EBULLIENT

THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION — MIAMA

10TH YEAR OF PUBLICATION- INDOOR ISN'T FOREVERYONE

ISSUE 134

- RESULTS - PISTACHIO GNATS
- " " - FINAL MEET # 6
- NUNEZ'S PISTACH. SOP. TRIPE
- HEDLEY'S PAPER PLANE

NEXT ISSUE - MIAMA 1989/90 POINT TOTAL



1929 ARRO A-2 LGO SPORT

Y'ALL COME!

NEXT MEET - GREAT FLA. KEYS ROW MEET

We fly at dawn (No Wind) on Sat. Aug. 6. PLANTATION YACHT HARBOR Mile Marker 86 Islamorada, 3 classes: ROW stick, fuselage, and scale. Put floats on your old model or FOAM ROG, and spray it with Scotch Guard. Wear beat up sneakers, bathing suit. Bring towel, sunscreen, camera. HAVE FUN !!

(1)



NOTE NEW $12.50 ANNUAL RATE

"LIKE A LETTER FROM HOME" WHELAN

THE HANGAR PILOT

Is published 8 (or 9) times a season for a bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association,) AMA Club 986, is one of two active all indoor free flight clubs in AMA. Our Mottos: "It must be fun.", and "Indoor isn't for everyone." For $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!!!

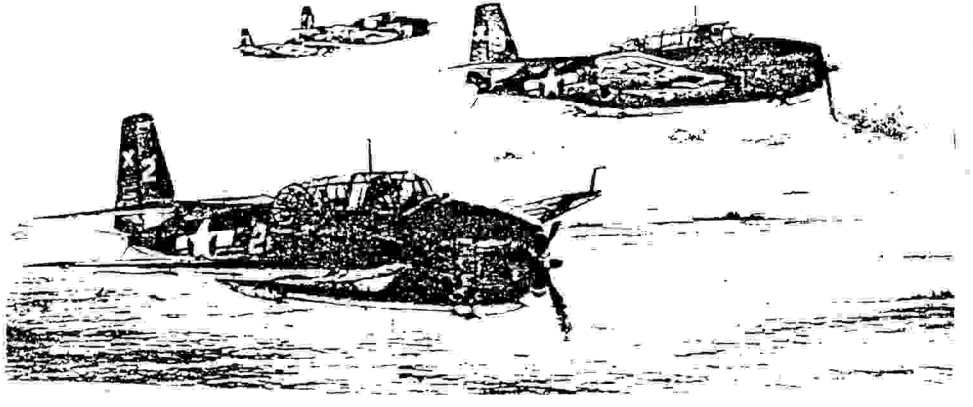
MIAMA MEET 6 - MAY 19-20 MacDILL HANGAR 1

The final meet was almost over. Almost everyone had gone home. Lin strum hadn't shown. Out on the floor a drama was unfolding. Upstart Ellis Oglesby, with his first ever catapult glider had re-entered the event and to everyone's disbelief..set the Florida State Record! Wayne Trivin, who an hour earlier had upped his own Fla. State record blanched, and then also reentered catapult, and then again. Eventually Wayne increased his record by 1 ½ seconds, but Ellis prevailed with a new Cat III record of 103.4 sec. Congratulations! Moral: Don't miss the meets, and if you do come- don't go home early.

Since this issue is going to press right away we have not figured out all the class winners and runnersup.

WE DO KNOW THE STATE CHAMP of the 19th MIAMA SEASON..WAYNE TRIVIN! and DOC MARTIN is runner up for the umpteenth time. All the details and the MIAMA HALL OF FAME inissue 135 of HANGAR PILOT.

We start our 2oth indoor season next September.



LT. J.G. G. BUSH AND 3 OF HIS VT-51 SQUADRON RETURNING TO THEIR CARRIER - USS SAN JACINTO 1944

RESULTS OF MEET 6 -

(2)

PEANUT SCALE EVENT: New State record, Old record 183.0 Rich MacEntee

1. Wayne Trivin 14-Bis 105 scale pts.		1:22	1:20		186.0
2.John Martin Bleriot canard	86.8	1:23	1:32	(MAX)	171.7
3.George Nunez Turbo Beaver	86.8	1:15	1:08.3		159.3
4.Walt Everson Waco E	82.0	1:10	1:12		154
5.John Tudor PAMA	81.0	1:11	1:09		151.0
X.Doc Martin Coanda Jet	90.3	:57.0	60.8		149.2
6.Millard Wells Eastbourne	78.0	1:08	1:07		145.5
X.Walt Everson Found	77.6	1:06	1:09		145.1
X.Millard Wells Pietenpol	69.2	1:07	1:07		136.2
X.George Nunez Vanguard	95.0	35.3	35.0		130.1
7.Jorge Nunez Sr. Piper Cub	80.2	46.6	50.0		128.5
X.Millard Wells Buffalo	75	43.3	47.5		120.4
X. M. Wells Polish fighter	79.2	45.7	51.0		127.5

PEANUT NOTE: NOTE HOW MANY FLIGHTS OVER A MINUTE!

NEW RECORD

FAC SCALE EVENT:

1.John Martin Bleriot canard	69	1:14	136
2.George Nunez Bush Avenger	65	1:13	131.9
3.John Tudor Curtiss Robin	52	1:21	122.5
4.Jorge Nunez Sr.Piper Clipper	53.8	1:03	115.4
5.Millard WellsVengeance	59.8	30.0	89.8
6.Walt Schleshinger Porter	52.4	25.3	77.7

CATAPULT GLIDER:

1.Ellis Oglesby	51.7	51.7	103.4
2.Wayne Trivin	51.4	50.5	101.9
3.Dick Obarski	49.3	46.1	

COCONUT SCALE:
1.Walt Schlesinger Jenny

LO-CAL SCALE:

1.Doc Martin Dayton Wright	2:01
2.W.Everson Beech Stagger	1:55
3.John Tudor Mulligan	1:28
4.W.Everson Boeing 727	:52
4.Walt Schlesinger Lacey	37.0

EASY B:
1.Dick Obarski 11:27
2.Wayne Trivin 11:16
3.Rich MacEntee 6:09

PENNY PLANE:

1.Wayne Trivin	9:45
2.Dick Obarski	8:54
3.Rich MacEntee	8:50
4.Walt Everson	2:10

BOSTONIAN EVENT:

1.Wayne Trivin Flying Colors	(1.12)	3:11	3:35
2.Doc Martin Ugless I	(1.12)	2:00	1:56.5
3..Dick Obarski Foo2U2	(1.15)	1:30	1:41
4.Walt Schlesinger Pup	(1.10)	29.2	31.6

NEW STATE RECORD, CAT III 454.7

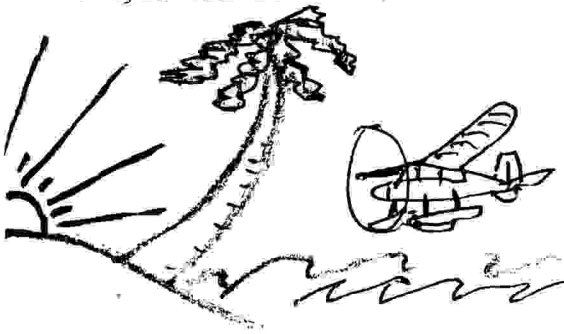
ORNITHOPTER:
1.Frank Kieser 7:59

FEDERATION ROG:

1.Dick Obarski	4:48
2.Wayne Trivin	4:35

EMBRYO ENDURANCE:

1.John Martin	6:20
2.Wayne Trivin	5:43
3.Walt Schlesinger	1:44
4.Walt Everson	1:39



GREAT F.I.A. KEYS ROW MEET - SAT. AUG 6 - DAWN

(3) MEET 5, HANGAR #3
MACDILL AFB

Robert J. Barnes
4706 Oklahoma Ave
Tampa, FL 33616-1017
7 April 90

A REMARKABLE LETTER TO MIAMA:

Dr. John Martin Jr.
2180 Tigertail Ave
Maimi, FL 33133

Dear Dr. Martin,

After meeting you under such adverse circumstances last saturday I felt obligated to write and apologize. Sincerest apologies go to the M.I.A.M.A. members and their families for such a poorly coordinated event, and any inconvienence it may have caused. The M.I.A.M.A. members were treated at an all time low of military professionalism. I hope this has not tarnished the immage of Air Force members that really care about a job well done, we are still around. Hopefully Hangar 5 will be completed by the time of the May meet.

I just finished my first issue, #132, of The Hangar Pilot. It was informative and entertaining, something I find very little of these days. The plans for the Lacey M-10 look interesting for the newly initiated. I still have alot to learn about free flight but I think I'll give the M-10 a try.

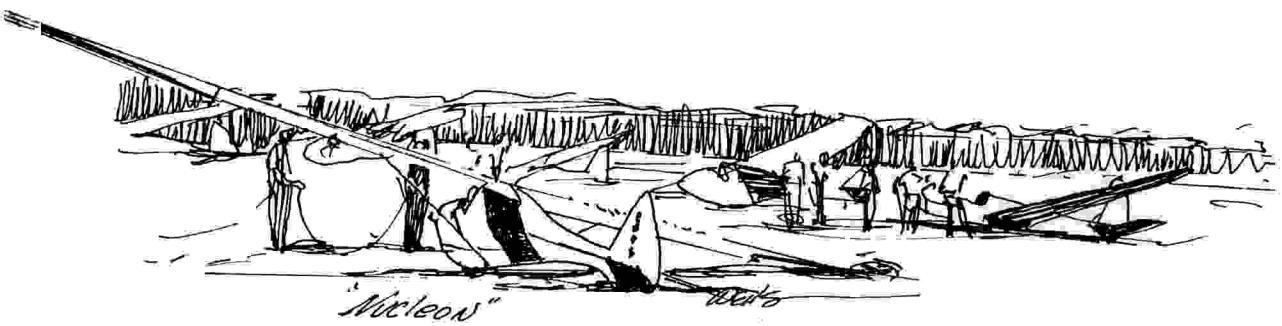
It is very seldom that I get to meet such a truly interesting and diverse group, of *really nice people*. The participants of the MacDill meet were a wonderful and informative mix of dedicated modelers. I look forward to seeing you and the members of M.I.A.M.A. at the May meet. Hopefully Hangar 5 will be completed by the time of your May meet. If for any reason you need my assistance on MacDill in the future please, don't hesitate to call me at work or home. My duty phone is (813)830-2321 HP (813)839-3016

At your service,

Rob Barnes

Rob Barnes, SSgt

Model airplane clubs don't get letters like this very often,if ever...From Sgt. Barnes to note the circumstances of meet #5. We sure appreciate the letter, and the kind words. Hope to see you at meet #6 Sergeant, THANKS!



1952 "Nucleon" sailplane built by Art Schultz,nuclear physicist, and Millard Wells,MIAMA. Laminar flow wing was plotted by the late Gus Raspet.

THE 1990 WORLD PROXY PISTACHIO INTER-GNATS 4/22

Entrant/Proxy	Country/Plane	Class place	Scale Points	Two best flights		Flight Points	Total	Weight in Grams
1.Mark Allison/Arak	USA,Falcon XP	1 II	1	52.0	1:17	2	3	2.97
2.Rich MacEntee	USA, Lacey M-10	1 I	7	1:13	1:10.6	1	8	1.51
3.George Nunez	USA,Sopwith Tripe	1 III	1	33.6	35.2	8	9	6.07
4.George Nunez	USA,Blackburn Airdale,	2 II	4	34.8	33.9	7	11	2.70
5.David Robelen	USA,PT-19 trainer,(Wells)	3II	3	32.0	24,0	10	13	2.60
6.Jiro Sugimoto/Everson	JAPAN,Dornier,	2 I	10	53.2	53.0	4	14	1.28
7.Millard Wells	USA,Waco SRE,	2 III	6	22.0	32.0	11	17	
8.Enrique Maltz/Slater	Farman Postal,	3 III Israel	5	25.0	25.5	14	19	3.76
9.Butch Hadland	Hosler Fury/Slater,	4 III UK	7	15.2	28.3	13	20	7.6
10.Dave Linstrum/Saudi Arabia/Gosling,		4 II	12	30.1	29.5	12	21	2.70
11.Millard Wells	USA , Wee Bee ,	3 I	18	62.8	62.3	3	21	
12.Millard Wells/two place	Wee Bee,	5 II	17	39.0	48.0	5	22	
13.Von Hauert /Tileston	Belgium/Wee Bee,	5 II	19	37.2	47.9	6	25	2.4
14.Dave Linstrum/Slater,	Saudi Arabia/Hosler,	5 III	15	28.1	25.8	12	27	6.20
15.B. Hunt/Wells,	England/Eastbourne Mono,	6 III	11	15.1	15.0	17	28	4.2.
16. Enrique Maltz/Martin,	ISRAEL/Demoselle,	7 III	9	23.8	6.0	18	27	3.57
17.Dave Linstrum/Tileston,	Saudi Arabia/Contestar		13	17.9	18.6	16	29	2.41
18.Jorge Nunez,	USA , Stinson 105 ,	8 III	16	23.0	25.0	16	31	3.80
19.John Martin,	USA , Hergt mono ,	9 III	13	10.5	11.0	19	32	3.23

RIDOTTO 1.Millard Wells 6" Wee Bee 41.2 sec. MODEL OF A MODEL 1.Jorge Nunez Streamliner 37.7
2. T. Longstreath/Hedley 24.44

Once a year we gather to be reminded how tough it is to get performance from these little pistachio models. We seemed to be really struggling this year-- or maybe it was just me. MARK ALLISON is becoming the Jim Richmond of Pistachio with yet another win from his proxy pilot, Mike Arak. This year Mark's replica of a home built canard featured a geared prop- the gears hidden inside a scale replica Rolex. This became a problem when full winds stripped the gears, but not until after some good flights. Mike said he's getting too old for all this high tech stuff. It may not have been the biggest field but it had to be the most international..England, Japan, Israel, USA, Saudi Arabia, and Belgium. Above we list overall results, followed by Class place, as they do in sports car racing.RICH MACENTEE won Cat. I, and GEORGE NUNEZ was 1st in Cat. III. The ever generous BILL HANNAN contributed several of his classic PEANUT AND PISTACHIO volumes. I've sent some photos off to KEN JOHNSON so there may be some mention of it in a future INDOOR column in MODER BUILDER.

- WANTED: Member Rick Ottesen is looking for a room mate at the Johnson City Indoor Nats. Call 407-425-2133 (Orlando)

- New Enthusiast Sidney Gilbert is really getting serious. He's looking for a rubber stripper, a torque meter, & an accurate scale. 813-355-0554 (Saraswta)

- HAVING TROUBLE FINDING HUNGERFORD WHEELS? MIAMA member Wayne Trivin is making similar spoked wheels that are a little cheaper and a lot lighter... 6/10th Gm. per pair, unpainted. 3/4", 13/16", & 1" now..more sizes later. $6.00/pair pluus $1.50 postage. WAYNE TRIVIN 7408 W. HANNA AVE. Tampa Fla., 33615

FLYPAPER FROM HANNAN'S HANGAR

Perhaps there are cheaper flying models than Pistachios, after all. We refer to paper gliders, which have their own avid supporters, and even a regular four-times-per-year newsletter, entitled, logically enough, *Flypaper*. Edited by Charles E. Peck, the 16-page publication is concerned with history, contest classifications, construction, book reviews, and plans. The current issue features a "Paper Cub" and an origami flying wing in plan form, both to be constructed from paper and intended to fly. Subscriptions are available for $10 from: Flypaper, Box 47186, Wichita, Kansas 67201.

THIS SORT OF THING IN FLYPAPER

- SHOCKING OMISSION: Last issue of cottage industry businesses we did not include MIAMA life member (Our ONLY life member) , and balsa wood supplier...ED SEAY,SR. His reprimand came typed on a sheet of 1/40" balsa to remind us he is still in business, and has a large stock of indoor high grade balsa wood. Look for him at JOHNSON CITY, or put in your order at 108 S. Lee St, Irving,TX. 75060. For you scale buffs, Ed has over 10,000 3-views of some really obscure stuff. at ¢.25 a page!!

ED CUTS HIS OWN WOOD TO YOUR ORDER.

TWO CONTEST ANNOUNCEMENTS

SOMEONE HAD TO COME UP WITH THIS IDEA FIRST.. AND MIAMA DID IT. THE 50TH ANNIVERSARY OF PEARL HARBOR MODEL CONTEST !! We have a year and a half to plan to make this a great one. Suggestions NOW!

WHAT TO DO WITH YOUR GRUMMAN AVENGER AFTER JUNE & JOHNSON CITY?? FLY IN PART II OF THE CONTEST. All Summer long...fly your Turkey OUTDOORS, or fudge factored INSIDE. Send your times AND A PHOTO OF YOU HOLDING YOUR AVENGER, TO MIAMA. PART II OF CONTEST ENDS AT DELTA KING ORANGE..DEC. 1990.

WAYNE TRIVIN - 1989/1990

FLORIDA STATE INDOOR CHAMP!

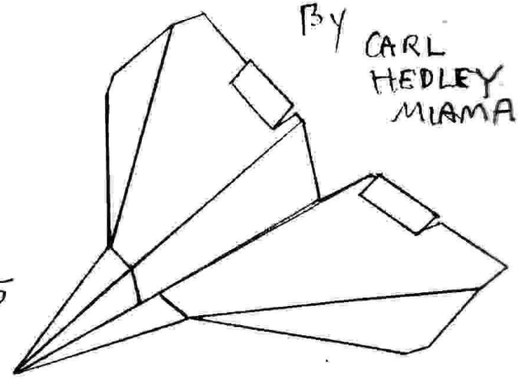
DOC MARTIN - RUNNER UP 19TH SEASON

HOW TO FOLD A

LEX ⑨ DELTA

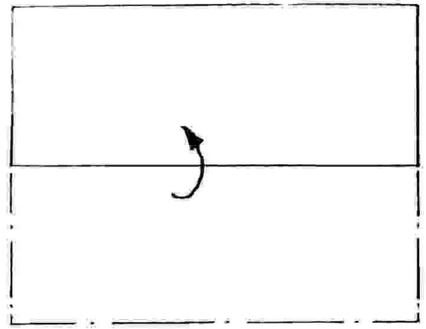
THIS IS A GREAT FLYING PAPER AIRPLANE, INDOORS OR OUT. YOU NEED $8\frac{1}{2}$"x11" PAPER, SCOTCH TAPE, A RULER & A PENCIL.

BY CARL HEDLEY MIAMA

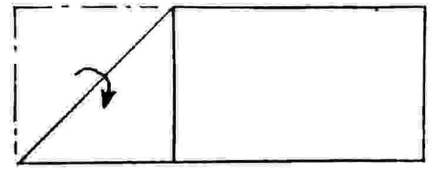


THE FINISHED PRODUCT.

1 FOLD PAPER IN HALF LENGTHWAYS.

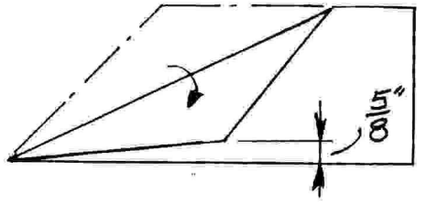


2 FOLD CORNERS AT 45° ⑥



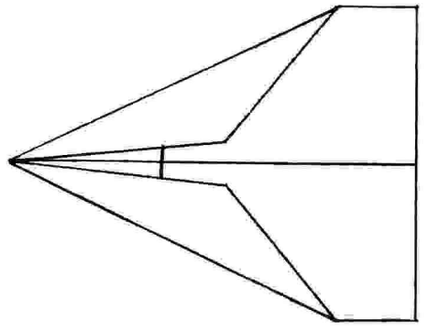
FOLD CAREFULLY & ACCURATELY

3

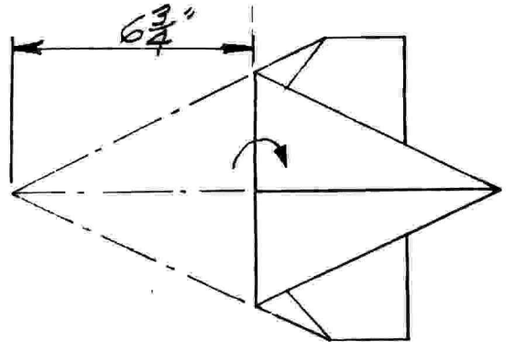


FOLD CORNERS AGAIN TO $\frac{5}{8}$" FROM CENTER FOLD

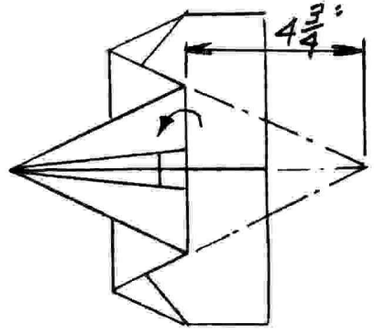
4 UNFOLD CENTER CREASE TO LIE FLAT



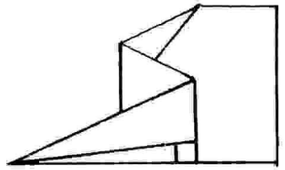
5 FOLD NOSE OVER AT $6\frac{3}{4}$" DIM. FROM NOSE



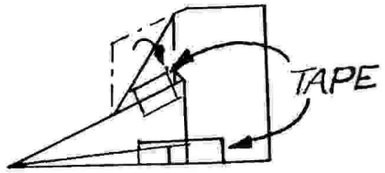
6 FOLD NOSE BACK OVER AT $4\frac{3}{4}$" DIM.



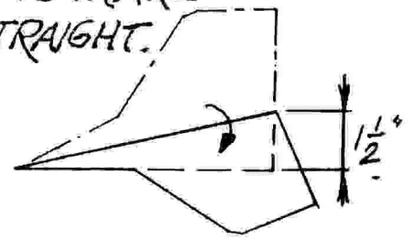
7 REFOLD AT CENTER CREASE



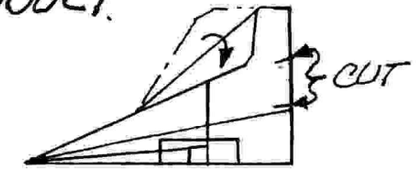
8 FOLD CORNERS & TAPE PUT PIECE OF TAPE AT CENTER SECTION



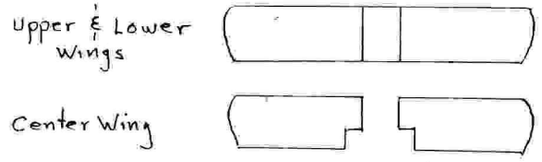
9 MEASURE $1\frac{1}{2}$" FROM CENTER CREASE AT TAIL & FOLD WINGS ON DIAGONAL STRAIGHT TO NOSE, USE RULER TO MAKE FOLD STRAIGHT.



10 FOLD LEADING EDGE SLATS, CUT TRIM TABS AS SHOWN, POSITION WING, SLATS & TABS AS SHOWN ON FINISHED PROOUCT.

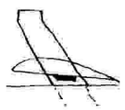


ADJUST TABS TO TRIM.



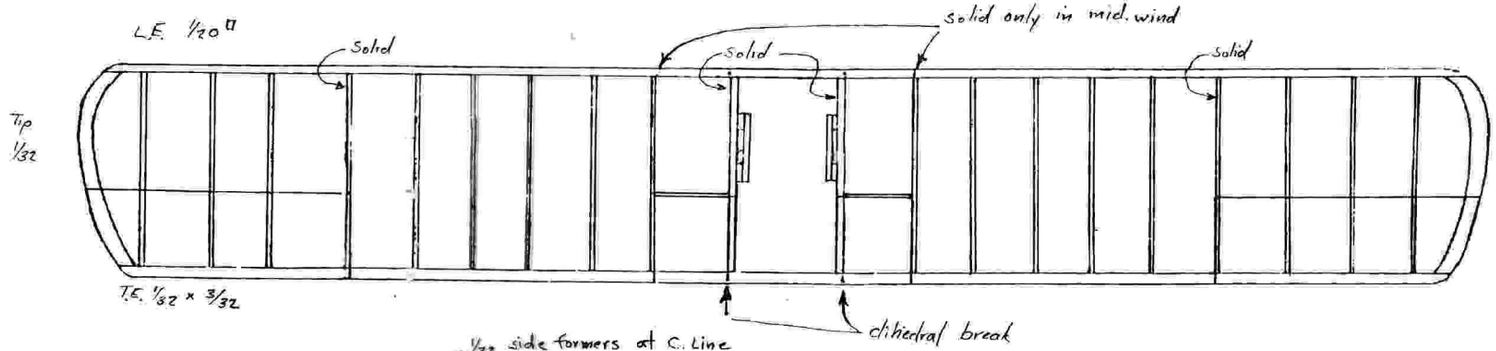
Wings: assembly & alignment

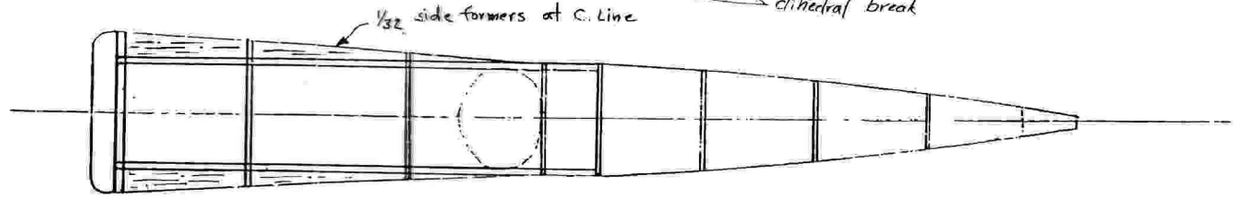
1) slide lower wing into place
2) Glue a 1/32 sq. strip on the outer face of each cabane strut so that the base rib of the center wing rests on it.
3) Slide the wing Jigs on either side into place. (where the outer struts go)
4) Place upper wing on top making sure the cabanes go into their slots.
5) Don't Glue anything until all the wings rest evenly on the jigs and are square with the fuselage.
6) Note that the angle of the lower wing with the fuse. ℄ will determine the angle of the other wings.

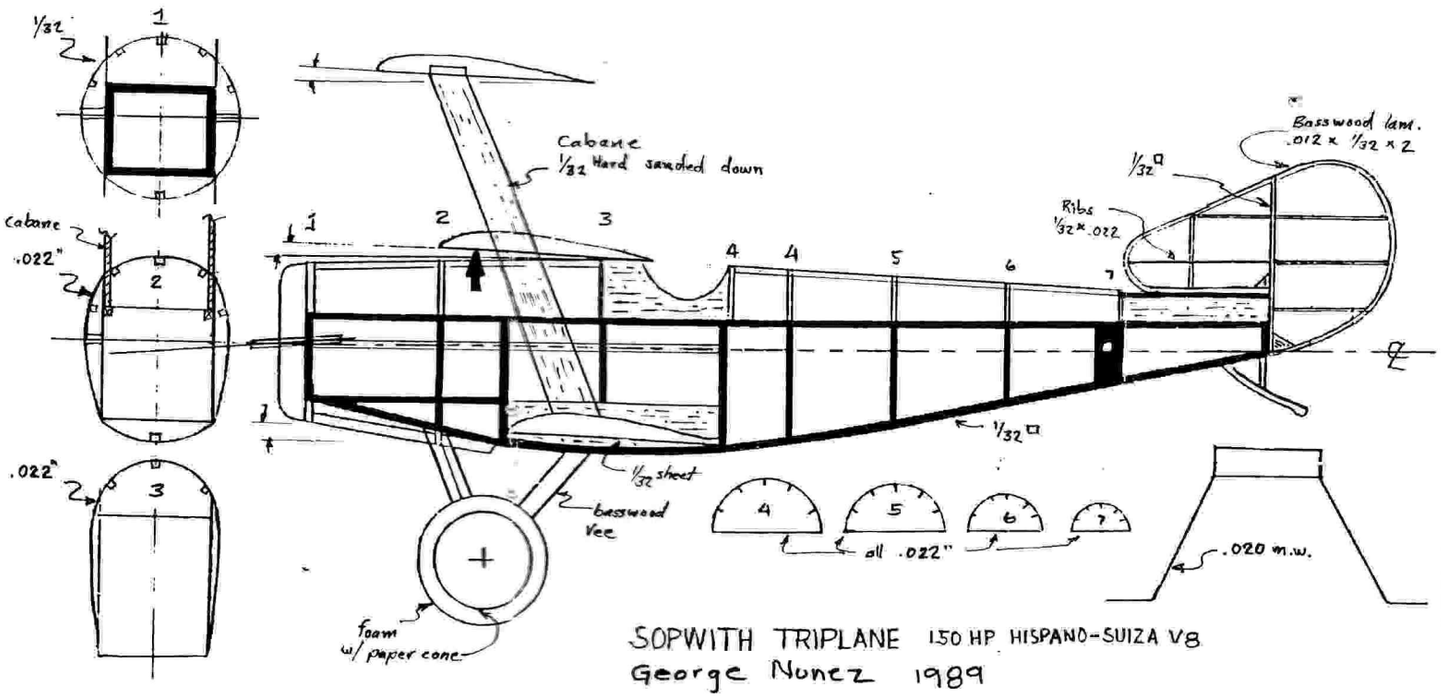


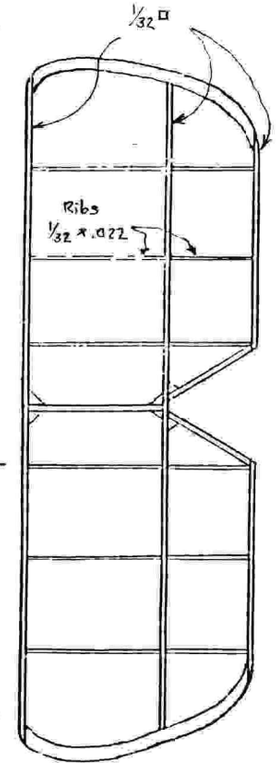
Here's a really fine flying pistachio that GEORGE NUNEZ built to win this year's CAT. III. It weighs 6 grams with an opaque khaki airbrushed finish.

Another flight tested MIANA plan.









SOPWITH TRIPLANE 150 HP HISPANO-SUIZA V8
George Nunez 1989

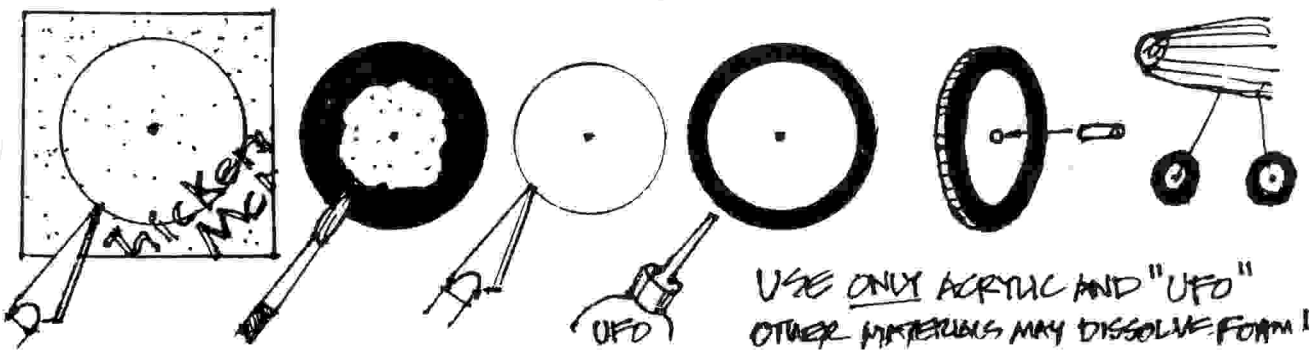
WHEEL CONSTRUCTION HINTS FROM JEDDAH: (10)

SIMPLE SCALE FOAM WHEELS BY DAVE "VTO" LINSTRUM

Thin foam plastic such as fast food burger boxes, salad trays etc. or the thicker foam in supermarket meat trays is an ideal material for quickly making very lightweight scale wheels for Pistachio, Peanut, Walnut and even Coconut model. Unlike balsa, which splits easily and soaks up paint, the foam is strong, easily cut/sanded and paints up smooth in only one coat of artist's acrylic. With coated cardstock or colored cover stock paper as hubs, the wheels are the ultimate in timesaving scale detail However, they don't beat buying a pair of Dungerford spoked wheels- the only way to go if your project needs spokes!

Our method: scrounge an assortment of thicknesses in foam, buy a bottle of thin crafts acrylic in flat black (looks like rubber when dry) and a small bow compass, preferably with threaded spreader. HotStuff a #11 X-acto blade to one leg, aligned with compass point. Bind with thread and glue again. This one blade will cut a lot of wheels. Then measure tire radius from plans, and cut as many discs as needed to make tire. Put a pin thru center and paint after laminating, for thicker wheels. No need to paint neatly- the hub will cover the center. Thicker wheels will need some sanding for tire cross-section. Then,from silver or white (which can be custom painted) cardstock, cut a pair of hubs for each wheel. HotStuff UFO will bond these to foam disc. Insert a hub of 1/16 od alum tubing for Peanut or larger maodels- the card will work alone for Pistachios. Now secure your wheels to wire axle with a drop of Duco on tip

The sketch below shows the essential steps in wheel production. Have fun!



A LITTLE SONG, A LITTLE DANCE, A LITTLE SELTZER DOWN THE PANTS....
Motto of Peanuts the Clown. We have borrowed it for indoor flyers.

(11) THE BEST OF BUD TENNY "The UNFLAPPABLE"

Throughout the FF/AMA flap, old pro Bud Tenny is quietly working to resolve the problem. As both an avid indoor flyer, AND a veteran AMA bureaucrat, he pens these wise words.

BUD TENNY
P O Box 830545
Richardson TX 75083
214-235-4035

TO: Model Airplane Clubs with Indoor Model Activity

Some of you who see my column in Model Aviation may have noted that twice I have asked "How many indoor fliers are there in the U. S. anyway?"

WHY DO WE CARE?

1. The fewer indoor fliers there are, the fewer opportunities we all have to fly anywhere; and the fewer contests there are.
2. Because of faulty demographic data (how many of us there really are) and the problems with running the meet, AMA has sluffed off both indoor and outdoor FFers at Nats time.
3. Because of this treatment by AMA, NFFS has taken up the slack and given us at least one **excellent** meet in each category annually. Now NFFS has offer to combine Nats and NFFS events at the NFFS annual meets. Now we **know** we will have a good site and a good meet at each event. **THERE IS A DOWN SIDE:**
   A. AMA has been offered, and eagerly seized, a major sluff-off.
   B. Now we have only **one** major meet this year instead of two.

WHY ARE THE NUMBERS UNREALISTICALLY LOW?

1. For years, AMA demographics have been taken from membership forms - where you check a preference for model type. (The count was 263)
2. Recently, AMA began taking data from contest report forms; they counted about 460 of us. This numbers are **still** very low for these reasons:
   A. The Form 10 does not have room for more than five places, so if anyone places lower than that, they still aren't counted.
   B. AMA's examination of the Form 10s was less than rigorous.
   C. **Many** indoor contests aren't sanctioned, and some that are aren't properly reported by the CDs. One current estimate is that over 1000 people fly indoor; many may not be AMA members and don't count.

HOW CAN WE HELP THE SITUATION?

1. Sanction the meet at least as a record trials (low cost) and list as many winners as space permits. You benefit several ways:
   A. Automatic insurance coverage for site owner and club.
   B. Early sanctions get listed in Model Aviation.
   C. Some flights may exceed the national record - a sanction allows proper recognition and prestige for the flyer, better publicity for your club and a good reputation for your site - all of which will make it easier to improve your contest next time. Don't overlook the chances of local newspaper and (maybe) TV publicity for your activity.
2. Be sure to file a properly-completed Form 10 on your meet, and include a note of thanks to HQ for their efforts in compiling the data.
3. Ask your AMA District VP to encourage and expand the extraction of data from Form 10s; remind him that this gives him the best possible picture of activity in his district, and **much** better demographic data for Nats planning and other activity needing "who is doing what" data.

Free Flight

Indoor

Bud Tenny
Box 545
Richardson, TX 75080

MODERATION is needed! In recent months there has been a *lot* of acrimonious debate between FF newsletter editors and one or more members of the AMA Executive Council. The issues:

1) The Executive Council doesn't understand why FF and Indoor fliers are upset with AMA policies.

2) The major beef on FF plates is the Nats accommodations for FF and Indoor: occasionally shabby—and sometimes worse.

So cool it! Note the following facts:

1) In the AMA Bylaws, four of the 16 stated purposes for AMA deal with competition—more than any other single issue.

2) Less than 10% of the total AMA membership flies rule book events.

3) A significantly higher percentage of all Indoor and FF fliers supports its own events at the Nats, as well as at other major events, than is the case with RC fliers.

Failures in understanding:

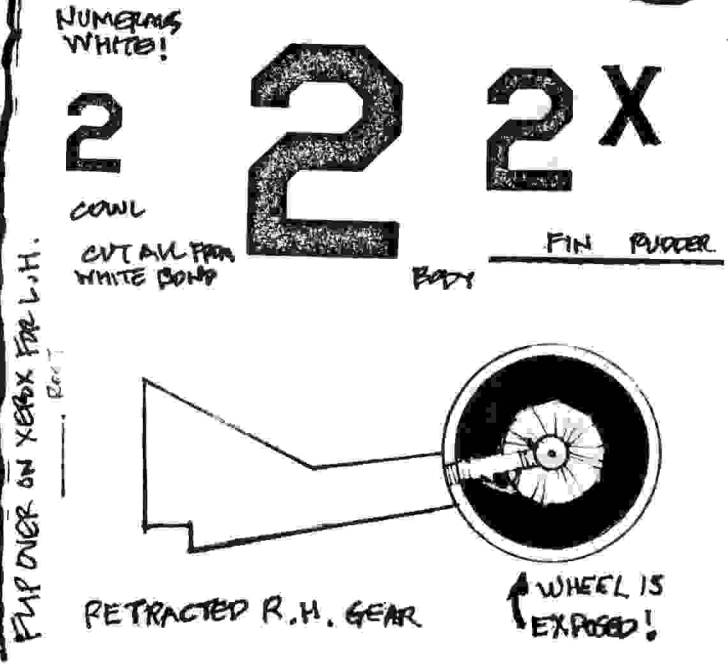
1) Few FF/Indoor spokesmen understand Nats planning problems.

2) Few FF/Indoor spokesmen understand the conflicts in Executive Council policy requirements implied by facts 1 and 2 above.

3) Nats planners don't understand the realities of FF/Indoor contest flying—and sometimes not even of their own events.

4) The FF spokesmen don't understand that Nats policies are set by a committee appointed by—but only nominally supervised by—the AMA Executive Council, not by Executive Council action.

How about all parties showing some restraint?



GRUMMAN "TURKEY" UPDATE #3-VTO Linstrum sends us these numerals and gear. LEONARD WATSON, 4 Brooking Ct. Unit 101, Timonium,MD 21093-0528 has canopies at $2.00 We bought some BUSH AVENGER T-Shirts and they are GREAT!! .Call Virginia Arts: 1-800-872-1278 and order by VISA or MASTER.

From Millard Wells comes word that our winning citations are in the Oval Office awaiting signature (No kidding).

From Bill Northrop is a request for a Photo story on the event plus a peanut Turkey model for a future issue of MODEL BUILDER MAGAZINE. C'mon gang..get YOUR Avenger finished.

A SPECIAL AWARD AT JOHNSON CITY TO THE MOST AUTHENTIC BUSH AVENGER

Aircraft assigned to the San Jacinto had a very dark blue top fuselage color. The color line ran above the stringer just below the gun turret.

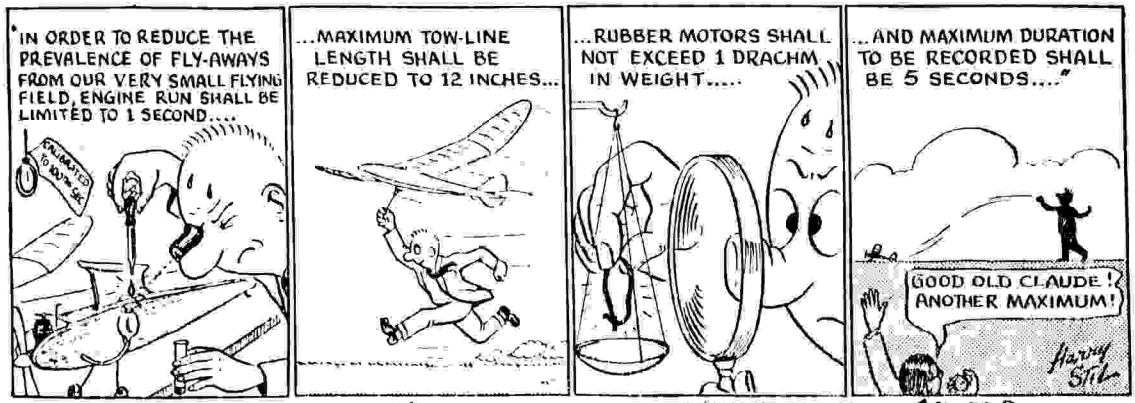
(13) AMA'S BEST BARGAIN- $

Let me tell you, fellow pilots, why indoor flyers need as much insurance coverage as outdoor free flight, and yes, AS MUCH COVERAGE AS R/C ! Yes, I know that it doesn't hurt as much if an Easy B hits you in the head rather than a pylon racer, and a Quadra prop will chew you up a little more than a skeeter, but we are only considering accidents, injuries, and property damage when we make thse comparisons. There will be few claims for this coverage when flying indoor....but here is what we DO NEED.

We fly inside a building.. a school, hangar, exhibit hall. Stored in these places are aircraft, helium, gym and athletic equipment, expensive parts and supplies. If any of this gear is damaged or missing after a meet, what is the building owner to think? How about your 10 year old falling off the basketball backboard while trying to retrieve his Delta Dart? What if we didn't recover that electronic car park card at Delta last year? That would have been an $8,000 claim if they had to replace their whole security system. At our last meet at MacDill there were THREE F-16's in the hangar with us, at about 15 million bucks per copy. What if Junior got in the cockpit, and hit the retracts, or the ejector? What if the next time we fly at Miami Dade South there is an Apple Computer missing from the stock room on Monday? The point is that the owners of these sites MUST be assured that we are able to cover these mishaps. I could go on with a lengthy list of woes, but when we are trying to obtain and keep asite we MUST putthe owner at ease. The only thing that keeps a site owner at ease is the knowlege that he is not going to have financial problems.....namely GOOD INSURANCE.

AMA has good insurance coverage and it costs each Open member less than 20 bucks a year....Very little money, indeed. So please, pilots, no more tacky references to comparative damage that can be inflicted by indoor Vs. R/C aircraft. Just consider the BARGAIN coverage we have when approaching a prospective site owner.

CLUELESS CLUB RULES, 1953 **By Harry Stil**



LACK OF ROOM - AN OLD ENGLISH PROBLEM

40 TONS OF SPUDS

By Tony Italiano

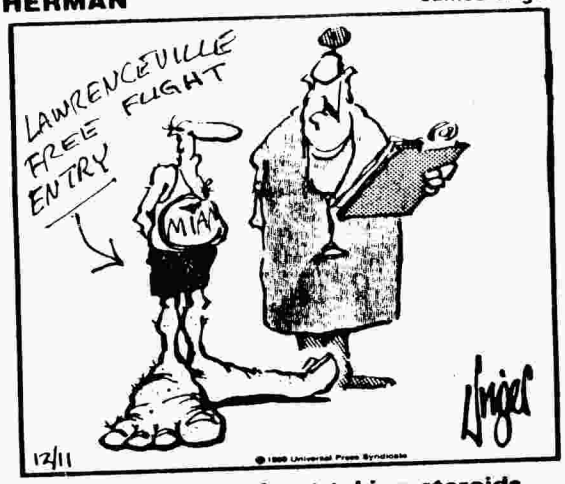
At the USOC-89 held at Lawrenceville, IL during June 19-23, we encountered a retrieval problem. Because one runway was held active by the airport authority, we had to locate our activity at a less than ideal area. This meant that the down wind drift was over potato and corn fields. Since corn was not high at this time of year, retrieval was easy. However, the potato patch was a bit more formidable as the plants were large and almost ready for harvest. Also, potatoes were planted in raised rows at right angle to the wind which allowed models to rest in the valleys. To maintain a line on the model during retrieval the modeler had to step on the tops of the row (or step over, which after 12 to 15 rows the legs would not do). This action could and did disturb the growth of the underground nodules. Net result was that the land operator asked to be reimbursed for the damage.

An appraiser was hired who assessed the damage at a $5,200 level as the crop was contracted for potato chip manufacture and requires a certain "sugar" level at harvest time. To put this in perspective, it amounts to approximately 800 (100 pound) sacks of potatoes! Yes, it is a bit on the high side, but that was the appraisal. You see what your simple act of retrieval with your tiny feet will do!



LAWRENCEVILLE, JUNE '89

HERMAN James Unger



"I warned you about taking steroids with your low blood pressure."

As the picture unfolds, we found that a few local people were not overly enthused with these big adult boys playing with their toy airplanes on the big "busy" airport! Somehow they couldn't equate the benefits of economics gain to the community and that they did not have to expend one cent to get us to come there. So, the seeds of dissent grew to create a problem out of proportion to the actuality of the situation.

In the meantime, much discussion and negotiations were transpiring between the land operator and the NFFS. He was not at all unhappy as we were in the process of settlement.

The finale is that the claim was turned over to AMA, and they in turn to the insurance agent. The agent assessed the situation, contacted me regarding the "politics" of the area and decided to settle at the appraised value.

Today the local fathers are extremely pleased to have us return and do our thing as often as we desire.

So, the USOC-90 will now be held in October to avoid potential crop damage and avert insecticide/herbicide damage to the retrieving modeler. All I ask is that in the future do all you can to protect the private crops and facililties even though it may be a bit uncomfortable.

JUST ONE MORE REASON WHY FF NEEDS BIG INSURANCE!

FOR THE JOHNSON CITY MIAMA. G. P. YOU WILL NEED - ONE OR MORE PISTACHIOS - A GRUMMAN AVENGER & A COCONUT SCALE MODEL

WHAT'S ON IN FREE FLIGHT?

JUNE 4,5, & 6 JOHNSON CITY TENN.: WORLD INDOOR CHAMPS, followed on June 7,8,& 9 by the US INDOOR NATS, and the famous MIAMA GRAND PRIX. DON'T MISSTHIS ONE.

June 16,17 Pensacola F estival of Five Flags FF meet.
June 16. Palm Bay,FLA.SILENT KNIGHTS OUTDOOR FF glider & rubber-Lee Campbell, CD 407-686-7824

June 17, Same place.Jabberwok and vintage Wakefield..Dave Platt CD
July 7,8, Melbourne,FL. FLORIDA STATE FF CHAMPS. Dan McCall CD 813-763-7020
July 15-22 LAWRENCEVILLE,Il AMA NATS for C/L, R/C, and FF SCALE including many FAC events.

AUG 4 ISLAMORADA, FLA KEYS. DAWN START. FAMOUS MILLARD WELLS RISE OFF WATER MEET. - SEE COVER
MIAMA

AUG 18,19 SAM 46 Fall Meet Don Brimmer, CD
OCT 16-20 AMA FREE FLIGHT NATS Lawrenceville
DECEMBER 29-31 Melbourne,Fl. Outdoor King Orange. A Special event...ROW RUBBER!

THE HANGAR PILOT

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