# THE HANGAR PILOT

REMARKABLE

13TH YEAR OF PUBLICATION

MIAMI INDOOR AIRCRAFT MODEL ASSN. MIAMA

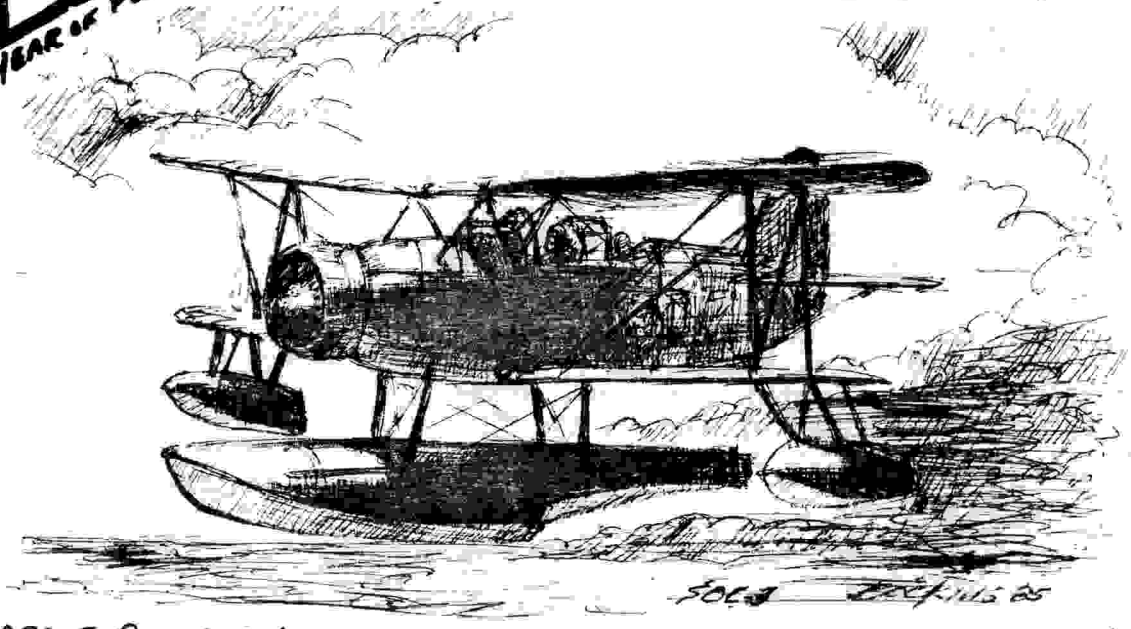
# ISSUE 103 OCT 1985

M.I.A.M.A. AMA CLUB 986

NEWS · COMMENTARY

PLANS · 3-VIEWS - BULL

BIGGEST ISSUE EVER!!



ABOVE R.O.W. BY JERRY BOCKIUS - WE HOPE YOU'RE ALL BETTER!

## RENEW YOUR MEMBERSHIP

OCTOBER SUBSCRIPTION ISSUE

JOIN MIAMA - NFFS - AMA - KU KLUX KLAN - ETC.

## THE BIG STORY

ANNUAL KING ORANGE MEET TO BE AT MAS DILL!

AND HAVE 3 DAYS OF INDOOR !!!

"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 Motto: "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!!!

## MEET #1 MASDILL AIR BASE SEPT 14-15 1985

These two day meets really take the pressure off. If you have a bad day on Saturday you can probably do better on Sunday. At this first meet there were gusts outside up to 50 M.PH., and the air in Hangar 5 was bumpy too, but still flyable. Sunday was perfect. We hope to have four more meets at MacDill, but the next one scheduled is held on December 28,29, and 30 along with the King Orange meet. Details of this meet elsewhere.

NO INDOOR AT McDILL UNTIL FURTHER

The M.I.A.M.A. annual awards dinner was held on Sat. night, one of our rare social occasions. There is not enough room in this issue of "Pilot" to list all the winners. They will be in issue 104. The highlight of the evening was a symposium report by Millard Wells on "State of the art.. R.O. W. in the Keys". We learned a lot.

The meet was great. The results of the Peanut event are amazing.. only eight points separate the first seven places. Now that's what I call CLOSE. As a matter of fact, almost all the event results were very close. Tony Becker entered 4 events and won 2 of them. He had Easy B won too, until 5 minutes from the end of the meet when Millard Wells put up a flight 5 seconds better.

Some more new people.. Bob Hague and Dan Moore were getting inspired. Moore flew CO 2 all day. Charles Shepherd had his first meet. Welcome to MIAMA, guys....bring some friends.

## NEXT EVENT: SUNDAY OCT 20

MIAMI DADE SOUTH COLLEGE FLY-IN 9-5

# RESULTS - MEET I - C.D. DOC MARTIN

## PEANUT EVENT:

| | | | STATIC SCORE | BEST TWO FLIGHTS | | ALL FLIGHT | TOTAL (2) |
|---|---|---|---|---|---|---|---|
| 1. | JOHN MARTIN | POLISH CANARD | 77.7 | (77.8) | (81.3) | 77.7 | 155.4 |
| 2. | GEORGE LEFFLER | COUGAR | 76.4 | (73.2) | (76.0) | 74.6 | 151.0 |
| 3. | MIKE ARAK | ALCO SPORT | 88.2 | (60.1) | (62.0) | 61.0 | 149.2 |
| X | JOHN MARTIN | AMBROSINI 207 | 79.1 | (69.5) | (70.1) | 69.8 | 148.9 |
| 4. | WALT EVERSON | WACO E | 78.0 | (65.0) | (77.0) | 71.0 | 149.0 |
| 5. | RICK MACENTEE | ALCO SPORT | 91.5 | (55.8) | (56.0) | 55.9 | 147.4 |
| X | RICK MACENTEE | J-3 CUB | 87.5 | (63.3) | (56.3) | 59.8 | 147.3 |
| 6. | DEAN MCGINNES | RUSSIAN IS-4 | 59.2 | (94.9) | (92.9) | 59.2 | 118.4 |
| 7. | CHARLES SHEPHERD | PEGNA RACER | 65.1 | (31.3) | (—) | 15.6 | 80.7 |

DID NOT FLY - MCGINNES PARNALL PIXIE ~~86.6~~ 88.2
MACENTEE KUCHING SPECIAL 83.2

## KIT/PLAN

| | | STATIC | 2 BEST FLY | | TOTAL |
|---|---|---|---|---|---|
| 1. | JOHN MARTIN - DRIESWEIKI CANARD | 83 | 76.9 | 78.6 | 238.5 |
| 2. | GEORGE LEFFLER COMPER SWIFT | 75 | (75) | (75) | 225.0 |
| 3. | JOHN TUDOR CURTISS ROBIN | 88.5 | 71.0 | 63.6 | 223.1 |
| 4. | JOHN TUDOR HOWARD DGA-9 | 90.0 | 52.0 | 56.0 | 198.0 |
| 6. | CHARLES SHEPHERD PEGNA PC-1 | 79.1 83 | 31.0 | 46.7 110.1 | 51.3 181.0 |

## BOSTONIAN: 5. ARAK, ALCO

1. GEO. LEFFLER BOST + FOUND 217.7
2. RICK MACENTEE PLAIN GREEN 199.4
3. DOC MARTIN BOSTON BIS 182.8
4. MILLARD WELLS VAGABOST 166.8
5. WALT EVERSON BAND IN BOSTON 146.5
6. JOHN TUDOR NEGA BIPE 128.6

## MANHATTAN:

1. WALT EVERSON 5:54
2. MILLARD WELLS 5:21
3. RON SHARPTON 4:20

## GLIDER:

1. RON SHARPTON (41.0) (39.6)

## EASY B:

1. MILLARD WELLS 9:17
2. TONY BECKER 9:12
3. DAVE LINSTRUM 8:05
4. MIKE ARAK 6:25
5. RICK MACENTEE 4:16
6. WALT EVERSON 2:35

## PENNY: "A" POG:

1. TONY BECKER 6:38
2. RON SHARPTON 6:30
3. TERRY RIMERT 5:22

1. ARAK 5:59
2. WALT 3:28
3. BECKER 1:29

## NOVICE PENNY:

1. TONY BECKER 8:56
2. RICK MACENTEE 5:24
3. TERRY RIMERT 4:26

## FLYING ACES: WW II MASS LAUNCH

1. DEAN MC GINNES
2. GEO. LEFFLER
3. DOC MARTIN
4. CHARLES SHEPHERD

# MIAMA WORLD PEANUT GRAND PRIX IX NIAGARA FALLS JUN 20'85

(W)

| | TOTAL PTS | STATIC PTS | 2 BEST FLT (4 PTS) | PLANE | CLASS PLACE |
|---|---|---|---|---|---|
| 1. JIM MILLER | 9 | 21.0 (5) | 1:28.9 1:21 [4] | BLERIOT VII | 1ST MONOPLANE |
| 2. JOHN MARTIN | 11 | 21.0 (5) | 1:18.1 1:16.1 [6] | POLISH CANARD | " " 2ND MONO |
| 3. LES GARBER | 12 | 19.7 (11) | 2:48 2:51.4 [1] ★ | LACEY | 1ST FIKE/LACEY |
| 4. JIM MILLER | 13 | 20.5 (10) | 1:35 1:35 [3] | FIKE | 2ND " " |
| 5. DON STEEB | 14 | 12 ✗ (18.2) | 1:43.4 1:55.8 [2] | KIMBERLEY | 1ST ULTRALITE |
| 6. JOE KORTENBACH | 14 | 21.2 [4] | 1:01, 1:02 [10] | NIEUPORT 17 | 1ST BIPLANE |
| 7. BOB CLEMENS | 15 | 23.5 [2] | 37.7 39.5 (13) | LANGLEY AERODROME | 1ST UNORTHODOX |
| 8. BOB CLEMENS | 16 | 21.0 [5] | 58.0 1:04.7 (11) | CURRIE WOT | 2ND BIPLANE |
| 9. DON STEEB | 17 | 24.2 [1] | 21 26 (16) | WRIGHT FLYER | 2ND UNORTHO. |
| 10. DOUG BARBER | 17 | 22.5 [3] | 33 40 (14) | FRED | 3RD MONO |
| 11. DON STEEB ✗ | 18 | 24.2 [1] | 24.2 18.0 (17) | WRIGHT FLYER | 3RD BIPLANE |
| 12. DON STEEB | 18 | 20.8 (10) | 1:10 1:18.4 (8) | FIKE - | 3RD FIKE/LACEY |
| 13. BOB CLEMENS | 20 | 20.8 (8) | 28.8 58.3 (12) | CLOUDBUSTER | 2ND ULTRA LITE |
| 14. DON STEEB | 20 | 17.5 (13) | 1:13.7 1:22.5 (7) | LACEY - PISTACH | 1ST PISTACHIO |
| 15. JOE KORTENBACH | 20 | 13.8 (15) | 1:24.4 1:24.8 (5) | MOSQUITO | 4TH MONO |
| 16. JOHN MARTIN | 23 | 20.8 (8) | 30.9 33.0 (15) | DORNIER BOAT | 2ND PISTACHIO |
| 17 W. HENDERSON | 23 | 15.2 (14) | 1:08 1:04 (9) | WHITE MONO | 5TH MONO |

★ HIGH TIME
✗ BEST SCALE SCORE

5 MODELS DID NOT FLY

HERE'S WHAT HAPPENED IN THE 9TH MIAMA WORLD PEANUT GRAND PRIX IN THE NFFS NATIONAL CHAMPS MEET IN JUNE 1985 - NIAGARA FALLS. THE ENTRY LIST IS A BIT DOWN FROM THE HALCYON DAYS AT WEST BADEN, BUT THE PLANES WERE SUPER. NOTABLE WERE THE WRIGHT FLYER BY DON STEEB + THE LANGLEY AERODROME OF BOB CLEMENS. THEY WERE MODIFIED ONLY SLIGHTLY FROM THE NOVUS AERO KITS AND FLEW VERY WELL INDEED. RECOMENDED - !

# OUTDOOR and INDOOR FAC RULES - SAVE

BUILD SOME F.A.C. MODELS FOR THE KING ORANGE MEET (4)

## FLYING ACES CLUB RULES

OFFICIAL FAC EVENTS

1. Flying Aces Rubber Scale
2. G.H.Q. Peanut Scale
3. Embryo Endurance
4. No-Cal Rubber Scale
5. Shell Speed Dash
6. Greve Trophy Race
7. Thompson Trophy Race
8. Aerol Trophy Race

Victories in any of these events will be credited on the FAC Kanone list. Credits will also be given to winners of the following unofficial events.

UNOFFICIAL FAC EVENTS

1. Jumbo Rubber Scale, using FAC rules.
2. Peanut Rubber Scale, " " " .
3. Jet Catapult Scale.
4. WW-II Combat, mass launch, scale qualifications, but no scale scoring.
5. Peanut Division, as above.
6. Jumbo Division, as above.
7. WW-I Combat, as above.
8. Peanut Division, as above.
9. Jumbo Division, as above.
10. FAC Power Scale, using FAC Rules. Int. comb. eng. +0 pts. Co/2 +10 pts. Electric motor +15 pts.
11. Pre-publicised special events limited to rubber power, and retaining the spirit of other FAC events.
12. Any of the above flown indoors.

WW-I and WW-II Combat events have a max. wingspan of under 36 inches.
All racing events have a max. wingspan of 24 inches.
All mass launch events must have a minimum of 40 scale pts. to qualify. This must not include pts. for bonus or handicap.
Minor modifications to fit local conditions, or trends is left to the discretion of Contest Directors.
Wingspan for Jumbo scale will be 30 inches or more for bi-planes and 36 inches or more for monoplanes.

## GENERAL RULES FOR ALL EVENTS

1. All official and un-official events are for rubber powered models except FAC Power Scale. Any model not powered with rubber must fly in the FAC Power event or not fly at all.
2. No folding, or feathering props allowed.
3. Only one example of each design permitted each builder. (No duplicate back up models allowed.) However, each contestant may enter two different models in each event. Only one model per contestant in mass launches.
4. Each entrant must be the builder of the model he enters.
5. At least three models by three different builders must be entered in an event before the winner can be credited with a Kanone. In the event all three models do not make a qualifying flight, then an attempt must at least be made to score the Kanone.

## HANDICAP REPRESENTATIVE SCALE

INTENT

The intent of these rules is to permit the modeler to have the opportunity to exercise his skill in producing a good flying model which retains most of its scale appearance without being burdened by scale rib spacing, an inadequate tail area, too small a prop due to ROG requirements, or other similar restrictions that bring a penalty if deviated from.

It is hoped that the handicap section will, by its bonus system, bring forth here-to-fore neglected subjects which have been considered non-competitive due to their complexity of design, or lack of inherent flight qualities. (6)

(5) FAC RULES CONT.



BASIC RULES

1. Any two models built from published plans, kit plans, or from original plans of any heavier than air, full size aircraft, built or proposed may be entered. Model plans, kit or published, may be embelished upon to make the model more closely resemble the real machine.
2. If the model is built from original plans, the builder must present 3-views photos, and any other material used by him in creating his entry.
3. Models built from kit or published plans must be accompanied by the building plan. Additional 3-views, photos, etc. used by the builder should also be presented to aid the judges in verifying coloring, marking and details.
4. Any model built directly over a 3-view or factory drawing will require the same endorsements as those above.
5. Tail surface area and dihedral may be increased, but not to a point that will destroy the scale appearance of the model. The general outline of all surfaces and fuselage cross sections must be reasonably retained.
6. No model must conform exactly to any scale 3-view drawing in respect to outline proportions, but all models must closely resemble the full scale aircraft. The opinion of the judges in this matter is final.
7. All flights are hand launched. Consequently, there is no limit to prop diameter, and any retractable landing gear may be represented in the up or down position. Full flush retracting gear may be represented by nothing more than ink lines, or the like. Props will not be considered for scale or workmanship points except those on dummy engines.
8. All surfaces must be double covered, except where single surfaced on full scale machine.
9. No condensor paper or other ultralite material may be used such as mylar.
10. No extra points for scale rib spacing, tail area, or the like.

CONSTRUCTION POINTS

1. A maximum of 30 pts. will be given for the extent of detail; struts, rigging, engine, cowl, exhausts, armament, etc. No cockpit or cabin interiors will be considered, except for the windscreen and instrument panel, except where a full panel is impossible due to a high thrust line.

| NOT MUCH | SOME OF IT | MOST OF IT | ALL THERE |
|---|---|---|---|
| 0 to 10 | 10 to 20 | 20 to 29 | a full 30 |

2. Coloring and marking.
A maximum of 20 pts. will be given for accuracy, and extent of coloring and marking. Flat or gloss finishes where applicable, insignia, numbering, striping, etc. Correct coloring/or serial number for a particular subject modeled.
Where a model is built of a proposed design, the full scale prototype never having been built, then its color and marking should reflect its designed purpose, and era of its creation.
In some instances, the color of the material used in the intended construction of the prototype might be appropiate, such as silver to represent polished aluminum.

3. Workmanship.
A maximum of 12½ pts. will be given for workmanship, good covering, alignment, neatness, etc.

FLIGHT POINTS

(5)

A maximum of 82½ pts. will be awarded as follows;

0-60 seconds 1 point per sec.
61-90 " ½ " " "
91-120 " ¼ " " "

Over 120 seconds, no points.

Three official flights. A flight of at least 20 seconds is considered an official flight. At least one official flight must be made to be awarded the scale score. In the case of large entries in any one contest, the CD may want an official flight before the model is judged for scale points.

MASS LAUNCH EVENTS

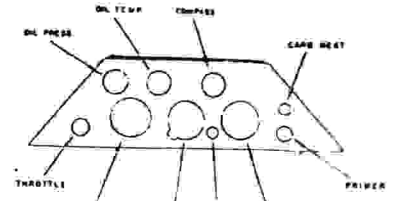
Once the mass launch event starts, there will be no replacing rubber motors or any repairs made to the model. There will also be a time limit set by the contest director as to when and how much time contestants have to retrieve their models and be ready for the next heat.

**********

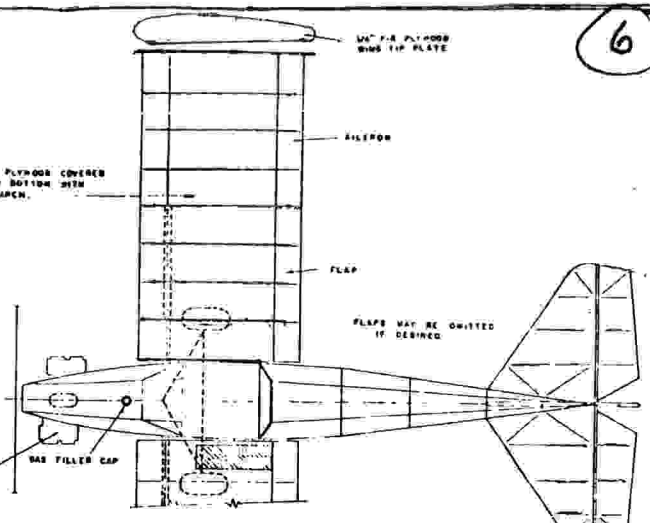
# The Contestor

## AIL WOOD, FOLDING MID-WING MONOPLANE

DESIGNED AND CONSTRUCTED BY LTON TEFFT E.A.A.NO 6332 CHICAGO ILLINOIS

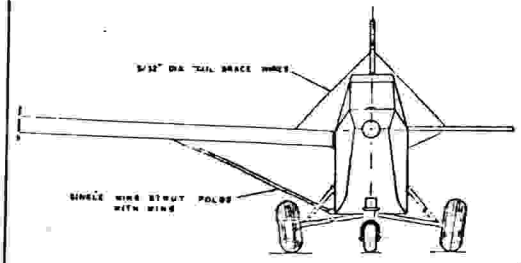



INSTRUMENT PANEL LAYOUT

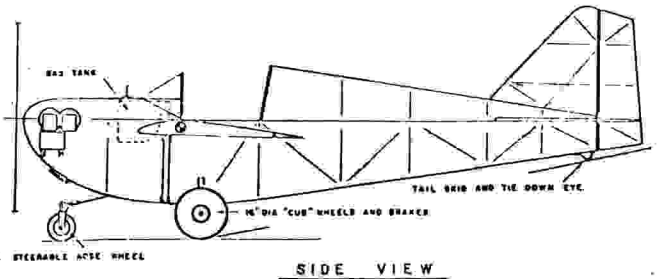



TOP VIEW

NOTE:
PLANE MAY BE POWERED WITH ANY 65 TO 85 HP ENG. CENTER LINE OF ENGINE SHOULD BE IN LINE WITH TOP LONGERON
AERONCA "CHAMPION" ENGINE MOUNT HAS PROPER AMOUNT OF DOWN THRUST AND SIDE BUILT RIGHT IN.




FRONT VIEW




SIDE VIEW

ABOVE ARE THE 3-VIEWS, AND NEXT PAGE IS THE PISTACHIO PLAN SUBMITTED BY NICK PEPPIATT OF ENGLAND. HIS "BEER CAT" WON THE CAT II CLASS LAST APRIL IN THE FIRST WORLD INTERGNATS. HIS PLAN IS WELL THOUGHT OUT + HAS COLOR DATA. WE REALLY APPRECIATE YOUR CONTRIBUTION, NICK!

Mother Goose & Grimm



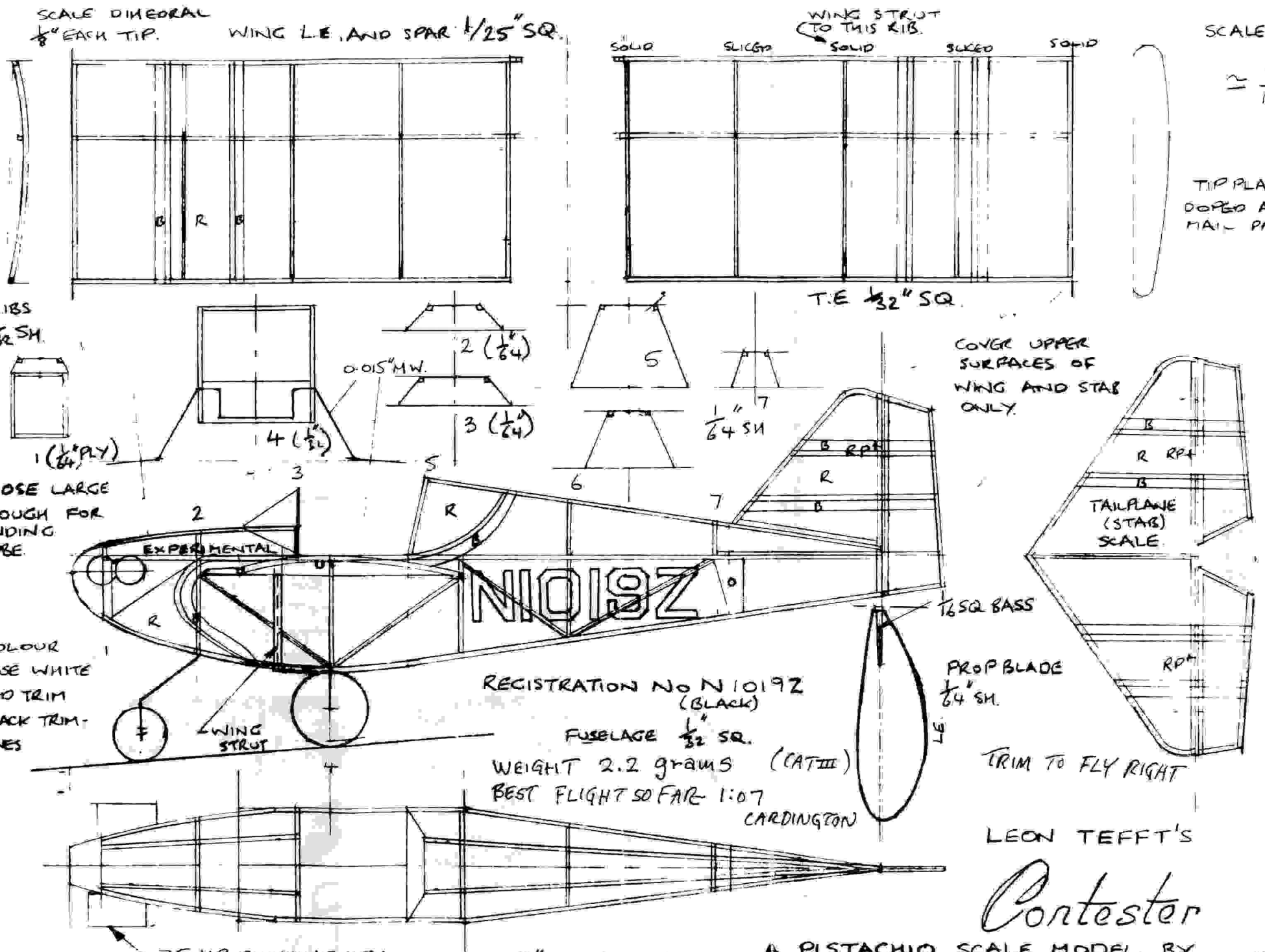

LOCAL NOTE: THE OPA-LOCKA HANGAR IS NO MORE AS AN INDOOR SITE. IT IS STILL THERE - BUT IT HAS NO SIDES

OCT. 20

NEXT EVENT MEET # 2 - ALL DAY 9-5

OCTOBER 20TH - SUNDAY MIAMI DADES. COLLEGE

(7)


SCALE DIHEDRAL
⅛" EACH TIP.
WING L.E. AND SPAR 1/25" SQ.
WING STRUT TO THIS RIB.
SOLID
SLICED
SOLID
SLICED
SOLID
SCALE 1/27.75
≃ 7/16" = 1'
TIP PLATE DOPED AIR MAIL PAPER
T.E 1/32" SQ.
RIBS 1/32 SH.
1 (1/64" PLY)
0.015" M.W.
2 (1/64")
3 (1/64")
4 (1/32")
5
6
7
1/64" SH
COVER UPPER SURFACES OF WING AND STAB ONLY.
B
R
B
B RPT
R
B
R RPT
B
TAILPLANE (STAB) SCALE
RPT
NB NOSE LARGE ENOUGH FOR WINDING TUBE.
EXPERIMENTAL
N10192
1/16 SQ BASS
COLOUR BASE WHITE RED TRIM BLACK TRIM-LINES
WING STRUT
REGISTRATION No N10192 (BLACK)
FUSELAGE 1/32 SQ.
WEIGHT 2.2 grams (CAT III)
BEST FLIGHT SO FAR 1:07 CARDINGTON
PROP BLADE 1/64" SH.
LE
TRIM TO FLY RIGHT
LEON TEFFT'S
Contester
75 HP CONTINENTAL
8" WINGSPAN.
A PISTACHIO SCALE MODEL BY Nick Pettitt. 5.5.85

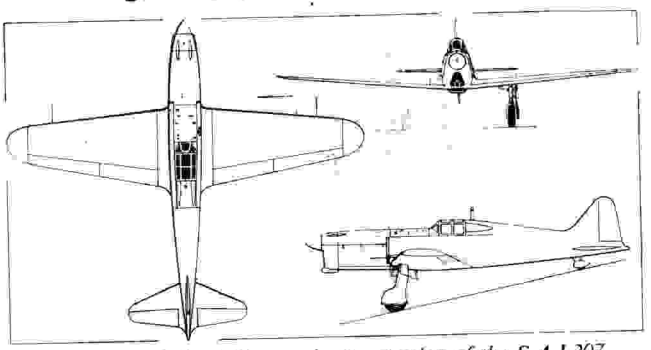
HERE IS A PHOTO AND 3-VIEWS OF THE AMBROSINI S.A.I. 207 ITALIAN FIGHTER, ALTHO MY MODEL OF THIS WAS NOT LIGHT IT PERFORMED VERY WELL

THIS IS A GOOD WWII PEANUT - FLIES VERY WELL & NOT HARD TO TRIM - FLIES LEFT LET'S HEAR HOW YOURS DID! DOC MARTIN PLANS NEXT PAGE

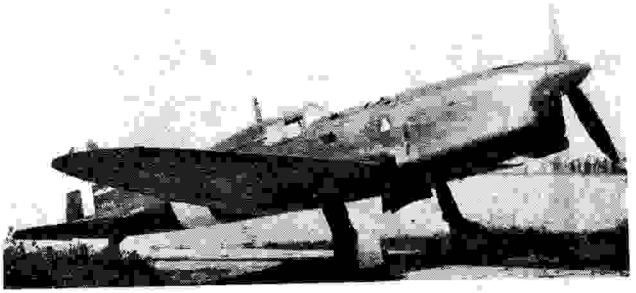
PEANUT RULER - 13 INCHES

0 1 2 3 4 5 6 7 8 9 10 11 12 13

(8)



*(Above and below) The production version of the S.A.I.207.*

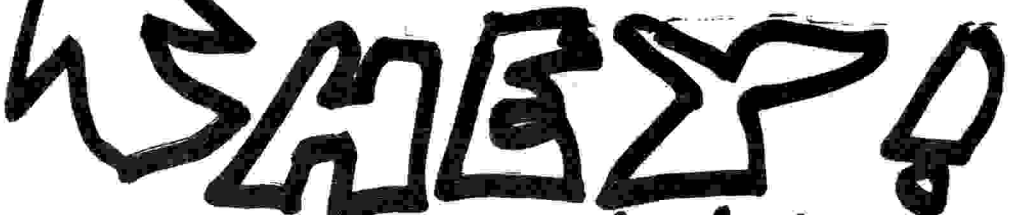


(1 750 kg). Loaded weight, 5,324 lb (2 415 kg). Span. 29 ft 6⅓ in (9,00 m). Length. 26 ft 3¼ in (7,00 m). Height, 9 ft 5 in (2,87 m). Wing area, 149·618 sq ft (13,9 m²).

AMBROSINI SAI 207

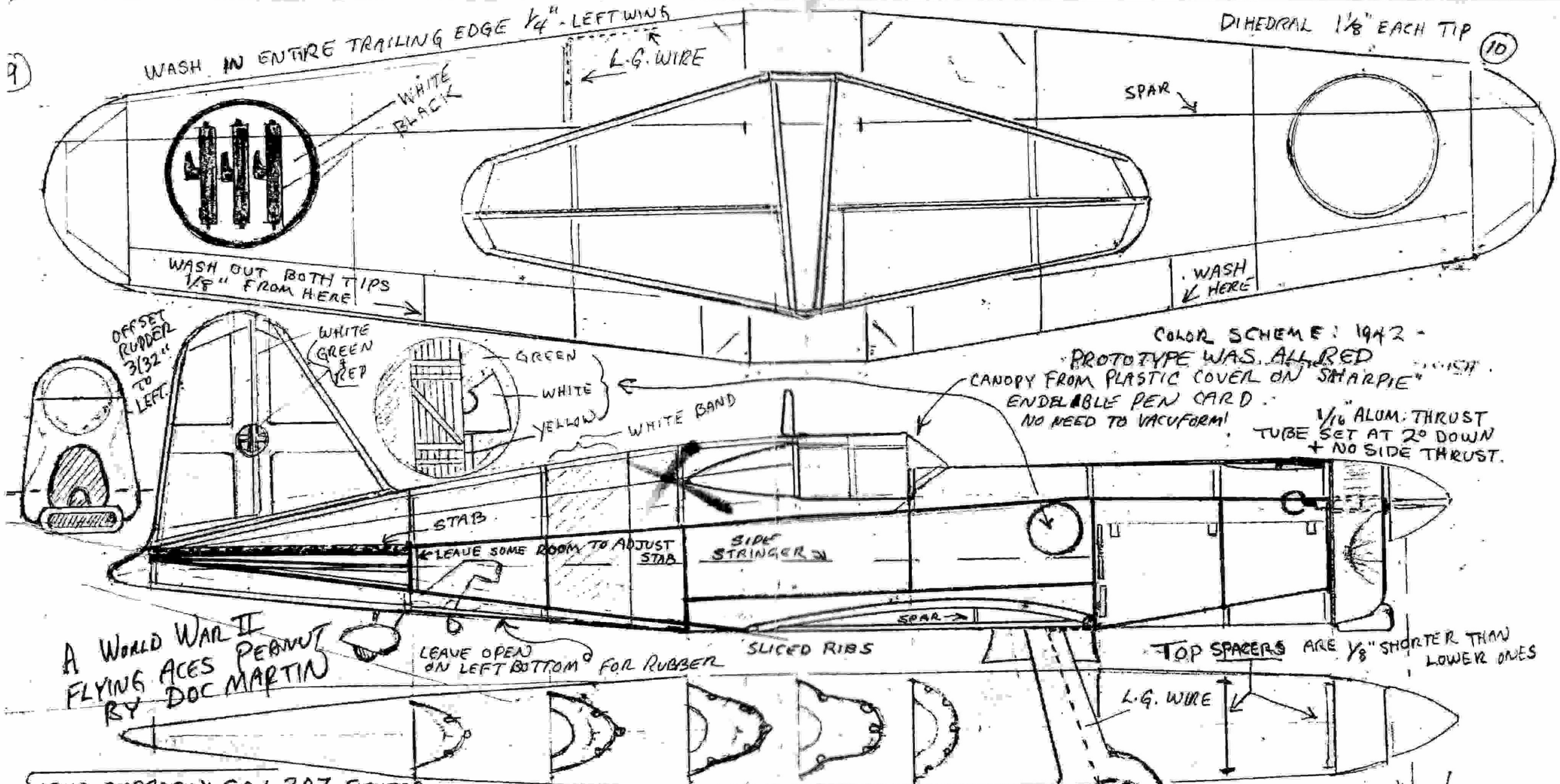
LAST ISSUE





# IS THERE AN 'X' HERE?

THEN THIS IS YOUR OCTOBER RENEWAL ISSUE - SEND $10.00 TO MIAMA. YOU WILL BE A MEMBER AS WELL AS SUBSCRIBER. THIS YEAR WE WILL SEND YOU A SPECIAL DE CODER BUTTON!


(9)
WASH IN ENTIRE TRAILING EDGE 1/4" - LEFT WING
L.G. WIRE
WHITE
BLACK
WASH OUT BOTH TIPS 1/8" FROM HERE
DIHEDRAL 1 1/8" EACH TIP
(10)
SPAR
WASH HERE
OFFSET RUDDER 3/32" TO LEFT
WHITE GREEN RED
GREEN
WHITE
YELLOW
WHITE BAND
COLOR SCHEME: 1942 - PROTOTYPE WAS ALL RED
CANOPY FROM PLASTIC COVER ON "SHARPIE" ENDELIBLE PEN CARD. NO NEED TO VACUFORM!
1/16" ALUM. THRUST TUBE SET AT 2° DOWN + NO SIDE THRUST.
STAB
LEAVE SOME ROOM TO ADJUST STAB
SIDE STRINGER
SPAR
A WORLD WAR II FLYING ACES PERMIT BY DOC MARTIN
LEAVE OPEN ON LEFT BOTTOM FOR RUBBER
SLICED RIBS
TOP SPACERS ARE 1/8" SHORTER THAN LOWER ONES
L.G. WIRE
1/32 SHEET COVERED W/ RED TISSUE
3/4" WHEELS
5 1/2" PROP
MIDWEST - DELTA DART TYPE
1942 AMBROSINI S.A.I. 207 FIGHTER
ITALY WW II. REF: AIR ENTHUSIAST OCT. 1971 750 H.P.
ALSO - ITAL. CIVIL + MILITARY AIRCRAFT 1930-45 J. THOMPSON
SPAN 9M. LENGTH 7M. 398 MPH 2 20MM CANNON, 2 12.7 M.G.'S
2,000 ORDERED - 13 PRODUCED.
J.B. Martin MIAMA
WEIGHT 11 GRAMS
POWER 18" LOOP OF FAI 3/32 (.093)
BEST SO FAR INDOORS 1:03 ON 1600 TURNS
9/14/85

# M.I.A.M.A.'S 15TH SEASON STARTS:

TAKE A LOOK AT PAGE 2. - THOSE ARE THE EVENTS WE FLY AT EVERY M.I.A.M.A. INDOOR MEET. WE HAVE 4 MORE MEETS WE INVITE YOU TO, PLUS FLY INS + TIME TRIALS. POINTS ARE EARNED TOWARD ANNUAL AWARDS - JOIN THE FUN!!

REAR COVER HAS PLACES + DATES - MORE TO COME.

# BIG NEWS!

THE KING ORANGE MEET - THE MAJOR STATE FREE FLIGHT MEET SINCE THE EARLY 1950'S WILL BE HELD AT MAC DILL AIRBASE ON DEC 28, 29, + 30

AND FOR THE FIRST TIME EVER — MORE NEXT ISSUE

~~INDOOR~~ ~~HAS~~ ~~3 DAYS!~~

STOP! - THE PRESSES

BAD NEWS.... LATE CHANGE

NO INDOOR AT MACDILL UNTIL FURTHER NOTICE.... KING ORANGE & FAC O.K.

FACILITY IS LOADED WITH AIRCRAFT

MEET #2 OCT 20 MEET #3 NOV 17

MORE TO FOLLOW

SAM+K

DAYTO

FAC

AUTO-GIRO

GLIDER

LAUNCH

LYING ACES PEANUT

TO BE ANNOUNCED

AMA

EVC

AFTER DIN

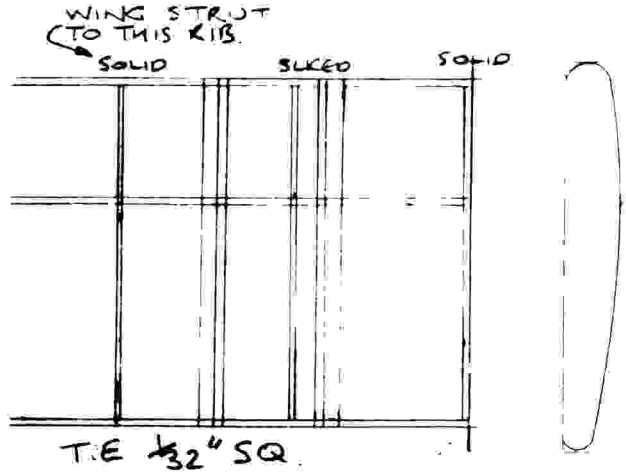
SCALE-KIT/PLA

FREE FLIGHT.

PEANUT SPEED

SHARPTON

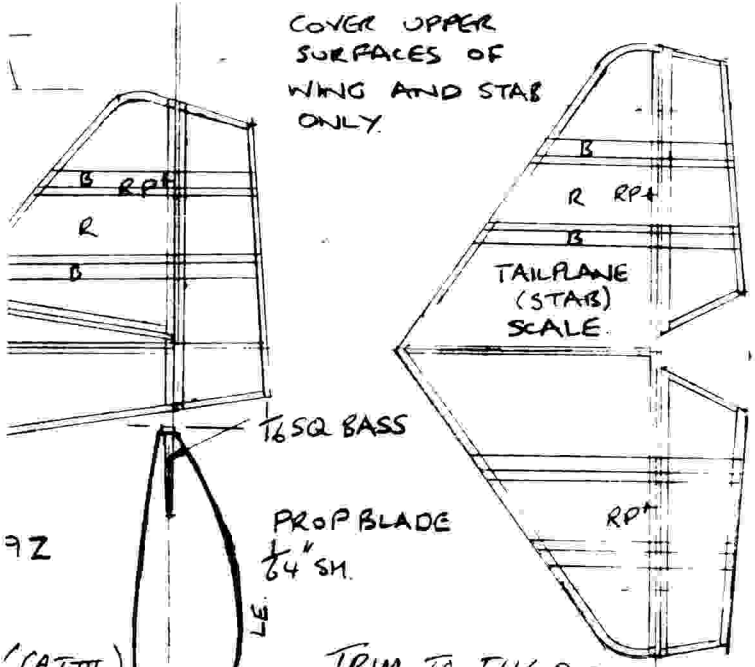
LAUNCH




SCALE $\frac{1}{27.75} \simeq \frac{7}{16}" = 1'$

TIP PLATE DOPED AIR MAIL PAPER

COVER UPPER SURFACES OF WING AND STAB ONLY




LEON TEFFT'S

# Contester

A PISTACHIO SCALE MODEL BY Nick Pettitt. 5.5.85

# ADVANCE NOTICE (12)

ANOTHER NOTE FROM ENGLAND. BUTCH HADLAND IS PLANNING A PISTACHIO PROXY MEET THAT WILL BE VERY UNUSUAL!

BASED ON THE LIGHT PLANE COMPETITIONS AT LYMPNE IN THE 1920'S HE WILL HAVE A MEET FOR PLANES FROM THAT ERA + THEY WILL PERFORM ENDURANCE, PRECISION, AND CLOSED COURSE EVENTS.

BUTCH HAS A COLLECTION OF 3-VIEWS OF PLANES THAT COMPETED AT LYMPNE AND HANGAR PILOT WILL PUBLISH A SERIES OF THEM. MORE NEXT ISSUE INCLUDING A PISTACHIO PLAN BY BUTCH OF THE 1928 HANDLEY-PAGE SAYERS MONOPLANE (HUH?)

# The final results for the 1st PPPP Contest

## Category I Pioneer

| Place | Name | Plane | Scale Point | Proxy | 1R | 2R | 3R | 4R | 5R | Best 2 | Ave | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. | Shoichi Uchida | Cessna 1911 | 73 | | 23 | 17 | 27 | 15 | / | 23 27 | 25 | 98 |
| (2) | Img. L. Koutky | Nieuport 1912 | 58.5 | Suzuki | 24 | 30 | 29 | 39 | 39 | 34 39 | 39 | 97.5 |
| 3. | Shiro Takeuchi | Hearth Model 2B | 83.3 | | ▲ The best scale point Shiro Takeuchi | | | | | | | |
| 4. | ditto | Avro Triplane | 86 | | The best flying time Img. L. Koutky 398. | | | | | | | |

## Category II WW I

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. | Ken Iimuro | Fokker Dr. I | 75.3 | | 32 | 40 | 32 | 31 | 38 | 40 38 | 39 | 114.3 |
| 2. | ditto | Sopwith Triplane | 78.9 | | 33 | 36 | 13 | 25 | 27 | 36 27 | 31.5 | 110.4 |
| 3. | Jiro Sugimoto | Ansaldo SVA-5 | 83.3 | | 22 | 29 | 21 | 24 | / | 29 26 | 26.5 | 109.8 |
| 4. | Ken Iimuro | SE5a (Y) | 70.4 | | 35 | 38 | 23 | 24 | 26 | 38 35 | 36.5 | 107.4 |
| 5. | Tomoji Nishina | Fokker DVII | 86.4 | Takeuchi | 15 | 19 | 21 | 18 | 18 | 19 21 | 20 | 106.4 |
| 6. | Ken Iimuro | Fokker Dr. I | 75.3 | | 23 | 25 | 31 | 15 | 21 | 31 25 | 28 | 103.3 |
| 7. | ditto | SE5a | 64.8 | | 30 | 26 | 28 | 24 | 43 | 43 30 | 36.5 | 101.3 |
| (8) | Dr. Martin | Ansaldo SVA-3 | 61.6 | Sugimoto | 27 | 30 | 38 | 41 | / | 38 41 | 39.5 | 101.1 |
| 9. | Kazuhiro Suzuki | Fokker D VII | 74.3 | | 26 | 21 | 19 | 23 | / | 26 23 | 24.5 | 98.8 |
| 10. | Seigo Wanibuchi | de-Havilland DH6 | 70.9 | | 37 | 5 | 9 | 6 | 15 | 37 15 | 26 | 96.9 |
| 11. | Ken Iimuro | Nieuport Ni 17 | 64.8 | | 25 | 18 | 23 | 26 | 24 | 26 25 | 25.5 | 90.3 |
| 12. | Junji Shiota | Fokker DVII | 57.8 | | 15 | 14 | 14 | 15 | 14 | 15 15 | 15 | 72.8 |
| 13 | Shoichi Uchida | SE5a | | | ▲ The best scale point Jiro Sugimoto. The best flying time Ken Iimuro 433. | | | | | | | |
| 14. | Shiro Takeuchi | Morane Saulnier N | | | | | | | | | | |

## Category III Golden Age

(ROG = plastic parts)

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (1) | Walt Eversan | Waco SRE | 67.9 | Suzuki | 52 | 48 | 40 | 42 | 34 | ROG 52 48 | 55 | 122.9 |
| (2) | Bill Herman | Forman Mosquito | 75.8 | Suzuki | 28 | 31 | 29 | 35 | 28 | 31 35 | 33 | 108.8 |
| (3) | Bob Thompson | Yokosuka B4Y | 74 | Sugimoto | 26 | 29 | 32 | 33 | 29 | 33 33 | 32.5 | 106.5 |
| 3 | Minoru Nishizawa | Forman Mosquito | 73 | | 31 | 36 | 27 | 26 | 24 | 31 31 | 33.5 | 106.5 |
| (5) | Dave Stott | Kawasaki Type 92 | 74 | Sugimoto | 29 | 16 | 21 | 29 | 34 | 29 29 | 29 | 103 |
| 6. | Kazuhiro Suzuki | Vulcan Aeroview Mth | 74.3 | | 23 | 14 | 18 | 28 | 23 | 28 23 | 25.5 | 99.8 |
| 7. | Takashi Sugihara | Leonard R-17 | 60. | Sugimoto | 30 | 33 | 37 | 33 | / | 37 33 | 35 | 95.5 |
| (8) | Roger Aime | Pottier P70B | 73. | Suzuki | 18 | 11 | 19 | 12 | 12 | ROG 19 12 | 20.5 | 93.5 |
| 9. | Kazuhiro Suzuki | GeeBee Racer | 73. | | 18 | 15 | 11 | 18 | / | 18 18 | 18 | 91 |
| 10. | Junji Shiota | Pietenpole ? | 57.7 | | 39 | 33 | 25 | 25 | 22 | 39 25 | 32 | 89.7 |
| 11. | Shiro Takeuchi | Humming Bird | 73. | | 10 | 12 | 17 | / | / | 17 12 | 14.5 | 87.5 |
| 12. | Shoichi Uchida | Mr. Mulligan | 54. | | 27 | 25 | 28 | 31 | 29 | 31 29 | 30 | 84 |
| (13) | Bob Thompson | Letov S-328 | 50.6 | Sugimoto | 30 | 29 | 33 | / | / | 30 33 | 31.5 | 82.3 |
| 14. | Hiroshi Yoshikawa | Alco Sport | 56 | Wanibuchi | 9 | 8 | 15 | / | / | 9 15 | 12 | 68.3 |
| 15. | Jiro Sugimoto | Leonard R-17 | 67.5 | | ▲ The best scale point Shiro Takeuchi | | | | | | | |
| 16. | Shiro Takeuchi | Waco A10 Taperwing | 77. | | The best flying Time Walt Eversan (proxy pilot: K. Suzuki) | | | | | | | |
| 17. | ditto | Perchival? Mugull | 70 | | | | | | | | | |
| 18. | ditto | Fokker Super Uni | 65. | | | | | | | | | |
| (19) | Milan Kucera | Zlin Z XII | 81. | | | | | | | | | |

The mark "0" of the place number means entry from foreign countries (15)
The number of total entries was 71.

## Category IV WW II

| Place | Name | Plane | Scale Point | Proxy | 1R | 2R | 3R | 4R | 5R | Best 2 | Ave | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. | Jiro Sugimoto | Grumman F6F | 87.5 | | A 23 | 22 | 21 | / | / | 23 21 | 36.5 | 124 |
| (2) | Bernie Sinclair | Zero A6M2 | 87.5 | Suzuki | 20 | 21 | 26 | 25 | 23 | 26 25 | 35.5 | 123 |
| 3. | Shoichi Uchida | Thunderbolt 47D | 70 | | 29 | 25 | 33 | 26 | 35 | 35 34 | 34 | 104 |
| 4. | Shiro Takeuchi | Mustang P-51 | 57.1 | | ▲ The best scale point B. Sinclair The best flying time S. Uchida 35s. | | | | | | | |

## Category V Modern

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. | Yoshinobu Harada | Andreason | 87.4 | | 32 | 22 | 27 | 29 | 35 | 32 29 | 61.5 | 149.1 |
| 2. | Kazuhiro Suzuki | Hiper Vipe? | 83.3 | | 33 | ROG 46 | 26 | 32 | ROG 36 | 46 36 | 51 | 134.3 |
| 3. | Tomoji Nishina | Jodel D9 | 87.5 | Suzuki | 39 | 27 | 23 | ROG 33 | 22 | 33 36 | 36 | 123.5 |
| 4. | Ken Iimuro | Andreason IV | 64.8 | | 35 | 68 | 33 | 38 | 44 | 68 44 | 56.5 | 119.3 |
| 5. | Jiro Sugimoto | Dike Delta | 81.7 | | 40 | 16 | 12 | 23 | 16 | 40 23 | 31.5 | 113.2 |
| 6. | ditto | Piper Bugabo? | 58.5 | | 45 | 43 | 24 | 30 | 90 | 45 45 | 44.5 | 103 |
| 7. | Iwao Baba | Lacey M-10 | 54 | | 48 | 20 | 52 | 40 | 5 | 48 40 | 44 | 108 |
| 8. | Takashi Shimazaki | Pitt Special | 79.7 | Suzuki | 25 | 35 | 17 | 23 | 22 | 25 25 | 25 | 104.7 |
| 9. | Ken Iimuro | Andreason (W) | 64.8 | | 37 | 28 | 40 | 29 | 30 | 37 30 | 33.5 | 103.3 |
| 10. | Shiro Takeuchi | Pitts Special | 92.5 | | 12 | 6 | / | / | / | 12 6 | 9 | 101.5 |
| 11 | Makoto Kato | Piper Cub | 54 | | 31 | 31 | 39 | 25 | 35 | ACRO 41 41 | 45 | 99 |
| (12) | Roger Aime | Epsilon TB30 | 75.9 | Suzuki | 23 | 15 | 20 | 10 | 17 | ROG ROG 23 20 | 21.5 | 97.3 |
| 13. | Tomoji Nishina | Bori Easy ? | 78.8 | Suzuki | 2 | 15 | 16 | 17 | 19 | 19 19 | 18 | 96.8 |
| 13. | Seigo Wanibuchi | Piper Cub | 56.3 | | 31 | 31 | 40 | 29 | 41 | 40 41 | 40.5 | 96.8 |
| (15) | Robert Womack | PAT-1 | 70 | Sugimoto | 16 | 18 | 24 | 20 | / | 24 20 | 22 | 92 |
| 16. | Hiroshi Yoshikawa | Starlit ? | 70 | Sugimoto | 19 | 22 | / | / | / | 22 19 | 20.5 | 90.5 |
| 17. | Katsutoshi Yamada | WSK PZL-106 | 70 | | 10 | 10 | 19 | 15 | / | 19 15 | 17 | 87 |
| (17) | Walt Mooney | Aero Sport Quail | 49.5 | Suzuki | 22 | 32 | 43 | 22 | 30 | 43 32 | 37.5 | 87 |
| 19 | Shoichi Uchida | Pillartes Turbo Pooler | 54 | | 30 | 22 | | | | 30 22 | 26 | 80 |
| (20) | Millard Wells | Cessna 152 | 58.3 | Suzuki | 19 | 20 | 21 | 16 | 21 | 21 21 | 21 | 77.3 |
| 21 | Shiro Takeuchi | Smith Miniplane | 80. | | ▲ The best scale point T. Nishina The best flying time Y. Harada 9?s | | | | | | | |
| 22 | Shigeo Ohno | Monocoupe | 47. | | | | | | | | | |
| 23 | ditto | Chitabria ? | 51.7 | | | | | | | | | |
| 24 | Minoru Nishizawa | Bede BD-8 | 78.8 | | | | | | | | | |
| 25 | Makoto Kato | Belanca Monocoupe 48 | | | | | | | | | | |

Makoto Kato Belanca Decolan?

## Category VI Volks Plane (VP-1)

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. | Shoichi Uchida | | 73 | | 29 | 27 | 31 | 63 | 32 | 63 32 | 47.5 | 120.5 |
| 2. | Katsutoshi Yamada | | 64.2 | | 30 | 23 | 24 | 48 | 58 | 48 58 | 53 | 117. |
| 3. | Shiro Takeuchi | | 75.9 | | 15 | 19 | 24 | 23 | 34 | 24 24 | 29 | 104.8 |
| (4) | Walt Mooney | | 87.5 | Sugimoto | 10 | 8 | 13 | 10 | / | 13 10 | 11.5 | 99 |

▲ The best scale point W. Mooney The best flying time S. Uchida 63s.

* Since the last time a decision allowing ... was made ...

JAPAN, AUG 13, 1985

PEANUT IS ALIVE & WELL ALLOVER THE WORLD. HERE'S A MEET REPORT FROM NAGOYA PROXY MEET HELD AT TOYOTA SHOW ROOM. ICHIRO YAMADA REPORTS 71 ENTRIES & 15 FOREIGN MODELS. THIS LOOKS LIKE THE OLD MODEL BUILDER OR WEST BADEN MEETS. FROM THE RESULTS IT LOOKS LIKE THEY USED THE MILLER/AMA RULES. WELLS, MARTIN, (13) AND EVERSON REPRESENTED MIAMA. WAIT WAS FIRST IN GOLDEN AGE!

FAC RULES (14)

## HANDICAPPING

The following table will be used in giving, or subtracting points in proportion to inherent flight qualities of different types of models:

-5 points for high wing cabin types.
0 points for parasol wing types.
+5 points for shoulder, mid, and mid-low wing types.
+10 points for low wing types.
+15 points for biplanes.
+20 points for more than two wings.

In addition, the following bonus points will be awarded;
+5 points for seaplanes, flying boats, and amphibians.
+10 points for tandem wings.
+10 points for pushers.
+10 points for tandem engines, if both props are powered in such a manner as to contribute generously to the thrust and duration of motor run needed for flight. (viz. Fokker D-XXIII)
+15 points for unorthodox designs, canards, flying wings, autogiros, etc.
+20 points for multi-engines, if at least two props are powered in such a manner as to contribute to the thrust and duration of motor run needed for flight, and if props are carried on both sides of the aircraft.
+5 points for each additional powered prop that contributes generously to the thrust, etc.

Any model of a prop driven, or jet propelled multi-engined airplane with thrust provided by a single prop in a non-scale position on the nose, or tail of the fuselage may be entered.
+2 points will be given for each dummy nacelle with a scale diameter free wheeling prop.
+1 point will be given for each jet engine pod, regardless of how many engines were contained in it on the real ship.

Some examples;
Convair XB-46, (with non-scale prop on nose or tail.)
+5 points for shoulder wing.
+2 points for each jet engine pod.
+7 points total bonus pts. to be added to flight score.

Sikorsky S-40 (with two props driving, and two dummies.)
0 points for parasol wing.
+5 points for being amphibian.
+20 points for being multi-engine, both sides of center line.
+4 points for two dummy props.
+29 points total bonus to be added to flight score.

Highest total point ship wins. In the event of a tie score, a flyoff will be held. Handicap and bonus pts., plus scale pts., once again added to the flight score to determine the winner. Where two ships are entered, by one contestant, only the higher scoring of the two will be used to determine modelers standing.

## NO-CAL PROFILE SCALE

1. A simple event for recognizable profile models with a wing span limit of 16 inches.
2. Total of three flights to determine score. Highest total score wins. Flyoff to break a tie.
3. Any flight of 20 seconds or more is official. All flights to be hand launched. No maximum flight time.

## G.H.Q. PEANUT SCALE (8)

1. Open to any scale model of not more than 13 inches in wingspan.
2. Flight score determined by total of three official flights, hand launched.
3. Unlimited attempts to gain three official flights. Any flight of 20 seconds or more is official.

(15)

FAC RULES

4. There will be no maximum flight time.
5. All models must be covered with Jap tissue or equivelent.
6. All surfaces must be double covered, unless real ship was single covered, then you must show proof.

Scale Points;

a. Color, reasonable effort to use tissue and/or dope to simulate realistic coloring. plus 3 points

b. Marking, civil registration & stiping, or military insignia, serial numbers, sqad. markings etc. plus 3 points

c. Details, struts, cowls, cylinders, pilots, rigging, armament, windshields, exausts, steps, control surface outlines, and any other outstanding details shall be scored thus;

| | | |
|---|---|---|
| 1. Stark | minus | 3 points |
| 2. Lax | zero | 0 points |
| 3. Good | plus | 3 points |
| 4. Great | plus | 6 points |

7. Planes with retractable gear may be built with gear represented in the up position, with no penalty.
8. Scale points determined by judging, using tables above.
9. 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 279 seconds, and is not bested by any others, then everyones scale score 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, everyones scale score being multiplied by 9.
10. Highest total of flight and scale score wins. Ties to be broken by a single flight "flyoff", multiplied by 3, and added to the scale score.

## EMBRYO ENDURANCE

1. Not over 50 square inches of wing area for monoplanes or 70 square inches for biplanes, 45 square inches max. for largest wing area. Stab area not to exceed 50 percent of wing area.
2. Fuselage volume to enclose a space 1½ X 1½ X 3 inches or larger.
3. Wing and tail to be built up, covered on both sides with Jap tissue or equivelent.
4. No folding props. All models rubber powered only.
5. Model must ROG from a card table top UNASSISTED from a 3 point rest.
6. Landing gear legs must have 3/4 inch diameter wheels or larger.
7. Four attempts for three official rise above table top level flights.
8. Highest flight total plus bonus wins. Fly off to break ties.
9. A bonus for the following details will be given; 5 sec. for a raised cat or windscreen with open hole and headrest, 3 sec. for three dimensional wheel pants, 1 sec. for three dimensional exhaust pipes.

## SHELL SPEED DASH

All models must enter this event first in order to qualify for the Greve or Thompson races. The results of this race to determine the arrangement of planes in the heats for the Greve and Thompson races.

Three official timed flights will be made. Highest total wins the race. Flyoff to break a tie.

## AEROL RACE

One large mass launch for all the planes that did not qualify for the Greve or Thompson race. Last one down is the winner.

## JET CATAPULT SCALE

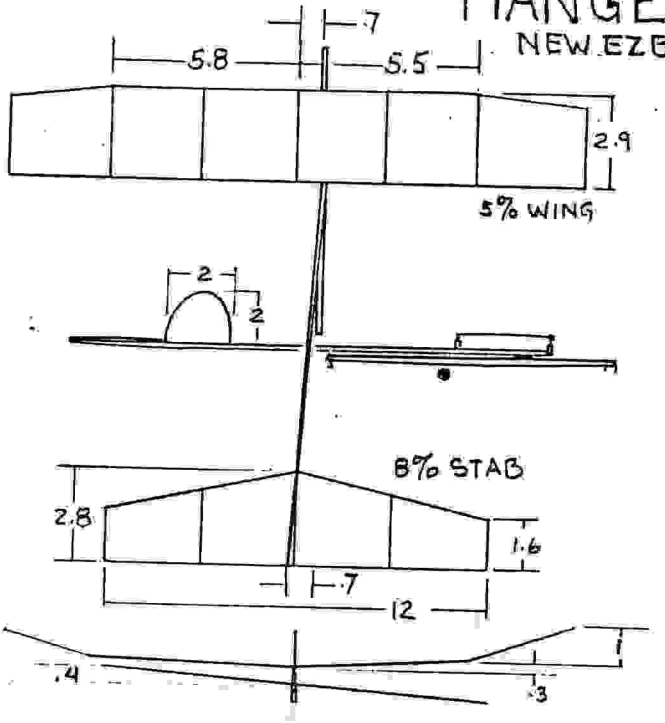
(9)

1. Any man carrying jet or rocket propelled aircraft.
2. Model is launched by stretched rubber catapult.
3. Profile fuselages.
4. Scale scoring; Basic aircraft and markings (no bare balsa) 5 points. markings 0-3, coloring 0-3, outling 0-3, workmanship 0-4, extra detail 0-3. Bonus points, flying wings or canards 5 points, 1 point for each scale engine, pod, or fuel tank not contained within the contours of the airframe.
5. Flight scoring, 1 point per sec. 20 sec. minimum flight. Unlimited attempts to make three official flights. Highest total time wins. Flyoff to break a tie.

# HANGER WRASH

NEW EZB CONFIGURATION

BY G.R. NOLIN
FAIRBORN, OHIO
663 WOOD HILL DR
45324




AIRFRAME DISTORTION FROM THE FULLY-WOUND RUBBER MOTOR IS THE PLAGUE OF THE CONVENTIONAL EZB LAYOUT.

WITH THIS DESIGN, THE MOTOR STICK IS SEPARATED FROM THE AIRFRAME, WHICH IS THEN FREE FROM THE TWISTING EFFECT OF THE TIGHTLY WOUND MOTOR.

A. WING TWIST CAN BE ADJUSTED BY MOVING THE CONNECTING JOINT FORE OR AFT.

B. THE C.G. IS ADJUSTED BY MOVING THE MOTOR STICK FORE OR AFT.

C. TURN IS ADJUSTED BY SKEWING THE TAILBOOM AND/OR THE MOTOR STICK. ALSO BY WING OFFSET.

NOTES:

1. THE WING POSTS AREN'T NECESSARY. CEMENT THE WING SPARS DIRECTLY TO THE TAIL BOOM. ADJUST AT REAR OF STAB. USE A TUBE SOCKET IN THE TAIL BOOM.
2. THE CONNECTING JOINT IS NOT NEEDED. JUST PUT A DROP OF CEMENT IN THE RIGHT SPOT.
3. A MUCH LIGHTER MOTOR STICK CAN BE USED.

BUILT IN NOVEMBER 1984 FROM OLD PARTS. INTRODUCED AT 12-13 JAN 85 MEET AT McDILL AFB FLA.

(APOLOGIES TO DICK HARDCASTLE)

TAILBOOM - 15.1 x .095 x .090 ↔ .095 x .025
MOTOR STICK - 8.8 x .105 x .150 ↔ .115 x .085

(91)

**EDITOR'S NOTE:** JERRY NOLIN CONTRIBUTES THIS NOVEL DESIGN EASY B TO HANGAR PILOT AFTER SUCCESSFUL FLYING AT MACDILL AFB IN JAN '85. THE BASIC IDEA IS TO NEUTRALIZE TORQUE WARPS. JBM.

17)

# AT LAST!

A COMMON DELIMA... THE KNOT SLIPS ON YOUR FAVORITE LOOP OF RUBBER THAT MAKES SUPER FLIGHTS ON YOUR MODEL. OR THE BAND BREAKS .... IT'S LUBED RUBBER - WHAT TO DO?

HOW DO YOU TIE LUBED RUBBER?

MANY, MANY, MANY SUGGESTIONS. A LOT OF THEM DON'T WORK!

I'VE TRIED THIS METHOD BY HAROLD LACLAIR AND IT WORKS!

(1) ABOUT 3" FROM END TIE ½ OF A SQUARE KNOT: (A) (B)



(2) PULL ENDS (A) & (B) TOGETHER & TIE A "GRANNY" KNOT IN THEM




(3) AFTER PULLING KNOT IN (2) TIGHT, PULL KNOT IN (1) UP AGAINST IT. DONE! THANKS, HAL.

WE SOLICIT OTHER SUGGESTIONS FOR TYING LUBED RUBBER!!

☆ ANY OF YOU WHO HAVE A DIFFERENT METHOD OF TYING LUBED RUBBER - SEND IT TO US!






## Hannan strikes again

Bill Hannan, that prolific purveyor of Peanuts, profiles, and philosophy, has come up with another sparkling scrapbook collection of selected articles and designs he's published over the last two decades. This time, unlike his nifty *Scrapbook of Scale, Vols. I and II*, Bill has included essentially non-scale, fun-type aircraft in a volume he calls *Models and Musings*. Featured are 14 full-size model construction plans for 14 rubber-powered projects, including two biplanes, two profile helicopters, the *Escondido Mosquito*, the *Stringless Wonder*, a flying disc, a canard, a model-of-a-model, and a Bostonian. Also included are plans for four simple gliders, bringing the total to 18 non-scale plans in all.

The collection comes in an 8½×11 inch bound format on 80 pound paper with a 3-color cardstock cover. The 56 pages are packed with over 50 photos, 30 drawings, and contributions from other talented designers and cartoonists, as well as the inimitable philosophical tidbits that have become a Hannan trademark over the years.

*Models and Musings* is available from W. C. Hannan Graphics, Box A, Escondido, CA 92025 for $8.95 plus $1.00 postage and handling. A recent note from Bill also indicated that both Volumes I and II of his *Scrapbook of Scale* were still available at the same price as his newest work.

# THE ICONOCLAST'S CORNER
by Alley Slaper



p.s. Couldn't resist the chance to gripe under an alias in your "Iconoclast's Corner"!!!:

A few pet peeves:

1. Driving behind any diesel-powered vehicle is the pits. Even having to hear them idle is offensive. These "politically clean" monsters befoul the air. Even their supposed advantage in using lower-priced fuel is no longer true. Anyone who continues to uphold their cause should be made to follow a diesel bus up a steep hill for a few miles...

2. Those cardboard adverts in magazines are a real drag. I automatically avoid any product so advertised...

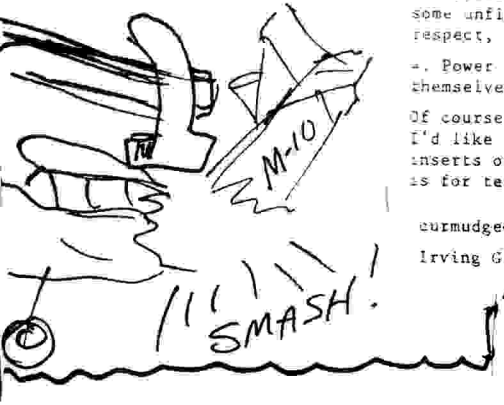
3. Closely akin in annoyance are magazine articles which are continued on some unfindable page. The photo magazines are particularly annoying in this respect, because many of their pages do not even have page numbers!

4. Power lawn mowers. Especially early in the morning. In fact, lawns themselves are an interference with modeling productivity, right?

Of course one should not end a gripe-list on a negative note. Therefore, I'd like to say I'm POSITIVE I don't like diesels, cardboard magazine inserts or unfindable page numbers. As to lawns, the only useful purpose they serve is for test-gliding new models!

curmudgeonly,
Irving Glotch

LET'S HAVE MORE GRIPES FOR THE ICONOCLAST!




## U.S. INDOOR TEAM SELECTIONS FINALS

Labor Day Weekend

1986 CARDINGTON ENGLAND TEAM — AKRON, OHIO

| | | | |
|---|---|---|---|
| 1) | Cezar Banks | 84.20 | (2 flight total) |
| 2) | Bob Randolph | 84.00 | |
| 3) | Larry Cailliau | 81.14 | |
| 4) | Bud Romak | 80.52 | MANAGER |
| 5) | Richard Doig | 79.41 | |




JUMBO SCALE NOTE

# 3-inch roach, biggest in U.S., invades Dade

By STEPHEN K. DOIG
*Herald Staff Writer*

The giant Cuban Death's Head cockroach, a fat three full inches of six-legged visual horror, has scuttled its way into an unsuspecting Dade County.

South Florida long has been a reluctant host to several of the 2,000 or so species of cockroaches that pester the world. Heretofore, the biggest local roach has been the American cockroach, that 1½-inch flying thing that long-suffering Florida residents euphemistically but mistakenly have labelled the palmetto bug.

But that size was the limit before Craig Moreschi, a pest control technology student at Broward Community College, looked under a rotting sheet of damp pressboard behind the North Miami Beach home of a friend a few days ago.

"She said she had seen some really big roaches outside, so I went to take a look," Moreschi recalled. "And there they were."

Moreschi caught three of them and took them to BCC entomology instructor Doug Palmer, who confirmed that they were Cuban Death's Head cockroaches, the largest species in North America and among the largest in the world.

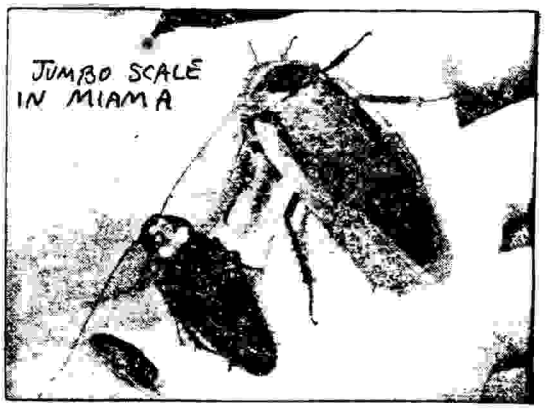
Until Moreschi's find, the only place in the United States where Death's Head roaches were known to inhabit was Key West.

"They aren't too much of a household roach, because they prefer to live under debris and in organic material," said entomologist Robert Woodruff at the state Department of Agriculture's lab in Gainesville.

The Death's Head roach, Woodruff said, is easy to catch and kill because it's much slower than quick-footed household roaches.

That's probably a good thing.

Moreschi said the three he caught were pregnant.




Charles Trainor Jr. / Miami Herald Staff

**Cuban roach, far right, outranks American roach (palmetto bug), center, and ordinary German cockroach.**

**WHAT'S ON:** OCT 20 MIAMI DADE SOUTH COLLEGE 9 TO 5 - MEET #2 - CONFIRMED

NOVEMBER EVENT - NOV 17 - MIAMI DADE SOUTH COLLEGE

DEC 15 - FLY IN - MIAMI DADE S. COLLEGE 9 TO 5

DEC. 28, 29, 30 - KING ORANGE INTERNATIONAL - SEE PAGE 11. CALL 305-858-6363 FOR DETAILS

~~MEET #2~~ MEET #3

1986

JAN - TO BE ANNOUNCED - MIAMA MEET #3 (~~HANGAR MEET ALSO~~)

FEB 9 MIAMI DADE SOUTH FLY IN

MARCH - TO BE ANNOUNCED - MEET 4 / INTER GNATS

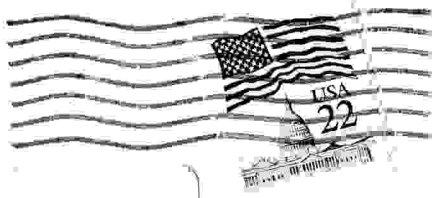
APRIL 13 - WORLD PISTACHIO GRAND PRIX

MAY - TO BE ANNOUNCED - MEET 5

# THE HANGAR PILOT

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