THE HANGAR PILOT

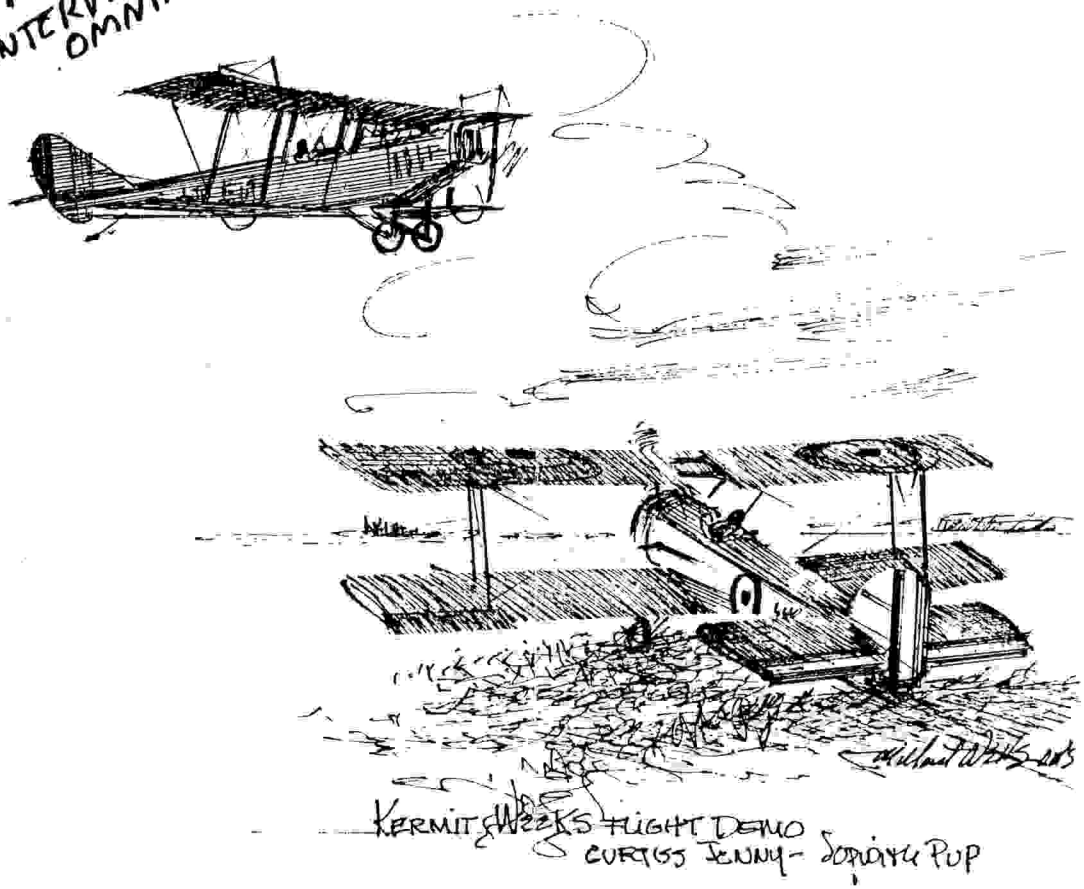
OPINIONATED

21ST YEAR OF PUBLICATION-
ENTERIAS NON ES
OMNIBUS

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION
MIAMA

ISSUE 149

- RESULTS, MIAMA MEET 7
- RESULTS, INTER-GNATS
- INDOOR SITES, USA



KERMIT WEEKS FLIGHT DEMO
CURTISS JENNY - SOPWITH PUP

LAST "PILOT" BEFORE SUMMER VACATION

NEXT MIAMA MEET - WELL'S ROW, AUG 1



"LIKE A LETTER FROM HOME" Whelan

THE HANGER PILOT

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,]-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

LAST MACDILL MEET 1992

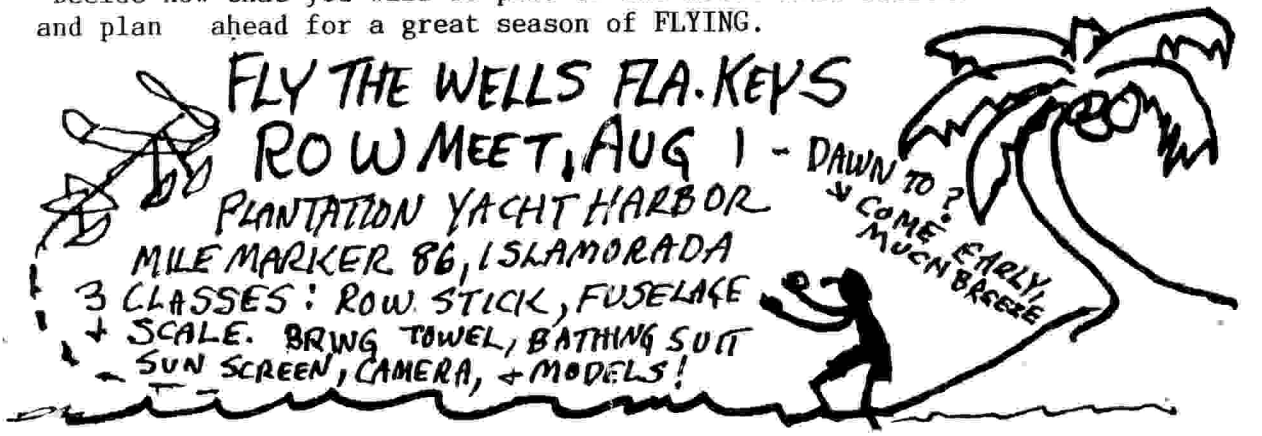
Everything seemed to fly better at meet, at Hangar 5 on May 9 & 10. The new models trimmed out more easily, and the tired old ones found new life for longer flights. The air was boyant! Thus concluded our 21st year of indoor meets, and two new state records were set..both by Wayne Trivin. We are tallying all the points for over-all awards and class awards, and the results will be in the next issue.

We thank Sidney Gilbert who made up two fine perpetual mass launch trophies...one for peanut and one for Coconut. Also in next issue he will explain the rules that award these perpetual trophies.. Mass launch is just a lot of fun for contestants and spectators.

It was great to see Ken Johnson, visiting from California. We encourage his plan to seek retirement residence here in FLORIDA!. He had a peanut Bird Dog and a couple of mini-sticks, but entered no times.

This has got to be one of the best indoor seasons on record. We didn't swelter at any meet..nice and cool, and the attendence was up with a lot of new pilots, and new flying sites. We have one more MIAMA meet this season..THE MILLARD WELLS GREAT FLA. KEYS ROW MEET on Aug 1. We encourage you to fly or spectate this unusual event.

Next Fall we start again in Sept. for our series of indoor meets... at MacDill in Sept. Back to MacDill in OCT, and our Annual Awards Dinner. Decide now that you will be part of the meets next season. Build and plan ahead for a great season of FLYING.



RESULTS MEET 7 MacDill AFB MAY 9 & 10 1992 CD Doc John Martin

(2)

PEANUT SCALE:

	STATIC	BEST 2 FLIGHTS		TOTAL
1.Geo. Nunez,Blackburn Bluebird	100.6	1:13	1:14.6	174.4
2. Doc Martin,Astra Kapferer	97.2	1:15.5	1:11.5	170.7
3.Sidney Gilbert, Lacey M-10	79.0	1:07.3	1:08.5	146.9
X.Geo. Nunez. Turbo Beaver	86.8	1:21.2	1:20.8	167.8
4.Millard Wells. Sopwith Triplane	94	:49	:47	142.0
X. " " " Cessna Cardinal	71.0	1:11.2	1:08	141.0
X. " " " Rose Parakeet	87.6	:50	:49.5	137.1
X. " " " Curtiss Triplane	94	:38	:42	134.0
X. " " " Fokker Triplane	92	:37	:38	129.5
5. Carl Hedley LASA	79.2	:50	:47.7	126.9
6. Jake Larson, Taube	89.0	:05	:09	96.0
7.Walt Schlesinger Cougar	70.0	:26	:24	95.0

13 CONTESTANTS FLEW 85 EVENTS OVER 6 EVENTS PER ENTRANT!

FAC SCALE:

1.Doc Martin Waco hydroplane	77	:54	131.0
2. George Nunez Gee Bee D	67	1:00.2	127.1
3.Millard wells SE-5	65	:55.2	120.2
4.Dave Linstrum Daphne	50	1:18 (69.3)	119.3
5.Walter Schlesinger DH Leop.Moth	50	:30	80.0
6. Jake Larson Deperdussin Hydro	65	:13	78.0
X. Jake Larson Japanese Claude	56	:09	65

EASY B

1.Dick Obarski	12:59.3
2.Wayne Trivin	12:27
3.John Barker	7:46.7
4.Mill Wells	6:48

MANHATTAN CABIN:

1.Wayne Trivin	5:16.8

NO-CAL SCALE:

1.Dick Obarski Lacey M-10	3:37
2.Wayne Trivin Farman Postale	3:26.4
3.Doc Martin Dayton	2:53.2
4. Dave Linstrum Farman Post.	2:46.7
5.Tom McCoy Wittman Tailwind	2:45
6.Sidney Gilbert Cassutt	1:27.8
7. Walt Schlesinger, Ambrosini	:29

PISTACHIO Scale:

	Stat.Pts.	Fly	Fly Pts.	Total
1. Doc Martin Messer.M20b	4	1:10.6	1	5
2.Dave Linstrum Dornier	3	:56.8	3	6
3.Millard Wells,Huntington	4	1:02.6	2	6
4.KAZ Suzuki,Japan, Fok D_VIII	1	:18.7	6	7
X. D. Linstrum,Mess.M-18	3	:34.9	4	7
X.Mill Wells Cessna CR-3	2	:30	5	7

BOSTONIAN:

1.John Barker Scimitar	1.11	2:50,4	2:57.8	386.5
2. Wayne Trivin Colors	1.12	2:54	2:29.3	362.0
3.George Nunez Lorax	1.12	2:04	2:15	290.0
4.Dick Obarski DEP	1.10	2:19	1:57.8	282,7
5.Sidney Gilbert 7-Up	1.10	1:58.4	1:56	262,5
6Millard Wells Wee Bost	1.12	1:50.4	1:47	243.4
7,Carl Hedley 7-Up	1.10	1:40.8	1:45.8	231.1
8.Walt Schlesinger Pup	1.10	36.5	:36.8	80.5

MINI STICK:

1.Wayne Trivin	7:43 ★ NEW RECORD
2.John Barker	7:14.4
3.Doc Martin	5:39.5
4.Dick Obarski	4:51.5
5.Dave Linstrum	3:58.6

FROG:

1.Wayne Trivin	4:54.5
2.Dick Obarski	4:15.3

COCONUT SCALE:

1.Doc Martin Junkers Strato	1:10.4
2.Geo. Nunez Potez36	1:01.7
3.Millard Wells Ford 2-AT	:57
4.Dave Linstrum Martin MO-1	:51
5.Gil Coughlin Maubissin PM X	:48,5
6.Walt Schlesinger Porter	:18

EMBRYO ENDURANCE:

1. Carl Hedley Spaceman Spiff	348.9
2.Dave Linstrum DNA	301.8
3.Sidney Gilbert	266.8
4.Walt Schlesinger	80.0

NOVICE PENNY PLANE:

1.Wayne Trivin	11.01 ★ NEW RECORD
2.Dick Obarski	7:59
3.John Barker	6:57.5
4.Millard Wells	4:50

MASS LAUNCH EVENTS

FLYING ACES RACEPLANES:

1.Juergen Kortenbach (Wells)	Goon	1:22
2.George Nunez Gee Bee D		
3. Dave Linstrum	Goon	
4. Doc Martin Hosler Fury		
5.Walt Schlesinger	Caudron	

PEANUT MASS LAUNCH:

1.George Nunez Blackburn 1:22
2.Millard Wells Cardinal 1:04
3.Doc Martin J-3 Cub
4.Walt Schlesinger Cougar
5.Sidney Gilbert Lacey M-10
6.Carl Hedley LASA

COCONUT MASS LAUNCH:

1. Millard Wells Ford 2-AT :55
2.Dave Linstrum Martin MO-1
3.Walt Schlesinger Pilatus Porter
4. Gil Coughlin Mouboussin PM-X → 3 MORE

③ WORLD PISTACIO INTER-GNATS

RESULTS, ELEVENTH WORLD PROXY INTER-GNATS. MIAMI USA, APRIL 25-26 1992

Proxy Flyers: George Nunez, Doc Martin, Carl Hedley, Juergen Kortenbach, and Mike Arak all competed against each other to try to get the best flight from the model. The MIAMA MOTTO: "We can get a better flight from your plane than you did". Not always true, but not for lack of effort. These guys really try hard!

		Static Pts.	Best Flight	Fly Pts.	Total	Country
1.George Nunez	Nieuport N1-D	1	49.4	3	4	USA
2.Doc Martin Langley/Curtiss Hydro		7	41.1	6	13	USA
3.George Nunez	Sopwith Tripe	2	34.9	12	14	USA
4.Jiro Sugimoto	Lockspieser LD-A	3	30.0	16	19	JAPAN
5.Millard Wells	Fokker Triplane	10	38.6	9	19	USA
6.Mike Conkling	Heinkel He-100	17	55.1	2	19	USA
7.Millard Wells	Waco E	13	39.5	8	21	USA
8.Millard Wells	Sopwith SE-5	11	36.5	10	21	
9.Doc Martin	Messerschmitt M-20	20	59.3	1	21	
10. Al Guenther	Super Cub	5	28.7	18	23	SWITZERLAND
11. Kaz Suzuki	Fokker D VIII	5	23.0	23	28	JAPAN
12.Butch Hadland	Hosler Fury	16	32.5	13	29	ENGLAND
13.Millard Wells	Curtiss Jenny	8	24.6	22	30	
14.George Nunez	Breguet 14	9	27.0	21	30	
15.Doc Martin	Wyndham Tandem	23	41.0	7	30	
17. Dave Linstrum	Dornier Kawasaki	27	42,7	5	32	
18. George Nunez	Fokker D VIII	6	21.0	27	33	
19. Keiichiro Iwaki	BD-4	17	30.0	16	33	JAPAN
16. Dave Linstrum	Messerschmitt M-18	20	35.1	11	31	
20. Ken Johnson	Gossamer Condôr	9	21.3	26	35	
22. George Nunez	Blackburn Airdale	14	22.6	24	38	
21. Dave Linstrum	Goldwing Ultralight	22	31.0	14	36	
23.Millard Wells	Huntington H-12	34	48.8	4	38	
24. Doc Martin	Mini Max	13	19.6	28	41	
25. Suichi Ushida	Handly Page Sayers	25	28.7	17	42	JAPAN
26. Enrique Maltz	Reynard R-17	18	22.4	25	43	ISRAEL
27.Geo. Nuñez Sr.	Curtiss Jenny/Sperry	35	30.9	15	50	
28. Nancy Beitz	D-H 6	21	14.6	31	52	
29.Geo. Nunez Sr.	Stinson 108	33	27.7	20	53	
30. Dave Linstrum	Pilatus Porter	26	17.3	30	56	
31. Dave Linstrum	Martin M)-1	24	6.5	33	57	
32. Ken Johnson	Dike Delta	28	18.2	29	57	
33. Sidney Gilbert	Lacey M-10	30	6.0	34	64	
34. Dave Linstrum	Hosler Fury	32	13.0	32	64	

Did not Fly: Headly Korda, Linstrum Kalinan, Sugimoto Folkert SR-3

MODEL OF A MODEL: 1.Millard Wells 1936 Gordon Light 33.5
2. Geo. Nunez Sr Basset/Scientific 1937 Streamliner 32.6

Headly's Korda didn't fly, and Johnson's Butterfly, and Linstrum's Peck Parasol were stick, and not cabin models.

RIDOTTO: Millard Wells 6" span Wee Bee flew for 33.1 seconds.

PISTACHIO NON ES OMNIBUS

Deja vu..the early MIAMA flying days at the Youth Fair in the early 1970's, and the days of the BIG PROXY MEET were both revisited on April 25,26 1992. In recent years the MIAMA PROXY INTER-GNATS was barely putzing along. a cup of tepid tea. With few entries it looked like pistachio interest was about pooped out,sort of like Manhattan Cabin, but suddenly,,ZAP,POW,BANG..41 entries! Go figure...who knew?

Pilots, these were OUTSTANDING models way down to umpteenth place. Forty one little gems with innovation and variety rarely seen these days. Well's Curtiss Jenny was great..it flew 24 sec. and was documented by a photo his mom took in 1926 in the nearby farm. How about the impossible flying wings of Ken Johnson... Dyke Delta, and Gossamer Condor. Check out Suichi Ushida's Lympne H-P Sayers that did 28.7 sec. with a peculiar swooping flight that circled both right and left. KAZ Suzuki said his Fokker DVIII did 35 sec. The best Nunez and Kortenbach got was 23.0. KAZ must have launched from the top of Fujiama. Enrique Maltz' Tel Aviv Reynard R-17 couldn't manage 10 sec. on day one, but soared to 22.4 on day two. I could write a paragraph on every model listed in the results, but I realize the attention span of modelers is very limited so I won't go on and on. Suffice it to say I am impressed with all you Pistachio builders and thank you all for your participation that made the meet a success.

As for the winners..you have to see them to appreciate them...both in the air and on the ground. Nunez' winning Nieuport N1-D is an obscure French Sesqui-plane of the mid 1930's. Brilliant green and silver with many markings, it was tops in scale, and amazingly 3rd in flying. Unbeatable. We'll present plans in a future Hangar Pilot. Doc's Curtiss modified Langley Tandem was a complex model of the 1914 restoration of the professor's unsuccessful efforts. There is no way it could have flown over 40 sec., but it did. Sugimoto's 4th place canard was an immaculate flying sign board of tiny graphics and details., and a dead steady flyer. Thanks again,pilots, for going to all the effort..we have some video tape, and some photos. More later. Geo. Nunez flew Mike Conkling's Heinkel to an amazing 55.1 (5th)!

PART TWO OF ALL THIS STUFF: THE FART V. Yes, as the Gnats were in progress, so was the State Cat I Record Trials.Many pilots had never been to the Youth Fair, and were impressed. We hope to be back several times next season, and each time is an opportunity for a new State record. WE SET SIX NEW RECORDS!:
MILLARD WELLS,Peanut P-40: 93 +36.8 = 129.8 DOC MARTIN, Mini-Stick 4:22.7
DAVE LINSTRUM,Daphne FAC SCALE: 50 + 69.5= 119.5
DAVE LINSTRUM,NO-CAL Farman Postale: 2:29.2 DAVE LINSTRUM,DNA EMBRYO: 198.2
SIDNEY GILBERT, Bostonian 7-Up: 180.4

PILOTS, HERE IS A LABOR OF LOVE FROM GARY UNDERWOOD
Elsewhere in this issue is more news from New Jersey.
May the Bluebird of Happiness comfort all those who
find us our sites!!

Indoor Site List

Travelling? This list of sites throughout the country was condensed from information sent to me by Gary Underwood. His list included more information on each site.

AZ, Flagstaff	CAT IV, 147'	Red Boyles	602	838-9602
CA, Los Angeles	CAT II	Ken Johnson	818	368-0448
CA, Marin County	CAT II	Tom Brennan	707	938-2893
CA, San Diego	CAT I	Howard Haupt	619	272-5656
CA, San Francisco	CAT IV, 98'	Bud Romak	510	376-4624
CA, Santa Ana	CAT IV, 156'	Curt Stevens	714	586-5779
Canada, London	Bill Henderson	416 481-6972 (Canadian Indoor NATS)		
Canada, Toronto	CAT I	John Marett	416	429-0815
CO, Aurora	CAT ?	John Berryman	303	492-1005
CT, Glastonbury	CAT II	George Armstead	203	633-7836
CT, Norwich	CAT I	Jerry Bockius	203	442-8003
FL, Clearwater	CAT II, 35'	Doc Martin	305	858-6363
FL, Miami	CAT I, II	Doc Martin	305	858-6363
FL, Tampa	CAT III, 67'	Doc Martin	305	858-6363
ID, Moscow	CAT IV, 147'	Andy Tagliafico	503	371-0492
IL, Chicago	CAT III, 84'	Charles Sotich	312	735-1353
IL, Glen Ellyn	CAT I	Don Lindley	708	355-9674
IL, Rantoul	CAT II, 44'	Chuck Marcos	312	945-9225
IL, Sycamore	CAT II	Don Lindley	708	355-9674
IA, Cedar Rapids	CAT II	Paul McIlrath	319	393-4677
KS, Topeka	CAT I	Jack Koehlar	913	272-8439
KY, Louisville	CAT I	Mason Plank	502	634-8191
MD, Greenbelt	CAT I	Tom Vallee	301	498-0790
MA, Andover	CAT II, 40'	Don Walworth	603	898-5338
MA, Cambridge	CAT ?	Ray Harlan	617	353-4013
MI, Detroit	CAT II, 56'	Rich Doig	313	373-5374
MI, Detroit	CAT III, 66'	Rich Doig	313	373-5374
MI, Flint	CAT I	Curt Haskell	313	232-0354
MN, Burnsville	CAT II	John O'Leary	612	888-0638
NJ, Lakehurst	CAT IV	Gary Underwood	609	586-4441
NY, Brooklyn	CAT II	Don Ross	201	568-5272
NY, Buffalo	CAT III, 60'	Jack McGillivray	416	421-1108
NY, Cantiague	CAT II	Rich Fiore	516	249-4358
NY, Chappequa	CAT I	Art Maiden	914	769-2284
NY, Kingston	CAT I	Bob Hudson	518	273-7468
NY, Long Island	CAT I	Bob Bender	212	724-0282
OH, Akron	CAT IV	Bill Hulbert	216	864-8030
OH, Cleveland	CAT III, 50'	Mike Zand	216	524-3480
OK, Oklahoma City	CAT I	Jim Belson	405	946-1093
OK, Tulsa	CAT I	Roy O'Mara	918	815-1424
OR, Albany	CAT I	Bob Stalick	503	928-8101
PA, Bryn Athen	CAT I	Joe Krush	215	688-3927
PA, Ediboro	CAT II	Lin Reichel	3301 Cindy Lane, Erie, PA 16500	
PA, Philadelphia	CAT II	Joe Krush	215	688-3927
TN, Johnson City	CAT IV	Chuck Slusarczyk	216	526-8613
TX, Fort Worth	CAT I	Jesse Shepard, Sr.	817	282-3770
UT, Salt Lake City	CAT I	Jay Jackson	801	485-0314
UT, Salt Lake City	CAT I	Gordon Pollock	801	278-5636
WI, Racine	CAT II, 35'	Tony Italiano	414	782-6256

CALL FOR SUMMER CONTEST DATES
See page 10

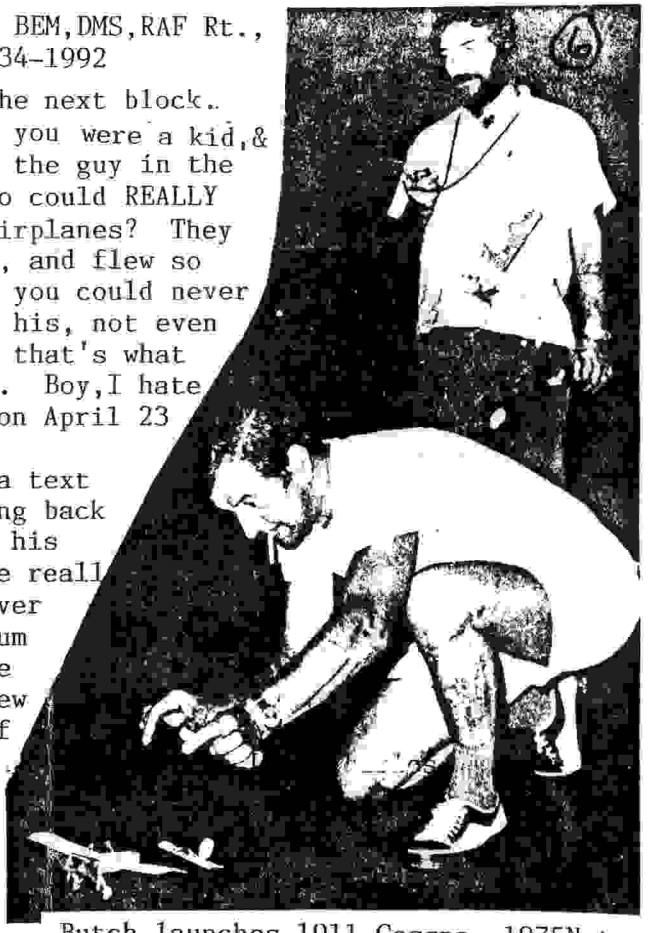


BUTCH HADLAND BEM,DMS,RAF Rt., MIAMA 1934-1992

The hero in the next block.. Remember when you were a kid,& your hero was the guy in the next block who could REALLY build model airplanes? They were so great, and flew so well you knew you could never make one like his, not even close. Well, that's what Butch Hadland was to me- the best. Boy,I hate writing this article! Butch died on April 23 1992,,and we are all the less.

Butch's medical history was a text book study. Chronic problems dating back to early RAF service. Few knew of his illness, and fewer knew how ill he reall was. Uncomplaining, active, and ever present, he was fighting a spectrum of problems. He was always on line and missed no indoor meets, and few outdoors. I've albums of photos of Cardington,Lakehurst,Miami,West Baden, Old Warden,Chob ham... all his favorite venues.

The consummate craftsman,his favorite models were free flight scale..especially indoors. His models stood out wherever they were displayed..outstanding. The latest was his first place at the World Interscale at Nottingham last September. He was author of many articles,and had an artists touch with an airbrush.. In recent years he taught aircraft and engine maintenance and theory at HeaThrow. He had a previous career as a professional model maker...he was versatile, and seemed interested in everything. For his many modeling friends throroughout the world he leaves behind plans, articles and fond memories. He is survived by his wife,Sheila,3 children, and 5 grandchildren.

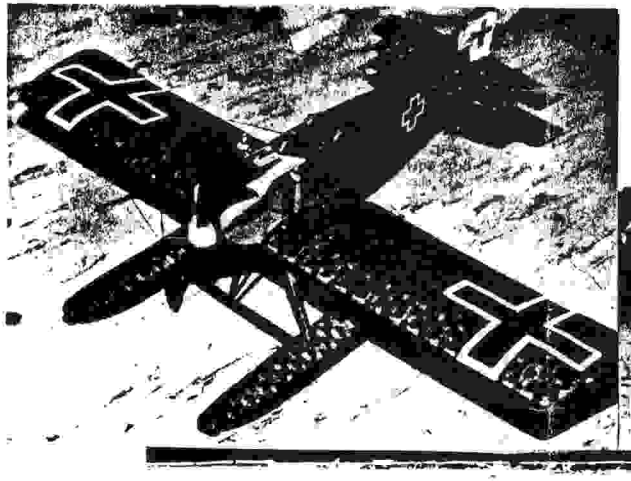


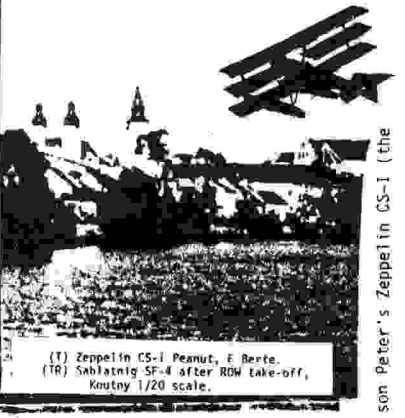
Butch launches 1911 Cessna ,1975Nats Lake Charles,LA.

I guess we won't be going to Cardington, Middle Wallop, and Old Warden Vintage Days this August eh, Butch? Sorry about that,mate, sorry about everything.

(7)

WHY SHOULD CHECH'S HAVE ALL THE ROW FUN?





(T) Zeppelin CS-1 Peanut, & Berte.
(TR) Sablatnig SF-4 after ROW take-off,
Koutny 1/20 scale.





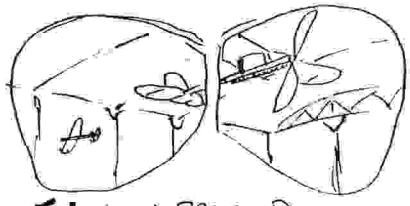
Summer in Brno... Koutny and his 1/20 scale Sblatnig SF-4; and his son Peter's Zeppelin CS-1 (the latter seems to want to dunk the right float on take-off.

PUT SOME FOAM FLOATS ON A COUPLE OF YOUR OLD MODELS. SPRAY IT WITH SCOTCH GUARD AND BRING 'EM OUT TO THE WELL'S ROW MEET. GREAT PRIZES, A REALLY DIFFERENT OCCASION.

BRING YOUR COCONUT + PISTACHIOS TO JOHNSON CITY FOR THE

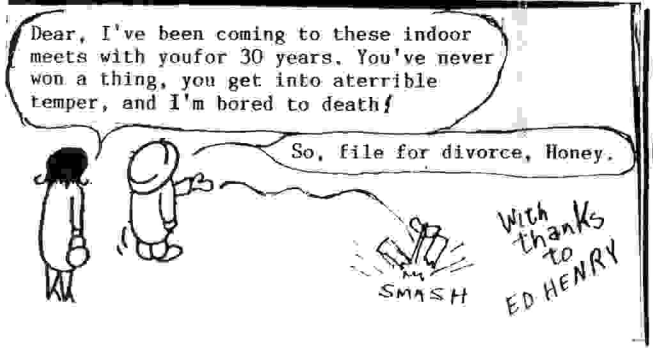
MIAMA GRAND PRIX JUNE 5

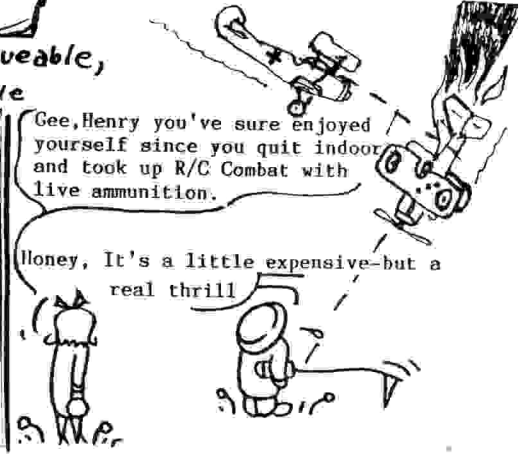




The Microfilms

The cute, loveable, amusing, Indoor couple





(9)

Butch Hadland Memorial Trophy

Clive W. (Butch) Hadland died on the 23rd of April 1992, at the relatively early age of 58.

Few would argue that he was the outstanding indoor scale model builder and flyer of our time, and was an inspiration to us all.

Although he was supremely skilled, he always had time to give his knowledge and help to others, and he was the most splendid company to be with.

In order to perpetuate his memory, it has been suggested that a fund should be set up, to purchase a suitable cup/trophy, to be part of the indoor scale contest scene every year.

George & Penny Wallbridge of Sams indoor supplies, wanted to make their own contribution, and have suggested donating a C.O.2 motor, hand built by Gasparin of Checkoslovakia, to accompany the cup each year. (A wonderful and generous prize)

Doug Shepherd of the scale committee has said his committee would look favourably on the idea of a memorial trophy for Butch, but has said the contests for indoor scale, already have existing "silverware", and apart from maybe something for Pistachio size models, he may not be able to find a suitable slot for it ?

Some of us have suggested that an overall grand indoor scale champion might be inaugurated, for which this prize might be more fitting, however this is a matter for the indoor scale committee to consider. Sams have said they will provide a suitable size Gasparin C.O.2 motor Peanut or Pistachio or ? to suit.

Maybe the motor could be given on the day of the indoor scale nationals each year?, and the cup itself at the annual dinner and dance in November?

Will those of you who want to perpetuate Butch Hadlands memory, send money to me, with your names and addresses.

The list of donors (But not the amount(s) could be included on an engraved plate inside the lid of the Mahogany? box, which could house the trophy.

All donations are gratefully received, and may I suggest a minimum of £5 and a maximum of £100 ?

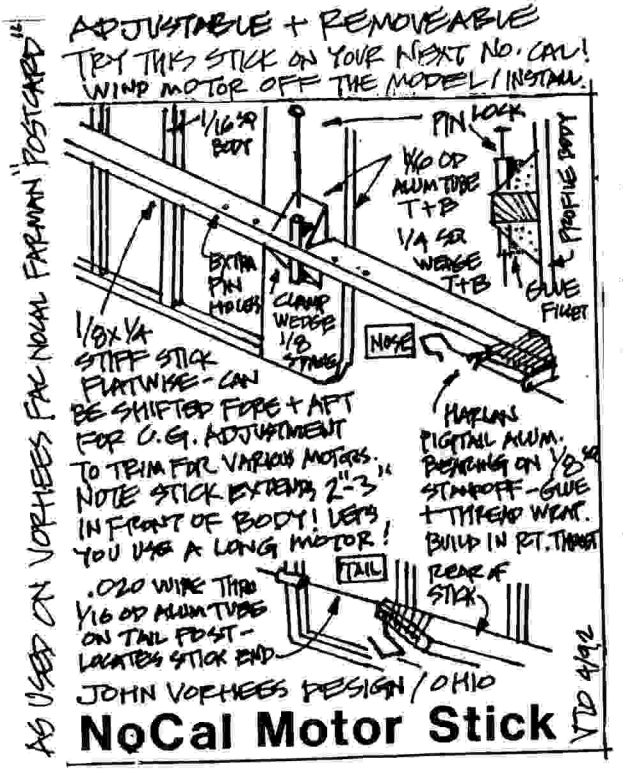
We do not want to let this momentum slow up, so send your money to me, Laurie Barr (FSMAE), 4, Hasting Close, Bray, Berks. S.L.6 2DA Tel 0628-25595 home. 0753-681234 office.

Copy to all relevant magazines. Doug Shepherd, Sams, Doc Martin, his many close friends, anyone else I can think of.

The Domeduster Plan Packet is a collection of 10 plans from back issues of Domeduster plus 2 from other publications, for a total of 12 full size plans. The plans offer a range of 6 different classes of Indoor events. Permission to reprint and offer these plans to you has been obtained from the authors. This is a good way for recent subscribers to catch up and for non-subscribers to enlarge their plans collection. This plan packet will set you back a mere $8 including p/h.

To order either of these items, send check or money order to Stan Fink, 1810 Pine St., Phila., Pa 19103.

Lakehurst is back! Thanks to Gary Underwood, we have 37 flying dates at Lakehurst Hangar #1. To be eligible to fly, you must have an AMA license and pay a $35 fee for the season in advance. This fee is required regardless of the number of sessions attended. Helium will be available on site for a slight additional charge. Make checks payable to ECIM, c/o Gary Underwood, 9 Treelawn Terrace, Mercerville, NJ 08619 (609) 586-4441. All dates are tentative until approved by the Navy. Contact Gary to confirm. Sessions will be AMA record trials except for a few which are set aside for specific events. CD's will be assigned from the members' list, so be prepared to do your bit to help out.



DEAR JAKE:

I've read your column for about five years now. I've never found anything funny in it. I wonder why it takes up so much room in MODEL BUILDER when the space could be used for indoor which has been dropped completely.

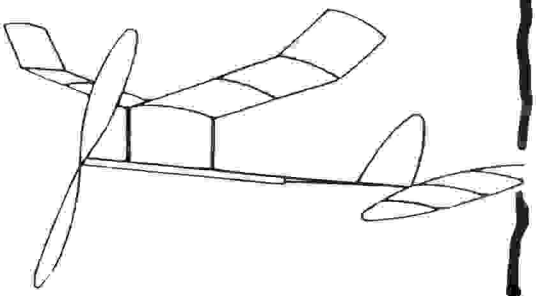
Signed:
Disgusted Doc in Miami

Dear Doc.

You are right. I hate to write this crap, but the editors like it..it appeals to the yahoos, Sincerely,

JAKE

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STOP THE PRESSES!!

Gary Underwood has done some fine leg-work, obtaining positive changes at the indoor AMA NATS:

- those hanging lights will be raised;
- curfew has gone to 11:00pm for indoor events;
- scale events will be $5.00 per event, not $25.00 as originally planned.

Great work, Gary! And Lakehurst wil be a go this summer. The first date will be May 3rd. Gary says the hangar site is better than ever. Join ECIM and get almost unlimited indoor flying (37 dates proposed so far).

EXECUTIVE DIRECTOR'S VIEW FROM HQ

Vince Mankowski
AMA Executive Director

1810 Samuel Morse Dr.
Reston, VA 22090



Competition License. This is a subject that has been kicked around for the last few years. Your AMA really needs some input on this item, so let me hit some of the high points and ask you to let me and members of the Executive Council know how you feel about it.

There is a possibility that AMA will have a Competition License available for an additional $5 fee. Those entering rule book-sanctioned events would need to have this competitor's license. Those paying the $5 annual fee for the license would receive a special license identifying that person as a competitor; two issues of the *Cabane* newsletter, which contains rule updates and tips; and there is the strong possibility that the competition license would also be the appropriate FAI sporting license. Competitors would also automatically receive an AMA rule book at the beginning of each cycle. That is it in a nutshell; it is up to you to react.

Give AMA Some "INPUT"

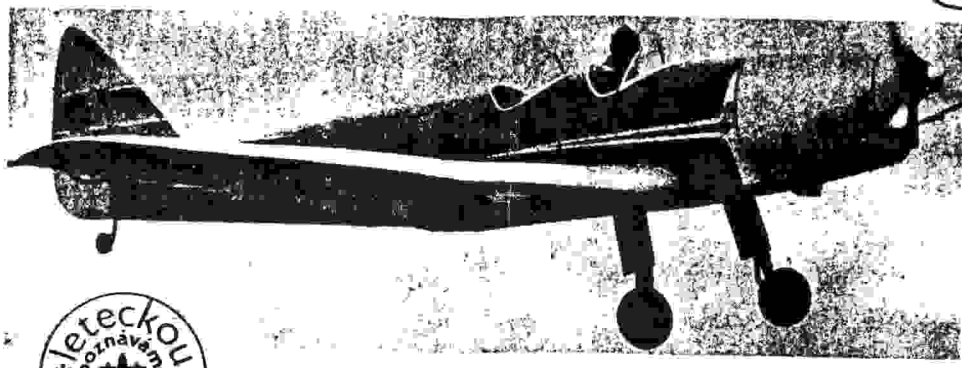
AMA Alert! AMA Alert
By: David Livesay

AMA is thinking of imposing a additional fee or tax on the modelers who fly in competition in the guise of a competition license. Check page 92 of the April 1992 issue of Model Aviation. In The Executive Directors View From HQ second column, middle page "Competition License".

Read carefully the 13 lines and make your own decision whether this is a great idea on AMA's part. Or Just another plot to make us dig a little deeper into our pockets to enjoy our hobby. Think about what group of modelers this license would most affect . Would this help to get more modelers into flying in competition? I am really disgusted that AMA would do anything to make it more difficult for us to add to our ranks of competition flyers. The dedicated flyer will shell out the money for the license, but what about the modeler who flies in only one contest a year or thinks about entering but the cost of entering with the license fee and entry fee is just too much. I personally have already sent letters to Don Lowe, Dave Brown, Vince Mankowski and my District VP Pete Waters stating my opinion about the license. I urge you, No! beg you, to also write and tell them what you think of the license idea. Do so today tomorrow may be to late.

PLANES WORTH MODELING FROM MODELAR

(12)





De Havilland Moth Minor



TECHNICKÝ POPIS:

De Havilland DH 94 Moth Minor byl jednokřídlý jednomotorový dvoumístný jednoplošník s pevným podvozkem, určený pro základní i pokračovací výcvik sportovních pilotů.

Nosná plocha. Základem konstrukce překlížkou potaženého samonosného křídla o vzepětí 6° a úhlu nastavení 2° byly dva průběžné smrkové nosníky s pásnicemi z třívrstvé březové překližky ztužené pásky bakelitu, na něž byla navlečena a zalepena vylehčená smrková žebra. Vnější části křídla, navazující na s trupem vcelku stavěný krátký centroplán, bylo možné po vychýlení vztlakových klapek snadno sklopit podle trupu, což usnadňovalo hangárování letadla. Po sklopení křídla byl v kořeni levé poloviny přístupný otvor, používaný buď k uložení zavazadel, nebo k instalaci další palivové nádrže

— ovládány pedály nožního řízení. Pneumatiky Dunlop bez vzorku měly rozměry 4 × 8" (1219 × 2438 mm). Odpružené volné otočné ostruhové kolo nesené ocelovou vidlicí bylo možné zajistit v řídové poloze.

Pohonná jednotka. Čtyřválcový invertní řadový vzduchem chlazený motor Gipsy Minor o zdvihovém objemu 3754 cm³ a výkonu 67 kW byl instalován na trubkové konstrukci se speciálně vyvinutými pryžovými silentbloky. Hlavní palivová nádrž o objemu 59 litrů byla v kořeni levé poloviny křídla; další nádrž stejných rozměrů bylo možné vestavět do kořene pravé poloviny křídla. Válcová olejová nádrž o objemu sedm litrů byla upevněna pod motorem.

Zbarvení. Ještě po válce létaly v britských aeroklubech Moth Minory natřené na všech plochách stříbrnou barvou s poznávacími

平成4年度　FID日本選手権　成績表　3月22日、23日　東京夢の島体育館

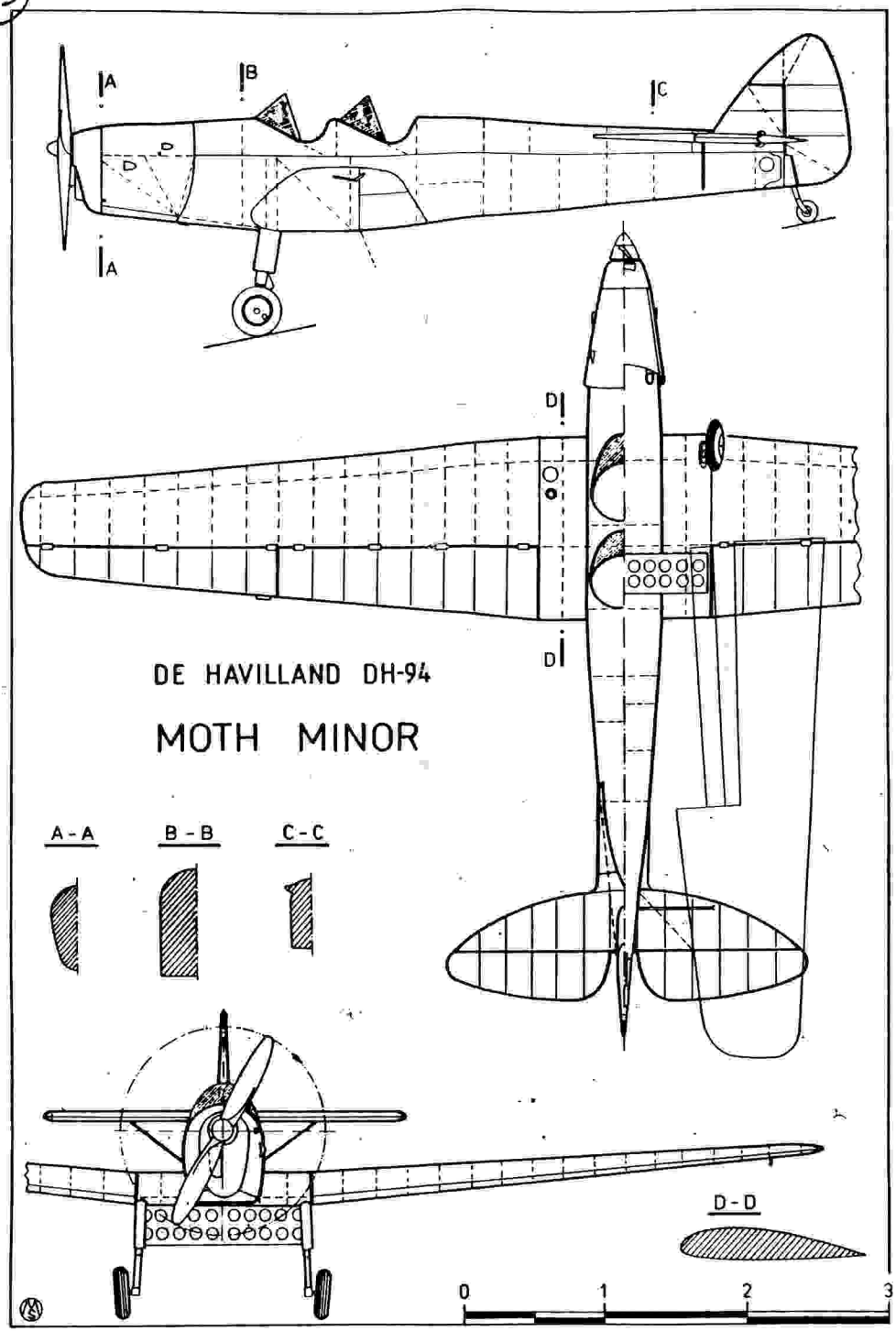
'92 FID Japan Camp

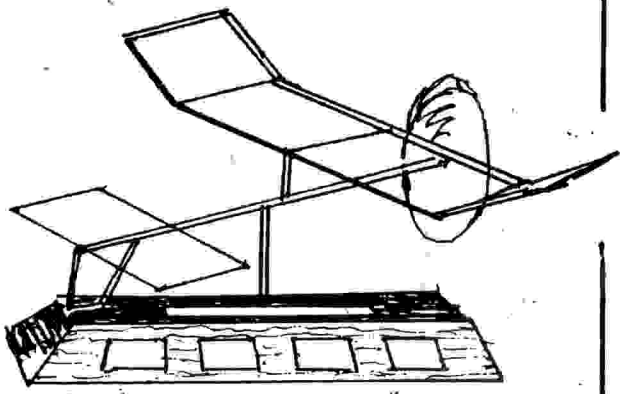
日本模型航空連盟

	No.	氏　名	JA－No.	1R	2R	3R	4R	5R	6R	成　績	順　位
H. ENDMOTO	1	榎本　英世	33F00255	22'45"	27'11"	29'41"	20'59"	24'24"	＿＿＿	56'58"	1
S. NONAKA	2	野中　繁吉	33F00111	9'25"	5'03"	1'41"	16'51"	12'56"	21'18"	38'09"	3
	3	市山　洋一	27F00314	8'53"	8'49"	13'53"	7'23"	7'57"	11'18"	25'11"	12
	4	田中　康孝	33F58055	'25"	5'51"	18'33"	10'26"	14'58"	3'55"	33'31"	7
	5	岡田　利昭	53F29412	6'05"	20'48"	7'33"	6'26"	6'03"	4'42"	28'21"	9
	6	小田桐秀治	31F00317	＿＿＿	＿＿＿	＿＿＿	＿＿＿	＿＿＿	＿＿＿	＿＿＿	＿＿＿
S. KINOSHITA	7	木下　哲	34F37955	4'42"	23'17"	23'08"	1'48"	12'11"	3'53"	46'25"	2
	8	竹内　淑朗	33F01733	12'32"	18'09"	7'11"	3'28"	16'09"	4'44"	34'18"	6
	9	三沢　正敏	34F58469	19'05"	11'53"	2'02"	7'08"	3'37"	'46"	30'58"	8
K. KIHARA	10	木原　一正	34F01266	22'20"	8'12"	6'17"	14'17"	15'12"	10'56"	37'32"	4
	11	田中　進	53F20293	＿＿＿	9'26"	5'07"	13'54"	2'55"	12'40"	26'34"	11
	12	松沢　隆二	53F00813	10'34"	11'01"	13'49"	13'09"	1'06"	4'29"	26'58"	10
	13	浜田　勲	53F00815	1'59"	9'47"	18'33"	15'40"	1'50"	3'06"	34'19"	5
	14	原田　良介	54F01329	8'42"	8'51"	13'45"	7'49"	9'67"	4'45"	23'32"	13
	15	谷田部　徹	34F44980	'54"	6'52"	4'22"	2'34"	4'44"	14'45"	21'37"	14

HIDETO HORIKIRI
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Tsurumi-ku, Yokohama-shi
230 JAPAN

写）文責　筑手木


A
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C
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DE HAVILLAND DH-94
MOTH MINOR
A - A
B - B
C - C
D - D
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3



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THE HANGAR PILOT
EDITOR: DR JOHN MARTIN, JR
2180 TIGERTAIL AVE MIAMI FLA.
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