OPTOMISTIC

# THE HANGAR PILOT

17TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

# ISSUE 123

- NEW SEASON STARTS
- FROM JAPAN - KAWANISHI K-12 PEANUT "LEAN LENA" Fed. Rog
- D'ALESSANDRO'S "LEAN LENA" Fed. Rog
- AMA FF NATS DEBACLE + "SOLUTIONS"
- FREE WHEELING TIPS DON SKULL, ET AL

HERE WE GO!

CONTACT!

REV UP FOR THE NEW 1988-1989 INDOOR SEASON

(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!!!

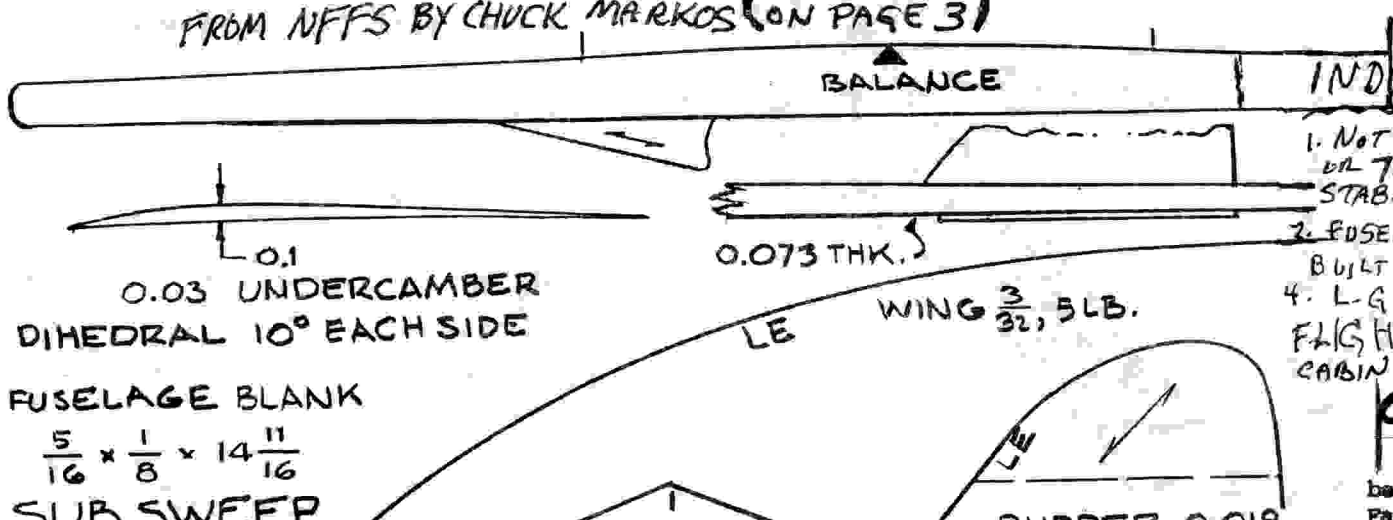
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## A NEW MIAMA EVENT? IT'S UP TO YOU! TRY ONE!

FROM NFFS BY CHUCK MARKOS (ARTICLE ON PAGE 3)




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This issue goes out to all members of Florida Aviation Historical Soc. in the hope that some of them are interested in this type of model building and competition, Our speaker at our annual awards dinner, Capt. Kim Scribner, is a member of FAHS.

# AN INVITATION -

TO ALL INTERESTED HANGAR PILOTS.... OCTOBER 22 and 23..MIAMA MEET #1 9 to 5 MACDILL AFB HANGAR #5 (Remember..all MacDill meets are subject to last minute changes. Always call 305-858-6363 before you come-to confirm)

We will fly the following events this season: EZB, Novice Penny Plane Federation ROG, Peanut Scale, FAC Scale, Bostonian, Federation ROG.

IN MIAMA MEETS ANY EVENT WITH 3 OR MORE ENTRIES WILL BE SCORED AS AN ANNUAL EVENT AND POINTS WILL BE AWARDED FOR AN EVENT TROPHY AND ALSO ANNUAL OVERALL POINTS. SUCH EVENTS ARE: EMBRYO ENDURANCE, INTERMEDIATE STICK, ORNITHOPTER, AUTOGIRO, HELICOPTER, REGULAR PENNY, CATAPULT & HL GLIDER, MANHATTAN CABIN, COCONUT & PISTACHIO SCALE If you are interested in any of these models get at least two friends to build the same. We would like to see these events flown in the 88/89 season. I'm making a Coconut, pistachio, and catapult...what about YOU?

IN MEET #1 WE HAVE TWO FAC MASS LAUNCH EVENTS: SAT. 5:oo PM WW I Models
Sun.:3:00 PM BOSTONIAN

# ANOTHER INVITATION:

IF YOUR NAME IS WELLS, MacENTEE, BARERRA, BECKER, LEFFLER, ARAK, SLATER, BERTON OBARSKI, OR MARTIN YOU SHOULD BE HERE TO ACCEPT YOUR HARD EARNED AWARD. IF YOU ARE NOT ON THE ABOVE LIST COME OUT AND SOCIALIZE, HAVE A FINE MEAL, HEAR A GREAT SPEAKER AND GET INSPIRED FOR THE UPCOMING INDOOR SEASON

## MIAMA AWARDS DINNER SPEAKER:

**Capt. Kimball J. Scribner, former Chief Pilot, PAA, inventor of the first steerable parachute and developer of the first Clear Air Turbulence system; a dynamic public aviation speaker with over 27,000 hours flying time; a dynamic driver behind the proposed Dinner Key Flying Boat Museum project-will speak to the membership of the FAHS at the March meeting in the Board Room, 2nd deck, Terminal Building at the St. Petersburg-Clearwater International Airport. All members are invited to attend.** He will also address MIAMA on Oct 22

**The late Lowell Thomas called Scribner's presentation,** *an extraordinary and humorous slide presentation of the Golden Age of Aviation.* **Arthur Godfrey called his talk** *dynamite! Absolutely fascinating,* **while Barry Goldwater called it** *enjoyable listening and a wonderful presentation.*

**Among the topics Capt. Scribner will cover are:** *The Bermuda Triangle; The Great Atlantic Air Race; Flying the first Boeing 747, N.Y. to Paris; Racing the P-38, and the First B-707 Passenger flight into Moscow.*

TAMPA OCT 22

## MIAMA ANNUAL AWARDS DINNER

7:00 COCKTAILS 'YALL COME
8:00 DINNER
9:00 SPEAKER & AWARDS

COLUMBIA RESTAURANT
YBOR CITY · DOWN TOWN TAMPA
7TH AVE BETWEEN 21+22 ST
ORDER FROM MENUE

FORTUNE MAGAZINE CALLS THE COLUMBIA "TAMPA'S FINEST RESTAURANT"

# Catapult ~~Hand-Launch~~ Glider



## A POSSIBLE NEW MIAMA EVENT ?

## - FROM NFFS DIGEST -

## A "YOUTHFUL ARM" NO LONGER NEEDED TO SUCCEED !

by Chuck Markos, Contributing Editor

The Chicago Aeronuts have been sponsoring Indoor Catapult Glider for a number of years and a set of rules have evolved which makes this event attractive to all free-flighters. It is spectacular, easy, fun, cheap, and doesn't hurt afterwards. The rules to be used at the 1988 United States Indoor Championships are as follows:

1. Wingspan maximum 12", Chord maximum 3".
2. The catalpult and glider must be hand-held by the same person for launching.
3. Catapult handle maximum length 6".
4. Best 2 of 9 launches wins.

This set of rules is close to what the Aeronuts use, except we allow re-entries and fly for cash. A set of flights is five rather than nine, and re-entry wipes out all previous scores.

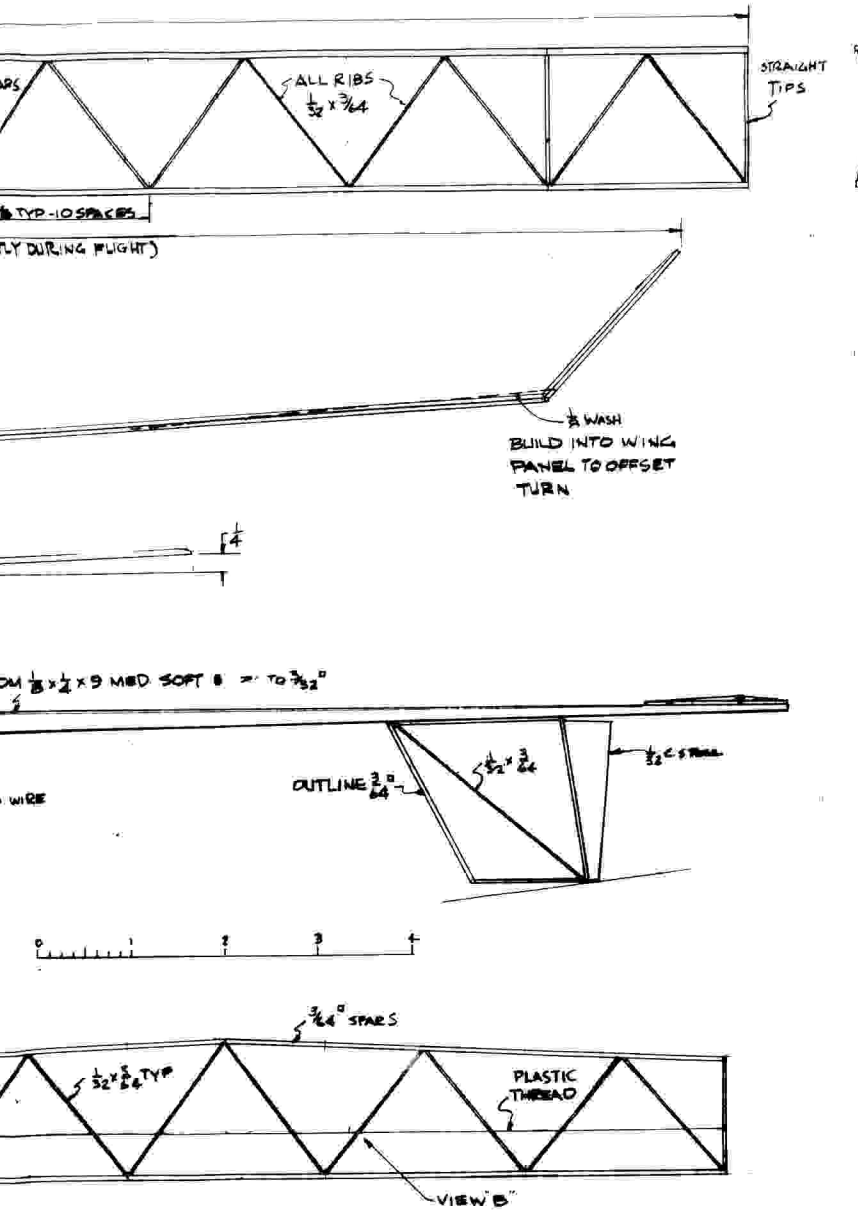
We started out using IHLG size models, but most of us did not have an arm spread sufficiently wide to get enough stretch into the catapult (a loop of rubber). Bob Warmann overcame the limits of human geometry by developing a technique where he held the glider close to the catapult attachment to allow about 12-14" more stretch over those of us who kept a grip aft of the tail surfaces. It is very easy to smash the stabilizer with your release hand as the model whizzes by. As a result, the event was losing popularity since nobody wanted to challange Bob's superiority. He was approaching 85 seconds under a 95 foot ceiling! The event had a rebirth of popularity as the smaller size which is easier to handle and performs quite well. The performance of catapult gliders compared to hand-launched gliders stems from two important factors. The first is that a 6" loop of 3/16" Pirelli is able to release much more energy into the launch vector than the best arms in modeling. The second factor is that since this energy is focused into the launch direction, a much lighter and weaker model can be used. A typical hand-launch, by contrast, puts considerable wing and fuslage loading stresses on the model.

The reason for the hand-held launching rule was to force an indoor type event that would not cause damage to the structure or to people. Our experiences with outdoor catapult with up to 10 strands of 1/4" stretched to maximum convinced us that reduction of the model's momentum was the only way to make the event compatible with indoor flying.

The restriction on the handle length was to prevent the competitor from using the handle to extend the stretch of the catapult. Think of what a ten-foot handle would allow!

The model shown in the plans, "SUB-SWEEP", has been quite succesful for me. It was built for a 95 foot ceiling and has bettered 70 seconds. It would have done 80 seconds once, but it landed on a truck.

NFFS




"LEAN LENA"

FEDERATION R.O.G.

DESIGNED & DRAWN-TONY D'ALESSANDRO

FULL SIZE 10/86

Here's a good (4) State of the art Federation ROG Plan Submitted by Pennsylvania's Tony D'Alessandro.

A popular event that doesn't require a lot of effort.

Scrape your plastic prop with a blade until you have it down to less than 2 gram. That's about 2 nights work.

The 6" Diam. prop. required may be cut down from a larger commercial prop.

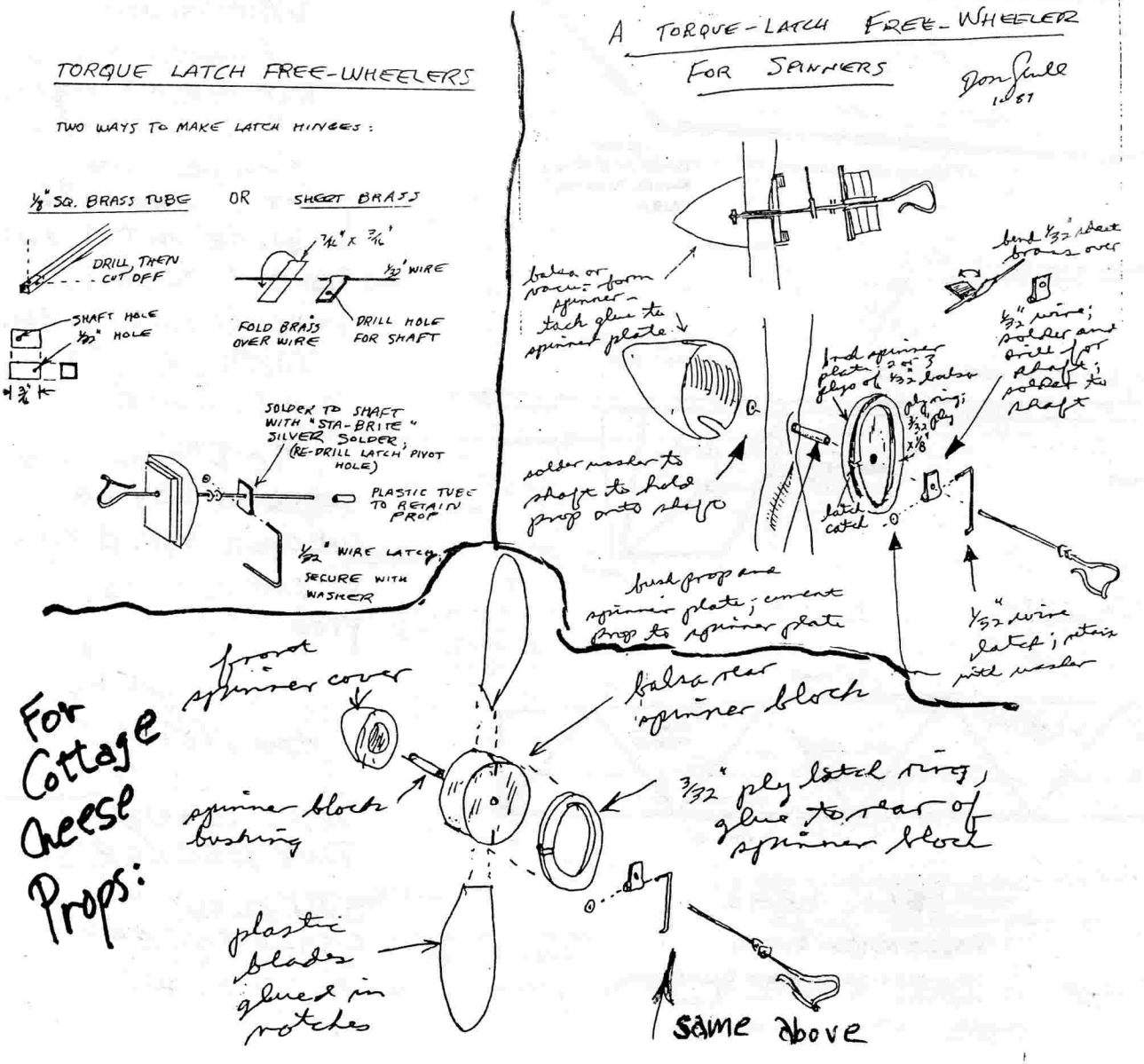
Thanks for the plan, Tony!

NEXT ISSUE-
TONY BECKER'S
"SUN CITY CHALLENGER".
FEDERATION ROG

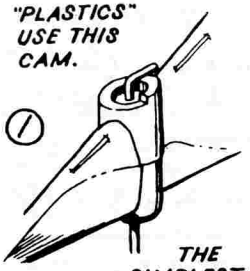
(5) FROM FAC CACTUS SQDN. ARIZONA

## — DON SRULLS FREEWHEELERS —

DON SENT ME THE SKETCHES SHOWN FOR THE FREE WHEELERS HE USES ON HIS MODELS. THESE ARE VERY SIMPLE UNITS AND THE WORK GREAT. THE ADVANTAGES OF THIS NIFTY DEVICE ARE IT ALLOWS YOU TO CHANGE PROPS, THEY WORK EVERY TIME AND THEY ALLOW YOU TO PUT A LOT OF RUBBER IN YOUR MODEL FOR GOOD FLIGHT TIMES. LOOK THEM OVER GANG AND GIVE ONE A TRY! THANKS DON FOR THIS HOT TIP.

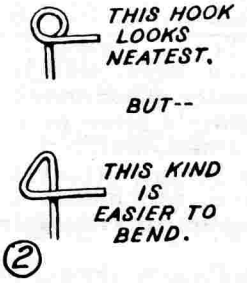


"PLASTICS" USE THIS CAM.

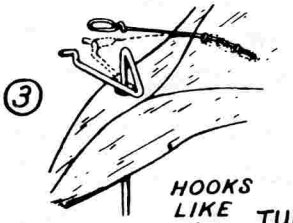



CAMS CAN BE HOMEMADE FROM: TUBING, SHEET METAL,

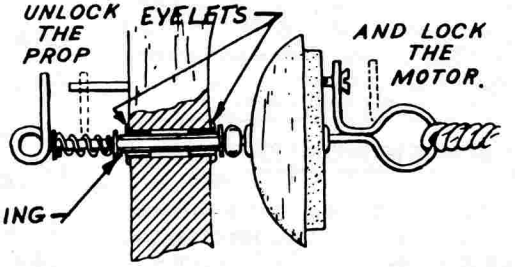


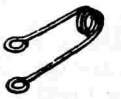

A FINE WIRE LATCH




4 THE "CONTEST STANDARD" USES A SPRING TO




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SPRING

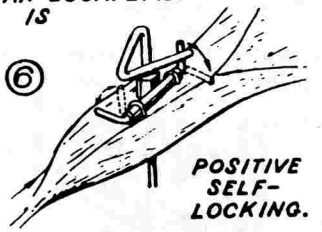


WILL WORK.

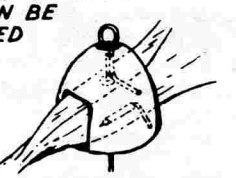
A SWING-FREE LATCH WILL LOCK BY GRAVITY:



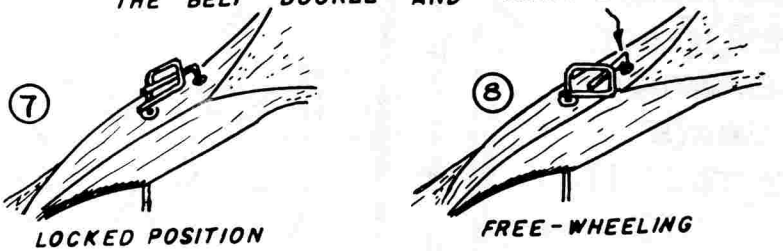

AN ESCAPEMENT IS




SELF-LOCKING TYPES CAN BE USED




THE "BELT BUCKLE" AND SWING LATCH




Sketches 1 to 6 were drawn by Paul McIlrath for the now-defunct *Sig Aeromodeller* magazine, reprinted by permission of both Paul and Glen Sigafoose. Sketches 7 and 8 illustrate a popular free-wheeler used by many West Coast fliers, and were drawn by the author.

THE FAMOUS
COLUMBIA RESTAURANT - YBOR CITY - OCT 22
7:00 PM. MIAMA AWARDS DINNER
BE WITH US!

# THE ICONOCLAST:

## GOLF BALL WIPES OUT BENIN AIR FORCE.....

Matthieu Boya, who lives in the small West African country of Benin was practicing golf adjacent to that country's prime military air field. One of his drives hit a bird, which then smashed into the windshield of a jet in mid take-off. The pilot lost control of the plane, which then careened off the runway and crashed into the remaining four planes in Benin's air force.

The Benin government held Boya responsible to the tune of $44 million, and charged Boya with "hooliganism"-an offense punishable by a six-month prison term.

Good news: Boya received only a 7 day, suspended jail sentence. His fine was reduced to $45. Bad news: Boya makes only $325 a year; more bad news: Benin still doesn't have an air force.

Taken from "Golfer's World," and submitted by Al Raithel.

## PIGS WRECK F16 FIGHTER

Jacksonville, Fl., Two wild pigs that wandered off course were hit by an F16 fighter, forcing the pilot to eject safely as the jet veered off a runway and crashed at Jax International.

The pigs were killed. The pilot was bruised. The jet was destroyed.

"It's a very inglorious way for a $16 million aircraft to come to an end," the pilot, Lt. Col. Sam Carter said.

Taken from the Washington Post.

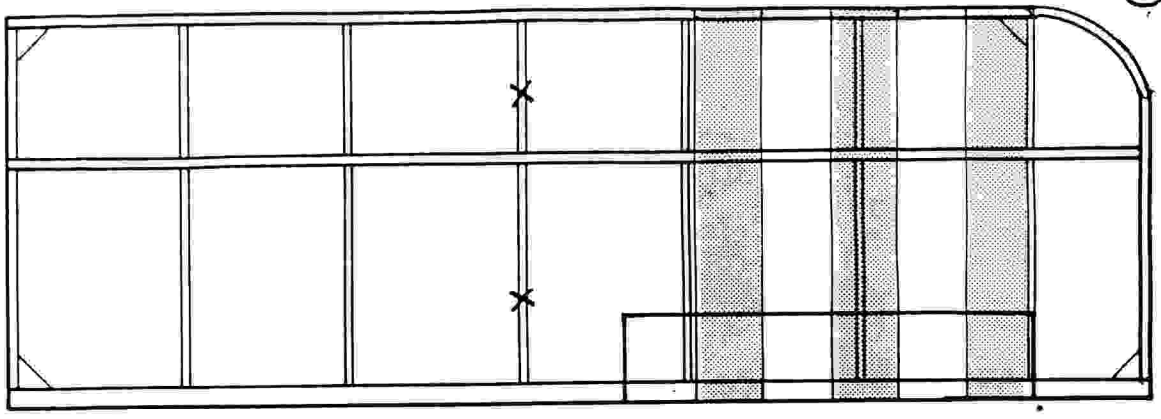
WANTED: LOAN OR PURCHASE- MOVIE PROJECTOR (S) 8MM SOUND + SILENT CONTACT DOC 305-858-6363 - HELP!

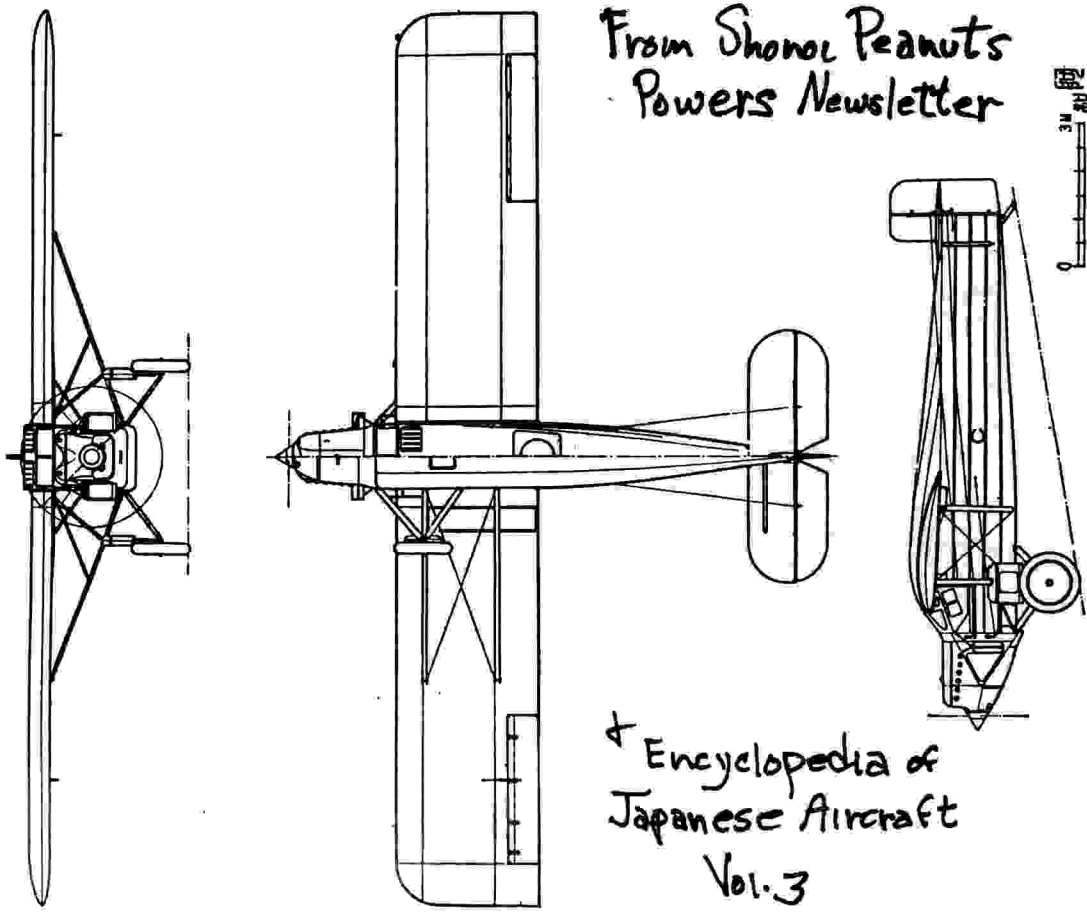
WALNUT SCALE RULES WE DON'T KNOW THEM, IF THERE ARE ANY. LARGER THAN PEANUT, + LESS THAN JUMBO. I GUESS THE FAC RUBBER RULES ARE THE ONES TO USE. CAN ANYONE SUPPLY THEM? (WALNUT RULES?)

WHO IS BUILDING THE AIR CANNON (RETREIVER)? OCT. 1988 MODEL BUILDER I HAVE 2 SMOKE BOMBS TO TEST IT. DOC



MIAMA Still has a 9" Overall length rule for Peanut (8)

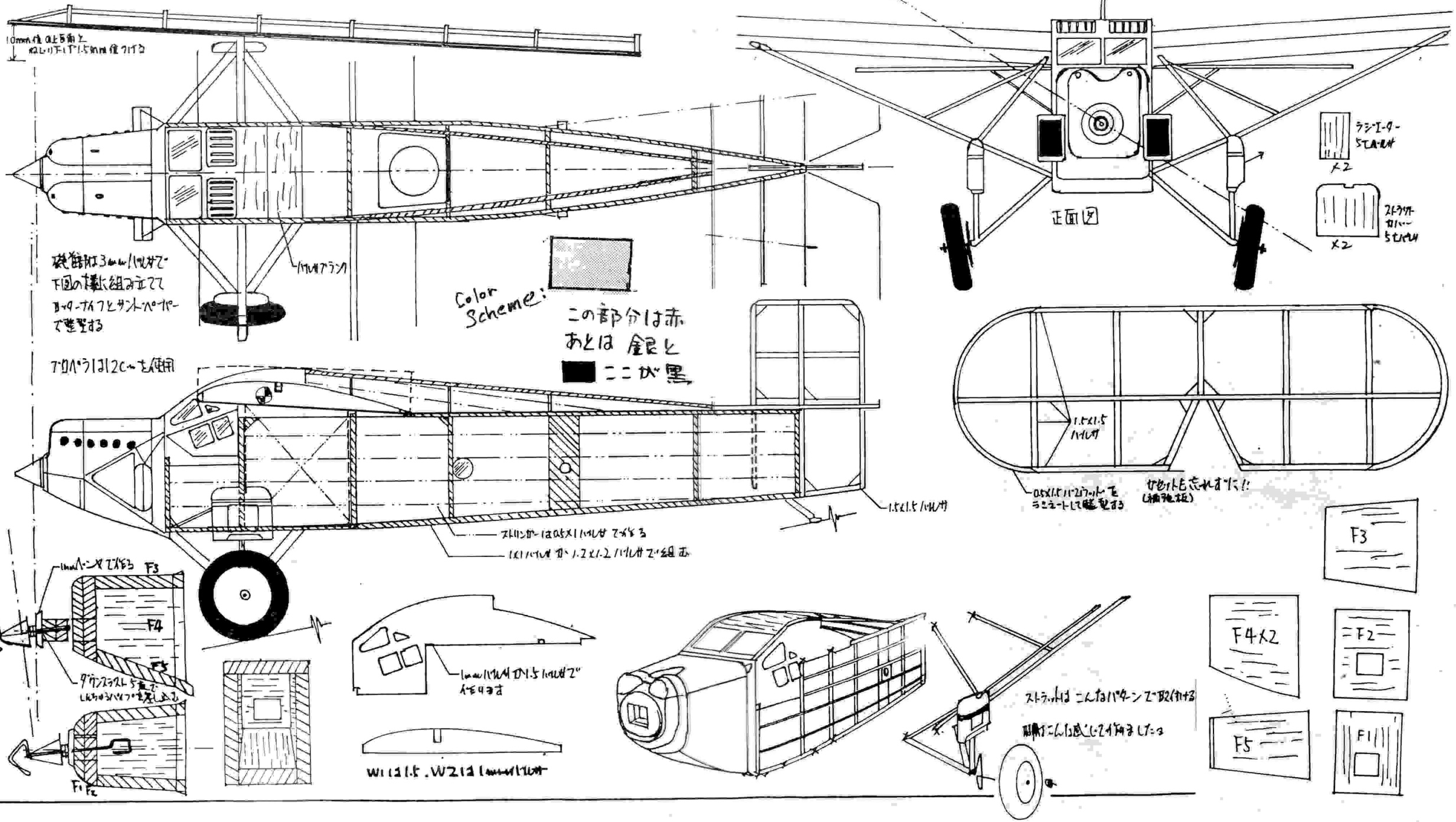




From Shonai Peanuts
Powers Newsletter

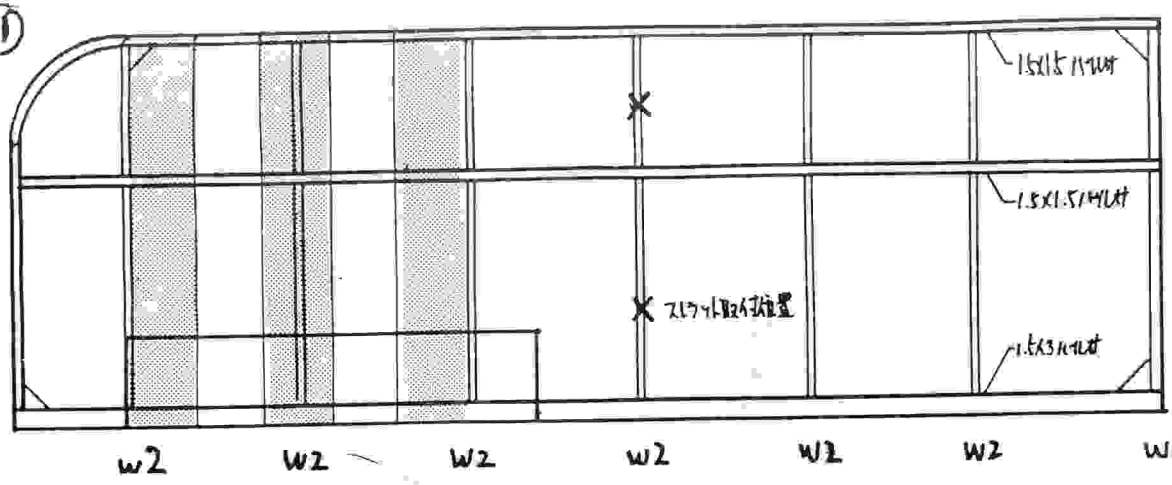
+ Encyclopedia of
Japanese Aircraft
Vol. 3

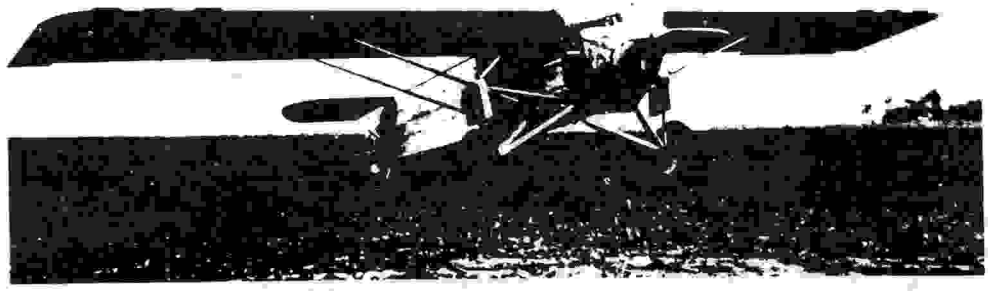
川西 K-12 長距離機（第1号機）


10mm位 以上5個と
ねじり下に1.5mm位 ライン
機首は3mmハイザで
下図の様に組み立てて
カッターナイフとサンドペーパー
で整型する
ハイザアランク
Color Scheme:
この部分は赤
あとは 銀と
ここが黒
正面図
ラジエーター
STAイザ
×2
ストラット
カバー
5ヒハイザ
×2
アクリルは2cmを使用
1.5×1.5
ハイザ
0.5×1.5 バルクヘッド を
ラミネートして補強する
セットも忘れずに!!
(補強2組)
1.5×1.5 ハイザ
ストリンガーは0.5×1ハイザ でよる
1×1ハイザ が 1.2×1.2 ハイザで組む
1mmハンダでよる
F3
F4
F5
ダウンスラスト5度で
しんちゅうパイプを差し込む
F1
F2
1mmハイザ か1.5ハイザで
よりまず
W1は1.5、W2は1mmハイザ
ストラットは こんなパターンで B2(切る
F3
F4×2
F2
F5
F1
制作こんな感じで行きました

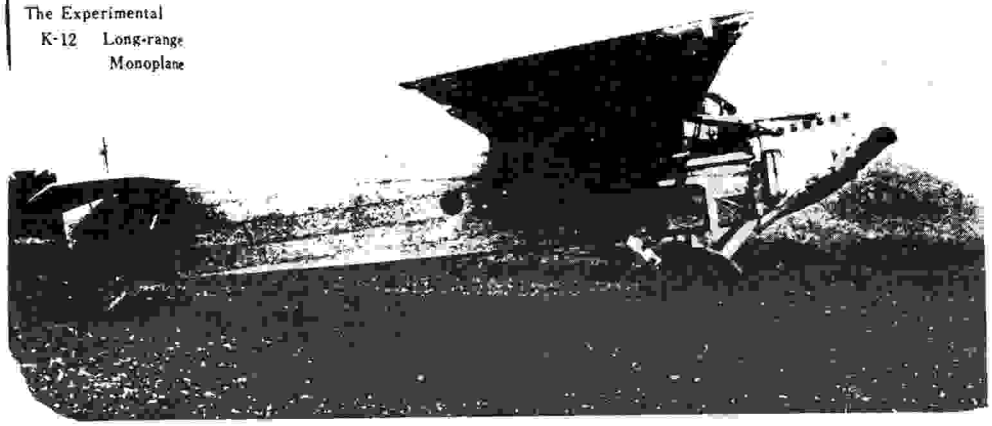
# KAWANISHI K12 SAKURA GO

(11)



K-12
試作長距離機
The Experimental
K-12 Long-range
Monoplane



# THE AMA FF NATS CANCELLATION FIASCO (12)

Here, pilots, is some of the flack from newsletters, AMA officials, and the Hangar Pilot about the cause of the recent problems and the solutions proposed.

JUST ANOTHER FIRE BREATHING EDITORIAL :

I got the word that the free flight events at the AMA Nats were cancelled just about two weeks before they were to begin. I made some phone calls to try to spread the word. A week later at the SAM Champs I learned how mad some people were, including many who had no intention of going to the Nats in the first place. Some of them urged me to write an editorial that would really punish them. I could be a sort of "Mouth that Roared", I think, but I really do not feel that way at all. For one thing, the unfortunate people who work for AMA were put into the position of trying to implement a series of stupid decisions by the AMA executive council, and can hardly be blamed for being unable to do the impossible. The E.C. decided at a meeting held at the 1987 Nats, to go to Virginia for 1988 without there being any FF site available and then followed this with the decision to hold a "unified" Nats even if a suitable site is not available(to paraphraise your favorite and mine, John Worth) "we don't need a suitable site, just so it is the best available site." So don't bad mouth the troops on the front lines, the workers who draw their checks from AMA, the blame falls on poor decision making at the executive council level . I am reminded of the cartoon strip Peanuts. Each year Charley Brown believes Lucy is going to hold the football for him to kick this year even though every year in the past she has yanked it away at the last moment.Charley should be mad at Lucy ? Mad at himself would be more appropriate I think, and if you are mad about the way we have been treated at the Nats for the past several years, you should be mad at yourself if your executive council member does not know you, and very well.

Bill Baker, editor and publisher OFFF.

FROM OKIE FREE FLIGHT FLYER

## THE STORY OF AN IDEA WHOSE TIME HAS PASSED AND TWO IDEAS WHOSE TIME HAS COME.

1. PASSED: UNIFIED NATS
2. COME: AQUIRE LAND
3. SEPARATE NATS

CONT.

BRAINBUSTER

AMA

NEWSLETTER

AUGUST 1988

NFFS

WHY NO FREE FLIGHT NATS

I think it can be summed up in three words, lack of communication. We, the Brainbusters and the Tide Water Model Soaring Society had providing feedback on the condition of the Ballahack site. We had asked on numerous occasions that Vince Mankowski look at the site and say that it was not fit to fly on. This was because 280 acres had been planted with soybeans. It was the location of the beans that made the field unuseable. TMSS finally sent a letter to AMA that if they did not check out the field by the 1st of July they would withdraw all support. Vince Mankowski came down on the 1st. At this time the field was declared unuseable. I called Vince Mankowski at home on the 2nd of July, Vince gave me permission to get Curles Neck Farm. I drove up there on the 4th, nobody home. I called all day on the 5th, no answer. I drove back up to the farm on the 6th. the farm manager was on vacation. No one at the farm could give us permission to use the farm and the manager would be gone for 2 weeks. I again called Vince, he asked about the Petersburg Airport, my reply was that the airport was too small and that it could not be shut down for 5 days. At this time Vince made the descision to cancel the free flight part of the Nats.

With the options open to him, there was no other choice. On top of this Vince had to run the Reno Fun Fly for 10 days. This time should have been spent at the Nats site as we had asked.

On the 26th of June at the Galeville contest the New York club was told by John Worth that the field would be plowed and disked. This was not true and we had told the AMA this through our District VP, Howard Crispin.

I'm not sure what all these words will accomplish, here's a try

1. I think the entire Nats is too much for one person
2. Someone needs to be selected to arrange for all site coordination and this person needs to be a local person with an interest for the site; an RC glider guy for the RC glider site.
3. AMA officals need to be more receptive to advice from the local clubs. Believe it or not,we also know how to run contests.
4. Continue to slight Free Flight and RC gliders and we will not support a National contest. We have the expertise,manpower,sites and we will get the money to support a separate Free Flight Nats. This is not a threat !, this is a promise.

No more Lincolns,Lake Charles or Virginia

OFFF Note : Brainbuster Newsletter Editor Abram Van Dover, 112 Tillerson Drive, Newport News, VA 23602

# President's Corner

By the President of the
**ACADEMY OF MODEL AERONAUTICS**

**DON LOWE**
902 Little Bend Rd.
Altamonte Springs, FL 32714

**A note of frustration:** In spite of our best intentions and good planning, we had to cancel the Outdoor Free Flight events (except Scale) at the Nats this year. We lost the site we had arranged for, and no backup sites were available. Call it an act of God, since the farmers were allowed to plant soil from the land bank with soybeans to make up for the loss of the grain in the drought areas. We couldn't compete with the projected income from the sale of such crops. To my knowledge this is the first time ever for having to cancel a major category at the Nats. I'm truly sorry. To me this is another reason to own our own land rather than depend on the goodwill of others (and the weather). We need to stop traipsing around the country like vagabonds, trying to find an adequate site (we *never* please everybody!), and *take destiny in our own hands!* It's time we had our own site; it will cost us much less in effort and money to put on the Nats. Take a look at Oshkosh; people come from all over the EAA's site. Why not a similar modeling Mecca?!

**Dave Brown**
**AMA Executive VP**
4560 Layhigh Rd.
Hamilton, OH 45013

My own opinion is that the only long-term solution to this problem is to OWN the property. We need to buy our national site or sites. Part of the success of the EAA has been their ability to build and improve their site at Oshkosh year after year. They don't have to start from ground zero again each year to find their site and make it suitable. They can also work on the site on a year-round basis, making it easier and less expensive to prepare for their annual event.

We need to buy our national site or sites, and we can. I would like to see us ultimately own three sites, one each in the Eastern, Central, and Western areas of the country. But first we must get ONE, and which one doesn't really matter. Conventional wisdom says buy the one in the Midwest first, as it would be accessible to the most members and would be the least expensive of the three. That may be the way conventional wisdom looks at it, but I'd rather see us broaden our view and simply look for the best deal.

That doesn't necessarily mean the least expensive, either. Many factors should be considered, including location, accessibility, size, zoning, condition, degree of development, and of course price. In addition, its investment value should be considered quite important, as this is the key to the acquisition of the other two sites. If we can buy the first site, and then be pragmatic in the development of the perimeter of the property, we can build up enough capital to purchase the second and then the third site. Let's buy that first site now; the longer we wait, the more difficult it will be to find and the more expensive it will be to buy.

Just to throw out some figures, what we need is a reasonably flat piece of property, in the area of 700-1,200 acres, preferably cleared, roughly square to slightly rectangular in shape, and with good road access. Anyone know of such a site? Let us know.

## FROM JOHN WORTH AMA EX. DIRECTOR

**Light at the end of the tunnel . . .**

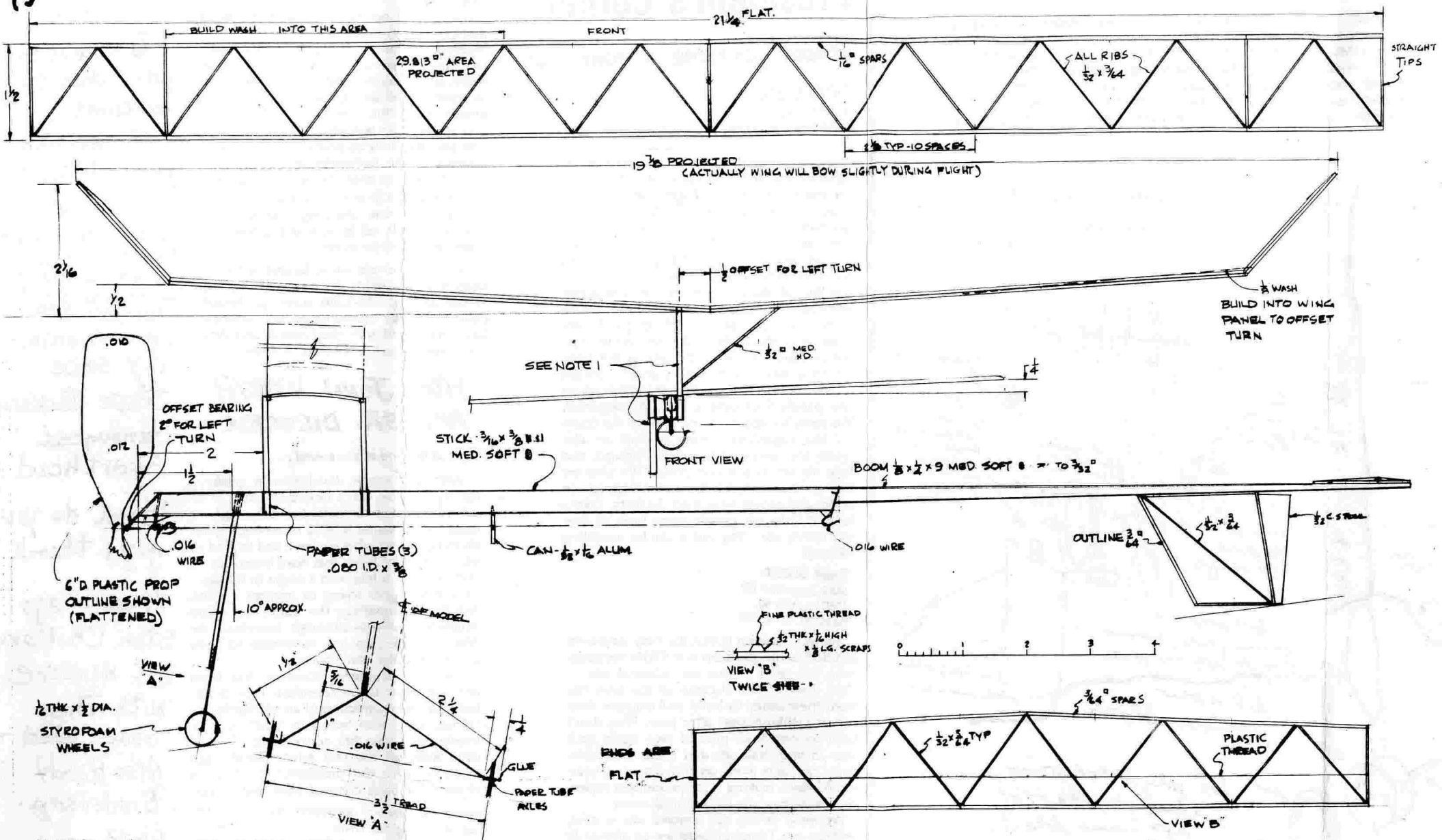
With real estate development gobbling up flying sites on a constant basis, AMA (members, club, officers) has been fighting what has appeared to be a never-ending battle to hold onto what we have and to find replacements for fields that have been lost. As with the Dutch boy with a finger in the dike, or a few people trying to prevent a forest fire from spreading, the battle has often seemed hopeless—although somehow the AMA membership has continued to grow and more clubs have formed.

The encroachment, however, has been and continues to be relentless. Out of this has come a resurrection of an old battle cry: "If you can't beat 'em, join 'em!" In aeromodeling terms this converts to, "If you can't hold off the real estate people, use them to solve the problem." It's time to change our basic concept from that of borrowing the use of someone else's land to that of buying our own.

In other words, modelers need to own their own flying sites. Easier said than done? Yes, but not impossible, especially if the national organization can help. How? By using AMA's assets to back up land purchase agreements by AMA clubs. That idea came out of the June AMA Executive Council meeting and is currently being developed by a new AMA committee.

Wow! (44)
Talk about an idea who's time has come!
It looks like the AMA BRASS has decided on this solution =
BUY LAND.
I haven't seen such unanimity since Jesse Jackson denounced Apartheid.
What do you guys think?
A while ago Stan Chilton got nowhere with this same idea - Also Hardy Broderson.
Waddya say we Buy Mac Dill!

15




NOTES:

1. 3 POLES REQ'D - .080 MED. HD. "C" STOCK
   FRONT WING - 1 15/16"
   REAR WING - 1 3/4"
   LANDING GEAR - 2 3/4"
   } ALL SLIGHTLY TAPERED TOWARD ONE END
2. BEST TIME AS OF 6/13/58 - 3:56 ON 21" LOOP .050 FAI. 2300 TURNS. — 3:59 AT JOHNSON CITY LOST IN THE ROOF
3. ORIG. MODEL - ALL WOOD EXCEPT RUDDER COATED WITH WATER COLOR DYE - YELLOW - PROP, TUBES & RUBBER - RED (PLASTIC & TISSUE) WING & STAB CLEAR ULTRA FILM.

"LEAN LENA"

FEDERATION R.O.G.

DESIGNED & DRAWN - TONY D'ALESSANDRO

FULL SIZE 10/56

# Sell Reston I Say! DOC

## JIM SEARS DIST VI VP [SO DOES JIM]

We are in the process of looking at buying land. Why? For a national flying site. I know many of you are aware that this has been a subject of discussion before, but I think we are finally getting serious about it. I have been involved in discussions with VPs who would like to see us buy or lease land in the Midwest. Well, District 6 is smack in the middle of the Midwest! So, if you know of a large parcel of land that's kind of flat and inexpensive, you might let me know. Free land would be better! What about an abandoned military site that's an airbase?

I want to see us move AMA HQ to that site. Already, AMA HQ is asking for money to add on more space to the building. I say, get out of Reston instead of adding on. Don't you agree? Let's get out of an area that is just too expensive to stay in. We can do it, if we work together on this!

You know, the neat thing is, the sites can be self supporting and can be used to have national events for us and other aviation organizations. Good land can be farmed. I see us leasing the land to farmers who can grow crops that are compatible with us. I know FFers would appreciate that!

## HOWARD CRISPIN DIST IV VP

The time has come for the Academy to obtain several sites across the country that will be capable of hosting a Nats. With the RC frequencies to be available in 1991 this will be even more feasible. Ideally, we will need at least three sites—one Eastern, one Central, and one in the West. The sites need to be large enough to handle Free Flight as a basic requirement, as well as being able contain ALL of the Radio Control power overflight within the property boundaries. We are talking large pieces of property. These would have to be purchased outright or have very long-term leases.

There are a number of advantages to owning our own site in the various parts of the country. One of these would fit in very well with the new concept of holding National Fun-Fly/Convention meetings. The first, held in Reno, NV, turned out quite well and points to the concept being acceptable. The next will be in Dayton, OH in 1989. Owning several sites would permit holding one of these at each site during the course of each year. In addition, the site would be available on a predetermined schedule for any regional and local events. These could be in every category except Indoor on the one site. Such organizations as IMAA would also find a suitable site for their annual fly-in events.

If any of you are aware of suitable land in your area for such a site, get in contact with your district vice-president. Remember, this could be land to be purchased, leased, or given to us by Government agencies. With all of the talk of possibly closing 400 military installations, is it possible to get some of these? In the past, closed bases were given to local jurisdictions—cities, etcetera. Why not the Academy of Model Aeronautics for the furthering of aviation?

BUY WEST BADEN FOR AMA HQ, AND MUSEUM + ANNUAL INDOOR NATS! SELL RESTON!

## FROM HARDY BRODERSON EXEC. DIRECTOR NFFS

What do you think about F/F at the Nats being cancelled? So far, everyone I mentioned it to thought it was great. Steve Geraghty suggested we bestow the F/F Hall of Fame award on the field owner who retracted his offer to let us use it. Perhaps this incident will underscore the fact that a separate F/F Nats is long, long overdue. What do you think about a separate F/F Nats? How about dropping me a postcard stating your preference for a separate F/F Nats or the traditional combined Indoor F/F, Outdoor F/F, R/C, and C/L Nats. How about your club taking a vote, and sending the results to your District V.P. and to AMA Headquarters, with a copy to me if your club treasury can stand the price of a postcard. Let's get going! Gotta find that old soap-box, I guess.

NFFS

BRING A MODEL TO MEET 1 OCT 22+23 AND COME ON OUT SAT. NIGHT AT THE COLUMBIA RESTAURANT YBOR CITY "A Spanish happening not to be found elsewhere" HOLIDAY MAGAZINE

# ANNOUNCEMENT PAGE p.

LOTS GOING ON - (IF IS IT TOO LATE, DEAR, TO MAKE AMENDS?

# LAST MINUTE FLASH

NFFS IS PUTING ON THE AMA OUTDOOR FFNATS ON OCT 14, 15, 16 AT MID-AMERICAN AIR CENTER VINCENNES, IN + LAWRENCEVILLE, IL. TIME IS SHORT CALL CD DICK SMITH at 513 398 0400 FOR ENTRY AND DETAILS. GREAT SITE!!

OCT 30 - PROXY MEET
SEND YOUR LYMPNE INDOOR RUBBER MODEL TO BUTCH HADLAND
26 TITHE BARN DRIVE
WINDSOR, BRAY, BERKS
ENGLAND
COMPETITION IS FOR SCALE POINTS, ENDURO. PTS. + CLOSED COURSE FLIGHT




## MIAMA T-SHIRTS

10$ - Sm. Med. Large
Contact
NANCY BEITZ
P.O. Box 15496
PLANTATION, FL
33324

## PLAN ON 3 DAYS IN TAMPA - DELTA HANGAR

DEC 31, JAN 1+2 INDOOR KING ORANGE + MIAMA MEET #2. FED. ROG COMP. + MASS LAUNCH FAC - ALL MIAMA EVENTS ALL DAYS. CD's DICK OBARSKI + DOC MARTIN. 70' CAT. III 305-858-6363

OUTDOOR KING ORANGE INTERGNATS MELBOURNE FL DEC 30, 31 + JAN 1. FAC SCALE EVENTS CD: DEAN MC GINNES 813-665-9001 DAYS 680-1336 NITE
EMBRYO - RUBBER SCALE - JUMBO SCALE (36") P-NUT MASS LAUNCH - RACEPLANES, WW I BIPE, P-40 FIGHTER.

# RULES FOR OUR MIAMA EVENTS - INDOOR SEASON (18)

## THE "CORRENT" BOSTONIAN RULES-MIAMA

TRY ONE! INDOOR ★

1) Maximum projected wingspan(s) 16".
2) Maximum wing chord(s) 3".
3) Maximum propeller diameter 6".
4) Power limited to one or more rubber motors.
5) Minimum weight, without rubber motor (s) is { MONO PL. 7 GM / BIPE. 10 GM
6) Maximum overall length is 14" measured from front of prop bearing.
7) Fuselage must contain a theoretical 'box' measuring 1-1/2" x 2-1/2"x 3" or larger, the longerons of which must both support the motor(s) and form, or exceed, the box requirement. No motor stick allowed. Fuselage must have a forward windshield and a window on each side, each of which must equal or exceed 1" square area.
8) Landing Gear must be fixed, with two or more min. diam. 3/4" wheels, and rigid enough to successfully support the model to a hand-glided landing.
9) HOG take-offs are required on all official flights.
10) Charisma Factor: The judge rates each model depending on how the model appeals to him, based on construction neatness, scale-like details, uniqueness of design, etc. A 1.00 to 1.10 rating is used. Two or more models may be given the same rating. The models are not rated against each other, but against the 1.00 to 1.10 scale.
11) An unlimited number of official flights are allowed, with the total in full seconds of the best 3 multiplied by the Charisma Factor.

# PEANUT RULE AMA 51(B)

MIAMA PERMITS 9" LENGTH

INDOOR EMBRYO: 10 9m. all R.O.G.

1. NOT OVER 50 in² WING AREA FOR MONOPLANES, OR 70 in² FOR BIPE. 45 in² MAX FOR BIG WING. STAB. NOT TO EXCEED 50% OF WING AREA.
2. FUSELAGE TO ENCLOSE A BOX 1¼ X 1½ X 3 OR LARGER. 3. WING & TAIL BUILT UP & COVERED BOTH SIDES WITH JAP TISSUE. RUBBER POWER NO FOL
4. L-G. HAS 3/4" OR LARGER WHEELS. 4 ATTEMPTS FOR 3 OFFICIAL FLIGHTS - TOTAL OF 3 FLIGHTS COUNT. BONUS POINTS - RAISED CABIN OR WINDSCREEN & HEADREST - 5 PTS. WHEEL PANTS 3 PTS, EXHAUST PIPES -

PENNY, EZB, MANHATTAN, PEANU ARE ALL IN AMA RULE B

FEDERATION AOG - SEE P. (6)

FAC SCALE: ANY SCALE MODEL LARGER THAN 13 WITH A 3-VIEW + PHOT

PISTACHIO - SIMILAR TO A P-NUT WITH FOLLOWING CHA SPAN 8" OR OVERALL LENGTH SINGLE COVERED SURFACES ALL FLIGHTS HAND LAUNC

MODEL OF A MODEL: PISTAC SIZE MODEL OF ANY OUTDOOR FUSELAGE MODEL,

# COCONUT SCALE:

"For the last two years the D.C Maxecuters have been running Coconut Scale events at our Spring and Fall indoor contests at the Patuxtent Naval Air Station, as well as our local indoor fun-flys. Professor "Bud" Carson proposed the event in an article in our club newsletter, "Max-Fax" in 1986.

"The rules are quite simple, in keeping with the fun, low pressure nature of the event"

1. Scale models with wing spans of at least 36" for monoplanes and 30" for multiwings.
2. Model minus rubber must weigh at least 1 ounce.
3. Flight score is the best time of 3 official flights. All flights are R.O.G.
4. Mooney-type scale ranking is done from a distance of ten feet.

BUY MAC DILL AFB I SAY

Society

# WHAT'S HAPPENING ?

OCTOBER 14,15,16 AMA Free Flight NATS. Last minute attempt to give free flighters their Nats. Vincennes,IN /Lawrenceville IL Mid American Air Center.

OCTOBER 15/16 PENSACOLA, FLA. JIM KLOTH MEMORIAL AND GATHERING OF TURKEYS

OCTOBER 22 & 23 FIRST MIAMA INDOOR MEET MACDILL AIRFORCE BASE ALSO ANNUAL AWARDS DINNER SAT. NIGHT. SEE PAGE 2

NOVEMBER 13 MELBOURNE,FL FF OUTDOOR RECORD TRIALS,RON SHARPTON 1-904-767-6138

NOVEMBER 19 DADE COUNTY MIAMA MEET TO BE ANNOUNCED IN NEXT ISSUE.

DEC 11 MELBOURNE,FL OUTDOOR FF RECORD TRIALS RON SHARPTON

DECEMBER 31, JAN 1,2 DELTA AIRLINE HANGAR TAMPA AIRPORT. 3 DAY INDOOR MEET. KING ORANGE AND MIAMA INDOOR MEET # 2.CD Doc Martin

DECEMBER 30,31, and JAN.1 OUTDOOR FF KING ORANGE INCLUDING MANY FAC SCALE EVENTS . DEAN MCGINNES 813 - 665-9001 or 680-1336 MELBOURNE FL

see inside for more on these events

# THE HANGAR PILOT

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