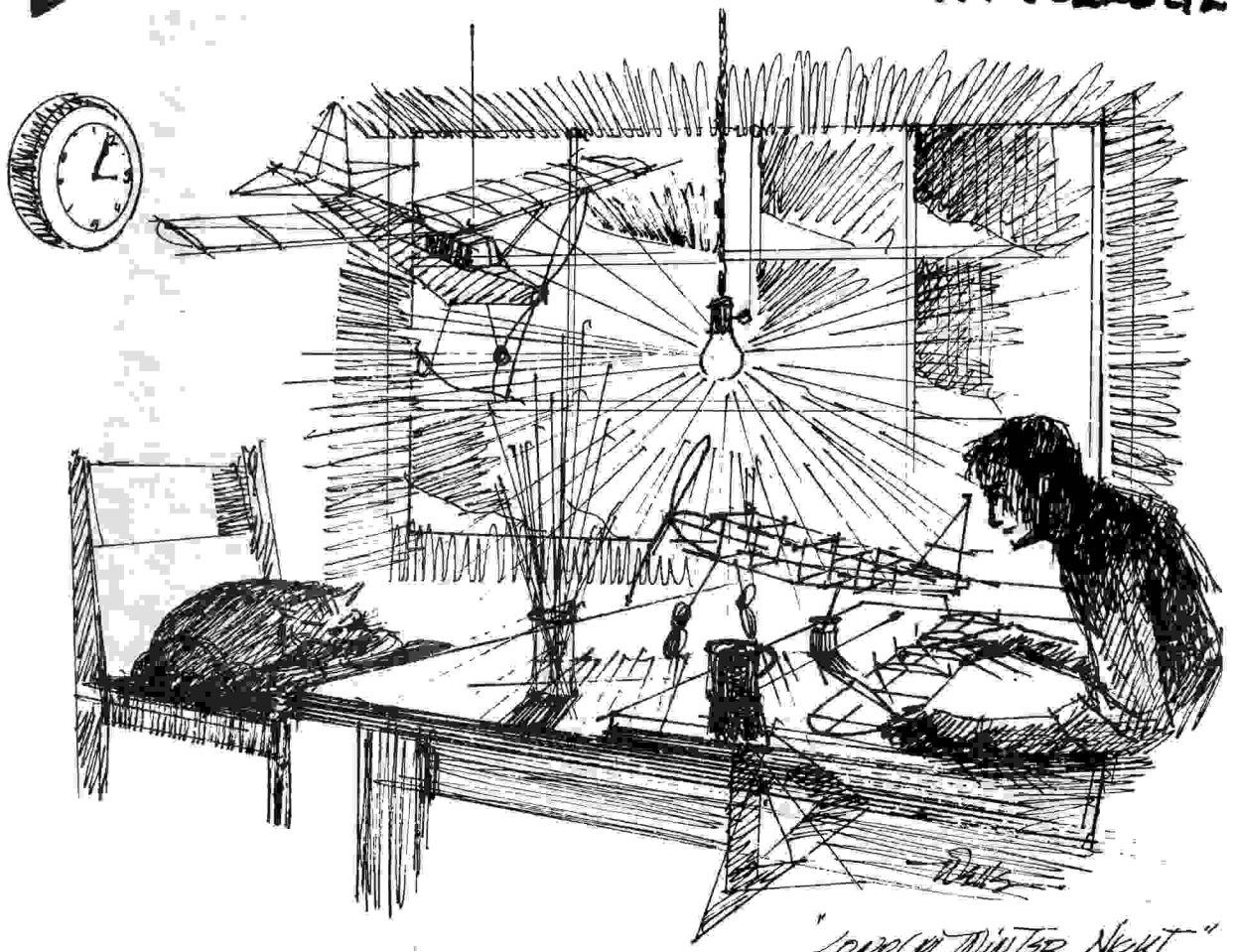
THE HANGAR PILOT

THIS ISSUE - ISSUE 126.

DEDICATED TO THE SOLITARY FREE FLIGHT FLYER

The loneliness of the indoor flyer

NEXT FUN FLY - APRIL 22,23
MIAMI DADE SOUTH COLLEGE



"LONELY WINTER NIGHT"

NEXT MEET: APRIL 15,16 USCG HANGAR ST PETE

(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 three 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!!!

RARE EDITORIAL -

This issue of the Hangar Pilot is dedicated to all you lone eagles out there who rarely get to share your hobby with fellow enthusiasts. We all get the feeling we are all alone with a million things to say and no one to say it to except the cat. Not only doesn't your wife understand you, but no one in your whole town understands you, and perhaps in the whole world. cheer up..WE understand you. Lucky for you there are still a few good men (and fewer women)out there who convene at the few indoor meets and Flying Aces meets, but mostly fly alone in a gym or out on a local field. With this issue we celebrate the loneliness of the indoor flyer(and also the free flight flyer) and assure you you are not alone. As soon as I straighten out the mess in my mailing listI'll publish the names of all those out there who share your interests, and may live near you.

Our model hobby has a strange and unexplainable appeal. I estimate that there are less than 2,000 people in the whole world who are attracted to it. Our model hobby forms the basis for a strong comradarie..the type of person who finds modelling irresistable and a way of life. I number my best friends among these ranks..people who I never would have met if it were not for our hobby.. If you have had the privilege of meeting such as Hadland, Richmond, Banks,Hannan, Sotich,Marcos,Lindley,Whitten,Par ham, Barr,Stott,Stahl,Weiss, to name but a few you know they posses certain qualities. They are enthusiasts. That word is from the Greek meaning God within, or God inspired. I like enthusiasts! Truly,pilots, indoor is not for everyone. Millard Wells once told me that he felt guilty that one of his greatest pleasures in his entire life is when he is all by himself working on a new model.

Pierre Chassburg of the FAI committee said at the prize giving ceremony after the 1986 World Champs (Cardington) " Nothing of importance happened here these past three days". It is true that building and flying model airplanes is not important. We don't cure disease, or end famine or bigotry. Modeling does not solve the problems, but it is a harmless, interesting pursuit that gets us through some really rough times.

MIAMA MEET 3 MAC DILLAFB - MARCH 4+5

The two week postponement of meet three didn't seem to dampen the enthusiasm. ALWAYS CALL THE NIGHT BEFORE the meet, pilots, 'cause things have a way of changing at the last minute.

Almost everyone has decided to build a catapult glider, and a Federation ROG. You need to bring at least 3 or 4 gliders to the meet to get an official time 'cause you keep breaking them at an alarming rate. they are so tricky to trim- at 12" span and a launch velocity of about 100 MPH they respond to the slightest "tweak" on the tail Great fun. Without changing the trim you can get many different flight patterns just due to your launch technique, or lack of it.
Federation ROGs are always hanging up 'cause they love to climb and bounce around the lights and girders,so you may want to bring more than one of these too.

NEW MODELS: Plenty of them! Millard,s Coconut Ford 2 AT with very realistic corrugated skin and stable flight characteristics. Two Dave Diels Brewster Buffalo peanuts flown in tight formation by Wells and Nunez..spectacular! Nunez also had a stable of beautiful peanuts and pistachios. His tiny Sopwith Triplane must be seen.. a real beauty. Stoutenburg and Laudati are getting better times with their new Bostonians. Everson and Martin had built Aronstein's LO-Cal Boing 727 featured in the last Hangar Pilot. Very realistic in the air.Martin's is still stuck above the street hangar door, and Tom Flanagan's P-51 is still in the girders too. John Tudor's Voisin hydroplane won FAC scale for the second time, and Jim Miller won Peanut with a 13" version of the same plane. This ship is a real point getter in static judging. Suddenly there were five Embryo endurance entries and Dave Linstrum won, as he predicted, with his NEW controversial Swamp Bird. Wayne Trivin had at least 5 new models and so did Rich MacEntee. Great to see all this building!!

The final of the 5 plane Flying Aces mass launch Raceplane event came down to the lightest vs. the heaviest ship in the field. John Tudor's Dayton-Wright/ prevailed when McG innes' 3 oz. Cessna CR-3 landed so heavily it removed its empenage.

Next time have your World War One multiplanes ready for FAC mass launch.

LOTS OF MEET RESULTS- PAGE 12

(3)

If You Were Born Before 1945

WE ARE SURVIVORS!!! Consider the changes we have witnessed:

We were born before television, before penicillin, before polio shots, frozen foods, Xerox, plastic, contact lenses, Frisbees and the PILL.

We were born before radar, credit cards, split atoms, laser beams and ballpoint pens; before pantyhose, dishwashers, clothes dryers, electric blankets, air conditioners, drip-dry clothes and before man walked on the moon.

We got married first and *then* lived together. How quaint can you be?

In our time, closets were for clothes, not for "coming out of." Bunnies were small rabbits and rabbits were not Volkswagons. Designer Jeans were scheming girls named Jean or Jeanne, and having a meaningful relationship meant getting along well with our cousins.

We thought fast food was what you ate during Lent, and Outer Space was the back of the Riviera Theatre.

We were before house-husbands, gay rights, computer dating, dual careers and commuter marriages. We were before day-care centers, group therapy and nursing homes. We never heard of FM radio, tape decks, electric typewriters, artificial hearts, word processors, yogurt, and guys wearing earrings. For us time sharing means togetherness—not computers or condominiums; a 'chip' meant a piece of wood; hardware meant hardware; and software wasn't even a word!

In 1940, "made in Japan" meant junk and the term 'making out' referred to how you did on your exam. Pizzas, "MacDonald's" and instant coffee were unheard of.

We hit the scene when there were 5 and 10¢ stores, where you bought things for five and ten cents. Sanders or Wilson's sold ice cream cones for a nickel or a dime. For one nickel you could ride a street car, make a phone call, buy a Pepsi or enough stamps to mail one letter and two postcards. You could buy a new Chevy Coupe for $600.00, but who could afford one; a pity too, because gas was 11¢ a gallon!

In our day, cigarette smoking was fashionable, GRASS was mowed, COKE was a cold drink and POT was something you cooked in. ROCK MUSIC was a Grandma's lullaby and AIDS were helpers in the Principal's office.

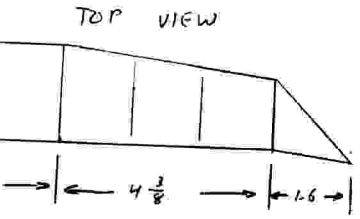
We were certainly not before the difference between the sexes was discovered, but we were surely before the sex change; we made do with what we had. And we were the last generation that was so dumb as to think you needed a husband to have a baby!

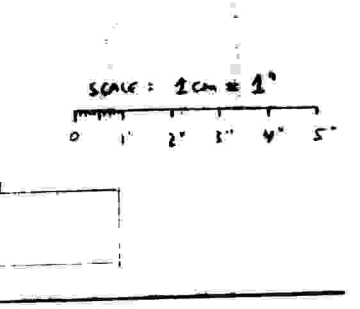
No wonder we are so confused and there is such a generation gap today!

BUT WE SURVIVED!!! What better reason to celebrate?

FROM "PAPER AEROPLANES" BY H.G.G. HERKLOTS
W. HEFFER + SONS LTD. CAMBRIDGE, ENG. 1931 (4)

Even at school I was persecuted for my hobby In my circle no one ever laughed at golfers, Ping-Pong players or Rugby athletes.





Before the reader surmises from these statements that Herklots suffered from paranoia, we wish to once again remark that the period was 1931, when England was in the grip of a severe depression. Furthermore, prewar tensions were being felt in increasing degree throughout Europe, reflecting themselves in a tendency to be critical of all forms of free expression.

We know of no such tendency today.

So then, with these preliminary remarks, we will leave the reader to judge Herklots in Herklots' own words.

"In these days, when our universities produce so great a number of industrious and indefatigable researchers into all manner of out-of-the-way subjects, I am a little surprised to discover that no man has written a serious and long-winded thesis, treatise, dissertation or monograph on the part played by the faculty of mental escape in the building up of society and of civilisation. The University of Chicago has lately approved a thesis written by a woman on the all-important subject of dish-washing, but more important and wider things are left unheeded. No one, for instance, has yet written the deplorable history of rice pudding. Nor is this really surprising. Some subjects are too vast for compression into thesis form. Not the most long-winded of our researchers possesses a long enough wind even to run round the confines of the lands of mental escape. For the history of escape is the history of most of the sins and most of the arts of mankind. The whole of the world sighs constantly for the wings of a dove that it may escape, not necessarily to the desert, but anywhere, so long as it is somewhere else. It is because we would like to change, that we take up cat-burgling or barracking at cricket matches. For this reason we play golf or go to the pictures, or engage in what the Victorians used to call brown studies, or get drunk, or, if we happen to be Kubla Khan, living in Xanadu, decree a stately pleasure dome. Modern civilisation employs hundreds of thousands of paid distractors of the mind who are engaged in creating worlds, fantastic or absurd, strange or terrifying, wherein we may forget the things we have to do tomorrow morning and what So-and-so said to us yesterday afternoon. Philosophical speculations and metaphysical consolations both subserve the same end. Music and art —these are also the wings of the dove whereby we may escape. Mr. Siegfried Sassoon has expressed this well in his last book of poems:

When Selfhood can discern no comfort for its cares,
Whither may I turn but to you whose strength my spirit shares?
Where may I find but in you,
Beethoven, Bach, Mozart,
Timeless, eternally true,
Heavens that may hold my heart?

"As for me, when the world goes wrong, when the work I have to do tomorrow morning is especially labor-

(5)

ious and when the things that So-and-so said to me yesterday afternoon were peculiarly galling, I seldom turn to any of these things. I turn instead to paper aeroplanes. By paper aeroplanes I do not mean paper darts. Darts are easy to make, but there is little satisfaction to be found in them. You throw them; they go straight; that is all. The paper aeroplane is a very different affair. It is, more accurately, a paper glider. You do not throw it. You let it go—or push it very slightly; and the weight ahead carries it forward, gracefully and gently, like a sea gull coming to rest upon the deck of a ship. A little while ago it was a sheet of notepaper, but now it glides like the fairest of white birds. Yet a perfect flight requires very often an infinitude of patience, a folding and refolding, a shaping and reshaping with the scissors. So far as I can tell, there is only one form of paper dart.

"The variety of paper aeroplanes is almost endless. There are monoplanes and biplanes. There are planes like beetles and there are planes like birds. There are planes that fly swift and straight and there are planes that fly slowly in circles. There are planes that can be made to loop the loop. And there are India paper aeroplanes so small and so delicate that even in a dining room they are swiftly lost to sight.

"And yet, for all this, I am practically a lone flier. There is no annual yearbook of suggested designs. Butchers and bakers and candlestick-makers, anti-vivisectionists, aquarists and pondkeepers, members of the food and cookery and catering world, modern churchmen, and those interested in the utilization of waste material—all these have their own magazines in which they can discuss their problems. But I have never lighted on a copy of *The Paper Aeroplane* in which I can discuss my problems: the problem of elevators, the problem of guidance in the air, the peculiar problems of out-of-door flying, the advisability of the metal paper clips for weighting. And not only am I a lone flier. I am also a persecuted flier. Nobody laughs at golf, nobody laughs at Rugby football; few people laugh nowadays at ping-pong, and whereas men snigger at chess they respect it too. But when my friends discover me trimming the wings of paper aeroplanes they laugh me to scorn. Even at school I was persecuted for my hobby. It was in 1918 and we all had influenza. In the dormitory that had hastily become a sanatorium ward I whiled away many hours of tedium by manufacturing my planes. After a time I grew bolder and flew them from the window into the courtyard below. I was afraid that I might be beaten for this, but punishment came in a subtler form. In a later issue of the school magazine there was a sarcastic note about the disgusting mess created by those who had thrown darts into Wright Senior Quad. Darts! They called my aeroplanes darts. That was the worst of all, a wound cutting deeper far than any beating. Even nowadays I dare not fly my aeroplanes by daytime from the windows of my house into the street below. Public Opinion would never stand it. Yet sometimes, at night, I turn out the light in my room, creep to the window and open it silently. And while the earth is still I watch my dovelike creations floating afar, or eddying to the ground, braving the wind or finding their way round the corner into the next street. Then I shut the window, draw the curtains, turn on the light, and clean up the disgusting mess in my room.

"This is my complaint—that I have never had a chance. No one supports, helps or advises me. No newspaper offers a big money prize for me to win

Cont. on page 10

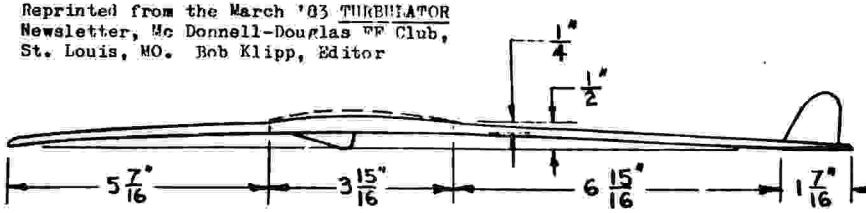
PILOTS, TRY THIS CATAPULT GLIDER



ORIGINAL SPAN: 18" REDUCED TO 12"

Here is the famous Stoy Coot reduced to catapult glider dimensions. We haven't tried it as yet but it looks full of potential. You will have to add a tab at the tail to hold it, and a launching hook on the nose. Perhaps the fuselage may need beefing up to withstand launch stress

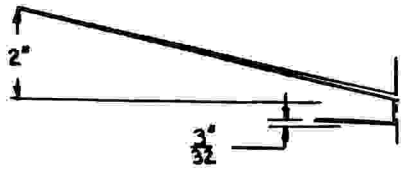
Reprinted from the March '83 TURBULATOR Newsletter, Mc Donnell-Douglas FF Club, St. Louis, MO. Bob Klipp, Editor



WEIGHT FOR 25 FT.
4-4.5 GMS. FINISHED

AIRFOIL: SMS (SAME AS COOT IV & V)
H.P. 0.135"
UNDERCAMBER 0.0725"

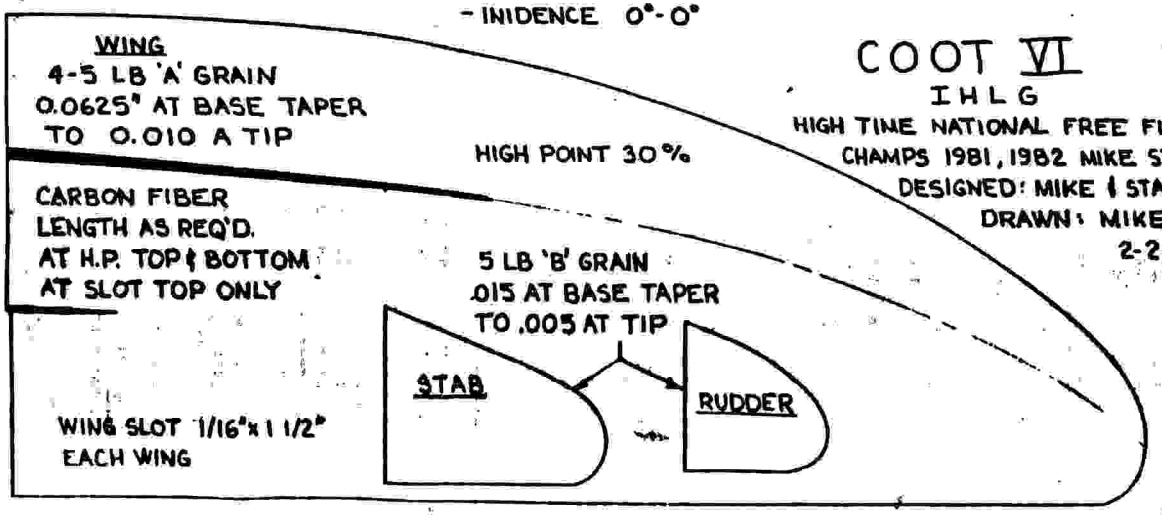
- FINISH: ONE COAT NITRATE DOPE 50% THIN WING ONLY
- ATTACH CARBON FIBER WITH AMBROID
- CG ≈ 50%
- BUILD AND TRIM SAME AS COOT IV & V



FUSELAGE
- 6 LB. 'A' GRAIN 1/16" THICK TAPER TO 1/32 AT TAIL
- TRIM WING SADDLE TO MATCH WING UNDERCAMBER.
- CARBON FIBER BOTH SIDES FROM WING L.E. TO TAIL
- INIDENCE 0°-0°

COOT VI

IHLG
HIGH TIME NATIONAL FREE FLIGHT CHAMPS 1981, 1982 MIKE STOY
DESIGNED: MIKE & STAN STOY
DRAWN: MIKE STOY
2-2-83



Nov.-Dec. 1983

A LETTER FROM BOB STALICK !

(7)

Gentlemen:

As each of you is aware, the AMA has decided to hold its indoor events at the 1989 Nationals at the Kibbie Dome in Moscow, Idaho. This arena is on the campus of the University of Idaho and is one of the premier indoor modelling sites remaining in this country. . The weather conditions for Moscow, Idaho during July are similar to the weather in the Tri-Cities, so expect it to be hot and dry, which should assist competitors in improving their flight times.

Moscow, Idaho is located on the border between Washington and Idaho. It is serviced by a small commuter airport located midway between Pullman, Washington and Moscow. Pullman is a sister city located about 8 miles due West of Moscow. Moscow can also be reached via car from Spokane, Washington--located approximately 85 miles nearly due North or from the Tri-Cities--located approximately 120 miles due West via a number of non-freeway roads. I have taken this trip dozens of times and have found the easiest and most attractive route is to drive through Kahlotus, Washtucna, and Colfax.

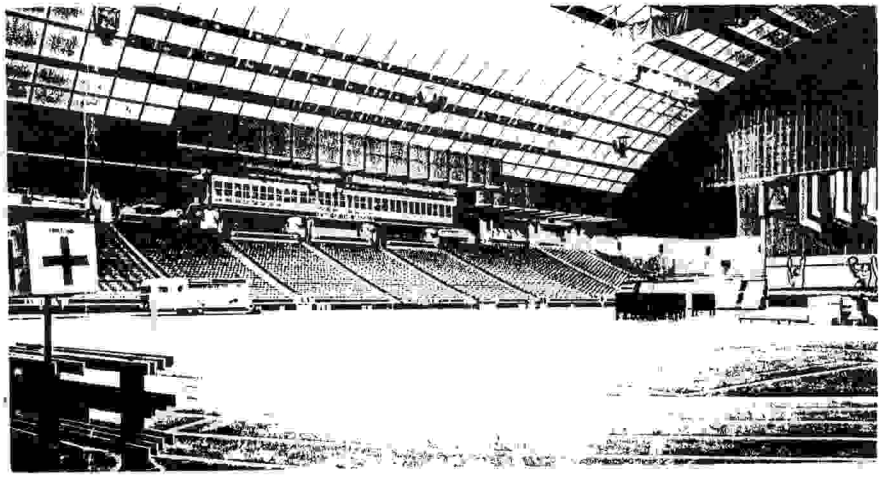
Once in Moscow, the closest two motels to the campus and the Dome are: The University Inn and Cavanaugh's Motor Inn. The University Inn can take reservations at 1-800-528-1234. The cost of either of these motels is in the mid-$50.00 range for a room for two. Both are very nice facilities with many comfort features, including swimming pools.

So, there is more information than you can possibly use, but I figured that from this letter, each of you might glean enough material to write a brief article for your respective publications. Since I am quite certain that no one has yet provided you with either this information or useable photographs, I hope I have been helpful.

If you need additional information, I am home most weekday evenings and can be reached at (503) 928-8101 or during the days at my office at (503) 687-3481.

JULY
21
22
23

AMA NATS



A REVIEW OF ANNUAL POINTS: Here is how everyone is doing after the FIRST TWO MEETS. Although the results of meet 3 are in this issue these results are not shown here. Figure them out yourself. One point for flying in the event, and one more for each contestant you beat. We count the best 4 of our 5 MIAMA meets, and the best 5 events per meet, You must have points in endurance, scale, and glider to be eligible for state champ.

NEW ANNUAL PERPETUAL TROPHY. This trophy is so beautiful that it ranks right up there with the nicest awarded for ANY endeavor. Harry LeVous of Miami's Mickelson's Trophies has donated this beauty to us. It has the names of all MIAMA past winners since 1972. Millard Wells has done the line art work to be laser inscribed on a crystal ice bucket with a big base. What we need now is a proper place to display this work of art. For those of you crass enough to put a dollar value on it..how about $2,500!?

HOW ARE YOU DOING?

1.Rich MacEntee	49	9.Walt Van Gorder	16
2.Wayne Trivin	39	11. G. Underwood	12
3.Tony Becker	37	13.Ron Ganser	10
4.Dick Obarski	37	12. George Leffler	12
5.John Martin	32	14.Walt Everson	8
6.Dave Aronstein	23	15.Mike Arak	8
7.Dave Linstrum	22	John Barker	7
8.Ken Groves	20	17.John Tudor	5
9.Millard Wells	16	18.Walt Schlesinger	3
10.Carl Hedley	15		

Also about 6 others less than 3

(I did a quick figuring of the top points after THREE MEETS and came up with this very close bunch for the new trophy); Wayne Trivin 63, Rich MacEntee 62, Tony Becker 57 (No Scale points), Dick Obarski 55, Doc Martin 52. Many close battles for class trophies with two meets to go. FLY MIAMA !

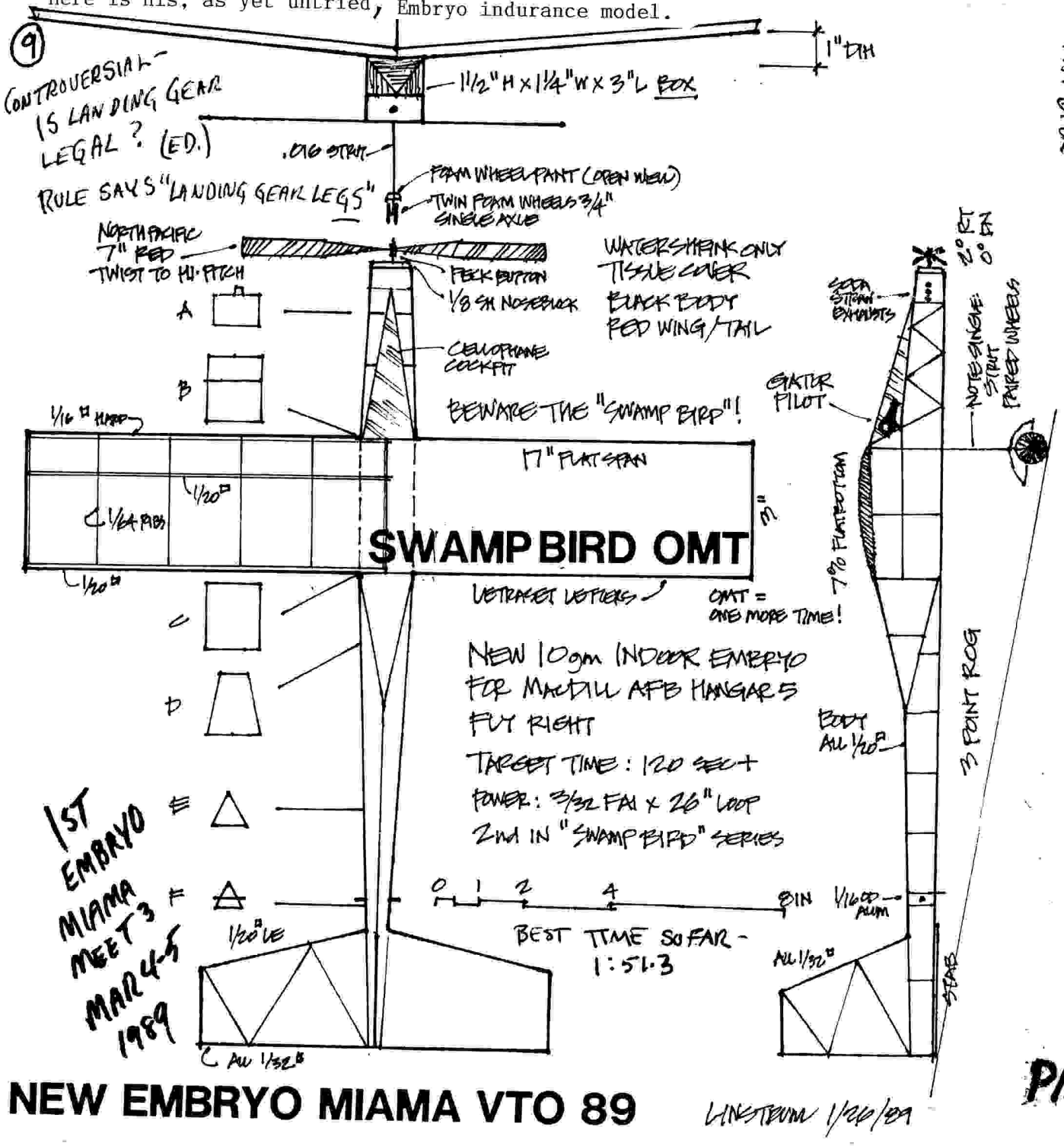
ERRATA:

Correcting a few errors in Issue 125. 1.Walt Van Gorder set a new Fla. State record in Manhattan: Record at 9:32,5 seconds ahead of Ron Ganser's time. 2.Gary Underwood set a new Helicopter record of 4:40, erroniously reported as some rediculous time by Obarski..

PISTACHIO REMINDER - HURRY !

Some Pistachio flying coming up....APRIL 22 and 23. You locals get yours ready, and you out of town types box up the little suckers and send them here to MIAMA with some flight instructions, a 3-view & a photo and some return postage. SEND 'EM IN. Cat I-up to 2 gms., Cat II-2 to 3 gms., Cat III-over 3 gms. RIDOTTO- smallest plane to fly 30 sec., Model of a model: pistachio size model of any outdoor fuselage model. Entry free..nice awards. 8" span OR 6" overall length. Single surface covering OK. Same rules for MIAMA PISTACHIO GRAND PRIX AT JOHNSON CITY JUNE 1,2,3,4, PLENTY OF TIME TO BUILD. Find yourself in issue FIVE of the NEXT Bill Hannan PEANUT AND PISTACHIO book. FAME + FORTUNE

DAVE LINSTRUM is definitely getting serious this season.
Here is his, as yet untried, Embryo indurance model.



NEW EMBRYO MIAMA VTO 89

LINSTRUM 1/26/89

ORIGINAL

PI

GREAT NEW ITEMS IN NEW CATALOG

NEW! AT LAST PERFECT PISTACH. POWER 1/32" Square Rubber 20' SKEIN $1.98 MUCH MORE



Hannan's RUNWAY
where FUN takes off!
Peanuts & Pistachios
Books • Plans
CARDS • MODELS • RUBBER
NEW CATALOG $2

HANNAN'S RUNWAY
P.O. BOX A, ESCONDIDO, CA 92025

NEW!! P. & P. #4 DON'T MISS IT. $5.50 PLUS POSTAGE

a competition.-No newspaper even placards my adventures—LONE FLIER CROSSES BOLSOVER STREET. Often enough, while I've been watching a play from a seat in the gallery, my heart has leapt up at the thought of paper aeroplanes. With a pair of scissors I would so fashion my programme that it would clear the stalls and alight upon the stage. But again, Public Opinion would be all against it. I would be laughed to scorn or hounded from the place. Two communists were arrested who showered leaflets from the gallery of the House of Commons: I know what would happen to me if I started with paper aeroplanes. And only once have I been to the Albert Hall. There I listened from the balcony to brave words and fine speeches. But there was always one thought at the back of my mind, that came into full consciousness in the lacunae between my enthusiasms—that this was the world's most wonderful place for paper aeroplane flights. Lend me the Albert Hall for a night, and I will show you things.

"Paper aeroplanes of another kind I sometimes make...some, it may be, will catch the wind alight and go sailing across the road, round the corner, and into the wider world beyond. I hope so."

Deathless line from Knotts Landing:
When you do something you like and no one shares, there's something shady about it, but when you find some one who likes it too, it's O.K.

Free Flight

Be it so long ago, none of us can forget the wonder of our first Free Flight.—Be it only a minute ago, all of us look forward to the next flight.

How clean the mind; how weary the body after a day of thermal hunting.—How much more exciting life can be for us because of Free Flight.

Some would have us believe that the price is not worth Free Flight. Could it be that it takes a special kind of a man to do all the things that need to be done before Free Flight can become a reality?

Yet, who else but those who are willing to pay the price will know in their hearts the glory of the skies; watching their own creation Fly Free.

March, 1956
New York, N.Y.

Frank Zaic

A MIAMA SCOOP - FIRST 5 MIN. FEDERATION ROG

FROM "PAPER
W. HEFFER + SO

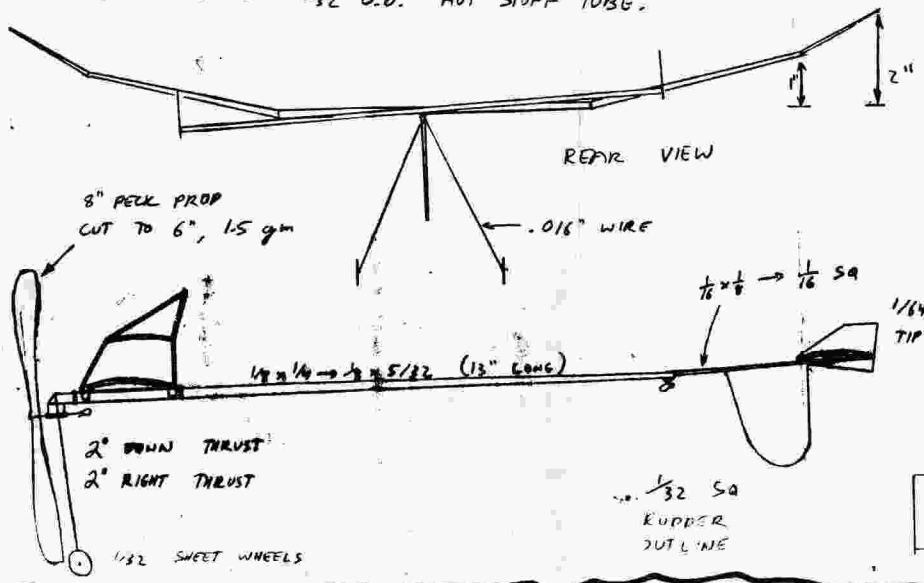
LIBERTY BELLE DAVID ARONSTEIN
FED. R.O.G. WORLD RECORD HOLDER
TIME: 5:07 1-1-89 (@ DELTA HANGAR, TAMPA)

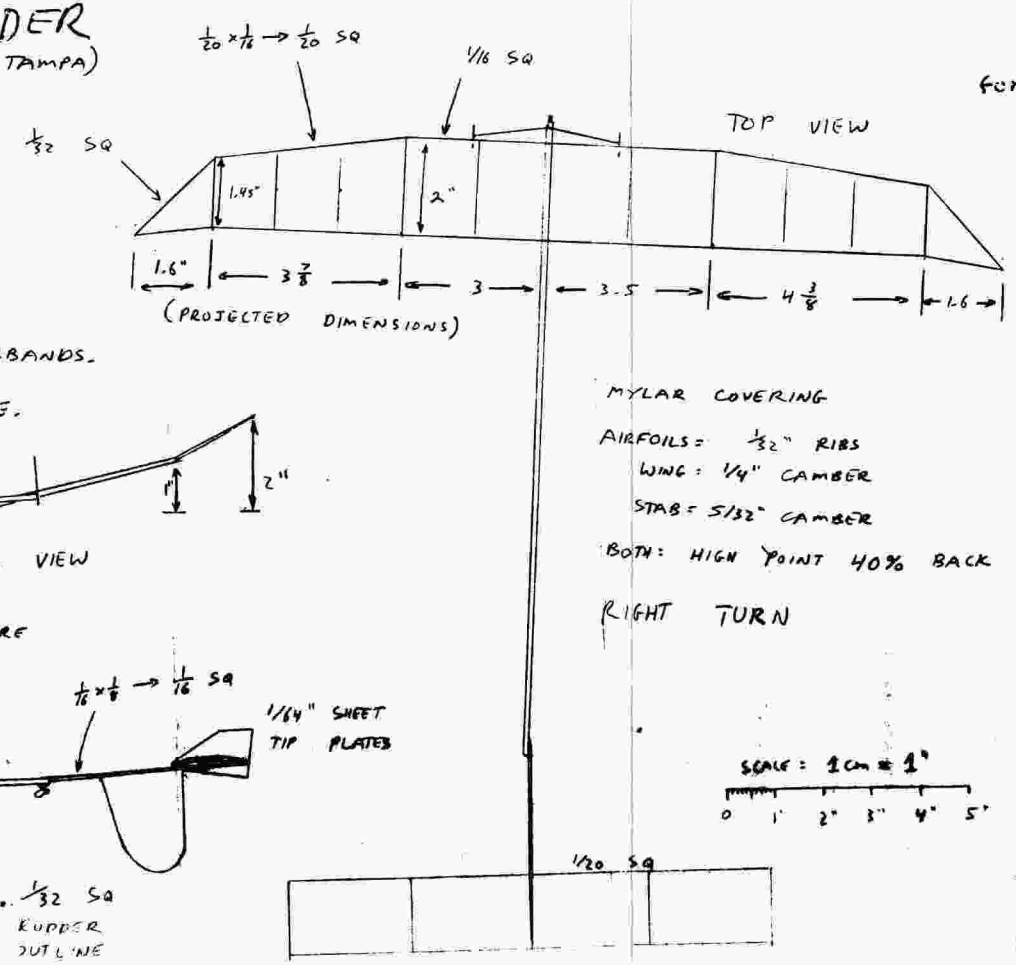
36" LOOP .050" x .040" FAI, 3900 TURNS

MOTOR STICK NEEDED REINFORCEMENT:
1/16 SQ GLUED ON LOWER EDGE
OF RIGHT SIDE OF MOTOR STICK.

WING SADDLE SITS ON MOTOR STICK,
HELD ON WITH 2 ORTHODONTAL RUBBERBANDS.

THRUST BEARING IS 1/32 O.D. HOT STUFF TUBE.





MYLAR COVERING

AIRFOILS = 1/32" RIBS
WING = 1/4" CAMBER
STAB = 5/32" CAMBER
BOTH: HIGH POINT 40% BACK

RIGHT TURN

SCALE: 1 cm = 1"
0 1" 2" 3" 4" 5"

THIS MAY BE YOUR FIRST NOTICE!

★ THE AMA HAS DECIDED ON THE 144 FOOT HIGH KIBBIE DOME IN MOSOW IDAHO AS THE SITE OF THE 89 INDOOR NATS.

HOORAY! JULY 21-23

RESULTS OF MIAMA MEET 3 MACDILL AFB MARCH 4 & 5 Doc Martin, CD

(12)

Peanut Scale event:

	Plane/ static	Best 2 flights		Total
1. Jim Miller Voisin Hydro	108.1	64.0	68.0	174.0
2.John Martin Astra	93.22	70.2	77.8	167.2
3.Wayne Trivin Cougar	76.2	86.6	83.5 Max	152.4
4.Walt Everson Waco E	79.3	67.3	67.2	146.6
X.John Martin Drzewiecki	82.8	51.0	64.0	140.3
5.Millard Wells Buffalo	82.0	41.5	41.9	123.7
6.Dave Linstrum Found	68.2	44.1	62.2	121.3
X. " " " Bristol Scout	73.2	45.8	47.3	119.8
7.Jorge Nunez Bristol F2B	89.6	28.4	28.0	117.8
X " " " Brewster Buffalo	90.7	27.0	18.0	111.3
8.Bill Criss Pilatus Porter	66.0	38.0	50.0	110.0
X Jorge Nunez Caudron Racer	75.0	25.0	22.3	98.6

FAC Scale Event:

	Static	Best flight	Total
1.John Tudor Voisin Hydro	90.0	48.0	138.0
2.John Martin Astra Tandem	61.5	58.4	119.9
3.Dave Linstrum Kaw. Dornier	50.2	69	119.2
4.Millard Wells Stinson Rel.	58	59.8	117.8

Pistachio Scale event:

	Stat.	Place Fly/	Total
1.Jorge Nunez Sop. Tripe	1	35.1/2	..3
2.Wayne Trivin Cougar	3	78.0/1	..4
3.Jorge Nunez Fokker D VIII	2	23.0/3	..5

Coconut Scale :

1.Millard Wells Ford 2At	1	27.0	3	4Pts.
2.John Tudor Bellanca Columb.	2	41.1	4	4Pts.
3.Dave Linstrum Jenny Sperry	3	53.6	1	4 Pts.

LO-CAL Scale:

1.Walt Everson Boing 727-100 1:05
2.John Martin Boing-727-200 :32

CATAPULT GLIDER:

1.Wayne Trivin	48.4	47.4	95.8
2.Tony Becker	45	45	90
3.Dick Obarski	44	45	89
4.John Martin	39.5	39	78.5
5.Rich MacEntee	34.1	34.8	68.9
6.Dave Linstrum	34	34	68

X Fla. State Record

EMBRYO ENDURANCE EVENT:

1.Dave Linstrum Swamp Bird	294.0
2.Dean McG innes Beat George	192.0
3.Bill Criss One Nite	142.4
4.Walt Schlesinger	98.0

EASY B

1.Dick Obarski	11:52
2.George Leffler	10:00
3.Wayne Trivin	8:01
4.Tony Becker	6:21
5. R. Laudati	2:30

NOVICE PENNY:

1.Tony Becker	8:58
2.George Leffler	8:55
3.Wayne Trivin	7:27
4.Dick Obarski	6:13
5.Rich MacEntee	5:39

FEDERATION ROG

1.Tony Becker	4:31
2.Dick Obarski	3:56
3.John Martin	3:38.5
4.George Leffler	3:37
5.Wayne Trivin	3:32
6.Rich MacEntee	3:25
7.Walt Everson	2:49
8.Dave Linstrum	1:50

BOSTONIAN EVENT:

Plane/Charis.		
1.Rich MacEntee	SunRay 1.15	263.3
2.Millard Wells	Wee Bee 1.09	215.8
3.Wayne Trivin	Jet White 1.15	161
4.Roger Laudati	Cabinaire 1.10	157.3
5.John Martin	Bosto Veloz 1.16	125.2
6.John Tudor	Rear Ender 1.14	101.4
7.Bill Stoutenburg	Pup 1.09	68.4

Nevil Shute reminisces:

(13)

I will not say that aeroplanes and flying form the earliest recollections of my childhood, but they come very close....I think the truth must be that aviation was in the air in those early days....

Certainly before I was 13 years old I built several model aeroplanes of wood, glue, and paper, with rubber motors, and I knew something of longitudinal stability and negative tail incidence.

Most of my adult life, perhaps all the worthwhile part of it, has been spent messing about with aeroplanes.* Kenneth Graham once wrote that there is nothing- absolutely nothing- half so much worth doingas simply messing about in boats. With that I would agree, yet for a fleeting period in the world's history I think that aeroplanes ran boats very close for sheer enjoyment. For about 30 years there was a period when aeroplanes would fly when you wanted them to, but there were still fresh things to be learned on every flight, a period when aeroplanes were small and easily built so that experiments were cheap and new designs could fly within 6 months of the first glimmer in the mind of the designer. That halcyon period started about the year 1910 and it was in full flower after the 1st World War when I was a young man; it died with the 2nd war when aeroplanes had grown too costly and too complicated for individuals to build or even to operate. I count myself lucky that that fleeting period coincided with my youth and my young manhood, and that I had a part in it.

The above lines are from "Slide Rule" the autobiography of Nevil Shute, Author and aeronautical engineer. GEE GUYS; ARE THE GOOD TIMES ALL OVER ??

* AUTHOR OF THE 'WINNIE THE POO' STORIES.

MIAMA MEET #4 CAT. II USCG HANGAR

APRIL 15/16 9-5 CLEARWATER-ST. PETE AIRPORT

ROUTE I-4 TAMPA BECOMES ROUTE 275. GO WEST AND AT END OF HOWARD FRANKLYN BRIDGE TURN RIGHT ON ULMERTON. RIGHT ON 686 - ROOSEVELT BLVD. GO PAST AIRPORT AND GO RIGHT AT TRAFFIC LIGHT. IN 400 YARDS RIGHT AGAIN + CHECK IN AT GUARD HOUSE

PEANUT, PISTACHIO, COCONUT, FAC + LO-CAL SCALE-EZB, PENNY, FEDERATION, BOSTONIAN, EMBRYO, AND CATAPULT GLIDER - WORLD WAR ONE MASS LAUNCH.

SORRY-NO ROOM THIS ISSUE FOR CAT II RECORDS



Lead Story

• In November, the Los Angeles office of the Food and Drug Administration warned a California marketer of "external penile rigidity devices" (a.k.a. "cock rings," worn to prolong erections) that the devices are dangerous without quick-release mechanisms and should contain warnings for users. The FDA office claims that the devices sometimes have to be sawed off after "aggressive erections."

Odd Endings

• Weightlifter Joseph Saraceno, 37, was charged with murdering his 150-pound father in Los Angeles recently by crushing him in a bear hug.

• Construction worker Ramon Jose Rodriguez, 23, was killed in December in Miami when a gust of wind blew a portable toilet off a fourth-floor construction site, hitting him in the head.

• Florida State University student Patrick Wallace, 26, was killed in November when, standing on his head to cure his hiccups, he toppled over between a candy machine and change machine, brushing his leg against a bare wire and electrocuting himself.

The Entrepreneurial Spirit

• In October, Jacksonville police shut down what was billed as the "only nude car wash in the nation," adjacent to a night club and employing five nude female scrubbers who charged ten dollars per car.

• A Howard County (Maryland) judge revoked the liquor license of the Boots 'n' Saddles Bar in September for violating regulations by continuing to serve more alcohol to obviously impaired customers. An undercover police officer said that, several times, customers who had passed out were awakened by barmaids so they could buy another drink.

CANADIAN SETS WORLD RECORD FOR LOUD SNORING

Vancouver, British Columbia...A Canadian snorer said Monday (Dec. 19, 1988)he had been guaranteed a place in the next edition of the *Guinness Book of World Records*.

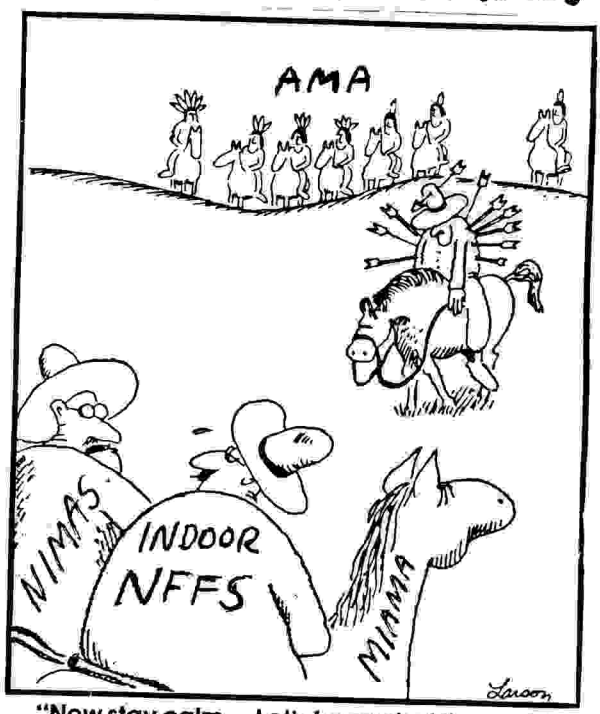
In testing at the University of British Columbia's sleep disorder clinic, Mark Hebbard's snoring registered a shattering 90 decibels–20 decibels higher than that rated as safe for the work place.

"I was only 10 decibels below a garbage truck and a rock band and 20 below a power saw," he said.

His wife, Carol, said she had lost partial hearing in her right ear after 15 years with Mark. Information for the above report was taken from Reuters and the St. Petersburg Times, Dec. 20, 1988.

The AMA-recommended maximum sound measurement of 90 dB at 9 ft. is *not* an AMA requirement!

Planning The 1989 Indoor Nats



"Now stay calm ... Let's hear what they said to Bill."

This cartoon was entered before AMA decided on the Kibbee Dome.

WHAT'S ON IN FREE FLIGHT ?

APRIL 15 & 16 MIAMA INDOOR MEET #4 US COAST GUARD HANGAR St.Pete/Clearwater Airport Cat.II HQ. Expressway Inn,Tampa Two days, 9AM-5 PM WWI Mass Launch

APRIL 9 to 15. Lakeland, Fl. EAA Sun "N Fun Fly in. CD TONY BECKER 813-634-8572

APRIL 22,23 MELBOURNE, FL. Outdoor Free Flight Meet. C/D Don Brimmer 5924 16th Lane St. Petersburg Fl. Many Scale events:FAC gas & rubber, O.T. rubber scale.

* APRIL 22, 23 MIAMI DADE SOUTH COLLEGE: MIAMA annual WORLD PISTACHIO PROXY INTER_GNATS. Two days of proxy Pistachio Flying(Confirmed) COME OUT + FLY ANYTHING

MAY 13 & 14 MACDILL AFB, TAMPA, FL. Final MIAMA indoor meet of season (Tentative)

MAY 27/28 JACKSONVILLE, FL. REBEL RALLY, AAA CL & FF CD Terry Rimert 367 Orange Av.Baldwin Fl 32234

JUNE 1,2,3,4 THE BIG ONE-JOHNSON CITY,TN DON'T MISS CD Tony Italiano 1655 Revere Dr. Brookfield, WI 53005

JULY 1,2 MELBOURN FLA. FLORIDA STATE FREE FLIGHT CHAMPS

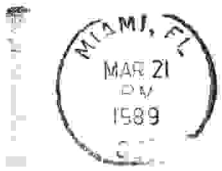
JULY 21,22,23 MOSCOW IDAHO. AMA INDOOR NATS. 144 ft.high Kibbie Dome WORTH THE TRIP ! !

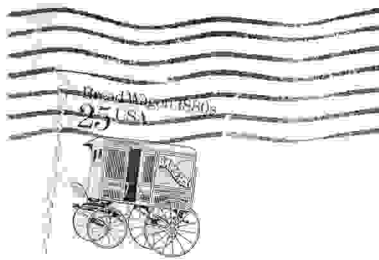
AUG 6 Melbourne Fla., 50th Anniversary of Dick Korda's Wakefield Cup victory. CD Dave Platt 6940 NM S5th St.,Plantation Fl.,33313

* NEXT LOCAL FUN FLY APRIL 22,23 FLY PISTACHIOS + ALL ELSE.

THE HANGAR PILOT

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