ASTONISHING

THE HANGAR PILOT

17TH YEAR of PUBLICATION

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

MIAMA

ISSUE 120

THE GREAT FLORIDA KEYS

ROW ISSUE



NEXT FUN FLY: MARCH 27 MIAMI DADE S. COLLEGE

NEXT MIAMA INDOOR MEET - APRIL 16, 17 MACDILL AFB

(1)



"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 one of two active all indoor free flight clubs 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!!!

COVER DRAWING - MILLARD WELLS

MIAMA INDOOR MEET # 3 RESULTS:

Flying Aces Scale: 1.John Tudor Corbin Super Ace 120.9
2.Dick Obarski Curtiss Robin 95.0

Easy B; 1.Dick Obarski 14:13
2.Ed Berton 11:05
3.Frank Kieser 9:51
4.Millard Wells 8:09
5.Pete Andrews 7:19
6.Rich MacEntee 5:51

Intermediate Stick: Obarski 9:22

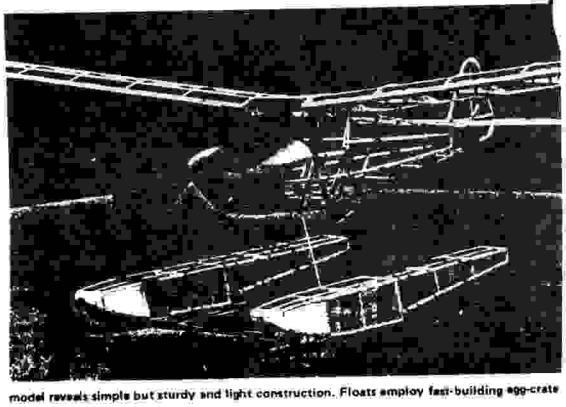
Federation ROG:
1.Tony Becker 3:50
2.Frank Barrera 3:18
3.Millard Wells 3:02

Novice Penny: 1.Tony Becker 8:34
2.Rich MacEntee 7:41

Pistachio: Frank Kieser orno. 1:52

Bostonian: 1. Dick Obarski (1.4) 10.8
2. Rich MacEntee (1.5) 219.7

Where was everyone ?



model reveals simple but sturdy and light construction. Floats employ fast-building egg-crate

SUPPORT MIAMA COTTAGES!

Mace Model Aircraft Co.

This is a new cottage industry, selling several kits and supplies for small rubber models, mainly indoor in orientation. I have examined several of the kits, and they feature excellent instructions on the plans with many drawings showing how things go together and how to get proper alignment. The quality of the materials is excellent. There is an EASY B kit for $5.95, and a P-24 Condor for $6.95. The later is a 24" inch span tissue covered indoor model similar to a novice pennyplane, but with a plastic propellor. They make excellent first models, and are capable of times approaching three minutes. The catalog has indoor winders, rubber, wood, thrust bearings, covering materials, some original pistachio plans by Don Mace, Hannan's books, many other goodies. The P-18 Hawk kit for $6.50 I really like for the novice because it is really, a novice pennyplane with a plastic prop, which could be easily converted, or built again, with a balsa prop and be competitive. 359 South 119th East AVE, Tulsa OK 74128 (918)437-5490.

VALENTINES DAY MEET #3 MAC DILL FEB 13,14 CD DICK OBARSKI

(2)

The Valentine,s week end was not a good time to hold an indoor model meet. About half of our usual contestants were ill or had something else to do, or both (My case) Also, it was cold in Tampa by Florida standards. Former indoor World Champ Pete Andrews of Phila. showed up with Obarski, and Becker. He flew a hastily built canard EZB. Retired indoor flyers from the northeAST Max Chernoff and Armand Vasquez - both now living in Tampa- were there and are becoming active again in indoor. Central Florida is becoming a mecca for retired indoor flyers. Pete Andrews and Ron Ganser are planning to relocate here soon. Pete was impressed with Hangar #5 stating that there was nothing like it in the Philadelphia area. He also warned, noting the small turn out, that we should not get complacent about it or we may lose this excellent site. Col. Bill Criss may quit knocking himself out obtaining it for each meet. Support MIAMA Meets guys,even if it means a long drive (& boring), or it's back to the gym! Mike Arak,Frank Barrera, and Millard Wells all had something to do on Sat.(Mike was black tie at the dedication of a new 20 story office building in Ft.Lauderdale..He did the interior of it.) These three rented a Cessna 172 at Tamiami Airport and flew it to the meet early Sunday morning..model boxes and all. NOW THAT'S DEDICATION !! CD Dick Obarski won EZB, and Tony Becker was first in Novice Penny and Fed. ROG. Everyone in ROG was over 3 minutes which,at one time, was considered fantastic.

This was the third meet out of five in the 16th season. A reminder that we count annual points from four of the five meets, and give overall and class awards. To be eligible for overall standing you must earn points in Four Classes: 1. Either EZB or Penny. 2. Either P-Nut or FAC Scale. 3.Either Bostonian or Embryo. 4. Federation ROG. We have 2 months to do some building until Meet 4 on April 16 & 17. Next issue will have everyones annual points listed. MEANWHILE; Build some floats for your heavy Bostonian, or Embryo or beat-up scale model. Give it another coat of dope or Scotch Guard, and be ready for the Great ROW Meet. Following that make a tiny Pistachio for the InterGnats on May 21,22. Trim it in your living room!



MIAMA CLUB T-SHIRTS

Contact : Nancy Beitz
2700 Somerset Dr.
APT. Y210 FT. LAUDERDALE
FL. 33311

COMING SOON - OFFICIAL JOHNSON CITY WORLD FI-D T-SHIRTS + NFFS U.S. CHAMPS

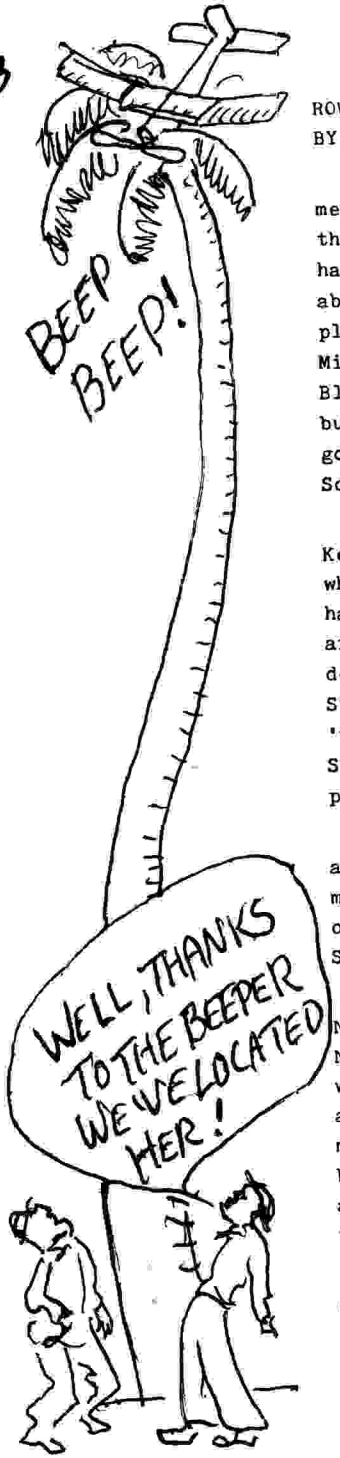
SUPPORT MIAMA COTTAGES



See next ISSUE

HOW TO ROW - BY WELLS - OR - IT AIN'T EASY!

ROW - RUBBER POWERED
BY MILLARD WELLS, FLORIDA KEYS



Living in South Florida and not flying ROW is impossible for me to imagine. There are miles and miles of open flat surface on the Backcountry water, but no open fields. For twenty years this has frustrated me. Well, five years ago I decided to do something about it. I built a 4' x 10' frame, covered it with drop-cloth plastic, then filled it with about 3" of water - (instant Lake Millard). I took it to our indoor site, which at the time was the Blimp Hangar at Opa-Locka Airport, Hialeah, Florida. Everyone built some kind of ROW and the result was 'catastrophic'. No one got off. Carl Hedley claims to have taken off but no now saw it! Sorry Carl. Anyway, we abandoned the whole project.

About two years ago I decided, since I live in the Florida Keys, on the shallow backcountry bay, wadeable for at least a mile, why not put some scale EDO type floats on an old Taylorcraft and have at it? Well, it turned out to be a great bath-tub toy, Millard's 'rubber ducky', nice tame slow water taxi - more power! No deal! More power - no take off!! Somewhere I read about Zinc Stearate - so I dusted the floats as suggested. What I got was 'white water' - but no takee-offee. Doc Martin said that 'Zinc Stearate' is only used by Olympic pole vaulters. I have a five pound sack, it anyone needs some.

Over a period of about two years I built nine airplance and at least a dozen pontoons of various designs with no success. Too much wetted surface. I found lots of research on pontoons and take-off procedures for gas-radio control, but precious little on Rubber Scale.

Finally an article was published in "MODEL AVIATION" by Bill Noonan, featuring an embryo called a "Good Tern", 20" wingspan. Nice airplane, but I was so negative by this time. Therapy hadn't worked, I had no faith in ROW. The finished model sat unflown for about two months. Then, one warm spring morning, flat calm water, my daughter 'Jo Jo' and I launched the maiden flight in the shallow back water bay. The "Noonan Tern" split the water and was off in about 8', climbed high in the pre-dawn sky, pontoons dripping in the early morning light. That started it all!

The following is what I've gleaned from the last two years of flying ROW in the Florida Bay - many thanks to Bill Noonan.

I have adapted this basic float design to several models..... 24" Howard DG-A, Paul McIlrath 22" Cabinaire, J-2 Cub - Peanut Scale, Bill Hannan plan, also an 18" span embryo of my own design. All these models have taken off and fly on an average of 30 to 40 seconds.

Larger models may be flown in a slight breeze 5 to 10 mph. The addition of an adjustable rudder trim tab keeps the model from taking off into the wild deep water offshore. Also, I found that a small adjustable water rudder helps to guarantee a good straight smooth take-off.

Launching is a bit of a trick. The method I use is the same as launching a Manhattan. Retain the airplane by holding the tail until the prop turns up full rpms, then let go.



Conventional covering (with dope) works fine - 1 or 2 coats of dope over tissue covering. One thing to remember; salt water doesn't dry - so must be rinsed with fresh water when through flying. Tap dry with a paper towel. Salt water rusts all metal parts not stainless or aluminum.

↗ 89+15

The basic pontoon design shown here in drawings, seems almost perfect except, the tail of model, after landing has a tendency to fall backwards into the water. I tried to remedy this by increasing the length of the pontoon behind the step with no success. Too much wetted surface. A small tail float can be added to non-scale models.....or let it fall in the water. It's only water and remember, the tissue has been wet before - when you shrunk it.

So, get out an old AMA Scale or Peanut, build a set of floats, 62% fuselage length, approximately, you'll be surprised how much more room you have. Low wing jobs seem more stable with floats, lower center of gravity! Try an old "Durine Turbulent". (Or MO-1 Ed.)

—**Thomas Sopwith** has always been an up, up and away sort of guy. And today, the retired aviation pioneer will have a special reason to look up. It's his 100th birthday and the Royal Air Force and aviation museums plan a flyby over his home in England. Sopwith, who recalls the Wright brothers' flight at Kitty Hawk, N.C., in 1903, built the Sopwith Camel, the World War I fighter plane flown in the mission that spelled the end of "Red Baron" **Manfred von Richtofen**. (Snoopy, the low-flying beagle in **Charles M. Schulz's** comic strip Peanuts, pursued the "Red Baron" in a doghouse he imagined to be a Sopwith Camel.) He also produced the Hawker Hurricane of World War II and the Harrier jump-jet, a vertical-takeoff-and-landing craft. The RAF will include some of Sopwith's creations in the aerial salute over Compton Manor, his estate in Hampshire, southwest of London. Although his eyesight has failed him, Sopwith is "in very great form," his son, **Thomas**, said. "He takes a stroll twice a day and keeps a sharp interest in what's going on by listening to the radio."

HAPPY 100TH BIRTHDAY TO TOM SOPWITH - FROM BILL WARNER

NEXT MIAMA MEET: #4
APRIL 16 + 17 MAC DILL
SAT. + SUN 9 TO 5
FAC MASS LAUNCH - SAT 5:00
WORLD WAR I
SUNDAY MASS LAUNCH FED. ROG
- JOIN AMA - JOIN NFFS.



FROM THE HORSES MOUTH

& OTHER ORIFICES

In "The Music Man" the verse to the hit song "76 Trombones" notes the momentous occasion when "Preatore, W.C. Handy, and John Phillip Susa all came to town on the very same day!" If you like band music this is your heaven. I like model airplanes and here is my heaven: In the very same mail I got: 2 plans from Don Mace, 3 subscription renewals,a n envelope from Millard Wells with a Pilot cover drawing, an ROW plan, and an article on ROW, two club newsletters (Hangar Rash & Wing Tips), and,.....get this.... a letter from Herbert K. Weiss, a letter from Earl Stahl, and one from Bill Hannan !!! Be still my heart ! To me that is better than a mail with letters from Arnold Palmer, Gary Player, and Jack Nicklaus.

Earl Stahl's letter is reproduced elsewhere in this issue. H.K. Weiss' letter (Which I've misplaced or maybe Poozer ate it like the old MIAMA mailing list) had a dozen views of a baby ROG in many attitudes..flying towards me, banking around, passsing overhead, passing away. Sort of like seeing the frames of a movie film one by one. All accurate and a problem for any artist trying to draw them. Well these were the result of a computor program that Herb has written and all these oblique views were programmed from A THREE VIEW of the ROG. He says it is fascinating, after he has provided the data to his computor, and after about 2 minutes, to see the image come up on the screen. I can't stand all this high tech stuff...it blows off my socks. Herb is now working on reversing this process whereby he will get an accurate 3-view from an oblique photo of any subject. Readers of Hangar Pilot may recall a Millard Wells article on this very subject. This is tough calculus, guys. (I got a D in Calculus at VPI) Herb promises to make his computor program available to modellers who want to program their own plans !

Bill Hannan's letter is like a box of Cracker Jack when I was a kid. (A prize in each and every pack)...A note about the latest Hangar Pilot' ,some Mark Allison sketches,the latest additions to Hannan's Runway' , and a photo or two! I don't know how he does it but it's great to get his letters!!

While on the subject of mail....I want to thank all you Hangar Pilots who not only renewed their subscription and membership, but included comments and notes about our club and our publication. GREAT! All of what has been contributed is on file and will be used someday.

HOW ARE YOUR GEARED MOTORS COMING, HERB ?

MORE ORIFICES (CONT.) A reminder here that the MIAMA GRAND PRIX at Johnson City, once for peanut models , will now be for PISTACHIOS. In the last issue of Hangar Pilot we had the rules, the classes, and the schedule.

MORE ABOUT MEETS: Great interest in the Great Fla. Keys ROW meet on Islamorada. This entire issue has been written by Millard, plus a lot of stolen information about seaplanes. We can only fly when the wind permits. That is at sun up to about 9 or ten, and again at sunset. RESERVATIONS AT CLUB HQ. PLANTATION YACHT HARBOR..mile marker 86.5 305-852-2381. Our cover depicts the scene at the bay where we will fly. Walt Everson's MIAMA flagship is in the bay as HQ for the retrieving skif. We realise that this meet in the tropics will make many a Hangar Pilot green with envy as he shovels off his walk. Fly Delta to Miami and join us! The meet will be Sat. April 30th, and Sun. May 1. Believe it or not the flying will start at 6:00 AM Sat. until the wind comes up, and again Sat. night at 4:00 PM until dark. You will have to amuse yourself at mid-day.Sunday starts again at 6:00 until unflyable. You may want to come down to Yacht Harbor Fri. night in order to be up and at 'em Sat. Morn. There will be three classes: Stick, Fuselage, and scale. To have a qualifying flight you must do 5 seconds.....Very unique trophies !!!

STAINLESS STEEL WIRE REPORT: This stuff is good for all types of model, not just ROW in salt water. In case you can't just stroll down the street to your local bait and tackle shop (As I can) here is what you have to do:Order Stainless Steel Wire-Monel from Prindle-Fabbri Corp. 4103 Clark Road, Sarasota, Fla. 33583. Steel wire comes by the numbers and is great stuff for the smallest pistachio to unlimited. Here's what I got: 25 ft. leader wire #2-.011 diam. $1.49, 25 Ft. leader wire #7- diam. .018 $1.39 25 ft. leader wire # 12- .029 diam. (200 lb. test!) $1.89. I got 75 feet of excellent wire for 5 bucks, I don't know how thick this wire gets but I do know it is a BEST BUY!

REMEMBER: there are two more OFFICIAL MIAMA meets to determine the 1987/1988 season winners in all classes and the overall winners. In next issue is how well you are doing ..so far. PLAN TO BE ON HAND APRIL 16 & 17 for meet #4, and JUNE 18 & 19 (NOT June 25 & 26 as announced) at MACDILL AFB for the last two meets.



FLORIDA STATE RECORDS

AS OF FEB. 1988

CLIP THISOUT AND SAVE FOR OUR NEXT F.A.R.T. (Florida Annual Record Trials) How do these figures compare with YOUR personal best?

CAT II: Higher than 26'3", less than 49' 2½"

CATAGORY II Records:

Flying Aces Scale: Jim Miller 14-Bis 157.7 (2/87)

Peanut Scale: Jim Miller -Voisin Hydroplane 180.0 (2/87)

Bostonian-Millard Wells 268.4 (11/87)

Embryo Endurance: George Leffler 253.7 (10/87)

EZB: Dick Obarski 13:09 (2/87)

Federation ROG: Tony Becker 2:48 (10/87)

Penny Plane: Tony Becker 8:29 (2/86)

Novice Penny: Ed Burton 8:25 (10/87)

H.L. Stick: Roman Szymula 14:35 (10/74)

Ornithopter: Frank Kieser 6:45 (2/87)

Pistachio: Rich MacEntee 1:23.6 (1985)

H.L. Glider: Don Bal 82.4 (2/83)

Manhattan Cabin: M. Wells 5:03 (2/86)

JUNIOR CAT II RECORDS:

Nov. Penny: Rick Meyers 4:59

Easy B: Rick Meyers 6:03 (1973)

ROG Stick: Sue Arak 48.7(4/83)

HL Glider Dave Bal 69.1(12/85)

- MID SOUTH COLLEGE
- ST PETE COAST GUARD HANGAR

CATAGORY III RECORDS: Cat III is higher than 49' 2½" and less than 98'5"

Flying Aces Scale: Doc Martin 144.1 Drwesweiki Canard (4/87)

Peanut Scale: Rich MacEntee 172.0 (11/15/86)

Bostonian: Dave Aronstein 400.4 (1/88)

Novice Penny: W. Everson 10:45 (5/24/86)

Penny Plane: Roman Szymula 10:58.8 (4/20/80)

Easy Bee: Dick Obarski 15:41 (1/88)

Manhattan Cabin: Chuck Markos 9:22 (12/87)

Federation ROG: Tom Iacobellis 4:22 (1/88)

Embryo Endurance: Rich MacEntee 378 (12/86)

FAI HL Stick: Ray Harlan 23:34 (4/29/79)

HL Glider: Don Bal 1:58.2 (1/04/81)

Ornithopter: Frank Kieser 10:13 (1/88)

Pistachio: Mike Arak 1:25 (1/88)

Paper Stick: Dick Obarski 18:03 (12/28/85)

- MAC DILL AFB
- DELTA AIRLINE HANGAR
- GOODYEAR BLIMP HANGAR

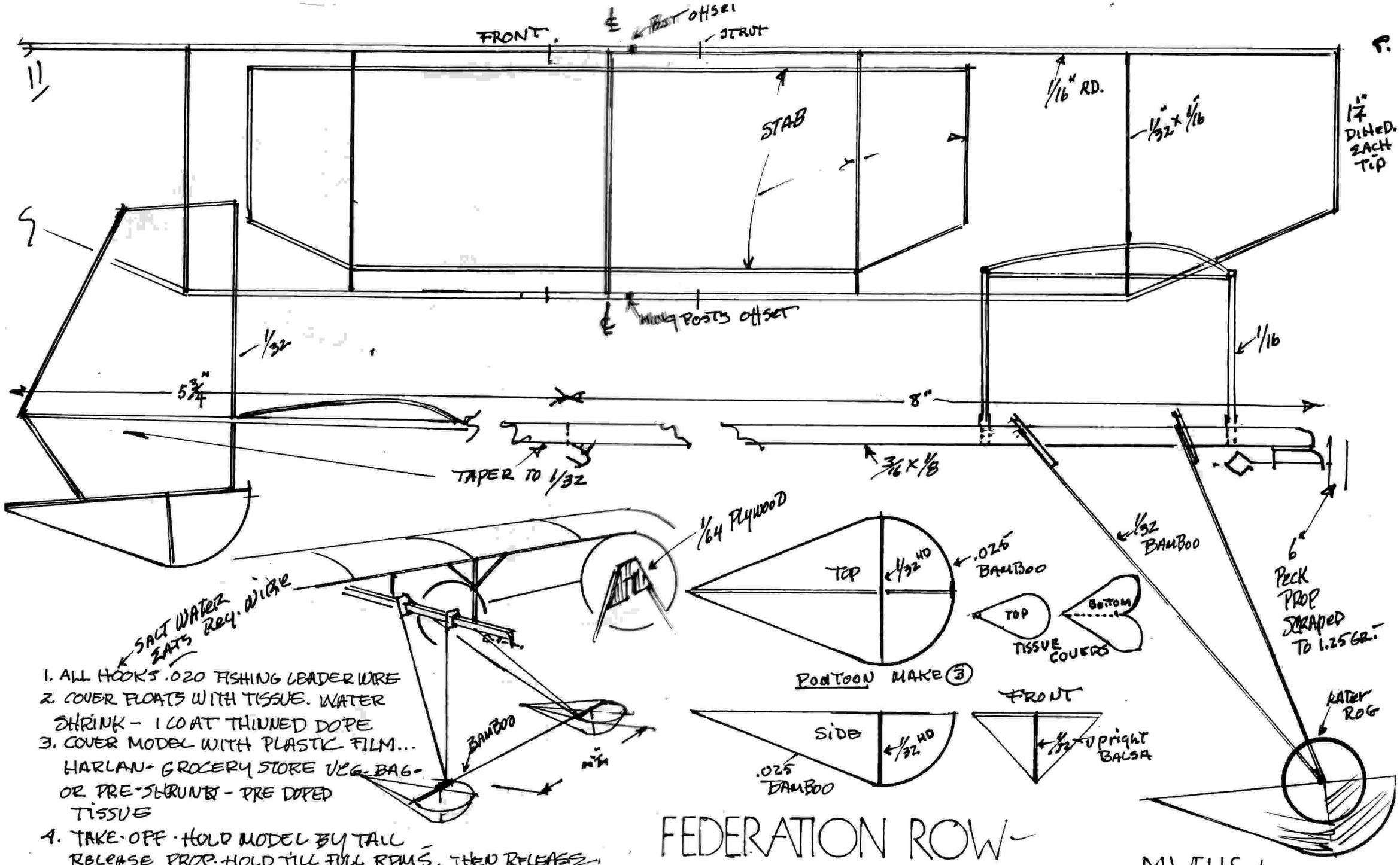
JUNIOR CAT III RECORDS:

Penny Plane: Jeff Everson 9:35.2 (11/18/79) EZB: Charles Slater 10:07(3/75)

HL Glider: Nathan Miller 105.5 (1/88)

Also: Peanut Speed: Millard Wells 8.6sec., Unlimited Speed: Martin 8.6 sec.

MIAMA HAS YET TO FLY IN A CAT I SITE ALTHOUGH WE HAVE THE PROSPECT OF THE JAI-ALAI FRONTON AND THE DADE COUNTY YOUTH FAIR. MORE ON THESE LATER



1. ALL HOOKS .020 FISHING LEADER WIRE
2. COVER FLOATS WITH TISSUE. WATER SHRINK - 1 COAT THINNED DOPE
3. COVER MODEL WITH PLASTIC FILM... HARLAN - GROCERY STORE VEG-BAG - OR PRE-SHRUNK - PRE DOPED TISSUE
4. TAKE-OFF - HOLD MODEL BY TAIL RELEASE PROP - HOLD TILL FULL RPMS. THEN RELEASE

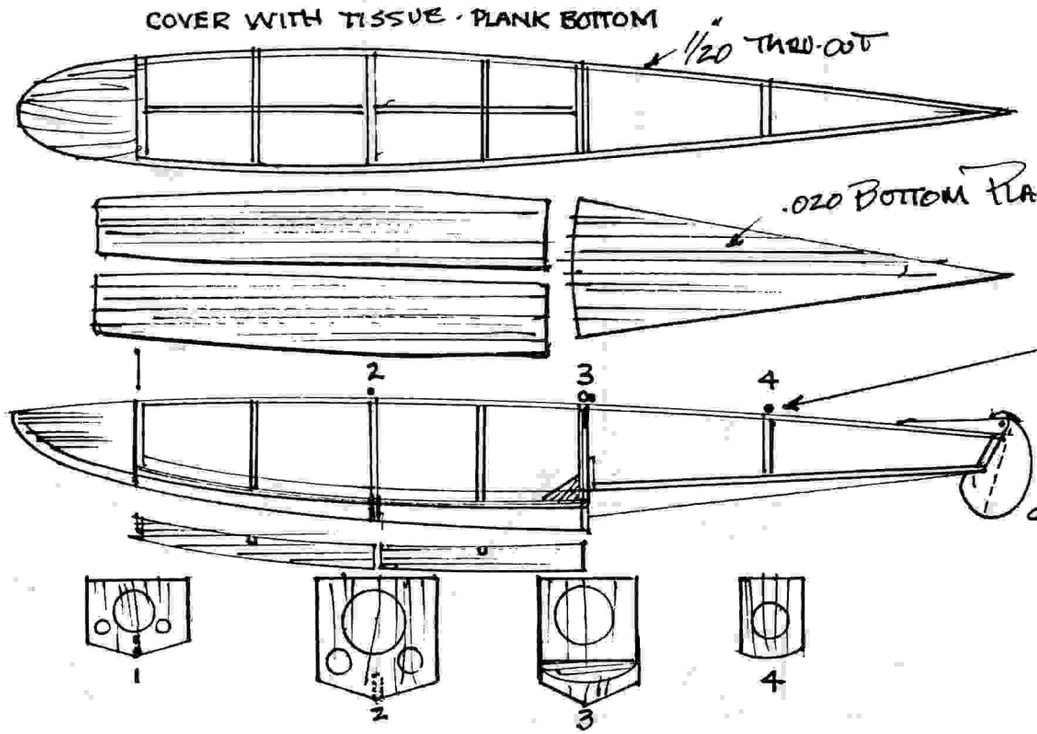
FEDERATION ROW-

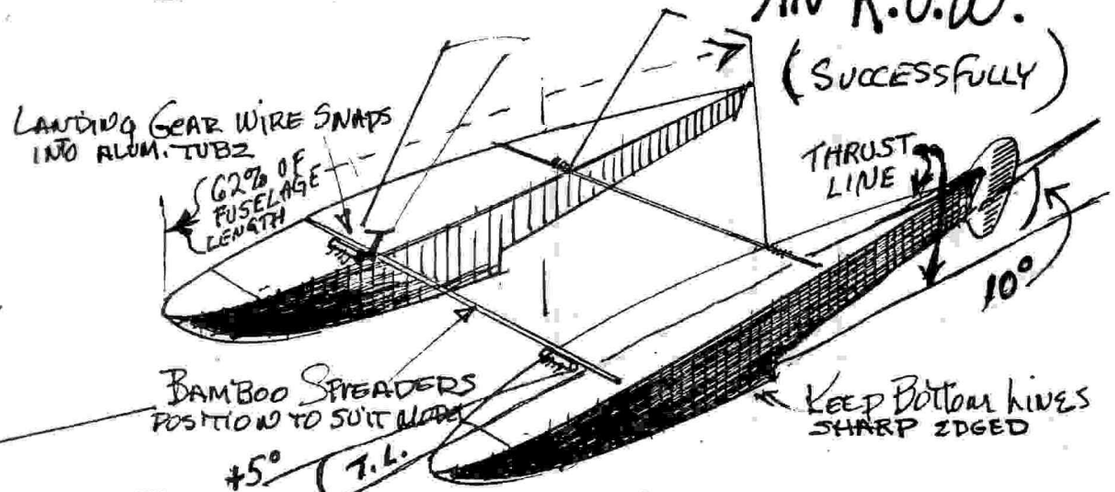
M. WELLS 84

CONVERT ANY LAND PLANE TO AN R.O.W. (SUCCESSFULLY)

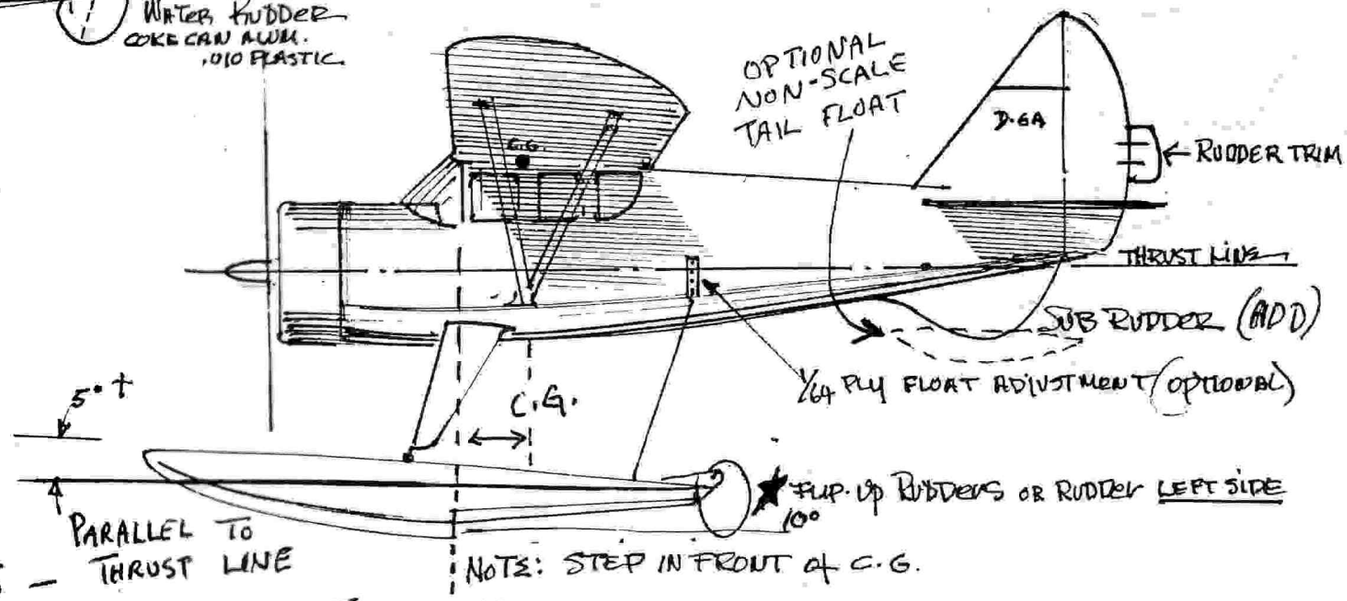
9 NOTE: THIS BASIC PONTOON DESIGN MAY BE ENLARGED · REDUCED AS NEEDED

PEANUT PONTOON (ACTUAL SIZE)





SCALE / SUBRYD · FLOAT · PONTOON 62% FUSELAGE LENGTH.



ESSENTIALS

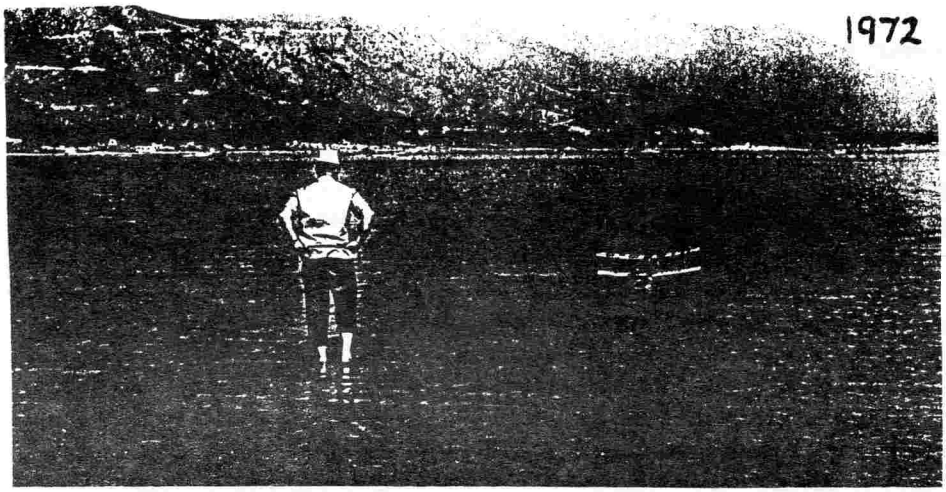
- SUB-RUDDER - TO SUIT DESIGN of AIRPLANE —
- USE SALT WATER FISHING LEADER FOR ALL WIRE PARTS.. SALT WATER EATS REG. METALS
- WATER RUDDER · ADJUST FOR STRAIGHT TAKE-OFF PATH.
- UNLESS YOU ARE AN OLYMPIC SWIMMER, ADD A RUDDER TRIM TAB.

AN ORIGINAL MIAMA ARTICLE BY MILLARD WELLS —

NOTICE · WE WANT TO DO A CANARD ISSUE · SIMILAR TO THIS ROW ISSUE. PLEASE CONTRIBUTE ANYTHING ABOUT RUBBER CANARDS!

TYPICAL PONTOON: PLACEMENT ON A SCALE OR SUBRYD.

★ ANOTHER IMPORTANT POINT — FROM STEP THE PONTOON SHOULD SLOPE 10° UP TO REAR OF FLOAT.



PHOTOS BY GEORGE UVEGES

Jack McCracken, NAR Flightmasters president, watches his Gipsy Moth F/F take off. Note shallow strip which protects area from speedboat wake.

FREE FLIGHT ... SPORT & SCALE

It wasn't planned this way . . . everybody just came up with a water article at the same time . . . so here we go again! You'll have to admit, we're probably wetter than "All Wet!"

By Fernando Ramos

PHOTOS BY FERNANDO RAMOS

● About three years ago, the N.A.R. Flightmasters decided to hold, for the first time, a scale R.O.W. (rise off water) contest for Free Flight (rubber and gas) and R/C. At that time, many members felt that this would be just what was needed for summer contest flying. The flying site was absolutely no problem, since Lake Elsinore was only about an hour and a half away from the Los Angeles area, and about the same distance from San Diego. One of the great things about Lake Elsinore, in addition to its geographical location, is that there are no obstructions of any kind such as trees, shrubs etc., which are a natural menace to model airplanes. One sees nothing but wide open spaces, plus plenty of water. Another interesting point regarding Lake Elsinore is that Skylark airport is located just south of the lake, where soaring and sky diving are prevalent. All one has to do is to look up at any time and see either a mushroom of colored parachutes dropping out of the skies, or see some graceful gliders ridge-soaring near Saddleback mountain. One final comment about this unique flying site; the lake has very shallow banks, similar to the Great Salt Lake. You can walk far from shore without getting much deeper than the ankles. This, of course, makes model retrieving a simple task.

The R.O.W. rules were made very simple in order to have more participation, as well as making official flights possible. The rules simply state that a model must R.O.W. and sustain a flight time of four seconds (this includes from time of release) for an official flight. The flight is judged from takeoff to landing for realism and scored accordingly. After the flying part of the contest is over, the models which qualify are judged for scale fidelity.

Those of us who competed in the first R.O.W. contest found that we had a great deal to learn about getting a model to lift from the water, and that four seconds for an official turned out to be an eternity. Rubber models that did manage to R.O.W. would wallow through the air only to stall into the water. Gas models were not fairing much better, either. Their problems usually amounted to a great deal of taxiing, indicating insufficient power. The adhesion between water and floats is tremendous. Many fliers tried to stir the water or agitate it by throwing rocks. A more colorful method was to see a contestant with model in hand ready to go, dancing around and stirring up the water then quickly releasing the model. Usually, this did not help . . . not the dancing or the stirring up of the water, such as is sometimes practiced by full-size seaplanes. So, the number of successful flights that first year were few, to say the least. The enthusiasm, however, was very high, and another contest was scheduled toward the end of summer.

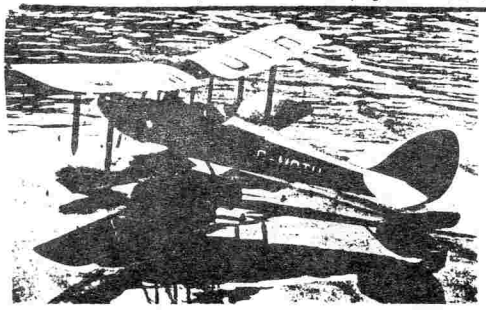
The second year of this event saw more varied types of airplanes modeled, and more successful flights. Everyone was learning. This last contest, which was held concurrently with the SCAMPS old timer R.O.W. contest, saw several hundred spectators enjoying all of the flying as well as the perfect, clear, calm weather.

The competition is very low key with "fun" the primary goal. Everybody has a good time, even those who do not qualify. To add to the enjoyment of this contest, there is a group of modelers who drive all the way from Las Vegas, Nevada, part of an active club known as the Vegas Vultures. Their assortment of planes is very impressive, as well as being architectural marvels. They bring models such as the Navy's NC4 and PBY, the push-pull Macchi-Castoldi, and Hanriot, to mention just a few. They keep the rest of us busy building between contests.

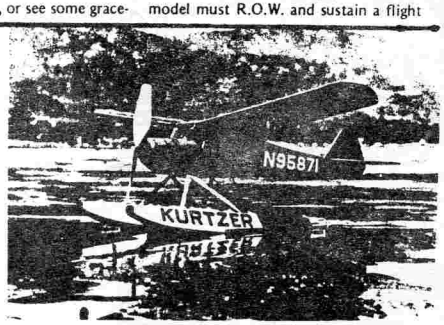
With the advent of the new Brown

Continued on page 62

The MODEL BUILDER



McCracken's versatile Gipsy Moth. It flies with rubber or Cox .049 power, and on wheels or floats . . . and it always looks brand new!



Walt Mooney's 24 inch Taylorcraft featured in last month's centerspread. Note clear plastic sub-fin required for stability.

F/F Scale . . *Continued from page .*

CO_2 engines, there is now a special event for these little outstanding performers. They seem to be the most efficient source of power for their size. Models powered with the Brown are getting off the water time and time again, more so than either the rubber powered or gas powered models.

In general, the most successful fliers in F/F seem to be biplanes (love those bipes!) particularly in rubber and gas. Primarily, it is due to the additional lift of the second wing. And believe me, you need all the lift you can get to overcome adhesion! Some fliers choose to put their floats at a positive incidence to the thrust line, while others prefer to place the thrust line at a positive angle to the floats. Each has good arguments to support their method. Still others say it's the shape of the floats that makes the difference.

I think it is fair to say that no one yet has the exact formula for continued R.O.W. success, and much yet has to be learned. This third year saw many more qualifying flights from all classes, proving again that experience is the best teacher.

The MODEL BUILDER

R/C flying is also very exciting, and they generally have little difficulty getting off the water due to their excessive motive power, which of course, can be throttled back after take off. Obviously, R/C doesn't fall under the four-second qualifying flight time! Planes must be able to R.O.W., fly, make a successful water landing, and then be judged for scale after flying.

I would highly recommend this new dimension to flying scale, particularly F/F, for some new and exciting experiences. So, look over that lake where you have been doing your fishing . . . maybe it has other possibilities.

FLY THE PISTACHIO INTER-GNATS

R.S.V.P.

(13) MIAMI DADE COLLEGE MAY 21 & 22 1988. PROXY MEET #6

You are all invited to participate in the meet that has set most of the world records for those tiny scale models. Last issue we published the rules and the classes. Dave Aronstein's Republic F-105 with a span of just97 mm has the "Ridotto" record as the world's smallest scale model to fly ½ minute. Model of a model class is a pistachio size model of any outdoor fuselage model. Get Walt Mooney's Bag of Peanuts #6 because it has 36 pistachio plans...$5.00 P.O.Box 231192 San Diego,Ca 92123

After you get your model trimmed, pack it up and send it to MIAMA with return postage and a sheet with the data about how many turns,flight characteristics, trim suggestions,spare motor, and anything else to get the best from your plane. Mike Arak did a fine video of last year's meet.



When the Mooneys turn out for a contest, they come to fly! Left to right, Carole and Walt, standing, Douglas Martin, Chrislea Bee, and Curtiss Ryan, kneeling. How's that for an aeronautical clan?



Fernando's Velie Monocoupe, built from modified Herb Clukey plans.



First place winner Aeronca K by Joe Bailey. Just remove that non-scale prop . . . .



Two prize winners! At recent Flightmaster's ROW meet, Walt took second and son Douglas was first in his class, with these T-Carts.



Absorbed in his work (or is it 'saturated?'), Walt prepares to launch his T-Craft at the Lake Elsinore meet. Takeoff run is very short.

FLYING ACES 1937

PRESENTING -

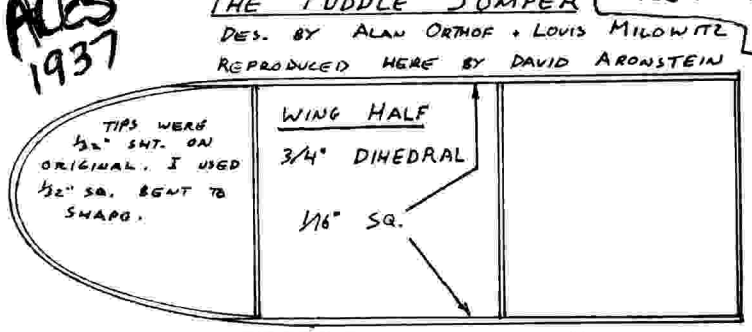
THE PUDDLE JUMPER

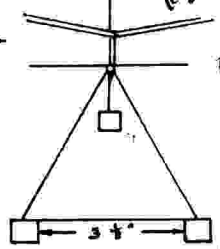
DES. BY ALAN ORTHOF + LOUIS MILOWITZ

REPRODUCED HERE BY DAVID ARONSTEIN

NOTE: These Floats are NOT approved. Those below are. (1928 Row)

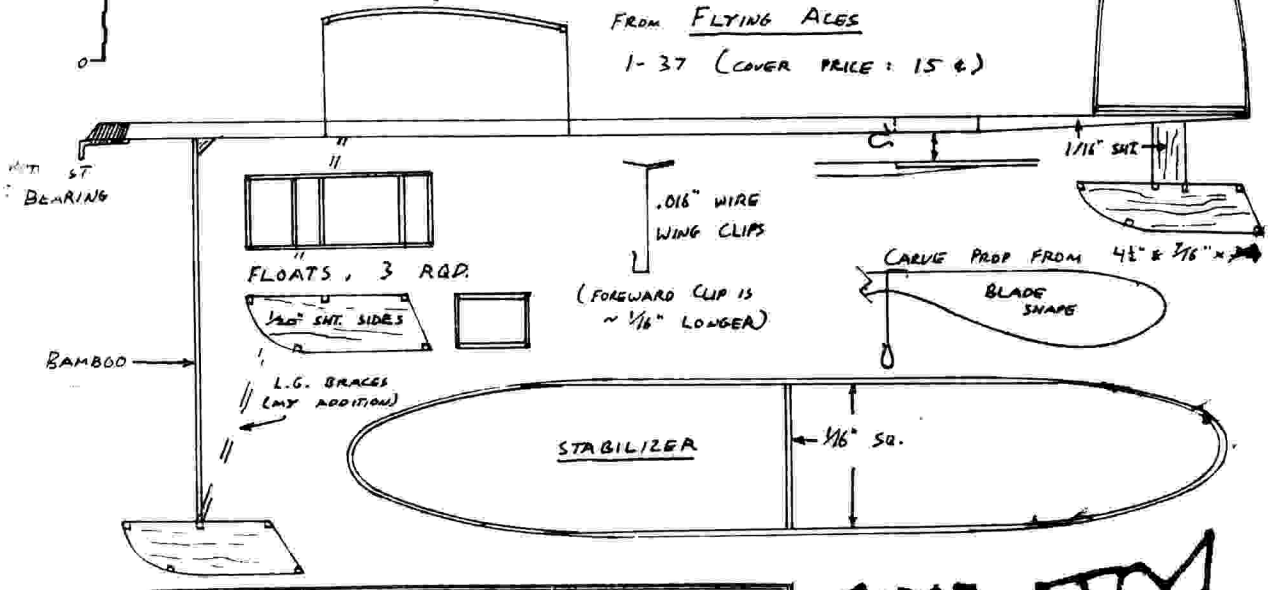
Use at own risk (14)

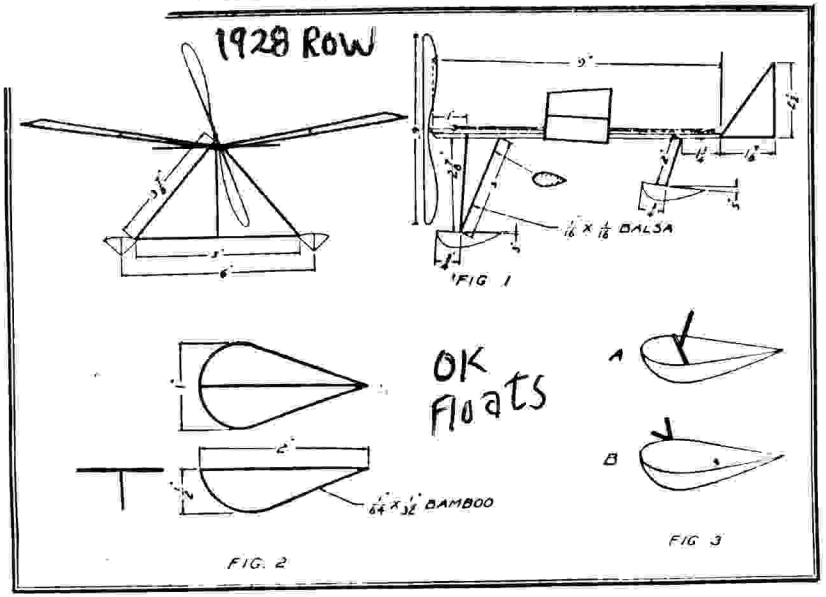




FRONT VIEW (NOT TO SCALE)

FROM FLYING ACES 1-37 (COVER PRICE: 15 ¢)





FUN-FLY

TRIM YOUR CRAFT. LEARN SOMETHING!

MIAMI DADE SOUTH COLLEGE

MARCH 27

9-5 - NEXT EVENT!

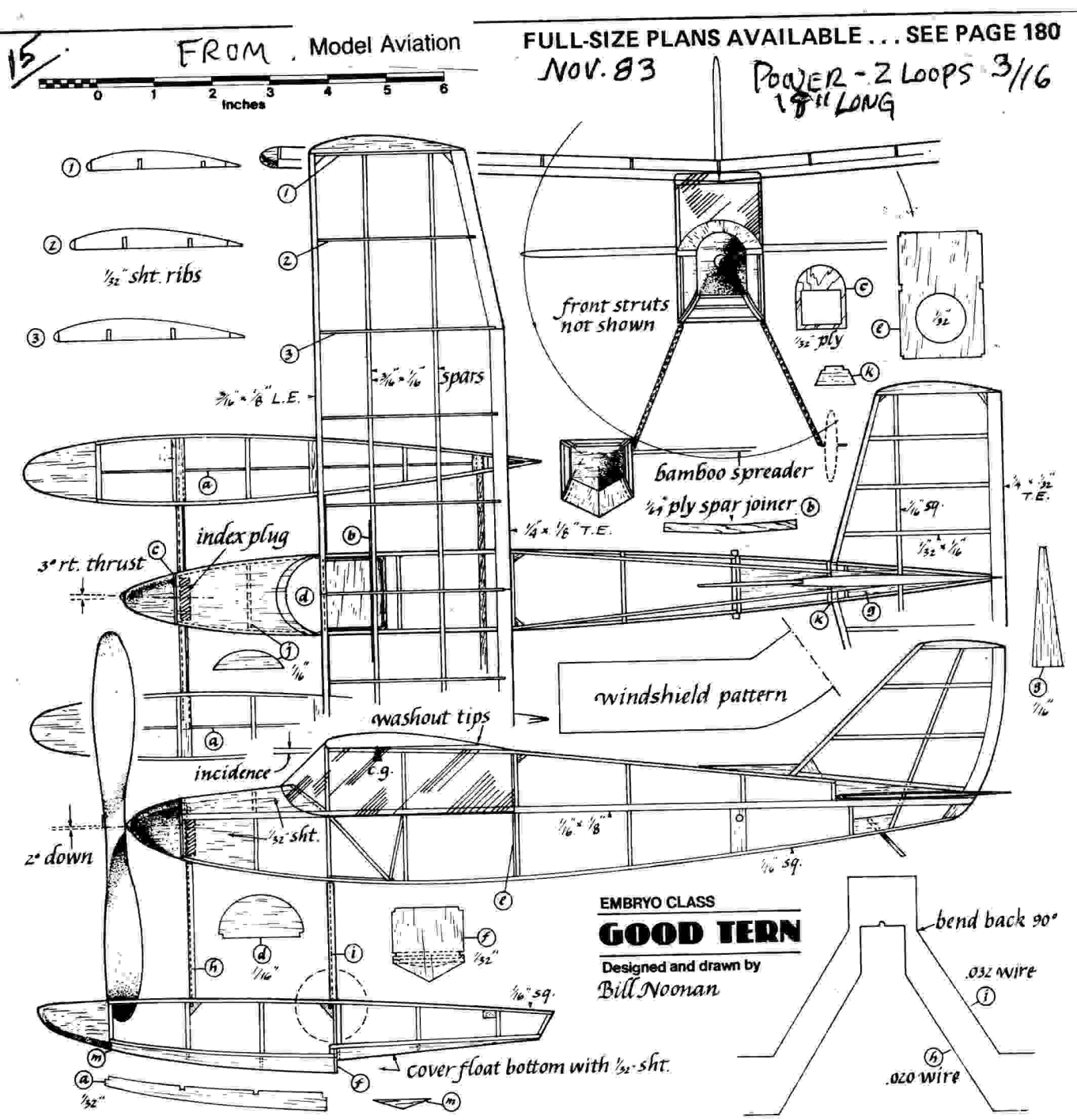
15

FROM . Model Aviation

FULL-SIZE PLANS AVAILABLE . . . SEE PAGE 180

NOV. 83

POWER - 2 LOOPS 3/16
18" LONG



MILLARD'S FIRST SUCCESSFUL ROW - A GOOD CHOICE FOR THE "FUSELAGE" CLASS. Complete article in Nov. '83 MODEL AVIATION

OLD WARDEN - VINTAGE DAY - ENGLAND AUG 15, 16, 1987

Earl Stahl event

Over to John Lawson:

The concept of group launches for these rubber powered scale models again proved to have considerable spectator appeal. It would be nice to think that some potential modellers are attracted to the hobby by this event. The International competitors themselves demonstrated quite vividly how well these models can fly. What my not be so apparent is the sheer technical difficulty of achieving a successful consistent trim leading to a reliable and repeatable performance.

Doc John Martin, that well-known Indoor modeller from the USA, flew a Hellcat that set new standards and turned the contest on its head. The cognoscenti commented that they had examined the Hellcat design, but rejected it as uncompetitive with its minimal wing area and huge radial engine. Doc Martin's approach was to build it like an Indoor model with 4lb wood, and trim it for power on only. It even spiralled in when the power ran out. In this form, this model is capable of other 55 seconds every flight and it consistently left the boundary of Old Warden airfield.

The Magister scourge did not arise. Its ten-second handicap may not be justified. The result listing speaks for itself but times would have been even better if a gusty wind coupled with the tree hazard had not resulted in model damage and retirements, which was a pity. It was nice to see some Curtiss Scouts competing and doing well as that design is a personal favourite.

The lesson seems to be that all Earl Stahl designs are competitive if built light enough!

FROM Aeromodeller

Blackburn Skua special event

The notion behind this event(reports organiser Pete Spence) was the dual realisation that the plan of a 26in. rubber-powered Skua by Earl Stahl, from the June '42 MAN was available through SAM 35- and that 1987 was 50 years on from the first flight of the Skua prototype K5178.

It was thus pleasing that twenty Skuas were entered, including five from the American contingent, but the novelty of Carrier Deck take-offs as originally scheduled was scrubbed because of the strong breeze. All models were land-launched...

Each entrant received an engraved brass/mahogany momento bearing, as did also the Plaques and Crystal awards, the 'events logo'. In addition to the above there was a combined Ladies/Junior category, but there weren't any entries!

This event was sponsored by British Aerospace, Brough to whom we send our thanks.

EARL F. STAHL
303 MARI BANK DRIVE YORKTOWN, VIRGINIA 23690

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January 22, 1988

Dr. John Martin
2180 Tigertail Avenue
Miami, Florida 33133

Dear Dr. Martin:

Congratulations on your success with the Grumman F4F. As we are both aware, the real success with a model comes from construction, and, particularly, the skill that must be demonstrated to adjust and trim it to fly properly. To get consistant flights of around a minute from a small, and somewhat bulky model, shows that you have done it well.

From the various publications I have been aware of some of your model activities. I had seen your picture in a recent Aero Modeller, but I had missed that you had a Wildcat among your entries. Dave Baker had encouraged me to attend the event at Old Warden, and my wife kept the idea alive, but I just kept rocking under the pine trees out back.

Issue 119 of The Hangar Pilot had many items of interest. Having given away all of my old files decades ago, seeing Elmer Pilzer's Kawasaki again was a treat....as was the George Wanner ad. Wanner's Leopard Moth revealed to me the possibilities of having attractive models which could fly well. Back in the "good old days" Herb Weiss specialized in the smaller models with apparent success; I had not thought or heard of him for many years. I suppose the "Dick Obarski" directing the upcoming MacDill meet is the contestant I knew at national model meets before WW2.

Put me on the circulation list! My check for ten bucks is enclosed.

Thanks for writing.

Sincerely,

Earl

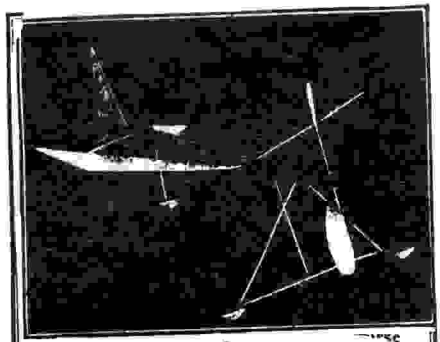
MIAMA INDOOR MEET #4
MAC DILL AFB, TAMPA
APRL 16, 17 9-5 REJOIN
AMA + BRING YOUR CARD!

17
Vintage ROW
from July 1928
American Boy
Millard says
these floats
are OK.
Plans on P. 80

Build a Baby R. O. W.

ONE of the most interesting experiments you can try on your R. O. G. is to convert it into an R. O. W. (Rise Off Water.)

The accompanying plans tell you how to construct a successful indoor seaplane either by adapting your R. O. G. or by building a new ship. The drawing differs materially from that of the R. O. G. It shows a square wing tip and a triangular rudder—especially helpful for the fellows who have trouble bending bamboo.



This seaplane will rise from a pool or a water trough.

The materials you'll need are listed on this page. They're all included in the R. O. W. kit that you may buy at cost.

Before you start work, study the drawings and photographs. Notice that the leading edge of the left wing is warped up and the leading edge of the right wing warped down. This is called washin and washout. It overcomes the torque—or twisting power—of the propeller in a manner more fully described in the April issue of THE AMERICAN BOY.

Note, too, that the leading edge of the wing is longer than the trailing edge. Such a wing is said to have positive rake. When the trailing edge is longer, the wing is said to have negative rake. The positive rake tip is the most efficient.

You may use either your R. O. G. wing, or build the type shown in the drawing. The span is 12 inches, the chord, 2 inches.

The motor stick in the drawing is one inch longer than the Baby R. O. G. The tail surface, which is 3½ inches long and 4 inches wide, is constructed just as was that of the R. O. G. except that the crosspiece may be made of 1-16-inch square balsa, 4 inches long—instead of bamboo—to save weight. The distance from the crosspiece to the rear point of the tail surface is 1¼ inches.

All surfaces on the R. O. W. must be waterproofed. Three coats of banana oil will do the trick nicely.

In order to give the R. O. W. sufficient power to rise off the water, you must use a larger rubber than that of the Baby R. O. G. The motor furnished in the R. O. W. kit is ⅛-inch flat and 18 inches long. That's strong enough.

Your R. O. W. propeller is 6 inches long instead of 5 as in the R. O. G. The stronger rubber permits you to use a larger prop.

The chief difference between the two ships is in the landing gear. The R. O. W. has three floats, constructed of a bamboo frame, covered with tissue and connected to the fuselage with 1-16 by 1-16 balsa struts.

Fig. 2 gives you the exact size and shape of the bamboo frame. You already know how to bend bamboo to a drawing and glue the joints with amboid. If you don't, the R. O. G. instructions in the kit will explain.

Assembling the gear is easy routine. The front and side views of Fig. 1 show it plainly. Fig. 3. A, shows in detail how the rear pontoon is connected.

It's necessary to set all floats at an angle to the fuselage. The front floats have an angle of about 3 degrees and the rear one, 5 degrees. Notice, in Fig. 1, that the support of the rear float is shorter than the front, so that when the plane is resting on the water the nose points upward.

When your ship is completely assembled, go down to your high school pool. Take care when you set it in the water that you do not submerge the pontoons—it's an easy trick to do, and doesn't help the pontoons any. If the pool isn't available, a shallow wooden box several feet long and a few inches deep will give you enough water for a take-off. Don't fly the ship outdoors except on calm days.

It will be well to fly the plane, hand-launched, several times, until the wing is set exactly right.

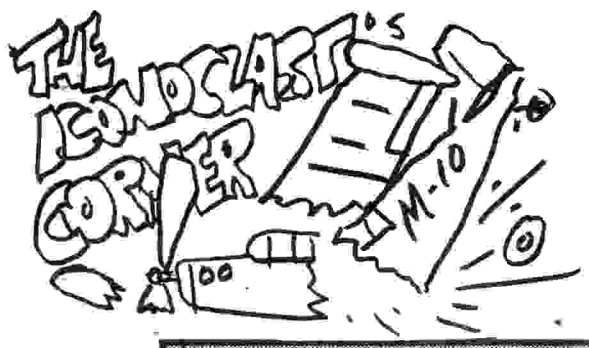
Once you've completed a 12-inch model that will circle around the room, dripping water from its pontoons, you'll feel like a full-fledged naval aviator!

Building an R. O. W. is the first of many experiments in model aviation that you'll find each month in the regular A. M. L. A. department of the magazine. In addition to the construction hints and drawings, the department will quote interesting letters from members over the country. If you have a plane of new design, a special process, or a ship that will perform exceptionally, tell us about it. Write to A. M. L. A. Editor, AMERICAN BOY Magazine, 550 W. Lafayette Boulevard, Detroit, Mich.

THE FAMOUS ARAK VIDEO

VIDEO OF THE 1987 U. S. INDOOR CHAMPS. 90-MINUTE MOVIE OF FLYING ACTION IN THE FABULOUS MINI-DOME. Fun to watch if you were there; informative if you plan to attend next year. See many famous fliers in action. $19.95, free postage and packing to NFFS members. Mike Arak, 10900 S. W. 61 court, Miami, FL 33156.

ASK HIM ABOUT GNATS



Castration cure for AIDS

Australian Dr. Victor Lee claims he has found a sure-fire cure for the killer disease AIDS — castration! Writing in a science journal, Dr. Lee said animal experiments show that castration boosts the body's immune system, thus enabling it to fight the disease.

15 DEATH BEFORE DISHONOR!

WEEKLY WORLD NEWS
January 5, 1988

Surefire way to stop AIDS?

A leading authority on AIDS has come up with a novel way to halt the spread of the deadly, life-sapping disease — pack all of its victims off to an island prison like Alcatraz!

British AIDS consultant Dr. John Seales, who lectures on the disease throughout the world, said victims who deliberately spread the disease are committing murder and should be isolated from society.

"We are facing a catastrophe," Seales declared. "I seriously think turning some place like Lundi Island in the Bristol Channel into a colony where AIDS victims can live is a good idea. The only way is to confine those who deliberately spread the disease.

"After all, what they are doing is equivalent to murder."

*Nutty people are healthier

If you want to be happier, feel better and work harder, just turn your back on reality and inflate your ego!

A new psychological study reveals that an unrealistic positive view and unfounded optimism, along with some denial of reality can be healthy.

The finding, which challenges the belief that psychological health demands full realism, is the result of a review of hundreds of tests in social psychology.

Pigs win right to sue

The Swedish government may soon pass a law expanding the civil rights of pigs, cows and chickens — and enabling the critters to sue any owner who doesn't treat them with proper respect.

The bill would force farmers to turn their cows out to pasture instead of housing them in stalls all year. It would require special eating and sleeping places for porkers and increase their minimum living space.

The law also would make it illegal for farmers to keep chickens in cages.

Sweden's governing Social Democratic Party is drawing up the bill as a favor to popular author Astrid Lindgren, an animal rights booster who celebrated her 80th birthday recently.

Prime Minister Ingvar Carlsson promised her a stronger animal protection law as a birthday present.

* DONT WORRY ABOUT AIDS. BUILD A PEANUT OR PISTACHIO + STAY HEALTHY

CONVERT YOUR EMBRYO, BOSTONIAN, OR SCALE MODEL + FLY IN THE GREAT KEYS ROW MEET APRIL 30

WHAT'S HAPPENING ? - YOUR INDOOR-OUTDOOR FF CALENDAR:

MARCH 27- Miami Dade South College 9 t0 5 MIAMA indoor fun fly..CONFIRMED
APRIL 16 & 17 MACDILL AFB, TAMPA..MIAMA INDOOR MEET # 4 CD Doc Martin UNCONFIRMED *
APRIL 16 & 17 Melbourne.. SAM 46 Old Timer Meet. CD Bob Nolan. 512 Richmond,Dunedin 33528
APRIL 30,MAY 1, Great Fla. Keys FF ROW Outdoor Meet. See page 6 for details.CONFIRMED
MAY 14& 15..PEACH STATE FF CHAMPS SAM 47 sponsor.

MAY 21 & 22 MiamiDade South College..PISTACHIO INTERGNATS. 9 to 5 daily. CONFIRMED

MAY 28 to 30 Johnson City,Tenn. WORLD F1D Champs
May 31,June 1, " " " " INTERNATIONAL F1D Champs (June 1 Scale judging)
June 2 to 4 " " " " NFFS U.S. Champs (June 2 MIAMA PISTACHIO GRANDPRIX)

JUNE 18 & 19..FINAL MIAMA INDOOR MEET #5 MACDILL AFB(Not 25 & 26 June) UNCONFIRMED *

JUNE 18 & 19 Pensacola Fla...Fiesta of Five Flags FF Meet
July2 & 3 ?? Melbourne,F1 Fla. State FF Champs CD Ron Sharpton 1290 Country La, Daytona Beach
July 9 & 10, GENESEO, NY FLYING ACES NATS.
July 19 to 22. LAWRENCEVILLE,ILL. SAM CHAMPS & NFFS NOSTALGIA CHAMPS.
July 23 to July 31..Virginia Beach,Va. AMA Nats

*PLEASE CALL 305- 858-6363 the day before all UNCONFIRMED meets to find out if the meets are on.
ALWAYS bring your AMA Card with you to these meets !

THE HANGAR PILOT
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2180 TIGERTAIL AVE MIAMI FLA.
33138





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