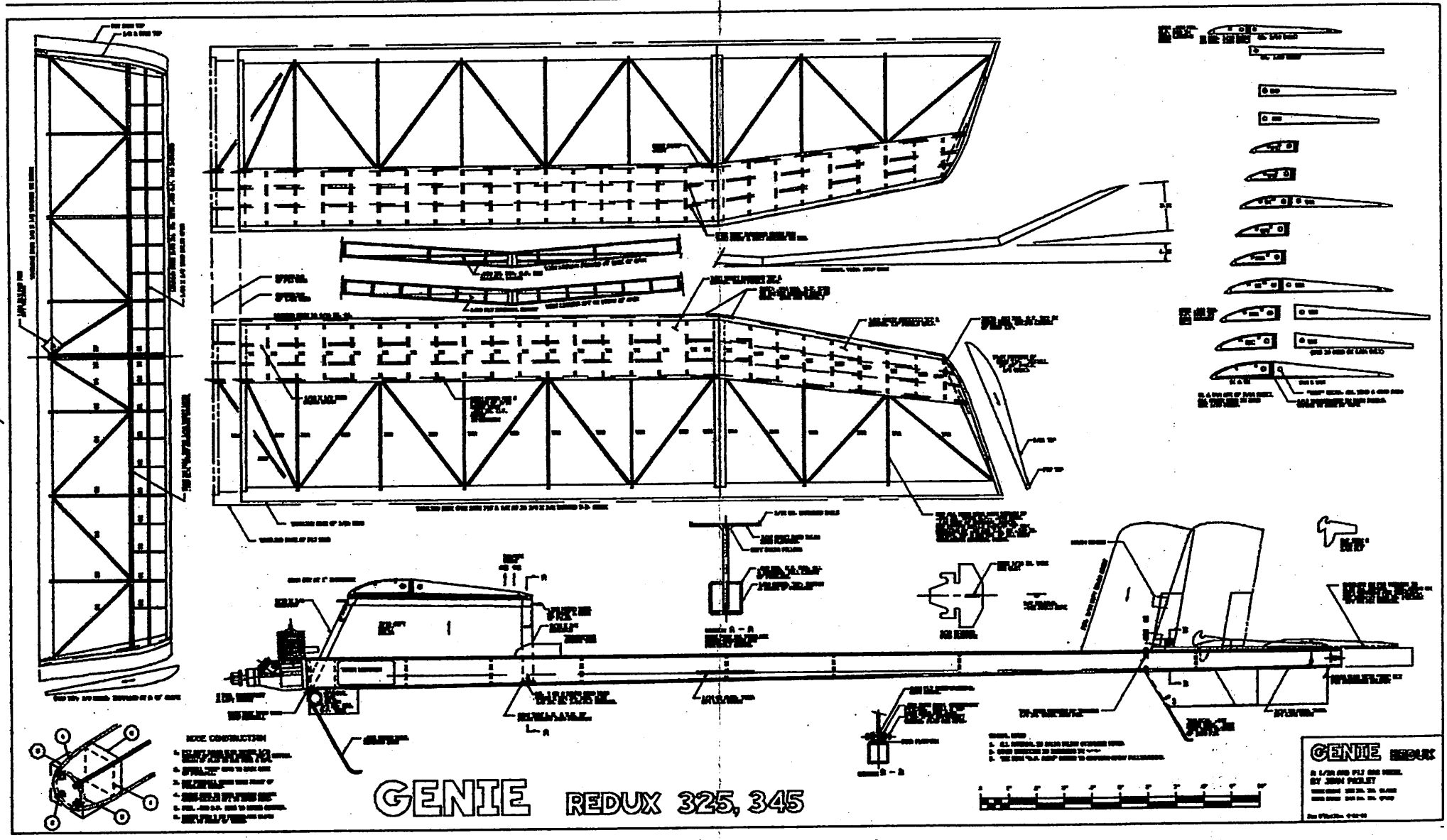
— FLOATER —

EASY "B"

by Jim Richmond

1ST USIC 2005 & 2006
CAT. II RECORD-23:19

13.


GENIE REDUX 325, 345

I realize that the following is old news, but it's still great reading! This LA Times article (of 8/30/07) was supplied by Martin Cowley... - MJW

"It is with great sadness that I notify modelers everywhere of the recent death of Dr Paul MacCready":

Paul B. MacCready, the Caltech-trained scientist and inventor who created the Gossamer Condor -- the first successful human-powered airplane -- as well as other innovative aircraft, has died. He was 81. MacCready died in his sleep at his Pasadena home Tuesday, according to an announcement from AeroVironment Inc., the Monrovia-based company he founded. The statement said he had been recently diagnosed with a serious ailment but the cause of death was not listed.

An accomplished meteorologist, a world-class glider pilot and respected aeronautical engineer, MacCready headed the team that designed and built the Gossamer Condor and the Gossamer Albatross -- two flimsy, awkward-looking planes powered by a furiously pedaling bicycle racer -- that won him international fame and $300,000 in prize money. He also built and flew a radio-controlled replica of a prehistoric pterodactyl, the largest creature that ever took to the air.

His successes in these and other imaginative projects led to more than 30 prestigious awards, including the Collier Trophy for achievement in aeronautics and astronautics, and five honorary degrees. The slight, pale, bespectacled MacCready said it all probably stemmed from a rather nerdy childhood.

"I was always the smallest kid in the class," he told the National Aviation Hall of Fame. I was not especially coordinated -- certainly not the athletic type -- and socially immature. And so, when I began getting into model airplanes, and getting into contests and creating new things, I probably got more psychological benefit from that than I would have from some of the other typical school things," he said. "Nobody seemed to be quite as motivated for the new and strange as I was."

There were those who denigrated MacCready's efforts, saying they had no practical value. He said his critics missed the point.

"Lindbergh's flight across the Atlantic did not directly advance airplane design," MacCready said. "The plane was a lousy plane. It was unstable and you couldn't see forward very well. You wouldn't want to design another like it. But it changed the world by being a catalyst for thinking about aviation." Lindbergh's plane, the Spirit of St. Louis, hangs today from a ceiling at the Smithsonian National Air and Space Museum in Washington, D.C. Hanging next to it is MacCready's Gossamer Condor.

MacCready's foray into aviation history began as the result of a bad loan. In 1970, MacCready guaranteed a loan for a friend who wanted to start a business building fiberglass catamarans. When the company failed, MacCready found himself $100,000 in debt. Casting around for a way to deal with that problem, he recalled a cash prize offered by British industrialist Henry Kremer to anyone who built a human-powered plane capable of sustained, controlled flight.

"The Kremer prize, in which I'd had no interest, was just about equal to my debt," MacCready said. "Suddenly, human-powered flight seemed important." To win the prize, he had to create an airplane that could take off on its own and fly a figure-eight, 1.15-mile course, clearing 10-foot hurdles at the beginning and end. Several people had tried; all had failed.

MacCready said he studied the soaring flights of hawks and vultures, calculating the amount of lift needed to keep the birds aloft and comparing that with what he knew about gliders. He concluded that if he could triple the wingspan of a glider without increasing its weight, the power needed to keep it aloft in level flight would be only about four-tenths of one horsepower. He knew that a well-conditioned athlete could produce about that, and maybe little more, for an extended period.

The spindly, translucent Gossamer Condor that resulted was crafted of aluminum tubing, plastic sheeting, piano wire and Scotch tape. It had a wingspan of 90 feet but weighed only 70 pounds. The pilot was Bryan Allen, a strong, slender bicycle racer who powered the single propeller by pedaling a drive chain made largely of old bicycle parts. The Condor flew from the outset, but not well. However, because it flew so slowly and at such a low height -- about 10 mph and about 15 feet -- MacCready was able to improve its design through trial and error.

The bizarre aircraft crashed scores of times during flight tests, but Allen always emerged relatively unscathed. MacCready noted dryly that his crash-and-rebuild system worked all right for the Condor, "but it is not the way to develop airliners!" Finally, on Aug. 23, 1977, the Condor made a successful seven-minute flight over a figure-eight course laid out around the airport in the dusty San Joaquin Valley farming town of Shafter. MacCready claimed the Kremer prize and was celebrated as the father of human-powered flight. "We're at last achieving a goal that man has had for thousands of years," he said.

Within months, Kremer had offered a prize of about $213,000 for the first human-powered flight across the English Channel.

MacCready immediately began improving the Condor. What emerged was the Gossamer Albatross, which he described as a "next-step clone." The biggest difference was its stronger, lighter frame, made of carbon fiber tubing instead of aluminum.

On June 12, 1979, with Allen at the pedals, the Albatross took off from Folkestone, England, and headed east. Fighting head winds and turbulence for the better part of three hours, Allen overcame cramps and exhaustion to land successfully on the beach at Cap Gris-Nez, France. Kremer called it a "splendid achievement" and handed over the prize.

Six months later, MacCready's ultralight Gossamer Penguin, powered by a 2.75-horsepower motor that ran on electricity generated by solar panels atop the fuselage, skimmed over the Arizona desert in the first climbing flight powered by sunlight. Then in 1981, a similar plane, MacCready's Solar Challenger, flew 180 miles from Paris, France, to Kent, England. A few years later, another of his human-powered aircraft, the Bionic Bat, won two more Kremer prizes.

In one of his greatest flights of fancy, MacCready then enlisted the help of engineer Henry Jex to create and fly a wing-flapping, radio-controlled, half-scale replica of a pterodactyl, a creature with a 36-foot wingspan that last soared over Mesozoic landscapes more than 60 million years ago. "If you can make something that moves around but gives you the feeling of a prehistoric creature, then people experience it; they feel it much better," MacCready said in a magazine interview.

In 1987, his GM Sunraycer, a streamlined vehicle the size of a soapbox derby entry, easily won a 1,867-mile race in Australia against other, larger, solar-powered cars.

Some of his later creations were big, like the Helios, an unmanned, solar-powered plane with 14 electric motors and a 200-foot wingspan that climbed to more than 96,000 feet. It was the

highest altitude ever achieved by a propeller-driven aircraft. Some were small, like his surveillance planes, the size of a man's hand, that carried tiny television cameras. Some didn't work, like a little plane powered by a hamster. "Hamsters are lazy," he lamented.

The son of a prosperous physician, Paul Beattie MacCready was born in New Haven, Conn., on Sept. 29, 1925. By the time he was 14, he had designed and built a number of unconventional model planes, including an autogyro that flew for more than 12 minutes, outlasting the best efforts of adults entered in the same competition. Two years later, he tried his hand in real airplanes, earning a pilot's license.

He entered Yale in 1943, at the same time signing up for training as a Navy pilot. His studies were interrupted occasionally by flight training, but World War II ended before he graduated; he never saw combat. In 1947, MacCready bought an Army surplus glider and, combining his Navy flight skills with his Yale training in meteorology, he soon became an expert glider pilot. He invented a system that is still used to calculate optimum flight speeds between thermal air currents. A year later, MacCready earned a master's degree in physics at Caltech and won the first of three national soaring championships.

In 1951, he founded Meteorology Research Inc., which quickly became a leader in weather modification technology and the manufacture of remote-controlled aircraft for atmospheric research.

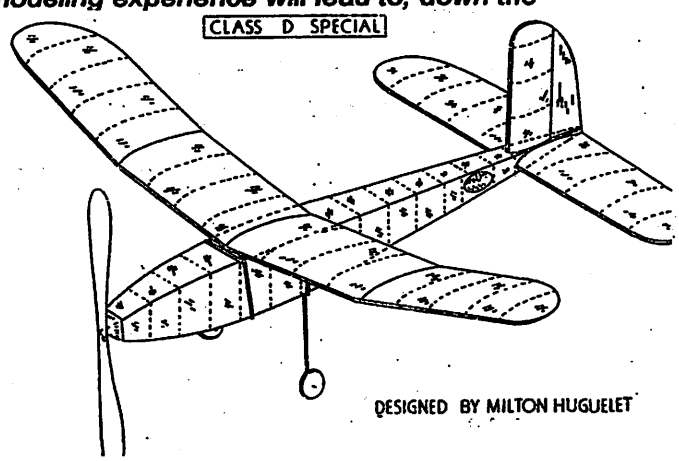
MacCready received a doctorate in aeronautics from Caltech in 1952, and in 1956, he became the first American to win the World Champion Soaring Contest. Several years later, he founded AeroVironment, which produces electronic systems, surveillance aircraft and experimental, energy-efficient cars and boats. The firm also builds systems to monitor and reduce air pollution and hazardous waste.

MacCready often stressed the importance of independent thought. "You will find that your teachers are sometimes wrong," he told a group of Santa Monica schoolchildren in 1998. "Your parents will be wrong. Your schools will be wrong. If you look for the answers yourself, you will find that you can do better."

Nobel laureate Murray Gell-Mann, a close friend, attributed MacCready's creativity to his outlook. "He approaches nature and daily life with an innocent sense of wonder," Gell-Mann told Time magazine in 1990. "He approaches problems and learning about new things in the same way: without strongly held, preconceived notions. When he sees something, he takes a fresh view of it."

MacCready is survived by his wife, Judy; three sons, Parker, Tyler and Marshall; and two grandchildren.

(One never knows what a little bit of airplane modeling experience will lead to, down the road...) - *MJW*



Central Ohio Free Flight Club Annual Meet—August 25/26, 2007

Muncie, IN. 40 Contestants.

Nos 1/4A & .020 Replica

1.	Gib Robbins	321
2.	Keith Fulmer	281
3.	Elmer Jordan	256
4.	Elvin Buchele (2)	142

A NosGas

1.	Gene Wicks	360
2.	Dick Covalt	336
3.	Bob Edelstein	328

Nos Rubber/Wakefield

1.	Rich. Thompson	540
2.	John Seymour	479
3.	Ed Sneed (2)	300
4.	Joe Williams (2)	300
5.	Bob Erpelding (2)	237
6.	Bucky Walters (1)	120

AMA 1/2A Classic Power

1.	Roy Stewart	325
2.	Lee Campbell	318
3.	Chris Steinbach	316
4.	John Seymour	286

OHLG-Open

1.	Evan Simon	427
2.	Phil Sullivan	214
3.	John Seymour	163
4.	Bob Larsh	119
5.	Lee Campbell	99
6.	J.B.M. Griner	20

AMA A/B Power

1.	Norm Poti	750
2.	Charlie Harper	688
3.	Guy Scott	600

Pee-Wee 30

1.	Elmer Jordan	1297

1/2A NosGas

1.	Elvin Buchele	330
2.	Gene Wicks	322
3.	Gib Robbins	297
4.	Charlie Harper	268
5.	Chris Steinbach	225

OT A Gas Pyl/Cab

1.	Bob Edelstein	194
2.	Elmer Jordan (1)	95

AMA Moffet

1.	Joe Williams	1080
2.	Steve Sova	780
3.	Ed Konefes	689
4.	Chuck Markos	500
5.	Bucky Walters (2)	219
6.	Ed Sneed (1)	120

B NosGas

1.	Keith Fulmer	840
2.	Bob Edelstein	583
3.	Gene Wicks	393
4.	Charlie Harper	360

Catapult Glider—Open

1.	Phil Sullivan	170
2.	Lee Campbell	117
3.	Guy Scott	116
4.	Evan Simon	92
5.	David Gerspacher	77
6.	J.B.M. Griner	66

AMA A/B Classic Power

1.	Charlie Harper	326
2.	Paul Skelly	120

Nos Ignition

1.	Elmer Jordan	196



OT Rubber Cabin, L&S

1.	Ed Sneed	480
2.	Ed Konefes	381
3.	Ted Teach	351
4.	Stu Cummins	241
5.	Roy Stewart (2)	132

OT B/C Gas Pyl/Cab

1.	Bob Edelstein	360
2.	Elmer Jordan	276

OT Rubber Stick L&S

1.	Stu Cummins	780
2.	Ed Konefes	658
3.	Bob Erpelding	323
4.	Walt Tomasch	302
5.	Bob McAuliffe (2)	174
6.	Ed Sneed (1)	117

AMA Mulvihill

1.	Dave Sechrist (2)	300
2.	Joe Williams (2)	300
3.	Ed Konefes (1)	120
4.	Steve Sova (1)	120

C NosGas

1.	Keith Fulmer	360
2.	Gene Wicks	318

Classic Towline Glider

1.	Jean Pailet	211
2.	Lee Campbell	184

AMA P-30

1.	Lee Campbell	240
2.	Steve Sova (1)	107

AMA 1/2A Power

1.	Charlie Harper	299

Catapult Glider-Junior

1.	Kyle Gerspacher	54

OHLG-Junior

1.	Shane Steinbach	91

The Floyd Miller High Time Award:
***Joe Williams** (1080 seconds).*

35TH ANNUAL CIA REGIONAL FREE FLIGHT CHAMPIONSHIPS

September 15-16, 2007 Muncie, Indiana

E-36

1	Jim Jennings	330
2	Charles Groth	313
3	Brad Bane	259

A NosGas

1	Gene Wicks	1163
2	Keith Fulmer	350
3	Bob Edelstein	334
4	Jack Marsh	331
5	Doug Marsh	320
6	Gilbert Robbins	286

CD Classic

1	Dan Berry	1200
2	Robert Mattes	900
3	Richard Covalt	900
4	Bob Hanford	600
5	Bob Watson	356

Classic Towline

1	Lee Campbell	522
2	Bill Schlarb	445
3	Bill Reuter	420
4	John Seymour	333
5	Hank Sperzel	259

OHLG

1	Bill Reuter	348
2	Bill Schlarb	279
3	Dan Berry	265
4	Lee Campbell	082
5	Elvin Buchele	069
6	David Gerspacher	063
7	JBM Griner	013

Electric AB

1	James Jennings Jr	336
2	Charles Groth	321
3	Jim Jennings	313

C NosGas

1	Richard Covalt	445
2	Jack Marsh	420
3	Gene Wicks	271

020 Replica

1	Brad Bane	347
2	Elmer Jordan	098

1/2A Gas

1	Norm Poti	711
2	Bob Hanford	600
3	Charles Harper	348
4	Doug Marsh	338

B NosGas

1	Jack Marsh	720
2	Charles Harper	681
3	Bob Watson	600
4	Keith Fulmer	468
5	Doug Marsh	286
6	Bob Hanford	120
7	Bob Edelstein	074

Bounty Hunter

1	Bill Reuter	296
2	Hank sperzel	197

Catapult Glider

1	Bill Schlarb	360
2	Dan Berry	338
3	Elvin Buchele	302
4	Frances Masterman	223
5	Bill Reuter	208
6	Roy Stewart	175
7	Bob Larsh	172
8	Paul Masterman	137
9	M C Chamberlain	136
10	JBM Griner	114
11	Jason Poti	086

1/4A NosGas

1	Elmer Jordan	318
2	Gene Wicks	317
3	Gilbert Robbins	308
4	Bob Hanford	238

P-30

1	John Seymour	825
2	Chuck Markos	652
3	Robert Hanford	570
4	Paul Masterman	285
5	Dan Berry	061

CD Gas

1	Bob Mattes	750
2	Guy Scott	739
3	Richard Covalt	600
4	Tony Saunderson	120

OT ABC Gas

1	Bill Hale	358
2	Ed Knoefes	271
3	Elmer Jordan	354
4	Bob Edelstein	235
5	Bob Larsh	120

Mulvihill

1	Ed Konefes	1620
2	Chuck Markos	1070
3	Walt Tomasch	786
4	Bob Perkins	540
5	John Seymour	363
6	Joe Willimas	300

F1H

1	Bill Schlarb	567
2	Bill Reuter	563

Nos Rubber

1	Ed Sneed	540
2	Paul Masterman	400
3	Elvin Buchele	381
4	Ed Konefes	300

Moffett

1	Chuck Markos	1080
2	Walt Tomasch	926
3	Steve Sova	540
4	Joe Williams	477
5	Ed Konefes	349

AB Classic		AB Gas		1/2A NosGas	
1 Bob Watson	1442	1 Guy Scott	750	1 Gene Wicks	573
2 Brad Bane	1200	2 Ruth Bane	699	2 Elvin Buchele	419
3 Bob Mattes	1035	3 Hank Sperzel	343	3 Bob Hanford	303
4 Richard Covalt	480			4 Chris Steinbach	261
5 Dan Berry	358	1/2A Classic		5 Keith Fulmer	231
6 Hank sperzel	316	1 Dan Berry	995	6 Gilbert Robbins	099
7 Charles Harper	120	2 Charles Harper	539	7 Jack Marsh	049
		3 Bob Hanford	431		
Jr HLG		4 Chris Steinbach	307	Jr Catapult	
1 Kyle Steinbach	070	5 Lee Campbell	280	1 James Jennings	050
2 Kyle Gershpacher	034	6 HankSperzel	160		
3 James Jennings	024				

Thanks to all 55 FF'ers from 11 states (IN, OH, AR, MI, OK, PA, TN, IL, MO, NY, NE) for supporting the 35th CIA Regional FF Championships.

Thermals were humongous. Brad Bane followed his Walston signal to New Castle. (approx 18 miles)

Bob Larsh perpetual award for high time by a junior or senior in HLG, Kyle Steinbach.
Steve Frazier perpetual award for high time in 1/2A Gas, Norm Poti.
Hi-Point summaries: Power, Gene Wicks; Rubber, Chuck Markos; Glider, Bill Schlarb.

MECA Contest Results – August 27/28, 2007

Small Cabin Rubber	
1. Richard Thompson	540
2. Ed Konefes	524
3. Bob Erpelding	240

Large Stick Rubber	
1. Ed Sneed	780
2. Ed Konefes	660
3. Richard Thompson	360

B/C Fuselage OT	
1. Dan Harshman	325
2. Bob Edelstein	299
3. Woody Bartelt	273

8 Oz. Wakefield	
1. Bob Bennett	328
2. Bucky Walter	325

Atoms Only	
1. Woody Bartelt	223
2. Bob Edelstein	192

.020 Replica – 1/4A Nostalgia	
1. Elvin Buchele	86

Large Cabin Rubber	
1. Bucky Walter	780
2. Ed Sneed	652
3. Roy Stewart	481

Commercial Rubber	
1. Ed Konefes	339
2. Stu Cummings	327
3. Bob Bennett	318

OT Catapult Glider	
1. Elvin Buchele	366
2. Bob Bennett	124
3. Lee Campbell	76

A Fuselage OT	
1. Woody Bartelt	360
2. Bob Edelstein	183

1/2A/A Nostalgia	
1. Bob Edelstein	442
2. Lee Campbell	183

B/C Nostalgia	
1. Bob Edelstein	?

Small Stick Rubber	
1. Ed Sneed	780
2. Stu Cummings	760
3. Ed Konefes	345

Jimmy Allen	
1. Ed Konefes	321
2. Stu Cummings	260
3, Elvin Buchele	118

OT OHLG	
1. Lee Campbell	74
2. Elvin Buchele	48
3. Bob Bennett	28

B/C Pylon OT	
1. Woody Bartelt	360
2. Bob Edelstein	313

A Pylon OT	
1. Bob Edelstein	216

Twin Pusher	
1, Ken Fryling	62

CIA Point Claim Sheet

Submission deadline:
Feb. 15 of banquet year.

Send to: Meredith Chamberlain, 5810 S. Madison Ave, Anderson, IN 46013.
Or, email to ciasilk@aol.com.

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

Date	Contest	Location	Class	Events	Model Design	Place	Points

The INFORMER

2348S, 700W
New Palestine,
IN
46163

2007 President
Guy Scott

Vice President
Tony Saunderson

Sec'y/Treasurer
Meredith Chamberlain

Issue No. 5/6 - 07

44054+4476-40 R001

2008 AREA F.F. & BANQUETS SCHEDULE

Mar	15	CIA Awards Banquet	Anderson, IN
Apr	12	COFFC Annual Banquet	Columbus, OH
May	23-25	Midwestern States Champs	AMA Site
	28-Jun 1	USIC (Indoor NATS)	Johnson City, TN
Jun	7-8	NOFFA Contest	AMA Site
	20-22	Inter-City FF Champs	AMA Site
	27-29	CIA Nostalgia Contest	AMA Site
Jul	7-Aug 10	AMA NATS	AMA Site
Aug	4-8	USOC (Outdoor FF NATS)	AMA Site
	22-24	Aeronuts FAI Invitational	AMA Site
Sep	6-7	COFFC Annual Contest	AMA Site
	8-12	SAM CHAMPS	AMA Site
	13-14	CIA 36th Annual Regional	AMA Site
Oct	3-5	CIA Ted Dock Memorial	AMA Site
	11-12	Lawrenceville Contest	Lawrenceville, IL
Dec	29-31	King Orange International	Palm Bay, FL