REJOICE!
HERE COMES -

THE HANGAR PILOT

ONE AND ONLY!

BY AIR FROM MIAMI, FLORIDA USA

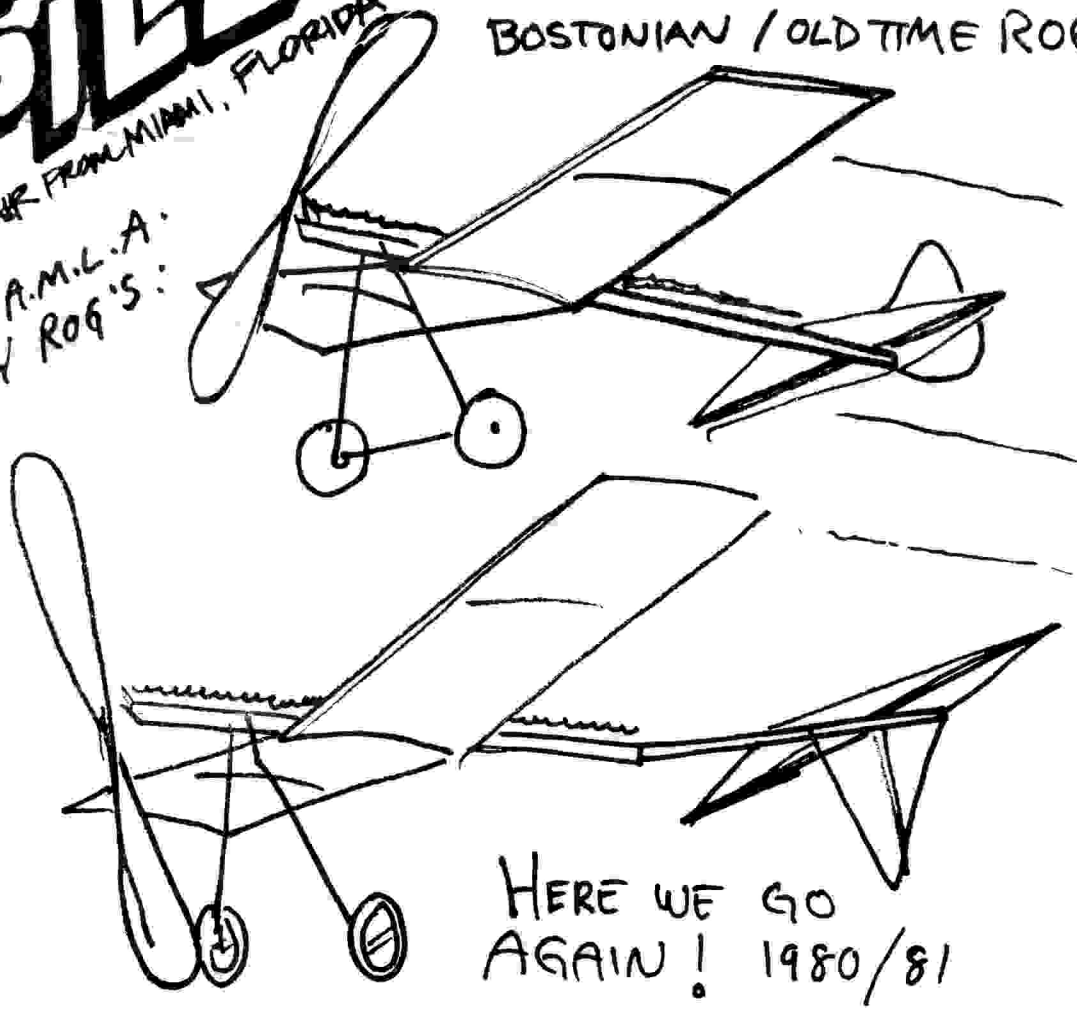
THE MIAMI INDOOR AIRCRAFT MODEL ASSN.
MIAMA

ISSUE 65
OCT. 80
AMA # 986

"E" FOR EXCELLENCE

NEW EVENTS:
BOSTONIAN / OLD TIME ROG

1930 A.M.L.A.
BABY ROG'S:



HERE WE GO AGAIN! 1980/81

THE HANGAR PILOT



Is published 8 (or 9) times a season by Miami Indoor Aircraft Model Association (MIAMA) AMA Club 986, the only active all-indoor club publication in the AMA. For $5.00 a year you will receive all 8 editions, and an an additional $5.00 makes you a member of MIAMA (Indoor isn't for everyone!) Send contributions, letters, plans, 3-views, articles, gripes, and MONEY to:
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Technical Articles: Bill Hiscock Mike Arak, and Ernie Clark

THE NEW SEASON:

The 9th indoor flying season is underway here in Miami, with THREE NEW INNOVATIONS that will make the competition more exciting, and definitely more interesting for OUT OF TOWN contestants.

Yes, hangar pilots, the MIAMA indoor champs will no longer be an "Attendance contest" for local flyers. We have concieved features to equalize chances for pilots coming a long way (Or even out-of -state) and those who miss some meets. They can still succeed as class champs, or overall champs. Here's how the 1980/81 season works:

(1) 8 monthly meets-Oct. to May on third Sun. of each month. Position points awarded for all classes.
WE WILL COUNT POINTS FROM YOUR BEST FIVE, OF THE EIGHT MEETS. This means you can miss three meets without penalty.

(2) ONLY 5 EVENTS CAN BE FLOWN PER MEET (Of 7 Events) No cheap points!

(3) YOUR PLANES CAN BE ENTERED AND FLOWN BY PROXY IN ALL CLASSES. Your friend can bring and fly your plane in meets, but YOU MUST BE A MIAMA MEMBER AND THE BUILDER OF THE MODEL.

We still permit multiple entries in scale and peanut-only best effort counts.

EVENTS FOR 1980/1981:

(1) BOSTONIAN - 7 GRAM MIN.
(2) PEANUT - MIAMA RULES
(3) AMA SCALE (JSO)
(4) HLG LIDER (JSO)
(5) EZB (JSO)
(6) PENNY (JSO)
(7) OLD TIME BABY RO G - 1930 AMA RULES

RESULTS OF MEET 1 - MIAMI SOUTH

PEANUT SCALE:
1. Walt Everson 3 Pts.(Waco E 29.0) 2 Static,1 flight (51.2)(56.5)
2. John Martin 5 Pts (14 Bis-32 Pts) 1 Static,4 Flight(35.8)(26.5)
3. Carl Hedley 7 Pts (Vagabond 24.5) 4 Static,3 flight (40.0)(36.8)
4. Dave Kiefer 10 Pts(Cougar 26.0) 3 Static,7 flight (28.0)(28.5)
5. Walt Everson 11Pts(Found 16.5) 9 Static,2 flight (53)(46)
6. Carl Hedley 12 Pts.(Moustique 22.8)7 Static,5 flight ((29.6)(31.0)
7. Dave Kiefer 13 Pts.(Cub 22.5) 5 Static,8 flight (25.9)(26.6)
8. Dick Kelso 14Pts. (Acroduster 22.5) 5 Static,9 Flight(13.5)(14.4)
9. Fred McCallum 14Pts (Cub 21.5) 8 Static,6 Flight (30)(29)

DID NOT FLY: Martin (Junkers 26.5) M.Arak(YO-59 32.5)Stewart(St. Louis)

SCALE:					
1. John Martin (Martin MO-1)	67 Static,	54.1	121.1	Didn't Fly:
2. Dave Kiefer (Stahlwerke)	82 Static,	17.8	99.8	M. Arak YO-59
3. Carl Hedley (Found)	80 Static	9.4	89.9	Kelso, Fairchild
4. Dick Kelso (Cessna C-34)	65 Static	19.0	84.0	
5. Fred McCallum (Piper Cruiser)	48 St.	23.3	71.3	

GLIDER: 1. Don Bal (29.5)(29.1)
2. Mike Arak (23.0)(25.1)
3. Jim Stewart (23.1)(23.4)

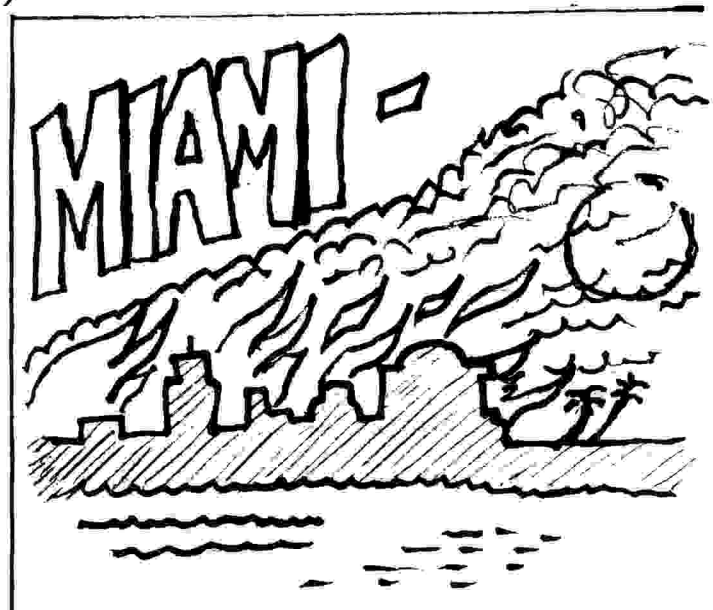
MEET 1 STORY - P. 6

EASY B: 1. Jim Stewart 4:29.7
2. Carl Hedley 4:07.8
3. Walt Everson 3:59.7
4. Mike Arak 1:17.7

PENNY: 1. Carl Hedley 3:36.8
2. Jim Stewart 3:21
3. W. Everson 3:11.7
4. Mike Arak 2:59

OLD TIME ROG: 1. J. Martin 46.6

Bostonian:
1. Walt Everson "Cougaracha" 56.0



SEE IT LIKE A NATIVE

JBM

NEXT MEET

MIAMI DADE SOUTH

NOV. 16 9 TO 5

THE FLYING:

As we all know by now ,the Goodyear Blimp Hangar is not available for our contests. The Goodyear company is building a hangar in Pompano Beach, and its completion is at least a year and a half away. The good news is that MIAMA has received a letter from Public Relations Manager Richard Sailer offering our club the same sort of access to the new facility when it's completed. If anyone in the club buys new tires, and they aren't GOODYEAR you will have to answer to Doc!

In the meanwhile we are happy to have an excellent Cat. I site at Miami Dade South college Gym due to the efforts of BOB ZELINSKI, who is the Supervisor of support services at that institution. The dates for our meets are listed below. MARCH MEET IS STILL IN THE LIMBO. We are most grateful for these facilities, and we have an excellent opportunity to improve on the Florida State Cat I records which could stand a lot of improving since we used to fly at the Youth Fair, or the JFK Gym.

WEAR GYM SHOES, OR RUBBER SOLED SHOES:::NEW FLOOR SURFACE!!

The flying at the old blimp site... There IS apossibility that MIAMA can still fly there. It has reverted back to the Dade County Port Authority and there are many rumors of the future of the hangaar: $350,000 renovation and rent it out.....Reopen a Cuban relocation center.....etc. Don't give up...we are still hopeful, and negotions are still in progress.

1980-1981 SEASON :—

HERE ARE THE DATES: ALL ON SUNDAY, ALL 9 to 5.....MIAMI DADE SOUTH:

NOVEMBER 16th.....DECEMBER 14th.....JANUARY 18th.....

FEBRURARY 15th.....MARCH 15th Location to be announced...APRIL 19th..

MAY 17th.... FLY INS TO BE ADDED LATER!!

If, by any chance, we get the use of the Blimp Hangar on the FIRST SUNDAY of each month, it is possible that we will switch the contest dates to the first Sunday, and retain the Miami Dade South 3rd Sunday Dates for a monthly trimming and Fly-In session.

27TH KING ORANGE INTERNATIONAL DEC 27, 28, 29
CD MARILYN DUANE 862 COLONIAL CT. W. JACKSONVILLE FLA 32211
CALL 904 642 0954 CONTROL LINE & FREE FLIGHT.

MIAMI DADE SOUTH: 29 FEET 7 IN. TO GIRDERS

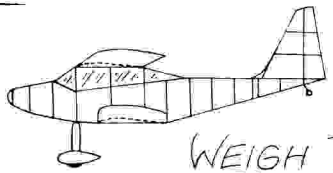
Old Timer "Baby R.O.G." rules.A.M.L.A.... An "8 motor stick(Front bearing to rear hook). Tail boom O.K. Must R.O.G. on rotating wheels (2) of at least 1/2" diam. Motor loop "10 max. These were the rules. We go further since there was no microfilm in those days we exclude this material. Go to it, gang. These guys used to carve their props from balsa blocks, and made music wire wing clips. Also Bamboo landing gear. Very, very GOOD time was anything over FOUR minutes. Let's see what we can do!! Notice that there is no wing span or area requirement, although the spans were usually 12" to 15", and no empenage size requirements.

These rules were taken from"PRIZE WINNERS BOOK OF MODEL AIRPLANES" By Carl Claudy 1931, Bobbs-Merrill Co. Indianapolis.

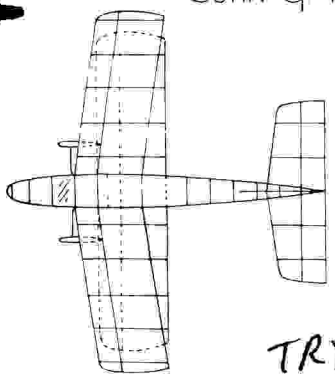
To our knowledge, this is the first S.A.M. indoor event, since the old timer modeler events have confined themselves to outdoor free flight events. Now SAM goes indoor. Any other events you would like to see? ROW?

THE "CURRENT" BOSTONIAN RULES

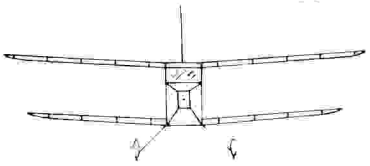
1) Maximum projected wingspan(s) 16". TRY ONE! ★
2) Maximum wing chord(s) 3".
3) Maximum propeller diameter 6".
4) Power limited to one or more rubber motors.
5) Minimum weight, without rubber motor (s) is 7 grams.
6) Maximum overall length is 14" measured from front of prop bearing.
7) Fuselage must contain a theoretical 'box' measuring 1-1/2" x 2-1/2"x 3" or larger, the longerons of which must both support the motor(s) and form, or exceed, the box requirement. No motor stick allowed. Fuselage must have a forward windshield and a window on each side, each of which must equal or exceed 1" squarearea.
8) Landing Gear must be fixed, with two or more min. diam. 3/4" wheels, and rigid enough to successfully support the model to a hand-glided landing.
9) ROG take-offs are required on all official flights.
10) Charisma Factor: The judge rates each model depending on how the model appeals to him, based on construction neatness, scale-like details, uniqueness of design, etc. A 1.00 to 1.10 rating is used. Two or more models may be given the same rating. The models are not rated against each other, but against the 1.00 to 1.10 scale.
11) An unlimited number of official flights are allowed, with the total in full seconds of the best 3 multiplied by the Charisma Factor.



WEIGH TO GO
BOSTONIAN
JOHN G TRIOLO



TRY ONE!



AHAH, HANGAR PILOTS!! The above rules are for two new and exciting events to challenge the Florida indoor builders to see what kind of performance they can get from their models. The Baby ROG event is 50 years old, and the Bostonian is brand new. Both challengeus.

"Suffering is the great giver of Wisdom" FULTON SHEEN

"A Vote for Carter is a vote for R/C" - S. Fox

(5) * SENIOR ENDURANCE R.O.G. 1930

DESIGNED AND DESCRIBED BY JAMES SHIELDS,
DETROIT, MICHIGAN.

For model builders who have had little experience in the constructing and flying of planes and yet wish to build an endurance ship, the senior R.O.G. is an excellent model. This plane, which has a cambered wing and a five-inch tail extension, took first place in both the preliminaries and finals of the All American Aircraft Show Contest held in Detroit, thus winning a round trip to Cleveland in a Ford Trimotor together with a cash prize. In this contest the R.O.G. remained aloft one hundred and sixty seconds. Since the contest, however, an official record of over four minutes was established with the same ship.

THE plane (Plan 43) is built extremely light weighing less than a tenth of an ounce when completed. To conform with the R.O.G. regulations it has an eight-inch motor stick and landing gear with movable wheels.

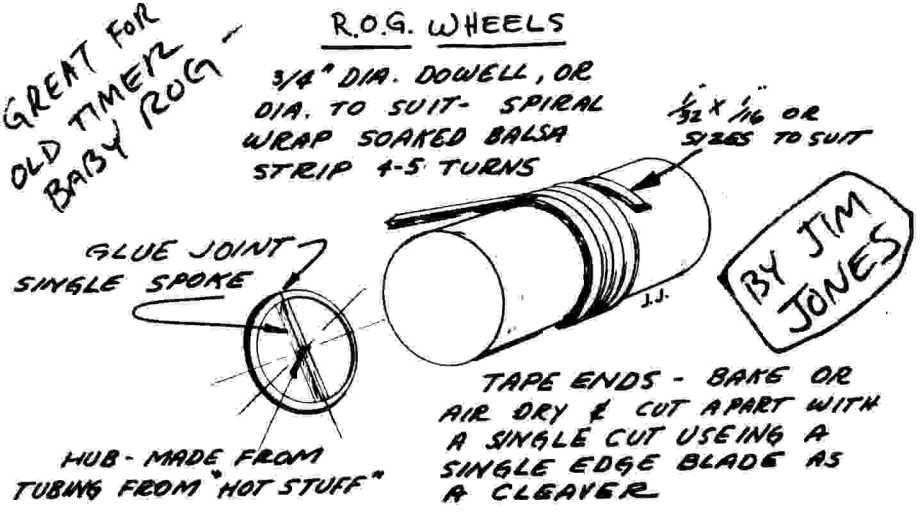
For the motor stick use a strong straight-grained balsa $\frac{1}{8}$ inch by $\frac{1}{16}$ by $8\frac{1}{2}$. Sand it thoroughly, tapering it from the middle to $\frac{1}{16}$ inch square at each end. Next put the wire fittings in place.

The landing gear, $3\frac{3}{4}$ inches high, is made of music wire without an axle, bent to shape and glued to the motor stick. The wheels are circles of $\frac{1}{32}$ inch flat balsa, $\frac{3}{4}$ inch diameter and the inner circle $\frac{9}{16}$ inch. The center section is $\frac{1}{16}$ inch wide and carefully bored at the exact center for the wire hub. To hold the wheels in place cut four $\frac{1}{16}$ inch square pieces of very thin balsa and cement the wire hubs on both sides of each wheel.

For the tail group extension use balsa $\frac{1}{36}$ inch by $\frac{1}{16}$ by 5; sand it carefully, tapering it slightly to the end. One inch from the end place a crosspiece of $\frac{1}{32}$ inch square balsa $4\frac{1}{2}$ inches long. In the center of the cross-section place an upright $2\frac{1}{4}$ inches long for

CONT. ON P. 10

* Reprinted from PRIZE WINNERS BOOK OF MODEL AIRPLANES 1931
FOR OUR 'NEW' EVENT - OLD TIMER BABY ROG



MEET 1 OCT. 19TH MIAMI DADE S.

I don't know why, after all these years, but it's STILL a lot of fun. The flying, the new models, the old friends, the frustrations of a model that won't fly right, the thrill of one that does. The dissapointment from a design you were SURE would be a winner, the satisfaction of getting a much better performance from a turkey. I guess that's the real pleasure. If we caught 100 fish every time we went out I doubt if anyone would go fishing.

It was a great pleasure to see so many old indoor Hangar Pilots out for this season. If you will check the new rules on page 1 you will note that it will be much tougher to tell how you are doing in the point standings since we are only going to count the best 5 meets you have, out of a possible 8 you can participate in. Also note that proxy flying is permitted, so if you are going to miss a meet, you can ask a friend to fly your plane for you...who knows, perhaps he can get better performance than you out of it?

I have a renewed respect for Cat I flying after two meets at M/D South. It is a completely different ball game than the GOODYEAR hangar. It is NOT easy. I kept sticking in the Badminton net, and so did Mike Arak. Needless tho say the models you build for the Blimp Hangar are useless at M/D South , especially the gliders.

While on the subject of gliders, our old schedule was from Noon to 2 PM, and we will stay with this schedule at the present time. Gliders are less of a problem NOW, sice they only weigh 4-5 grams, and are not much heavier than Penny, or Scale. We do have to be careful of the HEAVYWEIGHT stuff, particularly the boomers flown by the kids. Lets make it a rule: NOTHING OVER 7 GRAMS before 12, or after 2.(With exception of Scale). This will keep the carnage down. CONT. ON P 11.

FIRST WORLD PEANUT GRAND PRIX - AS REPORTED IN INDOOR NEWS & VIEWS

This is a report on one part of the trilogy of the last week in June 1980 at West Baden, Indiana - "The World's Greatest Indoor Meet." The other two parts - World Championship FID meet (which the USA won) and the V NART - 5th NEMAS Annual Record Trials - have been reported, more or less in detail, in various publications.

The 1st World Peanut Gran Prix was the world's first 24-hour contest, an event even the most stout-hearted contestant did not go the full time. (Martin, Brown, Sotich, Molo, Adams, and a few others got in at least 20 hours. We need a bit more training to go the full route.)

More than 60 airplanes from 6 countries comprised the 1st World Peanut Gran Prix, many of them proxy flown. Boy, did we have FUN!! We said this thing was going to be the best indoor meet in the history of indoor flying, and more than 200 people will tell you -- IT WAS. What do you do for an encore? I'm glad I was there for those memorable 9 days in June.

Old Doc spent most of his time off the floor, running the indoor social center, CLUB MIAMA, with its contribution to Icarus House - the retirement complex for old indoor modelers.

My impressions of the week: Always several planes in the air day or night, always a discussion group buzzing away on the atrium floor.

The contrast of the serious, nervous world of FID competition with the later relaxed, carefree peanut and V NART competitors. The incredible bad luck - for 2 days - of both Jim Richmond and Erv Rodensky until their breakthrough on the final flight of the final day. A Hollywood script finish - a Jack Armstrong, Buck Rogers, All-American Boy finish - almost too corny. The precision and thought behind the Swiss team effort, the magnificent long sleek beauties with the completely interchangeable parts. The imaginative variable-pitch props of the British team. The lack of disharmony, NO PROTESTS! The revelation that smaller sites can be excellent for World Class meets. The Linstrum contribution: talks after dinner, movies in the theatre, informal symposia, TV coverage with informed, cogent dialogue that keeps popping up, at odd times, on national TV. Not "look at these guys playing with kid toys," but a 5-minute piece with torque meters, rigging and ballooning techniques, variable props and a fine interview with Erv Rodensky.

After all the excitement of the World Champs, the Peanut contest seemed very relaxing. While proxy pilots were opening boxes, Butch Hadland and his crew of Jack Niederhauser and John Adams tackled the judging of more than 60 airplanes. Mike Arak supervised the proxy entries - some of which did very well in the final standings, and at 9:00 a.m. the flights began. Timers and Scorers included Roger Wathen, Jose Tellez, Paul Tryon, Don Lindley, Russ Brown and Walt Van Gorder. Two features contributed to the many flights logged: (1) Multiple entries were permitted in all classes (but only your best entry counted); and (2) after your official series of 9 flights (best 2 count), you could re-enter the same plane for a buck.

We had 11 entries in Pioneer, 5 in WW I, 22 in Golden Age, 5 in WW II and 22 in Modern. Because of low warplane entries, we are combining WW I and WW II planes in one class ("Warplanes" - no liaison or personnel planes) and are adding a new class (Weirdo) - that includes multi-engines, amphibian and flying boats (no cubs on floats), autogyros, helicopters, triplanes and quadraplanes.

The rules used were the AMA alternate provisional rules that balance flying and looks by giving each a 50/50 balance. Bernard Aslett of England built two models - each to a different philosophy. His Waterman gosling Racer was as super-detailed as any scale model I've ever seen and, because of all the detailing, was a bit on the heavy side. His Nesmith Cougar was a feather by comparison, and sacrificed some details for lightness. The Cougar flew 2:28 to win the high time trophy and finished 8th in Modern.

Bernard's Waterman had the second best scale score and finished 2nd in Golden Age, behind Bill Harman's Moustique.

Here are some notes on Bernard's remarkable Waterman Racer: Wing had excess of 250 pieces of .013 balsa, sliced ribs, hollow box spars, laminated outline. Engine (42 pieces) .010 aluminum sheet rocker arms, cowl held by a buckled belt, full complement of instruments in dash. Fuselage longerons .050 sq. covering, black Japanese tissue and black enamel. Propeller: 6-1/2" diameter, 6" pitch. Finished weight, with ballast, 6.8 grams. Did 41 sec. R.O.G. Power .100 x 15" loop.

Some details on Aslett's Cougar: Higgins Ink spr[illegible]ondenser paper covering. Prop is 6" diameter and 10" pitch bent sheet blades a[illegible]4" diam. can. Wt. 2.5 gm. plus 0.5 gm. ballast. Power: 20" loop of .050. B[illegible]me so far: 3:15.

The top scale point trophy went to Paul Briggs for his super-detailed 1910 Farman Monoplane. Although it didn't fly too well, the scale portion of the score

16.	Bill Criss	Bellanca	90.	17	:49	10		
17.	Dan Walton(P)	Cessna C-37	127.	14	:20	13		

WORLD WAR II - (2 did not fly)

Mike Arak's museum quality Liaison Piper YO-59 nosed out Chu swift Peck P-51 Mustang.

1.	Mike Arak	Piper	247.5	1	:48	2	3	[illegible]
2.	Chuck Marcos	P-51	161.	3	:58	1	4	USA
3.	Jack Little(P)	Barracuda	185.5	2	:06	3	5	USA

MODERN - (4 did not fly)

Here's where the flight times were really fantastic, 'cause EVERY FLIGHT in this meet was rise off ground (R.O.G.) and anything over a minute is sensational! Jim Miller's little Vagabond outscored Jack McGillvary's biplane and Butch Hadland's famous Lacey M-10.

1.	Jim Miller	Vagabond	192.	3	3:16	3	6	[illegible]
2.	Jack McGillvarry/Isaacs	Fury	185.2	4	2:19	5	9	Canada
3.	Butch Hadland	Lacey M-10	262.5	1	1:39	10	11	UK
4.	Gordon Roberts(P)	Ole Tiger	202.5	2	1:41	9	11	[illegible]
5.	Gordon Roberts(P)	Fike E	157.5	7	2:19	5	12	[illegible]
6.	Bob Clemens	Bede-4	174.2	6	1:56	8	14	USA
7.	Jim Pulley	Lacey M-10	129.5	11	3:02	4	15	USA
8.	Bernard Aslett	Cougar	116.25	15	4:23	1	16	UK
9.	Dan Walton(P)	Ord Hume	140.	9	1:39	10	19	[illegible]
10.	Walt Everson	Found	81.25	18	3:38	2	20	USA
11.	Carl Hedley	Vagabond	140.	9	1:21	14	23	USA
12.	Bob Peck(P)	Cougar	119.	14	1:39	10	24	USA
13.	Mike Colling	Ganagobie	150.	8	:44	18	26	UK
14.	Tony Sutter	Ganarobie	120.2	13	1:33	13	26	[illegible]
15.	Walt Everson	Found #2	58.5	19	2:03	7	26	USA
16.	Chas. Roth(P)	Lacey M-10	129.	12	1:10	15	27	USA
17.	Bill Criss	Cougar	102.	16	:52	16	32	USA
18.	Mike Colling	Quail	95.	17	:45	17	34	UK

Engraved glass-bottom mugs were awarded to 1st and 2nd place in each class, and 3rd place Peanut planes were donated by Bob Peck, who also was generous with lots of merchandise and his Peanut Kits. Bill Harman also contributed several of his Peanut Power books and a vintage Flying Aces. We also received merchandise donated by Micro-X (Jerry Sorjanc) and rolls of contest rubber from FAI Supply Company. THANKS TO ALL OF THESE CONTRIBUTORS!!

If there was a trophy for the Grand Peanut - which there wasn't - it would have been won by Butch Hadland's Lacey M-10 that finished 3rd in Modern class. I'll let you figure it out!! It had the best marks for static score and flight time of the 50 planes that flew from England, USA, Canada, Argentina, France and Germany.

The Miami Indoor Aircraft Model Association was very pleased at the response to their event and plan to make this an annual 24-hour event.

At 5:00 a.m., there were still some contestants staggering around the Atrium but none lasted until the 9:00 a.m. finish. Better luck next year!!

Sixty-three pilots gathered at the Awards Banquet that night - V NART and Peanuteers. Hadland & Paul Briggs outdid each other at convulsing diners with their jokes. At the end of all the food and festivities, someone moved that the meet be extended one more week. On a voice vote, the motion passed unanimously and then, sadly, we all went home. Boy, did we have FUN!!!

SWIPED ANOTHER!

The material below appeared in EL TORBELLINO, the newsletter of the San Diego Orbiteers, which is ably edited by Howard Haupt.

Indoor Tips From The World Championship

by [illegible]n Williams

1. Winder ratio from 10 to 20 to one. The English team used 10 to 1 exclusively and they took 15 to 20 minute

brought him a 3rd in Pioneer.

RESULTS:
(P) = Proxy

PIONEER CLASS - (3 didn't fly)
Butch Hadland's beautiful Morane Saulnier clipped wing racer was complete to a map mounted on the dash. It won 1st over the 14-BIS of Argentina's Marcos Molo. The Pioneer class seemed to have the most detailed, but the poorest flying, models in any class.

	Entrant	Plane	Static Score	Rank	Flight Score	Rank	Total	Country
1.	Butch Hadland	Morane Racer	293.2	2	1:09	3	5	UK
2.	Marcos Molo	14-BIS	232.5	4	1:38	1	5	Argen.
3.	Paul Briggs	1910 Farman	301.5	1	:29	7	8	UK
4.	John Martin	14-BIS	211.2	6	1:25	2	8	USA
5.	Mike Arak	14-BIS	256.	3	:19	8	11	USA
6.	Benno Sabel(P)	1919 Clerget	217.5	5	:33	6	11	W.Germ.
7.	Benno Sabel(P)	Bleriot Canard	115.3	8	1:09	3	11	W.Germ.
8.	Marcos Molo	Demoselle	199.5	7	:59	5	12	Argen.

WORLD WAR I - (2 did not fly)
Jim Miller's detailed little Bristol Scout beat out Doc Martin's Ansaldo in this battle of biplanes.

1.	Jim Miller	Bristol Scout	226.8	1	1:14	2	3	USA
2.	John Martin	Ansaldo SVA-3	137.5	4	1:30	1	5	USA
3.	Paul Briggs	Fokker D-8	216.	2	:27	4	6	UK
4.	Mike Colling	Siemens	141.	3	:28	3	6	UK

GOLDEN AGE - (5 didn't fly)
Bill Hannan won this very popular class (proxy flown by Charlie Sotich), over Bernard Aslett and Jim Miller. Golden Age and Modern have the finest flying Peanuts, and are the most popular classes.

1.	Bill Hannan(P)	Moustique	220.5	2	1:31	2	4	USA
2.	Bernard Aslett	Waterman Racer	299.	1	1:21	5	6	UK
3.	Jim Miller	J-3 Cub	170.5	6	1:33	1	7	USA
4.	John Martin	Cessna A-W	172.2	5	1:25	4	9	USA
5.	Bob Clemens	Avro 560	208.	3	1:03	7	10	USA
6.	Roger Aime(P)	Yellow Canary	138.	12	1:26	3	15	France
7.	Jack Little(P)	Ford 2-AT	192.	4	:27	12	16	USA
8.	Bob Clemens	Waterman Racer	165.7	7	:38	11	18	USA
9.	John Martin	Bonzo	140.	11	:56	8	19	USA
* 10.	Don Lindley(P)	J-3 Cub	120.	15	1:21	5	20	USA
11.	Paul Briggs	Waterman Racer	135.	13	:56	8	21	UK
12.	Carl Hadley	Moustique	103.	16	1:09	6	22	USA
13.	Bill Warner(P)	Cycle plane	161.5	8	:16	15	23	USA
14.	Tony Sutter	Pietenpol	146.2	10	:17	14	24	USA
15.	Walt Everson	Jungmeister	152.2	9	:11	16	25	USA

to wind their models - thus preventing the rubber from overheating. They also used very short loops and would to max turns. 50% of the time they would break the rubber. They claimed it was due to the hot weather.

2. Most of the Europeans used a torque meter--winder holder--platform for transporting or transferring wound rubber to model.

3. Most modelers used "O" rings; some rubber, but most were made from 1/16" ID nylon tube sliced. The Engl... use a brass rod for hanging and cooking their nylon "O" rings at 250° until the nylon turns clear and transparent, then remove they quickly before they melt. This process rounds off the sharp edges.

4. Non-slip rubber tie--Tie a loose knot of thread loop loose knot around the two ends of the rubber, secure thread loop and tie. Glue V end of rubber with Hot Glue. Secure both ends of rubber by squeezing together. Tie rubber loop back of glued ends and slide knot up to end.

5. Shrinking condenser paper: wet newspaper and place condenser paper on top. Turncondenser paper over and wet other side. Dry paper over hot iron and flatten with hand.

6. Curing microfilm: Use 5% acetone and 95% water spray onto sheet of microfilm. (Cezar Banks also notes that the 5% acetone solution is good for loosening tight film.)

7. Patch--use small rubber tube to suck up paper backing after attaching patch.

8. Straight boom seams--tack glue fat end with thread --roll thread around tube to close seam--tack glue seam--remove thread and finish gluing seam.

* DON LINDLEY PROXY FLEW CUB BY SIEGFRIED GLOECKNER W/GERM.

* 13 PLACE - SIEGFRIED GLOECKNER GERM. LENINGRADNIK - 140 - 9, 1:16.5 - 14, 23PTS

NEXT MEET NOV 16 MIAMI DADE SOUTH CONFIRM 658-6363

GLIDER 12-2 MEET 9-5

PEANUT PLAN THRILLS EXCITEMENT PRO REAGAN COMMENTARY

NEXT ISSUE: MORE OLD TIMER ROG'S

⑨ FROM THE HORSES MOUTH & OTHER ORIFICES



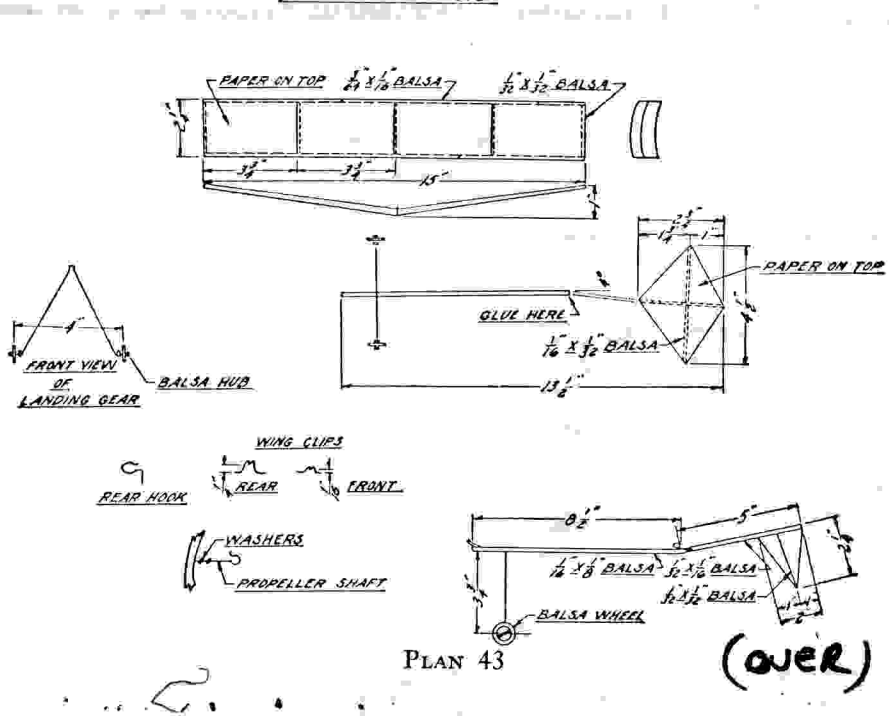
Oh, it's a long long time from June to October, but the days grow short, when you reach September and your HANGAR Pilots start arriving in the mail again. It does seem li. a long time since the Father's Day issue, and it has been a long, hot, exciting Summer. As the indoor season starts again we reflect on West Baden, and Dayton, and Cincinnati, with a glow of fond remembrance. All major model magazines have written up the events of the Summer of 1980, but most accounts have fallen short of conveying the magic of these events. If you weren't there , you'll never really know. To say the least, the West Baden meet was the best indoor meet in the history of indoor, and the 2nd week in August saw the finest gathering of free flight scale builders ever convened. Want a little name-dropping? Here we go with a PARTIAL list of the pilots: EARL STAHL, CHESTER LANZO, WALT EGGERT, CARL FRIES, TOM STARK, ED STOLL, BOB CLEMENS, DAN DOMINA; CLARENCE MATHER; BILL WARNER, DON SRULL, BILL STROMAN, FERNANDO RAMOS, JOHN OLDENCAMP, GEORGE MEYERS (Both of 'em), DOC MARTIN, JIM MILLER, LARRY KRUSE, CHUCK MARKOS, CHUCK SOTICH, JACK McGILLVARY; MIKE MIDKIFF, RUSS BROWN, RALPH KEUNZ(Von Rottensox), PRES BRUNING, BOB THOMPSON, DENNIS NORMAN, ROLF GREGORY, et. al. This bunch of guys can trim anything to fly, and fly well. (One minute SE-5 peanut flights in a 20 MPH wind). Most of the above flyers have published plans in magazines for their free flight scale modelsand some, like Lanzo, Stahl, Eggert, and Stark have had their kits on the market. Many were my boyhood heros(Do the kids HAVE heros anymore?)and still are. There they all were in one place at one time..WOW!

JIM MILLER, who did so well at the first World Peanut Gran Prix (Two firsts!)is all set for the 2nd World Grand Prix. Details elsewhere in this issue. He has volunteered to make charts to keep the results poste as the long 24 HOUR meet goes to its conclusion. Thanks, Jim!

DON LINDLEY is sounding out the feelings of indoor flyers about the feasibility of a SEPARATE indoor Nats. Terry Rimert writes about the considerable discontent, of the indoor flyers, about the Cincinnati site! I was approached by at least ten indoor flyers who feel that the idea of a separate Nats has come. In England, their Nats have been separate for the past few years with satisfactory results. If you have some thoughts on this subject PLEASE write to DON LINDLEY, or BUD TENNY's INAV, or to HANGAR PILOT so we can publish your ideas. It has been suggested that the 1981 Indoor Nats be held just prior to the SNART at West Baden onJune 20, that would create a week of indoorflying similar to the 1980 World Champps. This would be: June 20 to 23 Indoor Nats, June 24-26 FNART, June 27 2nd World Peanut 24 Hr. Grand Prix. An 8 day indoor meet. Sound O.K.??

the fin. Cover by placing the superfine tissue on top of the framework. Glue the tail to the motor stick with the fin underneath and give the whole tail a negative angle of incidence, by tilting upward from the line of the motor stick. That the plane may fly in a circle bend the whole extension four degrees to the right.

A winning feature of this plane is the cambered wing, which has more lift than a flat one. This camber in the five ribs can be made either by cutting them to shape or bending flat balsa. To get an accurate curve use a metal template. For the spars, use strong balsa $\frac{3}{64}$ inch by $\frac{1}{16}$ by 15. After sanding thoroughly mark every $3\frac{3}{4}$ inches, on which marks the ribs are placed. Nick both spars at the center rib, then bend the right side of the wing frame to a height of one inch from the level surface, giving the desired dihedral angle. Put the wing clips in place, the large one



PLAN 43

(OVER)

glued on the trailing edge. Now apply the tissue; to avoid wrinkles and cover tightly, apply in two pieces, starting at the center rib with both. After the banana oil is dry, trim with a sharp razor blade.

The propeller is cut from a block of balsa $\frac{7}{8}$ inch by $\frac{5}{8}$ by $7\frac{1}{2}$. Draw diagonals, then bore a fine hole in the center, carve it very thin, keeping a concave shape in the inner face. Cut both blades the same shape and sand smooth. If the propeller is off balance the plane will wabble and shake. Balance can be acquired by a wire balancer. Place the propeller shaft in the hole, bend it back and glue firmly.

Clip the wing to the motor stick three inches from the thrust bearing. Use .045 inch square rubber, allowing a little slack in the two strands and tie a square knot.

If directions are followed specifically and neatly you will find the ship a very consistent flyer. For the first few trial flights wind up only a row of knots but when correctly adjusted it will take many turns on the winder. On one official flight I gave my plane two hundred and forty turns on the winder, which is about twelve hundred turns on the rubber. As the ship is very light if you fly it outside the wind will tear it to shreds. By using slower propellers, cut from larger blocks and finer rubber you will make flights of over four minutes and probably win first place in R.O.G. contests.

MEET #1 CONT. :

While still on gliders, Don Bal had great success with his 5.2 gram "E.St.Louis No. 15" by Chris Matsuno published in the May issue of H/P. After winning the event he posted a couple of fine unofficial times including a sensational 33.8.

We call your attention to the new AMA rubber scale rules. The flying score is "The average of your TWO best flights", and not your best flight as it was last yeaR.

INDOOR ISN'T FOR EVERYONE

World Peanut Gran Prix and SNART

** PLAN AHEAD **

Now is the time to start looking forward to participating at the Second World Peanut Gran Prix on June 26, 1981, in West Baden, Indiana. We prefer you to show up for the fun, but if you can't make it, be sure to send a proxy entry (or more). We have given a lot of thought to this aspect of the meet and are trying to improve methods of shipping, flying and returning these precious models. In addition, we want everyone who participates to have a souvenir of the meet, and COMPLETE results so he can see how he and his friends fared, and can improve on his weaknesses for subsequent contests.

The classes of model are slightly different for '81:

Category I	Pioneer - up to World War I
Category II	Warplanes - combined WW I and WW II aircraft, excluding liaison, sky cyles & personnel planes that were very similar to civil aircraft (You KNOW the ones we mean!)
Category III	Golden Age - between the Wars (I and II)
Category IV	Modern Age - after World War II
Category V	Weirdo - this includes multi-engined planes, flying boats (not cubs on floats), amphibians, auto gyros, helicopters, triplanes or quadraplanes (NO canards, pushers, or flying wings, unless they are also one of the above categories). The reason for excluding the latter weirdos is - they fly too well.

Planes entered in the Weirdo class can also be entered in its other class - pioneer, modern, etc.

As most hangar pilots know, you can enter more than one plane in any category, but only your best effort counts.

The meet itself is the only 24-hour meet ever scheduled - The Peanut Le Mans, the 24 Hours of Peanut, the 2nd World Peanut Gran Prix (choice of any 2 titles).

NEW INDOOR RULES

. Hangar Pilots. Let's NOT do to ourselves what we did to EASY B !! The new "Easy B" rules look like something they put over on our boys while they were "over there".(The excuse for Prohibition). All it took was a lot of disinterest and neglect and POW...Lousy rules (The way we got Jimmy). BONNY JENKINS, Free Flight contest board member from Dist. V has been kind enough to summarize all the new rule proposals pertaining to indoor. THE LEAST YOU CAN DO IS TO LOOK THEM OVER AND COMMENT ON EM, IF THEY MATTER!! The initial vote is cast on Dec. 1, and this questionnaire should be sent to the representative of YOUR district. Those in DIST V should send this:

DON'T DELAY..... Bonny Jenkins 3112 E. Raines Rd. Memphis,TN 38118

FF 82-1 Adopt FAI indoor ceiling height catagories & drop AMA classes. COMMENT FROM DOC: I feel this is one of the best proposals to come along in years. It would give indoor a "Shot in the arm" . 4Cats. instead of 3. All record catagories would be opened up to new competition, and people who fly in small gymnasiums will have a chance for national records (22'-25')

FF 82-2a Use FAI method of measuring ceiling heights. DOC'S COMMENT: GREAT!

FF 82-2b If 2a is accepted, all records in existance at time of change should be maintained. Comment, Why Not?

FF 82-4 ELIMINATE EASY B FROM RULE BOOK. Comment: We got along GREAT before.

FF 82-7 Eliminate Pennyplane and change name of Novice Pennyplane to Pennyplane. Proposer feels there are too many indoor paper covered stikk events.

FF 82-9 Eliminate size requirements for indoor HLG

FF 82-12 Redefine Easy B to make it easier to build and fly, as was the original intent of the rule. i.e.,a paper covered monoplane with simple wood strut bracing. Logic:Present rule allows mike covering, and fine wire brac ingfor wing and motor stickallowing too advanced models for "easy".

FF 82-13 Create a new small indoor stick class-Class B indoor stick (Prov.) More than a beginners model, but easier to fly under small ceilings.

FF 82-14 THIS IS A LENGHTY PROPOSAL HARD TO SUMMERIZE AND SHOULD BE READ IN OCT: M/A p.93 by Stan Stoy. It substitutes ability for age as a classification for model competition. Read it and decide

FF 82-15 Insert an additional paragraph in Easy B rules stating that structural bracing is not permitted.

FF 82-21 Add a definition for ROG takeoff so changes in outdoor rules ~~changes~~ will not affect indoor rules

(OVER) SEND THIS PAGE → GREEN → TO YOUR DIST. F. DIR.

NEW INDOOR RULES--Cont.

FF 82-22 Eliminate current definitions for official and unofficial flights in indoor rubber events and replace with current FAI indoor rules.

FF 82-23 Clarify scoring for record purposes for FAI indoor. Current rul states record should be best 2 of 6 flights. Proposal wants "Best single flight of a series".

FF 82-24 Replace current AMA rules for steering for FAI steering rules.

FF 82-25 Eliminate maximum number of models requirement in indoor rubber events. Contestant could have 3 mid-airs and be eliminated for lack ofplanes.

FF 82-26 Clarify flying rules for FAI indoor flown at AMA sanctioned meets. Change Sec. 19,par.3 to "FAI indoor model-specifications, flying rules, and scoring rules are the same..."

FF 82-27 Change definition of the end of a flight in indoor rubber so that it matches FAI international rules.

FF 82-28 Change timing accuracy for indoor rubber events from nearest 1/5 second to reducing the flight time to nearest whole second. Brings AMA events into line with FAI.

ADDITIONAL COMMENTS TO YOUR FF CONTEST DIRECTOR:

THE LATEST INDOOR NEWS INSIDE

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