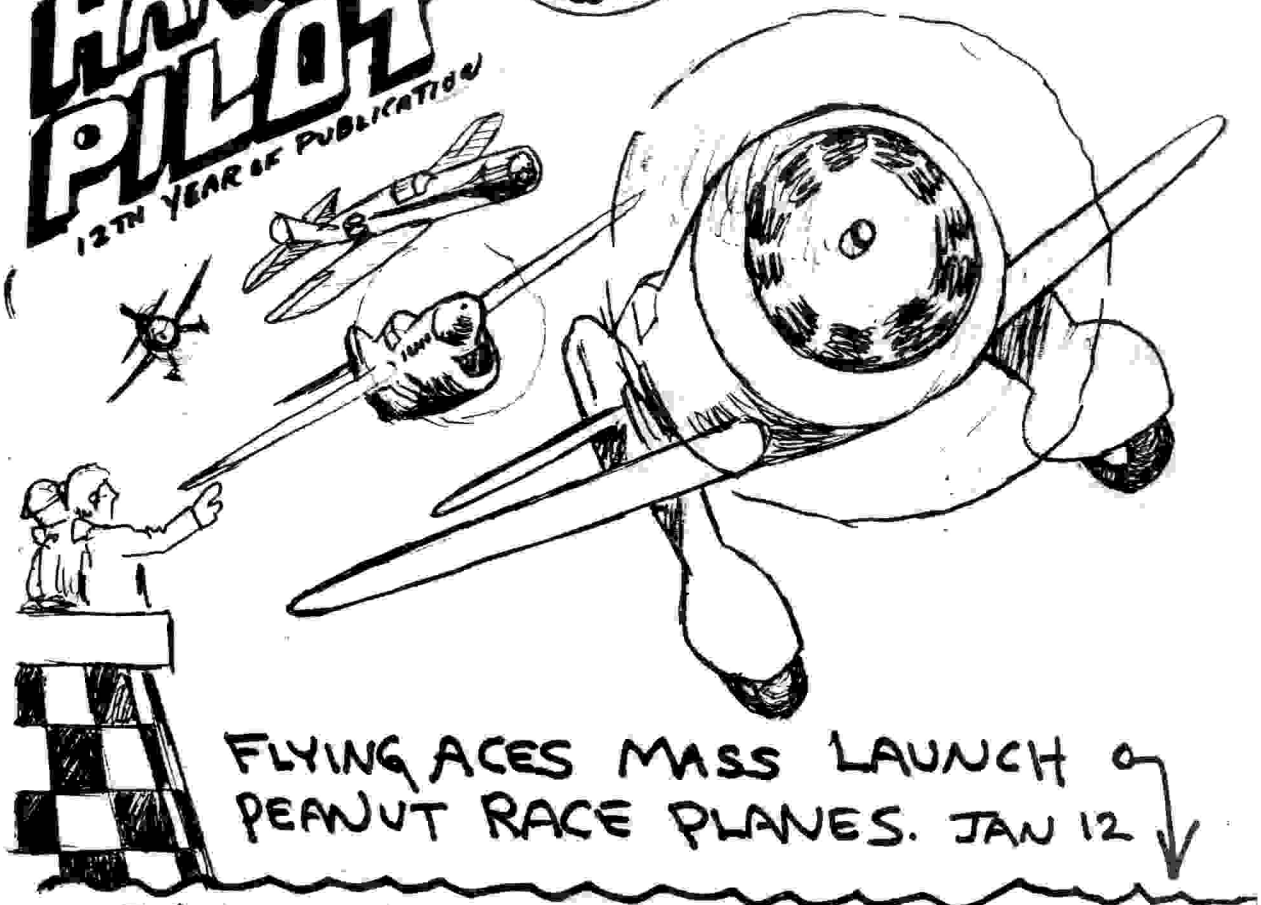
THE HANGAR PILOT

12TH YEAR OF PUBLICATION

THE MIAMI INDOOR AIRCRAFT MODEL ASSN.

ISSUE 98
DECEMBER 1984
M.I.A.M.A. - AMA CLUB 986



FLYING ACES MASS LAUNCH & PEANUT RACE PLANES. JAN 12

NEXT MEET MIAMI DADE SOUTH COLL. 9-5 DECEMBER 9
DAVE LINSTRUM C D

MEET #4 MAC DILL AIR BASE, TAMPA JAN 12+13 1985

"LIKE A LETTER FROM HOME" - WHELAN

(1)



THE HANGAR PILOT

Is published 8 (or 9) times a season for a bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association, AMA Club 986, is the only active all indoor free flight club in AMA. Our Mottos: "It must be fun.", and "Indoor isn't for everyone." For $10.00 a year you will receive all copies. We solicit your contributions since we are always running out of material. Letters, plans, 3-views, articles, gripes, and Money to: Dr. John Martin Pres./Editor. 2180 Tigertail Ave. Miami, Fla. 33133 USA Phone: 305-858-6363 We want to hear from you!!!Send material!!!

MACDILL MEET BEST YET:

The Armistice week end at MacDill Air Base was the best indoor meet we ever had in Florida. Lots of new names and faces, add planes. Where did 22 flyers come from? Over 4 hours drive from Miami, but equal distances fom all corners of Florida to an excellen t flying site and 16 hours of flying, maybe more. Nearby lodging and restaurants at reasonable costs. (Base Coke machine 35 cents) We ate at the post Golf club..delicious and cheap! A highlight was getting together at dinner with 16 other hangar pilots onSat. night. So what if your Easy B didn't do well, at least you got to socialize with your friends and make some new ones. For some reason you could never get to do that at the NATS where the social amenities are totally neglected. Also , although the Swap Meet was not well publicised, it, too, was a success. At the next Macdill meet we will have another swap meet after dinner on Sat. I brought a box of stuff to unload and went home with a bigger box of other stuff.

Hangar 5 is a great indoor site, 61' high andplenty of floor area. Lights hang down on ten foot poles to present the only problem. All you new guys, and families that were there are getting a copy of this newsletter to see how you did, and we encourage you to come back and try it again on Jan. 12 & 13.

Because of all the lightweight aircraft that are now maki g their appearance we have to limit glider flying again, 9 to 10 A.M. and noonto 1 P.M will be glider hours. We expect everyone to fly with courtesy & regard for fellow flyers. All light planes can fly at glider times at their own risk. We tried to combine Manhattan and Bostonian, and also both Penny planes, but NO factor seems to work out. We just put them in their separate classes. This results in 9 events instead of 7. We count your best 5 events at a two day meet, and your best 4 events at a one day meet, for annual points. We also count the best 4 of the sevenmeets.

MIKE ARAK IS ADDING POINTS-RESULTS LATER

Pardon the chopped portion of these results. They were reduced from the contest sheet. The advantage is they show all the static scores + flight times so you can agonize over them - AND DO BETTER NEXT TIME!

M.I.A.M.A. AFB

RESULTS NASDILLA (2)

MEET 2 CD DICK OBARSKI NOV 10-11 1984

PILOT	STATIC SCORE	2 BEST FLIGHTS	AV OF 2	TOTAL	PL.
RICH MacENTEE	ALCOSPORT 86	69.8	67.4	68.6	154.7	1
JOHN MARTIN	BLERIOT 76.5	75.2	76.5	75.8	152.3	2
BOB WILCOSZ	LACEY 86.0	60.2	54.0	57.1	143.1	3
GEO LEFFLER	MUSTANG 78.8	62.4	63.0	62.7	141.5	4
DEAN McGINNES	JODEL 81.4	50.2	51.6	50.9	132.3	5
CARL RAICHLE	COUGAR 83.5	57.8	39.6	48.7	132.2	6
JOHN TUDOR	COUGAR 74.8	49	55	52	126.8	7
JOHN TUDOR	WATERMAN 87.3	36.7	38	37.3	124.6	—
BOB WILCOSZ	COUGAR 82.0	35	34.8	34.9	116.9	—
DO	NOT ARAK J-3 CUB 90.0, STEWART MACENTEE ELIAS				78.1	

PILOT/PLAN	SCALE	STATIC SCORE	2 BEST	TOTAL	PL.
MIKE ARAK	WEE BEE 90.0	90	90	270 MAX	1
JOHN MARTIN	BLERIOT 86.2	75	76	237.2	2
BILL CRISS	PILATUS 83.5	51.4	60	204.9	4
DICK MacENTEE	COUGAR 91.0	57.2	47.3	195.5	6
JOHN TUDOR	HOWARD DGA 90	44.6	59.0	193.6	7
BOB WILCOSZ	LACEY 85	55.4	55.6	196.0	5
GEO LEFFLER	CAMPER 75	75	75	225 MAX	3
DEAN McGINNES	JODEL 90.5	24.0	50.9	170	8
CARL RAICHLE	COUGAR 91.5	38.9	39.5	69	9

PENNY PLANE:

ARAK	8:37	1
GANSER	8:21.8	2
SHARPTON	6:24	3
EVERSON	5:59	4
MERT	4:35	5

SOURCE PENNY PL:

1. ARAK 8:11.7
2. T. RIMERT 6:01
3. SHARPTON 5:13

1. RON SHA
2. DON B
3. PHIL BA
4. JIM STE

JUNIORS

DER								
ON	47	04	5.4	93	41	DAVID BAR	28	30.4
RSTON	47	64	5.3	72	92	STEVEN BAR	15	15.8
ON SAL								
PHIL HALY	45	38	73					
JIM NAT	28	24	52					

BIGGEST STATE MEET EVER – 22 ENTRIES FLEW 68 EVENTS

ORNITHOPTER
FRANK KIESEL 3:24

B		ROG		PENNY	
OBARKI	12:58	GANSER	8:56	1. ARAK	F 37.1
GANSER	10:39	2 OBARSKI	6:28	2 GANSER	8: 21.8
ARAK	8:39	3 ARAK	6:20	3 SHARPTON	6. 24
EVERSON	6:42	4 EVERSON	5:44	4 EVERSON	5. 59
STEWART	6:18	5 MARTIN	4:22	5. RIMERT	4: 35
RAICHLE	5:25				

4 MILLARD WELLS 7:47

This was a big fine meet. (Big is not always FINE!)

INDOOR ISN'T FOR EVERYONE!

Peanut & No-Cal Scale Postal Meet



Once again it is time for another postal contest Skysters! Open to all FACers everywhere!Whenever you fly your peanut and No-Cal ships, jot down your times, the Wing in which you flew and the name of your ship. The Wings are; Indoor Peanut, Outdoor Peanut, Indoor No-Cal, and Outdoor No-Cal. The contest starts right now and will end on April 15, 1985.

Everytime you better your previous time send it to GHQ. This contest will enable you to keep your flying skills tuned to a razor sharp edge over the winter months.

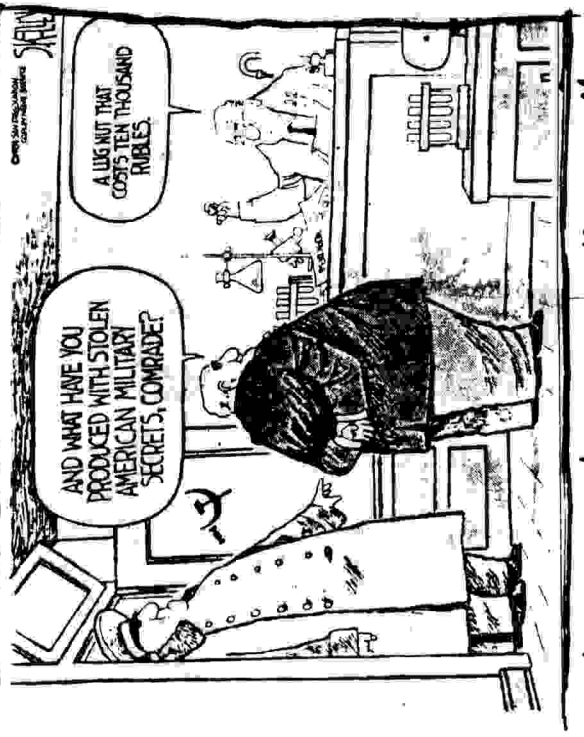
This will also get the winners a coveted "Kanone". Enter as many models as you wish. If you fly in a contest during this period you may use those times for the postal meet.

BUILD...FLY...WIN...EFF-AAA-CEEEE!!!!!

SKYRIDER P.A.C.
Bring your P-Nut & NO-CAL MODELS for my meets & post times in your times.

(3) INDOOR TORQUE METERS....
ERV RODEMSKY HAS A FEW POLISH GIMBALLED TORQUE METERS @ $50.00 EA.

ERV RODEMSKY 714-786-0277
26 WARM SPRING IRVINE, CAL 92714



MEET #4 A "GO"
MAC DILL AFB
TAMPA
JAN. 12 & 13 '85

TONY SUTTER'S PROP BEARING SUGGESTIONS - (4)

CHANGE PROPS EASILY:

MAKE YOUR OWN REMOVABLE THRUST BEARING. (MANHATTAN'S, BOSTONIAN, OR INDOOR CABIN)

1/16" ALUM TUBE FLATTENED ON A THIN STRIP TO MAINTAIN SIZE.



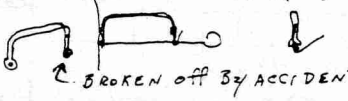
TAKE .051/.064 ALUM SHEET HARDWARE VARIETY/ AN SHAPE



FILES, TO FIT FLATTEN TUBE. THE SIZE CAN BE TO SUIT MODEL. MOUNT TUBE IN NOSE BLOCK, USE EPOXY, OR GOOD MODEL CEMMENT.

HAVE USED IT ON INDOOR CABIN & MANHATTAN'S PERSONALLY. PROPELLOR CHANGES A CINCH.

REPAIRING A BROKEN PIG TAIL THRUST BEARING:

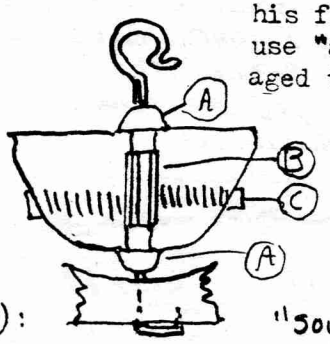


DRILL #78 OR 1/64 HOLE AND FORM A .010 WIRE LATCH TO HOLD SHAFT IN POSITION INSERT WIRE THRU HOLE DRILLED IN BROKEN THRUST BEARING, BEND OVER 180°. THE LONGER END CAN THEN BE BENT OVER THE PROP SHAFT. THIS WILL KEEP PROP SHAFT LOCKED IN GROOVE LEFT IN BROKEN THRUST BEARING. OR YOU CAN CHANGE THRUST BEARING.

P.S. THIS IS USABLE ON ANY/ ALUMINUM THRUST BEARING. WHETHER BROKEN OR NEW MANUFACTURE.

A STRANGE "FRICTION" PROP SHAFT FOR SCALE. ANY MERIT?

In a letter from Charley Roth came this suggestion, from his friend Bob Gable. Bob says he saw this device in use "at Lakehurst", and those who had the device "Averaged two minutes". Here it is, third hand:



(A) TWO PECK NYLON NOSE BUTTONS
(B) SECTION OF MEDICAL PLASTIC TUBE
(C) SET SCREWS - ADJUSTED TO REDUCE R.P.M.S

"HARDLY CLIMBS & SLOW DECENT"

(ED.): "SOUNDS NUTTY BUT SWEARS IT WORKS."

CLAP YOUR HANDS IF YOU BELIEVE IN FAIRIES - PLEASE WRITE H.P.

(5) SEE PAGE 10 FOR GORDY'S PENNY & PAGE 11 FOR CEZAR BANICS PENNY

GORDY'S PENNY PLANE

BY P. BAKER MILWAUKEE

PENNY PLANE & NOVICE PENNY PLANES ARE VERY POPULAR IN THE MILWAUKEE CHICAGO PORTION OF THE MIDWEST. PENNY PLANE STARTER IN CHICAGO. ONE OF THE FIRST PENNY SUCCESFUL PENNY PLANES WAS DESIGNED BY JIM & TIM NOONAN. JIM IS AN active member of our Club THE BONG EAGLES. NOVICE PENNY PLANE HAS BEEN 2ND STEP TO INDOOR FLYING after a really good DELTA DART FOR THE GUYS IN OUR club. THE BONG EAGLES ARE VERY FORTUNATE TO HAVE A NUMBER OF Really excellent indoor FLYERS, GORDON WISNIEWSKI, JIM NOONAN, JEFF ANNIS, TONY ITALIANO, GENE HAUPT, & GIL GRAUNKE. THESE GUYS HELP THE LESS SKILLED PEOPLE WITH THERE AIR PLANE. THE FLYING SITE WE HAVE IS A HIGH SCHOOL AUDITORIUM ON THE SOUTH SIDE OF MILW. SO WE ARE ALITLE LIMITED ON THE TYPES OF AIR PLANES WE CAN FLY. PENNY PLANE NOVICE & EZB ARE THE MOST POPULAR TYPES FLOWN IN THE AUDITORIUM. PEANUT FANCIERS are out of luck THERE.

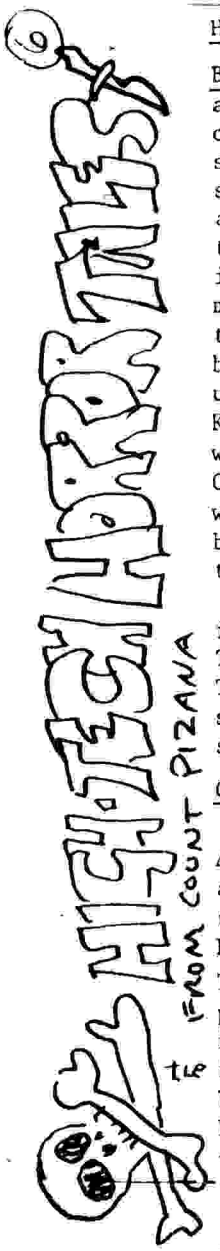
FROM HANGER PILOT I CAN TELL EZB IS VERY POPULAR WITH THE FLORIDA INDOOR FLYERS. PENNY PLANES & NOVICE PENNY PLANES ARE JUST AS ENJOYABLE & you GET TO USE ALITLE BIT LARGER WOOD SIZES & NOT QUITE AS DELICATE AS AN EZB. PROP & RUBBER COMBINATION ARE THE BIG THING. ONCE THE A/C IS TRIMMED FOR FLIGHT. GORDY KEEPS VERY ACCURATE RECORDS ON PROP - RUBBER - TORQUE / # OF TURNS & CEILING HT SO LONGEST FLIGHTS CAN BE DUPLICATED or BETTERED. DON'T BE AFRAID TO BUILD PROPS THAT IS THE DIFFERANCE BETWEEN A SO/SO AIR PLANE & A REAL HIGH TIME AIR PLANE. CONSTRUCTION IS SPELLED OUT ON THE PLANS.

MEET 3 DEC 9 MIAMI-DADE SOUTH COLLEGE!

MEET 4. MAC DILL AIR BASE JAN 12 & 13

EXTRA - FID LOCAL TEAM SELECTION MEET!
CALL OBARSKI FOR DETAILS 813-693-1996

ALSO FLYING ACES MASS LAUNCH PEANUT RACEPLANES



Happy Hints HIGH-TECH #" PROGRESS "

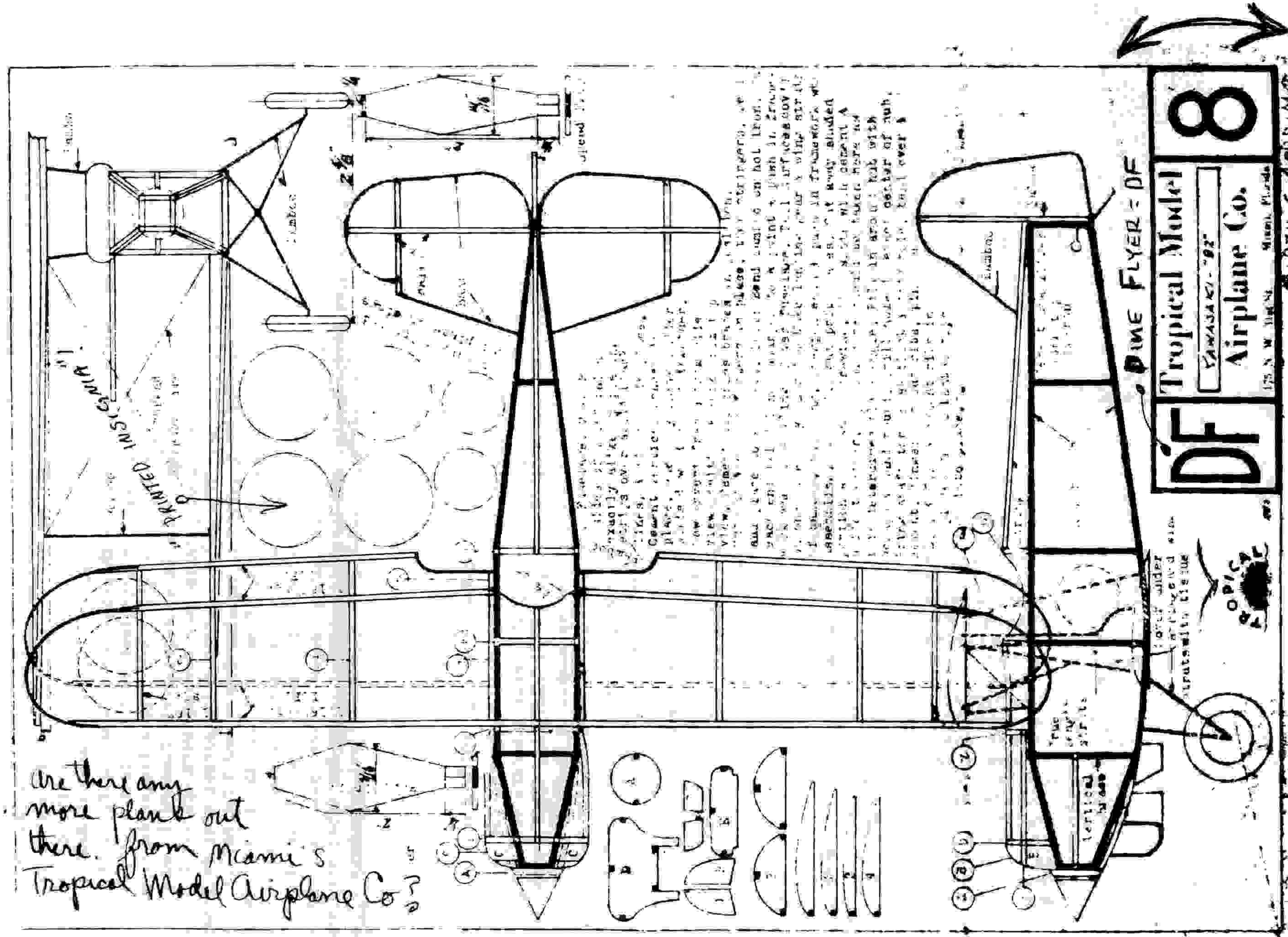
BORON STEEL WIRE is to be avoided like the plague. Sure,it stiffens up your model and lets you build nice and light,but what are you risking? At Sikorsky,they call the Boron Room the "Death Room." Protective clothing,masks and all the good stuff. When someone gets a bit of it in them,they cut it out immediately. Neat stuff. I tried using it,figuring that I certainly was smart enough not to have any problems. Well,despite all my precautions which included protective glasses, taping all unused bits to a white paper so as not to lose any,some got away. When it gets away,it just disappears. It has the thickness of a human hair. It is non-magnetic,so you can't pick it up that way. It gets lost in tha carpet. It goes into the flesh easily and accidentally. I found I'd get a bit into a finger despite my best efforts. Finally,I began feeling a pain in my right foot. Somehow I had picked up a piece while barefoot (the bed is only three feet from my work space). I called Kaiser Permanente about it and they did not know a damn thing,except that an X-Ray would be useless with something that size. Los Angeles County and UCLA Medical Center were also ignorant of what could be done. Finally,an end about .005" long worked itself out and my dear wife,Phyllis,performed surgery and got out the offending bit,a piece about 1/16" long. Even then,it broke off several times during the extraction process with tweezers,plus it keeps going deeper in when you try to get it out.

Since then,we have repeated the operation several times for other bits,and it is not fun. Also my foot still is hurting,with the boron steel somewhere inside. The articles sound the alarm that when it gets in the bloodstream,look out. Great. The worry alone and the ignorance of the medical profession regarding it makes for something less than mental tranquillity. I'll keep you posted. In the meantime,I suggest you do not get yourself into a similar predicament.

CyA THE ANSWER TO A MODELLER'S PRAYERS? CRAZY GLUE INDEED

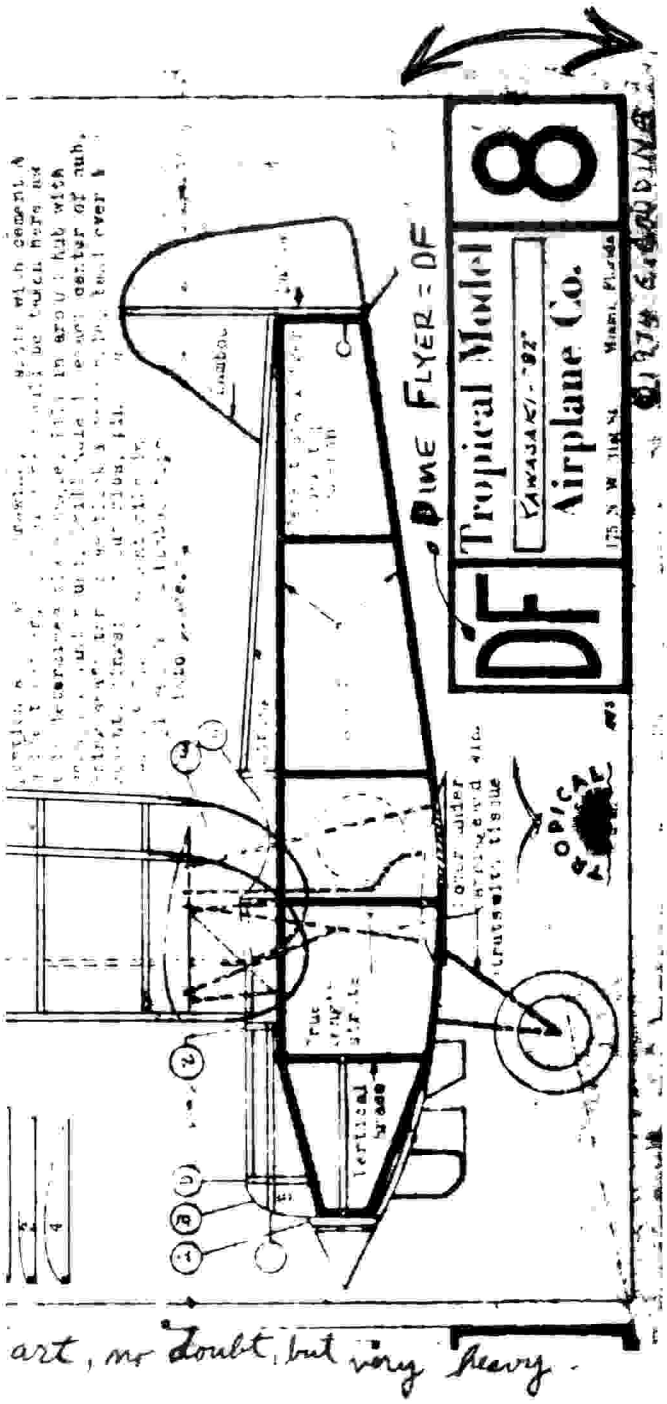
Ever wonder what it would feel like to get cyanoacrylate in your eye? Ask Bob Boucher,Tony Naccarato,or Fernando Ramos. All three are careful,accomplished, and safety-minded modellers. All three have been to the emergency ward thanks to that ubiquitous product which has made itself indispensable to us,Hot/Zap/Jet Stuff. Bob got his by reaching for something on the floor while seated at the workbench. The little tube was right in line with his eye and got him dead center. Much pain and money later,a chunk left his cornea and a little pit. Felt like sand in the eye,said Bob. Tony caught a chunk in the corner of his eye when a Hot Stuff bot. fell and flipped the drop at the tip of the tube through the air. Fernando got his turn when some Jet squirted out from between two pieces of wood he was joining! Emergency wards see a constant stream of women who,after glueing on a false fingernail,had a reside on their finger and then wiped their eye,mouth,or whatever and became attached to it.

It would be hard to go back to doing without it. Maybe we should make a point of developing a bit more fear of it?



are there any more plans out there. from Miami's Tropical Model Airplane Co?

Looks like a lot of bamboo bending going on in 1935. a lost art, no doubt, but very heavy.



art, no doubt, but very heavy.

70 AUG 1935 FLYING ACES

NEW! Now TROPICAL Offers 12" WING SPAN



FLYING MODELS

Another Tropical sensation—four great little FLYING models, at only a dime apiece. Picture shows (right) DF-3, Heath Low Wing 700, (left) DF-4, FOKKER D-8. Others now ready are DF-1, Monocoupe 110, and DF-2, Fairchild 22. Like our popular 3/16" solid line—each Kit comes complete with printed wood, cement, full size plans, propeller, tailguns, etc. In ordering less than 4, include 5c per Kit to cover packing.

10¢ EACH

All 4 for 35c postpaid

SOLID MODELS 10c

Spad 12, SE-5A, Boeing P12-E, Fokker Triplane, Nieuport 17, Bilabane, Boeing P26-A, Curtis Goshawk. Complete Kits. Add 5c per Kit for postage charges.

All 8 for $1. postpaid

Order yours at once — no stamps or C.O.D.'s. Send 5c for catalog of other Tropical Kits. DEALERS! CLUBS! Write immediately!

TROPICAL MODEL AIRPLANE CO.
175 N. W. 31st Street
MIAMI, FLORIDA

(8)

Here's some real nostalgia - a Tropical Model Airplane Co's KAWASAKI 92 rendered in pistachio pine instead of the original 12" span. I don't know what is NOW at this address, but I fear Tropical is long gone. Anyone remember this old Miami Company?

N.R.A.

Documentation - ENGLAND -

Michael Smith has produced a very useful little booklet called the 'Scale Aeromodellers Documentation Directory'. There are fourteen pages listing suppliers of 3 views, photos and books plus libraries, associations and sources of hard-to-get items like tiny nuts and bolts, gears etc. Although Mike is a free-flight modeller, this will be of value to any scale type and is to be recommended. You can get a copy from Mike at 68, Armoury Drive, Gravesend, Kent, enclosing £1 and a 9 x 7in SAE.

GET YOUR WEE BEE 3-VIEW!

(9)

MRL

MRL Model Research Laboratories ..24692 Nympha, Mission Viejo, CA 92691

Send $1.00 for catalogue.

Carbon, boron, rubber.



The giant blimp hangar at Opa-locka Airport *Photo by Roy Antigua*

CALL THESE PEOPLE !

Blimp hangar could be saved

AS AN HISTORIC MONUMENT !

Efforts are under way to have the giant blimp hangar at Opa-locka Airport declared a historic landmark.

Should it be so designated by the city of Opa-locka's Historic Preservation Board, say supporters of the idea, the historic structure could not be demolished.

Instead, they say, it could be preserved and put to contemporary usage.

"We are going forward with our plans to designate the blimp hangar as a historic site, as we do want to see it protected," said Arlene Commings, chairperson of the city's Historic Preservation Board.

These days, the hangar is used as a place where Dade County buses are stored and repaired.

The blimp hangar, according to Commings, was constructed in Key West before World War I. During that war it was used as a facility for blimp flight training and for Navy air combat training.

"We have obtained photographs of the hangar when it was a Navy base in Key West prior to Key West, before being moved up to Opa-locka," Commings said.

In 1929 the hangar was dismantled and moved by barge to Opa-locka Airport as a base for the famed Goodyear blimp. The blimp, however, later became based at Watson Island in Miami.

The hangar then was used as a maintenance site not only for the Goodyear blimp, but also for a variety of zeppelins, dirigibles and blimps. Meantime, the Goodyear blimp became based at Pompano, from which it flies now during the winter months.

Ideas for contemporary usage of the hangar include proposals for an aviation museum, restaurants, shops and storage of interesting historic aircraft.

The thought also exists, according to Commings, that the hangar could be designated a national historic landmark, thus doubly assuring its preservation.

"The blimp hangar is a major landmark in the history of aviation in South Florida," Commings said.

"The effort to have it declared a historic landmark has been slow work, but we are plodding on," she said.

People wishing further information may phone Arlene Commings at 688-0626.

RAY HARLAN SUPPLIES !

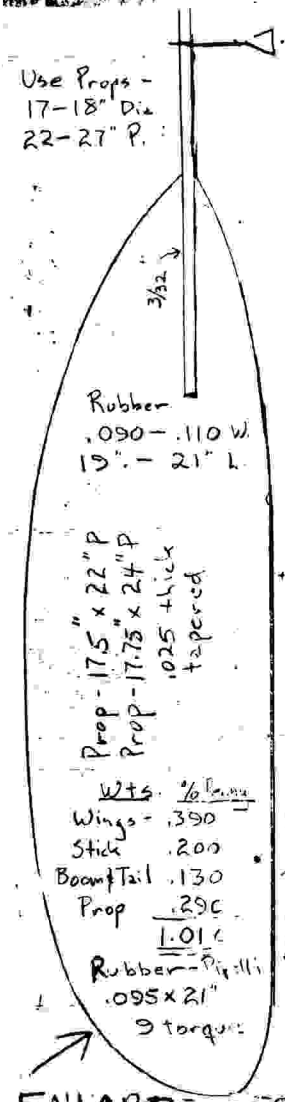
Ray has high quality items for serious indoor fliers, including precision disc rubber slicers (an absolute must), beam scales, micrometer balsa wood slicers, etc. Also available are pigtail thrust bearings, boron wire, "O" rings, and superior, non-static plastic film. Catalogue $1.00. Ray Harlan, 15 Happy Hollow Rd., Wayland, MA 01778.

Biplane Pennyplane

1st 1982 Nats & 1983 Nats
1st Anderson IA 10 min. 57 sec
Mar 20, 1983

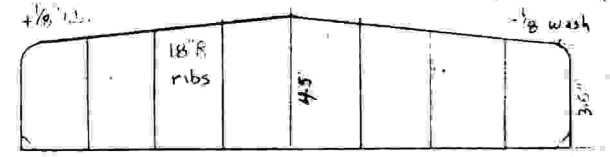
Use Props -
17-18" Dia
22-27" P.

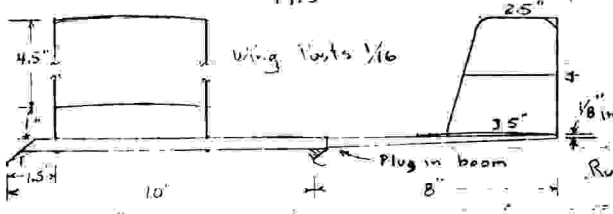
Reverse "S" Hook
.018 wire
Slight down thrust

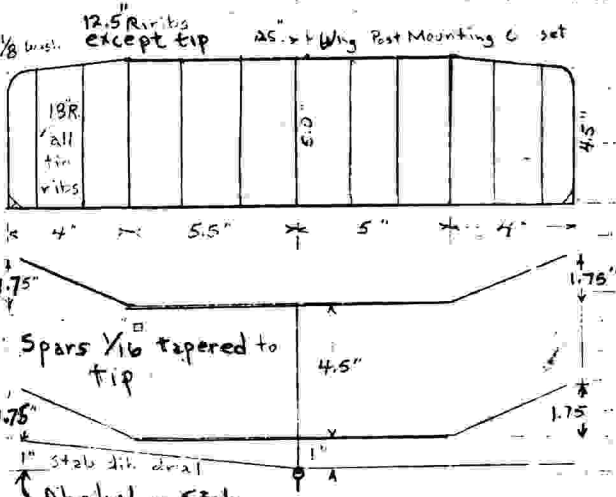


Wts	% Penny
Wings	.390
Stick	.200
Boom/Tail	.130
Prop	.290
	1.010

Rubber - Pirelli
.095 x 21"
9 torque







Gordon J. Wisniewski
Designer & Builder

ENLARGE 25% FROM HANGAR P.

FOR TRUE SIZE PATTERN

GORDY'S PENNY

NOVICE PENNYPLANE
BEST TIME 11:34 7/3/77
MOFFET WIND TUNNEL

HAS DONE BETTER SINCE!

WING:
L.E. 1/16 SQ - ROUND NOSE
T.E. 1/16 SQ
TIPS 1/16 SQ → .04
RIBS. 1/32 X 1/16, 12" ARC
POSTS. 1/16 ROUND

STAB:
L.E. .05 X .04 - ROUND NOSE
T.E. .05 X .04
TIPS, .05 X .04 TAPER TO .03
RIBS. 1/32 X .05, 18" ARC

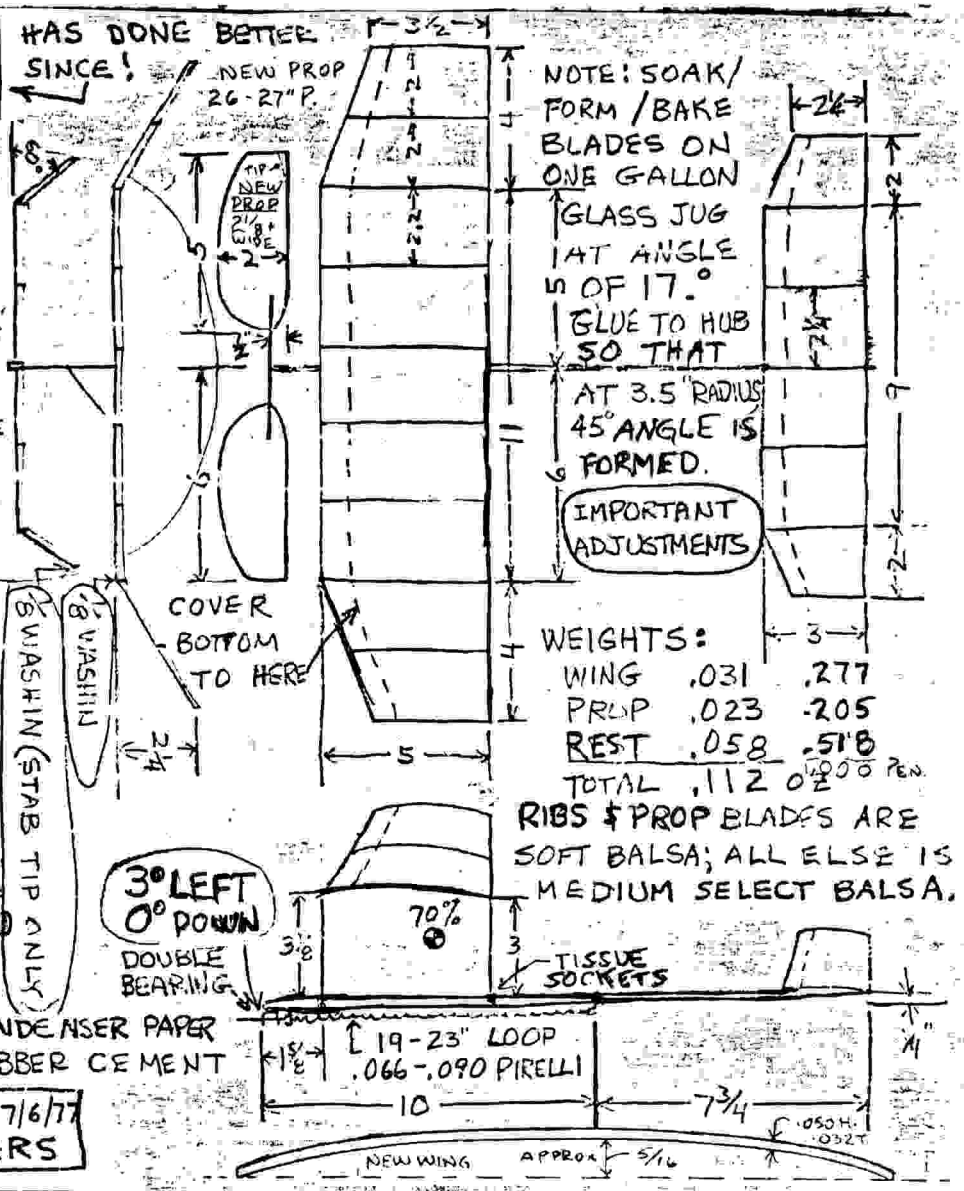
STICK:
3/16 X 1/4; TAPER BOTH ENDS TO 1/8 X 3/16

BOOM:
3/16 X 1/8 TAPED TO 1/16 SQ.

PROP: 12" DIA. 22" PITCH.
HUB: 4, 1/8" ROUND, TAPER TO 1/16
BLADES: 1/32 SHEET, THINNED OUT AT TIPS
WIRE: .020" OR .025"

COVER: MICROLITE OR CONDENSER PAPER
USE THINNED RUBBER CEMENT

CEZAR J. BANKS 7/6/77
SAN DIEGO ORBITEERS



NOTE: SOAK/FORM/BAKE BLADES ON ONE GALLON GLASS JUG AT ANGLE OF 17° GLUE TO HUB SO THAT AT 3.5" RADIUS 45° ANGLE IS FORMED.

IMPORTANT ADJUSTMENTS

WEIGHTS:

WING	.031	.277
PROP	.023	.205
REST	.058	.518
TOTAL	.112 oz	1000 GRAMS

RIBS & PROP BLADES ARE SOFT BALSA; ALL ELSE IS MEDIUM SELECT BALSA.

A WINNER! CEZAR'S PENNY

11

THANKS TO H. HAUPT + SAN DIEGO ORBITEERS! (12)

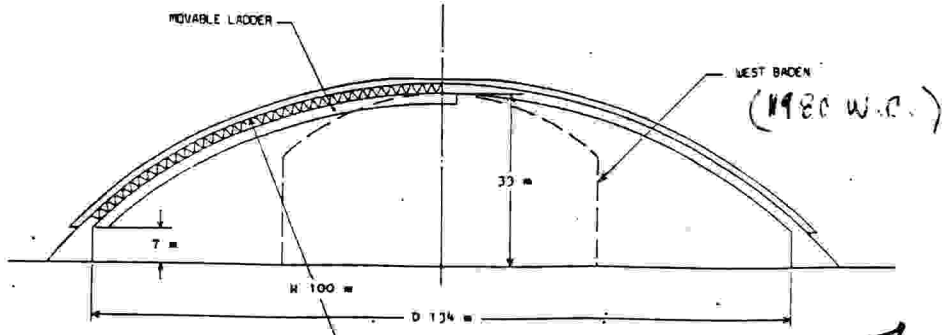
1984 IN-DOOR PLANE WORLD CHAMPIONSHIPS-NAGOYA

FOR THESE RESULTS

RANKING SHEET (COUNTRY)

List 08
10-18-1984

RANK	COUNTRY	TIME	NAME	SUM.-OF BEST-2
1	U.S.A.	3°44'14"	James Richmond	1°17'27"
			Cezar Banks	1°14'43"
			Robert Randolph	1°12'04"
2	Poland	3°24'58"	Sylvester Kujava	1°09'24"
			Ryszard Czachowski	1°09'22"
			Edvard Ciapala	1°06'12"
3	Switzerland	3°17'22"	Rene Butty	1°09'53"
			Dieter Siebenmann	1°09'41"
			Verner Heise	0°57'48"
4	Finland	3°14'28"	Pentti Nore	1°10'22"
			Leif G.A. England	1°03'48"
			Harri Kaulio	1°00'18"
5	Canada	3°08'56"	Ronald Higgs	1°07'54"
			Mike Thoms	1°01'35"
			Carl Schueler	0°57'27"
6	Rumania	2°59'47"	Popa Aurel	1°08'54"
			Morar Aurel	1°05'20"
			Bezman Nicu	0°45'33"
7	China	2°58'47"	Zhou Wen Bin	1°03'04"
			Chen Guo Xiong	0°59'16"
			Lu Xiu Seng	0°58'27"
8	Holland	2°56'05"	Otto Rodenburg	1°08'02"
			Cornelis Wolthoorn	0°55'21"
			Edmund K.T. Liem	0°52'42"
9	Australia	2°54'30"	Richard Blackas	1°07'30"
			Boyd Felstead	0°59'04"
			David Kerr	0°47'58"
10	Japan	2°51'51"	Enomoto Hideyo	0°59'58"
			Nonaka Shigeyoshi	0°57'53"
			Sakota Junichi	0°54'00"
11	Great Britain	1°09'57"	Robin Leslie Bailey	1°09'57"
12	Denmark	1°08'40"	Jorgen Korsgaard	1°08'40"



U.S.A. WINS WORLD FID

NAGOYA CITY INTERNATIONAL EXHIBITION HALL

W 1-2-3 SWEEP

(V3) THIS NEWS WILL NOT BE IN MODEL AIRPLANE NEWS

1984 IN-DOOR PLANE WORLD CHAMPIONSHIPS-NAGOYA

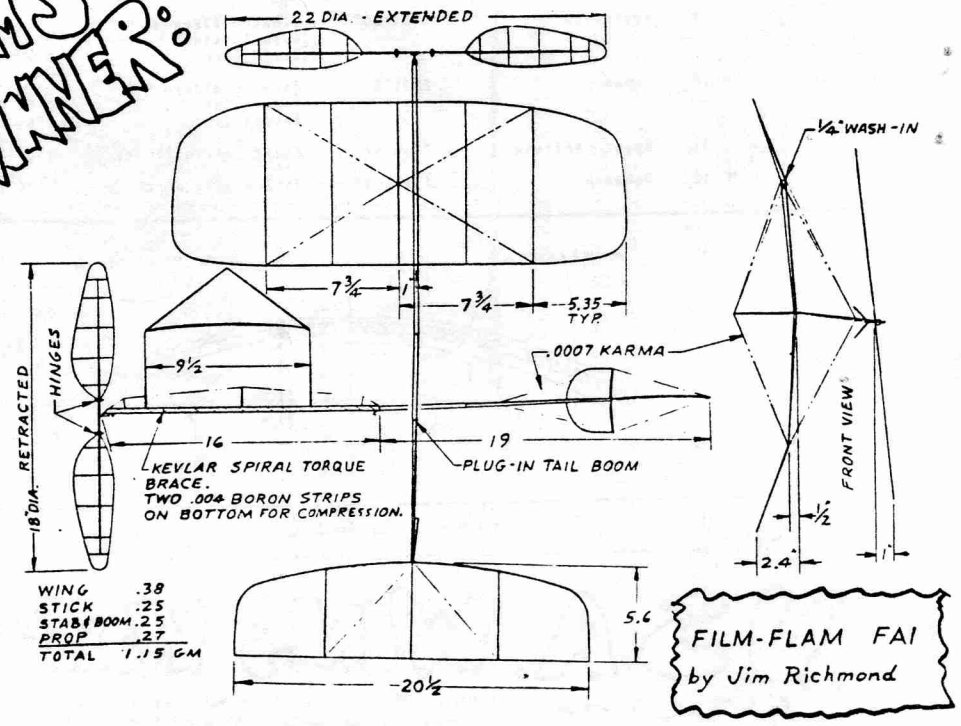
RANKING SHEET(SUM.-OF-BEST-2)

List 04
10-18-1984

RANK	NAME	COUNTRY	SUM.-OF-BEST-2	1 R	2 R	3 R	4 R	5 R	6 R
1	James Richmond	U.S.A.	1°17'27"	39'51"	33'02"	33'53"	37'36"	30'19"	8'50"
2	Cezar Banks	U.S.A.	1°14'43"	37'40"	5'09"	37'03"	36'52"	32'42"	19'39"
3	Robert Randolph	U.S.A.	1°12'04"	38'35"	12'47"	35'29"	7'20"	5'25"	6'58"
4	Pentti Hore	Finland	1°10'22"	15'53"	32'50"	28'51"	31'19"	10'44"	37'32"
5	Robin Leslie Bailey	Great Britain	1°09'57"	9'43"	35'25"	28'38"	30'32"	34'00"	34'32"
6	Rene Butty	Switzerland	1°09'53"	16'43"	33'03"	6'30"	35'07"	8'41"	34'46"
7	Dieter Siebenmann	Switzerland	1°09'41"	15'30"	36'35"	31'23"	33'06"	30'40"	14'56"
8	Sylwester Kujawa	Poland	1°09'24"	1'37"	34'42"	25'08"	32'34"	17'31"	34'42"
9	Ryszard Czechovski	Poland	1°09'22"	8'40"	34'49"	23'42"	31'54"	34'33"	6'12"
10	Popa Aurel	Rumania	1°08'54"	34'21"	9'01"	33'06"	30'16"	8'26"	34'33"
11	Jorgen Korsgaard	Denmark	1°08'40"	33'30"	33'24"	11'29"	25'25"	32'18"	35'10"
12	Otto Rodenburg	Holland	1°08'02"	30'22"	37'40"	0'31"	27'49"	28'04"	25'42"
13	Ronald Higgs	Canada	1°07'54"	34'49"	29'48"	28'35"	27'39"	0'23"	33'05"
14	Richard Blacken	Australia	1°07'30"	7'12"	8'12"	33'43"	31'42"	33'47"	8'25"
15	Edward Ciapala	Poland	1°06'12"	22'18"	34'22"	31'50"	29'09"	28'42"	8'24"
16	Horar Aurel	Rumania	1°05'20"	1'40"	34'37"	25'50"	8'23"	14'03"	30'43"
17	Leif G.A. England	Finland	1°03'48"	30'37"	33'11"	25'18"	27'29"	7'04"	7'43"
18	Zhou Wen Bin	China	1°03'04"	28'43"	29'09"	20'39"	24'50"	31'12"	31'52"
19	Mike Thomas	Canada	1°01'35"	25'24"	30'41"	29'47"	3'38"	29'54"	13'43"
20	Harri Kaulio	Finland	1°00'18"	29'43"	8'45"	8'59"	30'35"	24'00"	14'58"
21	Enomoto Hideyo	Japan	0°59'58"	8'08"	27'59"	7'45"	27'24"	23'26"	31'59"
22	Chen Guo Xiang	China	0°59'18"	30'11"	28'52"	22'00"	1'07"	0'12"	29'05"
23	Boyd Felstead	Australia	0°59'04"	7'39"	31'52"	7'14"	28'05"	9'03"	27'12"
24	Hosaka Shigeyoshi	Japan	0°57'53"	29'12"	28'41"	27'02"	23'19"	27'26"	13'26"
25	Werner Heise	Switzerland	0°57'48"	17'53"	12'22"	25'47"	28'26"	28'24"	29'22"
26	Carl Schueler	Canada	0°57'27"	7'53"	12'59"	29'22"	28'05"	27'46"	5'23"
27	Lu Xfu Seng	China	0°58'27"	28'01"	28'28"	25'07"	23'48"	23'00"	24'59"
28	Cornelis Voltkoorn	Holland	0°55'21"	12'24"	12'08"	20'45"	18'14"	23'04"	32'17"
29	Sakata Junichi	Japan	0°54'00"	25'16"	2'04"	18'47"	22'00"	24'42"	28'44"
30	Edmund K.T. Lien	Holland	0°52'42"	14'16"	24'16"	0'14"	0'12"	20'04"	28'26"
31	David Kerr	Australia	0°47'56"	22'05"	23'52"	17'16"	22'49"	23'49"	24'04"
32	Bezsan Nicu	Rumania	0°45'33"	12'39"	21'23"	24'10"	7'38"	3'58"	17'15"

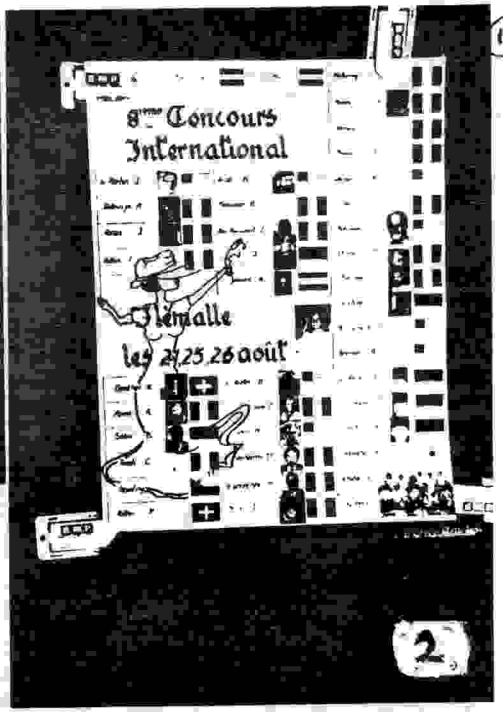
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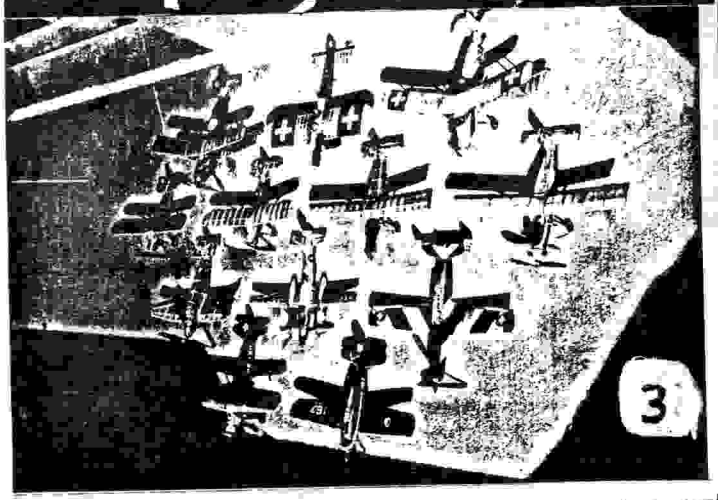
JIM'S WINNER!



FILM-FLAM FAI
by Jim Richmond









(1) PHOTOS FROM PROXY MEET FLÉMALLE, BLG. Roger Aime (F) WITH DOC MARTIN'S PISTACHIO 14 BIS - DID 40 SEC

(2) ENTRY LIST WITH PHOTOS & FLAGS OF ALL ENTRANTS + NATIONS!

(3) SWISS PEANUTS - AL GENTHER'S AIR FORCE

(4) AL GENTHER'S DOUGLAS A-26 + JUNGMANN

OTHER MIAMA ENTRIES: ARAK, WELLS, KIEFER

WHAT'S ON:



Dec 9	Miami-Dade South, Indoor meet — C.D. DAVE LINSTRUM - CONFIAMED
Dec 29-30	Whitehouse Field, Jacksonville, FL King Orange International Control Line Contest-AAA CL CD Wilbur Hicks, 6030 Catona St. Jacksonville, FL 32210
Dec 29, 30, 31	Melbourne FL-AAA FF, King Orange International Free Flight Meet. CD Shirley Campbell, 1785 64th Terrace S. West Palm Beach Florida, 33415. 305-968-1045
Jan 12 & 13	McDill AFB, Indoor meet — FIRM - CALL 305 858:6363 FOR GATE PASS
Feb 10	Miami-Dade South, Indoor meet - FIRM
March 9 & 10	McDill AFB, Indoor meet → -NOT CONFIRMED AS YET
April 13 & 14	Miami-Dade South, World Inter-Gnats for Pistachio Scale, 2 Day meet featuring proxy flying. - FIRM
May 11& 12	McDill AFB, Indoor meet. — NOT CONFIRMED AS YET.

THE LATEST INDOOR NEWS INSIDE!

THE HANGAR PILOT

EDITOR: DR. JOHN B. MARTIN MIAMA

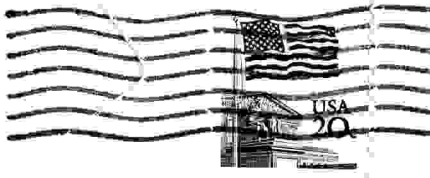
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MERRY CHRISTMAS TO:

+

HAPPY NEW YEAR





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