INIMITABLE

THE HANGAR PILOT

20TH YEAR OF PUBLICATION
ENTERIAS NON ES OMNIBUS

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION
MIAMA
1955

ISSUE 141

- INTER-GNATS RESULTS
- RESULTS - MIAMA MEETS
- MORE MINI-STICK NEWS
- FIVE (5) NO-CAL TAILLESS PLANS!

AL BACKSTROM

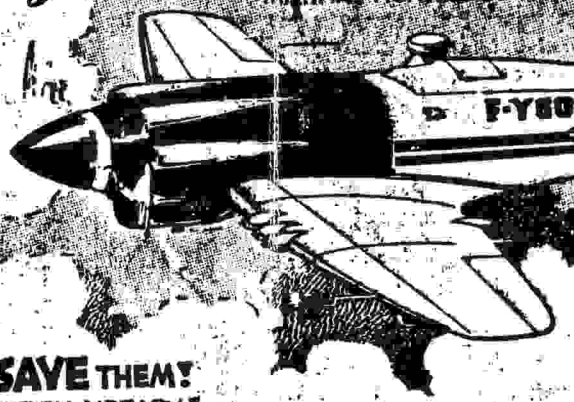
TAILLESS/FLYING WING ISSUE

HEY, KIDS!!
HERE'S A NEW FEATURE SERIES!

EACH WEEK **BARNEY BAXTER** WILL RELEASE A DRAWING OF ONE OF THE MANY NEW-TYPE SUPER-PLANES COMING FROM THE DRAFTING-BOARDS OF HIS FAMOUS AIRCRAFT FACTORY!

CUT THEM OUT AND SAVE THEM!
FILE THEM IN YOUR AVIATION LIBRARY!
NOWHERE ELSE CAN YOU OBTAIN PICTURES OF THESE BAXTER CREATIONS!

The "F-Y60" SKY RAIDER
A DEADLY MILITARY FIGHTER!



FACTORY DATA:
TOP SPEED ..... 600 MPH
COMPLETELY ENCLOSED ARMORED COCKPIT WITH NEW FULL-VISION PERISCOPIC PILOT SIGHTS.
MOUNTS EIGHT MACHINE-GUNS AND FOUR CANNON.
ENGINE ... 3000 HP

CONGRATULATIONS - WAYNE TRUIN FLA. STATE CHAMP!



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.

COVER ART :CAPT. FRED KOMLOSY JR has contributed a series from the Sunday Comic Page in the late 1930's. Barney Baxter,by Frank Miller was my second favorite strip..Noel Sickles' Sc orchy Smith was my favorite. Zack Mosley's Smilin' Jack was really baaad. The recent reprints in Model Aviation will confirm this.Then there was Tailspin Tommy,Ace Drummond,Don Winslow, Captain Easy & Wash Tubbs,Crash Carrigan.Any Hangar Pilot out there with some of this stuff up in YOUR attic? Did I miss any Aviation characters?

MIAMA INTER-GNATS #10 PISTACHIOS

REMEMBER THESE DATES: April 25 & 26 1992 This begins a full year's notice for MIAMA INTER-GNATS 1992. It seems this year we did not push for enough publicity and as a result we got none. The tenth Inter-Gnats(April 27,28,'91) had a lot of entries, but turned out to be a local meet with no proxies. As usual we had a lot of fun,and saw some remarkable and amazing Pistachios. Here are the results, and everyone get ready for next year..

ENTRANT	AIRCRAFT	SCALE	POINTS	BEST FLIGHT	FLY POINTS	TOTAL
1. Georgr Nunez	Nieuport 42 Sesqui.	1		53.7	3	4
2. George Nunez	Sopwith Triplane	3		30.4	7	10
3.John Martin	Langley/Curtiss seaplane	5		24.0	8	13
4.Dave Linstrum	Kalinin K-5	8		46.1	5	13
5.Charles Slater	Sikorsky BlackHawk Heli	2		12.0	12	14
6.Dave Linstrum	Dornier Komet	10		45.6	4	14
7.George Nunez	Fokker D VIII	4		19.7	11	15
8.Dave Linstrum	Wee Bee	15		57.8	2	17
9.Jorgen Kortenbach	Goldwing Ultralite	17		1:38.2 Hi Time	1	18
10.Nancy Beitz	DeHavilland DH-6	7		10.0	14	21
11.Dave Linstrum.	Pilatus Porter	9		12.0	12	21
12.John LeBlanc	Timm Collegiate	12		21.8	9	21
13.John Martin	Windham Tand'em	16		42.2	6	21
14.Judi Nunez	Piper Vagabond	11		11.0	14	25
15.Dave Linstrum	Contestar	13		10.0	14	27
16.Ralph Squeglia	Nieuport 17	18		21.0	10	28
17.George Nunez Sr.	Stinson 108	18		23.1	10	28

MINI-STICK 1.John LeBlanc 3:30 2.Doc Martin 3:06 3.Carl Hedley 1:06

RESULTS - MEET 5 MAC DILL MAY 18,19 1991 (2)

Peanut Scale:	Aircraft	Static	2 best flight		total
1.Wayne Trivin	14-Bis	111	1:16	1:10	184
2.John Martin	Nieuport 10	90.8	1:05	1:02.5	151.3
3.George Nunez	Turbo-Beaver	86.8	1:21.0		127.3
4.Juergen Kortenbach	Sky-Crane Heli.	85.0	39.9		124.9
X. " " " "	Goldwing	62.4	1:27.7	1:34.0 (Max)	124.8
X.Doc Martin	Langley	106.2	23	14	124.2

Flying Aces Scale:					
1.Wayne Trivin	14-Bis	82	1:43.1	164	
2.John Martin	Beardmore inflex.	83	1:12	149	
3.George Nunez	Grumman Avenger	65	1:22.2	136.1	
X. " " " "	Aeronka K	62.5	1:20	132.5	
X. " " "	Rumpler	75	53.4	128.4	
4.Bill Criss	Pilatus Porter	53	1:18	122.0	
5..Dave Linstrum	Kawasaki Merkur	49.5	1:12	122.0	

NO-CAL Scale

1.D. Obarski Lacey	2:57.6
2.Linstrum Sukhoi	2:24.1
3.Martin Hosler	2:33

Catapult Glider:

1.D. Obarski	35.6	41
2.Doc Martin	8.2	12.0

PISTACHIO:

1.George Nunez	Nieuport Ni-D	42	1	47.4	3	4
2.Wayne Trivin	Cougar	4	1:13	2	6	
3.Doc. Martin	Langley	2	28.0	5	7	
4.J. Kortenbach	Goldwing	6	1:52.9	1	7	
5.Dave Linstrum	Wee Bee	5	39.7	4	9	

FEDERATION ROG

1.Dick Obarski	4:54.6
2.Wayne Trivin	4:16.8
3.Geo. Leffler	4:05
4.Doc Martin	3:06.5

COCONUT:

1.Dave Linstrum	Pilatus Yet1	1	1:15	2	3
2.Doc Martin	Beardmore Inflexible	2	1:18.1	1	3
3.George Nunez	Potez 36	2	58.5	3	5
4.Dave Linstrum	Dornier Komet	3	40.9	4	7

MINI-STICK ☆ FLA. RECORD

1.Wayne Trivin	6:17.6
2.Dick Obarski	5:19.2
3.Doc Martin	4:26.4

EMBRYO ENDURANCE:

1.Wayne Trivin	Get a Life	421
2.Doc Martin	In Your Face	332.8
3.Dave Linstrum	Genetic Defest	212
4.Bill Criss	Prarie Bird	171

EASY B

1.Dick Obarski	14:51
2.John Barker	12:18
3.George Leffler	9:21

PENNYPLANE:

1.John Barker	9:44
2.Wayne Trivin	9:21.8
3.George Leffler	9:17.5
4.Dick Obarski	8:28

BOSTONIAN: Charisma

1.Dick Obarski	1.13	Gendi 48	432.6
2.Wayne Trivin	1.12	Beantown	399.8
3.John Barker	1.11	Scimitar	293.0
4.Sidney Gilbert	1.10	7-Up	182.6
5.Doc Martin		Skully Square	111.8

Once more Col. Bill Criss saved the week end for MIAMA. I'll avoid all the sticky details but if it weren't for Bill the meet would have been cancelled.* Since this issue is going to press immediately we have not figured out all the winners in season twenty..next issue for that. We do know that WAYNE TRIVIN repeats as State Champ..!! Congratulations, Wayne!

*There were some Trivial matters going on: The Queen was knighting STORMIN' NORMAN and her Concord was on the tarmac at Hangar 5!?

(3) WHO WILL BE THE FIRST TO BUILD THIS ONE?



Would you say Al Backstrom is only slightly pleased with his *Pterydactyl*

THE WPB-1 FLYING PLANK

FROM SPORT AVIATION OF EAA · FEB 78

By Al Backstrom (EAA 1162)
Rt. 1
Frisco, Texas 75034

(Photos Courtesy the Authors)

Part 1 — The Designer's Story

DUE TO THE success of my Flying Plank sailplane, many powered versions of the configuration have been sketched out over the years. Tractor engine versions all died on the sketch pad as they did not offer enough advantages to justify them. The pusher versions that offered some significant performance advantages were dropped because there never seemed to be a suitable small engine available.

The WPB-1 Powered Plank started as a design study based on using a Fitchel and Sachs Wankel rated at 20 horsepower (later 23) with a 56 pound weight. The basic design objective was to obtain good performance with low power. To achieve this, a minimum airplane was laid out based on the aerodynamics of the best flying of the Plank sailplanes. A review of my basic philosophies for light plane design is contained in an article on ultralights in *SPORT AVIATION*, April 1973. Because I had finished most of the detail design on the WPB-1 when the article was written, some of my thoughts had changed. The primary area of change was that I realized that I had some areas too complex to build, such as the nose fairing. It looks nice, as intended, but it is too complex

made to the Kiekhaefer engine, I made a guess that the empty weight would increase to about 350 pounds. Our flight test weights have been about 390 pounds, which includes 10 pounds of radio and battery that was not included in the original weight estimates. The battery weight was used as ballast and was necessary in the rear of the pod. I think that redesign to eliminate the prototype weights are not too important as the Kiekhaefer engine is not in production and a new engine installation will be required for any subsequent development.

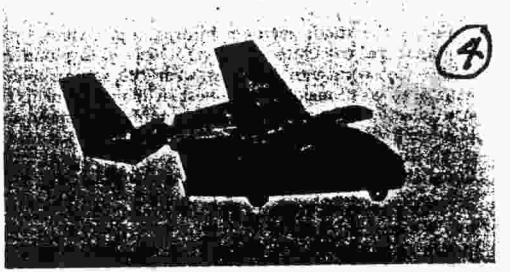
Well, those are the highlights of the designer's story — except to say there are frustrations you wouldn't believe in doing the design of an airplane that is being built 300 miles away.

Part 2 — Building the Powered Plank

By Van White (EAA 155)
EAA Director
Box 5255
Lubbock, Texas 79417

AS AL STARTED drawings, I started building. I determined that a 4' by 8' plywood bench would serve as work table and jig for the complete airplane because of its small size. The wing spars, ribs, elevons, rudders and all of the wooden parts were built first. Al designed all this to be very light, but with twice as many parts in the wing as in most homebuilts that I have seen. Rib spacing was about every 6 inches, with plywood sections to take drag loads and molded plywood leading edges with miles of scarfing. Being fabric covered and glued instead of rib stitched, a very clean and smooth wing results.

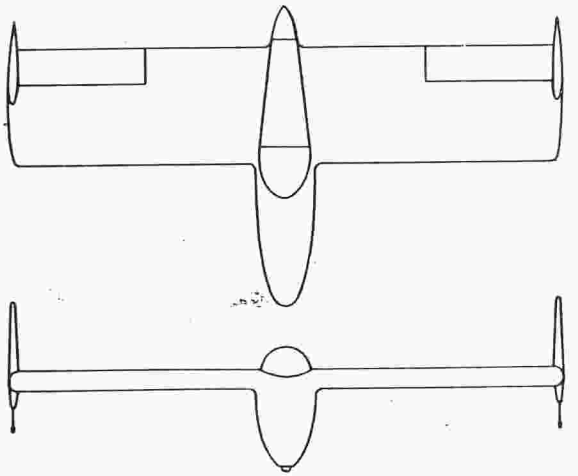
With the wood work completed and another bundle of drawings from Backstrom on hand, I started the tubing fuselage. I did not believe one man could draw so many small tubes in such a small area. One by one, it all went in place using angle iron jigs and templates. By now, the engine had arrived and it was time to start the engine mount and driveshaft. After the usual period of trial and error, this was accomplished with a lot less machine work than had been anticipated, using short cuts like cutting the flange off a Continental shaft for the prop hub, then machining it to mate our shaft and bearings. Next, came the time consuming things — installing gas tanks, canopy, plumbing, fabric, muffler,



The Powered Plank in flight.

instruments, etc. About 2 years went by, with an average of 20 to 30 hours labor each week.

At last, we were ready to assemble and start taxi tests. Carefully checking on the weight and balance, we found it very close to what Al had calculated. However, we did have more weight than planned on the nose wheel. This was not a total surprise, for in building the fuselage structure I had made a small mistake in reading the plans that caused the location of the main gear to be back about 2 inches. Al and I discussed this and decided it would not rotate as slowly as we had hoped, but would still rotate at some faster speed. However, with my 220# plus in the cockpit and the bathroom scales under the nose wheel, the problem looked worse. With about 80 pounds on the nose wheel, I started taxi tests and ground handling seemed acceptable. With the tandem configuration, the wings could be leveled into the wind almost immediately after the take-off roll was started. Steering, even in crosswinds, was okay. The one wheel brake did not seem quite adequate. However, initial runs up to 40 mph showed that we could not rotate the nose wheel, even with full back control. As we increased the test by 5 mile increments and approached our calibrated stall speed, it was deemed wise to have but very little up-elevon at take-off speed, to prevent a sudden loop after rotation. I decided, even without rotating, there was a faster speed we could fly off with the main gears on the ground and controls more or less neutral. On the next run, I let it get to about 70 mph indicated and felt it lift off. As planned, I reduced power and let it settle back on the runway. However, all did not go as planned. By habit, on touchdown I gave it a little forward control to stick the nose wheel on more firmly.

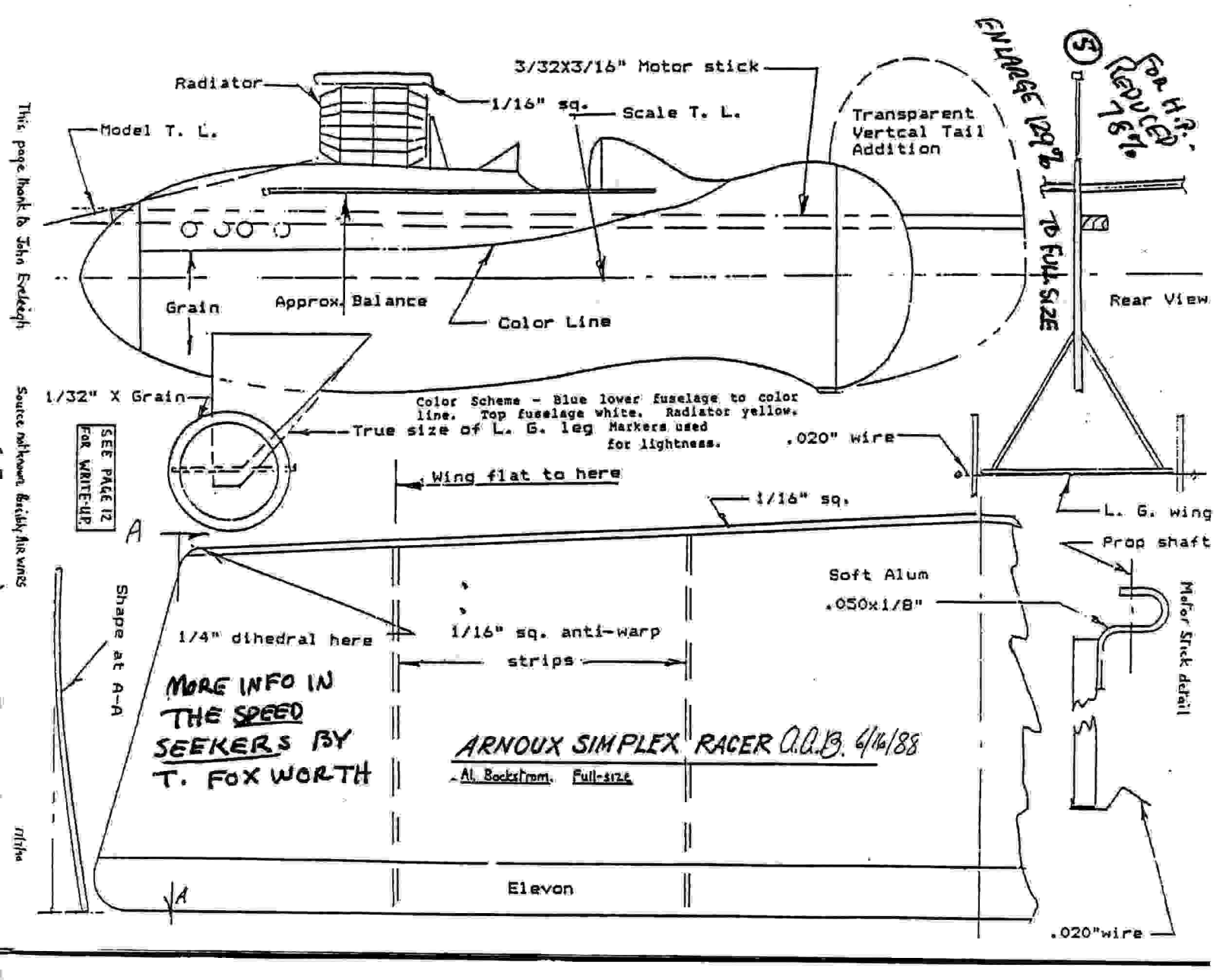


WPB-1 Summer Of 75 Config.
Span 21'8"
Chord 4'6"
Wing Area 97.5 Sq. Ft.
Length 11'1"

THE FOLLOWING BACKSTROM PLANS FROM FLIGHTMASTERS NEWS + VIEWS - MAC MC JUNKIN, ED.



1/20 Scale
10/20/75



This page thank to John Eveleigh

Source unknown. Possibly AIR WAYS

The Arnoux Simplex Racer of 1922

by Al Backstrom

This profile plan and article was taken from the Tailless News, *(No. 14), a British newsletter that only deals with tailless models.*

It is hard to find an airplane that will make the GeeBee R-1 look long and slim, but if one exists it is the French Arnoux Simplex racer of 1922. A repeat of all the information I have seen on this airplane is shown in Tom Foxworth's The Speed Seekers.

The airplane is notable because it was not a spur of the moment design, but the culmination of years of work by Rene Arnoux. When it was flown it was possibly the fastest plane in the world.

It was also probably the first airplane to fly with a symmetrical airfoil. As a more dubious distinction, it probably had the blindest cockpit. This must have contributed to its demise in a landing accident. Unfortunately this was the last of Arnoux's work on tailless airplanes, however Charles Fauvel was a disciple and continued to work in the field doing many interesting designs himself.

This model was the first I ever wore out from nothing more than flying. It is designed to meet the FAC Nocal rules and Peck Polymers sheet balsa rules.

Construction is entirely 1/32" sheet balsa except where noted. Use light sheet for the wings and hard sheet for the landing gear and forward fuselage. Use light sheet for the aft. Two items should be noted: do not install the anti-warp strips until the wing is inserted in the fuselage, and in curving the wing tips, the object is to obtain a concave shape, not just washout.

I used a 51/2" Sleek Streak plastic prop for a couple of years with good results and later used a 5" cottage cheese container prop with a lot more blade area with even better results.

Balance the model at the point shown with 15" of 1/32" FAI rubber, double the loop so it is tight. This will probably require some clay at the nose. Now glide test the model over grass, if possible (I had to use a hanger floor). If the model stall, add more clay to the nose. If the model dives in, try more curvature at the wings before you try to removing clay.

When a satisfactory glide is obtained, install the rubber in a single loop and wind to about 200 turns. Correct attitude with down thrust as required. My model had a natural left turn in the glide from warpage in the transparent plastic fin, so left or right thrust were used only to obtain the desired tight turn indoors. I think this model could have been flown in a silo, it would turn so tight, and still be stable. My model would fly about 40 seconds in a 26 foot smooth ceiling building. Outdoors it would do better.



(6)

THE WATERMAN AEROBILE

by Al Backstrom.

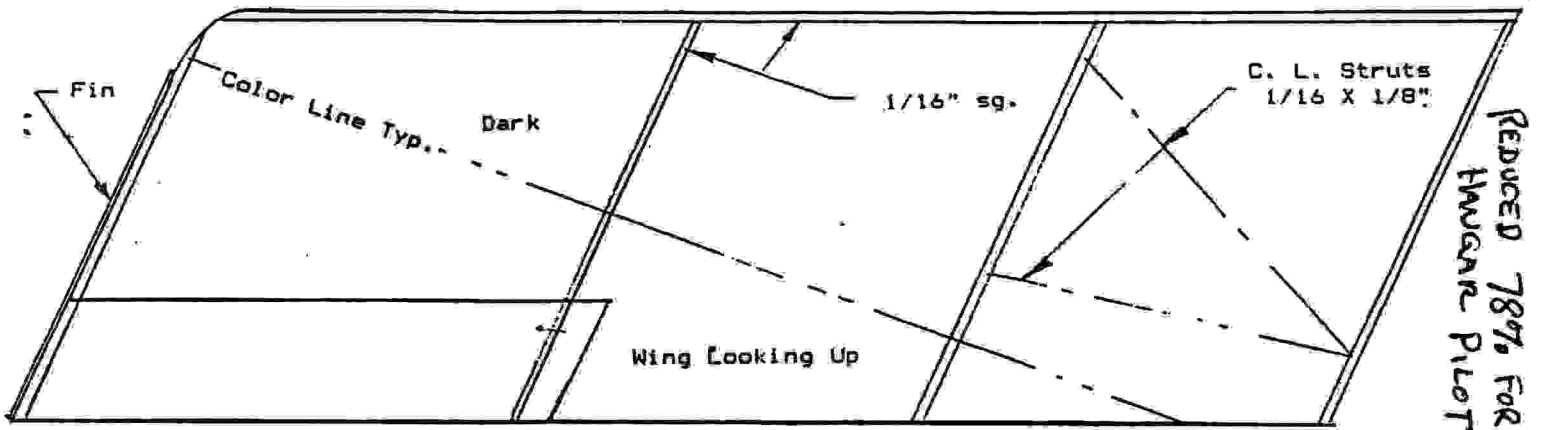
There have been many attempts at building a roadable airplane, but one of the most successful has been the Waterman Aerobile. These mid-thirties airplanes were the follow-on to Mr. Waterman's Arrowplane that was entered in the government-sponsored competition for inexpensive airplanes. There were six Aerobiles built, including one after WWII. Paul Matt's Historical Aviation Album, Vol. III, has the best single coverage in one article that I know of.

The Aerobile has often been modeled as a power model, but the only rubber version I know of was a 30" Megow kit that is badly out of scale in some areas. This simple version will allow you to sample this configuration with a small outlay of effort.

The model is constructed of light 1/32" sheet balsa except where noted on the drawing. The only special or unusual point of the model is the wing which should have 6 degrees of washout and no dihedral. To obtain this, I assembled the two wing halves and pinned the center with the trailing edge blocked up 3/8" and the leading edge on the building board. Pin the wing tips flat to the board and glue the fuselage in place. When the glue has dried, fit the struts into the positions shown to maintain the washout.

The six airplanes received different colors but all the pre-war airplanes had the color layout shown on the drawing. I used red in the dark areas and natural balsa in the light ones. In the photo you will note an uncorrected error in the coloring of the tip fins of my model, and some improvements in the version on the drawing.

My model used a 5 1/2" sleek streak prop and an 18" loop of 3/32" FAI rubber for power. Some clay was required on the front of the motor stick to get it to balance at the point indicated. Double the rubber loop and test glide the model. I suggest you adjust the glide with the CG if the wings are as described above. If you have too little washout, try cutting out the elevon ends and deflection them up. If you have less than 4 degrees washout, refit the struts. When the glide is satisfactory, reinstall the rubber as a single loop and wind about 200 turns and launch. If the model zooms up, add some down thrust. Remember down thrust on a pusher is obtained by moving the thrust line up at the CG, just like a tractor. If the model dives, add some up thrust. When a good pattern is achieved at low power, start adding about 200 turns each flight until you reach maximum turns. This should be about 1800. With the offset to the thrust line to the left, the model should have a natural left turn under power. If you want to increase the power and have the model glide down, adjust the glide turn with the tip fins.

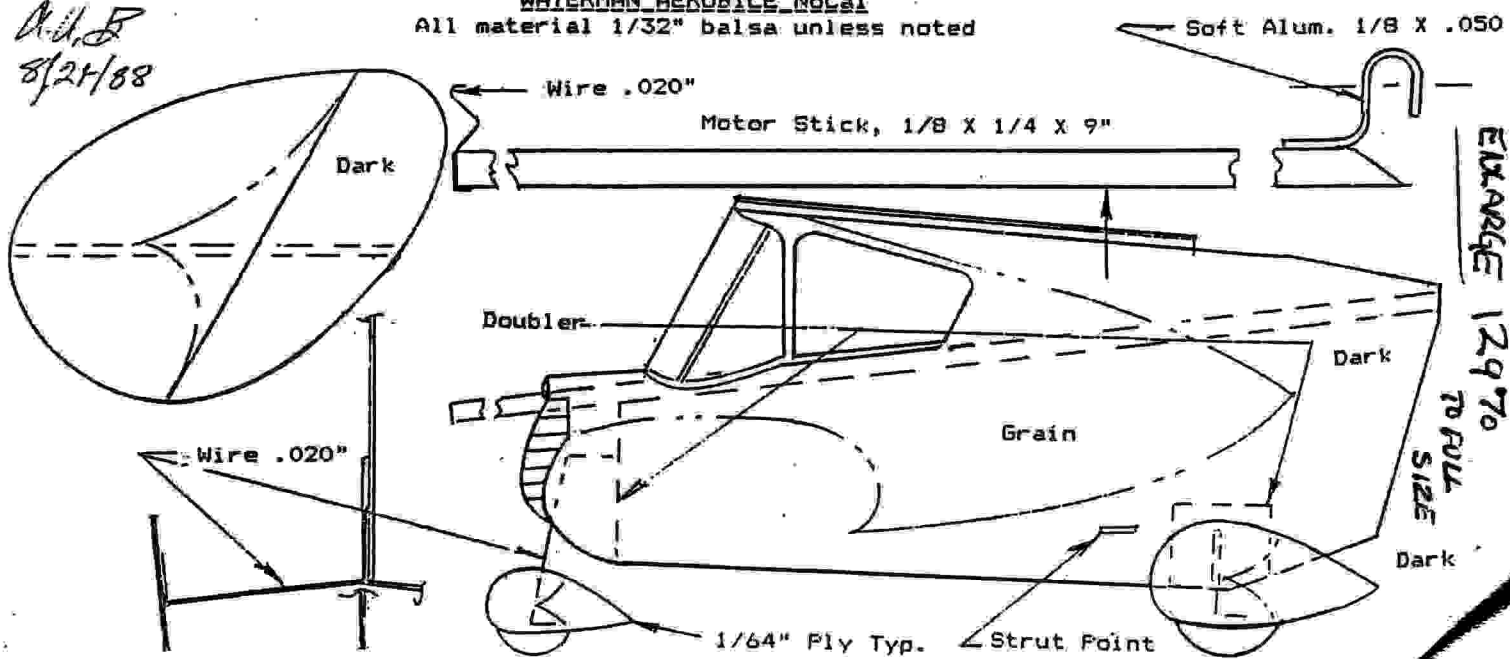


REDUCED 78% FOR HANGAR PILOT

WATERMAN AEROBILE NoCal

All material 1/32" balsa unless noted

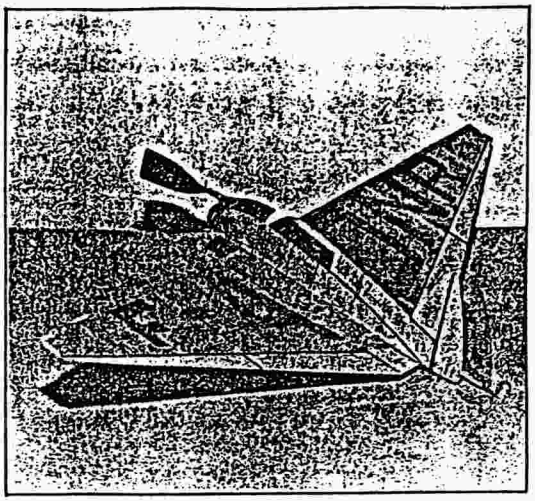
A.L.S
8/24/88



ENLARGE 129% TO FULL SIZE

The Fauvel AV-10

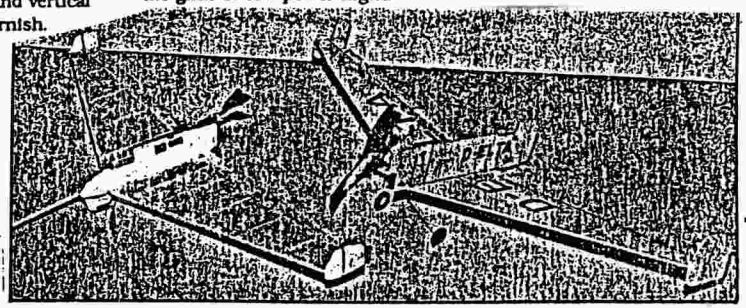
By Al Backstrom



Charles Fauvel was one of the people inspired by the work of Arnoux and his plank type of tailless airplanes. The airplanes of Fauvel mostly have had the wings upswept like the planks but they have featured large amounts of taper. This taper was extreme in the early designs like the AV-10. The AV-10 is a product of the mid-thirties and must be considered a satisfactory airplane as it received a standard certification in France and at one time held the altitude record for its weight class. This was during the days when the climb was made on power rather than wave soaring as has been used for many lightplane altitude records recently. I have no idea what happened to Fauvel or his airplane and sailplane development projects after the AV-10, but he designed the very successful AV-36 sailplane right after WW II. Unfortunately, most of the information on the AV-10 seems to have been lost in the WW II era as it is very difficult to locate information on it. My model was laid out during dimensions for a wind tunnel model in an old NACA TN. I obtained some more information after the model was built from Emmanuel Fillion, a well known French model builder.

This has been one of the happy models that seem to improve in flying ability as it has gotten older. Ah, if we could all do that! The model construction is straightforward and follows the earlier models of this series except that the wing is built up and tissue covered. The wing is flat. It is easiest to build and cover the wing halves before gluing them together. The wing registration markings should be applied to the tissue before it is put on the structure, only the top is covered. The fuselage is 1/32" sheet balsa, use hard sheet at the front and light sheet at the rear and for the vertical tail. My model is yellow with black markings but I later learned that the airplane had silver wings and vertical tail with red markings, the fuselage was clear varnish.

My model has flown best with a 5" Kaysun prop, the actual diameter of these props is 4¾". As would be expected with the short nose some clay is required for balance. To start with use a loop of 1/16" FAI rubber about one and one half times the length of the motor stick, double it and balance at the point shown. Set the elevator sections at the inboard end (cut point) up about 1/32" and test glide the model. Add more up elevator if it dives or more clay if stalls. When a satisfactory glide is obtained put the motor on as a single loop and wind in about 200 turns. Correct a zoom with more down thrust or a dive with less. When the model is good with this power start adding about 100 turns at each launch and correct thrust line as needed. Side thrust must be used to adjust the power turn and the rudder for the glide or low power flight.



LIPPISCH DELTA I & III

BY AL BACKSTROM

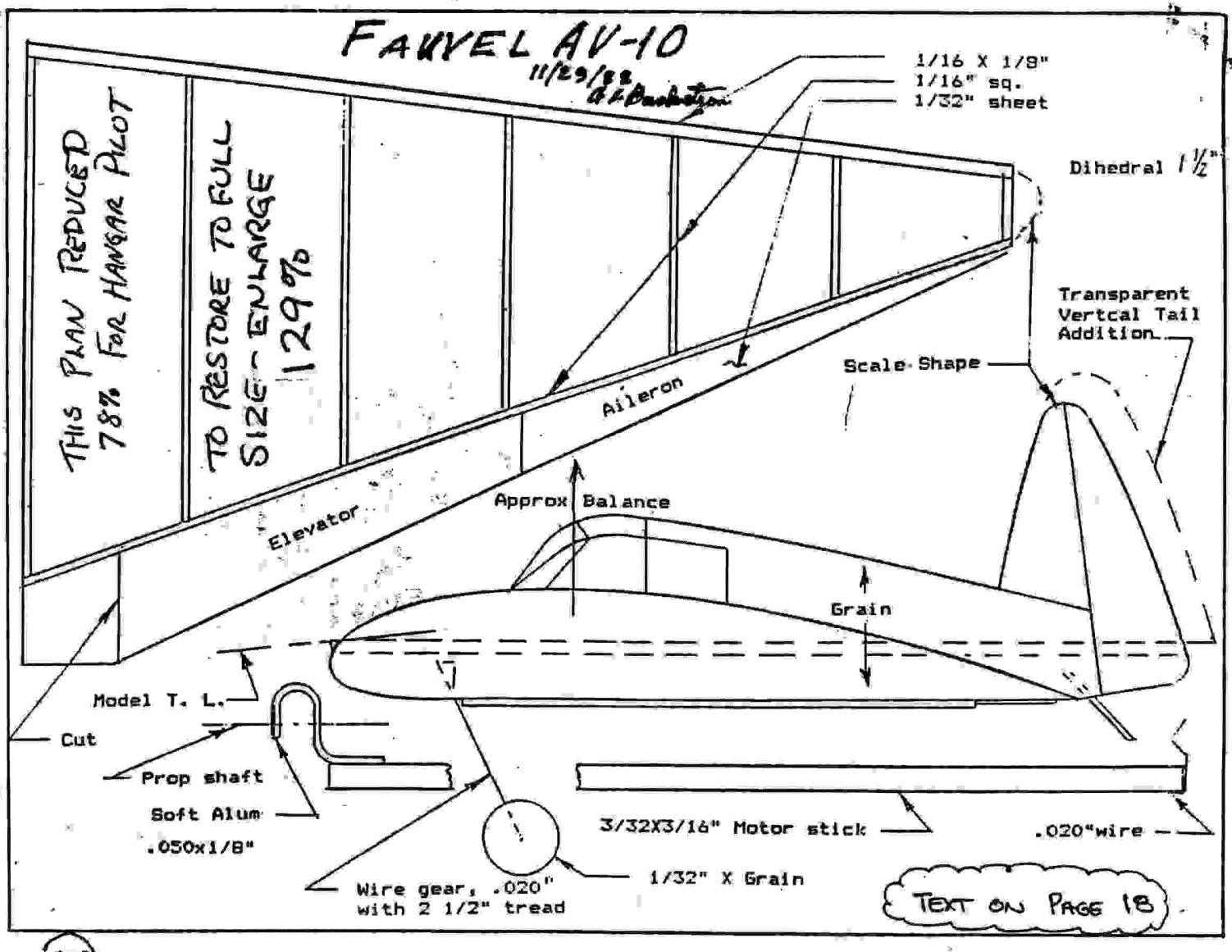
These two airplanes were a portion of the development work done by Dr. Lippisch in his series of tailless airplanes that culminated in the delta wing aircraft of today. The Delta I was a large low powered machine that started as a glider. Its span was approx. 43' and it was powered by a 32 HP Bristol Cherub. The airplane was used extensively for demonstration. The Delta III started as a pusher very similar to the Delta I but was finished with a tractor engine configuration. It was smaller and had more power than the Delta I. It was also the first tailless airplane I have found that was certificated as a standard airplane. Part of this certification required that it spin and recover which it did. The D-ELTA registration shown was for real, not just my whim. Unfortunately the Delta III was short lived as it was washed out by a grandstanding ferry pilot. Information on these airplanes was contained in Dr. Lippisch's book THE DELTA WING, HISTORY AND DEVELOPMENT.

From a modelling standpoint, these two models provide a great demonstration of the stability differences between pusher and tractor props. The Delta I with its pusher prop uses scale area tip fins and dihedral. The airplanes were apparently both silver but I used white and natural balsa rather than trying to get the color for such simple models. The registration on Delta III was done with 1/2" and 1" lettering guides. You will note that the color on the fuselage and fins of my Delta I are very white. This is because I used white foam from a food tray to make them rather than sheet balsa. Both of these models are now using 4" North Pacific props, but I have flown the Delta I with over 6" prop dia. The Delta III does not like bigger props.

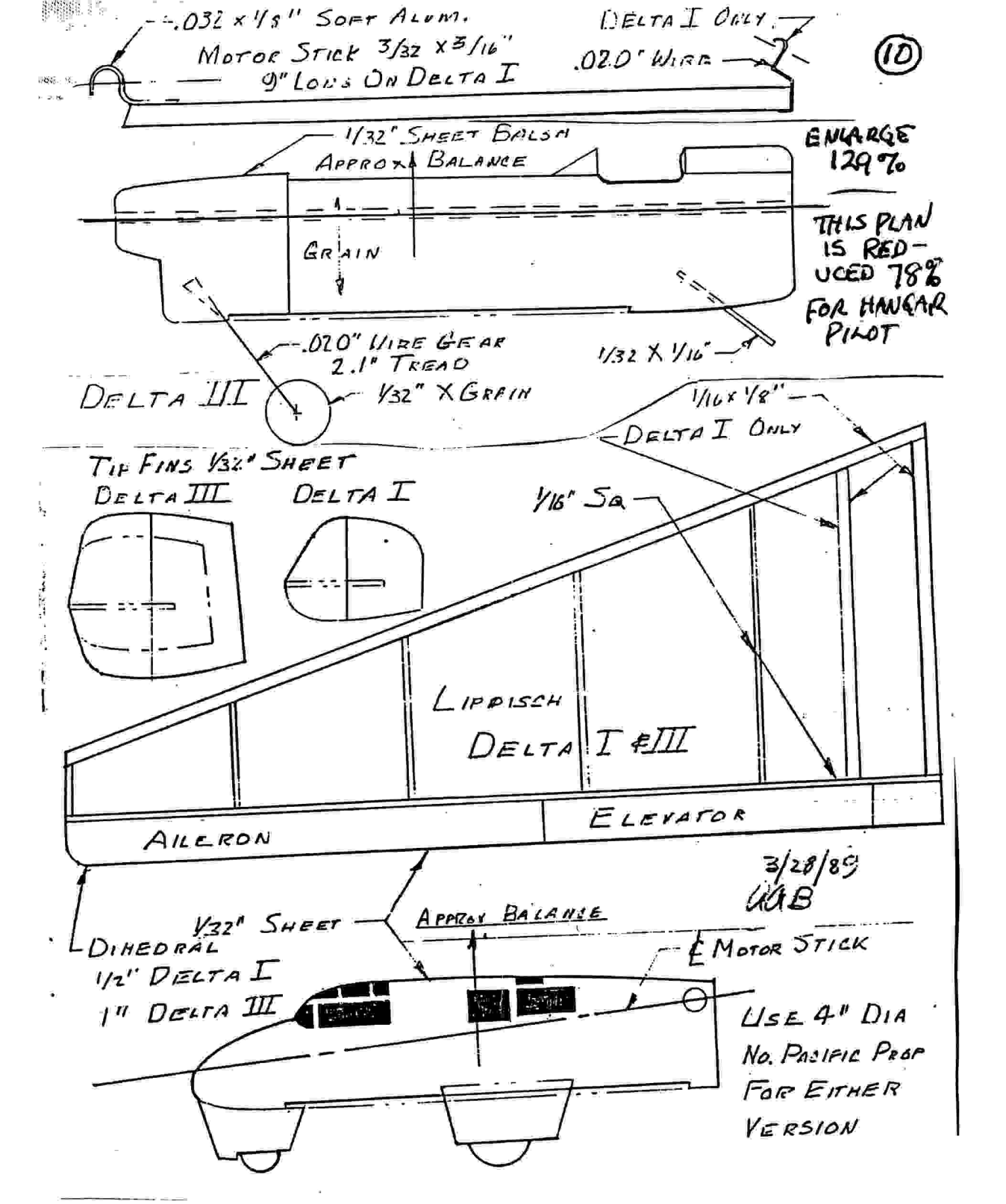
You should use the flying instructions for the other models in this series. Because of the small wing chords the models are sensitive to small changes in CG locations.

FAUVEL AV-10

11/29/82 G.L. Barbeau



TEXT ON PAGE 18


.032 x 1/8" Soft Alum.
Motor Stick 3/32 x 3/16"
9" Long On Delta I
Delta I Only
.020" Wire
10
1/32" Sheet Balsa
Approx Balance
Grain
Enlarge 129%
This plan is reduced 78% for Hangar Pilot
.020" Wire Gear
2.1" Tread
1/32 x 1/16"
Delta III
1/32" x Grain
1/16 x 1/8"
Delta I Only
Tip Fins 1/32" Sheet
Delta III
Delta I
1/16" Sq
Lippisch
Delta I & III
Aileron
Elevator
3/28/89
WB
1/32" Sheet
Approx Balance
Dihedral
1/2" Delta I
1" Delta III
Motor Stick
Use 4" Dia
No. Pacific Prop
For Either
Version

FIRST THINGS FIRST

The boundary lamps were yellow blurs
Against the winter night
And I had checked the last ship in
And snapped the office light,
And paused a while to let the ghosts
Of bygone days and men
Roam down the skies of auld lang syne . .
As one will now and then . . .
When fancy sent me company,
A red cheeked lad to stand
With questions gleaming in his eyes,
A model in his hand.

He may have been your boy, or mine,
I could not clearly see,
But there was no mistaking how
His eyes were questing me
For answers which all sons must have
Who build their toys in play
But pow'r them with valiant dreams
And fly them far away;
So down I sat with him beside
There in the dim lit shed
And with the ghosts of better men
To check on me, I said:

"I cannot tell you, sonny boy,
The future of this art,
But one thing I can show you, lad,
An old time pilot's heart;
And you may judge what flight may give
Or hold in store for you

By knowing how true pilots feel
About the work they do;
And only he who dedicates
His life to some ideal
Becomes as one with what he dreams
His future will reveal.

If that sleek model in your hand
Which you have brought to me
Most represents the thing you love,
The thing you want to be,
Then you will fill your curly head
With knowledge, fact and lore,
For there is no short cut which leads
To aviation's door;
And only those whose zeal is proved
By patient toil and will
Shall ever have a part to play
Or have a place to fill."

Not one of us whose wings are dust
Would call his bargain in,
Not one of us would welsh his part
To save his bloomin' skin,
Not one would wish to walk again
Unless allowed to throw
His heart into the thing he loved
And go as he would go:
Not one would change for gold or pow'r
Nor fun nor love nor fame
The part he played and price he paid
In making good the game.

And of the living . . . none, not one
Regrets the scars he bears,
The sheer uncertainty of plans,
The poverty he shares,
Remitted price for one mistake
That checks a bright career,
The shattered hopes, the scant rewards,
The future never clear:
And of the living . . . none, not one
Who truly loves the sky
Would trade a hundred earth bound hours
For one that he could fly.

And suddenly the lad was gone
On wings I could not hear,
But from afar off came his voice
In studied tones and clear,
A prophet's message simply told
For this is what he said
And why his hand will some day lead
Formations overhead,
"Who wants to fly has got to know:
Now two times two is four:
I got to learn the first things first!"
. . . I closed the hangar door.

LEAVES FROM AN OLD LOG
GILL ROBB WILSON 1938

BRING YOUR VIDEO-CAM- FOR MINI-STICK MASS LAUNCH- FRI 11:00AM

MINISTICK FEVER!

— A WORLD WIDE PHENOMENON —

NOT SINCE MONOPOLY OR HOOLA-HOOPS HAS A CRAZE LIKE THIS SWEPT THE NATION! WOW.

IN ADDITION TO THE 3 DAY "BACK ALLEY" EVENT DISCRIBED IN THE NEXT COLUMN → THERE WILL BE A MASS LAUNCH FOR MINI STICK ON FRIDAY AT 11:00 AM

HERB WEISS PLANS - (TRY THE CUB)

$1.00 ea. p.p.

Naubouèsin Hemiptere
Nieuport 161
Douglas TBD-1
Messerschmitt BF-109
Piper Cub
Brewster Buffalo
Seversky Executive
North American Mustang P-51D
Bellanca Cruisair
Douglas XB-42 Mixmaster

10/

G. James Alaback
12366 Nacido Drive
San Diego, CA
92128

FLY ONE IN KIT-PLAN AT THE NATS

FLY ONE INDOORS ~ OR OUTDOORS ALL SUMMER + SEND RESULTS TO MIAMA · POSTAL PRIZES.

UNOFFICIAL EVENT

MINI-STICK (12)

USIC/AMA NATS

50 CENT ENTRY FEE
WINNER TAKES ALL

PROCESSING STARTS
7:30 A.M., THURS.

EVENT CLOSES
SUNDAY 3:00 P.M.

UNLIM ATTEMPTS
RECORD YOUR BEST TIME ON DATA SHEET

FLY ONLY IN SIDE GYMS ON NORTH END OF MINI-DOME

MINI-STICK RULES

Wing Span	7" Max
Wing Chord	2½" Max
Length front brg to rear most point	10" Max
Motor Stick front brg to rear hook	5" Max
Stab Area	50% of wing area, max

All wood propeller
Any covering except micro film WT. .015OZ. MIN.
No exotic materials

SPONSORED BY

INDOOR MODEL ASSOC, of RIVER CITY

LOUISVILLE, KY

Suggested by DON LINDLEY
(Thank you, Don)

PROXY FLYING ACCEPTED

Model with instructions, motor, entry fee, and return postage MUST be received by 5 PM, Tues., June 4th by INMARC, at this newsletter address!

9210 Darley Drive
Louisville, KY 40241

ENTER ON SITE ONLY AT INMARC TABLE

(13) VUS

Telephone: 0257 452624.

403 Mossy Lea Road,
Wrightington,
Wigan,
Lancs., England.
WN6 9SB.
19/4/91

MORE MINI STICK MADNESS - MIKE COLLING'S 1ST POSTAL - NOTE CEILING HEIGHTS.

Dear Competitor,

First of all thank you for entering the first Living Room Stick Postal Contest. Please find below the full classified results. I hope you all had FUN in flying this little model. Please let me know if you wish another event to be run next winter.

ONLY A PARTIAL LIST - THERE WERE 60 ENTRANTS!

LIVING ROOM STICK POSTAL CONTEST 91 RESULTS.

FUDGE FACTOR

Contestants Name.	Country	Site Ceiling Height in Ft.	Best Actual Time in Sec.	Corrected Time.	Place Overall & (Class)
J. O'Donnell	U.K.	7.82	295	1136	OVERALL CHAMP
P. Staehling	U.S.A.	18.75	370	920	2 (1st Int.)
T. Vallee	U.S.A.	18.75	362	900	3 (2ed Int.)
J. O'Donnell	U.K.	20.75	351	830	4
C. Hutchinson	U.K.	11.08	256	828	5 (1st U.K.)
C. Hutchinson	U.K.	9.0	227	815	6
J. Godden	U.K.	20.5	337	802	7 (2ed U.K.)
P. Staehling	U.S.A.	18.75	313	779	8
J. O'Donnell	U.K.	22.0	335	769	9
C. Hutchinson	U.K.	13.5	259	759	10
D. Yates	U.K.	19.75	305	739	11 (3rd U.K.)
J. Godden	U.K.	25.0	341	735	12
R. Haywood	U.K.	22.25	309	706	13
R. Haywood	U.K.	18.5	276	691	14
J. O'Donnell	U.K.	24.8	319	689	15
D. Belieff	U.S.A.	18.75	263	654	16 (3rd Int.)
J. Godden	U.K.	25.0	303	653	17
J. Barker	U.K.	25.0	303	653	17
D. Belieff	U.S.A.	18.75	261	649	19
T. Faulkner	U.K.	20.5	270	642	20
C. E. J. Baker	U.K.	25.0	297	640	21
S. Nonaka	Japan	9.6	181	629	22
C. E. J. Baker	U.K.	19.75	259	628	23
M. Aoshima	Japan	9.6	180	626	24
D. Richards	U.K.	18.5	241	603	25
L. Minoru	Japan	9.6	173	601	26
M. Misawa	Japan	9.6	172	598	27
T. Faulkner	U.K.	25.0	277	597	28
B. Roberts	U.K.	18.5	235	588	29
L. G. Barr	U.K.	48.0	378	588	30
S. Kinoshita	Japan	9.6	169	587	31
R. Haywood	U.K.	14.5	207	585	32
R. T. Parham	U.K.	18.5	226	566	33
C. Hadland	U.K.	48.0	360	560	34
B. Roberts	U.K.	22.25	241	550	35
B. Roberts	U.K.	14.5	193	546	36
W. Bigge	U.S.A.	18.75	215	535	37

SEPT - NEW SEASON STARTS

We have great plans for MIAMA SEASON TWENTYONE. We hope the many indoor modelers in Florida WHO HAVE NEVER FLOWN in a MIAMA meet will consider coming out to the six major meets planned. This club will go belly up without your support.. We will start Sept 21 & 22 AT AN ALL NEW SITE...the 48 foot high,SMOOTH CEILING, Hesterly Armory in Tampa. CATAGORY II. OH,OH, We have to RENT it, so without your support the club will go belly up faster than expected. Next issue has more details. BUILD a BOB PECK BOSTONIAN, and a BOB PECK PEANUT for two Dave Linstrum Special Events at Meet one. World War Two mass launch.

SUMMER FLYING! BRING YOUR PISTACHIO, COCONUT, MINI-STICK + HERB WEISS MODELS TO JOHNSON CITY.

SAT. OR SUN. OUTDOOR FF FLYING WITH MIAMA AT FIU GROUNDS. CONTACT GEO. NUNEZ 305-553-0572

NEXT INDOOR MEET - TAMPA - SEPT 21, 22

C.D DAVE LINSTRUM

MISS MIAMA:



The Postal Service is honoring the first female pilot, Harriet Quimby, with an airmail stamp.

First licensed woman pilot is honored

By FRED LEE
Special to The Palm Beach Post

Aviation pioneer Harriet Quimby is being honored on a 50-cent airmail commemorative stamp that is being released Saturday with special ceremonies in Plymouth, Mich. (48170). This is the international airmail rate for letters weighing up to half an ounce.

The design, created by Howard Koslow of East Norwich, N.Y., depicts Quimby and her Bleriot aircraft. She was a journalist and a drama critic as well as the first American woman to receive a pilot's license and the first woman to fly the English Channel solo.

SOUTHERN FAC EVENTS AT FOUR (4) MEETS

FLYING ACES EVENTS....MID-SOUTH....1991

See AMA Contest Calendar for info. Or call me.

May 4-5 Rome, GA. Peach State FF Champs

(1)
- WWI Combat Bi-Plane only
- WWII Combat Low Wing only
- FAC Jumbo Scale
- FAC Golden Age Scale
- Greve Trophy Race
- Embryo Endurance

FAC!

MID-SOUTH SQUADRON

Ollie Benton - CD
409 Brady Pt. Rd.
Signal Mountain, Tn. 37377
615/886-1293

May 18-19 Courtland, Alabama MACH 1 FF Contest

(2) Same events as above

Mid-August Tullahoma, Tn. (date not final) Airfoilers FF Contest. This will be the FAC Mid-South Championships. All the events above plus

(3)
- Thompson Trophy Race
- FAC Old Time Rubber

Sept 7-8 Rome, Ga. Peach State FF Scale Championships

(4) Same events as May 4-5

Note: All the contests above are long-standing FF contests, AMA license is required. It is not absolutely essential to be an FAC member but I highly recommend it. Send $9.00 to Len Reichel, 3301 Cindy lane, Erie, PA 16506. Non-FAC members will not be recognized in the FAC national achievement records.

MIAMA Bob Peck Mass Launch

TO HONOR THE MEMORY OF BOB PECK, SAN DIEGO. WILL BE HELD AT THE FIRST MIAMA FALL CONTEST, TENTATIVELY SCHEDULED FOR LATE SEPTEMBER AT A NEW SITE, FT. HOMER HESTERLY ARMORY DOWNTOWN TAMPA. TWO EVENTS USING FAC MASS LAUNCH RULES:

- PECK POLYMERS "BOSTON PUP" BOSTONIAN (PECK DESIGN) FROM KIT OR SCRATCH BUILT PER KIT PLANS. WEIGHT 14 g MIN.
- PECK POLYMERS PEANUTS - ANY BOB PECK DESIGN 13" PEANUT SCALE FROM KIT OR SCRATCH BUILT PER KIT PLANS. CHECK PLAN TO SEE IT IS BOB'S DESIGN - THE LACEY M-10, NESMITH COUGER AND OTHER NON-PECK DESIGNS ARE INELIGIBLE.

YOU HAVE ALL SUMMER, SO BUILD NOW FOR THIS FALL EVENT!

JIM MILLER
827 YORKHAVEN RD
CINCINNATI, OH 45240



EDITOR: DONALD MARTIN JR.
2180 TRADEWIND AVE MIAMI, FLA. 33133
305-858-6363

THE HANGAR PILOT

WHAT'S ON IN FREE FLIGHT ?:

JUNE 6,7,8,9 JOHNSON CITY,TN Indoor Nats
June 15,16 Fiesta Of Five Flags- Pensacola
June 18,19,20,21,22 Lawrenceville IL. FF Nats + FAC + SAM 57
July 20,21 PALM BAY FL,FL State FF Champs
AUG. 3 ISLEMORADA,KEYS Dawn-famous Millard Wells ROW meet
SEPT. 21,22 TAMPA,FL 1st meet of MIAMA indoor season 1991/1992
Sept 21,22 NOTTINGHAM,ENGLAND Interscale'91 Indoor scale meet. Pistachio Proxy O.K.

JUNE 9 - PALM BAY - ONE DESIGN EVENT - DAVE PLATT
MIAMA MEET
BOB PECK MASS LAUNCH
FAC Mass launch WW II

FOR MIAMA MEETS ALWAYS CALL INDOOR HOT LINE 305-858-6363 THE NIGHT BEFORE.

SUMMER FLYING, INDOOR AT LAKEHURST, N.J. CALL 609-586-4441
JUNE 2,23 JULY 4,5,6,7,21 AUG 3,4,18,31 SEPT 1,2,15,29 OCT 6,20