THE HANGAR PILOT

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SECOND CONTEST SETS NEW RECORDS

On November 12th contest #2, new records were set in four classes: Penny Plane, Endurance Class, Experimental Class, and Peanut Scale:

Penny Plane : Jim Stewart 4:50.0
Endurance : John Arthur 6:39.6
Experimental: Gary Myers 1:12.7 Autogyro
Peanut Scale: John Martin 2:48.2 Mo-1

If spectator interest is any indication of future contest attendance we should be seeing new names on our entry lists. At this contest we dispensed at least a dozen information brochures and added 4 new names to the mailing lists. Many spectators have expressed a desire to fly in our meets. We welcome any suggestions for how to get the new comers started, and participating.

We also need more Junior and Senior Class participants - any suggestions?

NATIONAL CATAGORY I RECORDS - (Ceilings 25 feet & less): Can we top'em? Peanut, Penny, Easy B are provisional and have no national records. Scale is a point total, not an endurance time.

INDOOR, AMA CEILING CAT. I

Category	Age	Min/Sec	Held By
ROG Stick	Jr.	5:04.2	Jeff Hardcastle
"	Sr.	3:00.4	Ronnie Stransky
"	Op.	12:10.0	Hubert A. Entrop
Paper	Jr.	7:03.0	Jeff Hardcastle
Stick	Sr.	11:58.0	Robert Dunham, II
"	Op.	15:23.0	Stan Chilton
HL Stick	Jr.	9:24.0	Kristi Brock
"	Sr.	12:59.0	Robert Dunham, II
"	Op.	21:06.2	Robert Platt, Jr.
ROG Cabin	Jr.	1:38.0	Barry Pailet
"	Sr.	7:10.0	Robert Dunham, II
"	Op.	17:49.4	Robert Randolph
Autogiro	Jr.	No Record Established	
"	Sr.	No Record Established	
"	Op.	4:19.0	Ronald Ganser
Heli-	Jr.	2:22.6	Dan Aggers
copter	Sr.	1:18.0	Ronald Stransky
"	Op.	10:36.0	Wm. H. Phillips
Orni-	Jr.	0:51.4	Doug DePaul
thopter	Sr.	No Record Established	
"	Op.	3:30.0	Kenneth Johnson
H.L.G.	Jr.	1:02.4	B.S. Wisniewski
"	Sr.	1:07.0	Robert Dunham, II
"	Op.	1:18.8	Daniel Belieff
FAI Stick	Jr.	9:24.0	Kristi Brock
"	Sr.	12:59.0	Robert Dunham, II
"	Op.	20:18.0	Robert Platt, Jr.

RESULTS OF CONTEST 2:

Class 1: Peanut Scale - 3 Flight Total Time

1. John Martin **59.4** 1:04.6 44.2 & 20 points appearance
2. Jim Stewart 38.6 19.8 18.3 & 17 points

Class 2 Scale

1. John Martin (mo-1) 1:05.3 & 23.5 pts.
2. Jim Stewart (farman) 1:07.0 & 9.5 pts.
3. Davis Gandees (pilatus) 27.5 & 20.5 pts.

Class 3 Easy B Junior:

1. Rick Myers 4:02.5
2. Steve Gove 47.2
3. Mark Bailey 39.9

Open: 1. John Arthur 6:50.5
2. Jim Stewart 6:44.0
3. Gary Myers 6:11.1
4. John Martin 5:40.5

Class 4 Penny Plane Junior: RICK M. ()

1. Jim Stewart 4:50.0 (Open)

2. Gary Myers 3:47.2
3. John Martin 1:49.5
4. John Arthur 1:30.0

Class 5 Endurance Open:

1. John Arthur 6:39.6
2. Gary Myers 4:39.3
3. John Martin 4:22.2

Class 6 Glider Junior:

1. Mark Bailey (19.9) (19.9) 39.8
2. Steve Gove (15.5) (20.2) 35.7
3. John Arthur Jr. 8.0 9.0 17.0

Open:
1. John Arthur (29.0) (28.2) 57.2
2. Jim Stewart (26.0) (26.0) 52.0
3. Gary Myers (27.2) (24.7) 51.9
4. Mike Arak (25.1) (24.2) 49.3
5. John Martin (22.5) (20.0) 42.5

Class 7 Experimental

1.. Gary Myers 1:12.7
2. John Martin 39.0

*** 1 YEAR'S SUBSCRIPTION TO "MODEL BUILDER" MAGAZINE TO WINNER OF PENNY PLANE EVENT

Annual points after contest #2

1.	John Arthur	25
2.	Jim Stewart	24
3.	Gary Myers	23
4.	John Martin	21
5.	Rick Myers	6
6.	Mike Arak	5
7.	Kevin Smith	4
7.	Steve Gove	4
7.	Mark Bailey	4
10.	Davis Gandees	2
11.	John Arthur Jr.	2
12.	Jim Rice	0

29 aircraft flew in contest 2

NEXT CONTEST DECEMBER 10 NEXT FLY-IN DECEMBER 3 - YOUTH FAIR

INDOOR MODELING--TRY IT, YOU'LL LIKE IT

Robert R. Randolph
Lt Col, USAF

One of the main reasons that more modelers do not build and fly Indoor-type models is the reluctance to try because of the supposed difficulty. How unfortunate, because Indoor has a lot to offer that may not be apparent until you get with it.

In my own case, I dropped outdoor Free Flight completely about 10 years ago, when I finally tried Indoor. Before that, my only exposure to these lightweight super ships was 20 years' worth of Nationals as an Indoor event spectator.

My modeling interest has always been centered on endurance flying. I suppose the reason that I've never been intrigued by Control Line or Radio is that I prefer to do my piloting in real jets and sailplanes.

Getting back to Indoor--there is a fascination when your very first EZ Bee flies longer than the very best FAI Outdoor Rubber in the world, under no-thermal conditions! By the time you build EZ Bee number 5, your construction technique and skills will improve so much that your first effort by comparison will look like an overweight dog.

Higher flight times will inspire you to try a Paper Stick as your first contest type Indoor ship. Again, your Paper flight times will make real gains.

Another huge jump in performance comes with your first microfilm job. Soon you will be trying out design variations to further increase flight times. Very subtle changes in stab area, props, etc., will result in repeatable results due to the ideal test conditions which Indoor sites provide. By determined efforts, record times can be obtained.

Flying for Indoor records is somewhat of a paradox, as it is both exciting and relaxing. Let me explain what I mean. To achieve record times, just about everything must be optimum. This means reaching the very top of the flying site and getting all the turns possible into the rubber motor. The guy that said "you wind to the breaking point and then back off one turn" was right on.

You will find your pulse rate runs a little high when you are hooking up a fully (over) wound motor and getting the ship off before it explodes. The next sweat period comes 6 to 12 minutes later when you can see if your masterpiece levels off at a safe but close to the ceiling altitude. After you decide the model is cruising safely, you can ease back in your chaise lounge and really relax. This is also an excellent time to open a cold beer, etc.

Occasionally the serenity can be broken by a moment of horror. For example, last week I was flying my triple-record Cabin job at Santa Ana. On one flight, I had crammed 2,320 turns in and, after touching the top a few times, was in the cruise descent stage. At about the 25-minute point I noticed that the circle was unusually small and, to my horror, that the tail boom was 20 degrees out of alignment with the fuselage. This would surely kill my chance of a new record!

After two or three more circles, the boom snapped back in position, and the normal flight pattern resumed. Fat Cat IV finally touched down at 29:46, a new Cat III Open Record.

The point I'd like to make here is that you might think I would be satisfied with the longest Cabin flight ever made. Not on your life--I want a 30 minute Cabin flight, and I'm already working on how to do it!

There is a real challenge to Indoor models because of the variables that affect flight time, workmanship, design, flight adjustment, are all under your control.

One last comment, regarding flying sites. Good sites are everywhere just waiting to be discovered and used. Indoor modeling is great--try it, you'll like it!