USER FRIENDLY

THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION — MIAMA

ISSUE 136

- RESULTS – MEET 1
- ARONSTEIN FROG
- WELLS ROW MEET
- MARCOS CATAPULT
- MIAMA INDOOR RULES

19TH YEAR OF PUBLICATION - INDOOR ISN'T FOR EVERYONE

50th ANNIVERSARY OF THE BATTLE OF BRITAIN

JULY-SEPT. 1940



WRONG DATE

FOR MEET 2 - IS OCT 27-28 — CORRECT DATE: IS OCT 20,21 COAST GUARD

(1)



"LIKE A LETTER FROM HOME" WHELAN

THE HANGAR PILOT

Is published 8 (or 9) times a season for a bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association,) AMA Club 986, is one of two active all indoor free flight clubs in AMA.

Our Mottos: "It must be fun.", and "Indoor isn't for everyone." For $12.50 a year you will receive all copies.

NOTE NEW $12.50 ANNUAL RATE

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!!!

MEET REPORT - MIAMA INDOOR MEET #1

Big turn out..nineteen contestants signed up to fly 56 events in hangar #3. Four F-16 fighters and 6 prop planes lined the hangar sides but did not interfere with the flying. Lots and lots of new planes. Blast furnace heat resulting in good times but wilted contestants...really limp at day's end.

Ellis (Flash in the pan) was a no show and Trivin was ready in catapult. He blasted to a new state record (Best flight 56 sec.) to exceed Ellis's record. There were seven in the Golden Age Mass launch..one broke on winding. Everson and Walt Schlesinger were eliminated in round one, and George and Judi Nunez were out in round two. In the final, both Doc and John LeBlanc overwound. LeBlanc's Longster flew into the wall and Doc's Messerschmitt clobbered the lights and staggered around to a win with the wing at an odd angle. Pilots, you gotta come out and see Linstrum's Compte, & MacEntee's Alco.

COCONUT SURPRISE: Our coconut fleet is now 8 planes. 5 flew at this meet, and many more being made..growing in popularity. We predict that they will be flown in the FAC mass launch event since most coconuts can be flown over a minute. The final this meet was between two coconuts. Here is your chance to build one of those high aspect ratio wing jobs that are impractical in other events. Like the Russian ANT-25, the Spirit of St, Louis, Longster, Mauboussin PM X, or the Vickers Wellesly. Coconut rules in this issue.

HEROS ALL: Pilots who show up and fly like Moody's Goose, and never get written up in the meet report..the backbone of the MIAMA club..so hats off to Bill Stoutenberg, Jake Larson, Roger Laudati, Jody Miller and dad, Fred Beeson, Bill Criss, Sidney Gilbert and others who fly without recognition. Bless you.

MEET 2 OCT 20, 21 (NOT 27-28) US COAST GUARD HANGAR ST PETE/CLEARWATER AIRPORT - CAT II 9 TO 5

MIAMA ANNUAL AWARDS DINNER - SAT. AFTER MEET 94TH AERO SQUADRON RESTAURANT.

RESULTS - MEET 1 CD DOC MARTIN - MAC DILL SEPT 22,23

(1)

PEANUT SCALE 11 entries- 7 flew

Entrant	Plane	Static Score	Two best fly		Total points
1.John Martin	Waco Seaplane	103.2	1:10.8	1:11.2	174.2
2.Wayne Trivin	14 Bis	111.6	1:01	:54	169.1
3.George Nunez	Turbo-Beaver	86.8	1:22.8	1:20.2	168.3
4.Walt Everson	Found	77.6	1:07.9	1:18.6 (Max)	155.2
5.Carl Hedley	Stinson-125	76.8	51.2	47.0	125.9
X." " "	Farman 400	78.8	41.5	40.5	119.8
6.Bill Stoutenberg	Cougar	70.6	34.4	45.9	110.1

Did not fly: Butch Hadland-Supermarine Sparrow 101.7, Carl Hedley Sparrow 78.8 and Rearwin Speedster 75.6, Rich MacEntee Fike 94.5, Dave Linstrum.. Czech HL-2 76.4, Jody Miller (Jr) Cougar 70.0, Doc Martin Windham Tandem 86.0

FAC Scale 7 entries, 6 flew

1.George Nunez	Aeronca	62.5	1:23.6	134.3
2.Doc Martin	Bleriot 25	69.0	1:04.8	131.4
X. " " "	Bush Avenger	64.0	1:14.4	131.2
3.Judi Nunez	Daphne	50.0	1:36	128.0
4.Rich MacEntee	Fike	62.0	56.3	118.3
5. Walt Schlesinger	P.Porter	52.4	24.8	107.2
5.Bill Criss	P.Porter	53.0	54.2	107.2

COCONUT SCALE- 5 entries

1.John LeBlanc	Longster	1	1:00 (2)	3 Pts.
2.Doc Martin	BMW 20-b	3	1:10 (1)	4
3.Dave Linstrum	Compte	2	:45.7 (3)	5
X " " " "	PAMA	3	42.0 (4)	7
4.Rich MacEntee	Alco	3	:33.0(5)	8

NO CAL PROFILE SCALE: 7 entered, 6 flew

1. Doc Martin	Dayton Wright	2:13
2.Wayne Trivin	Cougar	1:43
3.Walt Everson	Boing 727	1:00
4.Dave Linstrum	Lavochen	39.0
5.Walt Schlesinger	Lacey	35.5
6.Bill Stoutenberg	Waterman Gos.	18.7

Easy B- 4 entered, 3 flew

1.Dick Obarski	11:31
2.Wayne Trivin	11:26.7
3.Roger Laudati	5:02

FEDERATION ROG

1.Dick Obarski	4:56
2.Wayne Trivin	4:48

FAC MASS LAUNCH 7 ENTRANTS
1. DOC MARTIN 2. JOHN LEBLANC

NOVICE PENNY 4 entered, 3 flew

1.Dick Obarski	7.45
2.Wayne Trivin	6:35
3.Walt Everson	4:40

CATAPULT GLIDER NEW STATE RECORD

1.Wayne Trivin	111.7
2.Dick Obarski	74.1

PISTACHIO

1. Doc Martin Windham 52.2

MANHATTAN CABIN

1.John LeBlanc	2:48

BOSTONIAN 9 entrants, 8 flew

1.Wayne Trivin	Flying Colors	(1.12)	399
2.Dick Obarski	Foo2U2	(1.15)	291
3.Carl Hedley	Seven-Up	(1.11)	208
4.Doc Martin	Ugless	(1.05)	159
5.Rich MacEntee		(1.10)	140
6.W. Everson	Revere's Ghost	1.10	128
7..B.Stoutenberg	Pup	(1.09)	84
8.W.Schlesinger	Pup	(1.10)	54

EMBRYO ENDURANCE

1. Wayne Trivin	367.3
2.Walt Everson	199
3.Bill Criss	161
4.Walt Schlesinger	129
5.Rich MacEntee	127
6.Dave Linstrum	126

CHARISMA

3

THE 3RD ANNUAL FLORIDA KEYS R.O.W. OUTDOOR MEET - AUGUST 4th, 1990

Members of the Miami Indoor Model Association met at 6:30 AM on August 4th, 1990 on the shallow shore of Florida Bay to compete for the 'Wells R.O.W. Trophy', a watercolor depicting Charles and Ann Lindberg in the Lockheed Sirius taking off from the Naval Air Station at Anacostia.

Very simple, fun type rules were used. Stick Models were timed only after R.O.W.! Fuselage Models were scored on a scale of 10, take off, flight, landing and charisma.

Ten Models were entered with five flyers..

(1) Dave 'VTO' Linstrum - "FAT CAT" scale Whitman Tailwind
Note: The "FAT CAT" was proxy flown by Terlach Bigger.

(2) 'Doc' Martin
- All foam stick model
- Lacey M 10 Pistachio

(3) George Nunez - Aeronca 'K' (Comet)

(4) Howard Gibbs - Taylor Craft (Mooney)

(5) Millard Wells
- ITOH (Mooney)
- EMBRYO (Wells)
- TERN (Noonan)
- CABINAIRE (Sig)
- HOWARD DG-A (Earl Stahl)

Contest Director: Millard Wells
Scoring: Judy Nunez
Chase Boat: Joe Miklas

The WINNERS were:

(1) George Nunez - Aeronca 'K'
(2) Millard Wells - Sig Cabinaire
(3) Howard Gibbs - Taylor Craft (Mooney)

This event into it's 3rd year has been pioneering. We have found lots of research on pontoon and take-off procedures for Gas Radio but very little on Rubber Ourdoor. Bill Noonan's "Good Tern" Float Design as proven to be the most successful pontoon.

'Doc' Martin's allfoam idea seems to solve the overweight problem from leaks and absorbsion from dunking.

Millard Wells
P.O.Box 152
Islamorada, FL 33036

OCT 20 - 6:30 - AFTER SAT.'S FLYING AT COAST GUARD HANGAR — MIAMA AWARD ANNUAL DINNER - 94TH AERO SQUADRON

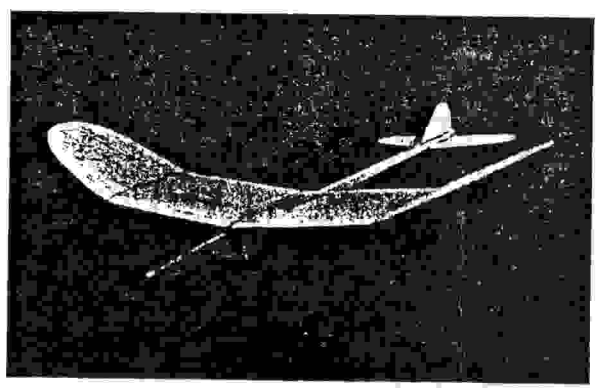
CATAPULT GLIDER 1st PLACE 1989 USIC 153.2 sec.
CHUCK MARKOS, Deerfield, IL

Indoor catapult glider is rapidly catching on as one of the most popular events at the USIC. with 33 entries in the Open age class. Only the Pennyplanes, Easy B, and two unofficial events (Bostonian and No-Cal Scale) had more participation in 1989. The class appeals to me since by the time in my life that I had figured out how to make a good IHLG, my arm wasn't nearly as good as it once was. However, even at my best, I could not come close to the altitude possible with the catapult launch. It almost seems like cheating to be able to achieve such spectacular results with no pain.

My earlier experiences with the "Sub-Sweep" design (NFFS Digest, May, 1988) convinced me that a slightly heavier model with more wing area should show considerable improvement in duration as a result of the anticipated increased altitude. The weight addition was put into the fuselage, the wing LE spruce, a coat of nitrate dope, and the added epoxy glue for the polyhedral joints. The result was a more rigid model than the "Sub-Sweep" and the desired performance enhancement. I caution not to save weight on the fuselage, as too much flex in the tailboom gave very erratic performance until carbon-fiber stiffeners were added. To save weight, use the very lightest balsa you have for the wing. If I were to change anything in the "High Roller", it would be to use a flat-bottomed airfoil from 3/32 stock. There is no substitute for altitude, and I still have not bounced a catapult glider from the girders of the 116' ETSU mini-dome.

The characteristics of this design (two were built) are a joy to behold. Its climb trajectory starts with a straight-away launch at an initial angle of 75 degrees with no left or right bank. After making an upward arc, a half-roll at maximum altitude puts the model at glide altitude and speed in a perfect transition from climb. Wow!

Construction technique follows the description in the NFFS Digest, March, 1985. If you don't have access to the article, send me a SASE and I'll send you a copy. 655 Carlisle Ave, Deerfield, IL 60015



Indoor Catapult Glider rules:
Maximums: wing span, 12"; chord, 3"; catapult handle 6"; 1 loop 1/4 rubber.
Catapult glider must he hand-held. Best 2 of 9 flights scored.

4

THIS PAGE, AND THE PLAN ON PAGE 11 ARE REPRODUCED FROM "WINNING INDOOR DESIGNS" US INDOOR CHAMPS 1987-89 NFFS

YOU GOTTA GET A COPY OF THIS BOOK, PILOTS. I HOPE IT ISN'T SOLD OUT. TRY BILL HANNAN BOX 210 MAGALIA, CA 95954 $18.95

(5) MIAMA PISTACHIO SCALE RULES – SUBMITTED TO AMA FOR PROVISIONAL STATUS

GENERAL – LOW PRESSURE EVENT FOR WORLD'S SMALLEST FLYING SCALE MODELS – PISTACHIO SCALE

RECOGNIZABLE MODEL OF A FULL SCALE AIRCRAFT (EXCEPT "MODEL OF A MODEL") BUILT TO 8" MAX. WING SPAN OR 6" OVERALL LENGTH (EXCLUDING P&P)

CONSTRUCTION – NO RESTRICTIONS ON MATERIALS, TYPE CONSTRUCTION OR POWER. (YES, CATAPULT JETS!) (TOW LINE SCALE GLIDERS)

SCALE JUDGING – RANKING POINTS BASED ON REALISM, COLOR & MARKING, COMPLEXITY OF TYPE, WORKMANSHIP, AND "QUALITY" OF DOCUMENTATION". ONE (OR PREFERABLY MORE THAN ONE) JUDGE RANKS THE FIELD OF ENTRIES FROM BEST TO LEAST. BEST GETS 1 POINT, 2ND GETS 2, ETC. JUDGES CAN ALSO FLY IN MEET.

FLYING: BEST 2 OF 9 FLIGHTS, HAND LAUNCHED. RANKING POINTS AWARDED FROM BEST TO LEAST AS IN SCALE.

FINAL STANDING: LOW POINT TOTAL OF SCALE + FLIGHT POINTS. TIE BREAKER – BEST SCALE RANK BREAKS TOTAL PT. TIE.

DOCUMENTS – FULL "QUALITY OF DOCUMENTATION" CONSIDERATION GIVEN TO ENTRY WHO SUPPLIES A 3-VIEW AND AT LEAST ONE PHOTO. COLOR DOCUMENT SHOULD IDEALLY BE A COLOR PHOTO, BUT IF NO PHOTO AT LEAST AN ATTEMPT AT CORRECT COLOR REFERENCE.

CATAGORIES: MODEL OF A MODEL – FOR PISTACHIO MODELS OF ANY OUTDOOR FREE FLIGHT CABIN MODEL.

RIDOTTO: FOR SMALLEST SPAN MODEL TO ACHIEVE A 30SEC. FLIGHT

GENERAL (CONT.) ANY NUMBER OF MODELS MAY BE ENTERED – ONLY BEST ONE COUNTS. MODEL MAY BE REENTERED.

WHEN THINGS GET DULL DOWN AT THE GYM – TRY THESE CHARLIE SOTICH INSPIRED SPEED EVENTS THEY ARE GREAT FOR LOW CEILINGS

PEANUT SPEED

The Unlimited Rubber Speed rules apply except:

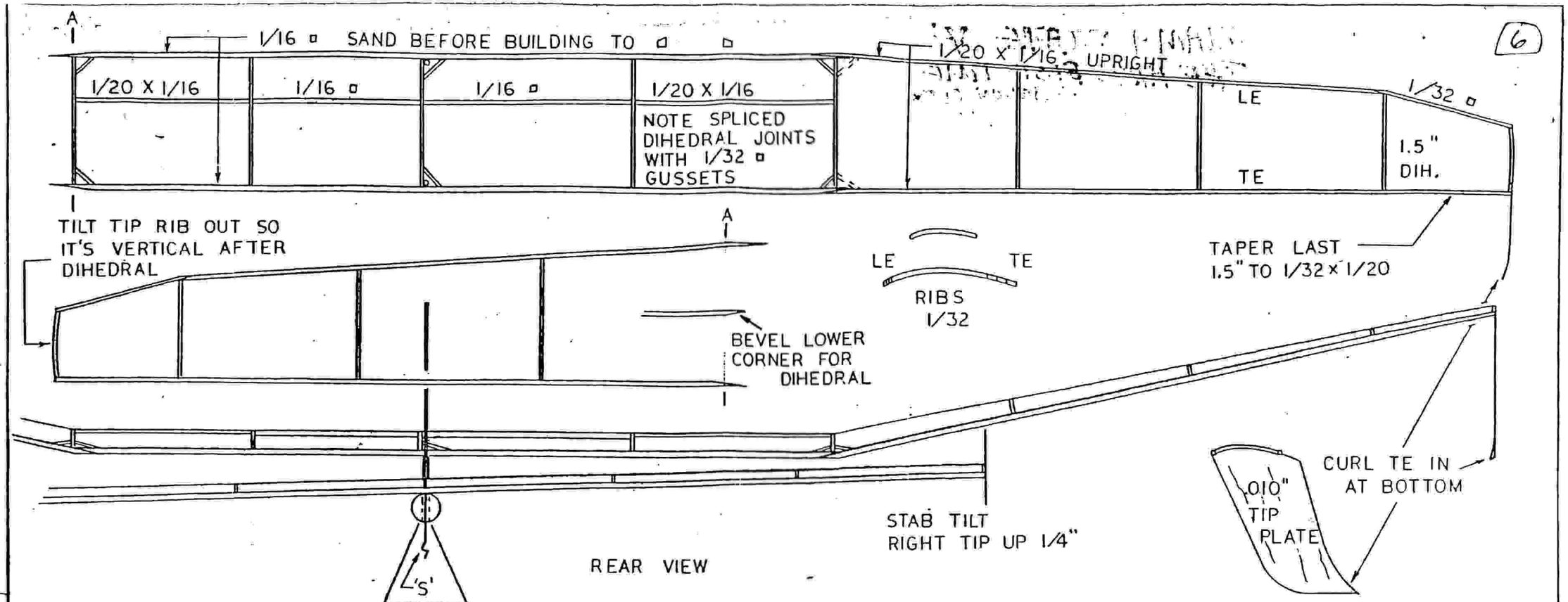
1. The models are limited to Peanut Scale models.
2. The models' scores will be the time in seconds for the model to fly two laps.
3. The lowest time will determine the winner.

UNLIMITED RUBBER SPEED (Broken Spar Event)

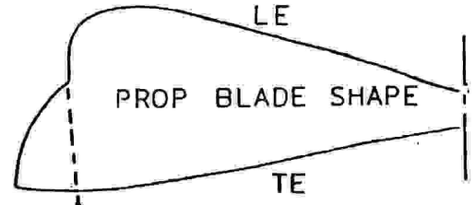
1. Models must be rubber powered and propeller driven.
2. Models must start from an unassisted ROG launch from a three-point sitting position.
3. Model to be timed for two complete laps around two pylons set 20 feet apart.
4. Flights will be disqualified if the model touches the pylon or ground after crossing the starting line.
5. The timer will stand in line with the two plyons. Timing starts when the model crosses the line determined by the two pylons and ends when it crosses the line after completing two laps.
6. Shortest time for two full laps determines winner.
7. No limit to the number of models or launches.

9

6



75% Reduction



BEND TIP BACK 90° ON A SHARP CORNER. MAKE SURE NO POINT ON FINISHED PROP IS MORE THAN 3.0" FROM SHAFT AXIS.

START BY CUTTING A 9.5" PECK-POLYMERS SILVER PLASTIC PROP TO 7.5". CARVE TOP SURFACE WITH #11 BLADE UNTIL THEY'RE THIN. REDUCE HUB THICKNESS AND CHORD. TRIM TIPS TO SHAPE. BALANCE. FINAL WEIGHT 1.1 GM. USE 1/32" TEFLON TUBE AS BUSHING, PADDED BY GLUING LAYERS OF TISSUE AROUND UNTIL IT JUST FITS IN THE PROP.

FEDERATION R.O.G.
DAVID ARONSTEIN 1990

MIAMA STATE OF THE ART- BEST TIME JOHNSON CITY 1990

7 FROM OAKLAND CLOUD DUSTERS

ALL WOOD 4 LB/□FT:
COVER WITH MYLAR.
ALL WIRE .016".
4° DOWN 2° RIGHT THRUST.
TURN RIGHT.

DUE TO COPIER DISTORTION, WING AREA MAY BE WRONG. MODIFY AS NEEDED SO THAT PROJECTED AREA COMES TO 29.8 □", STAB 14.9 □".

8

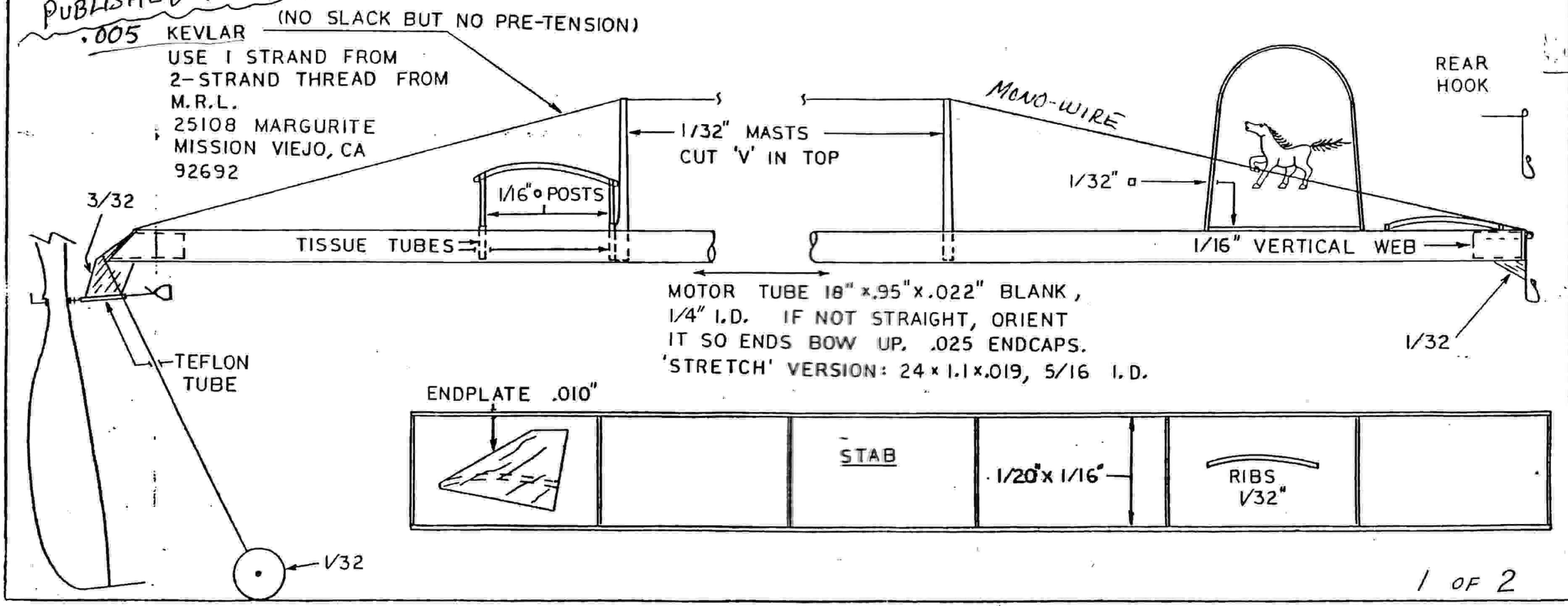
75% REDUCTION

RECORD FLIGHT 8:01
1990 NATS/USIC 2ND PL 7:18
49" LOOP .048" FAI TAN RUBBER
6200 WINDS
2 SLIGHT HITS ON 120' CEILING ON RECORD FLIGHT

FLASH: REPORT FROM LAKEHURST THAT JIM CLEM HAS DONE OVER 9 MINUTES WITH PLANE PUBLISHED IN H.P. 135

FEDERATION ROG

1. Model must be rubber powered and propeller driven.
2. All flight ROG and weight at 3.1 gram minimum.
3. Molded plastic propeller—6" diameter maximum. (Bushing may be added and prop sanded but no cutouts.)
4. Projected wing area—30 square inches maximum.
5. Projected stab area—maximum of 50% of wing area.
6. Landing gear must support model with two wheels of 1/2" diameter minimum and turn freely at all times.
7. Minimum flight of 20 seconds counts—best flight of five determines winner.
8. No restrictions on covering, dimensions, or construction. All ballast must be permanently affixed.
9. One hi-time award and three places for two man by state team.



THE MIAMA GRAND PRIX

JOHNSON CITY 1990 (10)

When you went to Johnson City this year you were sure to have some extra fun if you took one or more pistachios, a big Coconut, and a replica of President George Bush's WW II torpedo plane, the Grumman Avenger. As is the case for Don Lindley's Kit Plan Scale event we have a heck of a lot of fun to minumum publicity and a very tight time schedule that sort of spoils the fun because you are so rushed.

The write up in Model Aviation by Bob Clem ens must be complimented, because Bob surehad a lot of events to cover in a brief space, and really did a good job. If you really want to have fun at next year"s Johnson city meet be sure to enter the MIAMA GRAND PRIX and KIT-PLAN SCALE.

I modestly submit that one of the high lights of the 1990 Nats was the mass launch Coconut flight, and the Mass Launch Avenger flight. The Coconuts took off, and soared to the very top of the dome for well over two minutes in a very realistic manner. The Avengers are a surprisingly stable and good flying model that flys like the real turkey. Great stuff. Keep sending in those Summer times of your Avenger up to the end of 1990.

MIAMA COCONUT SCALE EVENT:

MASS LAUNCH
WINNER: DAVE ARONSTEIN

		Stat.	Fly	Pts.
1.	Doc Martin Messerschmitt 20B	3	2:01	5
2.	Dave Aronstein Cessna Caravan	4	2:34	5
3.	Millard Wells Fort 2-AT	1	:59	6
4.	George Nunez Taylorcraft	2	1: 15	6
5.	Stu Weckely Found Centennial	5	1:24.7	8
6.	Paul Avery Curtis Robin	6	:53	12

Didn't fly-Mike Arak, Sky Pup

PISTACHIO SCALE 19 ENTRIES, 11 FLEW

		Scale rank	flight	flight rank	total points
1.George Nunez	Sopwith triplane	1	25.0	8	9
2.Millard Wells	SE-5	6	47.0	4	10
X " " "	Waco E	4	30.0	7	11
X " " "	Wee Bee	9	1:05	2	11
3.Mike Colling	1911 Caudron	2	7.1	10	12
4.Stu Weckerly	14 Bis	10	36.0	5	15
5.Richard Miller	Jenny Monoplane	12	56.0	3	15
6.Danny Baird	Cessna Centurian	14	1:38.2	1	15
7.Tom Nied	SE-5	8	19.0	9	17
8.Dave Linstrum	Hosler Fury	11	32.0	6	17

RIDOTTO: M.Wells Wee Bee 40.0

Model of a Model: 1. Burr Stanton, Guppy 49.

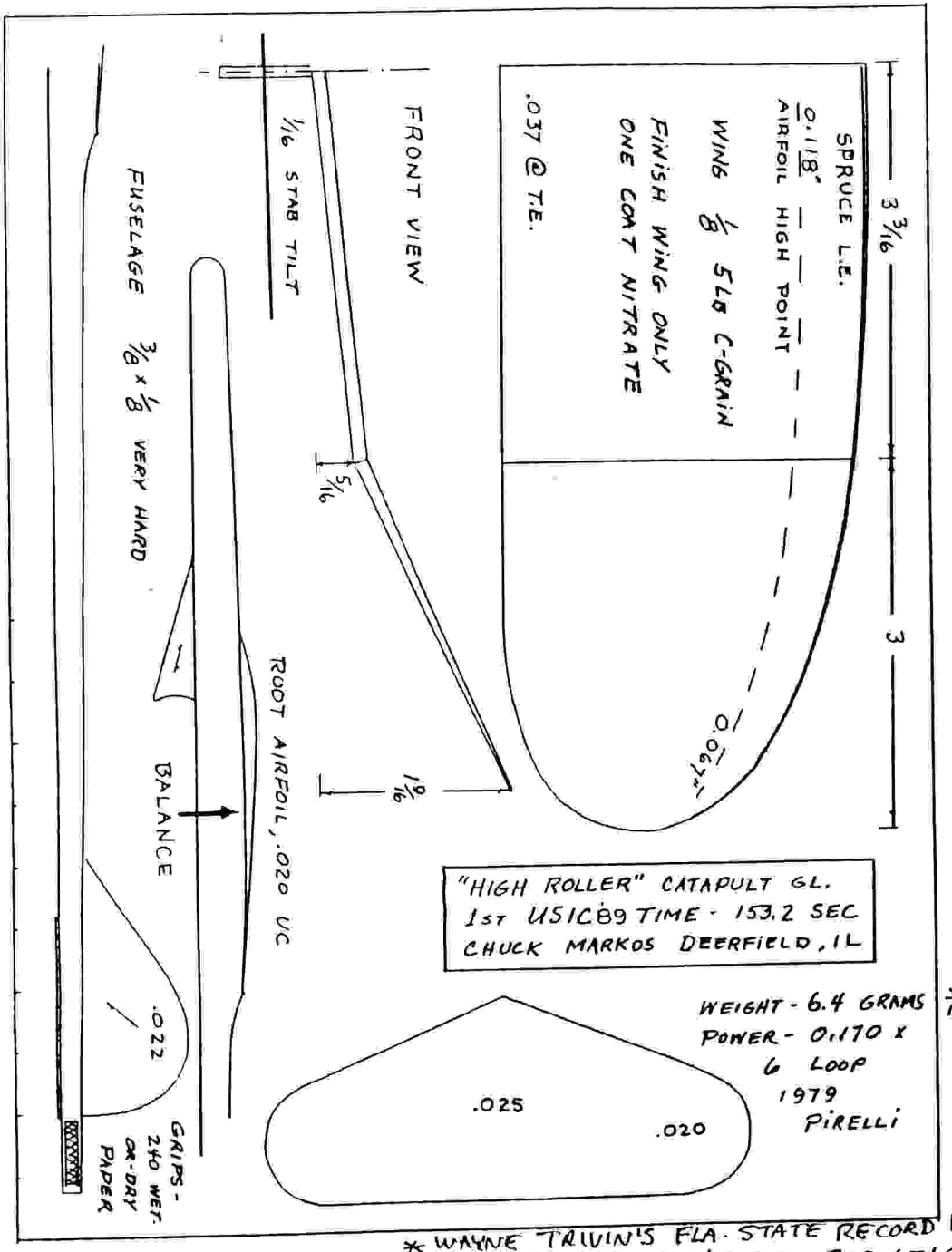
BUSH AVENGER EVENT:

MASS LAUNCH
WINNER:
GEORGE NUNEZ

1. George Nunez 1:10.8
2. Millard Wells :57
3. Doc Martin :54
4. Burr Stanton 42
5. Dave Linstrum 31

Did not fly: Gil Coughlin, Rich MacEntee

TOTAL GRAND PRIX - 33 SCALE MODELS



* WAYNE TRIVIN'S FLA. STATE RECORD HOLDER WEIGHS ONLY 3.3gm FOR 67' CEILING.

MIAMA INDOOR EVENT RULES — SAVE!

HERE ON ONE PAGE-ARE THE WAYS WE FLY OUR MEETS. GET KITS, OR DESIGN YOUR OWN MODELS TO THESE STANDARDS-!

O.K. Pilots..put this page on your field box so you will be legal for all events. WE FLY A LOT OF AMA RULE BOOK EVENTS...GET OUT YOUR AMA RULE BOOK AND LOOK THEM UP: Peanut scale..the only exception to AMA rules is tha t MIAMA permits 9" overall length We also fly AMA Manhattan, Bostonian, Penny and limited Penny and Easy Bee.

REENTRIES ARE PERMITTED IN ALL EVENTS. REENTRY CANCELS PREVIOUS SCORE.

FEDERATION ROG (FROG) Rules..see page 8, this issue.
CATAPULT GLIDER RULES..See page 4 this issue.

PISTACHIO RULES ON PAGE 5, ALSO SPEED.

COCONUT SCALE RULES: Recognizable aircraft of 36"span(Monoplane) or 30" span(Biplane). Mooney scale judging from 10' away for static points. Single surface covering O.K. Best flight,ROG, of four for flight points. Low total of flight and static wins. Ties broken by best static score. Rubber power, Minum.weight..1 oz.

LO CAL (Profile) SCALE: For recognizable profile models with a wingspan limit of 16". FAC totals 3 flights (Hand launched) MIAMA counts best flight of five. No max. time, 20 sec. min. Min. wt. 2 cents..6.2 gm. Model must have control outlines ,reg. numbers or letters, etc. Model must be in correct color scheme, have documentation, to prove it. Model must have full landing gear...one, two or three legged. No profile gears. Retract gear may be built in up position.(Not so for NFFS) All wing struts must be on model.

EMBRYO ENDURANCE. Min. 10 gm. min. wt. For rubber powered models with not over 50 square inches of wing area for monoplanes.For biplanes not over 70 square inches with 45 square inches maximum for the largest wing area. Stab area not to exceed 50% of wing area. Fuselage to enclose a space of 1.25 x 1.50 x 3.00 inches orlarger. Wing and tail to be built up, covered on both sides with Jap Tissue or equivalent. Unassisted ROG from a three point rest. We total your best three of four flights.Less than 20 sec. is an attempt. Landing gear legs must be in a conventional configuration and have 3/4 inch diameter wheels or larger.(Example, two wheels on one landing gear leg is prohibited.) Bonus points:5 for raised cabin or windscreen with open cockpit and headrest. 3 for 3 dimensional wheel pants. 1 for 3-dimensiona l exhaust pipes.

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.

THIS IS A SYNOPSIS OF FAC RULES

FOAM ONLY FOR DETAILS, DOUBLE COVER JAPANESE TISSUE. 20 SEC MIN. FLIGHT.

(13)

MIAMA GOES OUT W THE SUNSHINE

Almost any Sunday...in a brand new development....there is a gathering of the outdoor wing of MIAMA which will be known as the BLACK EAGLE SQUADRON until a better name comes along. From early light,weather permitting, until the breeze makes things unflyable, MIAMA and other FF flyers gather at FIU-Florida International University on the Youth Fair Ground by the Football Stadium. All sorts of small field rubber powered planes are in the air, including a lot of Flying Aces stuff. So on a sunny Sunday, if you feel that old urge...GET IN TOUCH WITH GEORGE NUNEZ 305-553-0572 and join the locals.

PLAN ON THE MIAMA KING ORANGE

OUR ANNUAL INDOOR MEET - TAMPA WTERNATIONAL AIRPT.
DELTA AIRLINE MAINTAINANCE HANGAR
BE IN TAMPA SAT. + SUN. DEC. 29 + 30 @ 9-5
WWII MASS LAUNCH. (BUSH AVENGER?)
MIAMA MEET 3. 70' HIGH C/D RICH MACENTEE / DAVE LINSTRUM

Toilet factory puts squeeze on john breaks

TOILETRY WORKERS have had their visits to the john cut to three a day.

And the 220 employees of the Jean Sorelle bathroom products plant in Peterborough, England, are livid.

"It's humiliating and demeaning," says union spokesman John Nolan. "We nominate Sorelle as the Scrooge company of the year."

Company execs slashed daily john breaks to three visits, each three minutes long, after the company failed to meet last year's production target.

"Obviously we would not enforce it on someone with a problem," says a sympathetic manager.

Repeated lying can make your teeth fall out!

LYING CAUSES tooth decay!

Repeated fibbing causes inner vibrations that can loosen the root of a tooth, creating problems with the gums and enamel, claims Dr C. Ralph Campo, director of the University of Psychic Science in Yucca, Arizona.

Don't drive too fast in Finland if you're rich

THE RICH in Finland always find themselves a little poorer when snared by cops for speeding.

That's because the fine is based on their annual income!

Rainer Rooth, who made about $300,000 last year, was fined a whopping $11,400 for doing 75 mph in a 50 mph zone. A lengthy court battle finally got his record-breaking fine reduced to a more reasonable $1,050.



THEY HAD WHAT IT TAKES — KEN GROVES 1929 - 1990

We're very sorry to report to all Ken's many friends that he died while playing golf on Sept. 11,1990..an apparent heart attack.

Almost every indoor modeler knew Ken and his wife Mickey because they would travel great distances from their home in Canada to Geneseo, Buffalo, Detroit,Miami, and Johnson City. They seemed to be everywhere.

Ken was the consummate indoor man who was versatile enough to win the individual Grand Champion at the USIC in1987 and 1989. He was one of that great group of itinerant Canadians that the US guys got to love.

To me Ken was my hero because of his love for rubber scale, particularly indoor scale...his favorite event. He had a zillion Kanones in the FAC club,& won their Blue Max.

Who can forget his immaculate DREAM FIKE? Remember his Bristol Scout..those Vickers guns, that rotary engine, and the light weight turtle deck with NO stringers! Who can forget,indeed?

So long, Ken..We'll miss you at the KING ORANGE, and everywhere else they fly those nifty FAC scale models you loved.

Watching TV bad for your health

According to a 13-year study, watching television takes less concentration than eating and leaves many viewers feeling worse than before they sat in front of the set.

Psychologists Robert Kubey of Rutgers University and Mihaly Csikszentmihalyi of the University of Chicago said in their book, *Television and the Quality of Life: How Viewing Shapes Everyday Experience*, that their study found that the longer a person watched, the drowsier, more bored, sadder,

A chance meeting with a great wartime writer

13 14

"Someday, as is almost the case now, the art of the Beatles will seem quaint... And as the music of the Beatles will be tomorrow, the Pulps are today." — Tony Goodstone, author of *The Pulps.*

■

For millions of kids who hit the acne stage between the early 1930s and the late 1940s, their choice of reading material was clearer than their complexions. They read pulp magazines, often by flashlight under the covers if Mom was so unenlightened as to call them trash.



BOB SWIFT MIAMI HERALD

Kids devoured comic books, too, but they just weren't on a literary level with the pulps, which came in all types: detective, science-fiction, westerns, etc. One of the most popular types was the air-adventure, of which there were scores. Of those, the one that really made a kid's eyeballs pop was G-8 and His Battle Aces, which packed a bigger kick than a surreptitious puff on a Domino cigarette.

I ran across G-8 not long before the magazine (and all the pulps) died but liked it so well I haunted second-hand stores to buy up back issues. Having been a childhood fan, I was agog when I actually met G-8's creator, Robert J. Hogan. That was 1962, he was living in Coral Gables and he called me about something I had written. I began to visit him and we talked for hours.

A World War I flier, nearly penniless in the Great Depression, he read a pulp magazine, snorted "Hell, I can write better than that," and did so, selling his first story for $65. When novel-length pulps (Doc Savage and the Shadow) became popular, Hogan created G-8, air hero.

There followed at least 100 novels in which G-8 battled monsters with tentacles, men with beast brains, mad scientists, flying bombs and magnetic rays. Even the titles had a certain zing: The Death Monsters, Wings of Invisible Doom, Skies of Yellow Death, Flight From the Grave and (don't you love it?) Vultures of the Purple Death.

German villains, such as Herr Doktor Krueger, plagued G-8. But Hogan, an equal opportunity employer, also invented the evil Dr. Chu Lung; the black King Jolito, who turned dead German pilots into zombies; and even an army of Vikings, frozen in a glacier but revived as horrid German shock troops.

The prose was colorful:

"There was a sword covered with blood. Gripping it tightly was a ponderous human arm. The flesh was seared like a half-broiled steak. It was severed at the shoulder as though it had been torn off."

Whew, Heady stuff for a 12-year-old. If my mother had only known.

In another novel, mad scientists boiled bodies in cauldrons and sent their zombie-like skeletons marching against the Allies.

"My editor became nauseated," Hogan told me with some relish.

Air combat was frequent:

"G-8 was sure his bullets had spattered into the lead pilot's body. *Tac-tac-tac!* Spandau bullets snapped past his head."

Hogan wasted little time on research. He named characters "Monsieur Chapeau" and "Herr Schmultz," injected a few *ach du lieber*s and went merrily on with the plots, which sometimes involved a female spy, R-1. She was the love interest, although a typical G-8 story was tailored to the tastes of a 12-year-old, with the result that any cuddling between G-8 and R-1 was roughly akin to that between Roy Rogers and Trigger.

In his prime, Hogan turned out 200,000 words a month, dictating to two secretaries at once. At one incredible time, he was doing G-8, a mystery series called The Secret Six, and a Fu Manchu clone called Wu Fang. Each called for a 60,000 word novel a month, plus enough short stories to fill the back pages. He ran G-8's fan club, too ("Hello, gang, this is G-8 speaking."). The Readers' Digest called him one of the world's most prolific writers.

G-8 finally died in 1944, victim of wartime costs and a more-sophisticated audience. At a time of B-29s, V2 rockets and radar, the demand for World War I adventure (Spads? The Kaiser? How quaint!) disappeared. Soon, a nation turned to TV. Hogan turned to westerns (one became a film) and juveniles, but always hoped that G-8 would be reborn in some form. The G-8 novels were finally reprinted in the mid-1960s, in paperback, but Hogan didn't live to see them. I wrote his obituary in 1963. He was 66.

I have a few copies of those paperback G-8 reprints. The pages, not much better than the rough pulp of the original magazines, are brown and flaking. But they still bear the purple prose that awed a 12-year-old on a long-gone summer's day:

"A fiend had turned his pals into a Squadron of Living Death. A low, vibrant chuckle left the lips of G-8. The master spy shot his fist up in a signal to the Battle Aces. Fokkers thundered from the sky. *Tac-tac-tac!* Machine guns clattered a hymn of hate. *Tac-tac-tac! Tac-tac-tac!*"



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THE HANGAR PILOT

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