INNOVATIVE

THE HANGAR PILOT

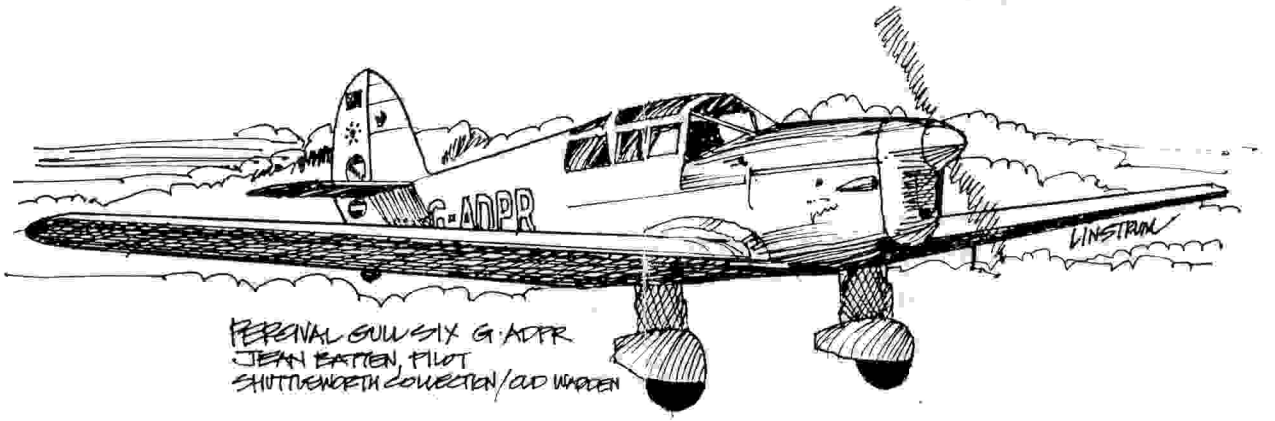
MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION — MIAMA — 9 TO 5

ISSUE 140

20TH YEAR OF PUBLICATION-
INDOOR ISN'T FOR EVERYONE

ENTERIAS NON ES OMNIBUS

- JOHNSON CITY UPDATE
- LAURIE BARRS' MINI-STICK
- H.K. WEISS MODELS AND CONTESTS
- THE EGYPTIAN CONNECTION



PERSIVAL GULL SIX G-ADPR
JEAN BATTEN, PILOT
SHUTTLEWORTH COLLECTION/OLD WARDEN

NEXT EVENT:

PISTACHIO INTER-GNATS + FLY-IN FOR EVERYTHING ELSE
APRIL 27+28 (9-5) MIAMI DADE SOUTH COLLEGE.

LAST MIAMA

MEET OF 1990-1991 SEASON
MAC DILL AFB MAY 18-19
9 TO 5 FAC MASS LAUNCH - BIPLANES - SAT AT 5:00

(1)



The Hanger Pilot, edited by John Martin Jr., who is solely responsible for its content, is published 8 or 9 times a season for bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association) - AMA club 986. One of two active all indoor free flight clubs in AMA. For a mere $12.50 you will receive all of the published issues that year. We encourage reader contributions because, frankly, we need the material. Letters, plans, 3-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

MEET 5 REPORT: NO MEET FIVE !

It finally happened. MacDill's hangars were all in use after the happy conclusion to the gulf war. We had to cancel Meet 5. The MIAMA season is shortened to five meets (Best 4 count toward annual points). MAY 18 & 19 are still GO for the last meet. Confirm by calling the indoor hot line 305-858-6363 the nite before meet. Biplanes for the FAC mass launch event.

HEY, KID ◻ YOU WANNA HAVE SOME FUN AT THE NATS ?

Well then, bring with you a PISTACHIO or two,a COCONUT, a MINI-STICK a Herb K. Weiss KIT-PLAN, and some FLYING ACES MODELS. Enter the pistachio and Coconut in the MIAMA Grand Prix, enter the WEISS model in Don Lindley's kit-plan event..MIAMA has special awards for the best minute model (He doesn't know it yet), There will be a mass launch(or 2) of your Mini-Stick..to be announced..

JIM MILLER is having FOUR Flying Aces events for those mysterious guys who always seem to be busy building, and flying ,and vocalizing..but never appearing at contests. The high wing monoplane 13" span,the 13" span biplane,the 13" span WW I biplane for Mass Launch (Guns,rigging & struts required) and the Mass Launch Golden Age..1920-1940 (No race planes). Jim needs some help..HELP with his events so anyone planning to go to J.C.can volunteer to help him run the events. We hope this innovation will be successful.... Remember one of MIAMA's many mottos:

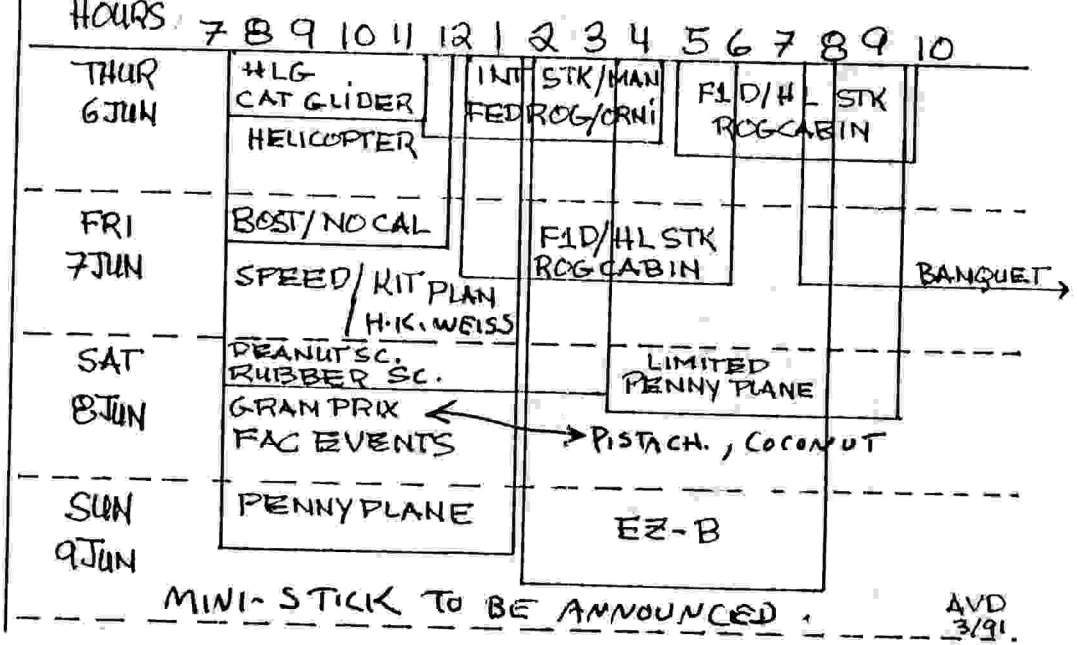
IT MUST BE FUN !

JOHNSON CITY JUNE 6,7,89

Jim Miller ~~3670d Werka River Rd Sorrento, FL~~
OR : 827 YORKHAVEN RD. CINCINNATI, OH 45240

NATS/USIC JUNE 6-9 1991 ETSU.
JOHNSON CITY SCHEDULE

(2)



KIT/PLAN SCALE

1. Models must be built from published plans or kits.
2. Size of plans may be reduced if wood sizes are in proportion.
3. All surfaces must be covered both sides, or be solid material.
4. Models must take off unassisted for official flights.
5. Any flight in which the model is airborne for more than ten seconds is official.
6. Two attempts may be used for each of five official flights.
7. Timing starts at release of the model and terminates when the model next touches the floor or comes to rest after take off. The ten second hang-up rule will be used.
8. No flight score (number of seconds) will exceed the total of Craft and Fidelity points.
9. Up to 60 points will be awarded for fidelity of the model to the plans and instructions from which it was built.
10. Up to 40 points will be awarded for Craft, based on workmanship and finish.
11. Nose block and rear rubber post may be altered without penalty.
12. Tissue type and color are optional, but control outlines and registration numbers (even if made up) must be used. Decorations which are to be cut from plan and glued to model may be reproduced on similar weight paper and cut out to preserve plan.
13. Propeller may be altered from plan without penalty.
14. Final score is sum of best two flights plus Craft and Fidelity.

SEND FOR ENTRY FORMS TO:
USIC, 1655 REVERE DR.
BROOKFIELD, WI 53045

NO-CAL PROFILE SCALE

1. A recognizable model of a full-scale aircraft, with a wing span not exceeding 16".
2. The weight of the model (excluding the rubber motor) shall be no less than 6.2 grams (two pennies).
3. No fancy gadgets permitted—plastic prop is permitted. Balsa and Jap tissue shall be the main construction materials. Use of hi-tech materials such as carbon fibre, boron, et al is not at all permitted.
4. Model must contain control surface outlines, window outline, and registration markings. Model must have full landing gear, i.e., as the full-scale aircraft (no profile gear).
5. Win based on best of five flights (20 second minimum and two attempts/flight).

NEW FEDERATION ROG RULE:
OVERALL LENGTH NOT TO EXCEED 18" !! FOR USIC

MIAMA WILL PROVIDE 1ST + 2ND TROPHIES FOR BEST H.K. WEISS MINUTE MODELS IN KIT PLAN.

(3)

ANCIENT EGYPTIANS FLEW PLANES — 3,300 YEARS AGO!



MY NEW P-NUT

SCALE MODEL, above, of an ancient Egyptian glider soars over the Great Pyramid and the Sphinx.

A NEW EVENT: PAPYRUS HAND LAUNCH



But that's not all! Experts say King Tut died in history's first airplane crash!

Egyptian bigwig King Tut was killed in an aircraft crash more than 3,300 years ago.

That's the amazing conclusion of historian William Deiches who says the ancient Egyptians were soaring above the clouds in hot air balloons and crude gliders thousands of years before the Wright brothers made their historic flight.



TOP RESEARCHER William Deiches holds the model of the papyrus plane he believes beat the Wright brothers into the sky more than 3,000 years ago!

By THEO DORISOPOLIS

Since flying was considered "godlike" by Egyptians, this ability was reserved for wealthy people and royalty. Deiches says flying was the original sport of kings and believes King Tut was the tragic victim of history's first plane crash.

"I think that we must look upon these ancient craft as more of a sporting activity than as a means of travel.

"I suspect that they were the objects of a royal pastime. In this context, it is interesting to note that lots of ancient Egyptian royalty, including King Tutankhamen, died with broken ankles and multiple injuries, as if killed in a glider crashing to Earth."

Deiches' 20-year exhaustive study of ancient Egypt led him to an astonishing conclusion. He realized that many drawings and carvings of weird figures with wings were actually the plans for early flying machines. He now believes that the Egyptians launched their first hot air balloon as early as 3225 B.C. and were soaring in crude gliders 200 years later.

"Egypt started this craze among its royalty, wealthy and privileged, but it soon spread to what nowadays is known as Tibet, India, Mexico, Turkey, China and Guatemala — all countries where hot air currents were sufficient to keep the gliders in the air," he said.

Deiches believes drawings of godlike figures with wings are actually sketches of what these early gliders looked like.

He built models of many of these early gliders and found many flew with ease.

Deiches believes the balloons and gliders were constructed from papyrus — the substance Egyptians used for paper — and may have had wingspans of up to 60 feet.

They were launched from the top of a cliff or a high structure such as a pyramid, Deiches said, and attained flights of up to 50 miles.



DEATH MASK of boy-king Tutankhamen. An expert says he died in a plane crash thousands of years before the Wright brothers got off the ground.

MAN SURVIVES SIX BULLETS IN HEAD

Joe Blackburn, 24, wandered around for an hour before walking into a local hospital complaining that he'd been shot six times in the head!

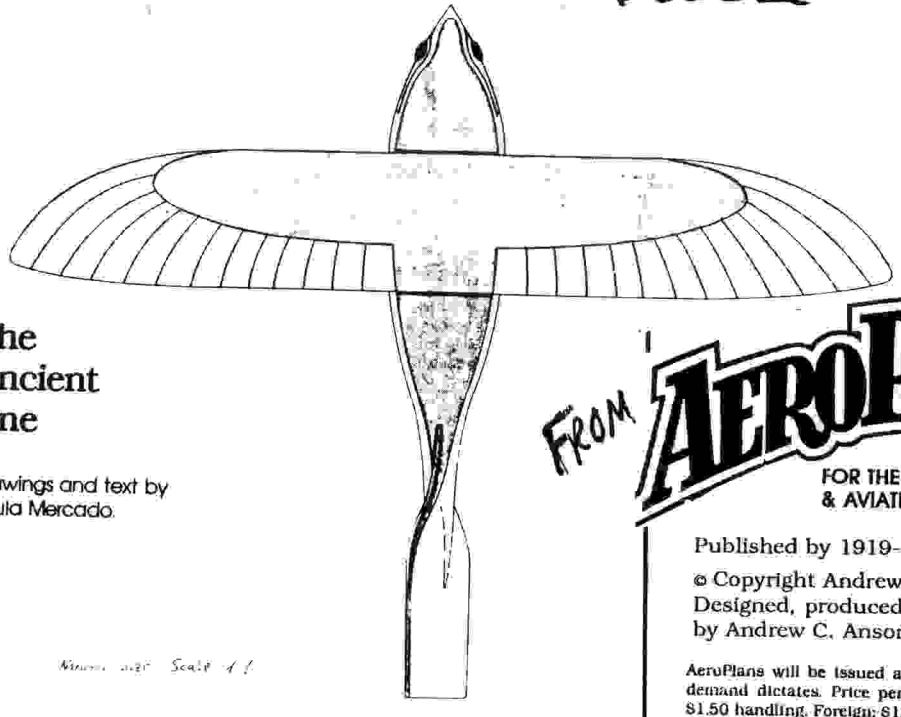
"Apparently some of the bullets just went around the skull under the skin," said Sheriff Freddie Conn of Coffee Country, Tenn., where the bizarre shooting occurred. "It's the darndest thing."

— NATE DANIELS

WEEKLY WORLD NEWS
January 1, 1991

THE EGYPTIAN CONNECTION

OR MIAMA DISCLOSES THE EARLIEST FF SCENE



The Ancient One

Drawings and text by Paula Mercado.

FROM AEROPLANS™

FOR THE CREATIVE MODELER & AVIATION HISTORIAN

Published by 1919-1939 Air Wars

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Designed, produced and published by Andrew C. Anson

•(213) 670-1743

AeroPlans will be issued at irregular intervals as demand dictates. Price per copy: US $10.00 plus $1.50 handling. Foreign: $12.00 US plus $5.00 postage and handling.

ED. Note

Was this ancient Egyptian model a boomerang, toy, symbol or? ... We'll probably never know. We do know the ancient Egyptians were great seekers after knowledge. Also skilled falconers. The highly detailed drawings and notes of artist PAULA MERCADO certainly raises provocative questions about this mysterious artifact.

BELOW. Solid gold headress that covered the Tut-Ankh-Amen mummy.



Among the varied archeological remains showed to me during my visit to the Egyptian Museum of Antiquities, there was an object which really struck me.

It was something very similar to the airplane models we loved to fly in our childhood.

It was, undoubtedly, a monoplane made from sycamore wood, weighing about 39 grms. It had been dated circa 200 BC and was found in Sakkara in 1898.

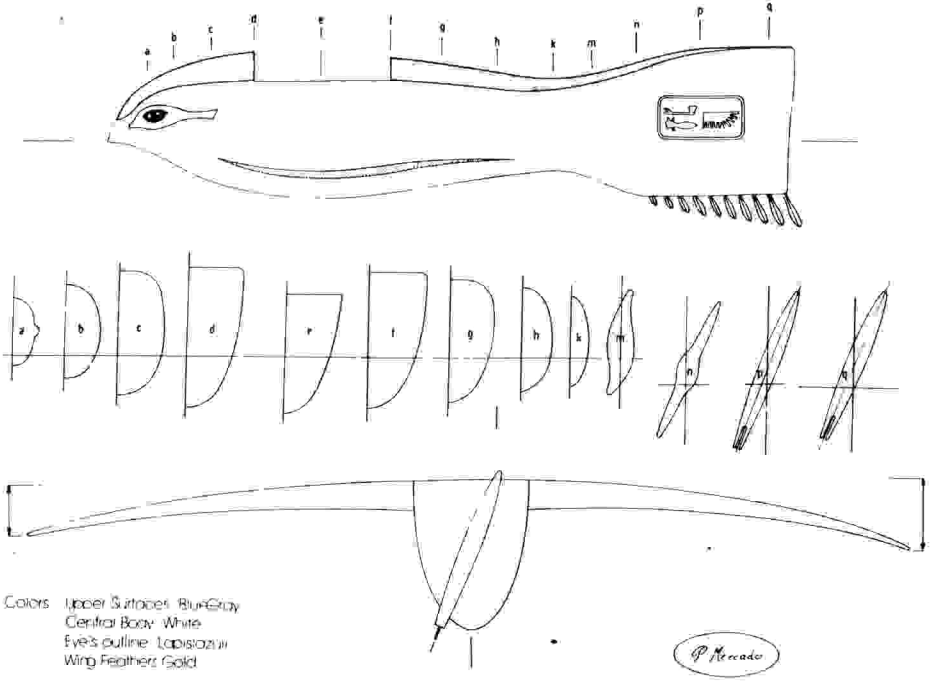
The truth is that this is not the only winged object found among the different tools and artistic expressions from the Ancient Egypt. There are winged beetles from the Greek-Roman period, representations of some deities (Horus/Ra) were symbolized by a hawk with the sun over its head - and four high-relief unknown winged deities on the four squares of the Tut-Ankh-Amen's quartz sarcophagus (still containing his mummy in the Death's Valley tomb).

Might we really think that the Egyptian civilization reached such greatness as to develop basic flying essentials?

The fact is the object exists and is formed by two different parts: —

The wing is one piece of wood and with assymetric shape to get Boomerang effect flights. Not only one of them is shorter than the other, but also the negative dyhedral angle is more marked.

The body, one piece too, has a peak-of-a-bird shape (falcon) with an eye both sides. These eyes are the polished extremes of an obsidian's bar which, crossing the head from one side to the other, counterbalances the plane. It seems the Egyptians painted eyes on the forward part of their vehicles in the believing that this would help them to find the right route.



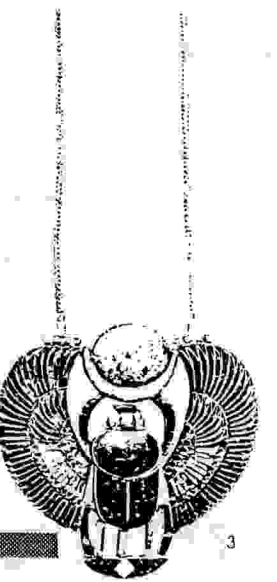
The central body's thickness grows from the nose backwards until getting to its joining point with the wing (the thickest point) from where it begins to thin gradually again until the tail, which is turned down towards one of the sides to help the plane making gyros. With an almost rectangular shape, this tail has an Egyptian inscription, "chi" (one of the three ideographic symbols to express the flying concept) and several feathers, mounted in a series of holes from larger to shorter, for the purpose of a periodical renewal. Surely they tried to compel more "flying spirit" to the object. Same purpose should have the feathers painted over the wing.

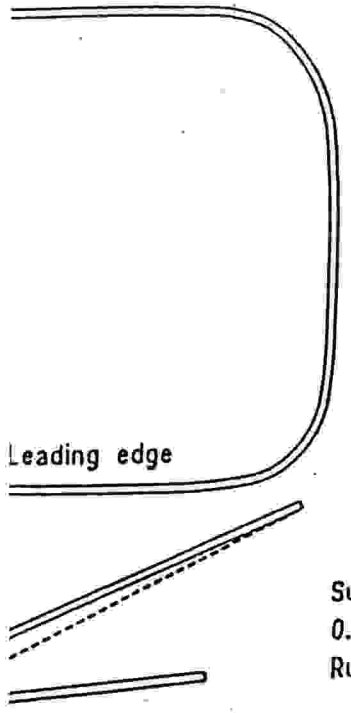
There are also a couple of red stripes on both sides of the central body.



Very small wooden replica of a Falcon found in King Tut-Ankh-Amen's tomb. Note the close similarities to Paula's drawings from the Egyptian museum.

P. Paula Mercado
2.11.88





All covered in Ray Harlan thin mylar plastic film, 3M spray adhesive used sparingly.

WEIGHTS oz	uncovered/covered, gr
wing	0.0020/ ~~0.0315~~
tail	0.0014/ 0.0019
fus+fin	0.0058/ 0.0059
prop	0.0027/ 0.0027
ballast	~~0.1365~~
TOTALS	0.0119/ 0.0150

Suggested motor 12" loop of 0.025" or 0.032" x 0.042" Rubber weight 0.0185 oz

ESSENTIAL T.E. warp

1/4" fin turn

ANOTHER

/cu ft

MINI-STICK

24" x 0.032" 5 lb A-grain

ıe
ure as
ıg

AN IMPORT MODEL: (6)

From across the Atlantic, from Merrie Olde England comes this slick version of the Mini-Stick. Designed by Laurie Barr, well known English FAI flyer and UK team member, the rounded tips on al l the surfaces will serve well in our low-ceiling sites--providing no sharp corners to catch and hold in the ceili ng beams or the fan baskets.

The plans come from Tom Vallee, erstwh ile promoter of the Mini-Stick genus, along with the following good advice: "Use Barr's prop on your model & times will double. Pusher models are more v ulnerable to hang ups. Use a tractor. Wind motor to limit then back off turn s to point where model climbs slowly t o beams and bounces gently off bottom of girders with few hang ups."

Tom also tells us that Mike Colling, a nother well known English indoor flyer has organized a postal contest for the se Mini-Sticks with the thought that s ome of our pilots might want to enter, he forwarded Mike's address:

Mike Colling
403 Mossy Lea Road
Wrightington
Wigan WN6 9SB
Lancs., England

Burt Stanton 9210 Darley Dr Louisville, KY 40241

Anyone interested should contact me an d we'll arrange an INMARC entry which requires an Official Results Form. All flights to be completed by March 31, 1 991 and entries must be received at th e above address by April 10, 1991.

You fly in your local site and they wi ll correct your time for the ceiling h eight of your site.

Entry is FREE! So let's see if someone can't hang one up for 30 or forty minu tes (!--WOW).

BRING YOUR MINI-STICK TO JOHNSON CITY- MASS LAUNCH + OTHER EVENTS PLANNED. DETAILS NEXT ISSUE.... !!

① ANNOUNCING MIAMA'S H.K. WEISS CONTESTS

MIAMA is honoring one of the original free flight rubber scale modelers, and you are invited to send for the plans and get in on the fun. Earl Stahl, Paul Lindberg, and Henry Struck have had their scale models revived and flown at various meets.

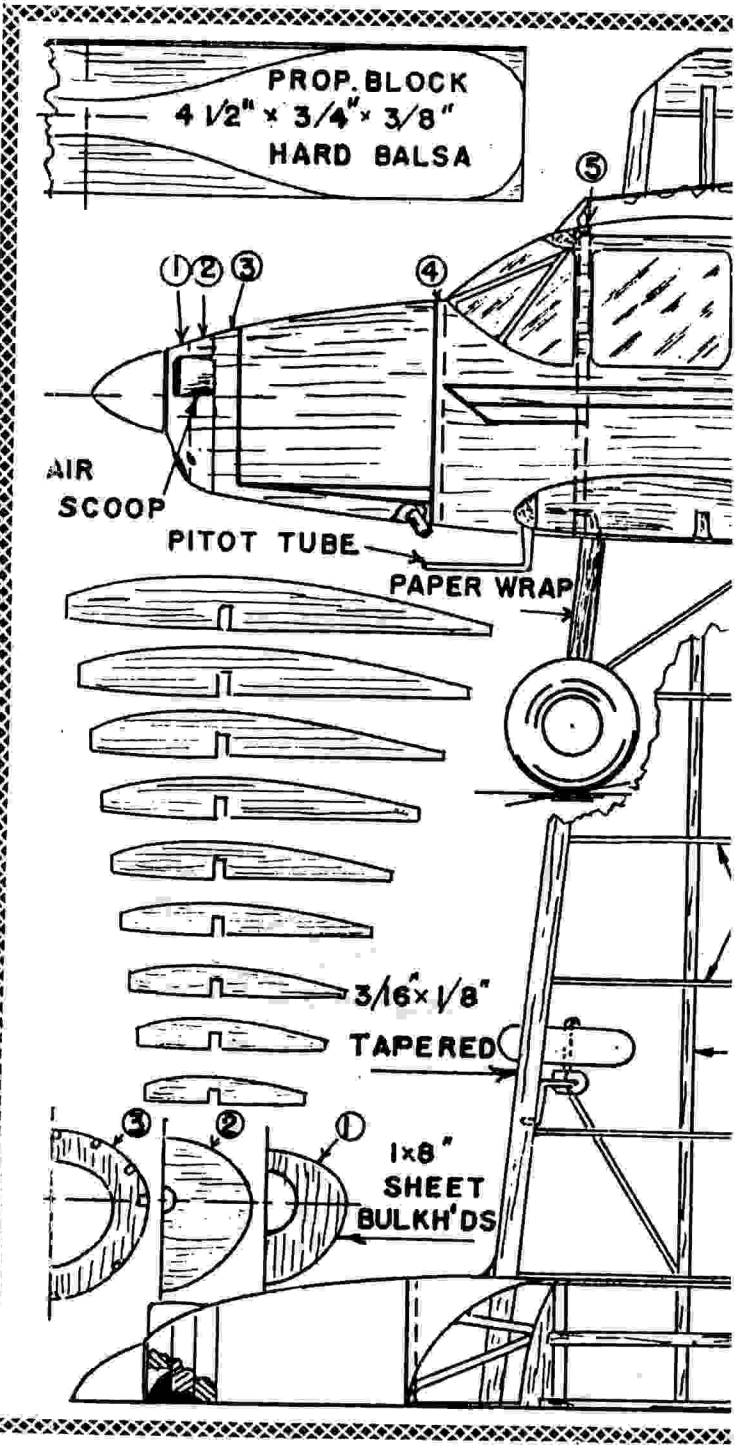
Now it is time to rediscover MIAMA member.. TA!, TA!..

H.K. WEISS!

Herb always seemed to have a plan in the model mags of the late 30's and 40's. About 5 years ago Herb returned to modeling and is active again experimenting with gears, projecting 3-views from photos, and building vintage peanut scale models. Two of his plans are in this issue. All others are available.. (see page 14.)

When you get your minute model finished you can:
(1) Enter it in KIT PLAN at Johnson City for MIAMA prize
(2) Enter it in the MIAMA Postal meet. Send in your

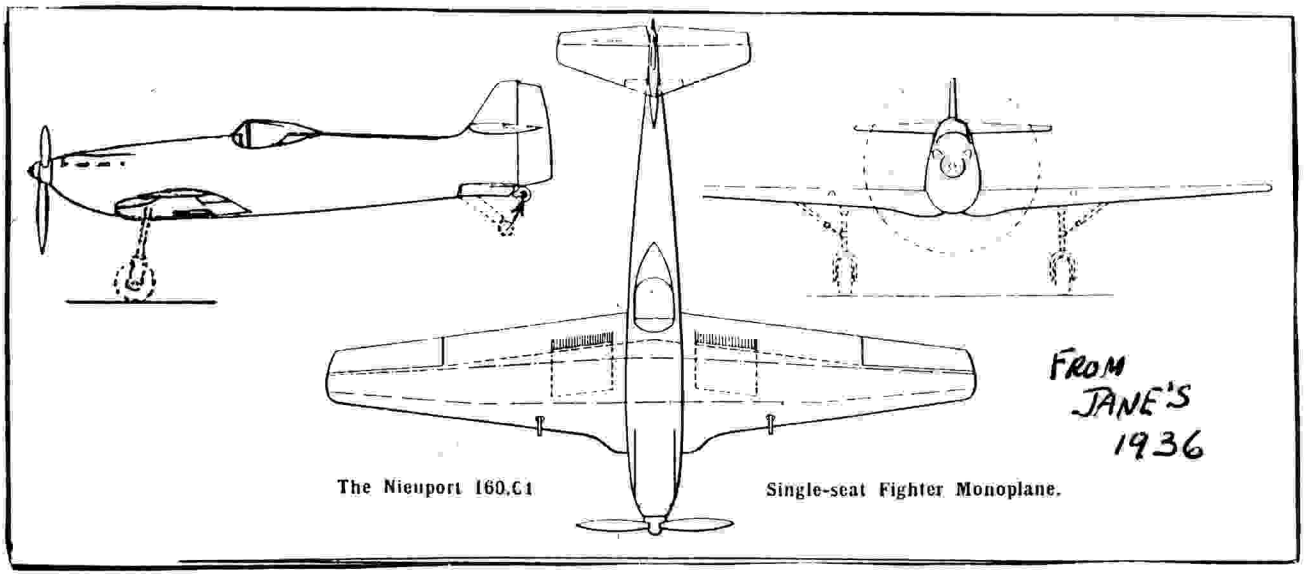
CONTINUED PAGE 14



VINTAGE PEANUT

For our 140th issue of Hangar Pilot we present a 53 year old plan from the June 1938 issue of Model Airplane News. A month before, the plans of a Mauboussin tandem light plane had been presented by the same Herbert K. Weiss, and following this issue of MAN were at least 8 or 9 more plans for what he called "Minute Models". I never knew whether he meant they would fly for a minute, or could be built in a minute, but I do know that they were the first of the Peanut Planes, except, of course the little 10¢ kits available in 1938. One thing for sure..Mr. Weiss' models flew a lot better than Mr. Megow's. They were well designed although he admits they were "tricky to adjust". Note in the original article the Editor of MAN (At that time it was Charles H. Grant) asks for readers comments on this little Nieuport . The response was obviously favorable since the series went on for more than a year. From time to time Hangar Pilot will present more of these vintage "Minute Models".. all of them peanut size or less. I found the three view plans of this obscure French fighter in the 1936 issue of Jane's All The World Aircraft. Please lighten it up a lot if you are going to fly it indoors.. especially that part in the fuselage construction that says "the rest (of the stringers) are 1/32" square bamboo".!!

By the way, in this same issue of MAN was the announcement of an Essay Contest..300 words on the subject "WHAT DO YOU THINK OF THE AIRPLANE AS A MEANS OF NATIONAL DEFENSE?" Wow! In those days modelers could even read and write, as well as build. First prize was a round trip to Hollywood to meet Clark Gable, Myrna Loy, Spencer Tracy, and Lionel Barrymore, all stars in MGM's "Test Pilot"...Wow! Geez! I wonder how many entries MAN would pull in a 1991 essay contest? ✶



FROM JANE'S 1936

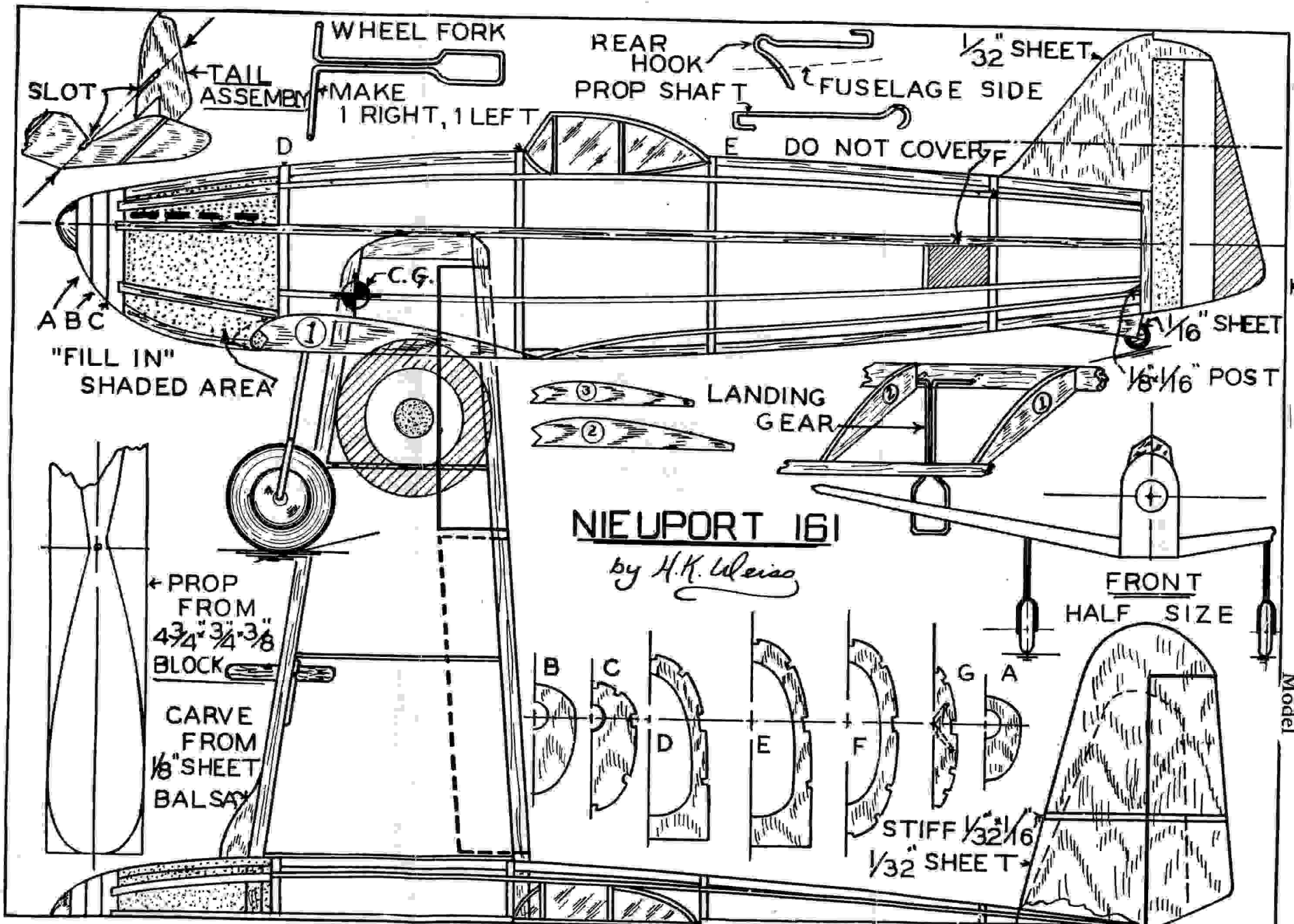
The Nieuport 160.C1 Single-seat Fighter Monoplane.

✶ WHAT'S AN ESSAY?

(9)

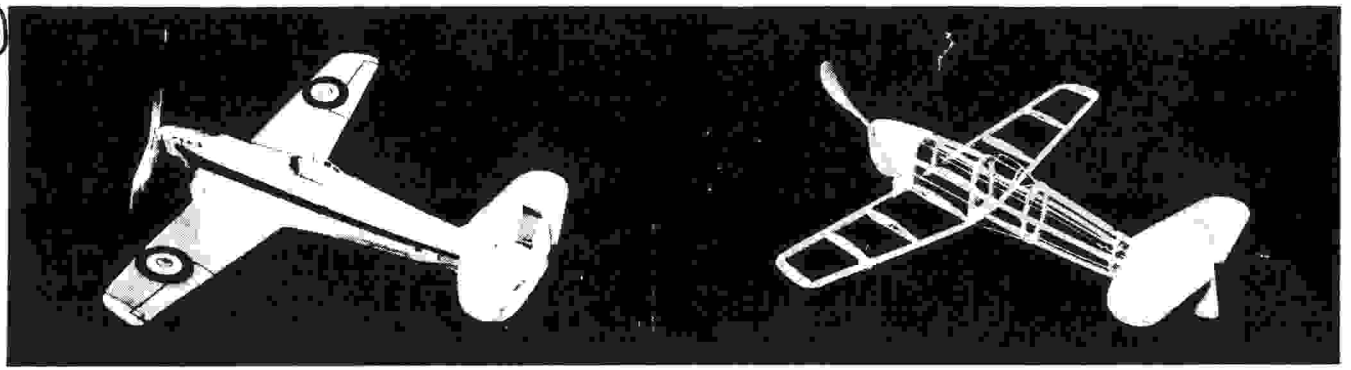
Build A Minute Model of the Nieuport 161

A Realistic Plane Easily Built by the Novice in Half the Time Required to Build the Regular Type of Flying Scale Model



REPRINT F
MODEL

(10)

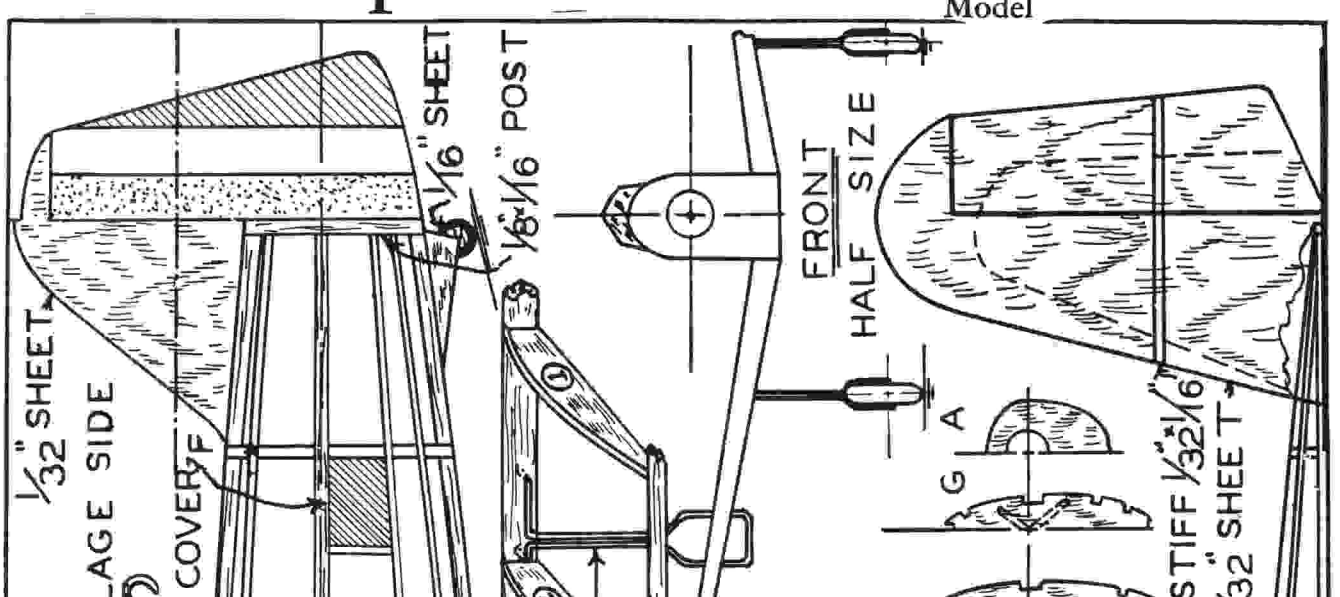


The plane before and after covering. Note the simple construction but realistic appearance.

REPRINT FROM JUNE 1938 MODEL AIRPLANE NEWS

Build A Minute Model of the Nieuport 161

A Realistic Plane Easily Built by the Novice in Half the Time Required to Build the Regular Type of Flying Scale Model



By HERBERT K. WEISS

ONLY a few years ago two hundred mile an hour fighting planes were considered the ultra-experimental ships of any service. Today there is hardly a military air service in the world without several types of fighters in the 300 mile an hour class.

France's latest is the Loire-Nieuport 161, which hits 480 km. per hour at 13,000 feet, or almost 300 miles per hour. Of all metal construction, the 161 is powered by an 860 horsepower Hispano Suiza Ycrs "moteur cannon."

While of essentially simple construction, the model retains the trim lines of the original, and its flying ability reflects the high performance of its big brother.

Wing

The wing is made in one piece. Cut out two of each size ribs from 1/32" sheet balsa. The leading edge is 1/8" square balsa shaped to correct section after assembly, and the trailing edge is 1/8" x 1/16" balsa. After the frame has been assembled and cemented, put blocks under the wing tips to give one inch of dihedral at each tip. The wing tips are cut from 1/16" sheet to fit.

Fuselage

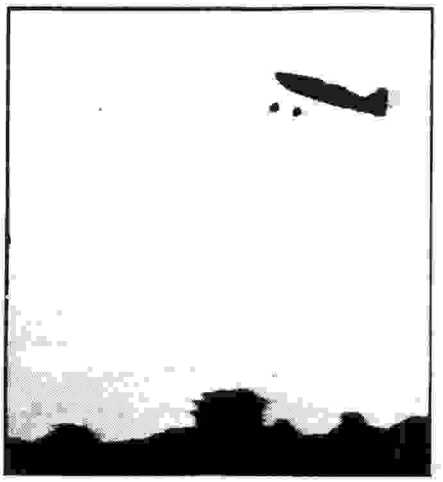
Cut two halves of each bulkhead and cement the halves together. Bulkheads A, B and C are 1/8" balsa, and D, E, F and G are 1/16" balsa. Cement bulkheads D and E to the wing center section. Then add the two 1/16" square side stringers, and to these add the rest of the bulkheads and the tail post. Add the remaining stringers. The top and bottom stringers are 1/16" square and the rest 1/32" square bamboo. Fill in the nose with scrap balsa and sand smooth.

Tail Surfaces

Trace the rudder and stabilizer outlines on 1/32" sheet balsa and cut them out. Sand smooth, cut slots as shown to permit the parts to lock together, and cement them together. Note the 1/32" x 1/16" stiffener on top of each side of the stabilizer.

Propeller

Carve the propeller from a block of hard balsa. A ready formed prop may be used but is likely to prove unsatisfactory because it is too high pitched for this type of model.



The little plane has a fine climb. Here it is in full flight.

Landing Gear

Bend two forks, put the wheels in place and cement the assembly to the leading edge as shown. Thin hardwood wheels are preferable. All wire parts are No. 14 wire (1/32" steel may be used). Bend a rear hook and prop shaft. Note that part of the rear hook projects out of the rubber installation opening to facilitate handling. Two wire cross-braces strengthen the bulkhead G and prevent the hook from pulling through.

Covering

Cover carefully with silver tissue. Spray with water and allow to dry. Add tail wheel. Tail insignia is, reading from front to back, blue, white and red stripes. Wings' circles are red, white and blue, red circle outermost.

Flying

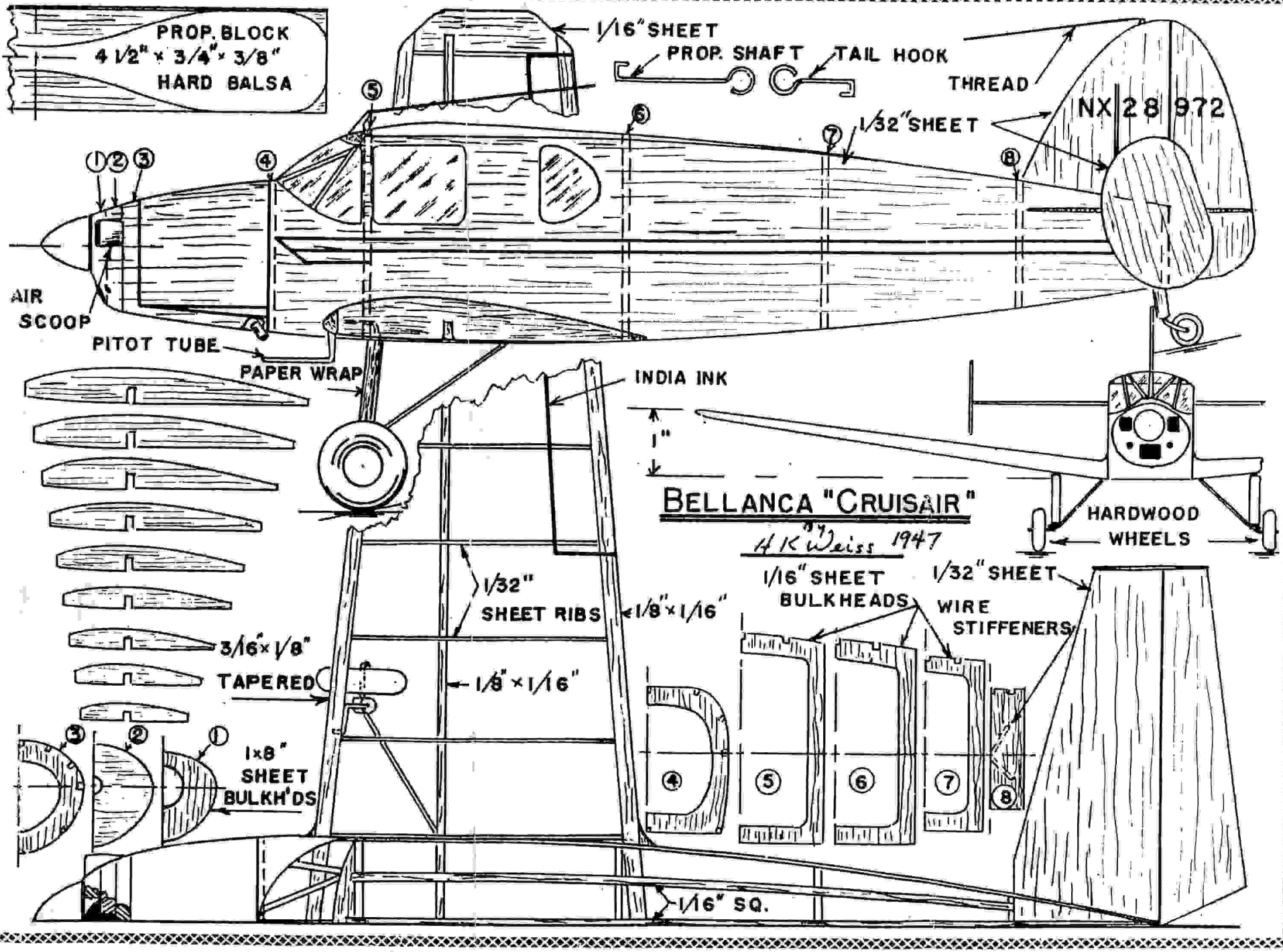
Dope nose and prop or add lead until center of gravity is at position shown on plan. Test for location of the C.G. by balancing on finger tips. Vertical position is not important but the model must *not* balance in *back* of the position shown or flights will be unsatisfactory. Use two strands of 1/8" flat rubber. Adjust for flying by warping elevators up or down. Because of its small size the model is tricky to adjust, but once its tendencies are learned it is a steady flyer.

We will appreciate hearing from model builders, whether or not they like this type of scale model more than the more elaborate and detailed type published in previous issues of MODEL AIRPLANE NEWS.



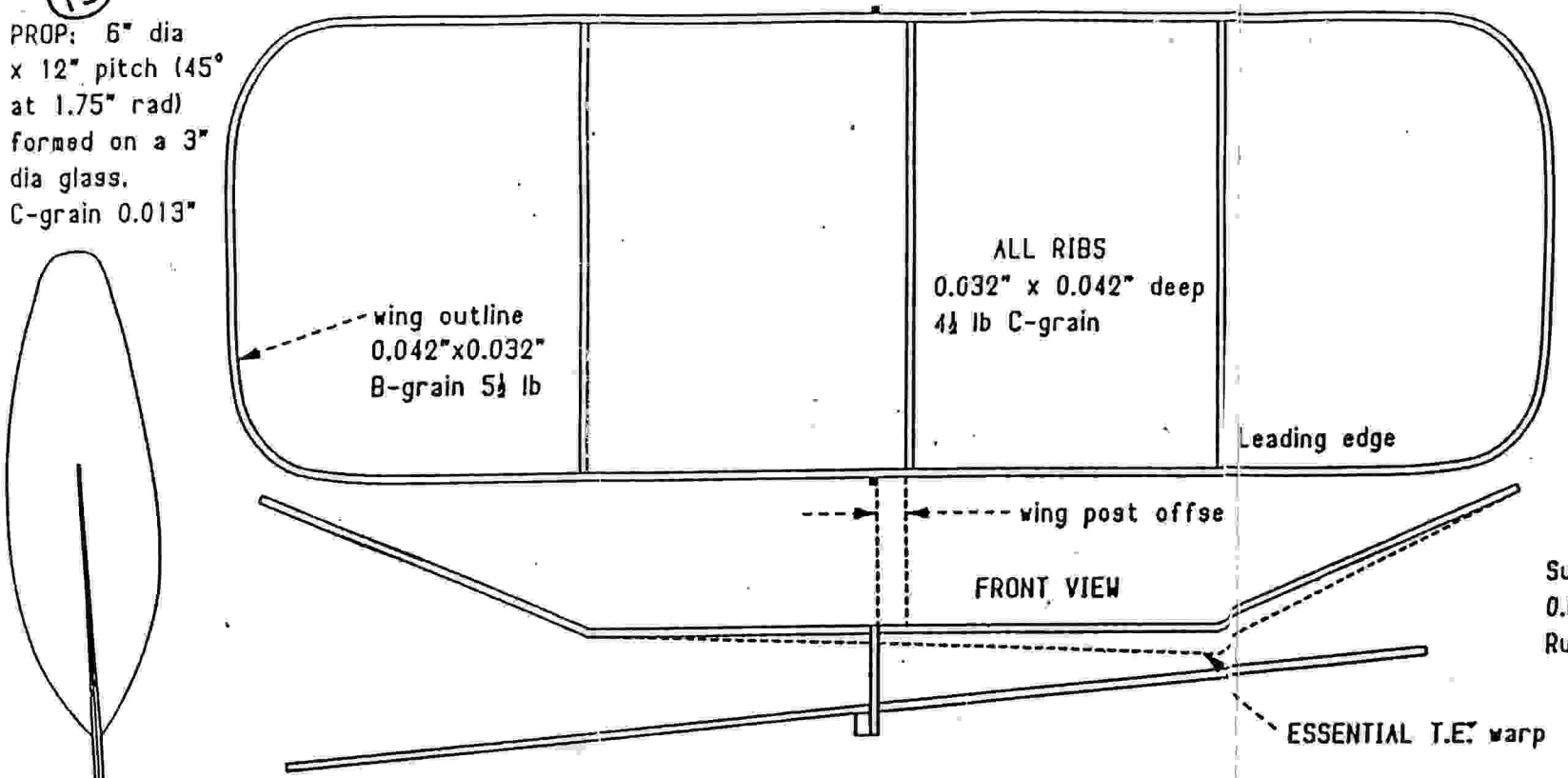
The large propeller provides a big flight for a small plane.

REPRINT FROM JUNE 1938 MAN.


PROP. BLOCK
4 1/2" × 3/4" × 3/8"
HARD BALSA
1/16" SHEET
PROP. SHAFT
TAIL HOOK
THREAD
NX 28 972
1/32" SHEET
AIR SCOOP
PITOT TUBE
PAPER WRAP
INDIA INK
1"
BELLANCA "CRUISAIR"
H K Weiss 1947
HARDWOOD WHEELS
1/32" SHEET RIBS
1/8" × 1/16"
1/16" SHEET BULKHEADS
WIRE STIFFENERS
1/32" SHEET
3/16" × 1/8" TAPERED
1/8" × 1/16"
1×8" SHEET BULKH'DS
1/16" SQ.

(13)

PROP: 6" dia x 12" pitch (45° at 1.75" rad) formed on a 3" dia glass. C-grain 0.013"



All covered in Ray Harlan thin mylar plastic film, 3M spray adhesive used sparingly.

WEIGHTS oz
uncovered/covered, pc

wing	0.0020/	~~0.0315~~
tail	0.0014/	0.0019
fus+fin	0.0058/	0.0059
prop	0.0027/	0.0027
ballast		~~0.1365~~
TOTALS	0.0119/	0.0150

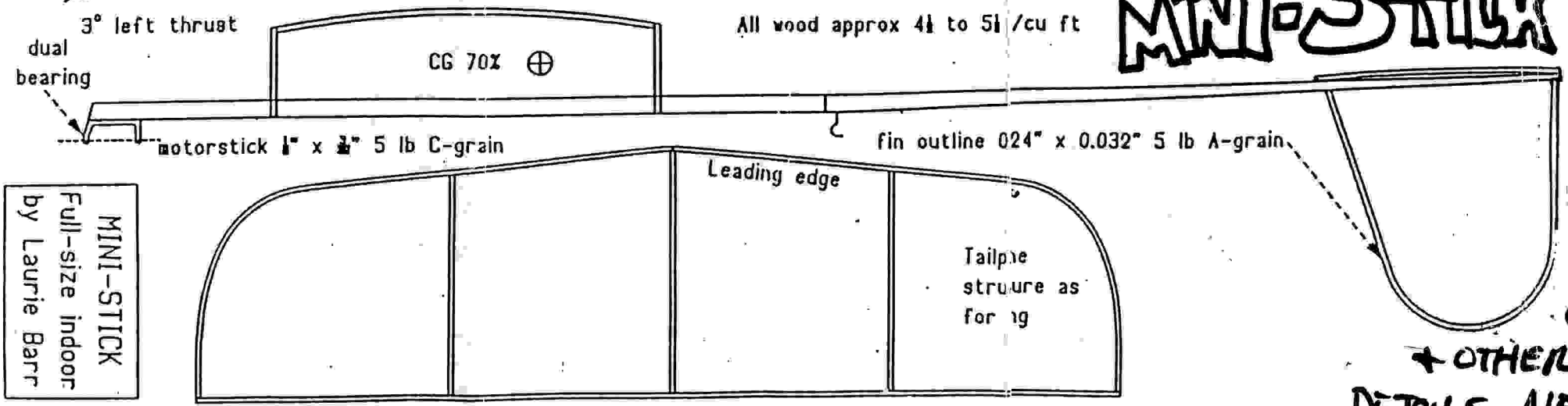
Suggested motor 12" loop of 0.025" or 0.032" x 0.042" Rubber weight 0.0185 oz

¼" fin turr

3° left thrust

All wood approx 4½ to 5½ /cu ft

ANOTHER MINI-STICK



MINI-STICK
Full-size indoor
by Laurie Barr

+ OTHER
DETAILS NE

MIAMA POSTAL time for your best flight. A separate time for indoor and outdoor flights. Include the date, and type model. Any session you improve on your time, send MIAMA the new time.
(3)Don't fly it at all,but put it on your mantel (DO homes still have mantels) and take a photo of it and send it to MIAMA.
START NOW. Postal contest ends at the 1991 KING ORANGE meetat the end of the year. WIN A YEAR'S SUBSCRIPTION TO HANGAR PILOT AND OTHER HIGH CLASS AWARDS

Herbert K. Weiss
P.O.Box 2668
Palos Verdes Penin.,CA
90274
10 January 1991

Dr. John Martin, Jr.
2160 Tigertail Ave.
Miami,FLA
33133

Dear Doc:

I got your card. A real lift!

Your questions:

Charlie Grant named them "Minute Models", without explaining the name to me. I always thought that it was because they were small , hence "minute" and I also thought that the word probably occurred to Charlie because he was a Vermonter from way back, and the "Minute Men" came from Vermont.

There were about a dozen "Minute Model"articles . Jim Alaback has collected them all. I have only a few, most of which Jim sent me. He has run several in Scale Staffel Newsletter,and I understand has obtained permission from Model Airplane News to reprint from M.A.N. in the Newsletter.

Jim's address: G. James Alaback
12366 Nacido Drive
San Diego, CA
92128

There were no unpublished Minute Model plans.

Here are the Minute Models from Jim's list. Jim has also taken the trouble to determine the date of publication of each in Model Airplane News.

☆ (2) 9 Nieuport 101
(6) Douglas TBD-1
(7) Messerschmitt BF-109
☆ (1) Piper Cub
(4) 8 Seversky Executive
Brewster Buffalo
(5) North American Mustang P-51D
☆ (3) Bellanca Cruisair
(10) Douglas XB-42 Mixmaster
Antoinette Monobloc
(11)

Jim didnot include the price for these plans. ?? I have "rated" them in, what I think, is the best flyers.— DOC

Nice of you to think of me. I haven't croaked yet, but I do get sort of hoarse at times.

Happy New Year and best wishes

Herbert K. Weiss

MIAMA GRAND PRIX

TURN IN HERB WEISS KIT-PLAN BY 7:00 PM THURS JUNE 6.

TURN IN PISTACHIOS + COCONUTS FRI. JUNE 7 BY NOON -

ALSO FAC, P-NUT + AMA SCALE FRI.

- PISTACHIO INTER-GMATS M/D SOUTH APRIL 27, 28
- MIAMA MEETS MAC DILL AFB MAY 18, 19 TAMPA

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 PROP)

CONSTRUCTION - NO RESTRICTIONS ON MATERIALS, TYPE CONSTRUCTION OR POWER. (YES, CATAPULT JETS!) (TOO LINE SCALE GLIDERS) CO^2

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.

DITTO: 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.

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.

RULES FOR FAC EVENTS

1. Two different models may be entered in each Hi-wing Monoplane and Biplane event.
2. Any model entered in Hi-wing and Biplane is not eligible for WWI Combat and Golden Age.
3. No bonus points awarded in the Biplane event.
4. WWI models must have guns, rigging, and struts. Forty minimum scale points.
5. Golden Age models are of any aircraft produced from 1920–1940. Retract gear planes must have gear in down position. No race plane. Forty minimum scale points. Twenty-four inch wing span maximum.
6. Scale points awarded as follows:
   a. Construction and Details
      A maximum of 30 points will be given for general accuracy and the extent of detail, such as struts, rigging, engine cowl, exhausts, armament, etc. No cockpit or cabin interiors will be considered, except for the windscreen and instrument panel, unless a full panel is impossible due to a high thrust line.

Not much	Some of it	Most of it	All there
0–10	11–20	21–25	30

   b. Coloring and Markings
      A maximum of 20 points will be given for accuracy and extent of coloring and markings. Judging will consider items such as insignia, numbering, striping etc., and correct coloring or serial number for a particular subject modeled. Where a model is built of a proposed design, the full scale prototype never having been built, then its color and markings should reflect its designed purpose and era of its creation. Silver colored tissue may be used to represent polished aluminum. There will not be any difference in scoring between the proper colored tissue and painted surfaces.
   c. Workmanship
      A maximum of 12-1/2 points will be given for workmanship: good covering, alignment, neatness, etc.

   Flight Points
   A maximum of 82-1/2 flight points will be awarded for each flight as follows:
   0 to 60 seconds: one point per second
   61 to 90 seconds: 1/2 point per second
   91 to 120 seconds: 1/4 point per second
   Over 120 seconds: no points
   Three officials flights. Best flight counts. Twenty seconds is considered official.

Hi-wing Monoplane, Biplane, and WWI Combat have a maximum wingspan of 13".
WWI Combat and Golden Age are mass launched.

If you desire a set of FAC rules, send $1.00 and SASE to Jim Miller, 827 Yorkhaven Road, Cincinnati, OH 45240.

THE BROKEN MODEL

Will you have a place just here, sir?
Dusk falls soon these autumn nights:
We can watch the small ships hurry
To get home without their lights
And the big ones with the lanterns
In their wings. . . . like railroad trains:
Yes, I've flown them all, I reckon:
Have they any future? Planes!
That's what you came here to ask me?
Oh, I see! Well! That explains!

Have an old time pilot coach you
How to answer when your son
Hands you proudly up the model
Of the aircraft he has done:
Feel you might direct his future
By the dreams that fill his mind:
But you have no childhood matching
Such experience in kind,
So your lips are sealed by loving
Lest the blind should lead the blind?

Well. . . . this body scarce can answer
As these scars must testify
For I've blundered my full share, sir,
Through the years upon the sky
And great wealth is not the magnet
For the air is still frontier
And my name is only known, sir,
As an old time pioneer
Who will some day lose his rating
On the ships and disappear.

KEEP FLYIN'

When your hands are full o' gimmicks
With no altitude to spare,
And the tac revvs back to nothing
So you have to land somewhere
It's important to remember
That experience has found
Healthy pilots never let 'em
Get their noses in the ground.

Sittin' down is fairly simple
When the prop won't turn at all
If you tip 'er just a wee bit
To assure she doesn't stall:
Form your plan and then stick to it!
Indecision's never sound!
But whatever else you fail at
Keep your nose out of the ground!

You can fly her through a privvy
Or an orchard or a fence,
And the only thing it costs you
Is the dollars and the cents:
You can set 'er short or over
And you're far from being crowned
If you only have the sense to
Keep your nose out of the ground.

Hit a sign board or a building,
Smack a goal post or a tent,
And you'll walk away from that one
When the owner gives consent;
But if you've a blond to love you
And would like to stick around
Let a brunette's husband warn you
Keep your nose out of the ground!

SAD TO REPORT: The grand old days at the Atrium in West Baden, IN seem finally to be gone for good. The clipping to the right from the Louisville Courier Journal paper seems to sound final requiem. The building in great disrepair, entangled in legal bankruptcy battles may not pull thru this in usable shape. There may be better flying sites in the world, but where else could you wake at 2:00 A.M., look out your bedroom window and see an EZB float by?. . .Nowhere!

Wall collapses at old resort

MARCH 1991

A large piece of the exterior brick wall of the deserted West Baden Springs Hotel — a once-glorious domed resort — collapsed last weekend.

West Baden, Ind., Police Chief Larry Nigg said a section six stories high and about 60 feet wide "just dropped," ripping the floors of some rooms with it. He discovered the damage early Sunday.

No one was hurt.

A judge in California is sorting through claims and counterclaims to decide who has rights to the property. The case involves Marlin Properties, a California company that owns the hotel but has declared bankruptcy. Those claiming an interest in the property include the local manager, Gene MacDonald.

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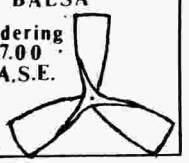
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BALSA





• A Salt Lake City restaurant found three instant self-photographs of a man, exposing his genitals, taped to its drive-through window in January, and police had reports of similar photographs found taped to a doorstep and under a windshield wiper. Police speculated that unusually cold weather had forced the flasher to rely on substitute behavior.

Well Put

• Lyni Marie Nowack was fined $500 in Montgomery County, Virginia, in January. Annoyed at her $226 personal property tax bill, she mailed her check to county treasurer Ellis Meredith by addressing the envelope, "Ellis Meredith, Bastard," and writing "(expletive deleted in original news story) you" on the memo line of the check.

Won't Take No for an Answer

• Louis Lakes, 29, was arrested in Port St. Lucie in November. Reportedly, he approached two men in a bar and tried to sell them drugs, and when they declined, Lakes followed them into a convenience store, argued with them, grabbed a knife, chased the men into a parking lot, and threatened to kill them.

• A Kitchener, Ontario, radio station, sponsoring a "What Would You Do for $10,000?" contest last fall, permitted such stunts as eating a dung-covered apple and regurgitated spaghetti and going snorkeling in a tub of worms, but rejected the idea of a woman who wanted to hand out bumper stickers while nude on a downtown street corner. Said a station spokesman, "We didn't want to be associated with that."

FAC NATS MK VII VIDEO TAPES

(18)

The video tapes of last summer's FAC NATS are available (see ad elsewhere) and if you did not get there, this is the only chance you have to see what you missed! Keep in mind that this is a non-professional production by a fellow contestant who sandwiched in video taping between his flying and without the lights and paraphernalia of "PM Magazine." Some of the footage is borrowed from others and dubbed in, and some indoor scenes could use more light, but the content is super. Beats CNN anyday.

From the producer

Dear Tom,

A word about the tapes themselves. The NATS tape is a basic account of "what happened and who came" at the 1990 FAC NATS. Sort of a magazine article which talks and moves. The HANGAR FLYING tape is at attempt to show, in picture and sound, what the FAC is all about. In order to do this, a great deal of information from both 1988 and 1990 was used. Some of this material is a repeat of both the '88 and '90 NATS tapes. Also, for 1988, I produced a "Promotional Tape" featuring interviews with FAC Founders Stott and Thompson as well as with '88 CD Allan Schanzle. Very few copies were sold as no "review copies" (freebies) were sent for you, or anyone else for that matter, to review and/or plug. Since so few were sold, I didn't feel that this new tape was truly an overlap. Well, this tape replaces that one as there is about twice the material now, much of which is not on any other tape that I have produced. I think it will be of great interest to your readers

Yours,

Dean McGinnes

"NOT SOLD IN STORES!!"

1990 Nats mk VII

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"REMEMBER, NOT SOLD IN STORES!!"

Larrabee correction

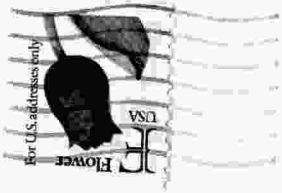
Reg Boor, author of the Larrabee propellor article in the October issue, advises us of the following corrections to the computer program.

Line 140 should read: LET ff = SQRT(j^2+1)/j

Line 170: FOR r =0 TO 1 STEP 5E-2

Line 190: IF (1-r),0 THEN LET eff = 0:GO TO 210

Line 230: LET cr = 4*PI*j*g/(2*(SQRT(ex^2+1)))



EDITOR: DA JOHN MARTINI JR
2180 TIGERTAIL AVE MIAMI FLA.
33133

THE HANGAR PILOT

WHAT'S ON IN FREE FLIGHT ?:

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APRIL 20 & 21 SAM 46 Old Timer Meet-Palm Bay
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JULY 13,14..FAC Annual Meet. Geneseo, NY
AUG 3. First light. Famous Millard Wells ROW meet. Islemorada, FL
AUG 13-15 Peanut Proxy Meet. Shonai, Japan Deadline July 30
JUNE 18,19,20,21,22 LAWRENCEVILLE IL, FF NATS + FAC + SAM 57