AT LONG LAST.

THE ONE AND ONLY! HANGAR PILOT

BY AIR FROM MIAMI, FLORIDA USA

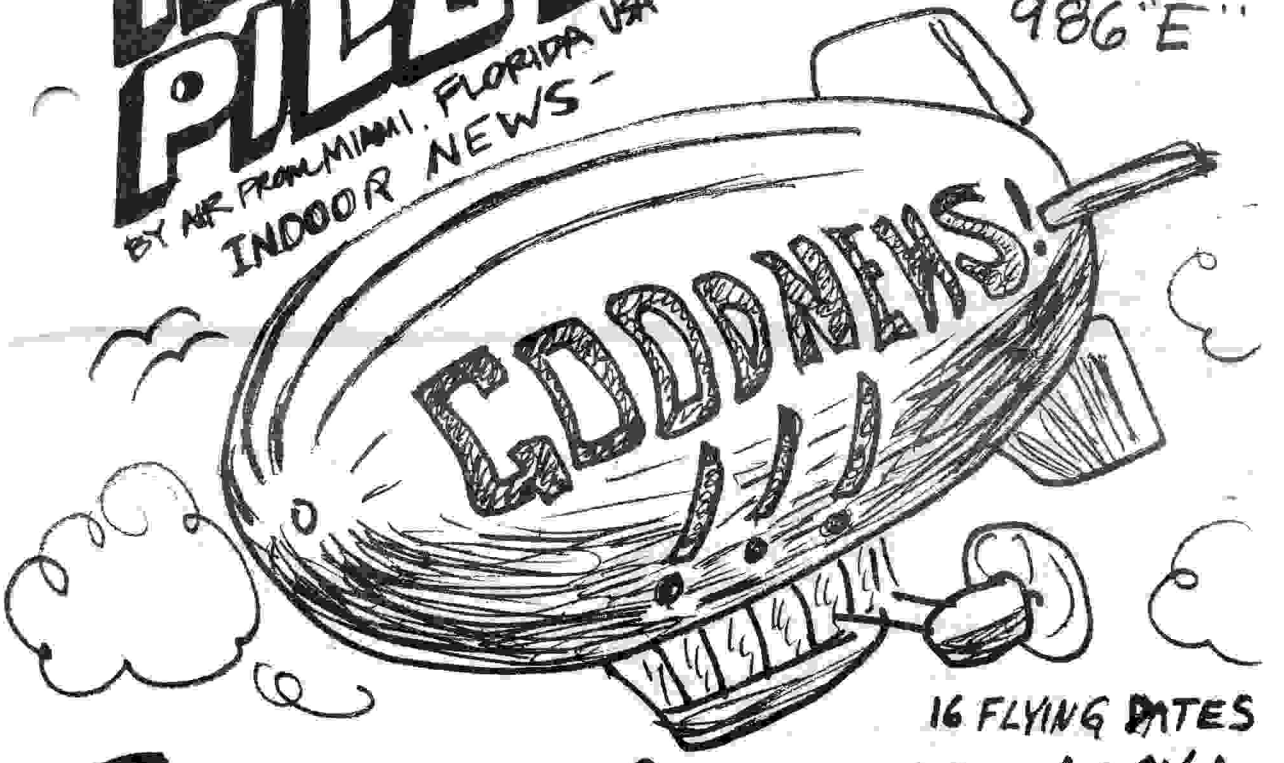
INDOOR NEWS-

THE MIAMI INDOOR AIRCRAFT MODEL ASSOC. MIAMA

ISSUE 72

OCT 1981

AMA CLUB 986 "E"



16 FLYING DATES

CONTESTS: BACK AT OPA-LOCKA BLIMP HANGAR!

FLY-INS: MONTHLY AT M/D SOUTH

NEW EVENTS: INDOOR CABIN & MANHATTAN + BOSTONIAN SENSATIONAL - PEANUT SPEED!!



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 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:
MIAMA Dr. John Martin 3327 Darwin St. Miami, Fla. 33133

Pres./Editor: Dr. John Martin Jr.
Secy./Illustrator-Reporter: Dave Linstrum
Peanuteer: Carl Hedley
Overseas Correspondant: Butch Hadland UK
Technical Articles: Bill Hiscock
Scale Judge: Dan Kilgore
Awards and Archives: Terry Rimert
Retrieval: Jim Stewart, DON BAL
Youth Activities:
Mike Arak, and Ernie Clark

FREE FLIGHT FLYING:

CIRCLE THESE DATES ON YOUR CALENDAR

YEP! BACK AT BLIMP BASE!

SUNDAYS - 9-5

(1) Oct. 11
(2) Nov. 8
(3.) Dec. 6
(4) Jan. 10
(5) Feb. 14
(6) Mar. 14
(7) Apr. 11
(8) May 9

OPA-LOCKA

GLIDER 9 - 11:30

CONFIRM - 305-858-6363

SUPPORT OUR FUN - FLYS - SUN. 9 - ?

Oct. 18
Nov. 15
Dec. 13
Jan. 17
Feb. 21
Mar. 21
Apr. 18
May 16

MIAMI DADE-SOUTH

SPECIAL EVENTS!

A LOT OF EFFORT WENT INTO OBTAINING THE ABOVE DATES. PLEASE SUPPORT MIAMA & COME ON OUT FOR THE MEETS! IF YOU DON'T FLY COME OUT & LOOK!

FIRST MEET:

NEW SEASON
SUN. OCT 11
OPA-LOCKA
9 TO 5

— FINAL RESULTS 1980/81 — (2)

PEANUT SCALE EVENT

1.John Martin	49
2.Dave Kiefer	40
3.Walt Everson	33
4.Carl Hedley	30
5.Mike Arak	15
6.Jim Stewart	11
7.Dick Kelso	8
8.Bill Hiscock	5
9.Fred McCallum	3
10.Millard Wells	2

SCALE EVENT:

1.John Martin	31
2.Dave Kiefer	29
3.Walt Everson	15
4.Jim Stewart	10
5.Dick Kelso	8
6.Carl Hedley	7
7.Mike Arak	6
8.Dick Kelso	5
9.Fred McCallum	2

EASY B

1.Jim Stewart	19
2.Walt Everson	12
3.Mike Arak	9
4.Carl Hedley	8
4.Rom Szymula	8
6.Dick Obarski	4
7.Dave Linstrum	2
8.Campbell	1

PENNY PLANE EVENT

1.Carl Hedley	10
2.Walt Everson	8
Roman Szymula	7
4.Mike Arak	6
5.Jim Stewart	3
6.Dave Hagan	3

OLD TIMER ROG

1.Walt Everson	15
2.John Martin	13
3.Ernie Clark	5
4.Dave Hagan	5
5.Dave Linstrum	2
6.Lee Campbell	2
7.Shirley Campbell	1
8.Carl Hedley	1

GLIDER

1. Don Bal	15
2. Mike Arak	7
3.Jim Stewart	6
4.Lee Campbell	2
5. Harry Grogan	2

BOSTONIAN

1.Walt Everson	6
2.Carl Hedley	3

OVERALL STANDINGS 1980/81 SEASON:

1.Walter Everson	83
2.John Martin	75
3.Carl Hedley	60
4.Jim Stewart	52
5.Dave Kiefer	51
6.Mike Arak	42
7.Roman Szymula	16
8.Don Bal	15
9.Dick Kelso	14
10.Dave Hagan	8
11.Bill Hiscock	5
12.Fred McCallum	4
13.Lee Campbell	4
14.Dick Obarski	4
15.Dave Linstrum	3
16.Millard Wells	2
17.Harry Grogan	2
18.Shirley Campbell	1
19.Blaine Miller	1

JUNIOR PILOTS:

1.John Houtenbrink Jr	13
2.Cliff Shaw	8
3.Sue Arak	7
4.David Bal	6
5.Carl Linstrum	4
6.Steven Bal	3
7.Tara Campbell	1
8.Nathan Miller	1

MIAMA HALL OF FAME

1980/1981 SEASON WINNERS ANNUAL POINT TOTALS

INDOOR CHAMPION - WALT EVERSON

JUNIOR CHAMPION - J. HOUTENBRINK JR.

— CONGRATULATIONS ! —

FID TEAM SELECTION FINALS, SANTA ANA, CA. 9/5-6-7/81

TEAM	ROUND / NAME	1	2	3	4	5	6	7	8	9	TOTAL	POINTS	PREV. POINTS	TOTAL POINTS
1	BANKS CESAR	—	41:11	(43:35)	6:35	—	—	(41:32)	2:06	—	85:07	1000	110	1110
2	HARLAN RAY	23:11	6:29	(40:49)	36:42	(40:41)	39:24	—	39:29	11:19	81:30	975.5	110	1067.5
3	RICHMOND JIM	6:34	38:16	38:21	38:03	12:55	—	(41:54)	(38:46)	31:16	80:40	947.7	110	1057.7
4	DOMINA DAN	36:29	(39:22)	37:05	37:28	37:01	7:59	38:38	38:28	(40:40)	80:02	940.3	110	1050.3
5	ROMAK BUD	25:49	(38:36)	34:21	24:21	(41:30)	28:26	36:06	36:04	11:19	80:06	941.1	105.4	1046.5
6	MATHER CLARENCE	33:52	(39:35)	(38:59)	35:11	28:42	36:09	38:47	35:45	38:17	78:34	923.0	107.3	1030.3
7	CANNIZZO SAL	33:16	5:07	34:09	8:01	(38:10)	(38:54)	9:18	26:50	36:24	77:04	905.4	104.6	1010
8	RANDOLPH BOB.	3:19	33:37	23:27	28:37	—	31:13	(35:18)	28:55	(38:04)	73:22	862	92.8	954.8
9	CALLIAU LARRY	30:32	—	(34:41)	31:39	(37:03)	—	17:54	—	—	71:44	842.8	109.3	952.1
10	HAGEN DAVE	27:26	(37:30)	(34:18)	29:53	9:01	22:06	29:06	17:47	—	71:48	843.5	105.2	948.7
11	HULFORT LED	29:30	34:18	30:51	24:51	(34:28)	(35:15)	33:3	:03	—	69:43	819.1	105.2	924.3
12	DOIG RICK	6:13	32:17	21:58	34:25	(34:37)	11:21	31:29	(35:04)	33:33	69:41	818.7	97.8	916.5
13	GITLOW LEW	14:00	7:22	29:18	17:27	—	(35:35)	1:12	30:11	(33:56)	69:31	816.7	82.6	899.3
14	GIBBS G.	27:49	20:02	1:30	14:27	(32:32)	7:10	(34:25)	32:07	—	66:57	786.6	110	896.6
15	STOLL LED	20:26	31:33	(33:55)	26:31	(32:23)	32:15	24:03	8:41	30:04	66:18	778.9	95.6	874.5
16	HOFFMAN EARL	12:30	—	—	—	(32:42)	—	(31:63)	—	—	64:35	758.8	104.7	863.5
17	RADOFF MANNY	26:57	(33:34)	22:43	25:50	(32:14)	2:10	25:38	28:47	5:13	65:48	773.1	85	858.1
18	FAYKUN	15:06	(32:15)	16:50	26:50	(29:49)	25:53	28:34	2:35	—	62:04	729.2	101.4	830.6
19	GANSLEN	20:41	(24:17)	—	—	—	19:32	12:12	20:20	(21:03)	45:20	532.6	108.3	640.9

FROM 'EL TORBELLINO' - SAN DIEGO ORBITEERS

THE 1981/82 10TH SEASON ④

A DECADE OF PROGRESS A DECADE OF PROBLEMS

To be still functioning after 10 years is a sign of something..I'm not sure what. On Halloween day 1972 MIAMA had its firstindoor meet at the old 7th Ave Armory. We have crashed many a plane, and busted miles of Pirelli since then but we are still alive, and well, and looking foreward to a new, and different season.

It seems like a long time since the last Hangar Pilot (3 Months) and the Summer of '81 saw many indoor activities at West Baden..reported in all the "Slicks". The troops were out in force for the first ever Indoor Nats detached from the rest of the Nats in Seguine ,Tex.Much favorable comment, and perhaps the Nats will be held there again next year, if there is no satisfactory indoor site nearbye.

GOOD, GOOD NEWS: In this old on again, off again world of trying to obtain and keep an indoor site we can now look foreward to a season of meets IN THE OLD GOODYEAR BLIMP HANGAR at Opa Locka Airport. Until further notice (which could be tomorrow) the monthly meets will be at Opa Locka followed , the next week, by a FUN-FLY at Miami Dade South College. See inside front cover for schedule of flying, and always confirm meets by calling 305-858-6363 on the Sat, night before the meets to confirm.

At the College FUN-FLYS we solicit interested parties to sponsor special events, and one-design contests. In the past we have had R.O.W., multi-engine, Spirit of St.Louis, Escondito Mosquito,Delta Dart, Peck ROG, WW I Combat,etc. , as special events,,,Any Ideas? For sure we will have Peant Speed every time.

GOODYEAR REPORT (BAD) POMPANO BEACH: My guess is two more years. What a mess! The new Hangar contractor looks like he's going to declare bankruptcy..over a year behind schedule now. It's a three day flight back to H ouston if the blimp needs work on it. Plan changes, red tape, workers strikes, etc. etc. In other words, a normal American business operation.

TURN TO PAGE 9

PAPER (5) Flying Models (MORE LATER)

LAST YEAR WE HAD HISCOCK'S FOAM ARTICLES - HERE IS A NEW MATERIAL.

by Michael Hetherington



Beginning a series of articles on the use of, in the Author's opinion, a long neglected constructional medium for model aircraft, in particular flying scale.

INTRODUCTION

Aeromodellers have all, at some time, used paper in model construction, to supplement conventional balsa and tissue. We have used paper for cowlings, top deckings, around cockpits, and for simple fairings, etc. Indeed, in our schooldays, interest in flying model aircraft was probably engendered by making folded paper gliders from a page torn from an excercise book.

My interest over many years, has been in making models, almost entirely of paper, which are comparable to those made by using the more traditional materials and methods. I would stress that my efforts have been concentrated on models that fly, as compared with those models of the 'static' variety which have been available in one form or another, over a number of years, as 'cut-outs'.

Because I feel personally, that paper as a constructional medium, has the most to offer to the scale modeller, this article is mainly concerned with this type. However, as a one time active (in more senses than one) free flight exponent, the use of paper for duration models has advantages. Certainly tailplanes and fins come to mind as applications, but even complete models can be seriously considered. I have in my notebooks a feasibility study for a streamlines 'Coupe de Hiver' model made from paper, including a two bladed adjustable pitch, feathering propeller, which could be built for around 70 grms. However, I digress!

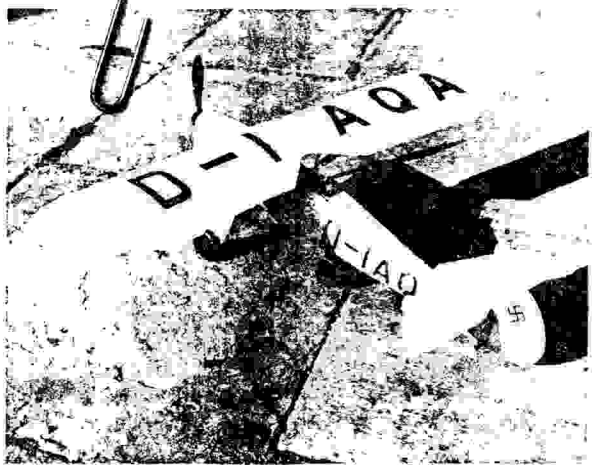
As a boy I remember making simple paper models with single surfaced wings, based on the 'Wright Flyer' type. These were of the glider variety, and were launched by sliding down a glossy backed book. Some years later I was presented with a 'Frog Interceptor' by a well off cousin, which at 12/6d I could never have afforded. I thought the Interceptor was (and still do) fabulous! Some of you will remember the design, which was loosely based on a R.A.F. monoplane fighter. It had folded paper wings (without a mainspar!) and tail unit, a pressed aluminium fuselage, and a gearbox with scale size propeller. The whole machine came in a box with a winder built into one end. The comprehensive flying instruction booklet included a section on *Indoor* which suggested table top R.O.G.'s in the direction of drawn curtains! and whether this was to prevent damage to the model or damage to the window was not clear.

In the mid-1940's, no doubt due to shortages of balsa, my thoughts again turned to the possibilities of paper construction, and I designed and built several semi-scale rubber driven models, and hand launched gliders, from paper. I was soon convinced that using a stiff covering as a stressed load carrying component (as on full size machines of course) was a practical alternative method of building.

In those days we had a very active Club in Doncaster, and the use of a room suitable for indoor R.T.P. flying. While duration models were popular, so were scale models, and the Kiel Kraft range of Kits (where did they obtain the balsa from?) of 16"-20" wingspan were well suited for this purpose. Into this scene I introduced a 16" Ryan PT25 of paper construction which weighed 18 grms with rubber motor, abd which established a Club record of 51 secs R.O.G. on a 6 ft line. This created sufficient interest for other members to produce an assortment of designs including a Lockheed Lightning, Henschel 126, Curtiss Helldiver and a Piper Cub. My next effort was more ambitious in the form of an 18" F.W. 56 "STOSSER" complete with miniature gearbox and scale dia. propeller. This was a superb flyer with scale like take-offs and landings. Rupert Moore of Aeromodeller Cover Painting fame (ask your Dad, son) who had a brother in Doncaster was an occasional visitor to our Club Room, and he persuaded me to free fly the "STOSSER" one evening in the nearest open space, which happened to be the Cemetary! I suppose this was the start of something as I developed over the next few months a 34" version of the "STOSSER", again with gearbox and scale dia. propeller, and which, according to my notes weighed 4 5 oz. with rubber. This model was subsequently entered in what was one of the largest post war Rallies held up to the time at Stanley Park Aerodrome, Blackpool. Organized by the Manchester and District Council of Aero Clubs and the S.M.A.E. sponsored by the "Daily Dispatch" the rules of the scale event even called for scale dia. propellers. The "STOSSER" scored up static and top flying to win, and must surely have been the first paper scale model to win a major event.

The model has since been rebuilt (and now weighs 5 ozs.) and to confirm it's original success, has win the Rubber Scale at the '79 and '80 Nationals.

I know of little other serious attempts to model with paper, though readers may soon put that right! Books which have appeared purporting to be about 'Paper Aeroplanes' or 'S... Aeroplanes from Paper', have turned out to be lengthy d... ptions of screwed up paper shapes or folded paper gliders and darts of the novelty variety. In recent years corrugated paper board has been used with some success, both here and in the States, for constructing primary power models, but again it is not what I understand as 'Paper Aeroplanes'. Fellow Nottingham Club member, Paul Briggs, in the U.S.A. last year, turned up an article originally published in 'Popular Science Monthly', dated Sept.



34" Span STOSSER - Scale dimensions including dihedral and plane areas. Gearbox driving scale diameter propeller 2 - 1 ratio

1930 which features an article entitled "Midget R.O.G. Plane made of Writing Paper". This was an 8" span single surfaced wing, freelance design, rubber driven model, again more of the novelty variety. Also he turned up a feature in "Air Trails" 1944 advocating the use of paper, which gave details of a Glider and Duration model of 18"-20" wingspan which were reported to be good flyers. Finally I would mention my article and drawing on the R.T.P. Ryan PT - 25 in January 1946 Aeromodeller.

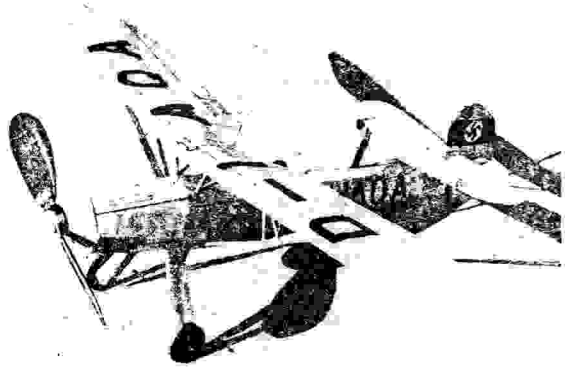
BASIC CONSTRUCTIONAL METHOD

This consists of patterns of paper, shaped and laid over a light balsa framework. (Whilst I believe it possible to construct a model entirely of paper, using paper spars and formers, balsa is obviously the easiest material to use for the framework). As in full size aircraft of Monocoque or Stressed Skin construction, the paper covering carries the whole of, or most of, the stresses and flying loads. Again, as in full size aircraft, paper modelling is rather like working in metal. To those of you interested in structures, it will be obvious that the combined strength of a spar of balsa glued to a sheet of paper, is greatly in excess of the strength of the individual components. The paper prevents the balsa spar buckling and bending, and the balsa supports the paper and helps it retain whatever shape it has been formed in. I hope this demonstrates the basic rule of paper construction, which is, "It is important to glue every part of the paper panelling to the basic model 'framework'". In fact this is more important than glueing parts of the framework to each other! Because of the combined strength of the paper and framework, one can use medium to soft balsa (and therefore light construction) on all but the more heavily stressed areas. Although it would be possible to construct models entirely on the Monocoque principle with no internal structure, the heavier paper and thin card required would adversely affect flight. Again due to the load carrying capacity of the paper a simple framework structure can be used. As an example, on the 34" "STOSSER" the fuselage basic structure weighs 7.0 gms. out of a total fuselage weight including undercarriage and parasol wing mounting of 38 grms. The wing structure weighs 7.7 grms. out of a complete wing weight of 35 grms.

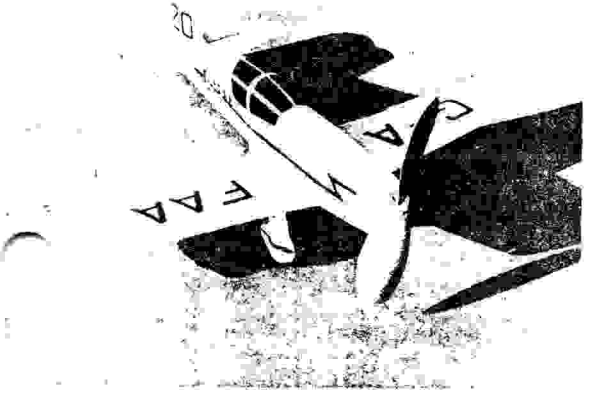
There are a number of important advantages in using paper construction. A few are listed below.

1. *The paper covering is pre-finished*

All the colour finish required is applied to the paper, before it is cut into individual panels. Any lettering and markings, etc. including 'rivets' and simulated fabric covered sections can be carried out in the flat form, on the drawing board in fact. If you have problems with tissue covering, paper construction could be you!



13" Span STOSSER - Is this the only Peanut with a gearbox? 6.2 grms (including 1.7 grms gearbox)!



"MEW GULL" - Peanut. All control surfaces separate 8.9. grms without rubber

2. *Models are opaque in appearance*

Surely an important part of Scale Flying Models is to see rare or extinct aircraft as models in a three dimensional form both on the ground and in the air flying in a manner similar to the original machine. However nice it is to see the superstructure through semi transparent tissue, the majority of aeroplanes simply do not look like this. Tissue covering can only be made opaque at the expense of extra weight by colour doping. This extra contributes *nothing* to the strength of the structure!

3. *More accurate flying surfaces*

As the paper skin is a structural component the shape and section of flying surfaces is more correctly maintained. Wings are entirely warp free, and the fine consistent profile edges that can be achieved with folded paper, contributes to more easily trimmed models that fly in a smoother flight pattern.

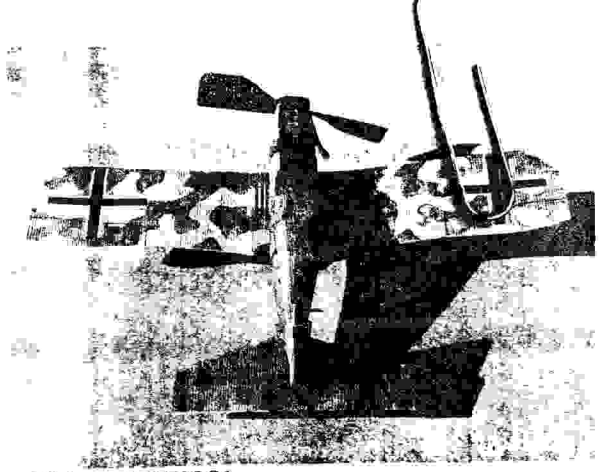
Simple Basic Framework

Fuselages have few formers and there is no tedious notching for stringers. Wings have few ribs and a main spar. There are no shaped leading and trailing edges the strength is provided by the folded paper.

5. *Designing and Weight Calculations Simplified*

As the paper constitutes the majority of the weight of the model, the weights of component parts, and the complete aircraft can be easily calculated. Once the surface area is established in square inches, this figure is multiplied by the weight per square inches of the finished paper weight. One has to make a small addition for the weight of the structure, but this can easily be estimated in a number of ways.

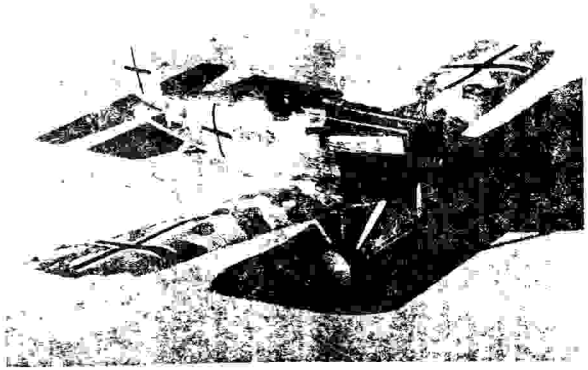
I always do a simple feasibility study before deciding to build a particular model, which is nearly as interesting as the actual building, as I like to determine weights and wing loadings. Even more important is the C. of G. position which can be calculated by using Clockwise and Anti-Clockwise Moments using the weight of the individual parts.



13" Span JUNKERS D1

GRADES OF PAPER

no.	Authors Description of Grade	Thickness in mm	Wt. in grms. per sq. metre	Wt. in grms per sq. in.	Wt. per sq. in. finished doped
1.	Lightweight Jap Tissue	.035	20	.010	.02
2.	Medium Air Mail	.050	35	.02	.03
3.	Thick Air Mail	.070	60	.035	.04
4.	Writing Paper Pad	.1	80	.05	.065
5.	Heavy Note Paper	.13	100	.065	.075 - .085
6.	Thin Cartridge	.175	120	.08	.1 - .12



13" Span JUNKERS D1 - One piece wing pattern with L.E. rolled and built on jig with undercamber and washout to correctly represent JUGO JUNKER'S thick cantilever wing. Paper coloured with poster paint and ruled with ball-point to simulate corrugated metal. 8.5 grms without rubber.

Paper is grade by manufacturers by weight in grms. per square metre, (gm²). I buy my supplies in pad form where possible, at the Popular Stores and good Stationers.

NOTES

Grade No. 1 Yes, Japanese tissue! Tricky to work with. Used for specialised Peanut construction. Fokker DVIII wing weighs 1.3 grms., including .3 grms. for mainspar and ribs.

Grade No. 2 Peanuts and Indoor. Stosser and Mew Gull built using this grade. Needs care in handling.

Grade No. 3 Suitable for Indoor and Outdoor rubber 16" 20" wing span.

Grade No. 4 20"-30" span rubber, CO2, Electric R.T.P.

Grade No. 5 24"-36" span rubber 34" Stosser and 36" Mitsubishi built from this grade.

Grade No. 6 Larger rubber and light power models.

Next issue we will consider the preparation of paper, construction and detailing.

12	DOIG RICK	6:13	32:17	24:58	34:25	(34:37)	11:21	31:29	(35:04)	33:33	69:41	810.7	97.8	916.
13	GITLOW KEN	14:00	7:22	29:18	17:27	—	(35:35)	1:12	30:11	(33:56)	69:31	816.7	82.6	899.
14	GIBBS G.	23:49	20:02	1:30	14:27	(32:32)	7:10	(34:25)	32:07	—	66:57	786.6	110	896.
15	STOLL ED	20:24	31:33	(33:55)	26:31	(32:23)	32:15	24:03	8:41	30:09	66:18	778.9	95.6	874.
16	HOFFMAN EARL	12:30	—	—	—	(32:42)	—	(31:53)	—	—	64:35	758.8	104.7	863.
17	RADOFF MANNY	24:07	(33:34)	22:43	25:50	(32:14)	2:10	25:38	28:47	5:13	65:48	773.1	85	858.
18	FAYKUN	15:06	32:15	16:50	26:20	(29:49)	26:53	28:34	2:35	—	62:04	729.2	101.4	830.
19	GANSLEN	20:41	(24:17)	—	—	—	19:32	12:12	20:20	(21:03)	45:20	532.4	108.3	640.

FROM 'EL TORBELLINO' - SAN DIEGO ORBITEERS

(8)

INDOOR ISN'T FOR EVERYONE

IN THE LAST MEET OF LAST SEASON - 5/17/81 DAVID BAL SET A NEW STATE JR CAT I GLIDER RECORD (25.1)(24.8)

PREPARE NOW

XII NART !!

JUNE 23-25 '82

WEST BADEN

WORLD P-NUT G-P III

JUNE 25-26

OUR MAN OUTSIDE

by TERRY RYMERT

They forgot about poor me. I got left off the ballot. Were my feelings hurt? Maybe a little, but in a larger sense I was flattered. I had taken a nothing job and put it into the flow of things where it rightfully belongs. In the long run this is healthy for AMA, but right now I need your help to stay in office. I need your write-in vote. You're the judge...

Don't forget, you Don't have to send dues money to vote. You can send the dues later...

CUT ALONG THIS LINE

1981 AMA Election Ballot – Tabulated By Computer So Box(es) Must Be Marked Correctly:

VOTE BY DARKENING THE APPROPRIATE BOX(ES). EXAMPLE ■

Sect. 1 – NAT'L. SEC./TREAS.	Sect. 2 – DISTRICT VICE-PRESIDENT	Sect. 3 – (ONLY FOR WRITE-IN) – Not to be used where boxes in Sections 1 and 2 are darkened.
☐ HORRACE CAIN	☐	☐
☐ HOWARD CRISPIN	☐	SEC./TREAS. JIM McNeil
for AMA President place in 1982.	If this section is blank, there is no V.P. election this year for your district. If there is just one name, only one nomination was received. *Denotes incumbent.	V.P. _____ Do not write in V.P. if Section 2 is blank.

RAYMOND H. MCGIVERN

ELECTION BALLOT MUST BE POSTMARKED NO LATER THAN NOVEMBER 25, 1981.

MEETS:

EVENTS THIS YEAR (I thought you'd never ask). CONT. (10TH SEASON P4.)

Here's what we have:

(1) Glider (O.Jr./Sr.) 9 to 11:30
(2) E Z B old rules (Open)
(3) Novice Penny (Open, Jr./Sr.)
(4) AMA Peanut MIAMA rules (O.Jr./Sr)
(5) Old Time ROG (Open, Jr./Sr.)
(6) Indoor Cabin: Combined Manhattan & Bostonian (Open)
(7) Peanut Speed (Open) ★ NEW EVENT
(8) A-23 60-2 Event (Open) NEW EVENT★

We combined Bostonian & Manhattan in a daring experiment. We just multiply the Bostonian time by three to make it competitive with the much lighter Manhattan. Will it work?? We will see. We dropped AMA Scale for the A-23 60-2 event, so just put your Brown engine in the old scale bus and hold your hat. That tiny engine is strong!

We added Peanut Speed that is Charlie Sotich's brainstorm, and we predict will catch on all over the world. Old Timer ROG will have more "New" plans this year to go with the 3 we published last year. SIXTEEN FLYING DATES...Let's GO!

MEETS ARE CONDUCTED AS FOLLOWS: 1. Points are given on the best 5 of 8 meets you fly. 2. Points are given on best 5 events per meet. 3. Proxy flying is O.K. 4. Overall points at end of year for Florida Champ. 5. Event points for event champ. 6. TROPHIES: 1 & 2 PER CLASS & OVERALL

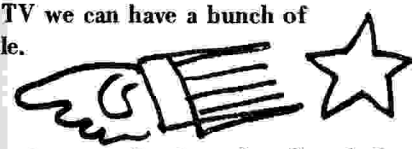
ELECTIONS ELECTIONS ELECTIONS

I have never liked the way AMA seclted their nominees for office, but this last time around really took the cake. Horrace Cain and Howard Crispin were selected to run for Secretary-Treasurer. 5 people tried to get the nomination. two of whom we don't know about, the two nominees, and Jim McNeill. McNeill is the incumbant but wasn't nominated. Last year, Horrace Cain couldn't get nominated for the VP slot, and Earl Witt wasn't nominated for the presidents race. Besides this, lots of people whom we never hear of try to get the nominatoon for lots of spots, but fail. Lots of good people. This last selection of candidates just proves more than ever that we need a better method. Right now I believe we ought to put everyone who qualifys on the ballot, and try to figure out a inexpensive way to hold runoff elections.. Right now I think a lot of people who never pay any attention to whats going on in AMA cast votes becsause they think its their duty. This kind of people nearly caused a calamity in AMA last year, and did cause a very expensive runoff election.. If you are the kind of person who never reads the AMA news in ?your MA, DON'T VOTE , But if you decide to vote, be sure to check out the kind of job Jim McNeill did as Secretary/Treasurer, and write him in for Secretary/Treasurer.

The KOI, in Jacksonville, Fl, on the 1,2; & 3 of January, 1982, is having all kinds of scale events this time. Flying Aces Club rules. If you don't have the rules, contact Dean McGinnes , 5375 William Clark Road, Lakeland, L 33805. There will be Rubber Scale, Power Scale, Peanut Scale, and a WW-1 shootout, and a Sh ophy dash, and Greve/Thompson Trophy Races. These last three listed events are mass launch events, and lots of fun, and very spectacular. Everyone launches at on ce, and the first one to land is out, then everyone gets their planes, winds up again, and launch all at once agin, till their is only the winner left. Two minutes are allowed to get y our plane ready to fly, and after the launch, ten minutes are allowed to retreive your plane, if you don't get back in time, you miss out(don't make it fly too good) No repairs are allowed during an event, and no changing of rubber. Dean McGinnes and his Ansaldo, and John Blair with his Fokker D-7 were soundly whipped at the last meeting of aces, by Duncan McBride, and Clif Betz with their SE-5s. McGinnes and Blair have sworn to come out on top in the next combat, and are recruiting a Staffel to do this with. Betz and McBride are takeing the threat seriously, and are looking for some more help for their side of the war. Get in on the fun. Join up with one of these combat groups for the next combat meet.

WW-1 planes must be 29 inces wingspan or less, and must be able to earn 40 FAC Scale Points in order to qualify for the combat. In the raceing events, the planes must have 24 inces of span or less, and must earn 40 points to qualify. Then they must enter the Shell Dashes to qualify for places of the Thompson Trophy Race. Naturally, all WW-1 models must be replicas of biplanes, and the Raceing models must be scale replicas of models that flew in the Greve Races or the Thopmson RAces back before WW-2.

Weather here has been different all year, and I'm predicting nice warm weather for the KOI this time around. We have a special deal with the Ramada Inn on Lane Avenue, and they are offering special prices to contestants. There is also going to be an engine collectors meeting on Saturday, Jan †2, in the Regency Room of the Ramada. This will begin about 7, and go until everyone is done swapping. The room will have a bunch of big tables for the collectors to spread out thier loot, and a lot of chairs for tired people to sit in. We will also have a FMA meeting there that night. If we can come up with a TV we can have a bunch of movies about airplanes, and all of the AMA movies but the very latest couple.



REMEMBER! WRITE IN McNEILL for SECRETARY/TREASURER

Distr ive Free Flight Champi0onships went well, except for a three hour rain storm Sunday. Lee Campbell won the Dist. 5 Championship without winning an event. There were a lot of close scores, and Lee had a total of 26 points, Jim walston had 23, John Blair 21, and George Perryman had 20. Big events were .020 replica, and P-30. Each had 10 entrants. John Blair won P-30 with 314, Perryman was second with 313. George got even by winning Coupe, Mulvihill, and O.T. Rubber. Clif Betz won Powered Scale, and Rubber Scale. Dean McGinnes flew more than everyone in his peanut win. FAC WW-1 was won by Duncan McBride, and WW-2 by John Blair.

HEY YOU GUYS!

Notice the date next to your name on the address plate. If it is 10/80 (or earlier) your sub script fan is over!!! RENEW

(This will be your last issue)

THE LATEST INDOOR NEWS INSIDE

THE HANGAR PILOT

EDITOR: DR. JOHN B. MARTIN, MIAMA
3227 DARWIN ST. MIAMI FLORIDA 33133

TO:

JIM MILLER
827 YORKHAVEN RD
CINCINNATI OH 45240

1/81

1ST CLASS
NOT JUNQUE MAIL