THE HANGAR PILOT

ONE AND ONLY!

THE MIAMI INDOOR AIRCRAFT MODEL ASSOC. MIAMI

ISSUE 81
NOV. 82

AMA CLUB 986 "E"



THE LONG AWAITED... GREAT PEANUT RULE ISSUE!

THIS SAT 9-2
FLY-IN. COCONUT GROVE - VIRRICK BOXING GYM
OCT. 30

NEXT MEET
NOV 14. 9-5
MIAMI-DADE SOUTH

PEANUT(S) RULES:

(1)



THE HANGAR FLAT

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 $10.00 a year you will receive all 8 editions, and an additional $10.00 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

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Scale Judge: Dan Kilgore
Awards and Archives: Terry Rimert
Retrieval: Jim Stewart, DON BAL
Youth Activities:
Miko Arak, and Ernie Clark

MIAMA INDOOR MEETS - MIAMI/DADE S. COLLEGE

NOV. 14 - CD MIKE ARAK
DEC 12 - CD DAVE LINSTRUM
JAN 16 - CD - DOC MARTIN
FEB 27 (ARAK)
MAR 27
APR 24
MAY 22
SUNDAYS 9 TO 5
ALL OF THESE DATES ARE CONFIRMED



GOOD NEWS!

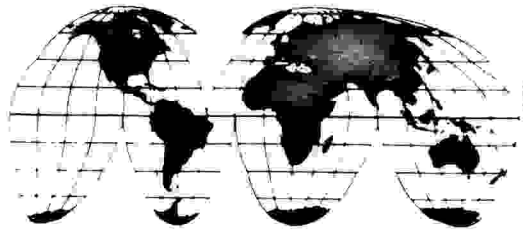
NEW CAT. I FLY-IN SITE - 26'1 3/8"

IN OLD COAST GUARD HANGAR
AVIATION AVE, COCONUT GROVE
(NOW VIRRICK BOXING GYMNASIUM)

SAT. OCT 30 9 TO 2 - FLY IN
SAT. NOV. 20 9 TO 2 AMA CAT. I RECORD TRIALS - VERY FEW CAT I ESTABLISHED RECORDS!

NOTE: LACEY'S + FIKES ARE NOT INCLUDED IN MIAMA RANT

STOP PRESS: USA 3RD IN SALT MINE



(2)

Individual Standings -

1. Aurel Morar	70:00	Romania
2. Dave Pymm	69:49	England
3. Jim Richmond	68:11	USA
4. Laurie Barr	65:30	England
5. Aurel Popa	65:04	Romania
6. Cezar Banks	62:52	USA

1982 WORLD INDOOR CHAMPIONSHIPS - Romania

SEPT 22,23,24 '82

Country Standings (16 Countries) -

1. Romania	197:50	FROM-EL TORDELLINO
2. England	195:32	SAN DIEGO ORBITEERS
3. USA	177:17	

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RESULTS OF MIAMA MEET 1, OCT 24 1982 MIAMI-DADE SOUTH

Peanut Scale Results:

		TIMES:	FLIGHT POS.:
1. John Martin (14-Bis)	4 Pts, 32.5 Stat, Flight	(42.8) (50.4)	3rd
2. Bill Hiscock (Waco E)	8 Pts, 28.8 Stat.,	(58.6) (63.0)	2nd
2. Carl Hedley (Lacey)	8 Pts, 30.0 Stat.	(45.8) (46.3)	4th
4. Dave Kiefer (Vagabond)	12 Pts 31.3 Stat.	(31.0) (35.4)	10th
5. Millard Wells (Cessna)	13 Pts. 26.8 Stat.	(39) (40)	6th
6. Walt Everson (Bucker)	15 Pts. 26.8 Stat.	(43) (32)	8th
7. Mike Arak (Vagabond)	17 Pts 30.0 Stat.	(22.3) (19.0)	13
X John Martin (Dorn. Komet)	18 Pts 24.5 Stat.	(37) (41.2)	7th
* X Millard Wells (Wee Bee)	17 Pts 9.0 Stat.	(113.1) (111)	1st
X " " " (Wee Bee #2)	17 Pts. 25.5 Stat.	(39.0) (43.0)	8th
* X " " " (S E-5)	18 Pts 23.3 Stat.	(39.5) (40.9)	5th
X W. Everson (Waco E)	24 Pts 25.0 Stat.	(8.0)	14th
8. Earl Pressett (Ganagobie)	24 Pts. 23.5 Stat	(23.0) (22.0)	12
9. Dick Kelso (Jenny)	25 Pts. 23.0 Stat.	(24.0) (22)	11th

DNF: Martin (Dornier) 212 29.3, Wells (Caproni) 31.0

Scale Results:

		FLY	TOTAL
1. Bill Hiscock	(Waco E 65.8)	60.8	125.8
2. Dave Kiefer	(Vagabond 83.2)	35.5	118.7
3. John Martin	(Alco 79.5)	38.6	118.1
4. Mike Arak	(Vagabond 85.0)	19.5	104.5
5. Dick Kelso	(Jenny 60.0)	23	83.0

Easy B:

1. Carl Hedley	5:01
2. Jim Stewart	4:52
3. Dave Kiefer	3:28
4. W. Everson	2:02

OLD ROG: 1. Everson 4:30.6
2. M. Arak 3:43.5
3. J. Martin 2:23

Junior: Sue Arak 30.8

PENNY:
1. W. Everson 3:16

Jr. Enduro:
1. Sue Arak 28.0

* ARE GRAPE-NUTS

GLIDER: L. Don Bal (34.7) (37.0)
Jr: Sue Arak (4.5) (4.0)



PEANUTS, ANYONE ?

It all started with Dave Stott, and Bob Thompson of the Conn. Flying Aces Club. Here is their set of the original rules;

INTENT: (FROM FAC NEWS)

Inspired by the surprising performance of 10¢ Dallaire Kawasaki and Megow Boeing P-12 biplanes spanning a mere 12 inches. The intent of this event is to provide competition for models like these with certain embellishments to delight the builder. Remember the extra wing ribs, big black bomb, personal insignia, or set of skis you added to your model back in the good old days? THIS is the flavor of Peanuts.

1. Open to any scale model not more than 13 inches in wing span. Flight score determined by total of three official flights, hand launched.
2. Unlimited attempts to gain three official flights. Any flight over 15 seconds is automatically official.
3. There will be no maximum flight time limit.

CONSTRUCTION

a. Use of condenser paper instead of Jap Tissue- minus 10 points
b. No microfilm allowed.

Flight Surfaces

a. Built-up, tissue covered (Jap Tissue only) on one surface only, unless real plane so covered- minus 5 points
b. All, or partial sheet, minus 5 points
c. If proof shown real ship single surface covered, and model is so, zero points
d. Built up with top and bottom covered with Jap Tissue, plus 3 points

WORKMANSHIP

a. Color: Reasonable effort to use tissue and/or dope to simulate realistic coloring, plus 3 points
b. Marking: Civil registration & striping, or military insignia, serial Nos., Sqdn. mkgs., plus 3 points
c. Details: Struts, cowls, cylinders, pilots, rigging, armament, windshields, exhausts, steps, control surface outlines, and any other outstanding details shall be scored thus-
   1. Stark minus 3 points
   2. Lax zero points
   3. Good plus 3 points
   4. Great! plus 6 points
d. Planes with retractable landing gear may be built with gear represented in the up position.

4. Scale points determined by judging using tables above. (4)
5. Scale score determined by multiplying scale judging points by the first two digits of the best Peanut flight score of the day. Example: If a Peanut turns in a 3 flight total of 279 seconds, and is not bested by any others, then EVERYONE'S scale points are multiplied by 27. If only two digits comprise the top flight score (say 97), then only the first digit will be used as a multiplier, everyone's scale points being multiplied by 9.
6. Highest total of flight and scale score wins. Tie to be broken by a single flight "fly-off", multiplied by 3, and added to scale score.

Peanut prospered, proliferated, became competative. The rules were abused by builders of "ghost" ships that weighed 2 grams and flew 4 minutes... and scored minus 20 scale points! Clubs adopted their own rules to prevent this. There were many sets of rules, hence this:

FROM BUTCH HADLAND: ENGLAND

Since 1974 I have been competitively flying Peanut Scale models and have been reasonably successful. However, over the last few years many modellers have voiced critisism over the multitude of different rules utilised, not only between various countries but also within national boundaries. A case in point being the U.K. where the SMAE, RAFMAA, SMAE NORTHERN AREA, SMAE SOUTHERN AREA all fly to different Peanut rules.

The following is an attempt to standardise Peanut rules and to have them universally accepted so that ultimately the F.A.I. will recognise the class and institute a World Championship event specifically for Peanut models.

The original Peanut class as devised hy the Flying Aces Club in the U.S.A. envisaged a small scale model (similar to pre-war 10 cent kits) that was fun to build, fun to fly and fun to have contests with. The only limiting parameter was that models were limited to a 13 inch wingspan.

This 13 inch wingspan although originally a good parameter, became a limiting factor in itself because as the class developed many designs were excluded from competitive participation because fuselages were too short to accommodate useful rubber motors. This was recognised and accepted by Club Miama and they introduced an extra rule - the wingspan would be 13 inches or the **over all** length 9 inches. This positive addition to the MIAMA Club rules resulted in a greater entry of hitherto uncompetitive models. My proposed rules will include this 9 inch dimension, clearly defined.

(3) The MIAMA rules have been used in many different forms throughout the world but once again many types of aircraft have been virtually eliminated due to certain parts of these rules. For example, a wing warping aircraft is unable to gain 'aileron' bonus points; a metal or plywood covered subject cannot get 'scale number of wingrib points' and so on. (WE FEEL THIS HAS BEEN SOLVED BY "JUDGES APPRECIATION" POINTS - J.B.M.)
A case in point being Doug McHards Spitfire at ½ inch scale. If built down to Peanut size then scale points accrued would be abysmal - Doug is arguably the finest constructor of rubber powered flying scale models in the World, and his models should be competitive.

Butch submitted his set of rules, designed to give flying and looks equal weight: 80 points possible in scale section: 25 for general impressions of scale accuracy; outlines, movements, areas, dihedral, etc. 25 for finish, color and markings, 10 for complexity of model, and 20 for workmanship..also up to minus 15 for gross deviations. He permits unlimited flights..average of best two to count..Must R.O.G. Ten % extra flight time for multi-wings, 20% for low & mid-wing. Butch has received much comment, pro and con on these rules, and has conceded that ROG can be an option with a ten sec. bonus.(As MIAMA)

There are many peanuteers in California, and "Flightmasters" Editor, Carlo Godel, was moved to suggest the following:

CARLO GODEL'S SUGGESTION:

CLASS A SCALE

"While reading a past article in FMSNAV I decided to try and formulate a set of rules for Peanut scale that would satisfy the likes of Warner, Stroman, etc. in their simplicity. Well it didn't work out quite as I would have liked it but here they are anyway. They are rather simple or simplistic as the case may be, but since they are my proposals, I like them.

Rule # 1 is the same as for F.A.C. scale, allows all kinds of entries and does not limit the subjects to only those that have flown. Rule #2 is the reason for the title "A" Class scale. Years ago, you may remember, "A" Class indoor models were linited to 30sq.in. maximum. One such event still exists and that is R.O.G. Stick. 30 sq.in. fits peanut scale like a glove, as most of our common models are well under this amount.

Holding a limit on the area of the wing is eminently more fair than holding to a span limit or to a length limit. However the rules state that this should be judged visually only, the eyeball of the judge or C.D. can take into consideration many variables in this

manner. The intent is not so much to limit the area very closely but more to obtain like sized aircraft.

Rule #4. Documentation! Ah here's the rub for most scale builders. You find a "crummy" 3 view of the most beautiful airplane you have ever beheld and can't build it for lack of decent or should I say adequate documentation. Well with these rules you can, and not be penalized for the poor amount of full color photos and interior details required. Almost any piece of an old magazine will supply the required documentation. Rule #5. Having 3 judges, two of whom know the other contestants or are at least familiar with what is doing in the local area, is an apparently fair way of judging the entries for the required parameters. The two local judges might be biased but the C.D. has the final word; so! Walt Mooney perhaps should have thought of this himself, but to place 2 equally good models a full point apart is unjustified hence allowing more than one model to hold first or second or any other place.
Rule #7. At time limit of some sort, I think, is justified as long as it remains a goal for the average builder-flyer to achieve. One minute in the gym at Revere J.H.S. is a very good flight indeed and those modellers who consistantly better one minute will be encourged to add more detail to their models to make them more competitive in the scale judging portion of the contest. Rule # 9. The one most of you won't like at first. This rule is perhaps the best way to equalize the competition in the best possible manner as it compells the one minute flyer to know his model intimately while allowing the balsa basher who only does a 27sec. flight to stay in the running with a good chance of holding onto the tied for place.
Rule #10. The most important rule "Honor". The judges have done their level best to be honest about the judging but they do have their own ideas, likes and dislikes as does the C.D. and all of the rest of us, so, be kind to all those concerned and have a good time. Win or lose the name of the game is having the company of your peers at a gathering for pleasure of their company. I know, I enjoy being around scale nuts, for I is one too.

If any of you out there in the sky of Hung have any comments about this set of rules, like or dislike, (OVER)

(7)

CARLO GODEL
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NORTH HOLLYWOOD CA
91601
213-762-6152

or any changes you might make to them , to make them easier to follow please drop me a line or two. You may not get an answer right away but it's good to disseminate information and discuss new ideas etc.

RULES FOR
"A" CLASS SCALE ...

I. Must be a scale replica of a real prototype or real proposal of a heavier than air flying machine.
II. Replica should not exceed 30 sq.in. of projected wing area when visually inspected by the judges from a point directly above.
III. Power is limited to elastic or rubber.
IV. Documentation to be provided by the entrant shall be limited to one only of a 3-view, 2 photos, 2 sketches, or a set of construction plans.
V. Two judges,chosen by the C.D.,and the C.D. shall place the entries in order of relative quality, taking into considera the difficulty of the subject and the builders ability in duplicating the essence of the original. Any number of replicas can obtain points for the same place.
VI. One scale point is awarded for the first places, two scale points for the second places,etc.,etc. to the last place.
VII. Flying shall be timed to a maximum of 60 sec. for a score of one flying point, 59 sec. for a score of 2 flying points etc.
VIII. Final placement is determined by adding scale points and flying points.Lowest score overall wins etc.
IX. Any ties shall be broken by a simultaneous launch to a time goal of 30 sec. closest touchdown to 30 sec.± is awarded the vied for position .
X. Judges and C.D. shall be honored for their own personal judgement.

AND THEN WE HEARD FROM BILL WARNER OF FLIGHTMASTERS! (TO BOB CLEMENS, SCALE COLUMN, NFFS)

Dear Bob,

FROM "COUNT PIZANA" (R.O.G. SUCKS")

A few months ago Dan Domina had some things to say via your column in the NFFS re: peanut scale. Recently I got a letter from John Preston asking my opinion on which rules to use in the new rulebook for the NATS this year. I have been doing some serious thinking about the whole peanut question and would like to share some of it.

It seems fruitless to get bogged down in the controversy as to whether present or any rules favor flying or favor "heavy" scale. Due to the very nature of "flying scale" the balance will always be viewed very subjectively by any modeller participating.

Back when we first started toying with the peanut thing in the mid-sixties,the spirit of the event had to do with a certain re-creation of the spirit of the old nickel and dime kits of the thirties. These sure as hell were not too scale. The fun involved was that they did not require a huge investment in time and research as did events like FF Gas scale,and one did not mind crashing them as they took tremendous amounts of beating.

As time went on a number of "serious competitiors" took it upon themselves to try and kill the event's original direction by making ghost ships of rather uninteresting subjects which could do up to five minutes ind[illegible]. Very few wanted to make them,due to the fact that they were much harde execute and looked like so much crap.

A few other "serious competitors" tried to go superscale and win by sheer weight of detail by making stick-for-stick opaque-doped miniatures of museum quality which didn't fly too well but which were very photogenic. They generally were not flown much as they were hard to repair. This group, realizing that the rules originally designed with the nickel kit in mind mitigated against their succeeding,tried to change the game to favor scale.

In the meantime,largely through the availability of Peck-Polymers kits, peanut scale paid no attention whatsoever to the extremists at either end of the spectrum and enjoyed tremendous success due to the fact that the guys and gals making 'em were having a ball and could not have cared less who made the rules. It was,and is,a popular movement in every sense of the word. With that in mind,I think rules must be evaluated in the framework of wide participation for fun and not within the context of the over-specialised trophy-hound. To me,it would seem that rules which encourage participation are good rules,and ones which limit it are not.

The first insidious attempt to limit participation is the mandatory R.O.G. requirement. Rubber-powered props are bigger than gas props,and if you are going to ROG you start by lengthening landing gear or making Fieseler Storchs. You could gear the prop,but no one did that much on nickle kits in the thirties. You certainly lose efficiency and realism by making all the planes which sported retracts fly around with the gear down. Besides that,a lot of modellers have trouble with ground-looping. Can you control bank angle or be as positive as you'd like that the model will go into the power circle just where you want it with ROG? The biggest appeal of the event was its simplicity,which naturally enough included hand-launching.

The second attempt to undermine peanut is requiring a 3-view,photos, or the like. We already have an event or two for superscalers. Let 'em fly AMA Rubber or Power scale. Lots of modellers who fly for fun don't have access to even the simplest 3-views when they're getting started. So the model with three ribs a side will get as many points as the one with 20? I doubt it. Even if he did,so what? It was easier to build, will probably fly better,and will encourage participation by a wider group of modellers.

Thirdly,in line with keeping the event in character,what about allowing three-foot Gossamer Condors in? Why not just have a 13" square box at your contest. If it doesn't fit in,it flies with AMA rubber. Bill Stroman once said that the rules for peanut should be written on a matchbook cover. I agree.

Finally,Walt Mooney judging for scale coupled with a one-minute max makes sense from several standpoints. The two-minute Fike and the 50-second Fokker Triplane come closer together,for one thing. The subjectivity of the rank-order scale placing,despite the obvious insertion of a fixed increment between planes which may really be of "identical" scale quality,allows for human judgement influenced by comtemporary group standards to come into play. People objecting most strongly to Mooney judging are the gold-grabbers who want to scientifically figure just how many ribs it takes to win. Well,most of us,if asked which the best model(s) is(are) at a contest would be in pretty close agreement without the imposition of "K" factors,handicaps,bonuses or whatever. To refresh your minds,Mooney judging is where you line up the models from the best to the worst. The best gets one point. Then you take the flying scores-the best getting 1,second best 2 etc. In the case of a 60-second max,the best model scale-wise would win out. This is not, after all an event for Easy Bees...sixty seconds is a good flight in anybody's book for a nickle kit.

Last,the trophies should be small. Maybe ribbons. It seems that the larger the trophy,the smaller the entry. Scares off all but the most hardened. Would you cut someone else's throat for a ribbon? The fun should be in the flying and not the winning. There is only one first place,but lots of "losers" flying and having fun makes it all worthwhile.

If someone wants to enter huge models,wants to ROG,wants to be cognized for his research,wants to build stick-for stick masterpieces I say let him enter in AMA Rubber Scale. If necessary,upgrade that event to a world-class superscale event to make 'em happy. Let's keep peanut (or should I say return peanut) to the simple,fun category it used to be. Let's quit taking ourselves so seriously in every event! Can you believe Dan Domina too six weeks to build his winning Cub? Boy,if somebody accidentally squashed a six-weeks model of mine,I'd probably never forgive 'em! That's fun?

(over)

(9)

P-NUT KIT/PLAN SCALE:

P.S. The worst thing that ever happened to the peanut movement was getting into the AMA rulebook. We are even in twice, which confuses everyone no end. That's good. Once people figure they have the rules down pat, they start building to get around or take advantage of them instead of building what they'd really like to build. Keep 'em guessing. The garbage which presently purports to promote the event and encourage wider participation seems to me to be doing just the opposite. Anyone got a matchbook cover?

STOP USA 3RD

Individual Standi

1. Aurel Morar
2. Dave Pymm
3. Jim Richmon
4. Laurie Barr
5. Aurel Popa
6. Cezar Banks

KIT/PLAN

Martin Varvey's Club-Calumet Aircraft Modelers- devised a Kit/Plan Scale event that is absolutely ideal for die-hard peanuteers who insist on the ton cent kit ideal. The only drawback, if we do a peanut kit/plan event, is that we are limited to existing plans, and can't scratch build our favorite crate. Here is what they fly:

1. Scale, rubber powered models built from kits and/or published plans.
2. The prop and/or rubber may be changed to allow a better prop-power combination.
3. The nose block and thrust button may be altered to facilitate winding of the rubber motor, but the nose block must retain the shape, size, etc. of the original.
4. The tissue and color may be changed, but all pertinent markings must be on the airplane, (ie: door lines, hinge lines, cowl bumps, etc.). The color and trim should be appropiate for the era of the aircraft being modeled. No condenser paper or film coverings will be allowed.
5. Static judging documentation will be based on published plans only. Structure, craftmanship, and fidelity of construction to the plan are the basis for the model's static score. Photographs and 3-views are not needed or required.
6. The final score will be the total of the static and flight scores, and are as follows:
   A. Static score: 60 points max for fidelity of construction to the plan, 40 points max for craftmanship.
   B. Flight points: the time of the flight in seconds, the max time cannot exceed the total of the static score for that model, total flight score will be the best 2 out of 5 officials, an official will be any flight of 15 seconds or longer in the air, model launching will be R.O.G. indoors, hand launch outdoors (or at the discretion of the Contest Director).

FROM JIM MILLER, WHOSE OWN RULES ARE SIMILAR TO MAMA'S

Rowland Hoot of West Chester, Pa wrote to me about my proposed Peanut rules. He had some good points and then gave me an idea that he has for new rules. I think they are so good that I sent Bob Clemens a copy of the letter and am awaiting Bob's comments to decide whether I shall propose Hoot's idea or not. Here is Hoot's idea:

1. Estimate or set a maximum flight time. (2 min or 120 seconds is probably about right)
2. Use that number of seconds as the max scale score. ALA MOONEY
3. Line up all models in order of quality, using whatever criteria that might be established. (Perhaps the items on the present score sheet could be considered plus difficulty of model subject, workmanship, etc.)
4. Assign each model the number of points it deserves from the max number (120) to whatever number the poorest aircraft earns. No specific interval between ships is required. The best looking ship might get 120 and the next ship which doesn't meet that standard by quite a bit might only get 105.
5. Add flight points (not to exceed 120) to the static points. Highest total wins.
6. In case of a tie, a fly-off using the highest time as the winner.

BILL HISCOCK'S IDEA:

Bill's five page letter is summarized. His idea is to have the builder select one of three types of peanuts. The heavy, detailed, 25 second flyer, the average 25 to 50 second flyer, and the light weight over 50 second ship. This is an interesting concept and Bill has it well thought out, but space limitations prevent listing all the details. With these rules peanut meets would have three first places- one for each class. We can expand on this concept, as well as the others presented in this issue ,in the future.

We could go on and on. Other rules and suggestions have been submitted by Ed Whitten, Jack Carter, Fred Komlosy, Bill Hannan, Bob Clemens et al. We thank one and all for their interest.

Mike Arak says that everyone wants a set of rules that favors the type of model he likes to build. He likes the modified MIAMA rules used the last three World Peanut Gran Prix., so does Butch, so does Jack Carter. They like the idea that you can tell, before you build, about what the static score of your plane will be.

I am in favor of the MIAMA rules too (Probably because I made 'em up with the help of many, many people). Particularly with the 3 recent modifications. (1)ROG is now an option that earns a ten second bonus. (2)The 10 pionts for workmanship is also a multiplier for total scale points. (3) The "Judges appreciation" points is a great equalizer for such things as difficulty of subject (Spitfire hollowed from blocks), or other features..retracts, bomb dropping, full rigging, etc. The judges are'nt stupid, you know. Judging time is greatly reduced by having the entrant score himself on five of the eight considerations. Two judges did 73 planes in 3 hours...about 5 min. per plane. Not too shabby.

I would like to see how a peanut Kit/plan scale event works out.. look back to page 9 . It certainly has the simplest set of rules. We will soon publish both the 12" Dallaire Kawasaki Pursuit, and the Megow Boing P-12 as mentioned in the FAC rules. Both are mid 30's plans and are the very soul of the peanut movement.

O K pilots, we expect a ton of mail. Will FAI ever have a peanut rule for world competition? If all this was boring, you can imagine how boring it was to type and assemble. Someone had to do it!!

THIS SAT. — (OCT 30)
FLY IN 9 TO 2
COAST GUARD HANGAR
(BOXING GYM) COCONUT GROVE

FAI Indoor Team Selection Committee Change

AMA District V—Dick Obarski has replaced Jim Richmond as the District V FAI Indoor Team Selection Committee member. Dick was selected by vote to fill the vacancy created when Jim Richmond moved out of District V.

st the MODEL BUILDER proxy meet, and later our World Gran Prix used the age of the model as a class: Pioneer, WW I, Golden, etc. This year we are introducing a new classification that we feel is more equitable:

Class I: Lacey, Pike, Cub, Cougar, Tailwind
Class II: All other MONOPLANES
Class III: BIPLANES
Class IV: ULTRALIGHT
Class V: UNORTHODOX-Autogyro, Helicopter, Flying boats & amphibians, Flying wings, Tripes, & Quads.
Class VI: MULTI-ENGINES Two or more.

Ultralight is the wave of the future. They can be built to exact scale, & do two minutes so they need a class of their own. Class I are the proven winners, & kits are available for half of them. Let's face it- They're BORING, but a great way to get started.

To be eligible, all models must get at least a 10 in static scoring, before using the multiplier. - NO GHOSTS -

OK, You Bulpkeks HERE ARE THE NEW CLASSES

PLAN YOUR VACATION: WEST EDEN

ONLY 9 MORE MONTHS TO

INDOOR WEEK 1983 - JUNE 12 TO 18

★NEW FOR WP & P.IT- JUNE 17 - NEW CLASSES:★

THE LATEST INDOOR NEWS INSIDE

THE HANGAR PILOT

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

Bad news about West Palm, Jim! AMA to the rescue? Doc.

TO:

JIM MILLER
827 YORKHAVEN RD
CINCINNATI OH 45240

NEXT MEET
NOV. 14, 9-5
MIAMI DADE SOUTH

1ST CLASS
NOT JUNQUE MAIL

FLYING INDOOR MODEL - CLASS A6
WINGSPAN.... 12 ½ in. (320 mm)

EENVOUDIGE ZES - JEDNODUCHÁ ŠESTKA
BY ONDREJ MITÁŠ - U.S.A.

READY MADE PROP, MOTOR STICK, RIBS, SPARS (GLUE NOT INCLUDED) FULL SIZED PLAN, CONDENSER PAPER AND FOUR "TAN II" RUBBER MOTORS

HAPPY INDOOR FLYING! RECOMENDED FOR NON-EXPERT FLYERS
SUITABLE FOR AGE 7 YEARS TO 79 AND MORE JIRI KALINA MODELS (JKM),CZECH MADE