ZANY

THE HANGAR PILOT

19 TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

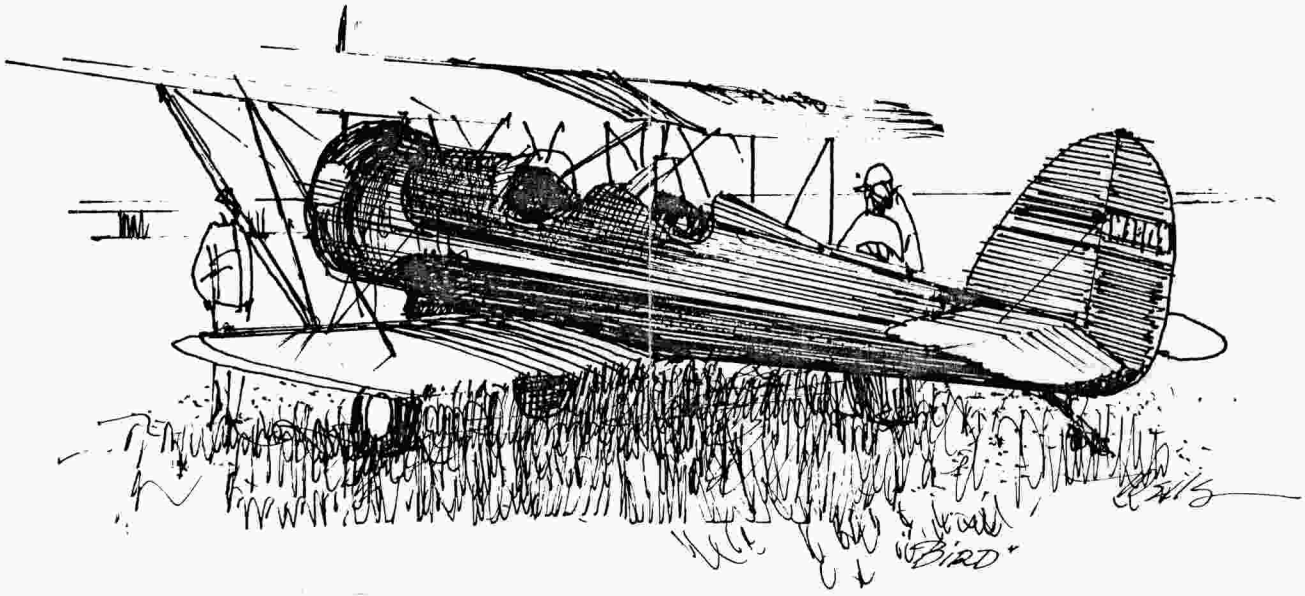
MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION
MIAMA

ISSUE 131

- KING ORANGE RESULTS
- INDOOR IN ENGLAND
- DH BEAVER PEANUT BY HEDLEY

CARD 341 WHERE ARE YOU?

SEE PAGE 1



ANOTHER IN THE Millard Wells series of sketches of his gliding and soaring days. This one is:"Bird biplane leaving Eglin Airport(Chicagoland Glider Club). Unknown pilot and wife spent the day spectating the annual glider meet."

NEXT EVENT: JAN 28 FUN FLY - MIAMI DADE S. COLLEGE

NEXT CONTEST: FEB 17,18 · US COAST GUARD HANGAR 95

(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 $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!!!

NOTE NEW $12.50 ANNUAL RATE

EMERGENCY NOTICE

CARD #341

BIG PROBLEM MISSING PLASTIC GATE CARD AT DELTA HANGAR.

OK, Pilots..One of us , or a guest of one of us, at the King Orange meet FORGOT TO TURN THE GATE CARD BACK IN TO THE WINDOW inside the hangar after the car came in the automatic gate. Is it in your pocket, car, or model box? THIS IS A MAJOR DISASTER! It occurred early Sat. With this card missing, Delta Security will have to spend thousands changing not only the gate lock, but all the locks that work on this magnetic card. At the least that will get MIAMA kicked out of the Delta Hangar..get the picture? Guys, if you have this plastic card call 813-726-3918 and reassure Mr. Edward Greene, General Foreman. Don't be embarrassed if you are the one who forgot..just be glad you can save MIAMA from this mess.

THE GREAT DELTA KING ORANGE INDOOR MEET DEC 30, 81

Another great King Orange with the devistating exception of the missing gate card incident. Please, please, pilots THINK? Do YOU have it?

Lots of visitors. Stan Chilton in from Kansas tried for some national records in ROG stick, and EZB. Both his best models are still stuck in the pidgeon netting, but he did win EZB. A word about the netting.. Delta had pidgeon droppings in their hangar, and responded by preventing the birds from roosting by covering the roof girders and lights with a nylon mesh from wall to wall. Great for models! Just over wind, launch, and watch them bounce, and bounce off the net 70 feet up...all but Chilton who got stuck. Ken Groves in from Toronto, John Barker from Georgia, and John Vorhees from Ohio (He set a new NO-CAL state record). There were other state records... As is usual at the King Orange..Ken Groves did a nice 8:43 in Manhattan, Wayne Trivin had a 93.6 in catapult, and a 420.8 in embryo for 2 records, and Doc Martin had 1:24.9 in Coconut.

We witnessed the WORST FAC mass launch in MIAMA history. Six entrants. Groves and MacEntee break theirs testing. Four starters.Laudati breaks his motor. Three launch. Schlesinger's Nieuport dorks in in one second(first down) Followed ½ second later by Hedley's DV11 (Smashed & out). Meanwhile Martin's beat up Nieuport made a few circuits of the hangar (for a one round win) to the boos and sneers of the crowd. What a fiasco!

We can't praise DELTA AIRLINES enough letting us use their hangar for the 4th year in a row. They even let us use it although they had an emergency repair on a 727. We had plenty of room in the other side.

FLY DELTA whenever possible....and FIND THAT GATE CARD!

RESULTS- DELTA KING ORANGE DEC 30,31 1989

CO-RICH MACENTEE

PEANUT SCALE EVENT

1.John Martin	Waco E Seapl.	103.2	61.6	69.3	168.6
2.Wayne Trivin	Cougar	76.2	81.0	82.0	152.4 Max
3.Carl Hedley	Farman 400	78.8	41.1	41.8	120.2
4. " " "	LASA 60	79.2	37.4	39.6	117.7
4.Bill Stoutenburg	Cougar	42.5	37.4	39.6	76.0
5.John Vorhees	Cougar	70.0	2.0,	3.0	72.5

DNF:MacEntee,Currie Wot (101.6),Der Cricket (103.7)

JUNIOR:1.Jody Miller Cougar 74.5 45.0 43.0 117.5

FAC SCALE: 1.John Martin Messerschmitt 20b 42.5 1:25.9 115.4
2.Walt Schlesinger Pilatus 52.4 29.5 81.4

DNS:Ken Groves,Bristol Scout 74.5. R.MacEntee Currie Wot 73.0

COCONUT: 1. John Martin BMW M20b 1:24.9 NEW Cat III RECORD
2.Dave Linstrum Sperry 1:01

NO-CAL SCALE:1.John Voorhees Farman Sport 2:47.5..New State record
2.John Martin Dayton Wright 2:00
3.Mike Arak " " " 1:52.9
4.Dave Linstrum Gosling :44.0
5.Walt Schlesinger Lacey :25.3

A ROG: 1.Stan Chilton 13:41

PAPER STICK: 1. Dick Obarski 19:22

MANHATTAN: 1.Ken Groves 8:43 New State record

NOVICE PENNY:1.Ken Groves 10:41
2.Wayne Trivin 9:42.3
3.John Voorhees 8:44
4.George Leffler 8:38
5.John Barker 8:27
6.Dick Obarski 6:02

PENNY: 1. John Voorhees

CATAPULT GLIDER:

1.Wayne Trivin	93.6
2.Dick Obarski	89.2
3.Blayne Miller	83.0
4.John Voorhees	79.8

JUNIOR: 1.Jody Miller 50.5

CONT. NEXT PAGE

FEDERATION ROG: 1.Dick Oburner 5:04
2.Wayne Trivin 4:14.1
3.George Leffler 4:14
4.3:54.3 Doc Martin

BOSTONIAN:
1.Wayne Trivin Double O (1.12) 430.3 NEW
2.Dick Obarski Foo 2 u 2(1.14) 292.1 RECORD
3.Rich MacEntee Blue bipe (1.16)233.1
4.Doc Martin 14-Bost (1.15) 181.7
5.Roger Laudati Bostonaire (1.10) 160.6
6.Carl Hedley SOB (1.10) 156.9
7. John Barker (1.10) 81.4
8.Walt Schlesinger Pup (1.10) 57.8

In the 1989 King Orange, 19 contestants flew 54 entries inl4 events..great participation,pilotsl

EASY B: 1. Stan Chilton 15:57
2.Ken Groves 14:43
3.Dick Obarski 14:25
4.Wayne Trivin 12:24
5.John Barker 11:14
6.George Leffler 9:37
7.Roger Laudati 3:35

EMBRYO ENDURANCE:
1.Wayne Trivin OO 420.8 NEW
2.Doc Martin 20/20 390.4 RECORD
3.Rich MacEntee 303.9
4.Fred Beeson P.Bird 240.0
5.Dave Linstrum Swamp Bird 227.0
6.B.Stoutenburg 151.0
7.Walt Schlesinger 117.0



THE MIAMA GEORGE BUSH GRUMMAN AVENGER

EVENT - POSTAL AND JOHNSON CITY

SEND NOW $2.50 TO MIAMA FOR YOUR OFFICIAL PLAN. YOU CAN FLY IN YOUR GYM OR BRING YOUR MODEL TO JOHNSON CITY. POSTAL TIMES MUST BE IN BY JUNE 6. WINNER TO RECEIVE A PRESIDENTIAL CITATION. ALL MAY ENTER - EVEN DEMOCRATS. SEND BIG SASE

LOW CEILING FLYING IN ENGLAND (4)



INDOOR innovations

John O'Donnell turns the spotlight onto Low-Ceiling Indoor Flying and associated affairs

THE IDEA that Indoor Flying should be a winter-time activity hardly seems appropriate anymore - if, indeed, matters were ever so simple! What does appear to have happened is really quite interesting. Low-Ceiling flying, in sport halls and the like, now starts in the autumn and runs throughout the winter until spring. In contrast, the Cardington meetings occur between late spring and early autumn. This gives some overlap - but the pattern is clear enough.

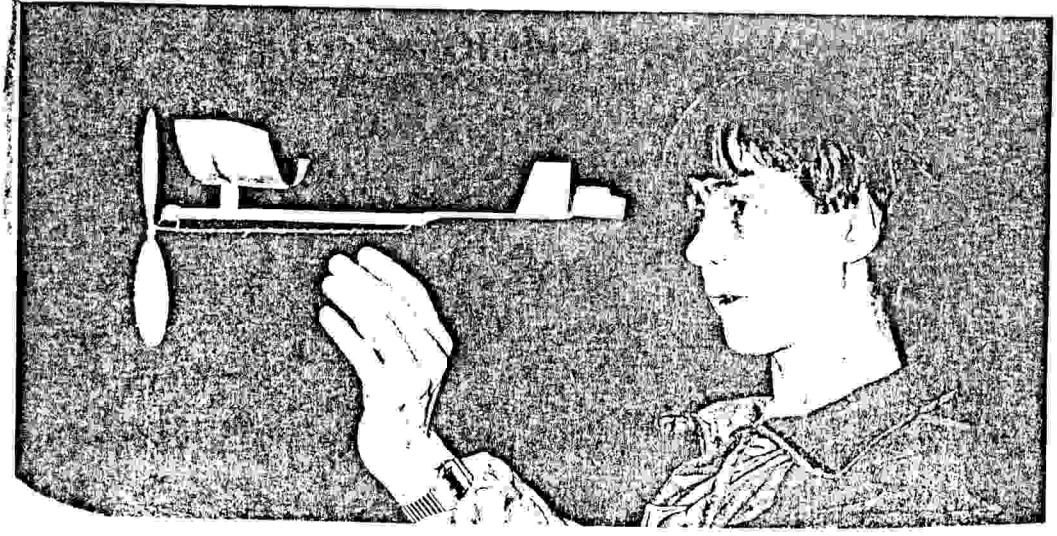
There is an obvious clash of interests between flying in Cardington and doing so outdoors. But the airship sheds are apparently cold, damp and miserable when the days are short - and model flights are liable to be much the same! So much for the myth that Indoor Flying is 'still air' and independent of the weather. Such is simply not the case!

On the other hand, local sports halls have the benefits of heat and lighting - plus usually sufficient use to keep them aired and 'lived-in', even in the depths of winter. Hence low-ceiling meetings are not only possible, but eminently practical at any time. If pitched right they can be remarkably successful and well supported.

Beginnings

Such has been the case in the North of England for many years. Since the Liverpool club first held low-ceiling events in 1973, there has been a continuing Winter Indoor Flying programme. There have been flurries of interest elsewhere at times - but, with the exception of the annual Crawley meeting, there nothing has been sustained over any period. Even in the North, venues have come and gone, mainly because the 'balance of power' shifted from one region to another. It has become apparent that interest will arise somewhere and a group of modellers will become involved - often with considerable enthusiasm. Standards soon rise, meaning that the models fly better and longer, and it all starts to get serious. To become (or remain) competitive can be a lot of work. This phenomenon is not unusual in aeromodelling - but Indoor lacks the outdoor thermal element that gives everyone a chance.

Above: Dave Yates exhibits an 'outdoor' style release of his P15 at the February Wigan meeting. Note perforated prop. Below: Same event; David Smith releases his foam-surfaced model.



(5)

Moreover the use of actual flight times, rather than relatively easy maxes, makes the also-rans terribly obvious. Not surprisingly, Indoor duration contests tend to be supported only by the handful of fliers who know they are in contention.

And progression...

For years the Northern events were contest-orientated, until - eventually - the effects just described caught up with them. Support and participations declined - and it became more than doubtful if the meetings could continue to be financially viable. Sports halls are readily available - but they do not usually come free! Changing rules and introducing new events were moves that worked for a while - until 'progress' once again saw the events dominated by the same, small, handful of fliers.

Reaction saw Fun-fly meetings take over - even in the North West during the Spring of '88 - but these soon palled. Moreover, they did not appeal to the dedicated contest fliers who perforce did the work necessary to stage and run such an event. There was every likelihood that the whole system would collapse. The trend was predictable enough, even if the answers were less obvious.

...to P15

One successful idea, tried last Autumn, was the introduction of P15, an allegedly beginners' class utilising 'Sleek Streak' prop assemblies. As was more fully described in February's Aeromodeller, some of the implications of such a concept were foreseeable. Thinking things through led to the holding of two separate sub-divisions - one for models built to a standard, published design, and the other for almost anything else!

This segregation worked from the start, as it kept the experts away from the club-fliers. Suprisingly, the stronger category, with the more sustained interest, has proved to be the one for modified designs - or P15-GT, as some call it. This has also seen some very real competition with high scores from a number of entrants.

Obviously, most work has gone into propeller development, within the constrants of being 'plastic with a maximum diameter of five and a half inches'. The obvious, and expected, approaches were those of scraping or sanding the blades for lightness, and twisting for more pitch. The next trick was that of using a larger propeller (usually seven-inch) and cutting it down to size. This gave a lot more blade area than that available from the basic five-and-a-half-inch propeller. Whilst all of this worked, there proved to be alternatives. The propellers do not sand well, and scraping with a blade is tedious. Much the same effect can be accomplished with less effort by punching (or drilling) a series of holes through the blades - and then covering the upper surface with Mylar. The next stage was to scrape first, and then make the holes - but a better idea arrived before things got to extreme.

The way ahead

I was not the only person to think of making a plastic propeller from scratch - but I was the first to produce one in public! I remembered ideas for cutting propeller blades from plastic food-containers (note the position of the hypen') from some American articles on scale models. A slight extension of the idea was to use foam plastic drinking cups to give lightweight blades. These could be cut and sanded to airfoil prior to (or even after) mounting on a plastic spar - much like a miniature version of a conventional EZB propeller. Those who realised afterwards why I had collected disposable coffee cups and tea-stirrers from certain fast-food establishments soon dubbed the results the MacDonald propeller! Copies soon appeared - with favourable comments regarding their ease of construction.

Plastic bearings were no trouble. A scrap of nylon, drilled for the shaft, and then cut to an L-shape is more than adequate and very easy to make. Material is readily available - any broken, nylon power propeller can be utilised!

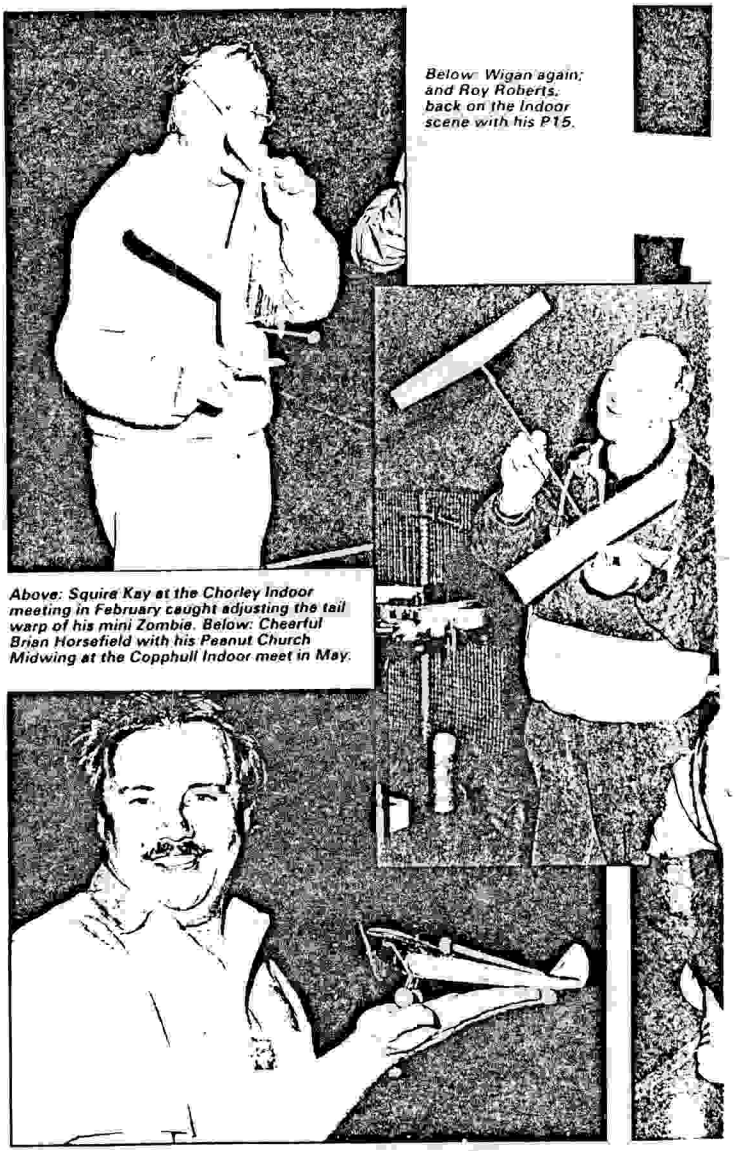
Suprisingly these ideas have not found acceptance elsewhere. The SMAE Indoor Technical Committee have scheduled a P15 contest in Cardington on 6th August (long gone by the time this article will be read) but have made their own decisions as to what can be done to the propellers. I would have expected success to be copied *en toto*.

But this is really getting ahead of the story - especially as other things happened in the NW area. Although contests were re-scheduled they were not allowed to fill the day. Extra time to test, or fun-fly, was felt to be important - with contests held in a limited period towards the end of a meeting. Naturally this implied that the contests were also limited in scope - with P15 one meeting and EZB as another. The temptation to hold several events each day was restricted manfully.

Norwind news

But perhaps the most fundamental change came elsewhere. This was in the formation

CONT. ON P10



Below: Wigan again; and Roy Roberts, back on the Indoor scene with his P15.

Above: Squire Kay at the Chorley Indoor meeting in February caught adjusting the tail warp of his mini Zombie. Below: Cheerful Brian Horsefield with his Peanut Church Midwing at the Copphull Indoor meet in May.

DOCUMENTS FOR CARL HEDLEY'S CANADIAN DE HAVILLAND TURBO-BEAVER.

(6)

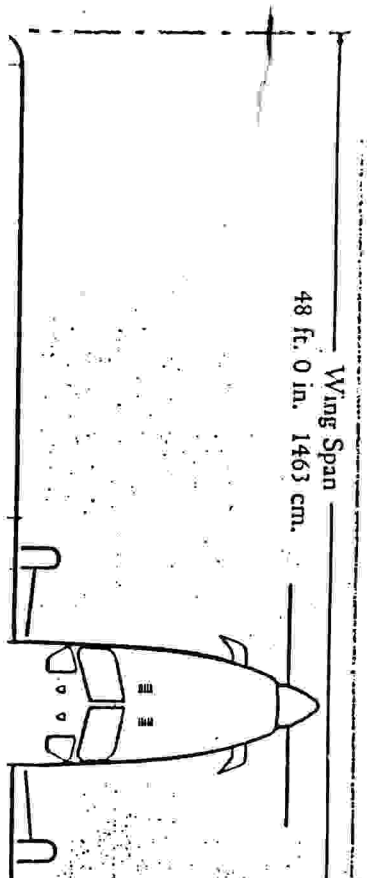
The DHC-2MK111 Turbo-Beaver is a rugged, versatile utility aeroplane providing maximum work capacity at minimum cost for a wide range of missions.

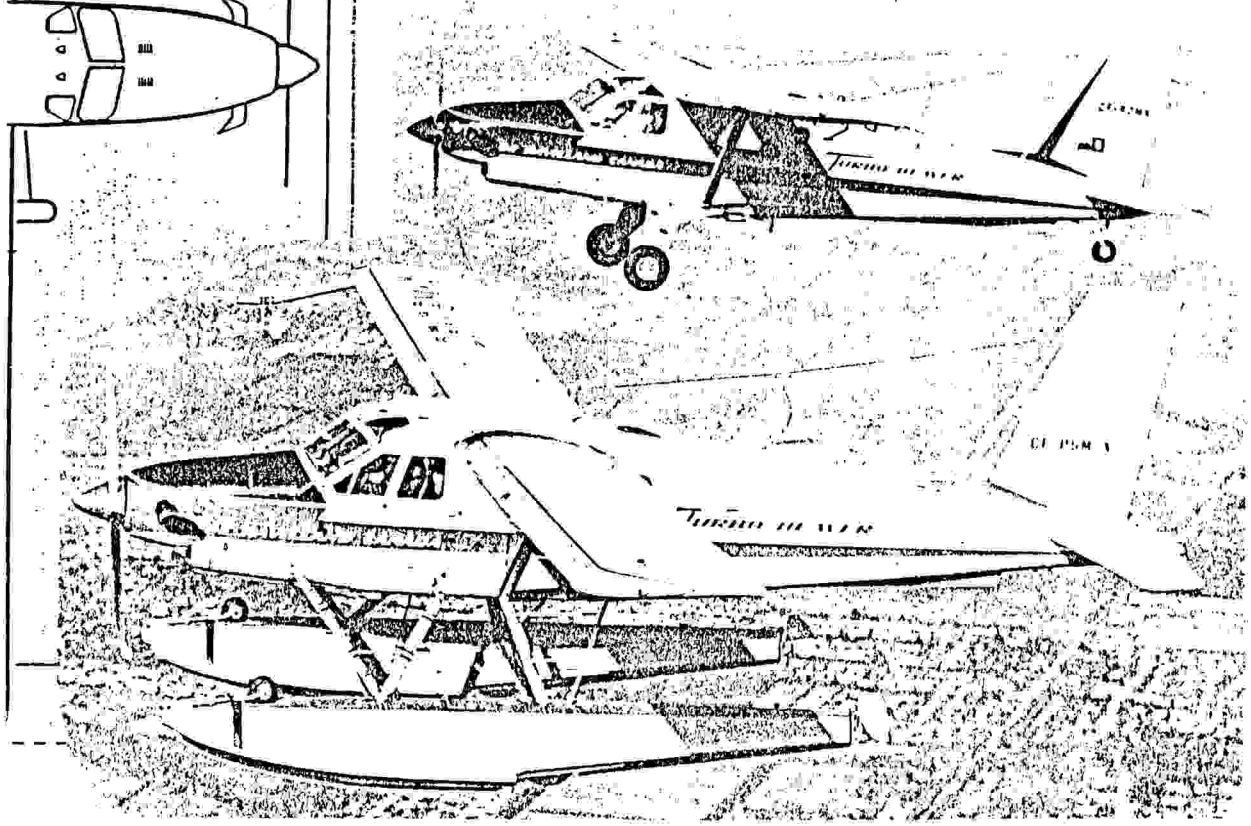
It is the product of the application of an advanced turbine powerplant to an advanced concept in S T O L (Short Take off and Landing) aerodynamics. The S T O L concept, which began with the DHC-2 standard Beaver, has been applied to six original de Havilland Canada designs over the past eighteen years.

The standard Beaver was initially designed to meet the special and rigorous needs of the Canadian bush operator. The design was a pioneer venture in S T O L aerodynamics, a venture that established de Havilland Canada as one of the world's leading aircraft designers.

The exceptional short, rough field take-off and landing capability was the prime concept in the design of this aeroplane. Reliability, structural simplicity to permit ease of maintenance away from base, and versatility of utilization were the other prime objectives achieved.

The standard Beaver won immediate and enthusiastic acceptance from Canadian operators and soon rated as an important Canadian export item. The S T O L performance, reliability, and work effectiveness, suited so well for the Canadian hinterland, proved to be equally applicable in the tropics and remote regions of the world. Today, some 1,600 standard Beavers have been delivered for employment on a wide range of missions in some 65 countries.



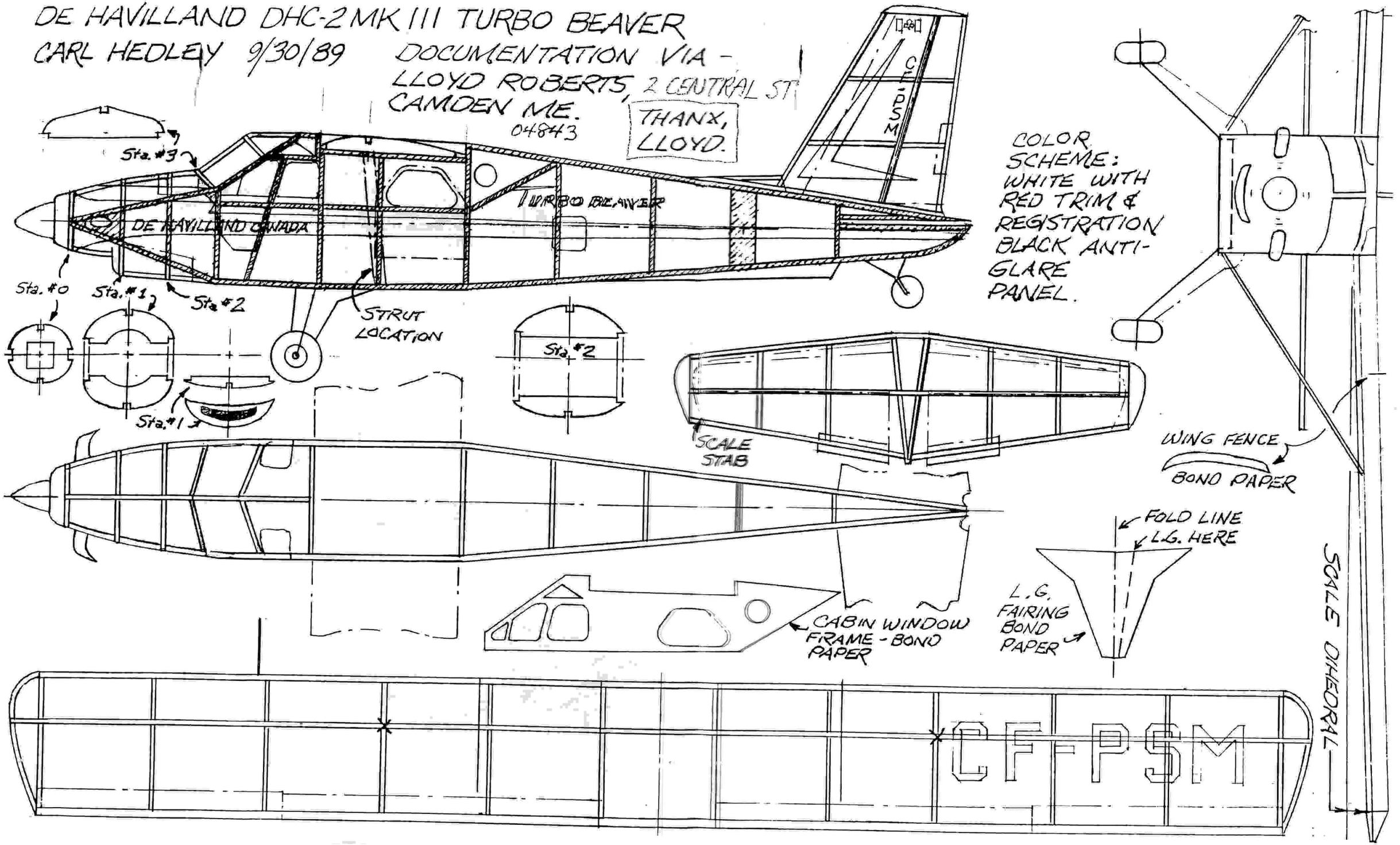


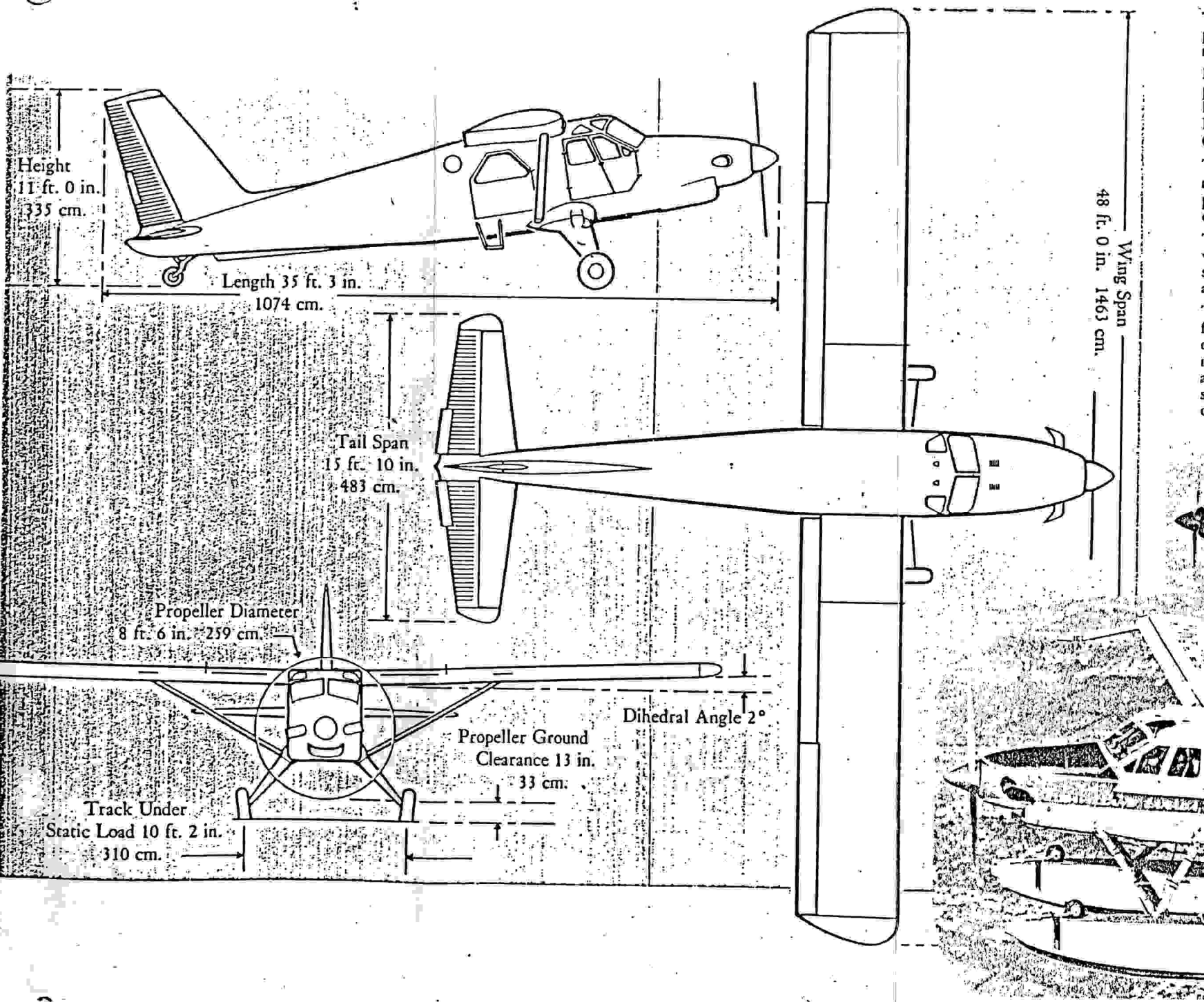
DE HAVILLAND DHC-2 MK III TURBO BEAVER

CARL HEDLEY 9/30/89

DOCUMENTATION VIA -
LLOYD ROBERTS, 2 CENTRAL ST
CAMDEN ME. 04843

THANX, LLOYD.




Height
11 ft. 0 in.
335 cm.
Length 35 ft. 3 in.
1074 cm.
Wing Span
48 ft. 0 in. 1463 cm.
Tail Span
15 ft. 10 in.
483 cm.
Propeller Diameter
8 ft. 6 in. 259 cm.
Dihedral Angle 2°
Propeller Ground
Clearance 13 in.
33 cm.
Track Under
Static Load 10 ft. 2 in.
310 cm.



Mike Colling dodges his profile scale Cosmic Wind at Copphull.

Below: Bill Murray's best flight of 4:21 was nearly enough for EZB victory at Wigan...



of a specialist organisation tailored to suit the needs of the local fliers. The North Western Indoor Model Flying Association (Norwind) is a loosely-knit group, intended to promote this branch of modelling, and to provide some sense of fellowship amongst those involved. Advantages to the membership include a newsletter, whilst the subscriptions effectively underwrite the series of meetings planned for the winter season. £5.00 (that forty people have thought a year) is really payment-in-advance for the hall hire charges. Hence members feel encouraged to attend, whilst those responsible for the booking do not have to worry about meeting the bill. The system works!

There are plenty of suitable venues available, as sports halls have proliferated in many districts. Certainly, there is no shortage of such halls available for public hire in the North. The recent winter has seen new sites tried out, partly to see just what is available (and whether they offer any advantages) and partly to 'spread the load' and add variety to the scene. So far, nowhere else has been found with a smooth ceiling to match that of Wigan Technical College - although the Chorley site has the advantage of more floor area (albeit at the price of having a girder roof).

One development was not planned at all, but happened spontaneously. A group of sports fliers has arisen - complete with an interesting assortment of electric and CO_2-powered models. They fly a lot, and in some cases extraordinarily well. This is particularly true of the Scale models - the performance of which makes me wonder why there is so much trouble reported elsewhere. The models of Derek Hardman, Bill Harwood, Squire Kay and their associates may not please the scale pundits, but they certainly fly - and fly well. We have even seen formation flying - talk about confidence!

Pitfalls

Mind you, there are still unsuspected pitfalls. Reg Boor had a combination of taut covering on his Bristol Brownie and KP electric motor that resonated to produce a hideous screech - the complete antithesis to the much vaunted 'silent flight'. Nevertheless, for scale and sports flying, modern electric technology has a lot to offer. The KP package is attractive and convenient - but there are DIY alternatives for those inclined. Choice of motors can vary but those from cheap Matchbox cars are more than adequate. Quick-charge systems, monitored by stopwatch, seem to be the norm. Finally, to be fair, CO_2 should still be a viable alternative, but it does not seem to have the following.

Developments

Elsewhere in the country there have been developments. The Indoor Technical Committee ventured out of Cardington for what is probably the first time ever. This historic occasion came in late June when the hall at the West of England Exhibition Centre, Shepton Mallet, was available as part of the Model Craft Show. Perhaps the decision to use this venue for an Indoor contest was made when the show was still being considered as SMAE affair. Be that as it may, the contest remained scheduled for this venue. The actual hall was large, with an arched girder roof bordered by two longitudinal catwalks. These made for a much restricted flying space than appeared at first glance, and hang-ups were commonplace.

Regrettably, the non-competitive approach prevalent at Cardington also appeared at Shepton Mallet. The Index event was poorly supported, with entrants flying what they had, rather than what they needed to win. A few advance calculations showed that EZB was a poor choice - and that PND was likely to fare much better. It all depended on what could be done under (say) 35 to 40 feet compared with the (Cardington) target score. Despite initial hangups, and poor recovery from contact with the girder, I managed three flights of 3:20 plus, any of which was sufficient to win with 60 per cent of the target. This was equivalent to a fifteen-minute EZB flight - well above the twelve-minutes-odd recorded by Bob Bailey and Bernard Aslett. Somehow I wondered what I had achieved!!

More at Mallett

The demonstration side of the meeting went better, and seemed to be appreciated by the public - with the modellers willing to show off their planes and to talk about them. Everything was seen, from Chuck Glider to Scale rubber and F1D - not to forget Reg Parham's ornithopter. Conspicuous, at intervals, was the R/C electric biplane flown by Robin James - looking as if the limited space was no hardship at all. Even loops were seen - very competent and very impressive! Mind you, it did stop all other free-flight...

What it did not stop was the electric RTP flying, strategically situated just inside the entrance and run by the South Bristol club. A number of models were available for flying by the public at twenty pence a time - with balloons provided for bursting. Variable draughts would delay the inevitable for a few laps at a time! The result and sound effects were a little disconcerting for anyone winding rubber motors at the other end of the hall.

All in all, a good display but a poor contest.

So what do we conclude? The scene may be Indoors, but it is far from static. Fashions wax and wane - so change is only to be expected. If we look at what has been happening, perhaps it will help tell us where we should be going. Certainly we cannot continue for ever with the mixture as before.

FROM ENGLAND the above trends in low ceiling indoor flying were reported in OCT. AEROMODELLER..a magazine that still has plenty of Free FLIGHT

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(11)

BOSTONIAN BATTLE RESULTS ARE IN

Scale Staffel establishes solid position — MIAMA & Saint Johns fight for remaining places

by TOM ARNOLD

The results are in — no doubt about it, it's there in black and white. The Scale Staffel has successfully defended its hard fought reputation as: good looking, debonair, fashionably attired and smooth talkers. They can't fly worth shit but when you realize that our club motto is "Better Dead Than Look Bad," hey, we were there!

By turning both lists of results upside down to get a truer picture of standings, once again Tom Arnold led the pack from behind by a generous margin in both the Pup & Open Classes. He was hotly pursued by Woody Lawrence (Pup) and George Harris (Open). Robbie Grove was a bit lonesome in Open surrounded by MIAMA types but not as alone as Jack Hodges from Winnepeg Canada. Since Jack is a Scale Staffel member in spite of being Canadian, we immediately snatched his times before the Saint Johnnies could claim national preference. His timer swears on a stack of Bibles and a $5 bill slipped between them his times are accurate. We certainly accept that.

Walt Mooney was way behind in our reverse standings in having the 4th longest time in the air, bested only by 3 MIAMA gentlemen who chased their models around with battery-powered fans. All in all, we finished high in the inverse standings in both classes ahead of both the entire MIAMA Sewing Circle and the Saint Johns Model & Macrame Club.

We offer our heartiest congratulations to those fine gentlemen of both clubs as they certainly racked up some impressive times. The Scale Staffel would like to offer that perhaps they next time build a bit heavier and dispense with the rubber motor for even better scores. Of course, the gentlemanly thing to do is offer a rematch and as soon as we get notification that snow is falling in a traditionally hot spot, will certainly set the time with both these fine clubs.

A special thank you is due to both Tommy Wilson of Saint Johns and Dave Linstrum of MIAMA for getting us sucked into this match and a special gift from us is being sent to both. (It is requested they watch their fingers upon opening the box).

The Scale Staffel contestants had a great time that evening and even had an opportunity to let a lad who was watching from the sidelines experience the fun of indoor flying. Our only regret was we missed a lot of the club. At any rate, here's the Official and Formal Results:

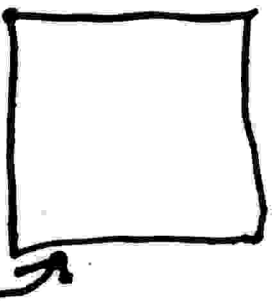
Peck Pup Class

Place	Flyer	Points	Club
1st	R. Macentee	191.1	MIAMA
2nd	G. Leffler	177.5	MIAMA
3rd	T. Wilson	172.34	Saint John
4th	D. Boyer	171.93	Saint John
5th	D. Linstrum	159.6	MIAMA
	J. Cohen	154.5	MIAMA
6th	B. Stoutenberg	92.0	MIAMA
7th	P. Wakefield	82.7	Saint Johns
8th	P. Phillips	81.7	Saint Johns
9th	W. Lawrence	51.0	Scale Staffel
10th	T. Arnold	28.7	Scale Staffel

OPEN CLASS

Place	Flyer	Points	Club
1st	R. MacEntee (Pup)	190.5	MIAMA
2nd	G. Leffler (Found)	174.0	MIAMA
3rd	D. Linstrum (Pup)	150.5	MIAMA
4th	W. Mooney (Brushaway III)	145.4	Scale Staffel
5th	J. Everson (Found)	144.5	MIAMA
6th	R. Laudati (Observer)	117.0	MIAMA
7th	J. Hodges (Bosty)	111.0	Scale Staffel
8th	F. Bean (Snoopy's B)	109.0	MIAMA
9th	J. Tudor (Mefaire)	107.0	MIAMA
10th	M. Wells (Mr. Mulligan)	100.0	MIAMA
11th	R. Grove (Razorback)	97.0	Scale Staffel
12th	B. Stoutenberg (Pup)	90.0	MIAMA
13th	C. Medley (Bosty)	80.7	MIAMA
14th	D. Linstrum (Variant)	72.0	MIAMA
15th	D. Linstrum (14 Bis Canard)	65.7	MIAMA
16th	G. Harris (T-Bone)	55.0	Scale Staffel
17th	T. Arnold (Mugly Other)	53.4	Scale Staffel

OH OH! IS THE GREATLY TO BE FEARED DOUBLE X ?



HERE

1. YOU'RE IN BIG TROUBLE!
2. THIS IS YOUR LAST ISSUE
3. IT NOW COSTS YOU $12.50 OR YOU'RE HISTORY.

ANNOUNCEMENT PAGE

MIAMA EVENTS AT JOHNSON CITY

JUNE 7 TO 10

① PISTACHIO GRAND PRIX. FOR 8"SPAN OR 6" OVERALL LENGTH SCALE MODELS FOR SOME REASON 8" HELICOPTERS + AUTOGIROS FLY BETTER THAN BIGGER ONES. MODEL OF A MODEL — 8¢ VERSION OF ANY OUTDOOR CABIN MODEL. RIDOTTO - SMALLEST SPAN MODEL TO FLY 30 SEC.

② COCONUT SCALE EVENT

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.

③ THE "POUSH" GRUMMAN AVENGER EVENT

SEE PAGE 3

MIAMA WILL ORGANIZE MASS LAUNCH FLIGHTS FOR ALL THE ABOVE EVENTS TOO. FUN!

9TH WORLD PROXY PISTACHIO INTERGNATS: PACK UP YOUR PISTACHIO WITH DOCUMENTS, INSTRUCTION TO YOUR PROXY PILOT, + RETURN POSTAGE TO MIAMA. NO ENTRY FEE. HAVE IT HERE BY APRIL 20. WE'LL DO OUR BEST TO GET SOME GOOD FLIGHTS OUT OF IT.

FROM THE HORSES MOUTH + OTHER ORIFICES.

(14)

Lead Story

• Identical Caucasian twins, Philip and Paul Malone, were fired from the Boston Fire Department in October, ten years after they had overcome low civil-service exam scores by claiming they were black and thus subject to affirmative-action standards. They had maintained a low profile until recently, when both had to submit photographs in applying for a promotion. After investigating, Boston Mayor Ray Flynn uncovered at least five more cases of whites posing as blacks.

The Continuing Crisis

• Raymond Laundry's scheduled execution in the Huntsville, Texas, prison in December was delayed twenty minutes when the tube carrying poison into his arm sprung a leak, spewing the drugs toward reporters a few feet away. For the second attempt, a protective shower curtain was placed in front of Landry.

• More than 2.3 million Mexico City schoolchildren received four additional weeks of Christmas vacation this year in order to cut their exposure time to the smog blanketing the city.

• The New Jersey Casino Control Commission rejected the Sands' scheduled February speech (on family values) by Oliver North because North's appearance would "strain the integrity of the New Jersey casino industry."

• A mainland China newspaper in Hong Kong reported in November that two brothers with a gambling addiction sold their mother to a peasant in Kwangsi province for $324 after tricking her into affixing her thumbprint onto a sale agreement.

• The Bureau of Criminal Investigation in Taiwan reported in November that at least two brands of cigarettes from mainland China ("Shanghai Phoenix" and "Kueichou Tien Ma") contain heroin.

Rim Speedway in Nashville were halted in October when one participant was seriously injured.

• The Home Affairs Minister of India, in a yearly report to Parliament, said 1,786 brides were murdered for insufficient dowry in 1987, up from 1,319 in 1986. The figure may be low because some dowry murders are disguised as accidents, and sometimes the husband and his family merely plot to drive the wife to suicide.

• *China Women's Daily* reported in October that 51 young women in an impoverished area of south China had committed suicide recently because they had hoped to be reincarnated as glamorous city women. They had dressed in their finest clothing at the time they jumped into a lake and drowned, hoping they would be properly dressed if the reincarnation came quickly.

• Even as federal investigators were beside the runway sifting through the wreckage of the August Dallas crash of a Delta flight, that day's version of the same flight was forced to abort a takeoff because of engine problems. Among the 108 on board were six survivors of the earlier crash.

• In September, South Africa's Publications Directorate lifted the ban on *Karl Marx/Early Writings* but added to the restricted list a book with a photograph of zebras copulating.

• Shortly after calling a gay-rights protester a "fag" at a September rally, the wife of U.S. Rep. Robert Dornan apologized tearfully, pointing out that one of her very own brothers is gay and dying of AIDS. The next day, the brother said he is not gay and is in good health.

• Government officials investigating a mule-driving show at the Prince William County (Virginia) Fair last summer ruled the show was not harmful to the mules, despite animal-rights groups' protests. In the act, the mule climbs to the top of a ramp 30 feet off the ground, slides his front legs down a short ramp, and falls into the water, landing on his front legs.

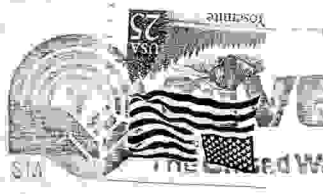
MIAMA - JOHNSON CITY EVENT # 4
FEDERATION ROG - TWO MAN STATE TEAMS. 1ST - 2ND - 3RD HIGH TIME.

WHAT'S ON IN FREE FLIGHT ?

JANUARY 28 MIAMI DADE SOUTH COLLEGE MIAMA Fun Fly 9 to 5 ..Confirmed.
FEBRURARY 17 & 18 MIAMA INDOOR MEET #4 U S Coast Guard Hangar St. Pete/Clearwater Airport9 to 5 . Call 305-858-6363 just before meet to confirm.
FAC Mass launch Sat. 5 PM Modern Age models.
FEB 25 Miami Dade South College Fun Fly- Call to confirm.
MARCH. MIAMA INDOOR MEET # 5. End of the month..date to be announced. MacDill AFB Tampa.
MARCH 11 Miami Dade South College. MIAMA Fun Fly. Call to confirm.
APRIL ? Malabar,Fl. SAM 46 Spring OT Meet.
APRIL 21/22 MIAMI DADE SOUTH COLLEGE. Proxy PISTACHIO INTERGNATS...Get your Pistachio model ready. 2 DAYS OF INDOOR FLYING FUN.
MAY 19/20 LAST MIAMA INDOOR MEET. MacDill AFB, Tampa
May 26/27 Jaxonville, Fl Rebel Rally. FF/CL AAA
JUNE 7,8,9,10. AMA INDOOR NATS COMBINED WITH NFFS US INDOOR CHAMPS Johnson City CD Tony Italiano 1655 Revere Dr. Brookfield,Wi 53005. Plan to be on hand for this , the biggest indoor blow out of the year.

THE HANGAR PILOT
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MIAMI, FL 331
PM
8 JAN
1990



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