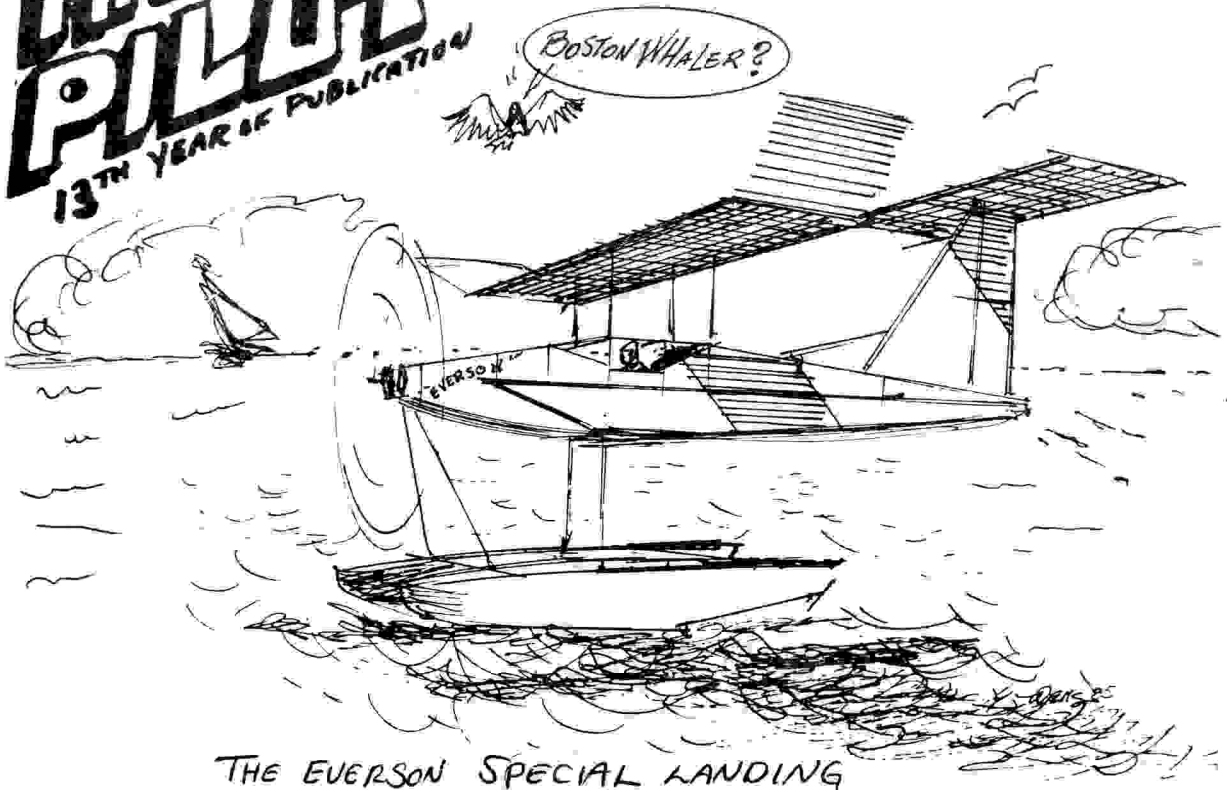
THE HANGAR PILOT

WORLD FAMOUS

13TH YEAR OF PUBLICATION

ISSUE 99
JAN/FEB 1985
M.I.A.M.A.

INDOOR ISN'T FOR EVERYONE.



THE EVERSON SPECIAL LANDING IN FLORIDA BAY, UPPER KEYS.

by Millard Wells

NEXT MEET - FEB 10 MIAMI DADE S. COLLEGE
SUN 9-5 CALL 858-6363 FOR DETAILS MEET 5
MEET 6 - MACDILL AFB TAMPA MAR 9+10

"LIKE A LETTER FROM HOME" WHELAN

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!!!

MASSIVE MACDILL MEET #4!

Just a look at the opposite page results will tell you the story. A lot of indoor modelers showed up to make this meet a real success & bring gladness to the hearts of all MIAMA. And the GOOD NEWS is that Colonel Cash, has assured us that there will be future indoor model meets there IF HANGAR SPACE IS AVAILABLE. So we have scheduled the original dates, March 9 & 10 for our next MacDill meet (Meet NO. 6) THIS MEET CAN BE CANCELLED AT ANY FUTURE TIME BUT CHANCES ARE EXCELLENT that it will be held. Always confirm, just before the meet, by calling 305-858-6363. We sure do owe the MacDill cadre considerable thanks for making this fine site available to the indoor flyers who come from all over the USA for two days of flying....THANKS TO ALL FROM MIAMA!

I guess we should put in a plug here for the next meet, No. 5 to be held at Miami Dade South College on Feb. 10. Although the gym has a 27 foot ceiling as compared with 61 feet at MacDill, there is still much of virtue to be said. There is a tower(Mobile) to retrieve the hung up models, and it is clean, comfortable, and has great A C's.

The meet: We were all glad that Col. Cash took the trouble to see the modelers on both Sat. and Sun. An indoor model has to be SEEN to know about...no discriptions are adequate. Perhaps son Robbie will try his hand at making and flying an indoor ship. We need recruits! While we are thanking people we must add Colonel Yokum to the list, because Hangar No. 5 is his domain...As Maintainance Officer, we are flying in the Maint. hangar....So THANKS!

I hate to say this, but if we have any more contestants we will not have enough room on our results page, so stay home, please. Just kidding, pilots! As a matter of fact we did Not have room over there for this news item: Frank Kieser, after a long development period, has come out with a biplane canard ornithopter that flies better and better.

CONTINUED PAGE 3

RESULTS - MEET 4 MAC-DILL AFB (2)

CD - Doc MARTIN JAN 12-13 1985 TAMPA FLORIDA

PEANUT SCALE EVENT: 15 Entries, 9 flew ROG OPTIONAL - 10 SEC. BONUS

1. JohnMartin	Bleriot IX	79.8 Static	79.5 Average of 2 best fly..	159.3
2. Dick MacEntee	HendersonAlco Sport	85.2 /	72.2	157.4
3. George Leffler	Nesmith Cougar	76.4 /	69.6	146.0
4. Mike Arak	Alco Sport	85.8 /	57.8	143.6
5. Walt Everson	Found	74.0 /	66.4	140.4
6. Millard Wells	Eastbourne	70.0 /	70.0 (Max)	140.0
7. Nick DeCarlis	Cardinal	62.0 /	49.5	111.5
8. Geo. Leffler	Chester Goon	54.0 /	%54 (Max)	108
9. DonBrimmer	Fairchild PT-19	82.8 /	23.7	106.5

Also Entered: Hadland(UK) Hughes Racer 85.9, MacEntee Alco B 86.1, DeCarlis Mr.Smoothie 64.0, Ed BertonCougar, 70.3, Carl Raichle Zippy 75.2, DanKramer Pietenpol 76.8, No flight scores for these.

KIT/PLAN SCALE EVENT: 13 entered, 11 flew ROG REQUIRED - NO BONUS

1. Mike Arak	Wee Bee	90.0 Static/2 best flights:	90 (Max)	90 (Max)	270.0
2. Dick MacEntee	Lacey M-10 (Williams)	84.0	84 (Max)	84 (Max)	252.0
3. JohnMartin	Bleriot XI (Fillon)	86.2	85.8	51.8	223.8
4. George Leffler	Comet Puss Moth 1934	91.2	66.7	65.8	223.7 !
5. John Tudor	1932 Comet Curtiss Robin	88.5	64.4	62.4	215.3
6. Walt Everson	Vagabond (Mooney)	90.0	61	61.4	212.4
7. Bill Criss	Pilatus Porter (Micro-X)	83.5	60.2	68.4	212.1
8. Millard Wells	Detroiter(AMericanBoy)	87.0	48.7	61.0	196.7
9. JohnTudor	Comet Howard DGA-9('37)	90.0	50.6	52.6	193.2
10. Bill Criss	Voyager (Micro-X)	85.0	45.4	53.0	183.4
11. Carl Raichle	Cougar (Peck)	91.5	35.1	34.6	161.2

ALSO ENTERED: Ed Berton Cougar (Peck) 89.5, Dan Kramer Pietenpol(Peck) 87.8

EASY B EVENT:

1. Dick Obarski	13:02.8
2. Jerry Nolin	9:58.6
3. Millard Wells	7:38
4. Mike Arak	6:49.2
5. Walt Everson	5:50
6. Don Brimmer	3:42.1

Also entered: Ed Shaw CHAS. SHEPHERD

BOSTONIAN EVENT:

1. FRANK KIESER	241.0
2. Dick MacEntee M-4	228.4
4. John Martin	172.1
X MacEnteeRocket	171.4
3. Geo. Leffler	191.5
5. Millard Wells	139.0
T 6. Tim Bucher	102.6

Also: Herb Redding

GLIDER EVENT:

1. Don Bal (50.3)(48.1)
2. Phil Bayly 37.8 37.6

Junior:

1. Dave Bal (25)(24)

MANHATTAN:

1. Everson	4:31
2. Wells	4:28.8

PENNY PLANE EVENT:

1. Mike Arak	6:42
2. W. Everson	5:48
3. Ed Shaw	4:13
4. Terry Rimert	3:46

NOVICE PENNY EVENT:

1. Jerry Nolin	8:21
2. Mike Arak	7:04
3. Terry Rimert	1:39

CLASS A R:O:G:

1. Mike Arak	7:23
2. W. Everson	5:25
3. Frank Kieser	3:05
4. John Martin	2:20

DICK OBARSKI: VARIABLE PITCH PROP PAPER STICK :14:34.4 ★ NEW FLA RECORD

His State record in this event is 14:57 set at I M C ★ ORNITHOPTER FRANK KIESER 6:09.5

MAC DILL MEET - CONT.

On Frank's Florida record flight at this meet he got a sensational flight of 6:09.5 on2,000 turns. His 22" flapper weighs 1.75 Gm., and flies on a 22" loop of FAI .042 x .055. Frank lives at 2219 Gordon Ave.,Jacksonville Beach Florida 32250 and welcomes correspondencewith other ornithopter buffs. Frank is organi sing a postal for flappers...write to him. (904-249-7298)

Another event not on the results page is the Flying Aces mass launch for raceplanes. A field of 8 lined up, and awaaay they went. Butch Had-land's beautiful Hughes Racer, proxy flown by Bill Hiscock was down early 'cause it was untrimmed. The final results: 5th, Don Brimmer,Jeep, 4th, Herb Redding, Folketrs SK-3, 3rd,John Tudor, Waterman, 2nd.Nick DeCarlis Mr.Smoothie, and the winner: George Leffler with a Chester Goon. His final flight did 84 sec.!! He put 1500 turns into a 20" loop of FAI .080. The Goon was double covered with Japanese tissue, weighed 12 Grams, & had a prop carved from a block 6", x 1", x 5/8". There are two more Flying Aces events this year: OnSat. March 9 we will have Word War One Biplanes, and on Sat. May 11.. Pioneer age peanuts for aircraft pre-1914.

Another event was a Regional FAI trials for F1D aircraft won by Dick Obarski, with Walt Everson 2nd, and Ellis Oglesby 3rd. Obarski is making arrangements for another on March 9 & 10. More on this later

MEET 3 - M/D SOUTH CD - DAVE LINSTRUM DEC 9 1984

Due to the Editor being away in England this issue is combining Jan. & Feb.

Peanut Scale:

1.John Martin	Bleriot XI	76.8	74.5	151.3
2.Dick MacEntee	Alco	86.1	61.7	147.8
3.Mike Arak	Alco	88.2	59.5	147.7
4.Walt Everson	Found	74	62.3	136.3
5.Millard Wells	Alco	68.8	43.9	112.7

GLIDER
1. DON BAL 32.8
33.8

KIT/PLAN SCALE:

1.Mike Arak	Wee Bee	90	90.0	85.0	265	
2.John Martin	Bleriot	86.2	66.4	48.0	200.6	
3.Mill.Wells	Alco	86	51.3	46.0	183.3	
4.D: MacEntee	Puss Moth	87	22.5	23.0	132.5	

Penny Plane:

1.Arak	5:21
2.Everson	1:25

Novice Penny:

1.Arak	5:54

Class A R.O.G.

1.Obarski	7:31
2.Everson	4:56
3.Arak	4:40
4.F. Kieser	4:17
5.Martin	1:43

Easy B

1.Obarski	8:31
2. Arak	5:10
3. Everson	:12

Bostonian:

1. Wells	193.5
2. Everson	166.5
3.Kieser	145.7
4.Martin	140.2
5.MacEntee	127

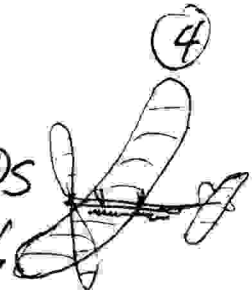
ANNUAL POINTS AFTER 4 MEETS

MIKE ARAK 73	DICK OBARSKI 25	WILCOZ 9	MC GINNES 5		
JOHN MARTIN 59	RON GANSER 18	DON BAL 8	RAICHLE 5		
DICK MACENTEE 54	F. KIESER 17	J. TUDOR 13	RIMERT 5		
WALT EVERSON 49	BILL CRISS 12	J. NOLIN 8	HAYLY 3		
MILLARD WELLS 27	G LEFFLER 10	J. STEWART 6	DECARLIS 3		
			SHAW 2		
			BUCHER, BRIMER		



TIGHTLY STRETCHED STRANDS
OF RUBBER TWINES SLOWLY.
AND LIKE EXTENSIONS OF SINEW,
IT BURSTS WITH
UNCONTROLLABLE ENERGY.
STRIPS OF WOOD PIECED
BY PAPER CLIMB THE WALLS.
FLIGHT IS BORN.

HEATHER ARAK



Your letter from home:

Miami, Jan 1985
temp: 68°F.

Dear Hangar Pilots:

Do you know why this publication is getting better? (I think it is.)

1. We are getting contributions of classy material like the poem above - Thank you, Heather.
2. all other club publications seem to be getting better too, and we are stealing great stuff from good newsletters.
3. The slick mags have totally dropped the ball on the smaller interest groups. (Ella)
4. I don't have to write the entire mag, like I used to do - Keep the contributions coming. Doc

BACK FROM OLD BLIGHTY

Well, pilots, old Doc spent Christmas and New Years in England.

I had a really great time. As far as modelling friends and activities I couldn't have asked for more. Butch Hadland, Mike Heatherington, Paul Briggs, Ron Moulton, Laurie Barr, Barry Houtham, Martin Milly; John Blagg and many many more English modelers were visited and "chatted up". I picked the Winter in England- and in all Western Europe- where the cold temperatures were setting the lowest records in 50 years. Thanks to Butch's overcoat and heavy swetter I didn't freeze. I wanted to see my friends in Kent- Stan Hunt and his pals- but there was lots of snow. I tried to rent a dog sled from Avis, but they were all booked.

I visited Shropshire country where my favorite poet- A.E. Housman wrote most of his poems. Ludlow, Shrewsbury, Clunton, Clunbury, Clungford, and Clun. (Are the quietest places under the sun) Ever beento Craven Arms? If not you missed the old castle at Stoakley.. too bad. I was at the Albert Ball museum in Nottingham, the MitchellMuseum (Spitfire) in Southampton, the Army Aircraft museum in Middle Wallop, and the model engineering exhibit at Wembly. I wish you could have been with me!

I spent a lot of hours digging through Paul Briggs, and Butch Hadlands model libraries, and stole a lot of material that will eventually appear on these pages of Hangar Pilot to the enlightenment of one and all. All I can say is that England is a mecca for small interest groups... SAM is going GREAT in England!...There is anexpert there on every phase of model aircraft, from paper planes through round the pole electric, to vintage indoor. As Tiny Tim once said, "God Bless our historians and our special interest modelers. Without them it would be a dull world indeed."

THE APPEAL OF KIT/PLAN

Look back at page two and note the sources of the plans for the Kit/Plan Scale event. It is almost a SAM event. Models from the early 1930's and '40's abound and some are, as Dave Stott calls them "Barnyard Scale". Almost nothing is scale, but, as long as the plan is the only documentation required, these models are legal. We appeal to builders not to get too ridiculous lest you get booed on every flight. We foresee that some future Fike or Lacey Kit/Plan will start to predominate and KILL the event but that has not happened as yet, although Arak's model of Bill Gough's Wee Bee has been a run away this season. Until then ....have fun researching, building and flying your favorite Kit/Plan model.

KIT/PLAN SCALE RULES - Scale rubber powered models built from kits or published plans. 2. Prop +/or rubber may be changed. 3. Nose block +/or thrust button may be changed - but nose must retain the shape of orginal. 4. Color may be changed. No condenser or film. All orginal markings included. 5. No 3-views - Judging will be on craftmanship + fidelity to original plan. 100 Points max. 6. Final score = 2 best R.O.G. flights plus static score. (5 flights) over 15 sec is official. Static score is max. flight time. 60 Fidel. 40 Craft.

WHO COMES TO THESE MEETS ANYHOW? ... (6)

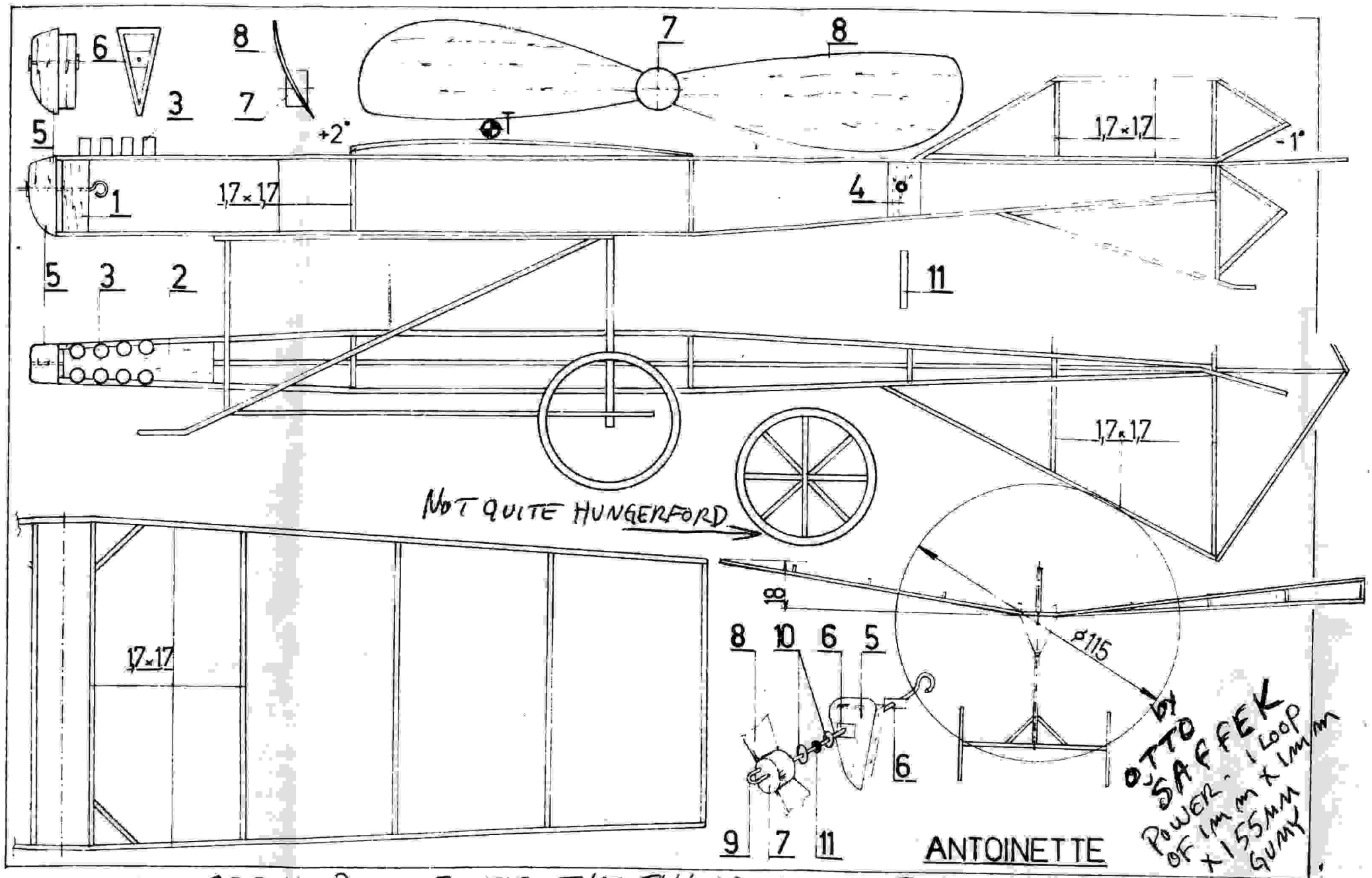
We have discovered that, of those who take the trouble to build and fly in indoor meets, that many of us don't know each other. Infact some are practically neighbors, but never get together. Inan effort to get us acquainted we publish this list of Florida contestants who have flown this season. We hope that those of you who were not aware that someone near them was a modeler..nowyou know better. So get in touch and start some local flying activity.

Don Bal Glider expert 15755 SW 87 Ave, Miami Fla.
Walt Everson all around types 6908 Altimira, Coral Gables, Fla.
Millard Wells, also versatile,Box 152,Islemorada, Fla.
Phil Bayly 125 Harbor View Lane Largo, Fla. 33540
Mike Arak 10900 SW 61 Ct. Miami, Fla. 33156
Jerry Nolin 663 Woodhill Dr. Fairborn, Ohio
Dick Obarski 2349 Barcelona Ave Ft.Myers, Fla. 33905
Tim Bucher 8807 Bayvill Ct. Orlando 32819
Nick DeCarlis 2284 N.W. 37 Pl. Gainesville, Fla. 32605
Edward J. Berton 921 Birdie Way Apollo Beach, Fla. 33570
Carl E. Raichle 238 Parkway Blvd. Land O Lake, Fla. 33539
George Leffler 6215 Vassar Av. Bayshore Gdns. Bradenton, Fla. 33507
John Tudor 798 Cobblestone Lane, Palm Bay Fla. 32905
Daniel Kramer 4528 45th Ave. N. St. Pete, Fla. 33714
Ed Shaw 730 NE 142 St. N.Miami, Fla. 33161
Frank Kieser 2219 Gordon Ave. Jacksonville Beach, Fla. 32250
DonBrimmer 5924 16th Lane NE St. Pete, Fla. 33703
Charles Shepherd 419 Longwood Circle S. Longwood, Fla.
Ellis Oglesby 11565 7th Lane No. 1605 St. Pete 33703
Rich MacEntee 2409 B 14 St. Dr. W., Palmetto, Fla. 33561
Bill Criss 1386 Mon tery Blvd. St. Pete, [redacted] 33704
Terry Rimert 367 Orange Ave Baldwin Fla. 32234
Ron Ganser 1745 Brett St. Pittsburgh Pa. 15205
Dave Kiefer 828 Lakes Dr. Miami Springs, Fla.
Fred Komlosy 725 Robin Way N.Palm Beach, Fla 33408[redacted]
Dean McGinnes 5275 William Clark Rd. Lakeland, Fla. 33805
Ron Sharpton 1290 Country Road Daytona Beach, Fla 32019
Bill Smead 420 6th St. Holly Hill, Fla. 32017
Jim Stewart 930 NE 159 St. N.Miami Beach, Fla.33162
BILL HISCOCK 812 SE 8 ST. FT. LAUDERDALE, FLA 33316

INDOOR IS FOR THESE GUYS GET IN TOUCH!

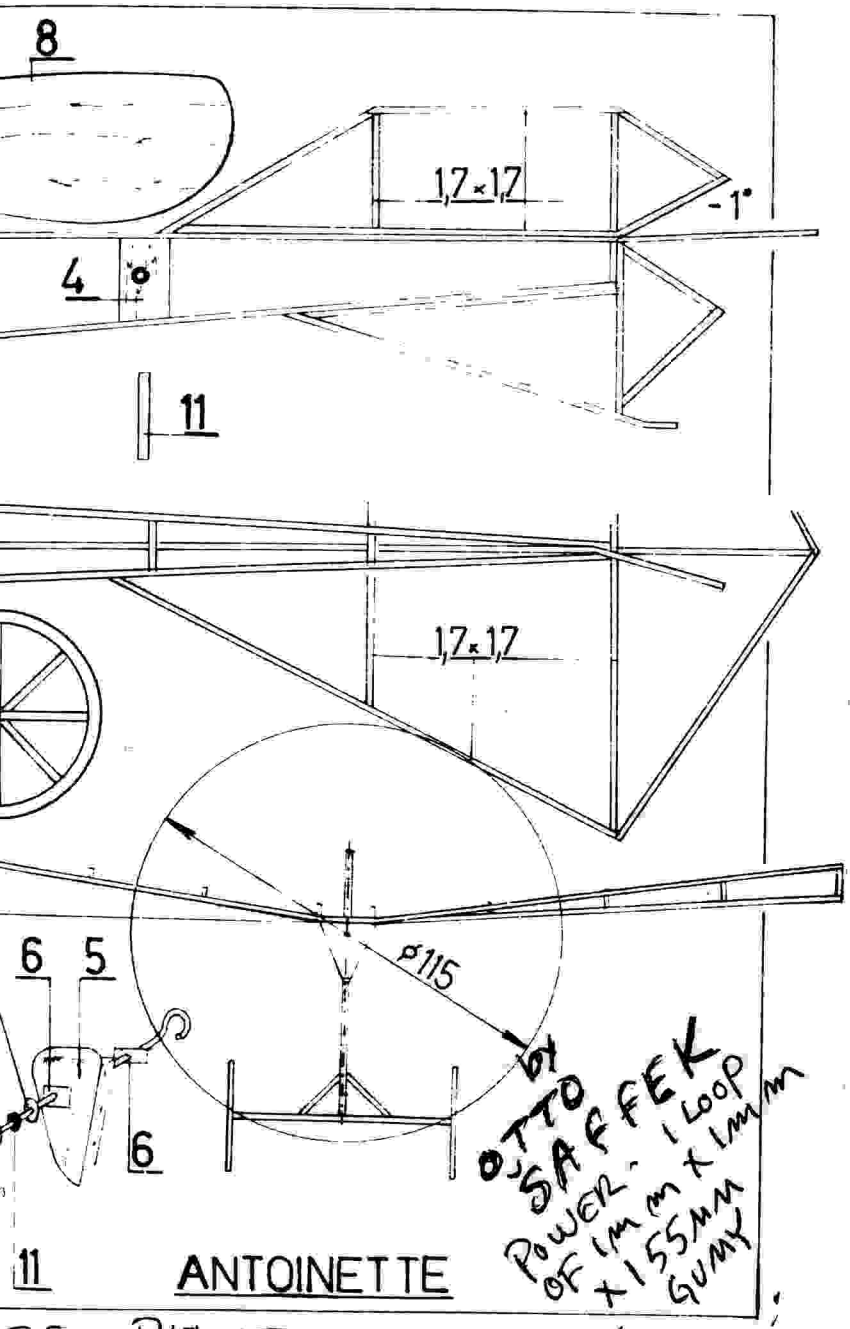
Hey, Gang, I'm sure I missed some of you out there, but this is a good list of Hangar Pilots to start your correspondence. PenPals, any one??

This seems like such a good idea that in a future issue we will publish the entire list of MIAMA members, including the many newsletters we get, and foreign Hangar Pilots.



HOW'S THIS CZECH PEANUT FOR THE FLYING ACES PIONEER MASS LAUNCH ON MAY 11TH?

" A MAN'S EDUCATION DOESN'T START UNTIL HE DISCOVERS WHAT HE WANTS TO LEARN" DUKE ELLINGTON 1927



ES PIONEER MASS LAUNCH

START UNTIL HE DISCOVERS

RN" DUKE ELLINGTON 1927

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ANNOUNCING the 2ND GREAT INTERNATIONAL PAPER PLANE CONTEST

(Remember Contest #1?)

ENTER: INT. PAPER AIRPLANE CONTEST

Museum of Flight 9404 E. Marginal Wy South

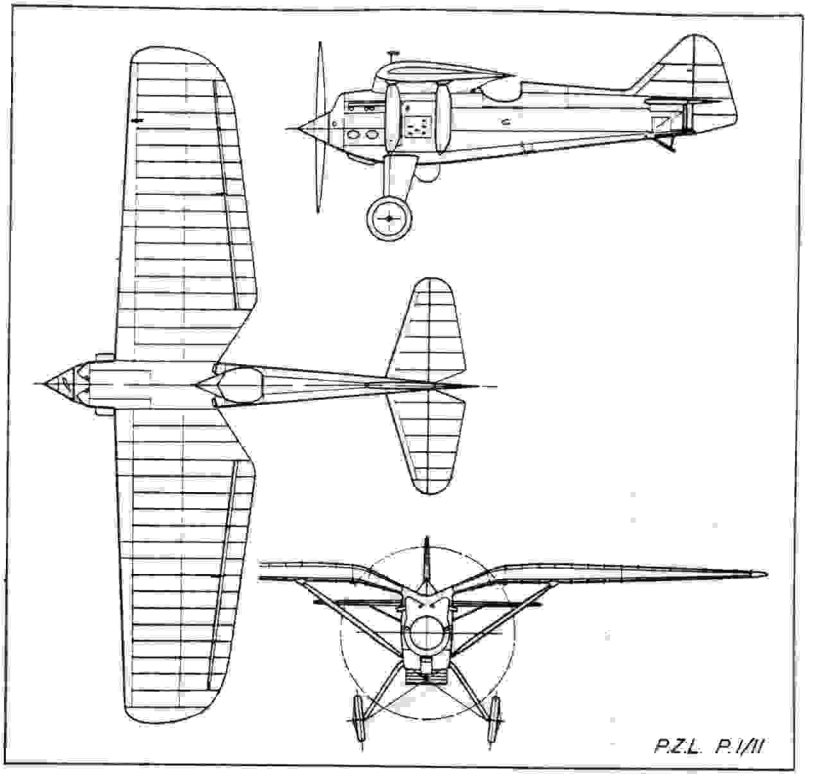
Seattle, Wash. 98108

May 1 1985 deadline.

(9)



The P.1/I prototype on the factory aerodrome in the autumn of 1929. (*T. Zychiewicz collection*)



THE FAMOUS "POLISH FIGHTER"

MEGOW
CLEVELAND
HOWARD McENTEE
ET AL.



The P.1/II in its final configuration, with an enlarged rudder and minor refinements, registered SP-ADO for the Bucharest fighter contest.

SILVER + RED



CAPTION WANTED

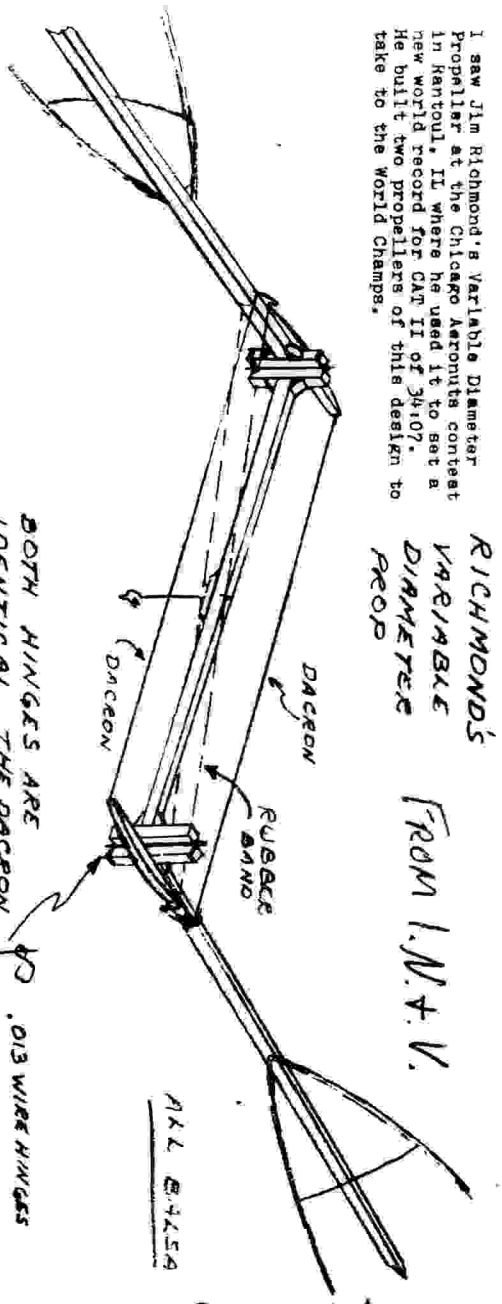
NEW WORDS DEPT.

I thought I knew a little about the English language until this exchange last night on Channel 4. Congressman James Leach (Iowa), just back from Cuba, was being interviewed about Fidel Castro.
LEACH: "He's very vitallic."
(Uses Vitallis no doubt)
INTERVIEWER: "Yes, but has he an atitudinal change?" (Dan Rather)

"TODAY IS WEDNESDAY - DYNASTY NIGHT"
AL RANTELL - TALK SHOW HOST - MIAMI
(A SLICE OF AMERICANA)

DADE COUNTY MANAGER MERRIT STERHEIM - Commenting on lack of county funds: "We are going to have to Reprioritize" - Quick, the Pepto Bismo!!

I saw Jim Richmond's Variable Diameter Propeller at the Chicago Aeronuts contest in Rantoul, IL where he used it to set a new world record for CAT II of 34107. He built two propellers of this design to take to the World Champs.



(11) # THE APPEAL OF BOSTONIAN (As I see it)

Who ever got a Gee Bee to fly well? Or the Spirit of St. Louis, or a Vought Corsair, or a Fokker Triplane? All those planes you modeled in the past that were total failures.....Bostonian to the rescue!! Now you can take your favorite failure ad draw a reasonable facimile of it (Almost a cartoon), and have success. So what if you simplify the fuselage to a box instead of an oval? So what if you use a ton of dihedral, and double the stab area a la Mooney? So what if you have a Bleriot with a huge nose moment? It flies! And way up in the air it really looks like that job you ALWAYS wanted to see fly....THAT'S the appeal of Bostonian. A word about Charisma, up to 20% more flight time for "Charm". This judge isn't too charmed by the standard high wing monoplane cabin job. Charm, to me, is more along the lines of a funky fighter, a biplane bomber, or a swept wing scout dripping with exhaust pipes and wheel pants etc. The old flying aces atmosphere. Charisma is in the eyes of the beholding judge, whatever turns him on.

BOSTONIAN RULES:

1. Maximum projected wingspan(s) 16" and chord(s) 3".
2. Maximum propeller diameter 6".
3. Maximum overall lenght w/o prop is 14". 109 MVMA
4. Minimum weight w/o motor(s) 7 grams (bi-planes - 14 g).
5. Fuselage contains a "box" 1½ x 2½ x 3" (min.).
6. Longerons must support the motor(s) and form "box".
7. Fixed landing gear, two or more rotating ¾" dia. min. wheels - model must ROG.
8. Must have a windshield and a window on each side with min. of 1 sq. in. each.
9. Charisma factor: Judge rates model on appeal to him, construction neatness, scale like details, uniqueness, etc. A 1.0 to 1.2 rating is used.
10. Seven official flights over 20 seconds, total in full seconds of the best two flights multiplied by the charisma factor determines winner basis.

THE CHARM + CHALLANGE OF FLYING ACES MASS LAUNCH EVENTS:

The secret of this event is the 'screw your buddy,' pure competition, no holds barred attitude that appeals to many. Your plane need n't be the best inthe field. It must be a peanut, double covered with Japanese tidsue and may have retracted (NO) landing gear. It should be well trimmed , rugged, and consistent. Not a fussy flier. You also have to have the fates on your side..Hung, Hungorilla, etc. The longest flying plane will not always win. A broken motor on winding, a stall on launch, a midair collision, a wall hit or hang up, a hard landing needing repairs, and you are out of it. Suffer, it builds character. Haw!

We're down to the last four planes now....SNAP!...Ha! there goes Harry's motor (Tough apples, Harry) Now there are only three. How many winds will I need to beat out Fred's FRED? Lessee, I think 1400 will do it....gotta save my motor for the final.....etc. etc. See how much fun? Boy, am I nervous! Pulse pounding, hands shaking, mouth dry. EFFFF.....AYYYYYY.....CEEEEEE !

SCORE CARD EVERYONES ANNUAL PTS. (12)

PEANUT - 1	2	3	4	5	6	7
D. MACENTEE	3	7	4	8		
J. MARTIN	2	6	5	9		
W. EVERSON	1	–	2	5		
B. WILCOSZ	–	5	–	–		
D. McGINNES	–	3	–	–		
G. LEFFLER	–	4	–	7		
C. RAICHLE	–	2	–	–		
J. TUDOR	–	1	–	–		
M. ARAK	–	–	3	6		
M WELLS	–	–	1	4		
N. DECARLIS	–	–	–	3		
D. BRIMMER	–	–	–	1		

KIT/PLAN 1	2	3	4	5	6	7
M. ARAK	2	9	4	11		
D. MACENTEE	1	6	1	10		
J. MARTIN	–	8	3	9		
B. CRISS	–	7	–	5		
J. TUDOR	–	5	–	7		
B. WILCOSZ	–	4	–	–		
G. LEFFLER	–	3	–	8		
D. McGINNES	–	2	–	–		
C. RAICHLE	–	1	–	1		
M. WELLS	–	–	2	3		
W. EVERSON	–	–	–	6		

WE COUNT THE BEST 4 MEETS OF 7 - KEEP YOUR OWN SCORE - EVENT WINNERS AND OVERALL. JUNIOR SCORES NOT HERE. (NO JUNIORS)

EASY B 1	2	3	4	5	6	7
W. EVERSON	3	3	1	2		
J. STEWART	2	2	–	–		
D. MACENTEE	1	–	–	–		
D. OBARSKI	–	7	3	6		
R. GANSER	–	6	–	–		
M. ARAK	–	5	2	3		
M. WELLS	–	4	–	4		
C. RAICHLE	–	1	–	–		
D. BRIMMER	–	–	–	1		
J. NOLIN	–	–	–	5		

CLASS A ROG 1	2	3	4	5	6	7
W. EVERSON	4	2	4	3		
M. ARAK	3	3	3	4		
J. MARTIN	2	1	1	1		
D. MACENTEE	1	–	–	–		
R. GANSER	–	5	–	–		
D. OBARSKI	–	4	5	–		
F. KIESER	–	–	2	2		

BOSTONIAN						
J. MARTIN	3	4	2	3		
D. MACENTEE	2	3	1	5		
M. WELLS	1	1	5	2		
F. KIESER	–	5	3	6		
W. EVERSON	–	2	4	–		
G. LEFFLER	–	–	–	4		
T. BUCHER	–	–	–	1		

GLIDER J. STEWART	1	–	–
D. BAL	2	3	1	2
R. SHARPTON	–	4	–	–
P BAYLY	–	2	–	1

PENNY - NOVICE				
M. ARAK	2	3	1	2
C. HEDLEY	1	–	–	–
T. RIMERT	–	2	–	1
J. NOLIN	–	–	–	3
R. SHARPTON	–	1	–	–

MANHATTAN - GANSER 3

EVERSON	1	2	1	2
WELLS	–	–	–	1
SHARPTON	–	1	–	–

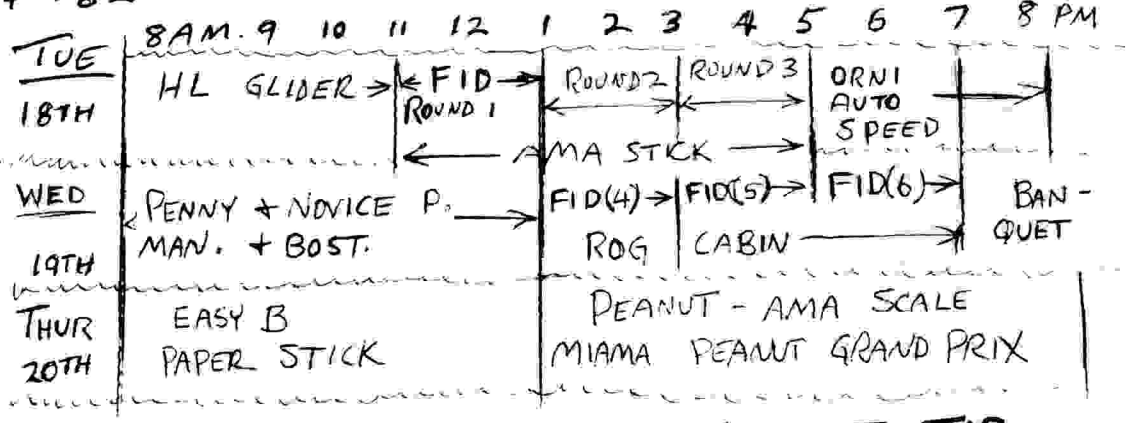
(B) 4TH U.S. INDOOR CHAMPS NFFS NIMAS

JUNE 18, 19, 20 1985

NIAGARA FALLS CONVENTION CENTER, NEW YORK MIAMA

C.D.'S T. ITALIANO, BRODERSON, LINDLEY, SOTICH, WISNIEWSKI

414-782-6256



67 FEET HIGH WITH 7 MORE FEET TO TOP.

O.K. Gang, above is the outline of our annual national meet. Since we lost West Baden where everyone had a good chance at setting a record we have been hard put to come up with a good site to attract the field. Tony Italiano seems to feel this is a great site, and we invite you to send to him for particulars.:

155 Revere Drive, Brookfield, WI 53005

As for the MIAMA portion of the show....We will conduct it as we have done at West Baden, and last year in Detroit. We took over when Model Builder Magazine dropped the event. We also, as MB, featured Proxy flying, but we have not found a new site yet for proxy peanut flying. So we will fly, but NOT proxy fly. The Proxy event of the year is the Pistachio Event onApril 13 & 14 here in Miami.

M.I.A.M.A. PEANUT GRAND PRIX - 5.00 ENTRY 3.00 MORE CLASSES 1.00 REENTRY

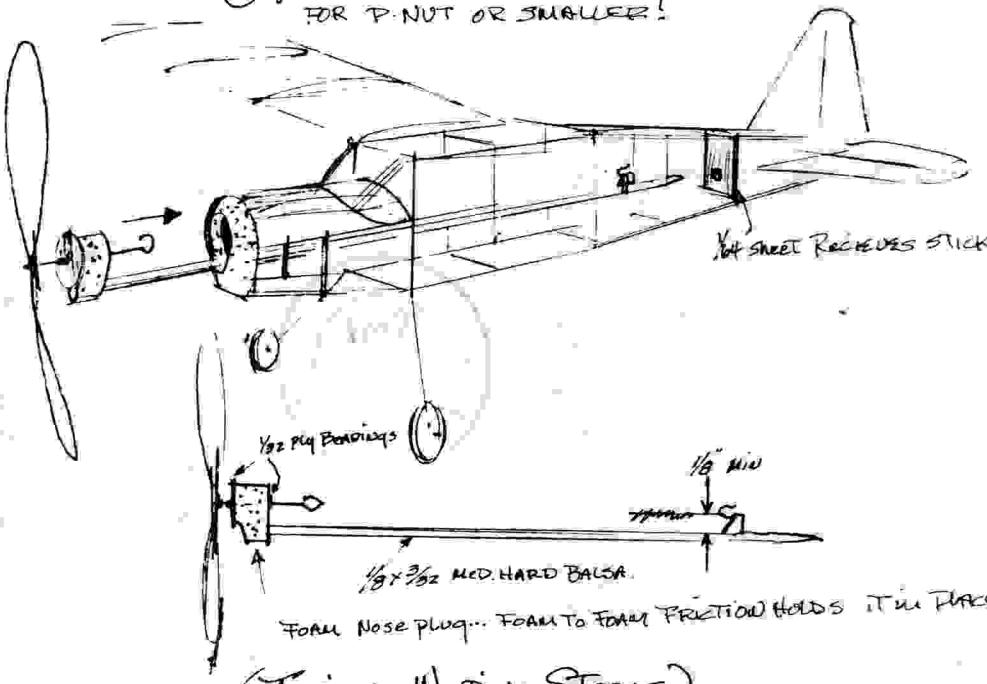
Same as last year in Detroit. Time honored "Ranking" rules as before - No, Not A.M.A. rules!

Classes - Monoplane, Biplane, Ultralite, Lacey/Fike, Multi engined, Unorthodox - (Tripes, quads, seaplanes, flyingboats, autogiro, helicopters.)

ALSO - PISTACHIO EVENT - 8" SPAN / 6" O.A. LENGTH

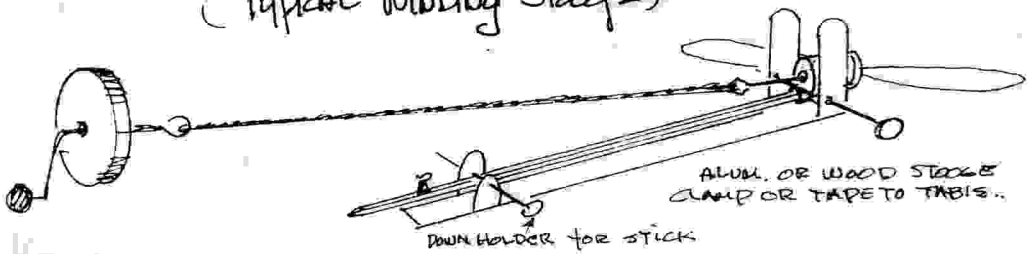
(TYPICAL MOTOR STICK CONCEPT.)

FOR P-NUT OR SMALLER!



FOAM NOSE PLUG... FOAM TO FOAM FRICTION HOLDS IT IN PLACE...

(Typical Winding Stooge)



ADVANTAGES:

1. CARE FREE WINDING
2. LESS HANDLING OF MODEL. NO MORE FUSELAGE REPAIRS!!
3. LIGHTER WEIGHT STRUCTURES (ESPECIALLY BEHIND THE WING.)

DISADVANTAGES:

1. SOME FUSELAGES ARE TOO SMALL
2. THRUST ADJUSTMENTS MUST BE PRE-PLANNED.
3. A SPECIAL WINDING STOOGE MUST BE USED

WHAT'S ON -

FEB 10 - MIAMI DADE SOUTH COLLEGE 9-5 INDOOR MEET - FIRM MIAMA MEET 5

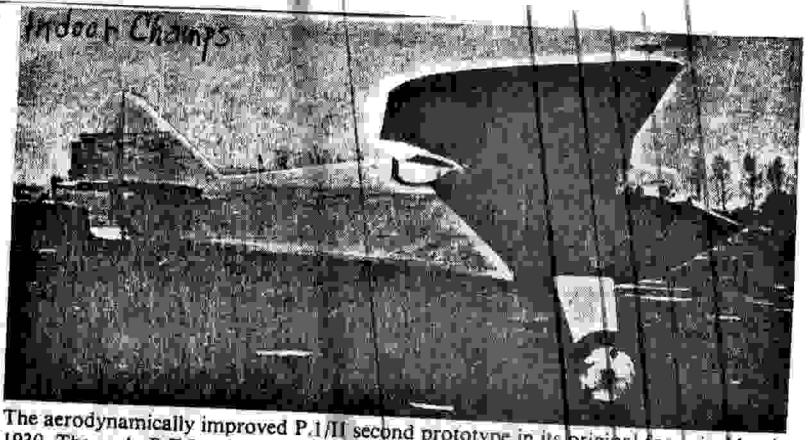
March 9 & 10	McDill AFB, Indoor meet	→ O.K. CONFIRM
April 13 & 14	Miami-Dade South, World Inter-Gnats for Pistachio Scale, 2 Day meet featuring proxy flying.	- FIRM
May 11& 12	McDill AFB, Indoor meet.	- NOT CONFIRMED AS YET.

JUNE 18,19,20 4TH US

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The aerodynamically improved P.1/II second prototype in its original form, in March 1930. The early P.Z.L. factory symbol on the fin and attractive silver and red finish of the machine are worthy of note.

THE HANGAR PILOT

EDITOR: DR JOHN MARTIN, JR
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