IRASCIBLE

THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION M.I.A.M.A.

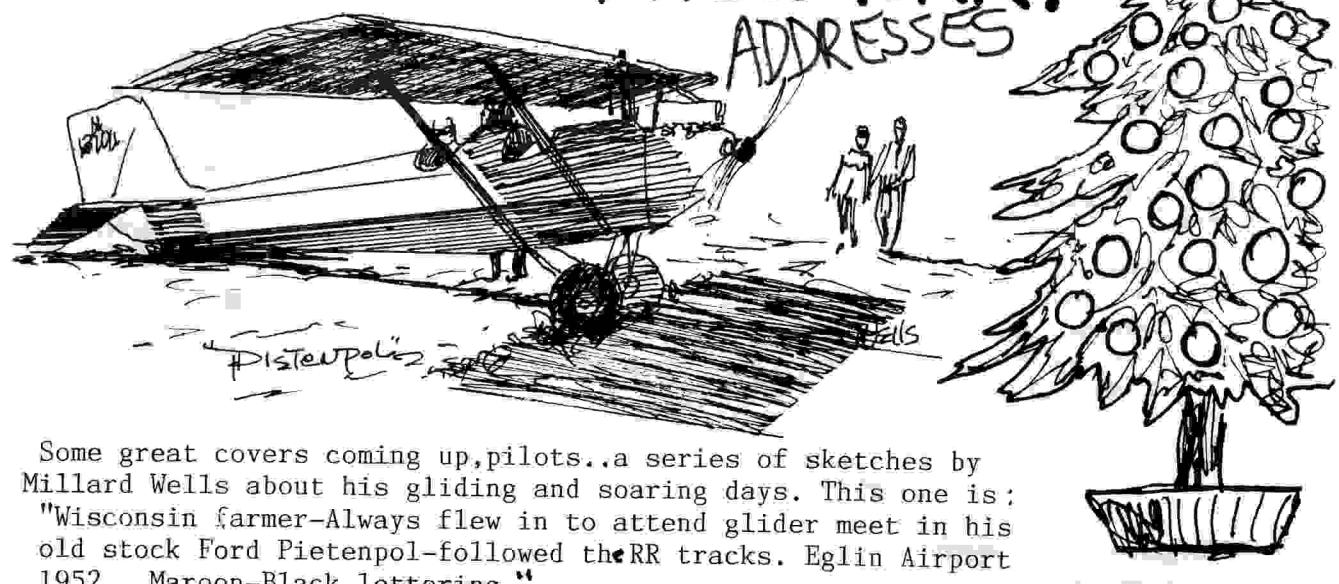
ISSUE 130

- RESULTS - MEET 2
- MIAMA HANGAR PILOT 4ST
- NEXT FUN FLY- DEC 10 MIAMI DADE COLLEGE
- NEXT MEET- DEC 30,31- TAMPA

18TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

MERRY CHRISTMAS & HAPPY NEW YEAR!

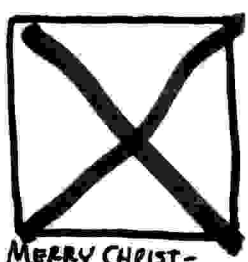
ADDRESSES



Some great covers coming up, pilots..a series of sketches by Millard Wells about his gliding and soaring days. This one is: "Wisconsin farmer-Always flew in to attend glider meet in his old stock Ford Pietenpol-followed the RR tracks. Eglin Airport 1952. Maroon-Black lettering."



(HEY, PILOTS - .... IS THE DREADED RED X HERE? →



MERRY CHRIST-MAS ANYHOW

MIAMA RENEWAL TIME!

SEE PAGE 3 FOR DETAILS

(1)



"LIKE A LETTER FROM HOME" WHELAN

THE HANGAR PILOT

NOTE NEW $12.50 ANNUAL RATE

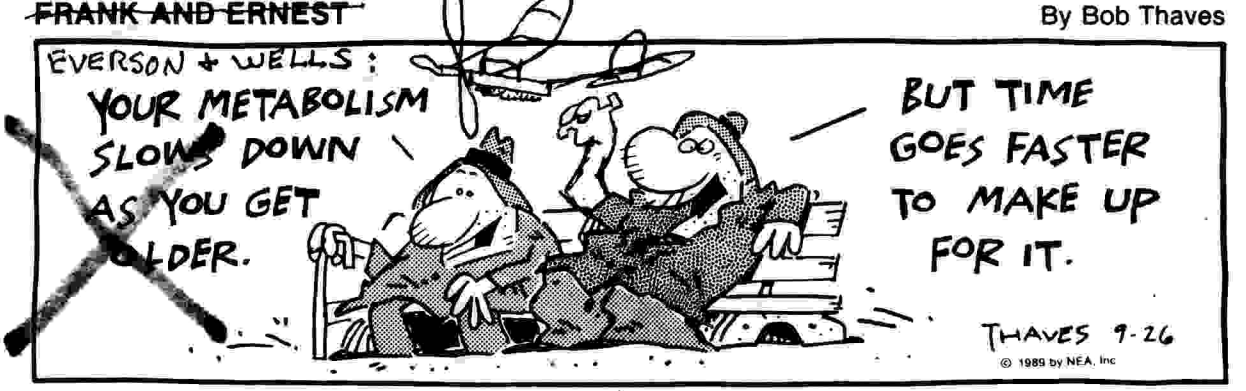
Is published 8 (or 9) times a season for a bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association,) AMA Club 986, is one of two active all indoor free flight clubs in AMA. Our Motto: "It must be fun.", and "Indoor isn't for everyone." For $12.50 a year you will receive all copies. We solicit your contributions since we are always running out of material. Letters, plans, 3-views, articles, gripes, and Money to: Dr. John Martin Pres./Editor. 2180 Tigertail Ave. Miami, Fla. 33133 USA Phone: 305-858-6363 We want to hear from you!!! Send material!!!

MIAMA MEET #2 OCT 28, 29 MACDILL

We appologise for delaying the MacDill Hangar 5 Meet #2 for a week, but those things are bound to happen..don't fail to check in at HQ before you make a long drive. Dispite the delay we had an excellent turn out of 19 pilots...lots of new flyers,...lots of new planes...and older flyers are entering a lot of new events. Super new models include: Wayne Trivin's immaculate Astra complete with home made wire spoke wheels, and tiny turn-buckles on the rigging. Rich MacEntees Der Kricket silver biplane that is super scale...The lack of dihedral causing trim problems. Doc Martin's Waco E biplane seaplane that skids off the ground for a foxy 10 bonus points....only plane he ever built that flew with NO adjustments!! Old VTO Linstrum is serious this season...flying a million events. John LeBlanc's Henderson Longster Coconut Scale with tiny scale stab and steady flights. Tom Flanagan's nice Peck P-51 still needs trimming. Jeorge Nunez Sr. flies FAC and Peanut scale in his first meet. One of the best ever FAC Mass Launch events. A hugh field of eleven golden age models took the air and flew and flew. George Nunez' Aeronca K flew a minute and a half to nose out John Tudor's Curtiss Robin by a second. Obarski is over 5 minutes in Fed.ROG using his torque burner to set a new state record. MacEntee also set a new record in Embryo...Fifteen Peanut entries!! 14 Bostonian

FRANK AND ERNEST

By Bob Thaves



MAC DILL MIAMA MEET 2 - OCT 28,29 1989 - DAVE LINSTRUM CD. (2)

PEANUT SCALE EVENT

	-Plane--	Staticscore	2 Best Flights--			Total
1.Rich MacEntee	Der Kricket	103.7	70.4	81.5	(76.0Av.)	179.6
2.George Nunez	Sop.Triplane	108.0	61.2	64.3	(62.7)	170.7
3.John Martin	Waco E Seaplane	103.2	70.2	62.0	(66.1)	169.3
4.Millard Wells	Bristol Racer	91.5	48.7	57.6	(53.1)	144.6
5.Walt Everson	Found	77.6	58.0	70.0	(64.0)	141.6
X Millard Wells	Curtiss P-40	93.0	38	48.3	(43.1)	143.8
X Millard Wells	Sopwith Tripe	94.8	46.9	44.0	(45.4)	140.2
6.Wayne Trivin	Astra Kapferer	103.4	31.3	32.5	(31.9)	135.3
X Millard Wells	Owl	89.0	38	48.3	(43.1)	132.1
X Millard Wells	Polish PZL	79.2	47	50	(48.5)	127.7
7.Carl Hedley	Stinson 105	76.8	48.5	50.3	(49.4)	126.2
X.George Nunez	Vultee Vanguard	95.0	32.8	37.6	(35.2)	130.2
8.Jorge Nunez Sr.	Fike E	65.0	48.6	53.0	(50.9)	115.9
9.Tom Flanagan	Peck P-51	76.0	17.5	8.6	(13)	89.0
10.John LeBlanc	Fike E	40.0	55.6	40	(47.8)	87.8

FAC SCALE EVENT

	-- Plane--	Static--	Best fly--	Total	
1.Doc Martin	Astra Tandem	69.5	1:26.4(73.2)	142.7	Astra retired, 2nd FAC Canone
2.Rich MacEntee	Der Kricket	74.2	1:05 (62.5)	136.7	
3.George Nunez-	Aeronca K-	62.5	1:25.8(72.9)	135.4	
4.John Tudor-	Roe I Biplane-73	42.0		115	
5.Dick Obarski-	Curtiss Robin-38-	1:23.3	(71.6)	109.6	
6.Jorge Nunez Sr.-	Stinson Reliant-50	44.7		94.7	
7.Walt Schlesinger-	P.Porter-52.4	:26.3		78.7	

COCONUT SCALE EVENT

	Static Rank	Best Time	Fly Rank	Total Points
1.Dave Linstrum-Dornier-	2	1:10	1	3
2.John LeBlanc-Longster	1	:58.2	3	4
3.Judi Cohen-Taylorcraft-	2	1:06	2	4
4.John Tudor-Bellanca_	3	:53	4	7

FLYING ACES MASS LAUNCH. GOLDEN AGE

11 entrants, four launches.
George Nunez won over John Tudor in Final.
Next meet-W.W. One multiwing.

BOSTONIAN MIAMA EVENT

1.Wayne Trivin-	Double O-	(1.12) 340.0
2.Rich MacEntee-	Blue Bipe	(1.16) 266.6
3.D.Linstrum-	Faneul Flam.	(1.13) 254.5
4.Dick Obarski-	Mather Can.	(1.13) 208.1
5.Mill.Wells-	Wee Bost.	(1.12) 203.8
6.Doc Martin-	Boston Bis	(1.16) 183.5
7.Rog.Laudati-	Bostonaire	(1.09) 174.4
8.Carl Hedley-	Snoopy	(1.10) 102.5
9.W.Schlesinger-	Pup	(1.10) 63.8
10.Tom Flanagan-	Pup	(1.10) 30.7
R.Dorsey-	Green Machine	(1.13)
R.MacEntee-	Mod Cat	(1.13), Sun Ray (1.15)
J.Tudor-	MistAire	(1.10)

NO-CAL SCALE EVENT

1. Dave Linstrum Dayton Racer 2:06.5
2. Doc Martin-Dayton racer 2:03
3. Walt Everson Boing 727 1:16

John Tudor-Mister Mulligan
Walt Schlesinger-Lacey

MORE RESULTS P. 10

ALL THESE EVENTS WILL BE FLOWN DEC 30 + 31 AT DELTA HANGAR, TAMPA AIRPORT.

③ ALL WE NEED ARE A FEW GOOD MEN:

Here they are,pilots, the thin red line of heros who share your interest in this obscure and fascinating aspect of airplane modeling. There aren't too many of us, or are thtere? As HANGAR PILOT RENEWAL time is here,typically, about ten percent won't renew..and during the year a small group will go West. But newnames appear, having heard about MIAMA from the columns of Hannan, VanGorder, Linstrum,Kruse, Tenny, Ramos,etc.,the many club newsletters, or just word of mouth. So the list will grow a bit,even with the losses. So here's to all you pilots out there who keep this movement going...some we hear from often with notes, clippings and contributions, and some have been members for years with nary a note, but we love you all and promise to continue to publish this little irreverent Hangar Pilot. No retirement plans. Use this list to get together with another pilot in your area, and start an indoor flying club in your local gym. A couple of years ago Burr Stanton got together with Mason Plank, and now the INMARC indoor club flies in the Louisville, Ky area in an armory AND AT WEST BADEN. and Burr publishes a nice newsletter...write to him for contest dates. Also good news is that LAKEHURST, NJ has recently become available for indoor meets! Contact GARY UNDERWOOD (See List) for more information about this exciting news.

On another page is the renewal notice. MIAMA is losing its fine Publisher, Mr. Bob Andrews who has been putting out the Hangar Pilot for more years than I care to note. He is retiring to Orange City, and he will be sorely missed. Thanks for all your hard work,Bob!

This,plus postage increase causes an increase in Hangar Pilot rate from $10.00 to $12.50 (and $15.00 for overseas) ...As an inducement for all those procrastinating pilots here is a SPECIAL...ALL MIAMA RENEWALS BEFORE THE END OF 1989 WILL BE AT THE OLD RATE OF $10.00, How"s that? After 1989...$12.50. Happy New Year.

To those of you who don't renew their subscriptions we bid a sad farewell, and to you newcomers we extend our hand. To those who merely put off renewing for a few months we say'"sign up NOW" and include a little note. While you have your checkbook out-renew AMA,however grudgingly, out of necessity, but ALSO JOIN, OR REJOIN NFFS, as a show of support for "our" special interest group that is increasingly troubled. It appears that NFFS will gradually become the prime mover in all Free Flight with sighs of relief from most AMA officials who are tired of hearing our complaints.. I do not feel too badly that this is happening since AMA has gotten too large,too indifferent,too Radio Control dominated to appeal to many of the other special interests..not just Free Flight.

HAVE A GOOD AND MEANINGFUL THANKSGIVING AND A VERY MERRY CHRISTMAS.

JOIN NFFS-Now!

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Walt Schlesinger 2715 37th Ave No. St.Petersburg 33713 FLORIDA
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Edgar Seay 108 S Lee St. Irving 75060 TEXAS
Ron Sharpton 1290 Country Rd. Daytona Beach 32019 FLORIDA
Ed Shaw 4012 Hayes St. Hollywood 33021 FLORIDA
Les Shaw 995 Mc Intire St. Boulder 80303 COLORADO
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Dick Skerrett Levant, Llannon, Dyfed, SY 235 HE ENGLAND
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(9)

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Guido Speedy CIA 1005 Melrose Dr. Anderson 46011 INDIANA
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Wayne Trivin 7408 West Hanna Av. Tampa 33615 FLORIDA
John H. Tudor 798 Cobblestone La. Palm Bay 32905 FLORIDA
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Shoichi Uchida 3-24 Asanaka Ogaki-Shi, Gifu Ken 503 JAPAN
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Earl Van Gorder 2 Holley La. Apt #7 Tonawanda 14150 NEW YORK (Flying Models)
Walt Van Gorder 5669 Victory View La.,Cincinnati 45238 OHIO
Frank Vavrus 7535 W. 61st Pl. Summit 60501 ILLINOIS
Peter Vincelette 39 Derwent Av. Verona 07044 NEW JERSEY
John Vorhees 1429 Foxdale Pl. Sydney 45365 OHIO
Joe Wachter Apt. 8B Acorn Ct., Maplewood Apts, Maple Shade 08052 NEW JERSEY
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J.A. Whatmore 131 FolieJohn Way Woodlands Park Maidenhead,Berks SL6 3XY ENGLAND (10)
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Gordon Wisnewski 4790 Stratford Dr. Greendsle 53129 WISCONSIN
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Ichira Yamada 10-21 Chiyodaudai-Ch Kawachi Nagano-Shi,Osaka JAPAN 586
Albert Zorie PO Box 2118 Sattelite Beach 32937 FLORIDA

Additional names:

Bill Geough 124 Greenhaven La., Apt.2C-1 Gurnee 60031-3901 ILLINOIS
Harry Geyer 81 W. Bruceton Rd., Pittsburgh 15236 PENNSYLVANIA
Richard Senecal (Richards Hobby Center) 6198 Post Rd. N. Kingstown 02852 RI
David Kent PO Box 8403 Coral Gables 33124 FLORIDA
Herb Robbins(Oakland Cloud Duster)16251 Lilac La. Los Gatos 95032 CALIF.
Richard Stonecipher 207 N. Heaton Knox, 46534, INDIANA
Lt.Col.Ric Choate 2405 S.Carolina Ave., Tampa,33629 FLORIDA
Bob Nolan 512 Richmond St. Dunedin,34698 FLORIDA
Ron Sharpton 1290 Country Rd. Daytona Beach,32019 Florida

* Both Dave Livesay and Len Wieczorek have moved and left no forewarding address. Also Roy White (Ornithopter) address is lost. Can you help me?

* Dan Belieff - Moved also * I JUST GOT DAVE ARONSTEIN'S H.P. BACK!

OK YOU GUYS - LET'S GET TOGETHER, CORRESPOND, ETC!

EMBRYO ENDURANCE EVENT

L.Rich MacEntee- No-name_	398.5 ★ New FLA.STATE RECORD
2.Dave Linstrum-Swamp Bird	313.9
3.Wayne Trivin-	312.0
4.W.Everson-Mod.Prarie Bird	287.5
5.Tom Flanagan-Hornet	158.7
6. Bill Stoutenberg-Prarie B.-121	
7.W.Schlesinger-Hornet	110.5

CATAPULT GLIDER EVENT

1.Dick Obarski	92.4
2.Wayne Trivin	76.5

PENNY PLANE EVENT (Limited)

1.Wayne Trivin	9:05.5
2.Dick Obarshi	7:45
3.Rich MacEntee	4:14

No Flight: Leffler, Everson

FEDERATION ROG

1.Dick Obarski	5:18 ★ NEW FLA.
2.Wayne Trivin	4:23 STATE RECORD
3.Doc Martin	3:50
4.George Leffler	3:48
5.Walt Everson	3:3:22

Was 5:06 - Aronstein

INTERMEDIATE STICK

Dick Obarski	5:01

EASY B EVENT

1.Dick Obarski	12:57
2.Wayne Trivin	11:48
3.Roger Laudati	3:36
4.Tom Flanagan	:58

No Flight;MacEntee,Leffler,Everson

11

RULES:

Here are the OFFICIAL AMA BOSTONIAN for 1990. MIAMA and NFFS will be using them next year so you may as well study them over to build a legal Bostonian. 17.6.6 clears up the fuselage construction debate. 7Gm. monoplane, or 10 Gm. Bipe or tandem.

Who will be the first to try the Whitten EXPERIMENTAL AUTOGYRO EVENT ? Looks like great stuff!

"I DRINK, THEREFORE I AM." EMMANUEL CANT

17. BOSTONIAN CABIN. For Event 215

17.1. General. All rules applying to FF Indoor Rubber, with the exceptions noted below, shall apply.

17.2. Intent of Rule. This is an event to promote indoor flying of realisticly appearing, propeller driven, rubber powered models of a size and complexity which are suitable for small buildings and limited skills. It also allows fanciful designs, for which no full-size counterpart exists, to be flown.

17.3. Charisma Judging. A "charisma factor" of 1.00 through 1.20 will be awarded each airplane before flight, based on the purpose stated above. The assignment of charisma factor will be made with all the models grouped together so they can be ranked and compared. There is no reason to award either a 1.00 or a 1.20 score to any of the models in a particular competition. These numbers simply represent the limits of the range to be used. The judge is encouraged to assign values with at least two significant numbers to the right of the decimal point to fully use the factor to differentiate among the models being judged. This factor will be awarded with whatever weighting the appointed charisma judge sees fit and is not to be the subject of protest after judging. Argument about charisma scoring will be considered unsportsman-like conduct with penalties provided in this book.

17.4. Flight Scoring. Five (5) official flights will be allowed with the sum of the best two, in seconds, being used as flight score. The final score will be the flight score multiplied by the charisma factor. Flight begins when the model is released for an unassisted takeoff and ends when the model next touches the floor, or is prevented from forward flight by an obstruction for more than ten (10) seconds. The ten second rule will be applied in the same way as in endurance events. A flight of less than twenty (20) seconds may be considered an attempt or an official flight (at the flier's option, to be exercised immediately) and ten (10) attempts will be allowed for five (5) official flights. Any flight in which there are accidental contact with steering apparatus, people, or other models may be considered no-flight (at the flier's option, to be exercised immediately) with neither an official flight or an attempt being recorded. A flight in which the model does not take off or is assisted in takeoff is listed as a zero time attempt. A bounce caused by roughness of the takeoff surface or a liftoff with a stall and no climb is not to be considered a takeoff. Hand launching may be used if, in the opinion of the Contest Director, floor surface conditions are likely to prevent a significant number of the entries from rising off the ground.

17.5. Timing. All flights must begin with release for unassisted takeoff from a position in which the model is resting on the takeoff (landing) gear with no push allowed. If the flier's hand moves in the direction of flight on release, this will be interpreted as a push and a zero time attempt will be charged.

17.6. Bostonian Cabin Characteristics.

17.6.1. Maximum projected wingspan shall not exceed 16 inches.

17.6.2. Maximum wing chord (measured parallel to the direction of flight) shall not exceed 3 inches.

17.6.3. The diameter of the propeller(s) shall not exceed 6 inches.

17.6.4. The length of the model, excluding the propeller(s) but including the thrust bearing(s), shall not exceed 14 inches.

17.6.5. The fuselage structure must include a box which has minimum dimensions of 1.5 inches x 2.5 inches x 3.0 inches. Normal sag of the framework between supports caused by the tension of the covering will not be considered as a violation of this rule.

17.6.6. The fuselage structure must be built so that the longitudinal members (the longerons) support the forces produced by the rubber motor. A solid or hollow motor stick with a lightweight structure added on is not acceptable.

17.6.7. The fuselage must have a transparent windshield and side windows of at least 1 square inch area each. An open cockpit design need not have side windows, but the windshield must meet the 1 square inch rule and must stand at least ¼ inch above the top longeron.

17.6.8. The model must have at least two wheels of at least ¾ inch diameter which rotate freely and support the model for takeoff and landing. The inside surfaces of the wheels must be separated by at least 2.5 inches in the direction of the axis of the wheels.

17.6.9. All flying surfaces must be covered on both sides or must be solid material with a thickness of at least 1/16 inch at the maximum point in each chordwise element.

17.6.10. To qualify as a monoplane, the total projected area of the secondary horizontal surface(s), excluding that inside the fuselage, shall not exceed 24 sq. inches. This may be a conventional stabilizer and/or a canard surface. Secondary horizontal surfaces exceeding this total area limit will be considered to be additional wings.

17.6.11. The airframe, excluding the rubber motor(s), shall weigh at least 7 grams for a monoplane or 10 grams for others. These weights may be increased at the discretion of the Contest Director if advanced notice is given to contestants.

18. EXPERIMENTAL AUTOGYRO (PROVISIONAL). For Event 216

18.1. General. All rules applying to FF Indoor Rubber, with the exceptions noted below, shall apply.

18.2. An Experimental Autogyro model is supported in flight solely by the action of vanes or rotor(s) which rotate freely on an approximately vertical axis. No fixed wing(s) may be used.

18.3. The area of the lifting surface is defined as the swept disc area of the vanes or rotor(s). This area is computed by multiplying 3.14 times the diameter of the rotor or rotors. If more than one rotor is used, the lifting surface is the sum of the individual swept disc areas.

18.4. Each individual vane or rotor blade must have an aspect ratio no less that 4:1. The aspect ratio is computed by dividing the rotor diameter by twice the average vane width.

18.5. The total area of all horizontal stabilizing surfaces shall not exceed 10% of the total lifting surface. No limit is placed on the area of vertical stabilizing surface(s). If a "V-tail" configuration is used, the horizontal lifting surface is defined as the projected area of the V-tail surface.

18.6. Scoring for experimental autogyros shall conform to the provisions of Sections 12 and 13 of the AMA FF Indoor Rubber Rules.

18.7. The intent of this rule is to encourage experimental development of wingless autogyros.

TO FIND OUT WHAT AMA IS DOING, YOU'VE GOT TO READ THE LOCAL PAPER - INDIANA MUNCIE IND. NEWSPAPER

Model airplane acade

By TED BUCK
Evening Press reporter

Delaware County developers are waiting for the Academy of Model Aeronautics to make its next move.

The model airplane academy announced in July it would build its new national headquarters, museum and competition field near Eaton, but for now the plans are tied up in the work of attorneys and appraisers.

"We're just sitting back and waiting for a lot of paperwork to be completed," Victoria Veach, executive director of the Muncie Visitors Bureau, said Tuesday.

Veach reported on the progress of the academy's plans during the monthly meeting of the Delaware County Convention and Tourism Commission.

The academy, based in Reston, Va., selected a 1,200-acre tract of land between Delaware County roads 900-N and 1000-N, southwest of Eaton, for its development.

ADM Real Estate of Muncie has purchased an option on the site, which is zoned for agricultural use.

But local officials can do little while appraisers evaluate the land's value and attorneys for the academy prepare documents for a purchase offer, Veach said.

The appraisal should be completed soon, she said.

And the academy's property acquisition committee has said it will let her know its plans once the purchase document is finished.

Meanwhile, complaints by area residents about the proposed $6 million development have subsided, Veach said.

Farmers in the area have expressed concern about noise, traffic and sanitary problems the facility could bring.

Veach said the objections likely have waned because little progress has been made in the academy's plans since July.

The facility is expected to bring $10 million a year and 60 new jobs to Delaware County.

5 MILES FROM MUNCIE IND.

BOB ANDREWS LAST ISSUE - MAMA WILL MISS YOU, BOB!

Pig flap

Reports of flying pigs have been coming in from all over Spain after one hog was seen soaring over Seville.

"This is a phenomenon we simply can't explain," a government spokesman said. "Apparently we have flying pigs everywhere."

WE SUPPORT WOMAN'S SURFAGE.

THE ICONOCLAST'S CORNER (12)



Dwight D. Eisenhower was the first President to hold an airplane pilot's license. It was issued to him in 1939. He learned to fly when he was a lieutenant colonel on Gen. Douglas MacArthur's staff in the Philippines.

CRAWLER IS HAULED UP

MOTORIST Myrddin Thomas was fined yesterday — for driving too slowly!

Maddening Myrddin was caught by police plodding at 20mph in a 30mph area — at the head of a two-mile tailback.

He told officers: "I'm always being stopped, but it seems fast to me."

The 53-year-old ex-miner, of Pantside, Gwent, was fined £50 by magistrates in mid-Glamorgan for driving without reasonable consideration.

But in his Morris Marina afterwards, Myrddin vowed: "I'm still never going to go over 40. I'm not a motorway maniac."

MORE RULES:

FLYING ACES SCALE: Gives a total of 62½ points for color and markings, details, and workmanship, plus a max. of 82.5 points for a two min. flight. Counts best flight..hand launched, of four official flights. Retract gear can be built in up position, Bonus points can be earned by type of plane you model: WINGS: Parasol..3, High wing cabin..0, Shoulder and mid..5, Canard and tandem..5, Low..10, Biplane..15, More than 2 wings..20. Seaplanes, flying boats, amphibians..15 Flying wings, autogyros, helicopt. and other unorthodox planes..15 Single engine pushers..5. There are more bonus points for multi-engined craft I won't go into here.

COCONUT SCALE RULES:

1. Scale Models with wing span of at least 36" for monoplanes, and 30" for multiwings.
2. Static poits from Mooney type scale ranking from a distance of 10 ft.
3. Flight score is best time of three official flights...all R.O.G.
4. Model less rubber must weigh 1 Oz. min. 5. Ties are given to best static.

MODEL SUCCESS

FROM BUTCH HADLAND

An Ancient Air. A Biography of John Stringfellow of Chard, The Victorian aeronautical pioneer, by Harald Penrose; Airlife Publishing Ltd, £15.95.

JOHN Stringfellow is a true forbear of all those who fly, whether for military, business or pleasure purposes: in 1848 a monoplane of his design was the first-ever engine-driven model aeroplane to make a free flight.

He thus stands in the direct line of aeronautical development, from Sir George Cayley at the end of the 18th Century to the Wright brothers at the beginning of the 20th Century.

Professionally a lace-making machinery specialist, he was a consummate engineer and a dedicated believer in 'aerial navigation'. But two factors limited his achievement: his extreme modesty, and his indebtedness to the age of steam in which he lived.

The internal combustion engine, which was to make powered flight possible because of its superior power/weight ratio, began to make its appearance in automobiles in the 1890s — too late for Stringfellow's aeroplanes, for he died in 1883.

His highly original work in aircraft and lightweight steam engine design is carefully documented by Mr. Penrose, an ideal biographer because of his knowledge of flying and of Chard (as an ex-Westland chief test pilot) and because of his diligent research, finding much hitherto unpublished correspondence, particularly the letters from Frederick Brearey, secretary of the newly formed Aeronautical Society of Great Britain, after Stringfellow had won the major (£100) prize for his steam engine with the lightest power/weight ratio at the first Aeronautical Exhibition — where his triplane model was also shown — at the Crystal Palace in 1868. H.W.

PLAN TO VISIT TAMPA ON NEW YEAR'S WEEKEND:

MIAMA INDOOR MEET #3 KNG ORNGE

DEC 30&31 DELTA AIR. HANGAR - TAMPA AIRPORT 9 TO 5

C.D. RICH/MACENTEE 813-729-1524 ALL MIAMA EVENTS BOTH DAYS

MASS LAUNCH - W.W. I MULTIPLANE - SAT. 5PM * C.B.C.

C.B.C. = * CALL BEFORE COMING 305-858-6363

NFFS MEMBERSHIP AND RENEWAL APPLICATION

Mail to:
NFFS
6146 East Cactus Wren Rd.
Scottsdale, AZ 85253

Make checks payable to the National Free Flight Society

Subscription rates include annual fee of $.50 for membership in the National Free Flight Society. The balance of the fee in each category is for Subscription to FREE FLIGHT, the NFFS Digest. Subscriptions are not available without membership.

MEMERSHIP FEES AND SUBSCRIPTION RATES (1 and 2 yr.)

Age 19 & over and residents of foreign countries.	1 yr. $15.00 ($.50 membership fee plus $14.50 subscription)
	2 yr. $27.00 ($1.00 membership fee plus $26.00 subscription)
Age 18 & under.	1 yr. $7.50 ($.50 membership fee plus $7.00 subscription)
	2 yr. $13.50 ($1.00 membership fee plus $12.50 subscription)

Subscriptions are not available without membership.

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

New member ☐ Renewal ☐ Address change ☐

Current expiration date: Mo. Yr.

Name AMA#

Address

City, State Zip

THE CASE FOR NFFS:

Face it, Pilots, it's time to talk numbers. Is Earl Stahl right when he says when we are gone there will be no more Free Flight?

AMA membership is pushing toward 150,000..its highest ever, but those in AMA who prefer free flight is less than 5% of this total. NFFS has about 1,200 ..less than 1% of AMA.

AMA has at least 40,000 guys who never build a model, or at least don't any more. (ARF, ARF as Little Orphan Annie's dog Sandy used to say). What have you done with my hobby, Ma?

WILL AMA GO THE ROUTE OF MODEL AIRPLANE NEWS AND GO 100% R/C?

By April 1931 with the publicity of AMERICAN BOY magazine, there were 400,000 members in AMLA (Airplane Model League of America)..all of them less than 25 years old !!!! Of course, all you had to do to join was send in the application from American Boy AND ENCLOSE A 2 CENT STAMP TO RECEIVE YOUR MEMBERSHIP CARD AND BUTTON! 400000 members and no money..they had to cancel the 1931 AMLA Nats in Detroit for lack of funds.

One fact is clear...Radio Control flyers don't go to the NATS. Fewer than one per cent of AMA R/C flyers were entrants in the 1989 Nats. Sort of sad.

Now the burden of future free flight events seems to fall on NFFS stallwarts Tony Italiano,Terry Rimert,Bob Meuser,Hardy Broderson,Bill Baker,Bill Warner,Jim O'Reilly,Doug Galbreath,Sal Fruciamo (To name a few) PLUS ALL OF YOU OUT THERE who can carry on the hard work of planning and manning the meets. An overworked cliche: The ball is in our court and AMA is relieved and happy..... GET OUT YOUR CHECK BOOK AND JOIN NFFS.

MAMA 1990 $12.50. IF RENEWED BY END OF 1989 - $10.00 DON'T MISS A SINGLE THRILLING EPISODE!

WHAT'S ON IN FREE FLIGHT ?

November 18-19 Melbourne,Fla. SAM 46 Old Timer Meet CD Bob Nolan

DECEMBER 10 MIAMI DADE SOUTH COLLEGE..MIAMA FUN FLY 9 to 5..Confirmed

DECEMBER 30,31 ANNUAL MIAMA KING ORANGE INDOOR MEET & MEET#3. Delta Airline maintenance hangar, Tampa Airport. CD Rich MacEntee 813- 729-1524. Sat. & Sun. 9 to 5 All MIAMA events both days. World War One biplane (or more) mass launch event..Sat. at 5

December 29,30,31 Malabar,Fla. Outdoor King Orange Free Flight Champs
CD John Kerlo 2055 Valkaria Rd. Palm Bay,Fla. 32905

January 28 1990 MIAMA DADE SOUTH COLLEGE..MIAMA FUN FLY 9 to 5 Confirmed

FEBRURARY 17 & 18 MIAMA INDOOR MEET #4 US Coast Guard Hangar..St.Pete/Clearwater
MARCH .. Tampa Fla. End of month..date to be announced..MIAMA INDOOR MEET 5
APRIL..Date to be announced..MIAMI DADE SOUTH COLLEGE...PISTACHIO INTERGNATS . Get your proxy pistachio ready.
MAY 12,13. TAMPA FLA. MIAMA MEET #6 Final meet of season MAC DILL AFB
JUNE 8,9,10. JOHNSON CITY TN, The annual major indoor meet. NFFS and this year the AMA Nats as well. Plan to be on hand for the inaugural history making event..shades of things to come! Don't miss this one!
CD Tony Italiano 1655 Revere Drive Brookfield, WI 53005

THE HANGAR PILOT
EDITOR: DR JOHN MARTIN, JR
2180 TIGERTAIL AVE MIAMI FLA.
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