TRULY BIZARRE HAPPENINGS IN THE ONE AND ONLY!

FLUE HANGAR FOLLIES

BY AIR FROM MIAMI, FLORIDA, USA

PUBLISHED EIGHT TIMES A YEAR IS SUBSCRIPTION

THE MIAMI INDOOR AIRCRAFT MODEL ASSOC. MIAMA

ISSUE 57
NOV 1979
CLUB 906



JULY SCHOMBERG

FEATURING "WEST-BADEN-CEILING OF FEAR"

ALSO. "A PADESATNICKY FER YOUR THOUGHTS" BY MODELAR

FOUND FEAR

PEANUT BY CARL HEDLEY

THE HANGAR FLOOR:
Is published 8 times a season by Miami Indoor Aircraft Model Association Club 986, the only active all indoor club publication. For $5.00 a year you receive all 8 issues. WE ARE ETERNALLY INDEBTED TO GOODYEAR TIRE AND RUBBER CO: FOR THE USE OF THEIR HANGAR FOR OUR MEETS:::: WE SUGGEST ALL INDOOR ORIENTED FOLKS REMEMBER THEM THE NEXT TIME YOUR CAR NEEDS A CHECK UP OR NEW TIRES ETC.

Pres./Editor Dr. John Martin Jr.
Secy./illustrator/Reporter..Dave Linstrum
Peanuteer: Carl Hedley
Archiveist: Terry Rimert
Scale Judge: Dan Kilgore
Properties and balloonist(Retrieval) Jim Stewart

PLEASE SEND CONTRIBUTIONS; 3 VIEWS; LETTERS,PLANS,AND MONEY TO:
MIAMA , 3227 DARWIN ST: COCONUT GROVE, MIAMI, FLA. 33133

WORLD FREE FLIGHT CHAMPS

STOP PRESS - EARLY RESULTS - DAVE LINSTRUM.

Before we start on the results let us mention the fine PLANBOOK that can be had for a mere $10.00 plus postage. Three-views, trim details and descriptions of almost all the entrants at Taft this year. Anyone who would like to keep current with trends should have this volume of FAI Power, Glider, and Wakefield. To order this volume that will definitly become a collecters item: Write NFFS Plans and Publications, 4858 Moorepark Ave, San Jose, Cal. Include another buck for postage.

FIRST,THE BAD NEWS: USA was 13th in Power (F1-C) when we were knocked out when DOUG GALBREATH was dropped from 3rd to 46th when it was determined that his Rossi motor was .01 cc. OVER displacement when checked. France, Canada, Sweden,England, and Denmark were the top 5 teams, and M: Rocca of Italy was individual champ. Best US entrant.. R. Simpson 22nd.

NOW THE GOOD NEWS: USA won the team FAI Glider (F1 A)Netherlands, SF, Czechoslovakia,and Denmark were the other team winners. The individual winners were: 1.Grunnet (Proxy flown by Koster),2.Qvarnstrom,Sweden, 3.Hines USA, 4.Wilson USA 14.Walters USA

WHERE WERE WE IN WAKEFIELD? Out of it, my dears. 6th in team, and best USA individual entrant ...Bob White, 12th. Individual winner was Ben-Itzhak,IL. Team wimmers in order: 1. Italy,2. Denmark,3.England, 4.USA, 5.France. → ISRAEL

The weather was fine, we had the home court, but where were we? point wth pride to our indoor teamm performance!!!

MIAMA KICKS OFF ITS 9TH SEASON (2)

MEET #1 AT OPA LOCKA – OCT 21 1979.

On Halloween in 1971 MIAMA had its first contest in the old 7th Ave. Armory. Last Sunday we started our ninth season of meets, and that is something for all of us to be proud of. Clubs come and go, and the hobbies that interest people wax and wane in popularity, but old MIAMA has exhibited a certain durability, based, I believe on some really fine people. (Hand me my hanky, I feel a bit weepy.)

Trends toward Peanut, EZB, and glider continue. Interest in the "true blue" superlight indoor events seems lacking. Carl Hedley had a microfilm covered Peck ROG (Which seems like a good way to start). RON ROBERTI was in town, and showed up at the Hangar. He spent a lot of time with Walt Everson, who happened to be flying a Roberti design Easy B, and they got it going very well. Ron's forté is rubber scale,& peanut scale, although he builds all of the rubber free flight models.

JEFF EVERSON, our most promising Junior flyer, had a new Penny Plane b built to his own design, that was a great flyer, on its first time out. It flew TOO well and spent most of the day way up on the girders. He did get it back, in need of repair, and it looks like a potential record breaker. JOE NICK was on hand as usual...Bless Goodyear!!, and buy their products. (Please note the brand of Doc's new tires). It isn't a bad idea to get your car SERVICED at Goodyear either (Plug).

After all the great words in the last issue about The Flight's End Pub the darn joint was CLOSED on contest Sunday!! So we ended up at Lums for the bull session after all. We're gonna try to call ahead next meet to get 'em to be sure to open up for us, or we'll have to find another watering hole in Opa Locka.z . The NE wind is the worst direction... makes the hangar full of breeze & drift.

GLIDER TIME WILL STILL BE 12:00 to 2:00 until further notice. Lets have some comments from the glider pilots. We lost our "Upstate" entries 'cause they were in Pensacola with the Turkey meet. See you guys on NOV. 18th for Meet 2. MIKE ARAK is building every class of model there is in an effort to take the 1979/1980 title.

SOME PEANUT COMMENTS: Dick Kelso's lightest model so far..a Sperry/Jenny flew to his best times. Mike Arak had build a Sotich Volksplane, but his weighed 9 grams while Charlie's weighed 2. Mike's looked more like an airplane. Martin is putting on a Peanut blitz. In a n unabashed attempt to "buy" the peanut title he entered no less than FOUR models. Nonetheless Carl Hedley won with the FOUND who's plans are in this issue. Doc points out that you can enter as many times as you want at 50 cents a pop and is not embarassed by his sneaky tactics.(Only the best result counts).

MEET 2 NOV 18 ... MEET 3 DEC 9

RESULTS OF MEET ONE

PEANUT SCALE:
1. Carl Hedley (4Pts) Found FBA2-C 24.8- 1 static, 3 flight (37.4)(38.6)
2. John Martin (6Pts) Farman Jabiru 23.0 4 static, 2 flight (41.6)(43.6)
X J. Martin (7Pts) Kalinan K-5 20.2 6 static, 1 flight (45.0)(55.2)
X J. Martin (9 Pts) Bat Baboon 22.8 5 static, 4 flight (30.0)(42.0)
3. Mike Arak (11 Pts) Volksplane 23.3 3 static, 8 flight (13.0)(18.7)
4. Jim Stewart (14 Pts)-Church 22.0 7 static, 7 flight (19.0)(22.0)
5. Dick Kelso (14 pts)-Sperry Mono 19.0 8 static, 6 flight (24.2)(24.2)
6. Walt Everson (14 Pts)-Found 18.5 9 static, 5 flight (23.7)(29.3)
XJ. Martin Sperry Mono 2 static, no flight

SCALE: 1. John Martin (Martin MO-1 74 static) 65 flight 139
2. Mike Arak (Volksplane 76 static) 17.8 93.8
3. Dick Kelso (Stinson SR-6 64 static) 17.6 81.6

GLIDER: 1. John Arthur (45) (45.6)
2. Mike Arak (36.0) (34.8)
3. Jim Stewart (37.2) (32.0)

MANHATTAN CABIN:
1. Walt Everson 5:15.8
2. Carl Hedley ---

EASY B: 1. Walt Everson 7:16
2. Jim Stewart 6:40.5
3. Carl Hedley 4:41.7
4. Mike Arak 2:28.

PAPER STICK:
1. Mike Arak 7:34.4
2. Jim Stewart 6:17

PENNY PLANE: 1. Mike Arak 7:10
2. Walt Everson 3:23

ANNUAL POINTS:

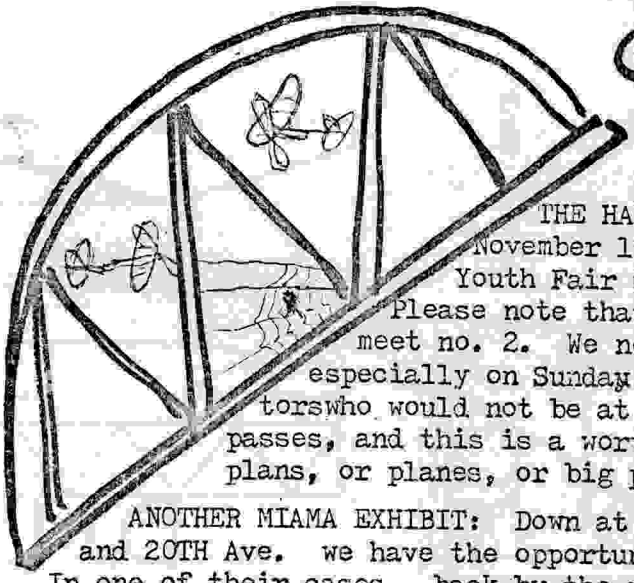
1. Mike Arak 13
2. Carl Hedley 9
3. Walt Everson 8
4. John Martin 8
5. Jim Stewart 8
6. Dick Kelso 3
7. John Arthur 3

How Do We Do It?

Just how are these monthly contests conducted? How do the guys on the list just to the left of this column get those points, and what do they mean?

We have a long season of monthly meets ahead of us. We earn points as follows.: One point for every class entered(providing you have a qualifying flight), plus one point more for every one in the event you beat. We crown a champion for each of the above events you see in capital letters. Each class champ, and the runner-up receive a trophy at our annual awards dinner next father's day. The Junior flyers compete in Scale, Penny; EZ B, and Glider for annual trophies, and in monthly Delta Dart and similar beginners aircraft events. Kits and supplies are frequently awarded. ALL THIS MAY SEEM COMPLICATED BUT IT IS NOT: Just build a model, come on out to a meet, fly your airplane, have a good time, and you'll see how simple it is to be up to your ears in fun and enjoyment.

DICK NIXON NEVER BUILT AN INDOOR MODEL



GIRDER DUST: (4)
by S. FOX

THE HARVEST COUNTRY FAIR will be held on November 17th and 18th at the Dade County Youth Fair Grounds...Coral Way at 112th Ave. Please note that Nov. 18th is the date of MIAMA meet no. 2. We need a volunteer to man our booth especially on Sunday. Lets hear from you non_competitorswho would not be at the meet. We have free fair passes, and this is a worthwhile exhibit. If you have any plans, or planes, or big photos..lend 'em to us.

ANOTHER MIAMA EXHIBIT: Down at Orange Blossom Hobbies on 36 St, and 20TH Ave. we have the opportunity to display our indoor goodies In one of their cases...back by the plastic kits, and ship models,and very near the Men's room. Take a look back there at our little case the next time you are in ORANGE. Maybe you can contribute some models or ideas to the MIAMA display.

On the week prior to Meet 1, we had a meeting at DAN KILGORES On Oct. 14th. Our genial host provided beau coup nibblings, and I am happy to report that absolutely nothing was accomplished in the way of club business. The foremat of club competitions remains unchanged for the past 6 years. The whole business of contests is explained on page three along side the results of meet one. Thanks, DAN.

ERNIE CLARK'S Delta Dart Group didn't get listed among the results of Meet no. 1, but here they are: 1st Heather Arak 33.4, 2nd Cliff Shaw 29.0, 3rd Mike Philhower 28.5, and Sue Arak 4th. ERNIE also says his son is recovering very nicely from all his surgery, and is in a good mood to be host to the MIAMA Christmas Party to be held at his house on Sat. December 15th at 8 PM.... 2601 NE 9 Ave Pompano. (Take I-95 to COPANS exit. Go East to 9th Ave. North on 9th Ave and look for the decorations.) One last Ernie Announcement: A ONE DESIGN event on the 3rd meet on DECEMBER 9th will feature the SQUARE THING stick model. Stock kits only(available from Ernie.) Prizes, Christmas goodies, etc. Jr. Sr.,Open. PUT DECEMBER 15TH ON YOUR SOCIAL CALENDAR.

SOME GOOD NEWS ABOUT THE WORLD PEANUT CHAMPS IN WEST BADEN ON JUNE 25 1980. Butch Hadland Has agreed to be CD " As long as I can fly in the meet", and Mike Arak has agreed to coordinate the proxy flying. Much more on this later. We got a lengthy letter fom Butch with a lot of discussion about improving Peanut Scale rules, AND CO2 rules. Both Butch and S. Fox disagree with Ed Whitten on the idea of banning Fikes, and Laceys etc. Butch is watching a BBC Telly series on Miami courts and "justice". Boy, would I like to see that TV show...in USA. He says it's certainly "opening some legal eyes here"!!

Úspěšné „padesátníky"

A "PADESATNIKY" FOR YOUR THOUGHTS FROM 'MODELAR' OF CZECHOSLOVAKIA

Halové modely kategorie P3, u nás známé jako „padesátník" a ve světě jako „pennyplane" (názvy jsou odvozeny od mincí, jejichž hmotnost je spodní hranicí hmotnosti modelu), prošly v posledních rocích značným vývojem. Z původně jednoduchých modelů s malou nosnou plochou vyrostla monstra připomínající letem modely s mikrofilmovým potahem.

3 U.S. PENNY PLANES - CZECH MAGAZINE.

OBR. 1

Hmotnost křídla 0,625 g, trupu a vrtule 1,275 g, ostatních dílů 0,930 g, celková 2,830 g (podle pravidel AMA je min. hmotnost 2,83 g).

Potah Microlite; svazek z gumy Pirelli o šířce 2,54, délce 455 mm a hmotnosti 2,26 g; maximální otočky 1350.

Trup má motorovou část z balsy tzv. řezu C (namátkový – viz Modelář 9/1968, str. 5) o tl. 0,63 mm, zadní část je ze stejné balsy o tl. 0,4 mm. Křídlo má náběžnou lištu z balsy řezu A o průřezu 1 × 1,65 mm, odtoková lišta (rovněž řezu A) má průřez 1 × 1,8 mm, žebra z balsy řezu C mají průřez 0,9 × 1,4 mm a zakončení křídla jsou z lišty o průřezu 1 × 1,5 mm z balsy řezu A. Vodorovná ocasní plocha je z lišt z balsy řezu A o průřezu 1 × 1,3 mm a žebra z balsy řezu C o průřezu 0,8 × 1,2 mm. Svislá ocasní plocha je z lišty z balsy řezu A o průřezu 1 × 1 mm. Listy vrtule jsou z balsy řezu C o tloušťce 0,03 až 0,38 mm, nosník listů je z balsy řezu A o průměru 2,4 mm. Prohnutí profilu listu je 6 %, hmotnost listu činí 0,284 g. Hřídel vrtule je z ocelového drátu o průměru 0,4 mm.

OBR. 2

Hmotnost křídla 0,750 g, trupu 0,750 g, vodorovné ocasní plochy 0,280 g, vrtule 0,8 g, ostatních dílů 0,52 g, celková 3,100 g.

Potah Microlite; svazek z gumy Pirelli 2,5 × 1,1 × 460 mm.

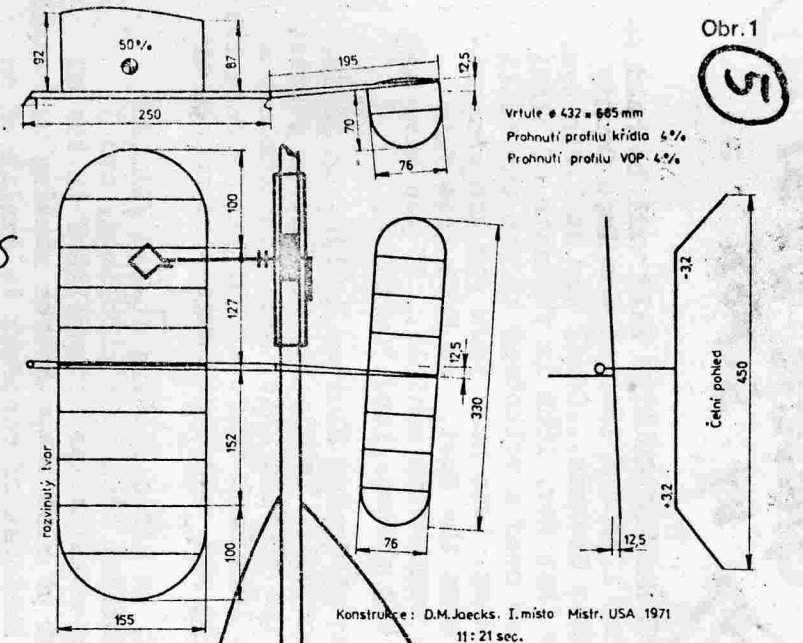
Trup má motorovou část z balsy C o tl. 0,63 mm, zadní část rovněž z balsy C o tl. 0,32 mm. Křídlo má náběžnou a odtokovou lištu lichoběžníkového průřezu 1,5 × 2,4 × 1,15 mm z balsy A, žebra z balsy C o průřezu 1,15 × 1,65 mm. Vodorovná ocasní plocha má lišty z balsy A o průřezu 1,15 × 1,50 × 1,00 mm, žebra z balsy C o průřezu 0,85 × 1,3 mm. Listy vrtule jsou z balsy C o tl. 0,7 až 0,4 mm.

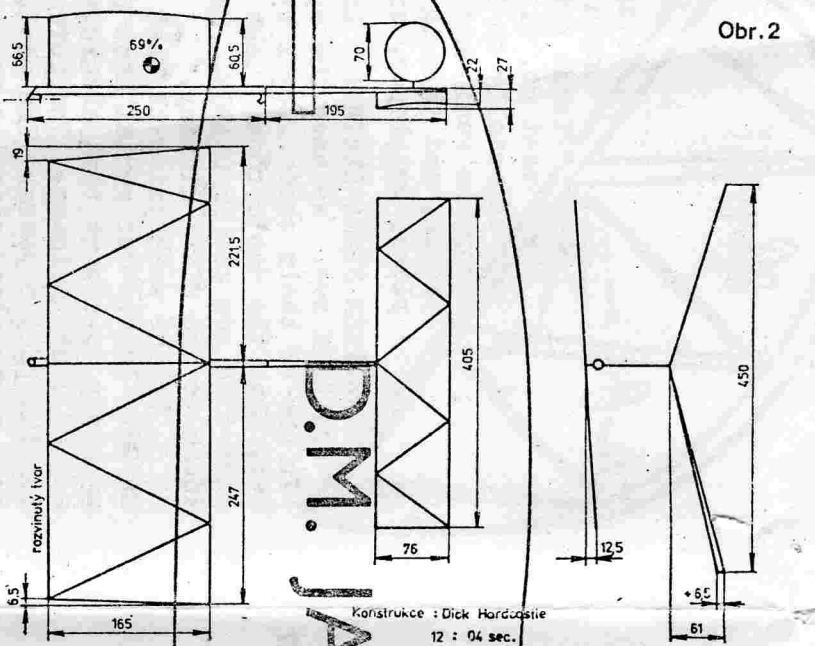
OBR. 3

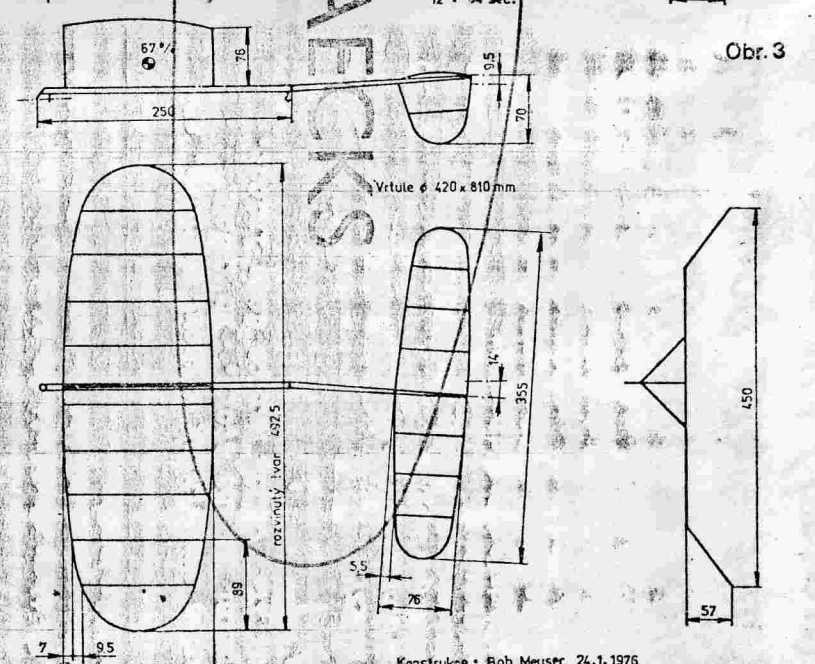
Hmotnost modelu 3,1 g, gumový svazek o rozměrech 2,54 × 1,01 × 595 mm a hmotnosti 3,3 g byl natočen na 1770 otoček.

U modelů na obrázcích 1 a 2 si opravte kótu označující délku zadní části trupu: místo 195 mm má být správně 165 mm.

VOLUNTEER TO MIKE ARAK 10900 SW 61 CT. MIAMI F







FOR THE BORED READER. (6)

Not enough interest in publications on the Newsstands?? Too long between issues of the coveted Hangar Pilot? Fill in those dull days with some or all of the great Club publications noted below. Never before has so much great "amateur" material been available. I tell you the truth....The publications available on the list below are a hell of a lot more informative, accurate, and interesting than any or all of the vaunted publications of the 30's and 40's...lacking only in the fiction department. So for Flying Aces fans try:

FLYING ACES Club News. 66 Bankside Street Dave Stott
Bridgeport,Conn. 06606
This is the publication for the free flight and free spirit rubber man. This club INVENTED Peanut Scale...'Nuff Sed. Pinkham Humor, Cartoons, GREAT offset photos of clubster's models, mail contests, Canone list, international contributors, and MORE going on than Clint Randall could ever handle..... A Must for Free Flight Scalers??

FFF FLIAR..Newsletter of the Alabama Free Flight Flyers. Published by Bill Mathews (Dist V VP, and FF nut) 311 Poinciana Drive B'ham,Ala.35209 Rich in all free flight news, photos and plans. Lots of Fla.Dist V news!

FLORIDA'S FMA NEWS: Harry Grogan 851-A Ballard St. Altamonte Springs,Fla 32701 (305)339-9184 $2.00 per year for six issues. Features: "Where the action is" that lists all Fla. Free Flight activity, and all results of state meets.....even lists indoor events!!!

CLEVELAND FREE FLIGHT SOC. "CROSSWINDS" Dennis Norman 13885 Edgewater Dr. Lakewood,Ohio 44107 (216) 228-7531 A "Flying Aces " type club publication that almost outflys the aces. Chuck full of peanut and AMA scale models, documentation, weird articles and letters. Great stuff!!! There must be a million nuts in Ohio.

MAX-FAX of the D.C. Maxicuters. Pat Daily 14908 Rocking Spring Drive, Rockville,MD 20853. (301) 460-1298 $9.00 for a year's subscription. Another publication similar to the Flying Aces Mag. All great stuff. Obscure 3-views, fine half-tones, glossy stock, scale oriented free flight material from contributors who know what they are talking about.Great!!

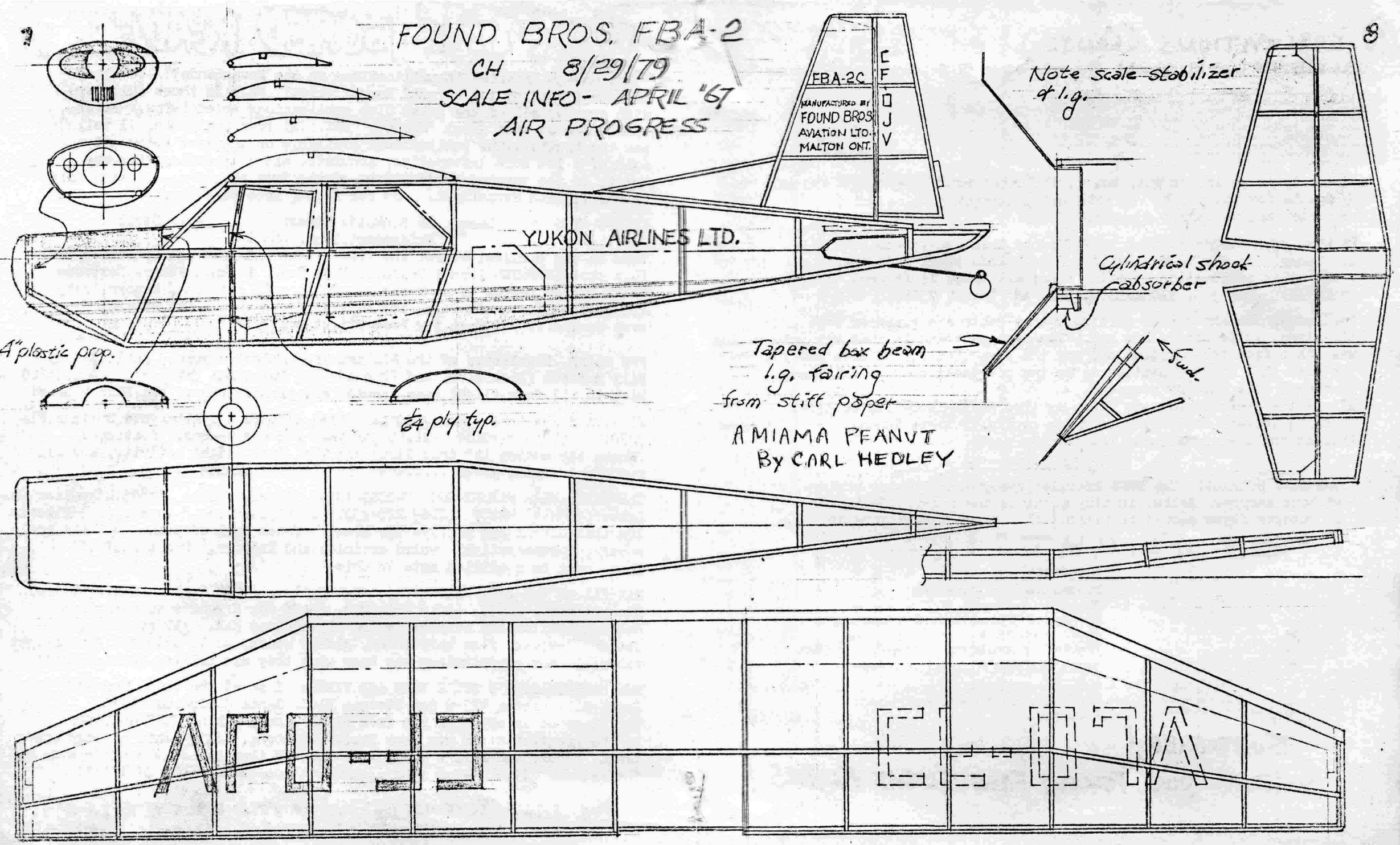
THE FLIGHTMASTER'S SCALE NEWS AND VIEWS: I saved the best for NEXT to last: Bill Warner 423-C San Vicente Blvd. Santa Monica,Ca 90402 The creme de la creme of the free flight scale pubbs. OVER 40 PAGES of the greatest stuff you ever read. Cartoons, silly stuff serious stuff plans, humor, and Bill's viewpoint. Too bad they are on the other side of the nation. $9.00 for a year's subscription WELL WORTH IT !!!!!!

FOR LAST RECOMENDATION ON COLD WINTER NITE : P.9

FOUND BROS. FBA-2

CH 8/29/79

SCALE INFO - APRIL '67 AIR PROGRESS



(9) PUBLICATIONS (CONT.)

STAR SKIPPERS (And Flashback) The only other CLUB indoor publication.

STAR SKIPPERS is edited by Ed Whitten and published as often as possible by Whitten Products Company, P.O. Box 176, Wall Street Station, New York, N.Y. 10005. Subscriptions are again available at eight issues for $3.00 mailed First Class. When the spirit moves we will bring you news of Free Flight activity indoor and outdoors, Junior programs, the Manhattan Formula, and comments regarding the Academy of Model Aeronautics.

Ed not only is an indoor nut, but is dedicated to JUNIOR FLYERS and has many events for the youth. He originated Manhattan class and is one of the most active indoor editors.

We hope we needn't mention INAV (Indoor News and Views) edited by Bud Tenny. If any indoor builder didn't know about this one..Shame on you!! This publication contains about all there is to know on indoor.
BUD TENNY BOX 545, RICHARDSON, TEX. ~~TX~~ Texas 75080

Readers of the above list will note that costs are given on some publications, while others are not. The amazing thing is that all information was taken from the publication, and the ones that do not have the fee are the ones that did NOT mention it in the publication. You will have to thrash this out for yourself.
All of the above issues are fine, or they wouldn't be listed here. If MIAMA members would like to see copies of these issues, Doc will have them at the timers table at the monthly meets.

ONE LAST HURRAH!! The NFFS includes everything without strings, and without servos. Below, in tiny print is the story. No indoor or outdoor flyer should be without it. Chuck Markos does indoor.

"FREE FLIGHT":

Free Flight, the National Free Flight Society Digest, is published monthly at 707 2nd Street, Davis, California 95616. Membership fee is $.50 per year. Subscription rate is $8.50 for open members for one year, $17.00 for two years. Junior member 14-18 years of age subscription rate is $4.75 for one year, $8.50 for two years. Subscriptions are not available without membership. Change of address, orders for subscriptions, and mail pertaining to orders for subscriptions should be sent to P.O. Box 192, Carlsbad, CA 92008. Mail pertaining to Editorial content should be sent to 3566 35th Street, San Diego, CA 92104.

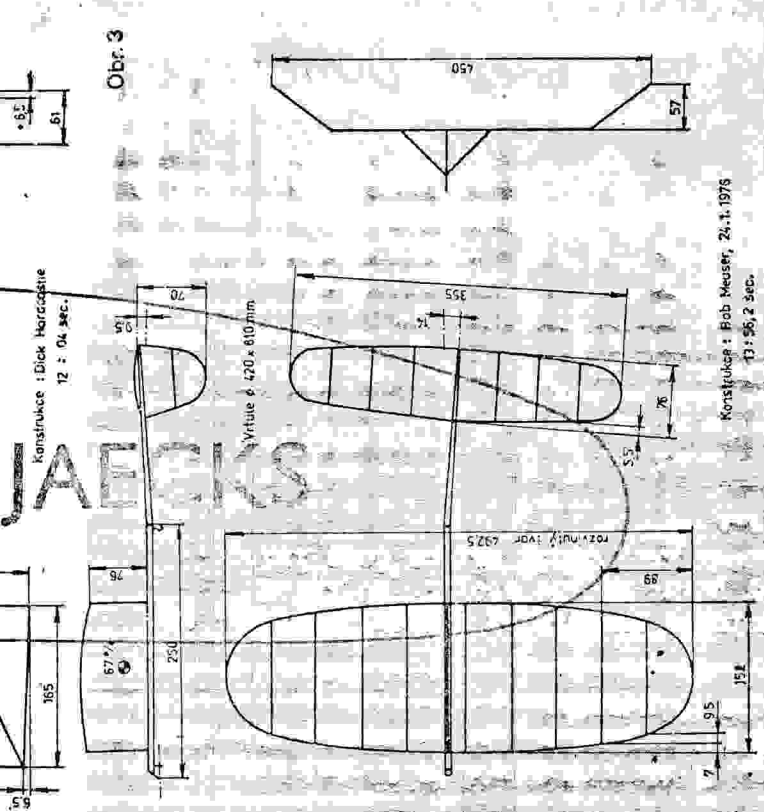
NFFS DIGEST

Monthly publication of the NFFS.
Back issues (per copy) ..... $ .50
Complete set (approximately 50 digests) depending on availability of early issues $22.00
Prices include postage and handling.

1975 & 1976 FREE FLIGHT NEWS YEARBOOK

Xeroxed copies. Twenty-two pages of three-views from one of the finest European free flight publications.
Postage paid ..... $2.50 Ea.

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Obr. 3

OBR. 2

Hmotnost křídla 0,750 g, trupu 0,750 g, vodorovné ocasní plochy 0,280 g, vrtule 0,8 g, ostatních dílů 0,52 g, celková 3,100 g.

Potah Microlite: svazek z gumy Pirelli 2,5 × 1,1 × 460 mm.

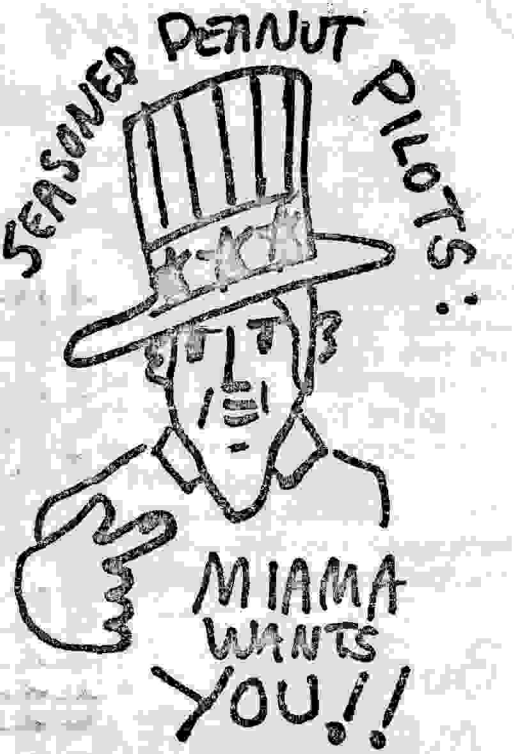
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OBR. 3

Hmotnost modelu 3,1 g, gumový svazek o rozměrech 2,54 × 1,01 × 595 mm a hmotnosti 3,3 g byl natočen na 1770 otoček.

U modelů na obrázcích 1 a 2 si opravte kónu kopírující zadní část trupu: měří 165 mm má být správně 165 mm.

MODELAR APRIL 1979



THE FIRST WORLD PEANUT GRAN PRIX !!

Proxy fliers needed. Your Job: To correspond with your entrant, make arrangements with him to receive, fly, and return hismodel. Of course this means a trip to West Baden on June 25. This is the onle way a small club like MIAMA can have a proxy meet. We don't have a vast staff of hot pilots like they do at MODEL BUILDER.. The entrant's job is to write to MIKE ARAK who will assign a pilot to him from our pool of volunteers. Lets hope we get enough volunteer fliers to go around.

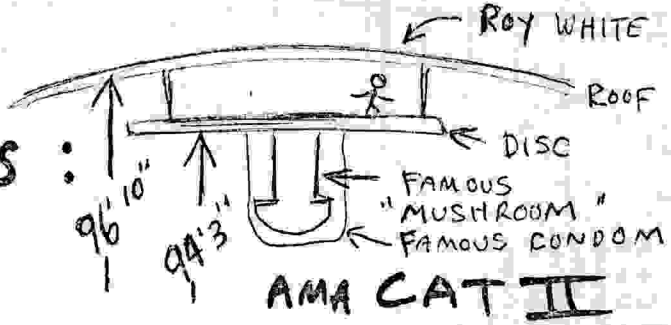
VOLUNTEER TO MIKE ARAK
10900 SW 61 CT. MIAMI FLA 33156

(11) THE POU DE CEIL OR (literally) THE LOUSING UP OF THE CEILING OR THE GREAT DOME CONTROVERSY OR HOW HIGH IS THE ATRIUM?

(Choice of any two titles)

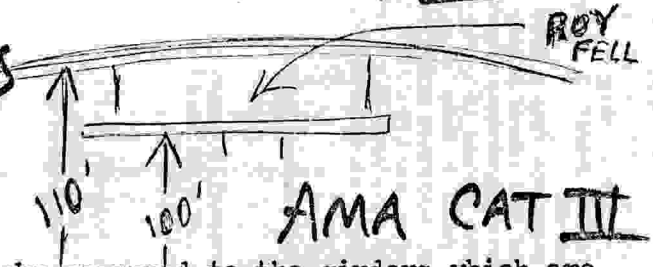
Today's field gear, men, is brass helmets and gas masks...the Dome is under attack. Yes, men, our revered Atrium is possibly Class III !!!;; I rarely take a drink in the day time but I'll be back in just a minute after I pour out a Vat 69, neat. There was always a muttering about the Dome, usually by sore heads whose records were beateb there, but lately the wires are hot with excitement.....Don Lindley produced the original architects drawings which conflict with our measurements. Roy White and Stan Stoy are going back to check the measurements (and to sneak in a little flying). Bucky Servaites assures us his measurements are absolutly correct. The flack is heavy and about 20 records are under suspicion. Are we Cat.II or III? The Washington Post and the NY Times are onto the story. Ha! you thought Watergate was big...wait till this hits Walter Cronkite!! This may kill the Carter administration.

BUCKY'S MEASUREMENTS:



AMA CAT II

DON LINDLEY'S ARCHITECT'S DRAWINGS



AMA CAT III

The ointmented fly:... I suspect Bucky measured <u>to the girders</u> which are packed in a few feet apart at the disc, but DO have some depth to them before the roof is encountered. If they are deeper than 3 feet then we are undone due to the incredibly stupid way AMA measures ceiling height. More on the incredibly stupid way AMA measures ceiling height on the next page, plus a few diagrams.

TYPICAL GIRDER:



(STUPID)

AMA METHOD OF MEASURING CEILING HEIGHT:

15. Flying for Record. National record performances shall be recognized for flights made in each of the following types of buildings:

Category 1. Buildings having ceilings not over 35 feet in height (low ceiling).

Category 2. Buildings having ceiling between 35 and 100 feet in height (medium ceiling).

Category 3. Buildings having ceilings over 100 feet in height (unlimited ceiling).

14.1. The height of a ceiling shall be defined as the distance from the floor to the highest point in the building which can be seen looking vertically up from the floor. Openings in the ceiling having any horizontal or oblique dimensions greater than six feet (ventilators, skylight cavities etc.) and of such height that they would increase the vertical dimension of the room beyond that of the heights of the ceiling as defined above, shall be measured as total ceiling height or covered in such a manner that an indoor model airplane cannot pass through said covering. Square, rectangular or irregular openings are measured on their greatest diagonal. Circles, ovals, etc., are measured on their longest diameter. In no case will a low or medium ceiling record be granted to any flyer whose indoor model has taken advantage of a ceiling cavity of any size in order to attain greater altitude than the legal ceiling height limit. No artificial ceilings can be created to establish a category.

Ceiling Height Categories. The following ceiling height categories are recognized for contests and records.

Cat.	AMA	FAI
I	up to 35'	up to 26'
II	35' to 100'	26' to 49'
III	over 100'	49' to 98'
IV		over 98'

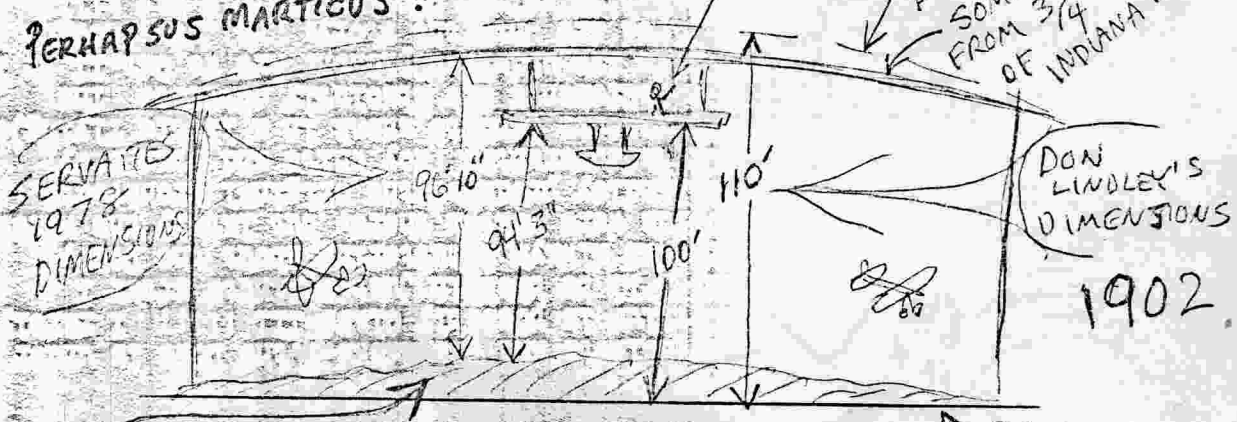
FAI METHOD:

"The height of the ceiling is defined as the vertical distance from the floor to the highest point at which a circle of 15 meters can be inscribed, below the primary structure of the building."

Ah, so crisp, so clean, so sweet. A breath of fresh air. In ONE sentence the ceiling height controversy is swept away. Kindly compare this definition with the AMA's foggy one. No matter what happens, the Atrium will remain a FAI Cat III site as you can see from the above chart. Anybody for a rule change? How about adopting the FAI definition for measureing ceiling heights. I do like the next to the last line in the AMA rule and think it should be retained to stop anyone from taking advantage of a bulge in the roof. Meanwhile, put on your gas masks, troops, I see a suspicious fog drifting our way.

THE MARTIN THEORY:

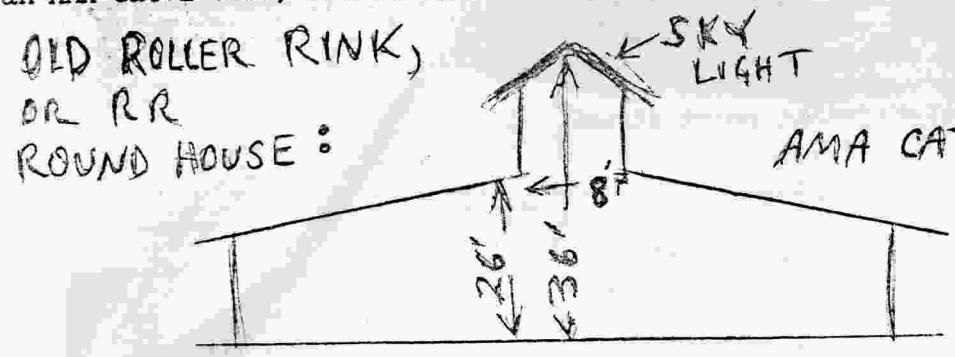
PERHAPS US MARTICUS:



BUILD UP OF UPHEAVAL FROM MINERAL SPRINGS, NEW CEMENT, LAVA, BAT GUANA & PIRELLI DUST. THIS IS NO JOKE — COME & TAKE A LOOK AT THE FLOOR!

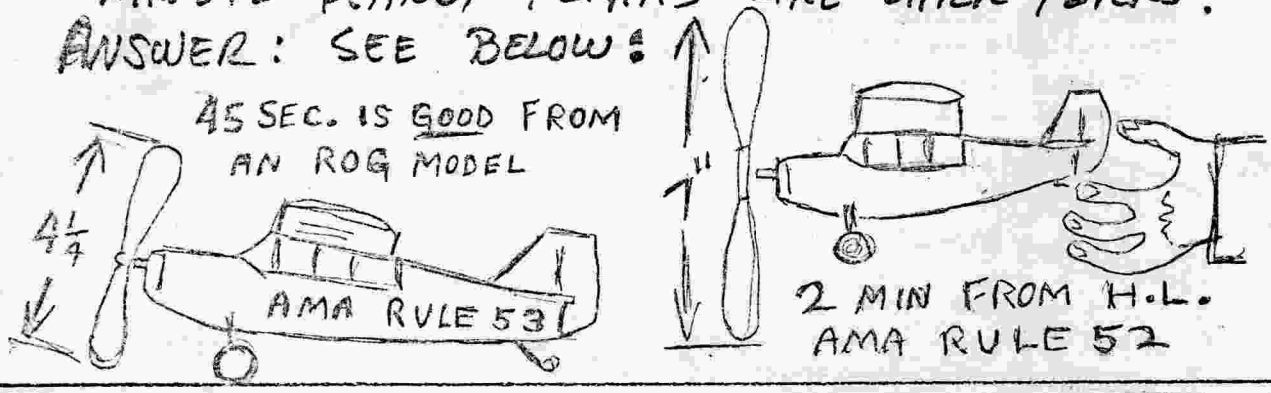
(13)

One last blast while still on the subject of the ceiling height controversy. The cartoon below shows an absurd hypothetical situation in which a very poor Catagory I site is classified as a truly lousy Cat II site under the AMA rules, but , if measured under FAI rules would be an AMA Cat I site, and an FAI Cat I site.



QUESTION: WHY DON'T MIAMA FLYERS GET 2 MINUTE PEANUT FLIGHTS LIKE OTHER FLYERS?

ANSWER: SEE BELOW:



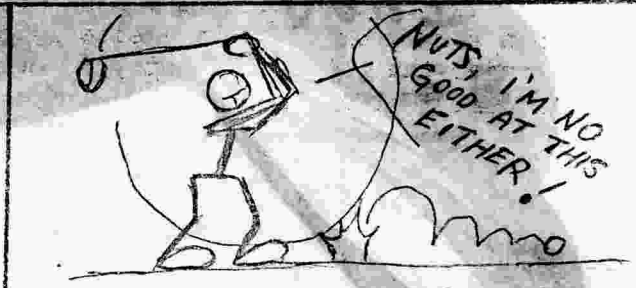


THEY HAD WHAT IT TAKES! #1

DOC MARTIN - FOUNDER OF MIAMA SUNSHINE SQDN.



Born a half century ago, and raised 2 blocks from Fred Megow's bike shop in Philly, his first 2 toys were a Teddy BBar, and an R.O.G.



As a student at Central High, VPI, Ursinus, and Penn he realized he had no tallent for golf or studies, so he turned back to aeromodelling which he also had no tallent for. Women found him strange and shy.



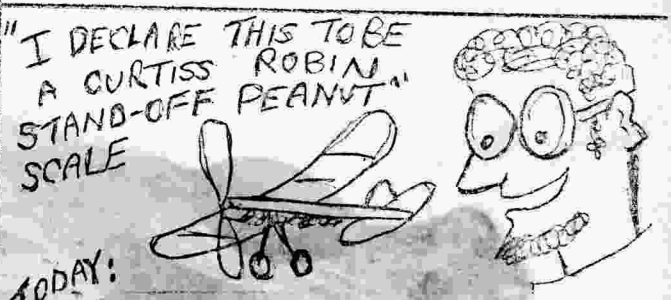
A WW II vet of the illustrious ASTP corps (Flaming butter paddle and urinal) He made T/5 several times only to be busted back to Pvt. by jealous officers. The Bilko series is based on his life.



Disenchanted with Phila. he set out to seek his fortune in Fla. taking his dental drill and spit cup along. He wasted 15 more years with fast sports cars & fast women;-back to models!



His tallent for negativism was so well established that he was named MINISTER OF DISSENT to the Republic of New Atlantis, by Les Hemingway, Pres.



TODAY:

Still madly in love dispite middle age, and a crumbling relationship, ever hopeful Doc, a family man without a family, looks foreward to a bright future of indoor meets and hugs.