ACTION-PACKED

THE HANGAR PILOT

15TH YEAR OF PUBLICATION

MIAMI INDOOR AIRCRAFT MODEL ASSOC. MIAMA

ISSUE 112
NOV./DEC. 1986
HOLIDAY ISSUE

MERRY CHRISTMAS AND HAPPY NEW YEAR TO ALL HANGAR PILOTS!



FUN FLY IN - MIAMI DADE SOUTH SUN. DEC 7 9 TO 5

NEXT BIG MEET: KING ORANGE MIAMA MEET 3 FIRST F.A.R.T. DELTA HANGAR TAMPA AIRPORT DEC 27, 28, 29

"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!!!

RECORD MASDILL MEET: OR WHO SAID INDOOR IS DEAD??

Look at the results list on page 1 & 2...19 entrants flew 65 events.! Previous "biggest Fla. indoor meet" was at IMC phosphate warehouse in Jan. 1984 when 20 flyers flew 52 events. Thanks, all pilots, the support adds to the fun. As Ron Ganser, vacationing from Pittsburgh, said, "you guys don't know what you have here." Oh, yes we do, Ron !

Off to a rocky start, MIAMA contest #2 turned into a big success. At first a helicopter was in for emergency repairs, hangar doors open wide. The crew was annoyed to be working on a day off, and toy airplane flyers further annoyed 'em by requesting doors shut. Col. Bill Crissaved the day in his smooth, diplomatic way, and the door problem was solved.

Col. Criss also sponsored the "Indoor Embryo" event that is now part of our program since it has attracted well over 4 entrants..

One of the most interesting FAC mass launches was the WW II event. After 40 seconds of the first round all seven planes were still aloft ! A real endurance battle down to the anti-climax when Geo. Leffler won when Dean McGinnes over wound and broke his moter.

Results, Penny Plane:

Novice:	1. Tony Becker	8:33
	2. Walt Everson	8:11
	3. Millard Wells	7:31
	4. Bill Criss	4:10
	5. Geo. Leffler	2:58
	6. Rich MacEntee	2:08
JUNIOR:	1. Nathan Miller	3:23
Regular:	1. Ed Berton	9:42
	2. B. Oliver	8:04

Manhattan Cabin event:

	1. Ron Ganser	6:36
	2. Millard Wells	5:24

ROG Stick:

	1. Dick Obarski	6:54
	2. John Martin	2:50

Junior HL Glider: 1. Nathan Miller 64.7

Pistachio: M. Wells:

Huntington H-12	1:08.7
Wee Bee	1:03.4
Cessna CR-3	34.5

SPECIAL THANKS TO TONY BECKER FOR PROCESSING ALL THE ENDURANCE MODELS

MIAMA INDOOR MEET #2, Nov. 15+16, MAC DILL AFB

Results, Peanut Event:

	Static:	2 best flight:	Av.Fly	Total:
1.Rich MacEntee Lacey M-10	86.0	1:29.1,1:38 (2 max)	86.0	172.0
2.John Martin Polish Canard	85.3	1:29.0,1:23.4	84.3	169.6
3.George Leffler Cougar	76.0	68.0,72.0	70.0	146.0
XJohn Martin Ambrosini 207	76.8	62.0,50.4	56.2	133.0
4.Charlie King Cougar	70.0	61.2,55.7	58.5	128.5
5.Millard Wells Howard Pete	87.2	34.9,35.6	35.2	122.4
6.Bill Criss Pil. Porter	67.0	47.0,54.0	50.5	117.5
7.B. Oliver Tailwind	72.0	42.0,45.0	43.5	115.5
8.Don Brimmer Cougar	66.5	47.0,47.3	47.1	113.6
X.Rich MacEntee Reynard R-17	86.1	51.1 ___	25.5	111.6
9.C. Shepherd CessnA C-37	65.2	49.5 ----	24.7	89.9

(2) 1 NEW RECORD

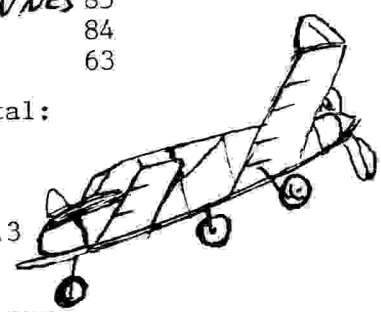
Results, FAC Scale;

	Static	Best Flight		Total
1.Rich MacEntee Lacey M-10	55	80 (60=60, 20=10)	70	125
2.George Leffler Hellcat	58	70(60=60,10=5)	65	123
3.John Martin Voisin canard	92	26.5		118.5
4.John Tudor Corben Ace	60	57		117
X John Tudor Curtiss Robin	41	69 (60=60,9=4.5)	64.5	105.5
X.John Tudor He-112	63	45		108
5.Dean McGinnes Gadfly	72	19		91
6. B.Oliver Tailwind	48	37		85
7.Bill Criss Pilatus	27	57		84
8. Dick Obarski Curtiss Robin	28	35		63

JUDGED BY DEAN McGINNES

Results, Bostonian:

	Charisma	2 best fly	total:
1.Ron Ganser Variant	1.4	1:48, 1:50	246.3
2.George Leffler	1.5	1:49,1:43	243.8
3.John Martin Boston Bis	1.4	1:44.1:41	233.7
4.Rich MacEntee Skiplane	1.4	1:20.9,1:36.4	202.3
5.John Tudor Mistair	1.5	62 ,62	142
6.Don Brimmer Beancraft	1.3	63 59	135
7.Bill Criss Fla.Bluebird	1.3	07 Shepherd,King,	DNF



Results, Ten gram Embryo: Total of 3 flights plus bonus:

1.George Leffler	274	17 Gm
2.Rich MacEntee	236	10.1 Gm.
3.Bob Wilkosz	227	18 Gm
4.Bill Criss	153	19.5 Gm.
5.Dean McGinnes	38.5	16 Gm

Results, Easy B:

1.Tony Becker	11:10
2.Dick Obarski	11:01
3.Walt Everson	9:54
4.Millard Wells	7:51
5.Blake Oliver	7:21
6.R. MacEntee	5:44
7.Don Brimmer	3:45
8.John Martin	1:08



FAC MASS LAUNCH WWII
1. GEO. LEFFLER
2. DEAN MC GINNES
7 ENTRIES

3 Peanut Rules Improvement

827 Yorkhaven Road
Cincinnati, Ohio 45240
November 1, 1986

Dear Doc:

In response to your request to send in material for inclusion in the Hangar Pilot, I would like to make a case for the need of revised AMA Peanut rules.

The biggest complaint I have with the present rules is that we judge peanuts for scale dihedral, scale tail area, and length of landing gear. By doing this, we encourage the building of Fikes and Laceys because they get no deductions in these areas. On the other hand, the grand old Golden Age ships take deductions in almost all these areas in order to fly well or to use a larger prop for ROG.

When you add in the generous bonuses for canards, bipes, floats, etc, etc, you encourage some modelers to build unconventional airplanes to the exclusion of Golden Age types. I'm guilty, in that I have finally built a Santos Dumont 14 bis that will fly and am seriously considering building Don Srull's Voisin Hydroplane.

To be very honest, I would be delighted if I could fly my Vagabond again and find it was competitive in gaining scale points as the ships mentioned above.

To correct what I see as a liability in the present rules, we must eliminate judging of dihedral, tail areas, and landing gear length. We must also limit the amount of bonus points that can be awarded so that unconventional ships do not have an undue advantage over conventional ships.

I am enclosing a copy of rules that I think might solve the problem as I have stated it. You can see by the accompanying judging of various models how each will be affected by these rules.

If very little discussion is generated by my letter, I suggest we let the rules stay the way they are. I can live with the present rules, now that I have finally found out how to make a 14 bis fly.

Sincerely,

Jim

Jim Miller

Comments. Good idea to eliminate penalties for making a peanut trimable & flyable. Still, if you have a 3-view for documentation, you must USE IT somewhere. Under Jim's proposal you can call a peanut manhattan a Douglas DC-3 and not lose points in any department if it had the correct color, markings & details. I suggest cut H. - SCALE ~~APPEARANCE~~ to be all 3-view & judge realism of model. I've reduced points in C. & D. & G. to make point totals come out O.K. This whole thing now seems more in keeping with the Flying Aces intent. Lets have some comment, pilots.

THE JIM MILLER NEW PEANUT RULES - (WITH MARTIN MODIFICATIONS) (4)

* A. Workmanship
- 5.0 Best of show (1 model)
- 4.5 Above average at this contest
- 4.0 Average at this contest
- 3.5 Below average

B. Documentation
- 3.0 3-view
- 1.0 Published plan

C. Details (As shown on 3-view or photo)
- ~~4.0~~ Most 3.0
- ~~3.0~~ Some 2.0
- ~~2.0~~ Few 1.0 ← (MARTIN'S REDUCTION)

D. Authentic Color and Markings
- ~~4.0~~ Great 3.0
- ~~3.0~~ Good 2.0
- ~~2.0~~ Fair 1.0
- ~~1.0~~ Poor 0

(MARTIN'S ADDITION)

E. Flying Surfaces
- 3.0 All double covered (Unless single cover is documented)
- 2.0 Sheet or partial sheet (Unless documented, then 3.0)
- 0 Single surface

F. Covering Material
- 5.0 Clear or color doped tissue
- 4.0 Undoped tissue
- 3.0 Colored condensor paper
- 1.0 Microlite or other polycarbons
- 0 Microfilm

☆ G. Bonus (Limited to a total of 3 points) (SEE BELOW)
- 1.0 High wing
- 1.5 Low, mid, canard OR PUSHER
- 2.0 Biplane
- 2.5 3 or more wings, flying boat or floats, or 2 or more working props.
- 3.0 Helicopter or autogiro

H. SCALE APPEARANCE - SURFACES, AREAS OUTLINES, L.G., STAB. DIHEDRAL, ETC.
- 3.0 EXACTLY LIKE 3-VIEW
- 2.0 FEW DEVIATIONS
- 1.0 MANY DEVIATIONS
- 0 GROSS DEVIATIONS (YOU KNOW - THE MEGOW SPAD, LANZO PUSS MOTH ETC.)

Comments:
1. Judges are encouraged to use tenths in scoring. Example: Details 3.5
2. Wheels may be retracted if the original had them.
3. 10 second bonus for ROG but not to exceed scale score.
4. 9 flights allowed. The 2 best are averaged. Average may not exceed scale points.
5. Ties are broken in the following manner: total scores
   a. Model with the largest scale score wins. If they are the same,
   b. Model with the most bonus points wins. If they are the same,
   c. Model with the longest flight time (within scale score) If they are the same,
   d. A fly-off with the longest flight time determining the winner.

Scale Score

Items B through G [ ] x Workmanship [ ] = Total Scale Score [ ]

Flying Section

1	2	3	4	5	6	7	8	9

Average of two best flights (May not exceed scale score) → [ ]

Total Points → [ ]

MARTIN'S SUGGESTION

☆ G. BONUS (LIMITED TO 5 POINTS)
- 0 HIGH WING OR PARASOL
- 1.0 LOW, MID OR SHOULDER WING, CANARD, PUSHER, TANDEM OR FLYING WING.
- 2.0 BIPLANE OR FLYING BOAT
- 2.5 MORE THAN 2 WINGS, FLOATS, 2 OR MORE FUNCTIONAL PROPS
- 3.5 HELICOPTER OR AUTO GIRO

* A. IS A MULTIPLIER OR "K FACTOR". NOTE A. IS NOT ADDED INTO POINT TOTAL.

FLY IN THE FIRST F.A.R.T. See P. 10

3/ ANNUAL POINTS AFTER 2 MEETS Here is how the score system works, boys and girls: We count the best 5 meets you fly (Of 7), and we count the best 5 events you enter, per meet. This is your point total for overall standing. Also, for each event there is a separate piont total to determine the event winners. Points are; one to enter the event, and one more for each person you beat. Here are the overall point standings early in the season, and some of the event standings. Work it out yourself for the other events. You will need issue 111 to do it.

OVERALL MIAMA POINTS:

1. George Leffler	46
2.Rich MacEntee	39
3.Bill Criss	22
4.Tony Becker	21
5.John Martin	21
6.Dick Obarski	17
7.Blake Oliver	16
8.Millard Wells	15
9.Mike Arak	14
10.John Tudor	14
11.Chas. Shepherd	13
12.Chas. King	12
12.Don Brimmer	12
13. Walt Everson	11
14.Ron Ganser	9
15Dean McGinnes	8
16.Nathan Miller	6
17.R. Ottesen	5
18.Cathy Gaddy	3
19.Eric Ciesla	3
20.Bob Wilcosz	3
21.Sandy Ciesla	2
22.Patricia Gaddy	1
23.Frank Keiser	1

BOSTONIAN POINTS:

L.Leffler	13
2.Ganser	7
3.Arak	6
4.Martin	5
4.King	5
6.Criss	4
6.MacEntee	4
6.Shepherd	4
9.Tudor	3
10.Brimmer	2
10.S.Ceisla	2.
12.C Gaddy	1

NOVICE PENNY POINTS:

1.Becker	10
2.Everson	5
3.Wells	4
3.Criss	4
5.Oliver	3
6.Leffler	2
6.Arak	2
8.MacEntee	1

EASY B POINTS:

1. Becker	11
1.Obarski	11
3.Everson	6
4. Wells	5
4.Oliver	5
6.MacEntee	3
7.Arak	2
7.Brimmer	2
9.Martin	1

FAC SCALE POINTS:

1.Leffler	12
1.MacEntee	12
3.Tudor	7
3.McGinnes	7
5.Martin	6
6.Oliver	3
7.Criss	2
8.Obarski	1
8.Ottesen	1

BUILD! FLY! ENTER! SUPPORT! FUN! MIAMA! NOT FOR EVERYONE

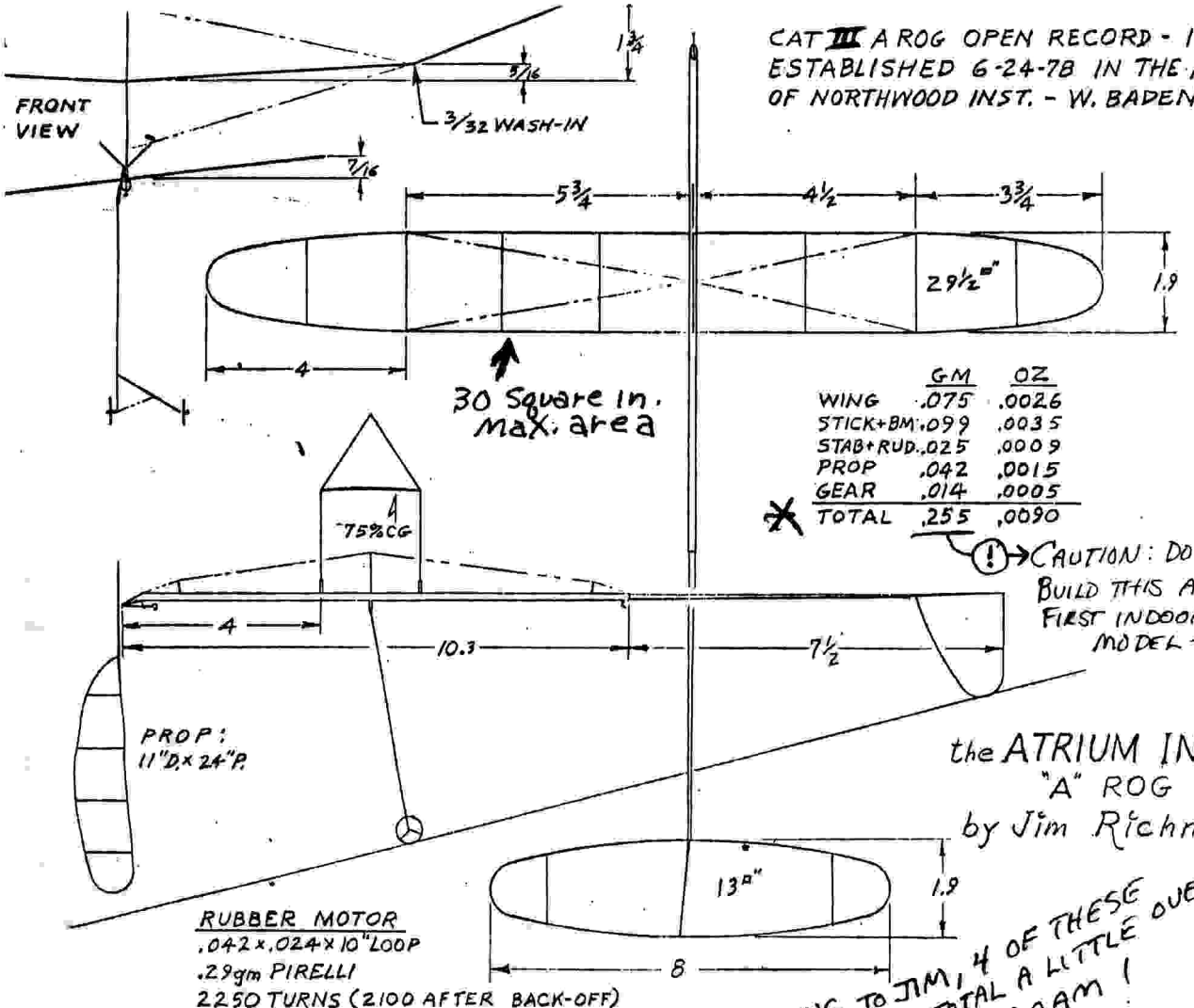
Some of these points are based on two meets,& some on just one. With 5 meets to go everyone has a good chance. Just attending as many meets as possible assures you of a good point total.

INDOOR EMBRYO

10 gm Min. Rog From Floor

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 are not to exceed 50 percent of wing area.
2. Fuselage volume to enclose a space 1¼ 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 to be 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 cabin. or windscreen with open cockpit and headrest, 3 sec. for three dimensional wheel pants, 1 sec. for three dimensional exhaust pipes.

****



CAT III A ROG OPEN RECORD - 17:34.2
ESTABLISHED 6-24-78 IN THE ATRIUM
OF NORTHWOOD INST. - W. BADEN, IND.

	GM	OZ
WING	.075	.0026
STICK+BM	.099	.0035
STAB+RUD	.025	.0009
PROP	.042	.0015
GEAR	.014	.0005
* TOTAL	.255	.0090

! → CAUTION: DO NOT BUILD THIS AS YOUR FIRST INDOOR MODEL - Doc

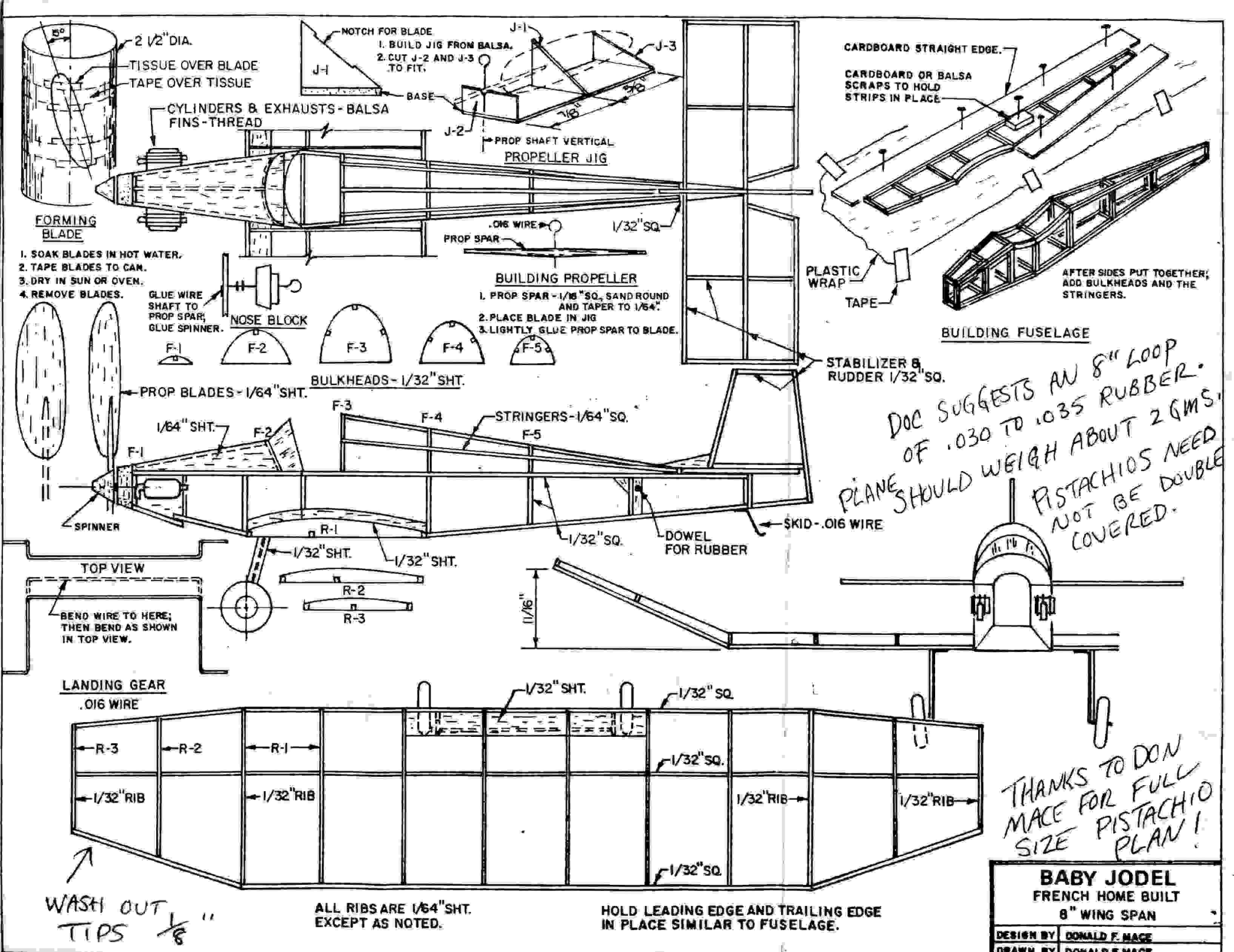
A REAL RECORD BREAKER
NOW CALLED: ROG STICK
BY JIM RICHMOND

the ATRIUM INSECT
"A" ROG
by Jim Richmond

RUBBER MOTOR
.042 x .024 x 10" LOOP
.29gm PIRELLI
2250 TURNS (2100 AFTER BACK-OFF)

* ACCORDING TO JIM, 4 OF THESE MODELS WILL TOTAL A LITTLE OVER ONE GRAM!

6



BABY JODEL

FRENCH HOME BUILT

8" WING SPAN

DESIGN BY	DONALD F. MACE
DRAWN BY	DONALD F. MACE

receive half-year credit of the dues paid for the current year toward the next year's membership—they must, however, use this credit by April 1 of the next year. Those who apply between mid-September and December 31 payfull next year's rate and receive membership for the following year, plus whatever days of membership remain in the year of application; however, the application must be received by December 15 to assure receipt of the publication issue that is mailed in January (dated March).

TO GET TO DELTA INDOOR MEET: (8)
DEC 27, 28, 29 - TAKE I-4 TO W. SHORE BLVD.
GO NORTH TO TAMPA AIRPORT
DELTA MAINTAINANCE HANGAR 4424 N.W. SHORE BLVD.

TO GET TO KING ORANGE FF MEET: JAN 2, 3, 4.
S. OF MELBORNE, FROM I-95, GO WEST ON RT. 514
IN 2 MILES GO LEFT ON ELDRON BLVD.
IN 1 MILE GO RIGHT ON JUPITER BLVD.
IN 8/10 MILE CROSS BRIDGE & GO LEFT ON DEGROOT
IN 3.2 MILES GO RIGHT ON EMERSON DRIVE.
LOOK FOR FLYERS - YOU'RE THERE.

FLYING ACES MASS LAUNCH AT DELTA: SAT: PIONEER
SUN. WWI, MON. RACE PLANES - 5:00 P.M.

NEWSWEEK : SEPTEMBER 8, 1986

Easy-to-Assemble, Top-Secret Airplane

about a phantom jet. Stealth F-19 fighter ecret that the Penta- hich commissioned it, it exists. Lockheed, built it, won't speak of it. And Congress, which has shelled out billions for its development and production, isn't quite sure what it's bought. But the secrets of the F-19 haven't eluded U.S. commercial enterprise. Anyone with $9.50, a tube of glue and skillful hands can have a replica.



For the past two months Testor Corp., an Illinois-based toy manufacturer, has been scrambling 250,000 12-inch models of the Stealth in toy stores and hobby shops around the country. The facsimile, company spokesman John Dewey claims, is "about 80 to 90 percent accurate." It is also a big hit, the Cabbage Patch Kid of model airplanes, selling more in its first weeks than any previous airplane kit. The demand by local toy stores has prompted Testor to keep shifts working round the clock.

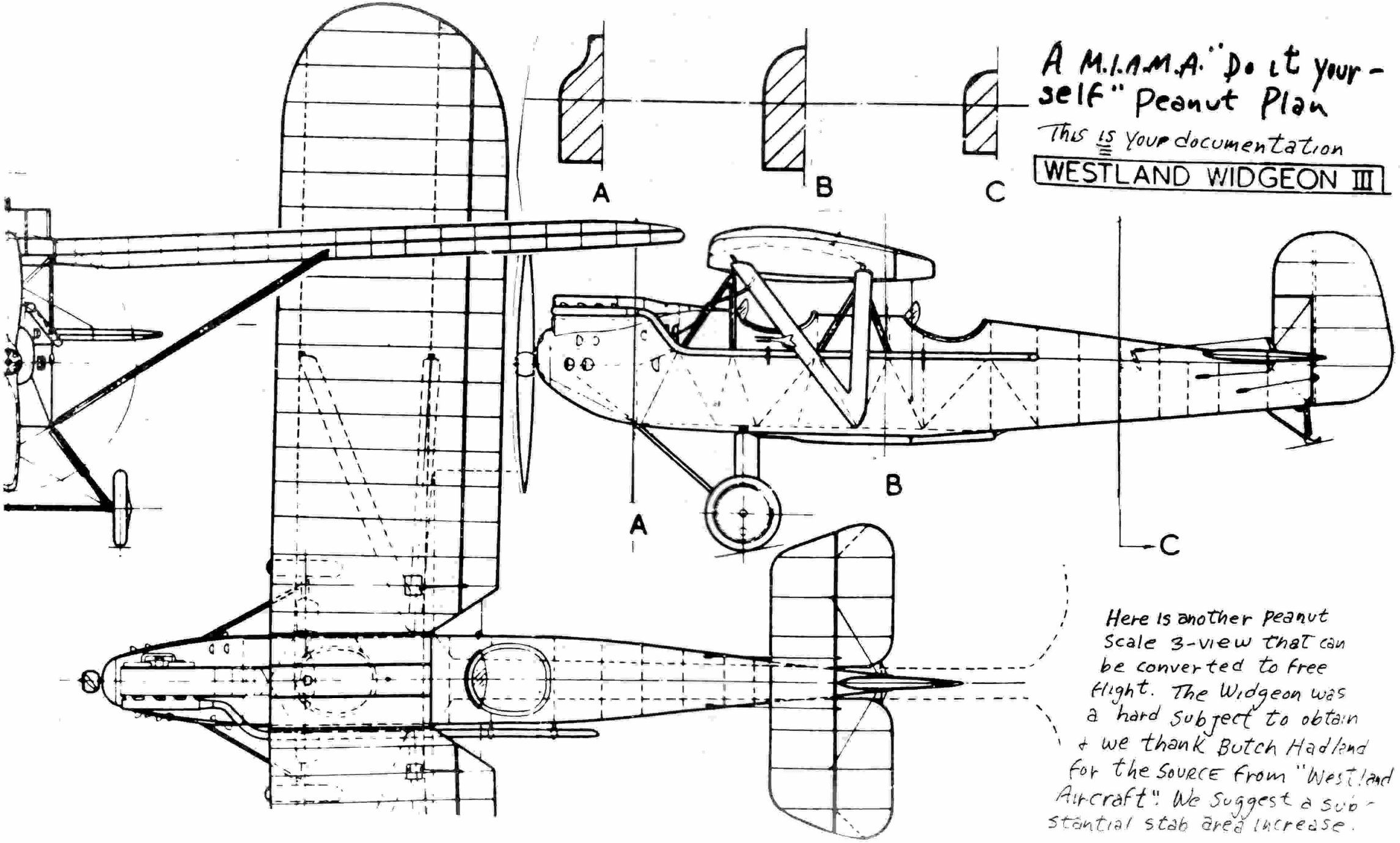
The Air Force is interested in Testor's hot product for reasons other than model building. Federal officials are currently investigating the disappearance of classified Lockheed documents on Stealth, so named because of its ability to slip through enemy radar. But Testor, which has been producing accurate models of government planes for 50 years, insists it developed this one from unclassified sources. "If you read the aviation magazines and technical journals, it would not be difficult—if you knew about airplanes—to get a pretty good feel for what an airplane like this must look like," Dewey said. Testor president Chuck Miller, an ex-Marine who flew F-4 Phantoms—turned "aw shucks" over the whole matter. "We're just a little company that made a model of what we think is the F-19," said Miller.

Soaring sales: *F-19 model*

A M.I.A.M.A. "Do it yourself" Peanut Plan

This is your documentation

WESTLAND WIDGEON III



Here is another peanut scale 3-view that can be converted to free flight. The Widgeon was a hard subject to obtain & we thank Butch Hadland for the source from "Westland Aircraft". We suggest a substantial stab area increase.

APPLICATION–1987 A.M.A. MEMBERSHIP

Academy of Model Aeronautics
1810 Samuel Morse Drive, Reston, VA 22090
Insurance Coverage Effective on Date of Dues Receipt at AMA HQ
(1987 Membership Expires December 31, 1987)

For Everyone: Fill in Date of Birth: MONTH ☐☐ DAY ☐☐ YEAR ☐☐

Main Interest: (check only one) ☐CL ☐FF ☐RC ☐Indoor ☐Scale ☐All

FAI Stamp: ☐$10* ☐$3 *Req. for FAI Programs

For Those 19 or Over by July 1, 1987

- ☐ **OPEN FULL MEMBERSHIP** **$40.00**
  All membership and competition privileges, liability and accident/medical insurance, and subscription to *Model Aviation* magazine**.
- ☐ **OPEN LIMITED MEMBERSHIP** **$36.00**
  Same as above, except only "AMA News" section from *Model Aviation* magazine.
- ☐ **EXTRA FAMILY MEMBERSHIP***** **$20.00**
  For 2nd adult (immed. family) at same address—no publication.
- ☐ **SPECIAL SENIOR CITIZEN RATE** **$21.00**
  For those age 65 or over—must submit proof first time. Same privileges as Open Full Member.

For Those Not 15 by July 1, 1987—*Check One Only!*

- ☐ **JUNIOR FULL MEMBERSHIP** **$16.00**
  Same privileges as Open Full Member.
- ☐ **JUNIOR NO-PUB MEMBERSHIP** **$7.00**
  Same as above, but no magazine or "AMA News."

For Those 15 But Not 19 by July 1, 1987—*Check One Only!*

- ☐ **SENIOR FULL MEMBERSHIP** **$18.50**
  Same privileges as Open Full Member.
- ☐ **SENIOR NO-PUB MEMBERSHIP** **$9.50**
  Same as above, but no magazine or "AMA News."

INSTRUCTIONS: PRINT CLEARLY IN CAPITAL LETTERS. PUT ONE LETTER OR NUMBER PER BOX. SKIP A BOX WHERE SPACE WOULD NORMALLY APPEAR. REQUESTED INFORMATION MUST FIT WITHIN THE NUMBER OF BOXES PROVIDED. ABBREVIATE IF NECESSARY FOR FITTING.

***Submit both at same time or give name/AMA No. of other Fam. Member.

FIRST NAME ☐☐☐☐☐☐☐☐ INIT ☐ LAST NAME ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

MAILING ADDRESS (TYPICALLY NUMBER AND STREET) ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

MAILING ADDRESS CONTINUATION (USE ONLY IF REQUIRED FOR YOUR ADDRESS) ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

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Total: $ _____ ☐ Enclosed ☐ Charged*

☐ VISA ACCOUNT NO ☐ MASTER CHARGE ACCOUNT NO. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

*Only Visa or Master Charge

☐ New ☐ Renewal (number _____)

EXPIRATION DATE OF CREDIT CARD ☐☐☐☐

REDUCED RATE FOR PARTIAL-YEAR MEMBERS. AMA membership ends each year on December 31, regardless of the date a membership application is received. Late-year membership policy is as follows: those who apply between May 1 and July 31 pay the full current rate, but will receive quarter-year credit of the dues paid for the current year toward the next year's membership—they must, however, use this credit by April 1 of the next year. Those who apply between August 1 and mid-September pay the full current rate, but will receive half-year credit of the dues paid for the current year toward the next year's membership—they must, however, use this credit by April 1 of the next year. Those who apply between mid-September and December 31 pay full next year's rate and receive membership for the following year, plus whatever days of membership remain in the year of application; however, the application must be received by December 15 to assure receipt of the publication issue that is mailed in January (dated March).

Ages are as of July 1 of the current year. Please circle applicable fees.

New member | | **Renewal** | | **Address change**

Current expiration date: Mo. _____ **Yr.** _____

Name _____ AMA # _____

Address _____

City, State _____ Zip _____

NFFS MEMBERSHIP AND RENEWAL APPLICATION

Mail to:
NFFS
8383 Zancanaro Ct.
Citrus Heights, CA 95610

Make checks payable to the National Free Flight Society

Subscription rates include annual fee of $5.00 for membership in the National Free Flight Society. The balance of the fee in each category is for subscription to FREE FLIGHT, the NFFS Digest. Subscriptions are not available without membership.

MEMBERSHIP FEES AND SUBSCRIPTION RATES (1 and 2 yr)

Age 19 & over and residents of foreign countries.	1 yr **$15.00** ($5.50 membership fee plus $14.50 subscription) 2 yr **$27.00** ($1.00 membership fee plus $26.00 subscription)
Age 18 & under	1 yr **$7.50** ($5.50 membership fee plus $2.00 subscription) 2 yr **$13.50** ($1.00 membership fee plus $12.50 subscription)

Subscriptions are not available without membership.

SIGN UP, BOYS DELTA REQUIRES ALL ENTRANTS TO BE AMA MEMBERS. MIGHT AS WELL JOIN NFFS WHILE YOU'RE AT IT, & SUBSCRIBE TO WWI AERO.

FLY THE FART
DEC 27, 28, 29

An Easy-t

Talk about a pl
The Stealth F
is so secret that t
gon, which commi
denies it exists.
which built it, won

FLORIDA STATE RECORDS- CAT III

AMA Peanut:R.MacEntee	11/15/86	172.0 Pts.
FAC Scale: Geo. Leffler	9/86	127.7 Pts.
Bostonian: Geo. Perryman	12/28/85	250.4 Sec.
Novice Penny Plane: W. Everson	5/24/86	10:45
Regular Penny: R. Szymula	4/20/80	10:58.8
Peanut Speed: M. Wells	1/10/82	8.6
Manhattan Cabin:Ron Ganser	11/11/84	8:02
ROG Stick: Dick Obarski	3/22/86	11:47
Easy Bee: Dick Obarski	12/28/85	15:27
Paper Stick:Dick Obarski	12/28/85	18:03
FAI HL Stick:	4/29/79 Ray Harlan	23:34
Indoor Embryo:Geo.Leffler	11/15/86	274.0
HL Glider: Don Bal	1/04/81	1:58.2
Pistachio: Millard Wells	11/15/86	1:08.7

USE THESE RECORDS WHEN PLANNING WHICH CLASS TO ENTER IN THE 1ST FART. SEE "INDEX OF PERFORMANCE" EXPLAINED BELOW.

Junior Records:	Penny Plane;Jeff Everson	11/18/79	9:35.2
	Easy Bee:Chas. Slater	3/16/75	10:07.4
	HL Glider Nathan Miller	9/27/86	77.0

BIG MEET:

ANNOUNCING: 3 DAY INDOOR MEET

DEC 27, 28 + 29

1. INDOOR KING ORANGE MEET
2. MIAMA MEET #3 - TO GET THERE - SEE P.8
3. FIRST FLORIDA ANNUAL RECORD TRIALS

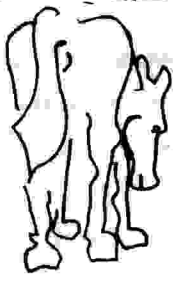
THE INDOOR KING ORANGE HAS AWARDS FOR ALL THE CLASSES WE FLY AT OUR MIAMA MEETS (See p. 1+2)
MIAMA MEET #3 CONTINUES OUR ANNUAL POINTS.
THE FIRST F.A.R.T. IS A RECORD TRIAL WITH TROPHIES FOR THE BEST INDEX OF PERFORMANCE - ANY PLANE.

$$\text{YOUR SCORE} = \frac{\text{YOUR BEST FLIGHT}}{\text{FLA. RECORD FOR THIS CLASS}} = \text{INDEX OF PERFORMANCE}$$

AMA MEMBERSHIP REQUIRED FOR DELTA HANGAR.

ALL EVENTS ALL DAYS. SPECIAL GLIDER HOURS TO BE POSTED
See elsewhere in this issue for how to get there.

FROM The HORSES MOUTH + OTHER ORIFICES



This is the time of year when we get a lot of notes, and plans, and comments stuck in with the membership renewals. I really appreciate hearing from you guys, and will use much of the stuff you send...Thanks to you all. The consensus of opinion is that the weird news items, and Iconoclast are well received, as are plans and 3-views, and "how to" articles. No one has yet commented on the way we report contest results which I think is outstanding. We DO go into detail & list everyone.

The elusive ELLIS OGLESBY has some items from Jim Kloth's estate for sale: 2 CO-2 engines with accessories, & built up Buzzard Bombshell & DH Moth. He'll bring 'em to the King Orange. We are waiting to hear from Ellis about the dinner arrangements for the evenings of the big Delta King Orange /MIAMA indoor meet on Dec.27 & 28. Plan to have dinner those evenings with the Hangar Pilots, have some lively discussions, and exchange some model items...bring your stuff. We always feel modelers don'socialise enuff.

CLAUDE POWELL reports the Navy has been cooperating for indoor meets at their test center at Patuxeut River,Md...also the County Gov. Good sites are hard to find. Claude wants more MIKE HEATHERINGTON's paper planes....Do you read us,MIKE? Time for another article from YOU.

FRANK VAVRUS is typical of many readers..he confesses he "is not a true blue indoor flyer." Nothing to be ashamed of,Frank, but it sure is nice to be able to fly your slightly overweight peanuts when it's raining.

MILTON KALAPACH sent a photo of Lt.Col. John Martin who was CO of 85th Squadron in WW II, and definitly NOT me. I was T/5 John Martin 13198502 during that period of time. MOS 282....Office Machine Repairman!

"Old" JOE WACHTER has departed Honolulu for Glouchester City, N.J.Why? He put together a great packet of material that will see print in future issues..plans,etc. Hey, Joe, what is the address of that Hawiian indoor club? It wasn't on their newsletter! Thanks for the Wahinis!

ED TONER has been doing some VERY INTERESTING work with electric power for indoor models which would work well for peanuts,Bostonians,and Embryo. ED, how about a Hangar Pilot article on your results, so far?

GEORGE MYERS,fugative from R/C flies in Memorial Hall,Phila..a growing gang.

TONY PETERS ,like Frank Vavrus, feels he builds too heavy and offends the Low Library bunch at Columbia U.with his bombs. Use 6 lb. wood!

BILL HANNAN, a regular contributor, sent along H.K. Weiss' address and we hope to have more news of this very early peanuteer soon.

WALT ERBACH doesn't believe there is REALLY a Tigertail Ave. Chief Tigertail (Seminole) was a real Fla. pioneer and his tepee was pitched near here. He knocked off Col. Dade and a detachment of Army boys in the worst defeat since Custer. Miami is in Dade County,see?

Horses Cont. on P. 13

FOR MANHATTAN, ROG STICK, ETC.
NOT FOR EASY B. AVAILABLE AT ART SHOP

LIFTED FROM INDOOR NEWS + VIEWS

On January 1, 1986 the event Paper Stick becomes Intermediate Stick. The only real change is that commerically available plastic coverings (not microfilm) are now allowed on these models. The following directions for applying Ultrafilm, a plastic film, make the job easy, they also work well for applying condenser paper.

APPLYING ULTRAFILM WITH SPRAY CEMENTS

by Ray Harlan

With proper care, spray cements can provide a lighter, more uniform adhesive for Ultrafilm (and other plastics and condenser paper) than any brushed on coating. Brushed-on adhesives are difficult to control and take much longer to apply. A light spray adhesive will add less than .00012 oz. per sq. in., or less than .0002 oz. for an Easy B wing. One of the best features of spray cement is that it allows repositioning of the film if a mistake is made while covering.

The first step is to choose the right product. Many spray cements (such as 3-M Spray-ment) produce a cream-colored lacy pattern that is too heavy and is not uniform. Much more suitable are 3M Super 77 and 75, and Grumbacher 548 with fine, transparent sprays. The Super 77 is a high-tack adhesive that now comes with an extra fan-spray nozzle ideal for indoor models. For the lightest covering, Number 75 is best. It has a lower, but more than adequate tack, and is formulated for temporary bonds. The air loads on indoor models are so low that this adhesive is essentially permanent. Grumbacher 548 sprays uniformly, has moderate tack, but is heavier than No. 75. It has an orange tint that makes it easier to see.

When setting up to cover a model, two essential items must not be overlooked. First, be sure the room is well ventilated. This means open windows and fresh air. Second, cover the floor where you will spray with lots of newspapers, at least three feet beyond each edge of the largest frame you will spray. You don't want gummy furniture. Spraying in a large, open-top box will help contain the overspray.

To help see where you are spraying, try this: shine a flashlight horizontally across the spray zone a few inches above the floor. Turn out all other lights when you spray. The aerosol droplets will reflect light from the flashlight so you can see them more easily. This is a good way to estimate how much cement you are applying, and where. A black plastic background also helps you see the droplets and can be cleaned with paint thinner. (PLASTIC GARBAG)

Use just one pass on a narrow wing, and no more than two on a wider wing (one each for the leading and trailing edges). For No. 75 and 548, hold the can 12 to 24 inches above the frame. For No. 77, use 24 to 36 inches. Spray at about one foot per second. You will be surprised how little adhesive is required. Remember, less is lighter.

The best covering method is to borrow a microfilm technique: cover the wing flat and add dihedral later. If the sprayed frame is put over a traced outline on the board, it can be adjusted to eliminate skew and wiggly outlines. You may need to tack glue it to the board if it doesn't want to stay in place. There is no rush; the spray adhesive will stay tacky enough for several hours.

Ultrafilm can be applied either from a light balsa hoop larger than the frame to be covered, or two people can hold it with a hand at each corner. A little practice will get smooth coverings without crushing curved ribs. If you make a mistake, carefully peel back the covering and rework it. Lightly press on the outline to secure the Ultrafilm. Then cut it out with a pencil soldering iron (a 23 to 47 watt iron with a thin chisel tip is good). Not only is this much easier than trying to use a razor blade, it seals the film edge and prevents rips that might propogate readily. After cutting off the excess film, turn the frame over and press the ribs to secure the film to them.

Dihedral in wings can be added at this stage. The film near dihedral ribs will loosen. To draw it tighter, wet a small brush in spray cement (from a spot sprayed on paper) and lightly coat the film on top of the rib. You may want to thin the cement with some toluene (Elmer's contact cement solvent) to make it brush easier. When the coat gets tacky, gently nudge the loose film against it with a thin flat (but dull) tool, or balsa sliver, from below the wing. Be careful not to push too much film onto the cement strip or the diheral rib will bow excessively. If this happens, pull the film apart and rework it. This technique requires some practice. But remember, loose film is not too detrimental to long flights.

These covering suggestions should get you well on your way to indoor modelling without the frustrations encountered with paper and other plastic covering materials. Soon you will be devising your own special techniques to further simplify the job.

12

13

SHERMAN GILLESPIE writes that he has been bitten by the pistachio bug and is thinking of entering a postal event. How about sending us a plan for publication, Sherm? BILL HANNAN's new book: PEANUTS AND PISTACHIOs FRED KOMLOSY tells of a lethargic R/C Club in N. Palm Beach that sounds like it needs a good dose of INDOOR to perk it up again. He, too, knew of H.K. Weiss from "W W I Aero". Bring some of those bored R/C guys to Tampa for the FART, Fred.

Dr PLENNY BATES flies with PAUL McILLRATH in their indoor season in Kirkwood Community College in Cedar Rapids, IA.

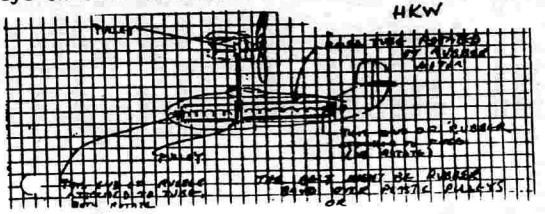
GEORGE RODGERS is another modeler that has been attracted to the wee pistachio planes, and promises a plan and flight report soon.

DAVE PLATT is well known in R/C scale circles as one of the best. In the past 9 months the free flight bug bit him, and he won FF rubber scale at the Nats! No INDOOR as yet, but perhaps??

ONE LAST ITEM ON THE SEARCH FOR H.K. WEISS: The morning mail arrived with issue 112 of WW I AERO. WOW! a Twelve page article about a peanut scale 1911 Antoinette Monobloc with photos, 3-views, full sized plans, details on how to build a peanut geared motot, etc. ..all by Mr. Weiss. His first model since 1948! Let"s hope he is back on the scene and continues to be published.

HERBERT K WEISS

Some time ago in going through our membership file, I came across H K Weiss- he had been a member for a long time, but on this occasion I was struck by the name: then I remembered a series of very pretty little rubber-powered models in MODEL AIRPLANE NEWS in the late 30's or early 40's, and a tiny Piper J2 which I built and flew. Same man: so we wrote him to make sure, and took the liberty of asking if he'd do an interesting small model of an early aeroplane- he agreed- we correspond about it. He is talking about little gearboxes, belt drives/pulleys- to make possible some designs that haven't been done. Keep your eye on this column...



FUN-FUN FLY

The idea worked very well on its trial at Miami Dade South College on Nov. 9th. We will use this same foremat for future FUN FLYS. Spot Landing event..after a 20 second min. flight where plane comes to rest nearest spot. Precision Flight..nearest to 27.00 time aloft. Speed Event...Two laps around 2 pylons 20 ft. apart. Any plane, both HL and ROG. Paper Glider Enduro...And Pistachio Scale.

SPOT LANDING:

Don Bal, Glider	38"
Carl Hedley, Peanut	16'
Doc Martin Peanut	16"6"

PRECISION FLIGHT:

Everson, Peanut	27.01
Don Bal, Glider	26.98
M.Wells, Peanut	27.1
Doc Martin, Peanut	27.9

PAPER GLIDER:

1.Don Bal	9.4
2.David Bal	7.6
3.Doc Martin	6.2
4.Steve Bal	5.8
5.M.Wells	4.0
6.W.Everson	2.5

I lost the sheet on the speed events..they were very exciting and competitive.....How, you ask can you have a competative, FUN, event? Very simple..Competition is FUN!

THE NEXT FUN FLY IS AT MIAMI DADE SOUTH COLLEGE SUN. DEC 7 from 9 to 5.

Compiled + Submitted by Bill Hannan:

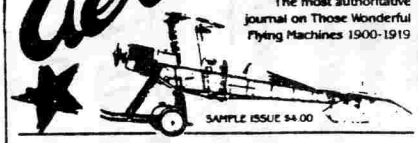
HIGHLY RECOMMENDED!

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WHAT'S GOING ON: Dec 7TH - Miami Dade South Collage

9 TO 5 FUN FLY + WWII MASS LAUNCH - BRING YOUR ZERO - DEC 7!

DEC 27,28,29 THREE DAY INDOOR MEET - MIAMA, KING ORANGE FART
SEE PAGE 10

JAN 2, 3, 4 KING ORANGE FREE FLIGHT - see page 9

JAN 18 INDOOR MEET CUMMING, GA

FEB 14,15 MIAMA INDOOR MEET #5 CAT II US COAST GUARD HANGAR Clearwater/St. Pete Airport CD TONY BECKER (TENTATIVE)

MARCH 29 1987 PEACH STATE INDOOR CHAMPS - CUMMING GA.

JUNE 5,6,7. 6TH NFFS U.S. INDOOR CHAMPS - EAST TENNESSEE ST. COLLEGE. JOHNSON CITY TENN. MINI-DOME - 122 FT HIGH! MIAMA P-NUT GRAN PRIX

THE HANGAR PILOT

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

HEY! A VERY FEW GUYS HAVE YET TO RENEW MIAMA ARE YOU ONE?





JIM MILLER
827 YORKHAVEN RD
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