BIODEGRADABLE IN ANY LANDFILL

THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION — MIAMA

10/92 ISSUE 151

INTERIM EDITOR: DAVE LINSTRUM A FEMA APPOINTEE

3 PLANS !!!

IN THIS ISSUE !!!

- CENTERFOLD COMET ME109
- DOC'S PISTACHIO M.20b
- BARKER'S MINI-STICK TODDY WIN
- RESULTS WELLS R.O.W MEET
- RESULTS MIAMA SEASON OPENER MacDILL AFB
- DIME SCALE ARTICLE-STOTT

ANDREW'S AFTERMATH

THIS GUY IS LUCKY - AT LEAST HIS PHONE IS WORKING DOC

"...upon receiving forms 22B, A4-23 and 104-63A, fill them out and mail them back in triplicate. Remember to print clearly and legibly. After the standard review process, a determination will be made as to whether you qualify for some type of federal assistance."



CARTOON © 1992 THE PALM BEACH POST. WRIGHT

Hurricane Victims

AS REPORTED TO INTERIM EDITOR (WHO HID FROM STORM IN SARASOTA) BY SATELLITE IMAGERY, FAX, CELLULAR PHONE & RUMOR MILL!

IN THE MIAMA CLUB IN MIAMI

- DOC MARTIN - TREES THRU ROOF OF HOUSE
- CARL HEDLEY, KEVIN SMITH - ROOF BLEW OFF !!
- BOB ESKRIDGE - STORM SURGE NARROW MISS.
- OTHERS, WITH ABOVE - NO ELECT. POWER / PHONE!

(1) F.A.C. FRED SEZ: "LIKE A TRIPLE ROOT CANAL". INTERIM EDITOR LINSTRUM
"LIKE A BLOWN MOTOR". EUD TENNT, NIMAS
"LIKE A LETTER FROM HOME". Whelan DENVER MEMBER



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: 305-858-6366.

PHONE LINE WAS OUT OF ORDER FOR 3 WEEKS!

BIPLANE BANNER: LINDA VAN NATTA, ARTIST
PAINT ON MACINTOSH COMPUTER, PAGEMAKER 4.0

GHOST SQUADRON WELCOME!

NEXT MEETS: LOCAL #2 TILE WAREHOUSE OCT 11 TAMPA #2 MACDILL HANGAR 2 NOV 7-8

Hurricane Andrew kept a few Miami members from MacDill, but we welcomed back Walt Everson and George Leffler (both recovering from illnesses which kept them home last season) and new California refugee Jim Baker of Bonita Spr. Andrew airlift prevented us from flying at the usual Hangar 5, but our USAF(R) Col. Bill Criss got us into Hangar 2, which proved delightful with lots of North light (no heat buildup as with 5) and a sqeaky clean floor, shared with two F-16 and a couple of storage areas. While the summer temps and humidity made flyers feel like sauna addicts, the air was good and times high. Trivin set a new MIAMA Mini-Stick record with his Ultrafilm covered ship- an astonishing 7:34 in 65'. Thirteen events plus three mass launches kept everyone busy on Sept. 19 & 20. SCORE ERRORS IN PNUT, BOSTONIAN, EMBRYO, DIME SCALE - ERRATA AT MEET #2 MACDILL AND NEXT H.P.

★★★★ 4 STAR MIAMA AWARDS DINNER SAT NOV 7 MacDill

ALL HALL OF FAME WINNERS (ISSUE 150) WILL GET AWARDS!

MacDILL OFFICERS CLUB. MIAMA ROOM

COCKTAILS 6 pm DINNER 7 pm AWARDS 8 pm

FIXED MENU #18 INCL. GRATUITY. GUESTS OK.

DINNER: APPETIZER/10 oz PRIME RIB W/ ONION SOUP/DESSERT

GHOST SQUADRON WELCOME - COME MEET YOUR FLYING PALS!



ON THE FASTRACK



LUFTHANSA D.2349 "RHON" TEMPELHOF. BERLIN

ALT. RUDDER WITH HORN

BLACK MARKER NOSE (HATCHED)

FOAM COCKPIT

WASHER

1/8 SQ HUB CARVE 45° PER BLADE

.015 SHAFT

PROP

3.5" D 3" P

LE

1/32 SH

TRUE SIZE BLANK FOAM @ 15° ON 4" D CYLINDER

BLADE

HUB

PITCH 45° @ HUB

LE and TE 1/20 x 1/32 — 1/32 □

NO RIB

1/32 □ RIBS

INK

D-AME

1/32 x 3/32 OLED STRIP

COVER TOP ONLY

BLACK I.D. MARKER OR TISSUE

NO RIB

1/32 □ WET FOAM TIPS

MID-THIRTIES 8 PASSENGER LUFTHANSA AIRLINER BY WILLY MESSERSCHMITT

SCALE DOC: SIEGFRIED GLÖCKNER

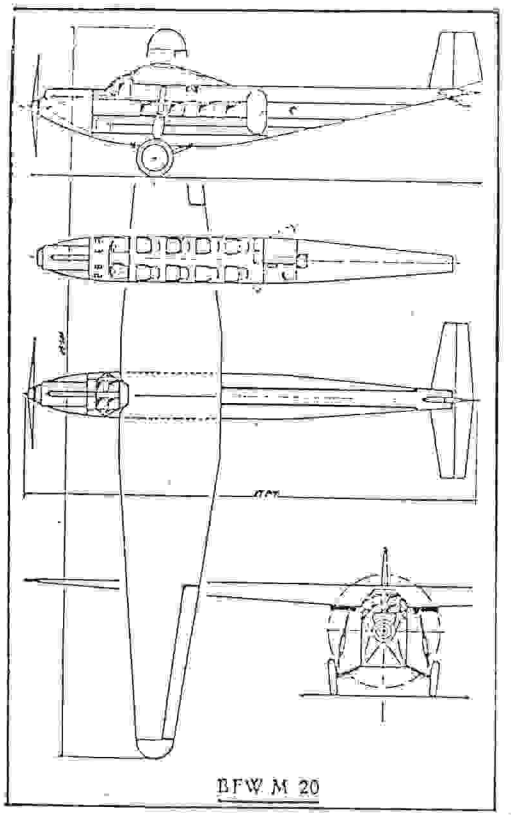
1/32 x 3/32 OLED BRACE

1/32 SH GUSSETS

TOP

3/8" DIHEDRAL

SEAM



FRONT

MIAMA RULE 6" OAL
BODY - 10" WINGSPAN
PISTACHIO SCALE

FOR BUILDING/FLYING HINTS SEE DOC'S ADVICE IN BILL HANNAN BOOK "PEANUTS + PISTACHIOS" BOX 210 MAGALIA, CA. 95954

3/32

FOAM

1/16

FOAM BLACK TIRE

ALL STRUTS 1/32 COVR BLACK HARD

COVER WITH PRE-SHRUNK WHITE JAPANESE TISSUE
BLACK MARKINGS: "SHARPIE" PEN
BLACK TISSUE SIDE WINDOWS

PROTOTYPE USED 17" LOOP .030 PAN TAN.

COVER TOP ONLY

INK

"DOC" MARTIN DESIGN

SPACE 1/32 RIBS

LE

TE

1/32 PLY RIB PATTERN

BALSA FROM

1/8 NOSE BLOCK + PLUG

FOAM

C.G.

RIB

PROTOTYPE USED 1/32 SH WHEEL

1/16 FOAM WHEEL

FLY TO RIGHT! TRIM FOR STEER CLIMB

TAIL ALL 1/32 □

REAR HOOK SHAPE .015 MW

RUBBER

GLUE "L" TO BODY

STOOGE LOOP SKID

BODY ALL 1/32 □

SIDE

COVER ALL SIDES

FIN 1/2 ENLARGED

OLED

INK SEAMS

1/32 SH INFILL

BLACK NOSE HATCHED

.015 HOOK

5/8" FOAM WHEEL MARKER TIRE

3-VIEW

1ST PLACE MIAMA MACDILL 2/92 1:20!

FULL SIZE PLAN BY DAVE "VTO" LINSTRUM

ANOTHER HANGAR PILOT ORIGINAL FULL SIZE PLAN

DocMartin © 1992

Hangar Pilot Plan

Bayerisch Flugzeugwerke Pistachio Messerschmitt BFW M.20b

③ RESULTS: SEASON OPENER MacDILL SEPT 19/20 1992

HELD IN HANGAR TWO SAUNA. DAVE LINSTRUM C.D.

MEET #2 MACDILL MASS LAUNCH WILL BE ANY FAC SCALE EFF-AY-CEE'S

PEANUT SCALE	STATIC	BEST TWO	TOTAL	
1. Sidney Gilbert Lacey M-10	72	1:15 1:22	150.5	From Butch Hadland/Peckplan
2. Doc Martin Waco E on float	103	:41 :52	149.9	Only 0.6 point below 1st!
3. Millard Wells Parakeet	87.6	:51 :59	142.0	Nifty homebuilt
4. Walt Everson Curtiss Robin	61	1:12 1:13	133.5	A Thirties Comet kit
5. Jim Baker Stinson Reliant	59	1:03 :56	118.5	A thirties birdie too
6. Walt Schlesinger Couger	72	:22 :20.9	93.7	Peck Kit Clarence Mather
X Millard Wells Curtiss P-40	93	:48.7 :42	140.8	Elegant Flying Tiger bird
X Millard Wells Huntington H-12	72.6	1:13 :59	138.1	Mooney plans in MB update
X Millard Wells Cessna Cardinal	71	1:08 1:00	131.4	Gearless but no ROG bonus

FLYING ACES SCALE	STATIC	BEST	TOTAL
1. Doc Martin Astra Tandem	61	1:02	121.2
2. Millard Wells Rearwin 10¢	50	:58	114.0
Millard Wells Waco Bipe, Fokker DVII		DNF	
3. Walt Schlesinger Leopard Moth 52		;24	76.0
A small entry- why not try FAC?			

NEW RECORD

MINI-STICK	BEST
1. Wayne Trivin	7:34
2. John Barker	6:39
3. Millard Wells	4:03
4. Doc Martin	3:58
5. Dave Linstrum	3:16

FAC NO-CAL PROFILE	
1. Wayne Trivin Farman	3:33
2. Dave Linstrum Sukhoi	2:15
3. Sid Gilbert Cassutt	1:54
4. Doc Martin WightMono	1:31
5. Walt Schlesinger SAI	:35

COCONUT SCALE	
1. Doc Martin Junker	1:14
2. Dave Linstrum M18	1:04
3. Millard Wells Ford	1:01
4. W. Everson TaylorC	:42
5. Schlesinger Leopard	:24.6

PISTACHIO SCALE	
1. Dave Linstrum Komet	1:20
2. Doc Martin M.20b	1:07
2. Tie M. Wells Jenny	:38
due to top scale rank	
X Linstrum Junkers	DNF

BOSTONIAN INDOOR	CHARISMA	FLIGHT	TOTAL
1. Wayne Trivin JetWhite	1.2	2:40	192.0
2. John Barker Scmitar 2	1.2	2:33	183.6
3. Sidney Gilbert 7-UP	1.1	1:57	131.9
4. Jim Baker ClamCouger	1.1	1:34	103.4
5. RichMacEntee ThePlane	1.1	1:26	93.4
6. Millard Wells WeeBos	1.2	1:08	81.6
7. Bill Criss	1.1	:59.2	65.2
8. Walt Everson BosFound	1.1	:50	55.0
9. Walt Schlesin BosPUP	1.1	:38	41.8

EASY B ENDURANCE	
1. Wayne Trivin	12:33
2. John Barker	10:30
3. Rich MacEntee	9:13
4. Millard Wells	8:13
5. Geo Leffler	8:11.9

CATAPULT 12" GLIDER
1. Walt Schlesinger 80.1 total

PENNYPLANE Novice	BEST TIME
1. Wayne Trivin	10:35
2. John Barker	8:34
3. George Leffler	8:12
4. Millard Wells	6:32
X Rich MacEntee	DNF

MASS LAUNCH
Two rounds

PNUT + COCO FOR SIDNEY GILBERT ANNUAL TROPHY POINTS

FAC GOLDEN	PEANUT	COCONUT
1. Wells	1.Martin	1.Martin
2. Martin	2.Baker	2.Wells
3. Schlesinger	3.Gilbert	3.Schles
4. Everson	4.Wells	4.Linstrum
5. Everson	6.Linstrum	

EMBRYO ENDURANCE — All had 9 bonus pts = 9 sec

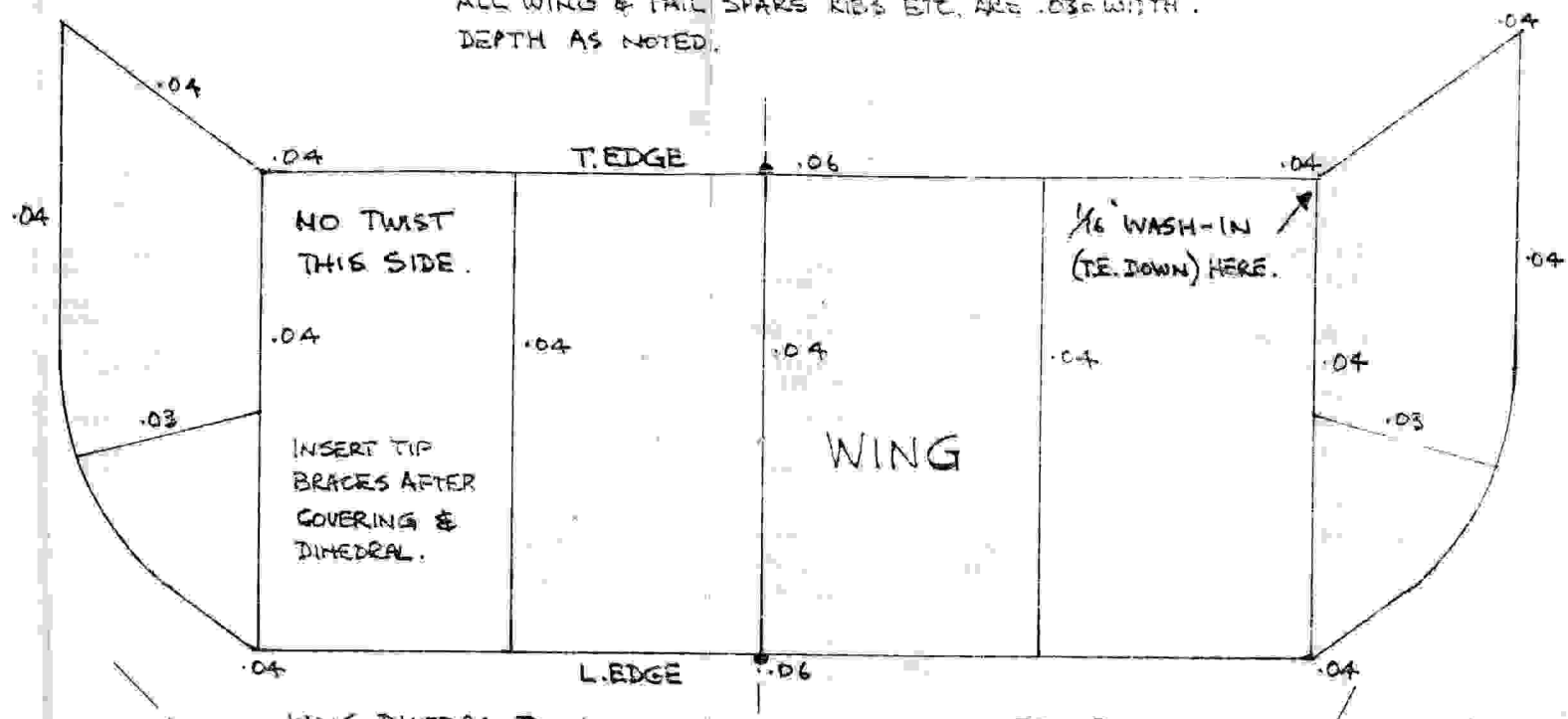
1. Wayne Trivin	2:24	4. Rich MacEntee	1:04
2. Dave Linstrum	1:38	5. Bill Criss	1:02
3. Sidney Gilbert	1:24	6. Walt Schlesinger	:37

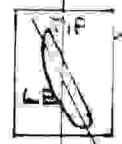
FEDERATION ROG
1. Geo Leffler 4:13

Obarski was in Alaska!!!

ANOTHER HANGAR PILOT ORIGINAL FULL SIZE PLAN

ALL WING & TAIL SPARS RIBS ETC. ARE .03 WITH.
DEPTH AS NOTED.





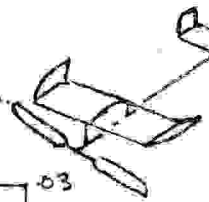
MOLD PROP ON CYLINDER APPROX 2 3/8" DIA.

SPAR 1/20 SQ. TAPER TO .02 SQ. L×6

BLADE .010 OR LESS.



SET BLADE 45° AT 2.2 IN. RAD. (PITCH APPROX. 14 in.)

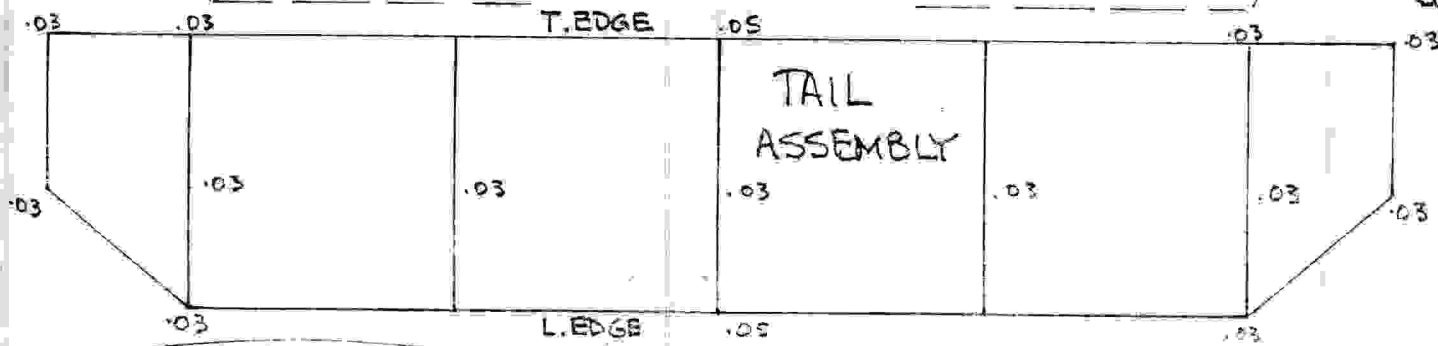


.75 IN.

WING DIHEDRAL TO GIVE 7.0 IN. MAX SPAN.

TAIL DIHEDRAL TO GIVE SPAN 6.25 IN.

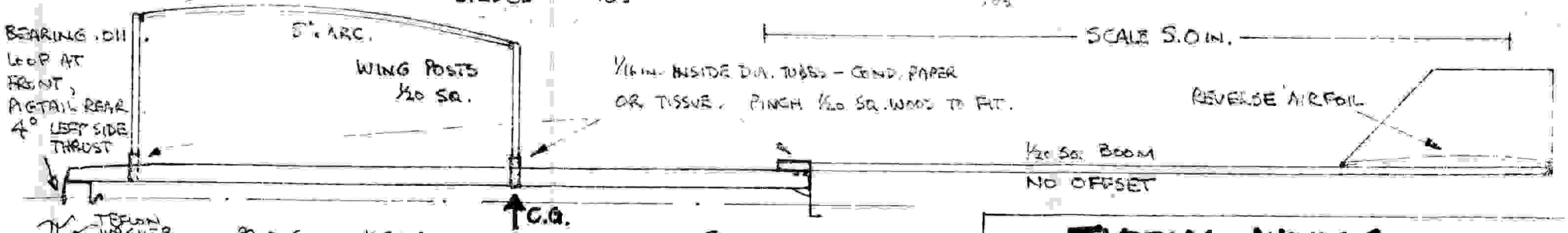
.67 IN.



FULL SIZE

ALL OUTLINES ARE OUTSIDE EDGE OF STRUCTURES.
USE APPROX 5 LB. WOOD.
COVERING: MICRO-LITE ETC.
POWER: .025 - .035 TAN 11" - 12" LOOP.

SCALE 5.0 IN.



TIDDLY-WINK 1

MINI-STICK : JOHN BARKER : JAN '92.

REPRINTED FROM "WING TIPS" MID-HUDSON MODEL MASTERS

Comet/Megow 10 Cent Scale Performance

contributed by Bob McDow

The following article was written by Dave Stott, an accomplished scale rubber flyer and Conn. area FAC'er. I believe it was originally published in one of the Flying Aces newsletters. Bob McDow felt the Comet/Megow series we've been running just wouldn't be complete without this info. As you read this, bear in mind that some of Dave's comments are based on the fact that he follows FAC rules. The rules previously printed in WingTips are slightly different. In 10 Cent Scale there is a 16 1/4" max wingspan rule and full depth ribs, like those on the P-26-A Peashooter, may be double covered. Any other questions, check the rules printed in the July '90 issue of WingTips.

BROTHER CAN YA SPARE A DIME?

"Brother, can ya spare a dime?" asked the ragged hobo.

"Why ask me to quench your thirst?" said the well dressed man as he stepped from the yellow cab. "You chaps distress me."

"I'm not after a jug," says the tattered one, "Comet came out wit' a new ten center. A Taylorcraft wit' a 20 inch span, an' still only a dime!"

"They did!" exclaimed the gentleman, tipping the cabbie with a bill. "Nelson, down at the exchange, mentioned something about new kits in the offing."

"Yup, dere's some udder ones, but dat T-Craft sure looks like it's got the stuff", says the scruffy one.

"Well, I suppose I can spare it", says the other, digging deep into the pocket of his neatly pressed trousers. "Built any others?"

"Yup, gotta Stearman 76, and a Allied Sport."

"How's the 76 fly?"

"Not bad, wit' da right prop."

"Jove, I can't get mine to do much at all! Think you can help me if you have a look at it?"

"Mebbe", says the tramp.

"Here's my card. Uh...do you have any cl...uh, other clothes?"

"Nope, dey all got glue on 'em."

"Well, we can dine in the garden, then .....tomorrow evening at eight."

"Dey still don' give ya no glue or dope in 'em 10 cent kits ya know."

"Reallllly, my good man!"

"I'll bring some Flyin' Ace's mags along...."

"Ah....well, here's a whole quarter. See you at eight o'clock."

Well, maybe the above never did happen, but those old Comet 10 cent jobs had character to charm just about anyone. Simplicity is the keynote, and some of those Comet designers were sure able to create the illusion of a Stinson 105, say, with just a wee bit of 1/16th squares, sheet, and tissue. Scale ROG's is what I've dubbed 'em with their single covered flight surfaces. Why gang, at an altitude of 30 feet they look as good as any "heavy" scale job! And boys, do they feel the tiny air currents! Not every flight is great, mind you, but every so often when conditions were right, these little buggers will knock your sox off!

Now, some of 'em could use a little beef-up by adding 1/16 square here and there. A bigger nose plug, rear motor peg, or the like. But to add wing ribs, or get too "high tech" with 'em would spoil their old time 10 cent kit aura. Buy moving the wing spars to the top of the rib the wings can be single surface covered without much fear of warping on the bipes and strut braced monoplanes. The 16 inch span cantilever monoplanes will be OK also. But,

RESU

Classement Pistachio SE

Pl	Nom / Appareil TWO USA
1	ALFERY Antonin FIKE MODEL E
2	KOUTNY Lubomir SONERAI
3	ALFERY Antonin DRZEWIECKI CANARD
(5)	LINSTRUM Dave WATERMAN RACER GO
6	GLOCKNER Siegfried STORCH ~~VIEB~~ IIb
7	D'HONDT Emile TAUPIN
8	DE JOODE Wijnand CAUDRON
9	BRENDEL Gert EASTBOURNE MONOPLA
(4)	LINSTRUM Dave M TOP USA

OVERFLOW FROM P. 10

GERMAN PROXY WINS 4th FOR MIAMA!

Siegfried Glöckner, Lange Str. 77, 7516, Karlsbad 2
Tel 07248, 261

PROXY FLYER AT INTERNATIONAL PISTACHIO/PEANUT MEET AUGUST '92

sept. 6th 1992

(5) YOU CAN FLY DIME SCALE AT BOTH LOCAL AND MACDILL MEETS!

EWAL APPLICATION

checks payable
National Free Flight Society

ership in the National Free Flight
Subscription to FREE FLIGHT, the
embership
N RATES (1 and 2 yr.)

ership fee plus $14.50 subscription)

bership fee plus $26.00 subscription)

rship fee plus $7.00 subscription)

bership fee plus $12.50 subscription)

p.

applicable fees.

Address change ☐

Yr.

AMA#

Zip

those 20 inch cantilever monoplanes just need to be double surface covered.

I've found it best not to shrink the covering on the single surface jobs. Just give 'em a coat of clear lacquer to fill the pores. You'll never see those wrinkles at thirty feet up with Ol' Sol shining through the tissue.

A lot of the techniques using stiff paper work well just as shown on the plans. Patterns are quite accurate, too.

After a bit, I discovered a formula for props that works quite well, and is simple enough, if you don't mind carving props. Heck, they're small, and easy. As a matter offact, clubsters, an entire biplane only takes about 18 to 20 hours to build complete, while monoplanes take 13 to 15.

Now, if the fact that GHQ is running a Comet postal contest has got you hopped up enough and you think you'd like to try on of these aero tykes there follows a list with info I've gained through building them. Look it over. One of your favorites might be there.....

Plane	Prop	Stab Enlgmnt.	Flt. Quality
Spad	A	no	poor
● Me 109 ** PLAN THIS ISSUE	B	yes	fair
Aeronca Seaplane * SEE	C	slight	good
Vultee Attack ** CENTER	D	no	excellent
Curtiss P-36 ** FOLD!	B	yes	poor
Curtiss Falcon	A	no	excellent
Fairchild 24	B	no	excellent (oos)
Tiger Moth	A	yes	excellent(oos)
Curtiss Robin	B	no	very good
Aeronca Low Wing	B	yes	very good
Great Lakes	A	no	good
Curtiss Hawk	A	no	good
Akron Funk	D	yes	excellent (oos)
Chester Racer	B	yes	very good (oos)
Stinson 105	B	slight	excellent

* Double covered wing anfd stab. Violation of the 10 cent theme
** Double covered wing only. Warp problem when single surfaced

Prop type A	5/8 X 7/8 X 5 1/2
Prop type B	1/2 X 3/4 X 5
Prop type C	5/8 X 7/8 X 4 (for float clearance)
Prop type D	1/2 X 3/4 X 6

Now there you are, gang. All I've learned about the ones listed, which is not even half of the number designed and produced. And by the way, some of modeling's great names appear as the designers of some of this line of kits, such as Joe Konefes, and Ed Lidgard, to name a couple. Reprints of plans can be gotten from John Pond, while complete kits may be ordered from Scale Flight Model Co., 1219 So. Washington St., Bloomington, Ind. 47401 (1-800-229-8247). Either way, it'll cost more than the thin dime of yesteryear, but worth it as much.

The Comet Kid AKA DAVE STOTT

Well 10 cent fans, thats it. Neat article. While it is obvious that Dave is an outdoor flyer, the tips he gives are valid for indoor as well. Bob McDow gave me additional information. If you are not into hand carving props, the original machine cut props from the kits do work well.



COME FLY WITH THE MIAMA CLUB!
OVERFLOW FROM P. 7

SEE LINE 150 FOR DIME SCALE RULES / MANY PLANS + KITS!

NOTE: DISREGARD NUMBERS IN BLACK CIRCLES. THESE ARE TRANSLATION KEYS FOR FOREIGN MODELLERS.
SPRECHEN SIE DEUTSCH?

DIME SCALE

BLACK MARK ON LEADING EDGE TO REPRESENT GUN OPENING

1/16" SQ. LEADING EDGES

1/16" SQ. SPARS (21)

DIHEDRAL BRACE (21)

WING SPAN 16"

ENLARGE PLAN 129% ONTO 11×17 FOR FULL SIZE BUILDING PLAN COMET KIT

BONUS POINTS FOR LOW WING

GLUE 1/16" DOWEL INTO SLOT IN F

METHOD OF ATTACHING (15) LANDING GEAR

GLUE TO BALSA OUTLINE (23)

1/16" SQ. TRAILING EDGES

WING CONSTRUCTION (1)

FOLD (24)

FOLD

1/16" SQ. ROUNDED

(31) AERIAL (THREAD)

NOTCHES FOR 1/16" SQ. STRINGERS (28)

GLUE TO FORMER 3

1/16" SQS. GLUED OVER DASH LINES

FUSELAGE CONSTRUCTION (14)

GUN (17) LOCATION

1-1/2" DIHEDRAL (22)

PENCIL

FRONT VIEW (17)

ERASER REMOVED

CUTTING HOLE IN NOSEBLOCK

(17) EXHAUST OPENINGS

(17) GUN TROUGHS

STABILIZER (3)

1/16" SQ. STRUT (11)

SPLICE LONGERON (27)

1/16" SQ. SIDE STRINGER (27)

MAIN FRAMEWORK (34)

BUTT JOIN SIDE STRINGER HERE

DOWEL HOLDS RUBBER (20)

POSITION OF WING (33)

NOTE: PUT RUBBER IN BEFORE COVERING (5) FUSELAGE.

SIDE STRINGER

THRUST BUTTON

PAPER

BALSA PROP

SPINNER DETAIL (17)

THRUST BUTTON CONSTRUCTION

ADD WEIGHTS TO MODEL BALANCES

NOSE TILL HERE

GLUE F3 & STIFF PAPER ON AFTER FUSELAGE IS COVERED

1/16" DOWEL (40)

PIN (37)

RADIATOR DETAIL

STRUT POSITION

1/16" SQ. STRIPS

1/20" SHEET (29)

SCALE IN INCHES

1,150 H.P. DAIMLER-BENZ ENGINE
23 M.M. CANNON THRU PROP HUB
4 MACHINE GUNS
RADIO & OXYGEN EQUIPMENT
TOP SPEED - 354 M.P.H.
CRUISING SPEED - 298 M.P.H.
CEILING - 36,000 FEET

COMET KIT

MESSERSCHMITT ME 109

TOP GERMAN FIGHTER

WING SPAN - 16" W.W.II

ENLARGE THIS PLAN 129% ONTO 11×17 FOR A COMET DIME SCALE MODEL!

- RESULTS STICK MODELS -

1. Don Brimmer, of Palm Bay Outdoor Flame ROW'd with a No Cal J.B.Cub. 13.47

Models tried but no ROW

1. Bob Eskridge - Pacific Ace Film covered Fed. Reg.
2. Don Brimmer - Beautiful Found & Embryo
3. Millard Wells - Citabra
4. Juergen Kortenbach - Folker - judged mors inovative at the Meet.
5. George Nunez, Sr. - Stinson Taperwing
6. George Hedley - Experimental Rotating Float - Dual Powered Helicopter

The six hour event was directed and hosted by Jeanne and Millard Wells at their Plantation Key home. A Continental breakfast was served while all viewed a VCR of the Johnson City Meet filmed and narrated by Robert Wells of Wilmington, Deleware.

THE FIFTH ANNUAL FLORIDA KEYS R.O.W. MEET - AUGUST 1st, 1992

Everyone is still reminiscing about the great R.O.W. Meet held in the shallow, Palm-lined Bay of Plantation Yacht Harbor morning, August 1st, 6:30 AM.

Rules this year were very simple.

Fuselage Models - Olympic Style Judging

Max 10 pts for R.O.W.
Max 10 pts for Charisma
Plus Total Flt time

Stick Models - Total Flight Time only

All Models - R.O.W. or no score

Twelve Flyers competed with 21 models. This year's big event was a massive mass launch - won by Rick MacEntee. The weather was the best you could have, soft balmy breeze, off shore. Chase boat was Attorney, Joe Miklas' Bonefish Skiff.

The Annual 1st Place Award was an original Watercolor by Millard Wells, A.W.S., won by Rick MacEntee.

- RESULTS FUSELAGE MODELS -

			Totals
1.	Rick MacEntee	Peck Convertable	73.81
2.	Millard Wells (CD)	P-Nut Tern	51.00
3.	" "	Embryo Tern	46.05
4.	'Doc' Martin	Messerschmidt	43.07
..	Rick MacEntee	Peck Convertable	43.00
5.	George Nunez, Sr.	Puss Moth 36"	42.77
6.	George Nunez, Jr.	Aeronca	38.69
7.	Don Slusarczyk	Besson (Great Flying Charisma)	36.53
8.	Bob Eskridge	Embryo Tern	33.57
9.	George Nunez, Sr.	Canuk	31.28
10.	Dave VTO Lin strum	Tailwind "FAT CAT"	10.62

COME FLY WITH THE MIAMA CLUB!

OVERFLOW FROM P. 9

NFFS MEMBERSHIP AND RENEWAL APPLICATION

Mail to:
NFFS
12324 Percival Street
Chester, VA 23831

Make checks payable to the National Free Flight Society

Subscription rates include annual fee of $.50 for membership in the National Free Flight Society. The balance of the fee in each category is for subscription to FREE FLIGHT, the NFFS Digest. Subscriptions are not available without membership.

MEMBERSHIP FEES AND SUBSCRIPTION RATES (1 and 2 yr.)

Age 19 & over and residents of foreign countries.	1 yr. $15.00 ($.50 membership fee plus $14.50 subscription)	
	2yr. $27.00 ($1.00 membership fee plus $26.00 subscription)	
Age 18 & under.	1 yr. $7.50 ($.50 membership fee plus $7.00 subscription)	
	2 yr. $13.50 ($1.00 membership fee plus $12.50 subscription)	

Subscriptions are not available without membership.

Ages are as of July 1 of the current year. Please circle applicable fees.

New member ☐ Renewal ☐ Address change ☐

Current expiration date: Mo. Yr.

Name AMA#

Address

City, State Zip

OVERFLOW FROM P. 10

GERMAN PROXY WINS 4th FOR MIAMA!

Siegfried Glöckner, Lange Str. 77, 7516, Karlsbad 2
Tel 07248/ 281

PROXY FLYER AT INTERNATIONAL PISTACHIO/PEANUT MEET AUGUST '92 FLEW LINSTRUM'S WATERMAN GOSLING (M18 PLANS KEN JOHNSON) TO 4th PLACE!!

sept. 6th 1992

Dear Dave.

two days after I arrived home from the contest at Flemalle I received your card from Florida. I was happy to hear that "Andrew" did no harm to you. Watching the TV- News I heard of cours from the hurricane and the destructions he caused. Additionally I also saw that "Andrew" crossed the northern part of Florida and I hoped this is true and you would not suffer from the storm.

IN FLEMALLE, BELGIUM

But now to the contest. With this letter you get a scoring list of the Peanut and Pistachio results. Please do not be upset when you read that the M18 did not fly what absolutely is not true. The M18 has flown very well (more later). But I did not see through the scoring lists until after the contest. I had gotten the list after the cups had been donated to the contestants when everything was over and most of the modelers were busy with saying "good bye" to the others and to go home as soon as possible. I got a cup for you too. Mr van Hauvaerts policy is this that no contestant will get two cups even if he would have all first three places. So with your fourth place on the list you did win a cup which is now here in my workshop. I will pack the cup as soon as possible and send it to you.

Your M18 had flown all five possible official flights. I did write a letter to Mr. van Hauvaert the contest director to inform him about the error in the list. I also demanded him to send to me the list of the M18 flight times if he would find it. I am really sorry about it because the M 18 is a very good flyer an I had a lot of fun with it

Now to your M18. The good news first. Your M18 has flown for 50 seconds and more several times. I cut a tan rubber with 0.6 x 1 Millimeters and 250 Millimeters length. I used one of my spare Pistachio plasic coffee cup props of 80 mm diameters. With this power combination the M18 now has a strong climb to the ceiling where it cruises for the rest of the flight. The descent is a pure glide, the prop stops when the model still ishigh in the air. Of course I could have tried for more seconds. With a bigger prop perhaps I could have stretched the flight to a minute. But I did not have a better prop.

When I received your M18 I wondered about the amount of clay on the nose and the clear plastic trimming tabs. I do not want to insult somebody with the next sentences. But theses trimming devices had been absolutely unneccessary. The first I did was to cut away the plasic tabs and to put off the clay which als had some pieces of lead in it. I saw that there was a little too much incidence between wing and stabilizer. So I bent the back half of the stab down, what gave it a nice positive camber. This was it for longutudinal trim. I had no possibility to try the M18 before Flemalle -

INTERNATIONAL INDOOR SCALE EVENT

RESULTS FLEMALLE, BELGIUM

YOU CAN ENTER BY PROXY - AIRMAIL MODEL. (10)

Classement Pistachio SENIOR — PISTACHIO SCALE

Pl	Nom / Appareil		vols	FLIGHT				Pl. stat.	Pl. Vols
1	ALFERY Antonin FIKE MODEL E	(CS)	91	95	0	0	0	2	2
2	KOUTNY Lubomir SONERAI	(CS)	62	60	74	76	42	3	1
3	ALFERY Antonin DRZEWIECKI CANARD	(CS)	52	51	0	0	0	1	5
(5)	LINSTRUM Dave WATERMAN RACER GOSLING	(USA)	39	38	35	30	0	6	4
6	GLOCKNER Siegfried STORCH ~~HEG IX~~	(D)	53	37	60	54	0	8	3
7	D'HONDT Emile TAUPIN	(B)	21	28	0	0	0	4	8
8	DE JOODE Wijnand CAUDRON	(NL)	12	15	20	30	13	7	7
9	BRENDEL Gert EASTBOURNE MONOPLANE	(NL)	29	34	33	33	0	9	6
(4)	LINSTRUM Dave	(USA)	0	0	0	0	0	5	-

M.18 TOP USA PLACE!!

SCORES LOST BY TIMER 50 50 50 32 41 5 5 !

Classement Cacahuète SENIOR — PEANUT SCALE

Pl	Nom / Appareil		2 Meilleurs vols						Pl. stat.	Pl. Vol
1	ALFERY Antonin AVIA BH-25J	(CS)	71	79	89	78	90		1	7
2	KOUTNY Lubomir ZLIN 2.50M	(CS)	81	99	94	99	100		12	4
3	HANRIOT Christophe POTTIER 100TS	(F)	41	40	68	74	64		9	9
4	ALFERY Antonin AICHI SEIRAN	(CS)	45	43	46	53	54		5	17
5	ALFERY Antonin HEINKEL He.70G	(CS)	106	113	111	0	0		20	3
6	KOUTNY Lubomir DEWOITINE D.731	(CS)	56	55	62	64	78		15	10
7	KOUTNY Lubomir SAVOIA S.51	(CS)	19	34	39	40	0		4	24
7	PATAT Francis ANDREASON	(F)	40	0	37	41	41		6	22
7	ALFERY Antonin ZLIN Z.50M	(CS)	75	77	85	89	94		22	6

ONE USA ENTRY

RESULTS SPRING 1992

BOB PECK AND REASON POSTAL CLUB CHALLENGE

(BOB IS SMILING FROM ABOVE!)

SCALE STAFFEL

SAN DIEGO (BOB'S CLUB)

PLACE	FLYER	TOP TIME
6.	DON MUNN	32.0
7.	BOB WOMACK	27.4
8.	TOM ARNOLD	24.2
9.	SCOTT DANIEL	22.0
11.	DAN WILLIAMS	14.7
12.	BOB WRIGHT	9.6

ST. JOHN'S CLUB

IN CHILLY NEWFOUNDLAND

3.	TOM WILSON	40.3
5.	JIM LLOYD	33.0
10.	JIM COUGLIN	16.0

AND THE WINNERS FOR 2nd YEAR IN A ROW:

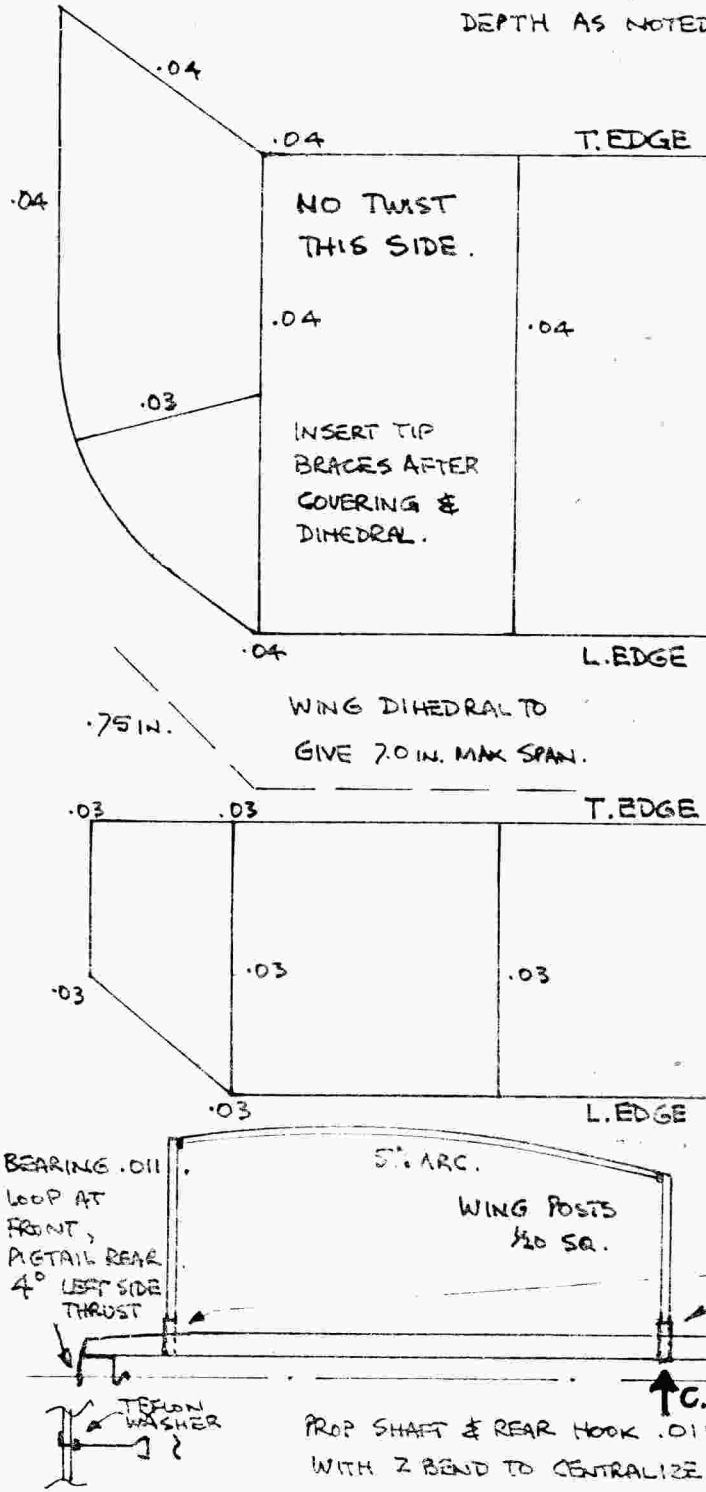
MIAMA

MIAMI, FL. AND OHIO

1.	JIM MILLER	74.0
2.	MILLARD WELLS	42.8
3.	DOC MARTIN	34.0

A QUOTE FROM TOM ARNOLD'S REPORT (TOM HAD ASKED THE ST. JOHNNIES TO FLY W/MITTENS AND MIAMA TO TAPE A 25¢ COIN TO THE STAB - AS HANDICAPS)

"THOSE THINGS WERE A BEAR TO TRIM & FLY! NOW I RECALL WHY I NEVER BUILD PNUTS OR BIPLANES - OR WORSE, BOTH! WE DID LOTS OF FLYING BUT EVIDENTLY HAD A BERNOULLI SHORTAGE IN THE AIR THAT NITE"



MEET #2 MACDIU MASS LAUNCH WILL BE ANY FAC SCALE EFF·AY·CEE's

idland/Peckplan
it below 1st!
uilt
Comet kit
birdie too
arence Mather
ing Tiger bird
s in MB update
no ROG bonus

CK	BEST
Trivin	7:34
Barker	6:39
d Wells	4:03
artin	3:58
Linstrum	3:16

CALE	
strum Komet	1:20
n M.20b	1:07
ells Jenny	:38
op scale rank	
m Junkers	DNF

E	
	12:33
	10:30
e	9:13
s	8:13
	8:11.9

IDER
iger 80.1 total

	COCONUT
in	1.Martin
er	2.Wells
bert	3.Schles
ls	4.Linstrum
m	

ON ROG
effler 4:13

n Alaska!!!

MEET # 2 MACDIU MASS LAUNCH · ANY FAC SCALE ·

(12)

NATIONAL FREE FLIGHT SOCIETY

DEDICATED TO THE INTEREST OF FREE FLIGHT AEROMODELING

NFFS

Anthony J. Italiano
1655 Revere Drive
Brookfield, WI 530

September 6, 1992

PRESS RELEASE PRESS RELEASE PRESS RELEASE

The National Free Flight Society is very proud to announce its 1992 selections for the 10 Models of the Year Award and the selectees for the Free Flight Hall of Fame award.

10 Models of the Year:
International Class:
F1A -- Nordic: Bunters by Mikhail Kochkarev & Sergei Makarov
F1B -- Rubber: Tiltwing HC17 by Hank Cole
F1C -- Power: #15 by Randy Archer

LOOK FOR PLANS IN THE 1992 NFFS SYMPOSIUM REPORT WINTER-1992

AMA Outdoor Power:
Large -- Niblet 584 by Norm Poti
Small -- Hurry Up by Bill Lynch

AMA Outdoor Rubber:
Large -- Small Giant Speckled Bird by George Perryman
Small -- Teachers Pet by John O'Donnel

AMA Indoor:
Rubber -- Novice Pennyplane by Cezar Banks
Catapult Glider -- Article by Chuck Markos

Special:
Scale -- Lacey M10 by Peck Polymers & Butch Hadland

Bruce Kimball, Chairman of 10 M of Y Committee

MIAMA MEMBER (DECEASED)

Free Flight Hall of Fame

AL CASANO (deceased) - One of the East Coast shaker and mover of the 1930's & 1940's in the education of the young re the virtues of building and flying model airplanes.

LEW MAHIEU - Designer of many winning designs most famous of which are the variations of his ZEEK configuration.

CLARENCE MATHER - A prolific published designer and flyer of many types of model types. An expert at scale and F1D designs.

Anthony J. Italiano, Chairman of H of F Committee

DON'T FORGET AWARDS BANQUET!

THE BEST FLYERS DINE WITH MIAMA



SAT. EVENING NOV 7th. PUT ON YOUR CALENDAR

THE ULTIMATE INDOOR FILM

This is the thinnest mylar film produced to date. Compared to Ultra Film it is, on the average, 25% thinner and 23% lighter[1], yet, it is easier to handle and it does not display as much static electricity cling.

[1] Tests were conducted using precalibrated digital instruments at Tool & Die Supply Co. and scales at the University of South Florida Chemistry Department.

$20.00 for 20' x 12" plus $2.50 shipping anywhere in the U.S.

Make check or M.O. payable to:
Wayne R. Trivin
7108 W. Hanna Ave.
Tampa, FL 33615

(13) NEWS RELEASE

FROM DEFEATED NFFS VICE PRESIDENTIAL CANDIDATE, DOC MARTIN, A TIMELY * STATEMENT CONCEDING THE ELECTION TO LOUIS JOYNER:

"DESPITE MY INTENSIVE CAMPAIGNING, MY BRILLIANT RECORD, AND THE MILLIONS I SPENT ON P.R. I HAVE BEEN REJECTED BY THE MEMBERSHIP OF NFFS FOR THE POST I SOUGHT"

* JUST BEFORE ANDREW TRASHED HIS ROOF. HE'S HAPPY HE LOST THE ELECTION.

WAYNE WAS 1991-92 MIAMA CUB CHAMP. HE HOLDS THE CUB MINI-STICK RECORD OF 7:34 UNDER 65' CEILING SET 9/20/92 WITH A MODEL COVERED WITH "ULTIMATE FILM".

LUFTHANSA D. 2349 "RHON" TEMPELHOF. BERLIN

DocMartin
Hangar Pilo

Experts: move to MacDill

They say hurricane-damaged Homestead Air Force Base should be abandoned.

The arguments for saving Homestead — its more than 8,000 military and civilian workers and its $405 million annual impact on the area's economy — aren't based in U.S. defense needs

Other experts said the presidential Defense Base Closure and Realignment Commission, which begins a new round of meetings in March, probably still will recommend abandoning Homestead.

Homestead was considered for closure but dodged a bullet when the commission identified 72 other bases to close or realign. In 1993 and 1995, the panel will select about 150 more North American bases for such treatment from a total of 481.

Base closings are part of a Pentagon plan to reduce the size of the military by 25 percent by 1996. Since 1980, the United States has spent more than $3 trillion on defense.

Rebuilding a marginally important base runs counter to the reduction plan, said Gordon Adams, director of the Defense Budget Project, a non-profit defense think tank in Washington.

"It could cost as much as $1 billion to rebuild Homestead

"It makes sense to take everything to MacDill," he added. "MacDill is just being realigned, not closed, and they can reverse that."

MacDill is supposed to lose its air operations by 1994. Pentagon officials earlier this week said that decision couldn't be reversed — but the base closing commission does have the power to recommend such a reversal to Congress.

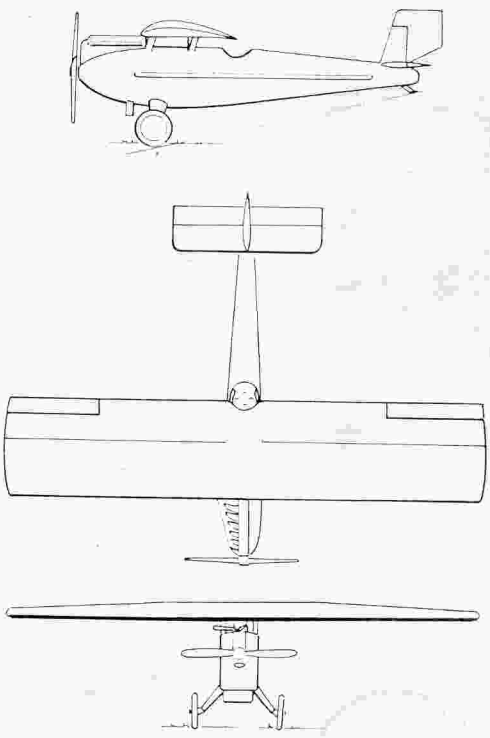
The long-range military justification for keeping Homestead is outdated, added Navy Capt. James T. Bush, director of the Center for Defense Information in Washington and no relation to the president.

"They say they need Homestead because of [its proximity to] Cuba, but Cuba hasn't been a threat for a hell of a long time and they're much less of a threat now," Bush said

ADIOS, FIDEL!

SCALE ALBUM
CONTRIBUTED BY GIL CAUGHLIN

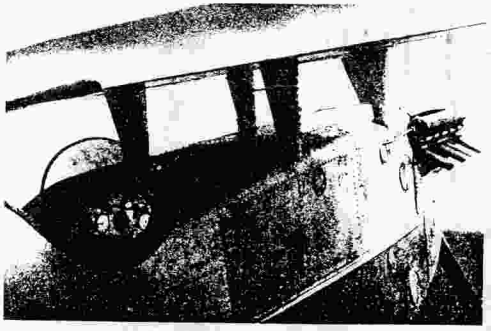
1922 DORNIER "FALKE" (FALCON) (14)



Dornier Falke

Wingspan	10.0 m
Length	7.45 m
Wing area	20.0 sq m
All-up weight	1,200 kg
Hispano-Suiza	300 hp

TALK ABOUT A FIKE OR LACEY BEATER!



Dornier Falke. Attachment of the one-piece wing to the fuselage.

COLOR: NATURAL ALUMINUM

MARKINGS: ??

manufactured in component form, then shipped abroad for final assembly. Among the clients were such unexpected customers as the United States, to whom the firm of Caspar in Travemünde sold two submarine-borne aircraft. A similar machine had been built during the war at Hansa-Brandenburg, under the direction of Ernst Heinkel. Heinkel also directed the work at Caspar, and this marked Heinkel's resumption of work on aircraft after the war. Unfortunately it has proved impossible to establish whether the contract was awarded by the US Navy direct or by a middleman, as had occurred in another case.

Around this time Dornier also supplied an aeroplane to the United States, a single-seat fighter built entirely in duralumin, known as the Do Falke (Falcon). It had been produced by the procedure just described. The design work was done in the Seemoos offices near Friedrichshafen. It is likely that the components were also made in Germany. The machine was assembled in Rohrschach in Switzerland, and the first flight took place on 1 November, 1922, at Dübendorf in Switzerland.

The Do Falke was probably the first fighter aircraft developed by German engineers after the war. Claudius Dornier's colleagues at the time included Richard Vogt, director of Hamburg Flugzeugbau from 1933 to 1945, and Alexander Lippisch, for many years director of engineering at the Rhön-Rossitten Company, which subsequently became the German Gliding Research Institute. It was Lippisch who developed the tailless rocket-powered Me 163 fighter in 1942.

The Falke was powered by a 300 hp Hispano-Suiza engine. The US engine manufacturer Wright Aeronautical Corporation, which had obtained a licence to build this engine, bought a Falke. It was shipped to the United States in parts, assembled there, fitted with a Wright-Hispano-Suiza H3 engine, and then took part in a US Navy competition at McCook Field in April 1923. From first flight to demonstration in America took six months — an astonishing feat. The Navy then took possession of the aircraft. However, the hoped-for engine contract for the Wright-Hispano-Suiza did not materialise.

The design was a further development of the principles adopted for the first time by Dornier on the Do D I biplane in 1918. In deference to the successful Fokker D VIII concept, the Falke was a cantilever high-winger. In many respects the aircraft represented a real advance, and was many

What's on in Free Flight?

For all MIAMA events confirm night before the meet by calling indoor Hot Line: (305) 858-6363. Meet dates may be changed on short notice. Plan a vacation in the Miami or Tampa area! Bring some planes to fly!

Oct. 11	**MIAMA Local Meet #2,** Tile Warehouse. Dime Scale, No-Cal, WW II Mass Launch.
Nov. 7-8	**MIAMA FL State Meet #2,** MacDill AFB, Tampa, FL. Indoor at its best. *Awards Dinner.*
Nov. 21-22	**SAM 45 Fall Meet.** Outdoor FF. Lots of FAC events. CD Don Brimmer (813) 525-6667.
Nov. 29	**MIAMA Local Meet #3,** Tile Warehouse. Dime Scale, No-Cal, WW II Mass Launch, Mini-Stick.
Jan. 1-3	**Outdoor FF,** King Orange, Palm Bay.
Jan. 2-3	**MIAMA Indoor,** King Orange, Delta.
Jan. 16	**MIAMA Local Meet #4,** Youth Fair.
Feb. 13-14	**MIAMA FL State Meet #4,** Cat. II, U.S. Coast Guard, Clearwater/St.Pete Airport.
March 7	**MIAMA Local Meet #5,** Tile Warehouse.
April 3-4	**MIAMA FL State Meet #5,** MacDill AFB, Tampa.
April 24-25	**World Inter-Gnats Pistachio Proxy Meet,** and FART VI, Youth Fair, Miami, Cat. I.
May 15-16	**Last MIAMA FL State Indoor Meet #6,** MacDill AFB, Tampa.
May 30	**Last MIAMA Local Meet #6,** Tile Warehouse.
Aug. 7	**Annual Millard Wells ROW Meet.**



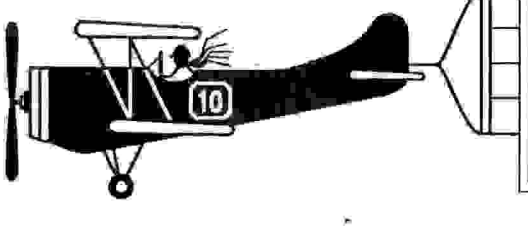


The Hangar Pilot

Editor: Dr. John Martin, Jr.
2180 Tigertail Avenue
Miami, Florida 33133







ANDREW'S AFTERMATH

JIM MILLER
827 Yorkhaven Rd.
Cinninnati, OH 45240