TRULY BIZARRE HAPPENINGS IN

THE HANGAR PILOT

ONE AND ONLY!

BY AIR FROM MIAMI, FLORIDA USA

PUBLISHED EIGHT TIMES A YEAR. SUBSCRIPTION $15

STUPENDOUS
ISSUE # 52
JANUARY 1979

AMA CLUB 986

M.I.A.M.A.

THE ONLY ALL-INDOOR CLUB IN THE ACADEMY OF MODEL AERONAUTICS

"WE FLY INDOORS IN THE SUNSHINE" IS OUR MOTTO

THE MIAMI INDOOR AIRCRAFT MODEL ASSOC. MIAMA

THIS MONTH'S FEATURE PEANUT CARL HEDLEY'S 9 INCHER PLAN

CLASSIC WESTLAND WIDGEON



INDOOR NEWS FLASH!

NATIONAL EXCLUSIVE!

MIAMA FAI REGIONALS APRIL 29

DUE TO CIRCUMSTANCES BEYOND THE CONTROL OF MIAMA (WHICH IS NOT AS OMNIPOTENT AS YOU MIGHT THINK) THE INDOOR FAI TEAM SELECTION REGIONAL MEET FOR FEBRUARY IS NOW SET FOR APRIL 29. GET YOUR AIRLINE RESERVATIONS NOW! MIAMA ALSO WILL TRY TO HAVE A CAT I RECORD TRIALS (POSSIBLY AT PINNER KEY AUDITORIUM) ON THE SATURDAY, APRIL 28. 10.4.

1980 INDOOR W/C VENUE?

"DOC" MARTIN (SEEN AT RIGHT → HAND WINDING HIS A.6 AT BLIMP HANGAR) IS STILL HOPEFUL THAT NORTHWOOD INSTITUTE WILL BE SELECTED FOR THIS PRESTIGOUS CONTEST. UNFORTUNATELY NOTHING OFFICIAL HAS BEEN PRESENTED TO FAI/PARIS.

① THE HANGAR PILOT

Is published 8 times a season by Miami Indoor Aircraft Model Association, AMA Club 986, the only active all indoor club in USA, and also the only indoor club publication. For $5.00 a year you will get all 8 publications, and for $10.00 a year you get both the PILOT, and a membership in MIAMA, providing you are already an AMA member. For $1,000,000 we will send you the Blimp, ready to be inflated. We currently sponsor 8 monthly indoor meets at which members earn points toward annual awards. We also have fly-ins for learning, comraderie, and low pressure fun. We have a youth committee of ERNIE CLARK, MIKE ARAK, and DAVE LINSTRUM et. al. who run Delta Dart, and associated tyro events to encourage young builders in developing indoor skills. MIAMA and NIMAS (National Indoor Model Airplane Society) co-sponsor the annual time trials in Northwood Institute in West Baden, Ind. We are indebted to the GOODYEAR TIRE & RUBBER CO. for letting us use their hangar at Opa Locka for our meets....So next time...BUY GOODYEAR!! MIAMA also sponsors the unofficial Manhattan event at the NATS each year, and has in the past sponsored both peanut scale, and Navy scale at the Nats since 1973.

EDITOR/PRES. John Martin ARTIST/ILLUSTRATOR/SEC'Y Dave Linstrum
CHIEF SCRUTINEER Dan Kilgore ARCHIVEIST Terry Rimert
PROPERTIES & RETRIEVAL Jim Stewart PEANUTEER: CARL HEDLEY
Kindly send all comments, letters, contributions, and money to MIAMA, 3227 Darwin St. Coconut Grove, Miami, Fla 33133

FLYING SCHEDULE: CONFIRM! 305-858-6363!
FEB 18, MARCH 25, APRIL 29, MAY 27

THINK FWRT - JUNE 21, 22, 23, 24 WEST BADEN, IND.
FOURTH NIMAS ANNUAL RECORD TRIALS

JUNE: • MIKE ARAK'S OUTDOOR MEET -
• HLG, PEANUT, SCALE, EMBRYO?
JUNE 17 MIAMA ANNUAL FATHER'S DAY BANQUET + PRIZE GIVING

HEY!
BUD TENNY - WHERE ARE YOU?

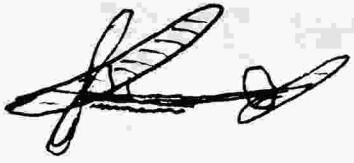
RESULTS OF BELATED MEET #3 (2)

Here is a perfect example of WHY you should confirm the contest the night before the meet. All was well for meet #3 when two helicopters tangled over the Opa Locka airport resulting in the first mid-air in chopper history. The FAA asked Goodyear for the use of their hangar to spread out the crash parts on the floor, and there went our contest. Two weeks later, on Feb. 4th-(The conclusion was "pilot error")-we held our belated meet. All the troops were out in force, and the glider and peanut competitions are really getting tough, with a different winner every meet.

This time, in glider, it was BILL SMEAD who won with a new 17 gram model built specially for our tight hangar rafters. One of our oldest state records fell to BILL as he had flights of 50.2 and 52.4 to erase the 1974 record of Capt. Ric Choate. We have had less than a half dozen flights over 50 seconds so congratulations, Bill, and give us a three view and article on your winning plane. Almost all of the better glider pilots in the state have found the challange of indoor HL to their liking. After awhile some get hooked on the other aspects of indoor flying as well. I wonder if we will ever see Phil Hartman, Joe Hurdle, Leo Neal, or Jim Lewis at the old hangar?

In peanut Doc Martin prevailed with a new Bat Baboon built from Mooney plans, It is big, slow, ugly and draggy, but mushes through the air for almost 50 seconds looking like 1918, and landing like a feather. One observer mentioned the fact that "There were a hell of a lot of good looking and good flying peanut planes" and I must concurr, 8 entries. Dick KELSO had his MAUBOUSSIN PMX new ruler peanut flying better than ever but it glides like a dead Herring Gull. JIM SMEADS Ganagobie lacked documentation as did BILL SMEAD'S Pietenpol but both showed flying promise. CARL HEDLEY is bound to get more time out of his super light Farman Moustique.

On the next several pages note the results and also note the annual point standings in the various classes. Most noteworthy are the peanut scale and glider battles. Many classes are still up for grabs. In Manhattan neither Ernie Clark or Dan Kilgore have made any points, and this class, plus paper stick, HL stick, and Penny Plane are wide open for new entries. Not to ignore the Juniors..we have 4 active flyers: Jeff Everson, Heather Arak, Nathan Miller, and Lang Hiscock. Lets go gang.



(3)

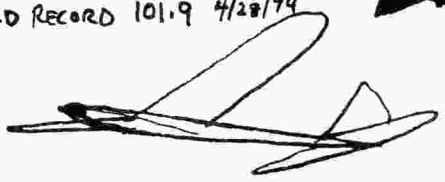
MEET #3 GOODYEAR BLIMP HANGAR OPA LOCKA FEB. 4 1979

PEANUT SCALE:
1.John Martin 4 pts. (Baboon24.7) 1 looks,3 flite (81.8)
2.Jim Stewart 6 pts.(Church 22,0) 2 looks,4 flite (68.0)
3.Carl Hedley6 pts.(Mostique 20) 5 looks, 1 flite (93.2)
4.Bill Smead 8 pts.(Pietenpol 21.5) 3 looks, 5 flite(49)
5.Mike Arak 11 pts.(Pietenpol20.5)4 looks, 7 flite(33.0)
6.Dick Kelso 13 pts.(Mauboussin 18) 7 looks, 6 flite(35.4)
7.Jim Smead 16 pts.(Ganagobie 17.2) 8 looks, 8 flight(23.0)

SCALE: 1. John Martin (W-Lepere) 70 static 58,5 flite 128,5
2. Dick Kelso (Taylorcraft)60 static 22.3 " 82.3

GLIDER:
1. BILL SMEAD (52.4)(50.2) 102.6 NEW FLORIDA RECORD.
2.Ron Sharpton (43.6)(48.2)
3. John Arthur (43.7)(44.5)
4. Mike Arak (40.1)(42.5)
5.Jim Stewart (30.0)(31.4)
6.Terry Rimert (18.2)(25.0)

OLD RECORD 101.9 4/28/74



EASY B: 1. Roman Szymula 7:36
2.Jim Stewart 6:24
3.Ron Sharpton 5:51 (Ron did 8:33.6 after officials)
4.James Smead 5:27

PENNY PLANE:1.J. Stewart 4:05.4
2.Ron Sharpton 2:52.2
3.Bill Smead 2:49

JR PENNY:
1.Jeff Everson 6:52
2.Lang Hiscock :46
3.Heather Arak :30

MANHATTAN:1.Walt Everson 2:51
2.J. Martin 1:28
3.Carl Hedley :22

PAPER STICK:
1.Jim Smead 4:11

MEET #4 - SUN. FEB 18 - OPA LOCKA 9 TO 5 - GOODYEAR BASE

MIAMA ANNUAL POINT STANDINGS:

1.	Jim Stewart	34 points
2.	John Martin	27
	Roman Szymula	23
4.	Bill Smead	17
5.	Jim Smead	16
6.	John Arthur	15
7.	Mike Arak	14
8.	Carl Hedley	13
9.	Ron Sharpton	11
10.	Terry Rimert	8
11.	Walt Everson	8
	Nick DeCarlis	7
13.	Jeff Everson(Jr)	5
14.	Blaine Miller	5
15.	Dick Kelso	4
16.	Heather Arak	2(Jr)
17.	Harry Grogan	2
18.	Charles Slater	2
19.	Lang Hiscock(JR)	2
20.	Kevin Smith	1
21.	Nathan Miller(Jr)	1

PENNY PLANE:

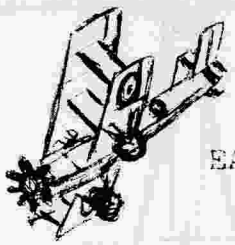
1. Roman Szymula	5
2. Walt Everson	3
3. Jim Stewart	3
4. Ron Sharpton	1
5. Bill Smead	1

MANHATTAN:

1. John Martin	4
1. Walt Everson	4
3. Carl Hedley	1

PAPER STICK:

1. Roman Szymula	2
1. Jim Smead	2



ANNUAL POINTS BY CLASS:

PEANUT:

1. Jim Stewart	15
2. John Martin	14
3. Carl Hedley	12
4. Mike Arak	10
5. Bill Smead	6
6. Nick DeCarlis	5
7. Dick Kelso	2
8. Jim Smead	2

GLIDER:

1. John Arthur	15
2. Bill Smead	12
3. Jim Stewart	8
3. Terry Rimert	8
5. Mike Arak	7
6. Ron Sharpton	6
7. Blaine Miller	5
8. Harry Grogan	2

SCALE:

1. John Martin	8
2. Dick Kelso	2
2. Nick DeCarlis	2
2. Charles Slater	2
5. Kevin Smith	1

EASY B:

1. Roman Szymula	12
2. Jim Stewart	8
3. Jim Smead	4
4. Ron Sharpton	2
5. Charles Slater	2
6. Walt Everson	1
7. John Martin	1

HL STICK:

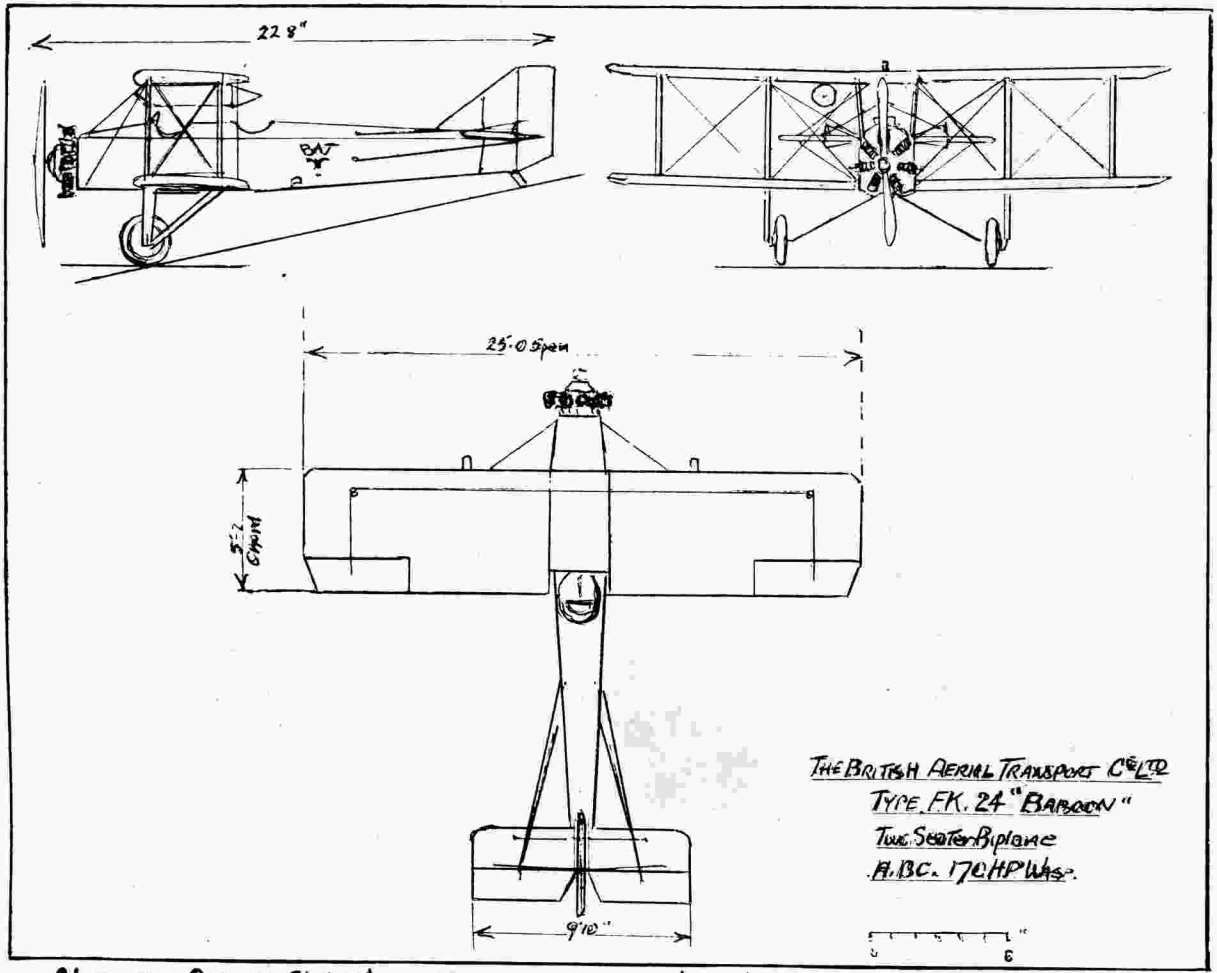
1. Roman Szymula	2

TROPHY HOUNDS...LOOK OVER THIS LIST, PICK A CATAGORY, AND BUILD FOR THE LAST FOUR MEETS

MIAMA AWARDS 1ST AND 2ND PLACE CLASS TROPHIES, OVERALL STATE CHAMP, AND JUNIOR STATE CHAMP,

INDOOR IS ONLY FOR THE BRAVE

B.A.T. — *continued.*



Obscure Aircraft: This 3-view is Reproduced From p.862 of JANE'S Issue of 1919. A 'hard to find' Stfa collector's item.

WALT MOOUEY PLANS OF ABOVE BAT IS AVAILABLE IN HIS 'PEANUT BAG.'

NEXT MONTH: "I WAS A TEEN-AGE AMBROID FREAK"

ALSO: HOW TO FIRE A GLUE GUN

COB WEBS AS AN ALTERNATIVE TO TUNGSTEN RIGGING

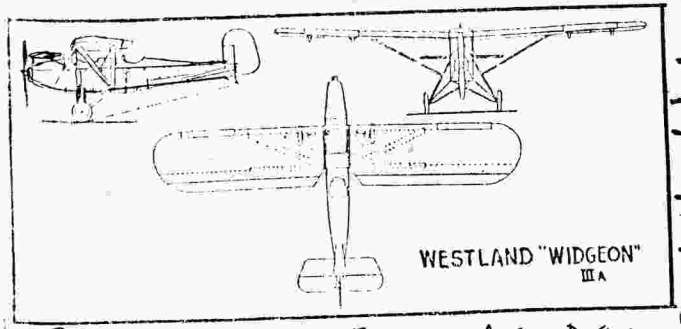
DON'T MISS THE NEXT ISSUE.

THIS MONTH'S ORIGINAL - WESTLAND WIDGEON III

On the next pag es, Carl Hedley has drawn his peanut plans directly over the enlarged 3-views from WESTLAND AIRCRAFT. Therefore, with the exception of the horizontal tail, the entire plane has scale outline. We haven't built this little gem yet but, in the past, this craft has had great success in indoor rubber scale. Chuck Markos of the Chicago Aeronuts has campaigned his for years with great success winning 1st at Lake Charles in 1975, and finishing in the top 5 many times. We've never seen a peanut version of it, but it ought to be a goer. Carl is finishing up his for meet #4. A Westland Widgeon II is available in plan form, and maybe kit, from England. Although it is also a parasol monoplane, it is entirely different.

Specifications

Span	36 feet 4½ inches
Span, wings folded	11 feet 9 inches
Length	23 feet 5¼ inches
Height	8 feet
Chord	6 feet
Total wing area	200 square feet
Weight empty	935 pounds
Disposable payload	365 pounds
Gross weight loaded	1,650 pounds
High speed	104 miles per hour
Cruising speed	86 miles per hour
Service ceiling	15,000 feet
Climb (sea level)	600 feet per minute



REPRODUCED FROM JAN 1930 AERO DIGEST

We got the Color Scheme From Kingsley Kau



"So then the air really got good, so I said to myself "NOW'S THE TIME TO GO FOR BROKE" so I decided to crank 2,250 turns into my best Pirelli but it broke at 1500 so I didn't know if I should tie it or use a new loop so I..."

NEXT MONTH: DOES INDOOR INCREASE THE DIVORCE RATE?

ON THESE PLANS WE ASSUME YOU KNOW SOMETHING SO WE DON'T MENTION EVERYTHING

(7)

PROP BLANK: 4" x 3/4" x 1/2 HARD BALSA OR PINE!
ALSO TRY 4" x 3/4" x 3/8"

VERY SMALL NOSE SIMILAR TO PIETENPOL CONSIDER REMOVING IT HERE?

3/4" WHEELS

POWER: 18" LOOP OF .075 OR .080

WESTLAND WIDGEON III

CARL HEDLEY 1/18/79

COPYRITE MIAMA - PLEASE COPY!

DOCUMENTATION:
"WESTLAND AIRCRAFT"
— GREAT BRITON

ALSO:
MODEL AIRCRAFT
MARCH 1963
BRITISH CIVIL AIRCRAFT
VOL II

COLOR SCHEME:
RED: FUSELAGE, STRUTS, RUDDER-MOTOR BLACK
SILVER: REST

Strut

1/32" bass
L.g.

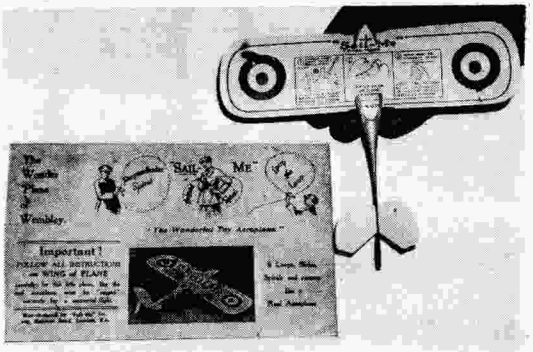
FUEL TANK

2" DIHEDRAL

(8)

REPRINTED FROM NOV. 1975 AERO MODELLER :

(9)



The 'Sail Me' paper aeroplane as discovered in a book shop and probably dating from 1925.

FIFTY YEAR OLD PAPER AEROPLANE. While browsing through an old Phillip's School Atlas in a second-hand bookshop recently Alan Kerridge, one of Martin Dilly's colleagues at work, discovered two envelopes, presumably, left here by some air-minded schoolboy. Both contained unflown specimens of *Sail-Me*, *The Wonder 'Plane of Wembley*, which turned out to be a 6½in. wingspan paper aeroplane, pre-cut and two-colour printed with RAF roundels and assembly and trimming instructions.

On the outside of the envelope a presumably typically dressed owner, with neatly-buttoned jacket and large cloth peaked cap, demonstrates the capabilities of 'The Wonderful Toy Aeroplane', which will perform 'Perpendicular Spirals, Horizontal Spirals' and can 'Loop the Loop'. The clothes and Wembley reference date the *Sail-Me* as probably 1925, the year of the British Empire Exhibition.

The cleverly-designed paper fuselage is ready-fitted with a crimped steel nose weight, and, when spread open to accept the wing, gives it about ⅛in. of camber at the root, which decreases automatically to give an almost flat plate section at the tips. Flights of fifteen feet and more are possible, but aerobatics have not been attempted. It would have been interesting to have seen a model of this type competing in last year's Lyons Maid paper glider event.

STAPLE OR CMT. + ADD CLAY

FRONT

REAR

FROM KURT FAWLK

THE GREAT 'PRECISION' PAPER PLANE CONTROVERSY !

EXPOSED !

THE TRUTH BEHIND THE ORIGIN OF THE DIP-ER-DO

EXPLICIT EXPOSE !

Who is the obscure inventor of this fascinating"precision" paper glider? We think we know. An old MIAMA member, Mr. Kurt Faulk of Chicago whos last address was 320 NE 19 st. Miami. Five years ago Mr Faulk was 76 yrs. old, amd recent notes to this address go unswered..we fear he is no more. He claimed he had invented this plane and had pattented the pattern. We have traced the original glider he gave me years ago on the preceeding page. Build one yourself out of card stock.He sold the design to many commercial interests and I suspect the English "Sail Me" was one. As a boy in Phila. in the 1930's I found this very same plane enclosed in glassine envelopes in loaves of bread, or cup cake packages from the Tasty Baking Co. It was called the "Tastyplane" and was done up in dark blue with roundels on the wings. It flew great. It had a lead NNNNN nose piece to provide balast,and to hold the sides together. It was the same as the "Sail Me".

Recently we received a clipping from Charlie Sotich which we reproduced on the next page. Columnist Bob Green did a piece about a paper glider called the Dip-er-do. He waxed enthusiastic on its aerial ability,proclaimed it fascinating, and named its inventor- one MIKE STONE of Hackensack, N.J. Mike modestly claimed he had invented this plane after twelve hard years working on the design. Well,Mike, old boy, it wouldn't take ME 12 years to rake back the leading edge of the "Sail Me", and square off the rudder...about 12 seconds would be all that is necessary for such modifications, because the Dip-er-do is nothing more than the 50 year old "Sail Me"(Or Tastyplane) with the above modifications. Either Mike is unaware of his predicesors, or he is a big phoney. I challange him to meet me in a big meadow, stand back to back, walk ten paces and heave our paper gliders at each other. Take THAT, Mr. Mike Stone, and my Tastyplane will beat your Dip-er-do,you fraud. Mr. Kurt Faulk will haunt you. Twelve years,indeed. We welcome any further information on this controversial subject ..this little glider that keeps popping up through the years.

INDOOR WAS NEVER FOR EVERYONE

FOR MEETS, BUILD A PECK ROG-(STOCK).

SEPT '78
CHICAGO TRIBUNE

(11)

Bob Greene



ENOUGH OF THIS frivolity. Time for a little serious journalism here.

"Who are you?" I said as the man in the business suit came through the door.

He did not say a word. Instead he reached into his briefcase, came out with a paper airplane, and tossed it into the air.

The plane sailed gracefully toward my desk. It approached my face. It did an abrupt turnaround, and headed back toward the man. It landed perfectly in his palm.

"Good afternoon," he said. "My name is Aristides Priakos."

"What did you just do?" I said.

"Here," he said. "I'll do it again."

He flipped the plane skyward. It flew toward me again — then banked and returned to him.

"BEHOLD," PRIAKOS said. "The first paper airplane to automatically return to its owner."

"Why did you come to me?" I said.

"Because this is the perfect paper airplane for the man with no friends," Priakos said. "You can play with it all by yourself."

"Give me that thing," I said.

I walked to the door of the Book World section. We share adjoining offices.

George Cohen was bent over a dummy page, laying out next week's book review section.

I flung the airplane toward him. He looked up. The plane circled his head and came back to me.

"Let me try that thing," he said.

"YOU ARE WITNESSING the effect that this plane has on all people," Priakos offered. "Once they see it, they can't keep their hands off it. The plane is called the Dip-er-do. My company, Mantice Inc., has the franchise to sell them in the Chicago area. They are three for $2, and so far we have sold 180,000 paper airplanes."

"Surely you don't expect me to write about such a silly thing," I said.

The phone rang. It was a man who said he had solved the mystery of the assassination of President Kennedy.

"Call me back later," I said. "I'm working on something important."

I took the paper airplane down to the newsroom. I made it fly away from me and come back. A large crowd formed. Everyone wanted to try it.

(1)

"People are always amazed," Priakos said. "They love it."

"Who invented this thing?" I said.

"Mr. Mike Stone of Hackensack, New Jersey," Priakos said.

I CALLED MIKE Stone.

"Did you invent the Dip-er-do?" I said.

"Yes," Stone said. "I was a bombardier and navigator in the Air Force during World War II."

"What do you do for a living?" I said.

"Right now I'm working with the Dip-er-do full time. We've sold millions of them, and the fad has just begun. It's going to be bigger than the Yo-Yo, the Frisbee, and the Hula Hoop combined. The secret is precision engineering. It's the first paper airplane that's been precision engineered. Since it comes already assembled, you only have to fold it into working condition. I worked for 12 years on this paper airplane before I got it right."

"This is really stupid," I said.

"Did you ever hear of the Kirby Stone Four in show biz?" Stone said.

"Yes," I said.

"That's my brother," Stone said.

I hung up.

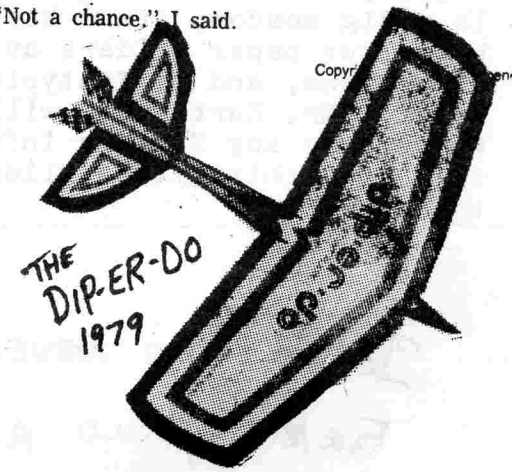
"YOU CAN'T BUY these in stores," Priakos said. "They die on the shelf. People can't conceive that there are three airplanes that fly back to you in that little envelope. We sell them by demonstrating them. We sell them at train stations; we sold them at ChicagoFest. The best place to sell them is at shopping malls, but it's hard to get in there; the owners don't like outsiders selling things."

"Give me some of those planes," I said.

He did. He walked toward the door. I sailed one toward his head. It came back to me.

"Are you going to write about them?" Priakos said.

"Not a chance," I said.



STAN BUILDS OTHER THINGS BESIDES HIS "COOT" INDOOR HL GLIDER. CHI. SUN-TIMES JAN 13 1979



Old (icy) Abe

Mike and Stan Stoy pose with a 14-foot bust of Abraham Lincoln they sculpted in ice and snow in suburban Woodridge. (AP)

The lead item in this column is that old Doc will be doing the Pilot on a new electric typewriter on the next issue. As you can see, the old 'Royal' with the busted "A" key fell off the desk and totalled itself to my great delight. This entire issue is going out on a borrowed machine. Small pleasures are the best, afterall.

It is with great pleasure that we welcome a new

FROM THE HORSES MOUTH AND OTHER ORIFICES

editor to that tiny group of unsung heros.. the club newsletter scribe. The well known teacher and modeller Mr. Bill Warner is currently, and I hope for a long time, doing the FLIGHTMASTERS SCALE NEWS AND VIEWS. I have put some excerpts from issue #2 on the last page. Bill does not say how the publication may be obtained by scale folks, but there is a membership application blank in the issuethat mentions various dues: $10 a year..Full membership, $9.00 a year newsletter/associate member. The last issue HAD FOURTY PAGES, which shows the current level of enthusiasm . I hope it continues to burn bright. See back page for more details.

DAVE LINSTRUM announces a special "ONE DESIGN" event for contest #5 on MARCH 25. The Peck ROG stock model built to plans, or from the kit will have two awards classes...Jr. and Sr/Open for a bunch of goodies. Dave will be at the meet this Sun. with plans and kits, and Orange Blossom has many kits available. About two hours is alllit takes to knock this ROG together.

Peculiar circumstances surrounding the USA F1D regional [redacted] qualifying trials scheduled for this Sunday. Yes, we had scheduled a F1D trial and received publicity in the FFF Flyer, and in previous hangar pilots (But not in NIMAS since there has not been an issue of Indoor News and Views in about two years).

NEXT PAGE:—

Unfortunately, since very few F1D flyers reside in Fla., we must rely on out of state contestants for entries. Most of those we expected called to say they couldn't make it, Therefore we will hold the qualifiers on April 29 and hope for a little more advanced publicity.

MANHATTAN GOES INTERNATIONAL: More and more the worlds model publications are featuring Manhattan. The Czechoslovakian publication MODELAR has a feature by indoor ace JIRI KALINA with full size plans for his Manhattan "FERDA" which means ...?? It is built to british wing standards (No wing posts allowed),but to US 4 gram weight (The English require 6 Gm.) Also in the February issue of the English Aero Modeller a full size plan of 'TALL Boy' appears authored by Ken Fordham. This is also built to the same rule mods as the Czech ship, and both are worthwhile full sized plans. We remind all that the TYRO MANHATTAN weighs 6 gms. or more and conforms to all other Manhattan rules, while the standard Manhattan Class is built to a 4 gram rule. Tyro can be flown in both classes. Carl Hedley will have these at Meet 4.

MORE NEWS FROM ENGLAND: Butch Hadland, MIAMA member... (New address 26 Tithe Barn Drive, Windsor Rd., Bray, Berks., U.K.) has cleaned up in a recent indoor scale meet in England. (See Jan. Aero Modeller) He won both indoor scale, and peanut scale with his "terrible" Lacey M-10, and was 2nd in CO2 scale with a new Pietenpol Air Camper. Butch will be designing a new line of peanut models for a Japanese Company so look for some rising sun peanuts from Nippon by Butch San.

SCOOP...SCOOP:

First listing of this year's unofficial NFFS Nats events courtesy of director TERRY RIMERT. This will probably not appear in MODEL AVIATION, or any other publication(Including NFFS DIGEST) until way too late for anyone planning to enter to make advanced plans. We are speaking from experience. For some reason model mags never inform flyers ahead of time, even when they have the information.

INDOOR

JULY 29: MANHATTAN...HELICOPTER...AUTOGYRO...ORNITHOPTER

JULY 31:RUBBER SPEED,..HELICOPTER..AUTOGYRO..ORNITHOPTER..
NIGHT FLYING..HALL OF FAME BANQUET

OUTDOOR

[redacted] AUG 1: ELEC. [redacted] (ELECTRIC)

AUG. 2: CARGO...P- 30...NFFS SYMPO

AUG. 3: UNLIMITED MULVIHILL

AUG. 4: EMBRYO ENDURANCE

(UNOFFICIAL EVENTS ARE FUN)

Indoor events start at 4 PM
Most outdoor events start at 1 PM | Mulvihill at 6:30 AM

MORE NEXT PAGE

HORSES ORIFICES (CONCLUDED)

GEORGE "Little TooT" MEYER has renewed his MIAMA membership. He laments that there is too much distance between Corpus Christi and Miami for him to attend our meets, and it is our loss, too, George. However, we usually get together each year 'cause George rarely misses a NATS. How about making the FNART in West Baden, George?

(REPEAT REMINDER..DAVE LINSTRUM IS SPONSORING A "ONE DESIGN" EVENT AT THE 5th MEET....PECK ROG. STRICTLY STOCK.)

ERNIE CLARK has missed all the meets so far this year, but will be back this Sunday. The good news is that his son has survived two lenghty surgical proceedures in great shape, and is expected home in April. Ern says he has sure missed the gang, and we have missed him!!

STAN CHILTON called to say he would make either the Feb. 18 meet or the March 25 date. STAN is one of the fine indoor builders and excells at easy B, which is one of his favorite events. He builds the full spectrum of FF models, both indoor and out, and goes about it in a very scientific way. Come out just to see his model boxes, his torque meters, his vast supply of Pirelli (Some of it the new stuff), etc. etc. Lets welcome the kid from Kansas.

MURPHY'S LAWS OF SCALE MODELING

1. All the best information on a scale subject arrives the day after the model is completed, and proves conclusively that what you have done is wrong.
2. The appeal of a scale subject is inversely proportional to its suitability as a model.
3. Scale subjects requiring the greatest number of working channels have the least room for radio equipment.
4. You can never find a photograph of the scale subject depicted in your favorite color profile.
5. The scale detail you most need information about is inviisible in a cutaway drawing.
6. Standard hardware and accessories gain inordinate weight when installed in a scale model.
7. As soon as you make a choice and get started on a scale model, a more appealing subject presents itself.
8. You never finish a scale model. You just stop working on it.

WANTED

3-views, original art work, hints, plans I can cut up and use, cartoons, puzzles, useful stuff, opinions, ideas, snapshots, etc...



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OLDTIMER MODELS
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MILWAUKEE, WI 53218

Jim NOONAN'S fine service to modelers deserves your support. He has stuff no one else has. Balsa wheels, goldbeaters skin, Paulowina props, and other goodies from plans to ball thrust bearings. Why not send for a catalog? I don't know what a catalog is worth, but a buck should help keep a fine "basement" operation going. Look into it.

THESE 3 ITEMS ARE FROM BILL WARNER'S FLIGHTMASTERS SCALE NEWS AND VIEWS MIAMA RECOMMENDS SUBSCRIBING TO IT.

MEET #4-THIS SUN. FEB. 18

NEXT MEET: MARCH 25

FEATURING A ONE DESIGN EVENT: Feck Fog

THE HANGAR PILOT
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TO:

1ST CLASS
NOT JUNQUE MAIL