THE HANGAR PILOT

REMARKABLE

14TH YEAR OF PUBLICATION

MIAMI INDOOR AIRCRAFT MODEL ASSN. MIAMA

ISSUE 110

JUNE 1986

M.I.A.M.A. AMA# 986



THE INTER-GNATS

WORLD PISTACHIO WINNERS III

1. MILLARD WELLS' HUNTINGTON H-12 HIGH TIME 1:23.1
2. MARK ALLISON'S PILATUS PORTER FIRST CAT I
3. WALT EVERSON'S MANHATTAN - MODEL OF A MODEL - FIRST
4. DOC MARTIN'S DORNIER 212 - FIRST CAT. III
5. DAVE ARONSTEIN'S HOS LER FURY. FIRST RIDOTTO 4½" SPAN (111mm)
6. NICK PEPPIATT'S BEER CAT - FIRST - CAT II

MIAMA ANNUAL DINNER - THIS SUN. DAD'S DAY

7:00 VICTORIA STATION - NW 36 ST. SLICK GOODLIN, SPEAKER

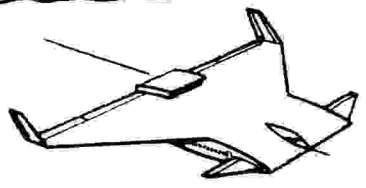
"LIKE A LETTER FROM HOME" - WHELAN

(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!!!



MIAMA ANNUAL AWARDS DINNER

FATHER'S DAY JUNE 15



THIS SUNDAY - VICTORIA STATION RESTAURANT NW 36 ST WEST SIDE OF MIAMI AIRPORT.

GUEST: CHALMERS "SLICK" GOODLIN

From his earliest days, Slick Goodlin flew some of the most exciting aircraft ever built. In 1941 & 42 he was a Spitfire pilot in WW II and an Officer in the Royal Canadian Air Force. In 1943 he was an Officer in the US Navy air force flying various naval fighters. Later as a test pilot for Bell Aircraft Co. (From 1944 to 48) he tested the first U.S. jet- the YP-59, and the first supersonic rocket plane, the Bell XS-1. He also tested early R/C flight systems on full size P-39's and others.

After his test flying career he met Vincent Burnelli. 37 years later he now is Chairman of the Board, and President of Burnelli Co. The familiar (To us)lift ing body concept that makes so much sense, and has strangly had a difficult time getting into production.

The past three decades were spent managing transport aviation in Africa, India, Italy, the Near East, Scandanavia, Holland & England. Slick lives in Miami now, after London & Venice. This Sunday he will tell MIAMA about the Burnelli design.



Be there. IT'S WORTH A LONG DRIVE FROM SOMEWHERE.

MIAMI JAI-ALAI SAVES INTER-GNATS

Talk about life in the fast lane! We here at MIAMA are used to model meets at boxing gyms, and fertilizer warehouses. We are used to the glitter of road racing through the streets of down town Miami. We dont react when an episode of MIAMI VICE is being filmed in our front yard....BUT... when the Third Inter-gnats was held at the Miami Jai-Alai Fronton....Wow, too much. Thanks to Kevin Koffman, publicity director, the Pelota Room was made available to us when the gym at Miami Dade South was in use for a volleyball tournament, and it saved the Intergnats.It is a good 23ft. Cat.I site. The ceiling has recessed lights and is unobstructed so the little planes can bounce off without a hang-up. If you got bored with the model competition you could go out to the game room, have a beer, and put down a quinella bet. We look foreward to possible future contests in the Pelota Room...Thanks!

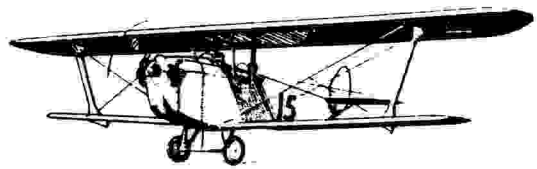
Japanese, English, US, Swiss and Belgian models flew in the Third Intergnats on April 10 to 12 1986. Dispite the site the times were off this year, although we are pleased to say that all 34 entries flew! We had consistantly higher flight times last year, and I don't know why. Maybe we got cocky, maybe we thought we knew more about pistachios than we really do. They are tricky, inconsistant, and hard to trim so don't build one if you have a short fuse...pistachios aren't for everyone. But boy, what a thrill when they behave! Like the flight Walt Everson had with his "Model of a Model" manhattan that won "High Time" with a flight of3:02.4. Everyone else seemed to be off 8 to 12 seconds. Mike Arak struggled with Bill Hannan's entry- a beautiful Moustique, and got a second place in Cat. II even though flights were off 10 sec. Millard Wells flew Nick Peppiatt's Beer Cat to a repeat win in Cat. II, and his Contester to third place.. Millard also became the sixth person to win the coveted Gold Pistachio Award, being awarded to any pilot who has flown a pistachio over one minute. He had a 1:23 with his Cat. I Huntington H-12, and a 1:49 with his Model of Ed Whitten's original Riversider manhattan, only 8" span.
A big surprise was Mark Allison's win in Cat I over Butch Hadland's Sayers monoplane. Mark's Pilatus Porter is his first pistachio, was beautifully built, and his instructions to the proxy (Mike Arak) filled a book. We really wish all you Hangar Pilots could see these entries ...photos do NOT do them justice , or the efforts that go into instructions and packaging. Doc Martin's hard to trim Dornier 212 pusher amphibian was a repeat winner in Cat. III..the heavy weight class. This is a strange class in that it produces the closest competition (Over 3 grams). Of the 11 entries there are TWENTY SIX points separating first and last place! The toughest class, the winner gets the title of having built THE WORLD'S SMALLEST FLYING SCALE MODEL, is the Ridotto Class. It is one thing to build a little scale model, but quite another to get it to fly a half a minute. Dave Aronstein repeated as Ridotto winner with his Hosler Fury. Doc had a smaller Farman, but failed , by 4 seconds, to get a qualifying flight. Half minute is a LONG time for a 4" model!!!

The smaller the model the tougher it is to handle the initial power burst. Even the best trimmed model can go completely out of control..barrel rolls, zooms, stalls, etc.. If it is lucky enough to survive all this without a crash it will then settle down into the pattern it was trimmed for. The smaller the model, of course, the more difficult to trim, but what is more the more difficult to HOLD the trim.. An hour after it is flying well, it will start to misbehave. The smaller the model the more erratic it will be. It may behave differently on four consecutive flights even if you have not changed the trim in any way. Adjustments must be made with great care, and a little ata time. Finally the rubber power is crucial to these flyers. Two loops of THE SAME SIZE rubber will produce different results, even though it is the SAME Pirelli, or FAI ,or Sig, or Champion. You just have to try and see. The lightest (1.2) will need .020 rubber or less, Cat II will take .030 to .045, and Cat. III will go up to .060 for a heavy biplane. We realize this tiny rubber is a stumbling block to pistachio, but Micro-X, or Indoor Model Supplies, or Norm Purdy can solve your problem. No one said it would be easy, but the virtues far outweigh the vices.

Pistachio is not an AMA event, not an official event, not an unofficial event, not anything but an annual proxy event. Those who build them are really dedicated loners and don't care about recognition....just the thrill of getting a little replica airborn. We hope you tiny scale fans keep building, because we are going to keep having an annual meet. We are particularly interested in YOUR experiences with pistachios, and we ask you to send in your comments, techniques, plans, and tips for us to share. We at MIAMA salute all you loners !! SALUD !!

Thanks to Grey Bates we have an excellent photo record of the meet to go along with the photos he took last year.

Also we hope you appreciate the policy of the Hangar Pilot when it comes to reporting contest results. If there is one thing that drives me nuts it is a scale report that says "First place was Joe Blow with 156 points". This is the way results are presented in MODEL AVIATION, Model Builder,Etc. This report tells me NOTHING. I don't know what model Joe was flying, I don't know his static score or how well it flew. I don't know a thing. Please, guys, try to report results a little better.



HAWKER "CYGNET" 32-h.p. Bristol Cherub engine. Ultra-light plane.

3RD WORLD PISTACHIO INTER-GNATS MIAMI, APRIL 10-12 1986

Catagory I event (Under 2 gms.)

	* / PROXY	STATIC SCORE	TWO BEST FLIGHTS:	AV. OF 2 FLY	TOTAL SCORE
1.Mark Allison (USA) (A) Pilatus Porter		84.5	52.2,48.2	50.2	134.7 (4)
2.Butch Hadland (England)(W)Sayers Mono		74.0	53.9,54.0	53.9	127.9
3.Millard Wells (USA) Huntington H-12		63.5	76.7,83.1	max63.5	127.0
4.Jiro Sugimoto (Japan)(E)Dornier Komet		59.2	66.0,63.5	max59.2	118.4
5.Al Genther (Swiss)(H) J-3 Cub		82.8	32.8,32.4	32.6	115.4
6.Dave Aronstein (USA) Hosler Fury (M)		45.6	30.8,36.2	33.5	79.1
7..John Martin (USA) Farman Sport		48.2	26.3,23.8	23.8	72.0
8.Dave Aronstein(USA) Bleriot VII (A)		57.9	6.0, 12.0	9,0	66.9

Catagory II event (2 to 3 gms.)

1.Nick Peppiatt (England)(W)Beer Cat	81.6	46.1,44.3	45.2	126.8
2.Bill Hannan (USA)(A)Farman Mostique	99.3	26.0,26.9	26.5	125.8
3.Nick Peppiatt(England)(W) Contestar	84.0	36.4,44.8	40.6	124.6
4.Millard Wells (USA) Wee Bee	72.8	47.7,50.0	48.8	121.6
5.John Martin(USA)Polish Canard	90.0	32.4,30.6	32.6	121.6
6.Millard Wells(USA) Lacey M-10	68.0	50.3,51.1	50.7	118.7
7.Jim Longstreth (USA)Aeronca C-3 (E)	83.6	11.0,10.0	10.5	94.1
8.Fernand Hauwert (Belgium) Wee Bee(M)	57.0	34.6,33.3	33.9	90.9

Catagory III event (Over 3 gms.)

1.John Martin (USA) Dornier 212	84.0	30.0,34.1	32.0	116.0
2.Shiro Takeuchi(Japan)(M) Smith biplane	101.6	10.2,9.3	9.7	111.3
3.John Martin (USA) Mauboussin PMX	75.6	34.7,36.2	35.4	111.0
4.Jiro Sugimoto(Japan) (E) Folkerts SK-3	80.4	33.0,22.0	27.5	107.9
5.Millard Wells(USA) Waco E	74.8	24.5,36.5	30.5	105.3
6.Philip Matla(Belgium) Lacey M-10(K)	63.6	41.0,35.4	38.2	101.8
7.Millard Wells (USA) SE-5	70.3	25.4,34.0	29.7	100.0
8.Stan Hunt (England)(M) Eastbourne mono	77.9	18.5,17.8		96.3
9.Tomoshi Nishina(Japan)(K)Andreason	87.3	8.5,7.0	7.8	95.1
10.Shoichi Uchida(Japan)(H)Heinkel 100	76.8	13.5,17.3	15.4	92.2
11." " " " " " Mr. Mulligan	78.4	12.0,12.0		90.4

Model of a Model Class

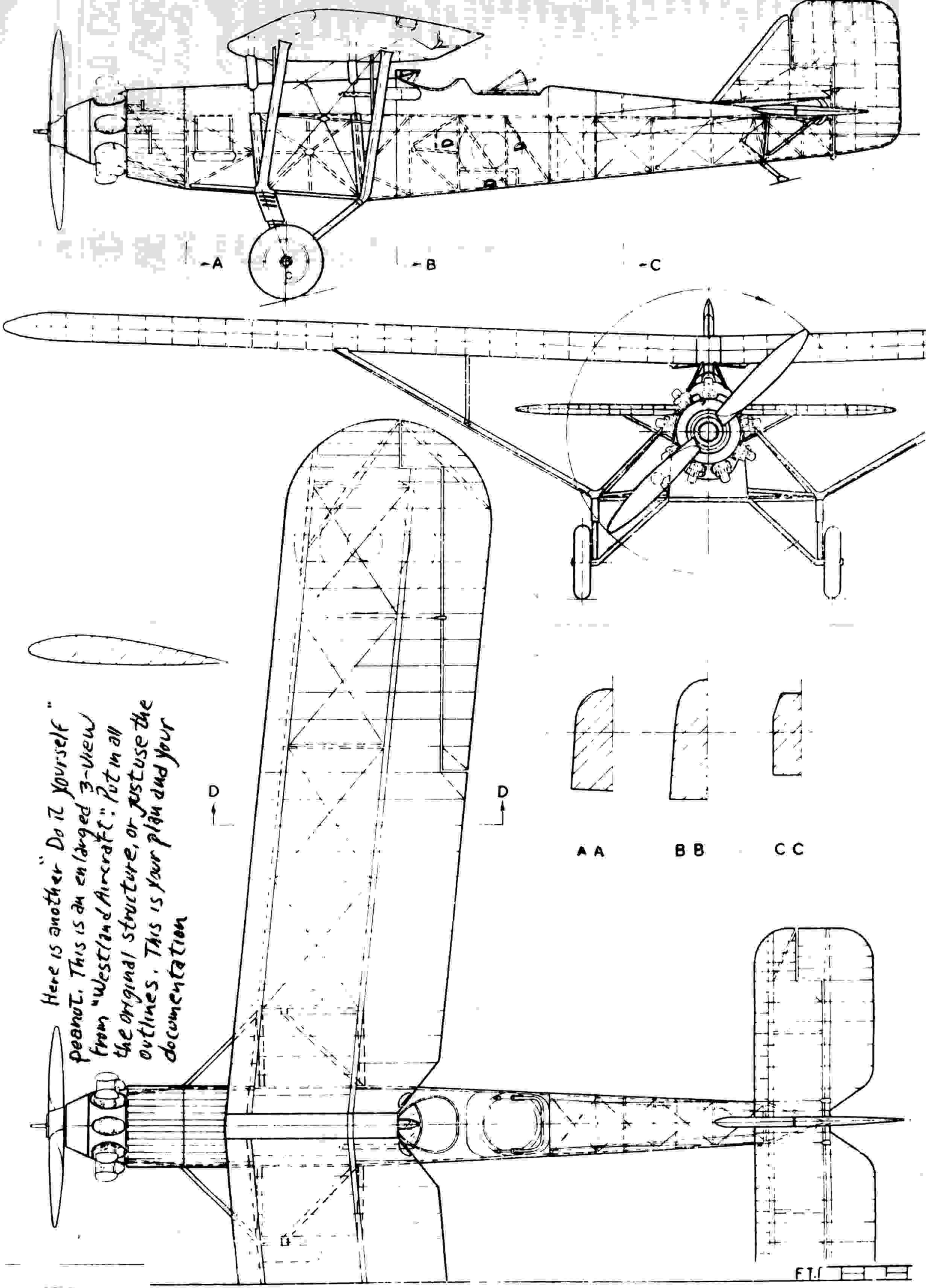
1.Walt Everson	Manhattan Midget	80	2:52.5,3:02.4
2.Millard Wells	Riversider	82	1:29,1:49.7
3.Jim Longstreth	Manhattan	80	36.0,22.0
4. " "	" Bostonian	87	5.2,7.2

FLOWN IN 23' MIAMI JAI-ALAI FRONTON

Ridotto Smallest plane to fly 30 seconds

1.Dave Aronstein Hosler Fury	Span in mm: 114	30.8	
2.MillardWells Wee Bee	153	36.1	
3Doc Martin Farman Sport	98	26.3	did not qualify

* PROXY FLYERS: (A) Mike Arak,(E) Walt Everson, (H) Carl Hedley, (M) Doc Martin,(W) Millard Wells,(K)Dave Kiefer



Here is another "Do it Yourself" peanut. This is an enlarged 3-view from "Westland Aircraft". Put in all the original structure, or just use the outlines. This is your plan and your documentation

WESTLAND WITCH

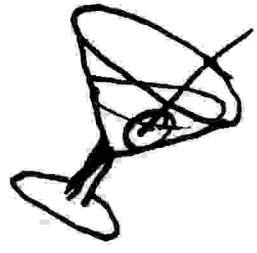
Cole Porter never built an indoor model, but he sure knew the spirit of the indoor modeler when he wrote this song in 1930 for the musical "THE NEW YORKERS": From now on this is the OFFICIAL MIAMA SONG

THE GREAT INDOORS

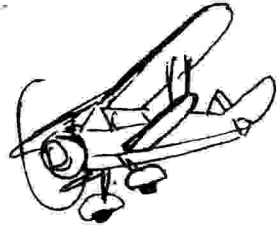


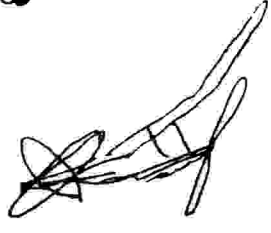


Verse
When the weekend comes,
All my dearest chums
To the country go tearing off,
To improve their frames
Playing damn fool games
Such as polo and Tom Thumb golf.
While they're breaking ground,
biffing balls around,
and perspiring to beat the band,
I'm sitting pretty
in the great big city,
With a cool drink in my hand.



Refrain
From saturday until Monday
I'm what the sportsman abhors,
A weekend hater
Thanking my creator
FOR THE GREAT INDOORS!
While all the others are rushing
From bathing suits to plus-fours,
You'll find this mamma's still in her pajamas
FOR THE GREAT INDOORS
The breeze may die,
But what care I,
I've got a big electric fan.
If passing by
Come indoors and try
Biting your initial on my artificial tan
Instead of wrecking my system
By playing games with old bores,
I take no chances,
Sitting on my Frances,
IN THE GREAT INDOORS.





MIAMA MEMBERS SING THIS SONG ON THE WAY TO AND FROM INDOOR MEETS.

INDOORS ISN'T FOR EVERYONE

Academy of Model Aeronautics

EMERGENCY LAST MINUTE NOTICE! CHANGE IN INDOOR SCHEDULE AT LAKE CHARLES NATS

OTHER CLUBS PLEASE COPY!

CANCEL July 26, 27, + 28 AT BURTON COLISEUM - CANCEL!

We spare you all the reasons for this change - get your story at LAKE CHARLES. SUFFICE IT TO SAY THIS IS THE OFFICIAL AMA SCHEDULE. LAKE CHARLES CIVIC CENTER - INFORM FRIENDS! 55 FEET HIGH, TILE CEILING. ANY QUESTIONS CALL CD RICK DOIG 313-334-9564 8-5 WEEKDAYS, 313-373-3574 EVENINGS.

	Tuesday, July 29 GOOD SITE, BUT	Wednesday, July 30 VERY LOW CAT III	Thursday, July 31 ..NO HANG UPS, THOUGH
8 am			
9 am	Site not available until after 2 pm.	A.M.A. Scale	Unofficial events Ornithopter Autogiro Helicopter Bostonian Rubber Speed, etc.
10 am			
11 am		Peanut Scale	
12 noon			
1 pm			
2 pm			
3 pm	See note below	Easy B	Novice Pennyplane } enter one only
*4 pm		Intermediate Stick	Pennyplane }
5 pm			
6 pm	Hand Launch Glider - all wood only & Scale judging 7 pm turn in deadline		Manhattan Cabin
7 pm			
8 pm		FAI Indoor (F1D)	FAI Indoor (F1D)
9 pm			
10 pm		Hand Launch Stick	R.O.G. Cabin
11 pm			
12 pm			

THE FLYING ACES RUBBER SCALE RULES - REPLACES KIT/PLAN EVENT FOR MIAMA 86/87 SEASON (8)

BASIC RULES

.15.

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.

* FOR MIAMA EVENTS - ANY MATERIAL IS O.K.

CONSTRUCTION POINTS - Realistic appearance is our criterion.

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.

enter one only

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

FLIGHT POINTS - [SCORE BEST FLIGHT OF 3]

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

0-60 seconds	1 point per sec.	
61-90 "	½ " " "	Over 120 seconds, no points.
91-120 "	¼ " " "	

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.

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FAC RULES

(9)

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.

BUILD A BOSTONIAN - VERY TRENDY - A BOSTON GB? A BOSTON BLERIOT? A BOSTON POU DE CIEL? A BOSTON LACEY? NO! NO!

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. Fly-off to break a tie.
3. Any flight of 20 seconds or more is official. All flights to be hand launched. No maximum flight time.

BOSTONIAN RULES. [NEXT TO PEANUT OUR MOST POPULAR EVENT]

1. MAX SPAN(S) 16"; CHORD(S) 3"
2. MAX PROP DIAM. 6"
3. MIN. WT. 7 GMS. BIPLANE 10
4. FUSELAGE HAS A BOX 1½ x 2½ x 3 (MIN.)
5. LONGERONS MUST SUPPORT THE MOTOR(S) + FORM BOX
6. MAX. OVERALL LENGTH WITHOUT PROP 14"
7. FIXED L.G. TWO OR MORE ROTATING 3/4" DIAM (MIN.) WHEELS - MUST ROG.
8. MUST HAVE A WINDSHIELD + A WINDOW ON EACH SIDE MIN. 1" SQ. EACH.
9. CHARISMA - JUDGE RATES MODEL ON APPEAL 1.0 TO 1.2
10. FLYING - 7 FLIGHTS OVER 20 SEC.; BEST ½ X CHARISMA.

1985-1986 INDOOR SEASON

M.I.A.M.A. HALL OF FAME

FLA. STATE CHAMP: DR JOHN MARTIN

RUNNER UP - RICK MACENTEE

FINAL POINTS:

1.John Martin	68
2.Rick Mac Entee	63
3.Walt Everson	56
4.Millard Wells	40
5,Tony Becker	39
6.Dave Linstrun	32
7.John Tudor	22
8.Mike Arak	19
9.Dick Obarski	18
10George Leffler	15
10.Bill Criss	15
12.Blake Oliver	8
12.Jim Miller	8
14.Stan Chilton	7
14.Don Bal	7
14.Jim Nolin	7
14. Charles Slater	7
18.Kevin Smith	6
19.Butch Hadland	5
19.Charles Shepherd	5
21George Perryman	4
22. T. Bucher	3
23.Dick Kelso	2
24.Charles Sotich	2.
25.Ron Sharpton	2
26.Dean McGinnes	2
27.Clarence Purdy	2
28.Terry Rimert	2
29.B. Avera	1
30. J.Nash	1.
31. J. King	2

JUNIOR:

1.David Bal	7
2.Steven Bal	5
3J. Avera	1

Frak Kieser 5 in Orno.

Congratulations to all these guys who built a lot of airplanes, and broke a lot of rubber bands and drove a lot of miles and had a lot of fun !!!

CLASS EZB: 1. Tony Becker 18
2.Dick Obarski 14
3.Dave Linstrum 11
3.Millard Wells 11 11 more EZB

Class Bostonian 1.Rick MacEntee 20
2. John Martin 17
3.Millard Wells 14
4.Dave Linstrum 7 Seven more Bost.

Class Penny Plane: 1.Tony Becker 6 Four more.

Class Novice Penny:1.Tony Becker 11
1.Walt Everson 11 (Tie)
2.Dave Linstrum 9 Six more

Class Kit/Plan:1.John Tudor 17
1. John Martin 17 (Tie)
2.Rick MacEntee 12
3.Bill Criss 6 Seven more.

Class Manhattan: 1. Millard Wells 6
2. Walt Everson 5 One more.

Class AMA Peanut:1. John Martin 28
2.Rick MacEntee 22
3.Walt Everson 16Eighteen more.
4.Millard Wells 14

Class ROG Stick: 1.Walt Everson 9
2.Mike Arak 7
3.John Martin 6 Four more.

Class Glider: 1.Don Bal 7 Four more

Class Junior Glider:1. David Bal 7 Two more.

The list of annual points reads like a "Who's Who" of indoor flyers. We hope <u>you</u> plan a trip here soon.

IF ALL SUMMER TO BUILD ← (12)

WAIT TILL NEXT YEAR!

SENSATIONAL

INDOOR SEASON AHEAD — #16 !!

STARTS AT MAC DILL SEPT 27+28

After fifteen years of trying, Doc Martin finally won the Fla. State indoor championship. This popular victory (Well, popular with Doc, anyhow) was achieved after he was runner up no less than six times. Rick MacEntee was runner up this year for the second time in a row. Doc got almost all his points in Bostonian, Kit/Plan, and Peanut. Next year no such thing will be possible because MIAMA has cleaned up the point system. This season to win the State championship you must have high points but you must have earned points in:

(1) Easy B
(2) Peanut or FAC Scale
(3) Penny or Novice Penny
(4) Manhattan or Bostonian At least 4 points must be earned in each of the above classes so that our champ will be a "well rounded" champ (And not a square like Doc). All this means is that Becker and Obarski will have to build some scale models, and Martin, and MacEntee wil need a Penny and EZB. It will be good for everyone I believe.

THE EVENTS: No, we are NOT going to eliminate a lot of events. We ARE going tosubstitute Flying Aces Scale for Calumet Kit/Plan scale which we have used since 1982. We will fly the same events as we have in the past year. We are going to have as many events as you wish. NO, it won't be chaos...here is how it will work: Let's say you have a favorite model that isn't an official event. We will count any event that will field four contestants which means Frank Kieser will have to talk three more guys into building ornithopters, and Smith & Slater will need two more guys to build helicopters. Anything goes. We remind you that, in addition to overall points, each event has its champ and runner up. All you need to do to win your class is get the most points....1 point for entering the event, and one for each flyer you beat. We encourage those who like a certain model to interest 3 others & form a class. I would like to fly PISTACHIOS. Any others?

THE MEETS: Seven MIAMA Indoor Meets
Five best meets count (per meet)
Your 5 best events are scored even if you enter more.

THE SITES: We are very fortunate to have several excellent places to fly, most of which are in the central state area.

(Next page)

We will start the season in Tampa at MacDill AFB on Sept. 27 & 28.. In addition to the events listed on the other page we also will fly ROG Stick, and HL Glider.

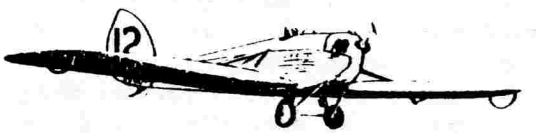
There is a possibility that we can once again use the Coast Guard Hangar in St. Pete, and the Delta Airline Hangar in Tampa. Other possible sites are listed below..some we have never flown, but the prospects are bright that we may fly there.

CAT. I:	MIAMI JAI-ALAI FRONTON	Twenty four feet high.
CAT.II:	MIAMI DADE SOUTH COLLEGE GYM	Twenty seven feet
	COAST GUARD HANGAR	Forty four & 1/2 feet
	F I U SUNBLAZER CENTER	thirty eight feet
CAT.III	DELTA AIRLINES MAINT. HANGAR	60 feet
	MACDILL HANGAR #5	Sixty one feet
	GOODYEAR BLIMP HANGAR	Ninty eight feet

Remember the famous NIMAS annual record trials held in West Baden? The NARTS were based on how well you did compared with the national records. We have a whole list of FLORIDA STATE RECORDS, to be published next issue. Sometime this season, as an added event we will fly the 1st FLORIDA ANNUAL RECORD TRIAL, so get your planes ready to fly in the first FART. We don't know if it will be a CatII or Cat. III FART, but we know we will have it so be prepared.

We will also have the annual WORLD PISTACHIO INTER-GNATS IN April 1987. It looks like a good year ahead and we hope visitors will bring some models along. Get building you locaLS, AND YOU enthusiasts..encourage others to enter your favorite event.

One last RULE CHANGE: Any plane that has WON an event TWICE can not be entered for a third time in that event. Say farewell to Martin's Boston Bis, and Everson's Found, and Arak's Wee Bee. Be nice to see some new winners!



DE HAVILLAND D.H.53 6-h.p. motorcycle engine. Flew well. With somewhat larger engine, it was used by R.A.F. as primary trainer.

D. RULFE

MEET 7 MACDILL AFB MAY 24+25 CD DAVE LINSTRUM

Peanut Event

		2 BEST:		
1.Rich MacEntee J-3 Cub	87.5 Stat.	69.9,65.2	(67.5) Av.of 2,	155.0
2.John Martin Voisin Hydro	101.0	57.0,47.0	(52.0)	153.0
3.Rich MacEntee Alco Sport	91.5	60.7,61.8	(61.3)	152.9
4.Millard Wells Alco Sport	86.0	64.2 60.0	(62.1)	148.1
5. " " " Wee Bee	72.8	77.0,63.0	(67.9)	140.7
6.Walt Everson Found	70.4	69.4,74.0	(69.9)	140.3
7.John Martin Nieuport 10	81.9	55.5, 54.6	(55.2)	137.1
8.John Tudor PAMA	76.8	56.0,58.0	(57.0)	133.8
9.Blake Oliver Tailwind	72.6	50,53	(51.5)	124.1
10.Dave Linstrum Hosler Fury	72.0	42,43.5	(42.7)	114.7
11 " " " Alco Sport	79.0		(18.0)	97.1

14

KIT PLAN

1.John Tudor Curtis Robin	88.5	81.6	69.1	239.2
2.Rich MacEntee Contestar	91	64.6	61.0	216.6
3.John Martin Polish Canard	83	65.3	66.0	214.3
4.Bill Criss Pilatus Porter	76	63.4	68.0	187.4
5.John Tudor Corbin Ace	88.0	44	48	178.0
6.Chas. Shepherd Mureaux Pursuit	84.2	27.4		138.6
7.Millard Wells Nieuport 11	92.5	33	35.7	161.2

CAT III
WALT EVERSON HAS ★NEW FLA. NOV. PENNY RECORD
PREVIOUS REC. JERRY NOLIN AT DELTA 9:22 ON 12/29/85

Bostonian Event:

1. Rich MacEntee	Bobcat	(1.5)	220.5
2.Millard Wells	Wee Bost	(1.2)	209.4
3.John Martin	14 Bost	(1.4)	207.4
4.Dave Linstrum	Sorta Korda	(1.3)	184.1
5.Millard Wells	Vagabost	(1.4)	169.2
6. King	Goblin	(1.3)	125
7.Chas. Shepherd	Fat Cargo	(1.3)	117

Easy B Event:

1.Tony Becker	11:36
2.D. Linstrum	8:03
3.W. Everson	8:00
4.Blake Oliver	7:11
5.Millard Wells	5:54

Novice Penny:

1.Walt Everson	10:45
2.Dave Linstrum	8:39
3.Tony Becker	7:59
4.Mill Wells	6:56
5.Blake Oliver	6:13

Manhattan:

1.Millard Wells	6:09.9
2.W. Everson	5:03

Expert Penny, Tony Becker 8:28

ROG:

1.Tony Becker 1:33
2.Dave Linstrum :51.3

FLYING ACES WORLD WAR I MASS LAUNCH:

1.Doc Martin
2.John Tudor
3.Millard Wells

WHAT'S ON: SUN JUNE 15 DAD'S DAY - MIAMA (7PM)
ANNUAL AWARDS DINNER SPEAKER SLICK GOODLIN
CALL 305-858-6363 TO CONFIRM. VICTORIA STATION NW-36TH ST
NIAGARA FALLS JUNE 17,18,19 5TH US INDOOR CHAMPS + P-NUT G.P.
GENESEO N.Y JULY 18,19,20 - FLYING ACES NATS 1-716-392-3346
LAKE CHARLES CIVIC CENTER NEW DATES JULY 29,30,31 INDOOR NATS
CARDINGTON, ENGLAND AUG 22-26 WORLD INDOOR CHAMPS.
NEW SEASON STARTS: See notice inside
TAMPA, FLA. MACDILL AFB SEPT. 27+28 Build Now!

THE HANGAR PILOT

EDITOR: DR JOHN MARTIN, JR
2180 TIGERTAIL AVE MIAMI FLA. 33133



JUL 25
1986

WALT ERBACH
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