EXPONENTIAL

# THE HANGAR PILOT

ISSUE 155

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION — MIAMA

- RESULTS - STATE MIAMA MEET 5
- US + UK PISTACHIO RULES
- MEGOW DIME SCALE PUSS MOTH
- PAUL AVERY'S PISTACHIO WRIGHT TYPE L
- THE "JUNIOR PROBLEM" AS PERCIEVED IN ENGLAND
- FLA. FLYING ACES UPDATE.
- MIAMA ANNUAL POINTS

22ND YEAR OF PUBLICATION
AMA CLUB 986
FLYING ACES SQDN. #11



BENOIST AIRCRAFT #43 MIA
ST. PETE - TAMPA, FLA.
WORLD'S 1ST SCHEDULED AIRLINE

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**NEXT EVENT:** NEW LOCAL SITE SAT. APRIL 3 9TO5

MIAMI DADE NORTH COLLEGE 28 FT. HIGH SEE PAGE 9 FOR DIRECTIONS TO COLLEGE

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NEXT MEET APR 24, 25 MACDILL AFB HANGAR 2 --

LAST MIN. CHANGE

NOT

APRIL 17-18 AS PREVIOUSLY LISTED MIAMA MEET #6




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

ANOTHER BIG TURN OUT AT MIAMA MEET 5. IS INDOOR FOR EVERYONE?

C.D. CAPSULE REPORT MACDILL 3/20+21 1995 FILM AT ELEVEN

DESPITE TRULY FOUL WEATHER (RAIN + WIND) INDOOR FLYERS PUT IN HUNDREDS OF SPECTACULAR FLIGHTS AT HANGAR 2, WHICH THEY SHARED WITH 3 AIR FORCE F-16 DISPLAY AIRCRAFT.* THE SUN CAME OUT IN AFTERNOON AFTER BLUSTERY A.M. WHICH BLEW OUT THE PALM BAY FMA MEET FOR 2nd WEEK IN A ROW! INDOOR IS - FOR EVERYONE WHO (LIKE SNOWBIRDS) HATES FLORIDA'S INCLEMENT WEEKENDS!

WE WELCOMED DICK OBARSKI'S PROTEGE CHARLES JOHNSON OF SUN CITY CTR. DON BRIMMER FROM ST. PETE AND DICK HARDCASTLE, ST. LOUIS SNOWBIRD. THE RICH MACENTEE MODEL FACTORY HAS BEEN WORKING OVERTIME, PRODUCING SOME MAGNIFICENT NEW COCONUTS INCLUDING A POLISH WILGA STOL THAT LITERALLY FLOATED THRU AIR, BUT KEPT HITTING THE NUMEROUS OBSTACLES ON FLOOR VISITOR CHARLES GEPELSKI, A WW II POLISH PILOT LIVING IN SARASOTA, WAS WOWED.

THE BEGINNER'S LUCK OF JOHNSON FLYING HIS MINI-STICK TO 5:14 WAS A TRUE JOY, BUT THE AGONY OF OTHER ENDURANCE FLYERS WITH MID-AIRS + HANG-UPS WAS CONSTANT PAIN. TRIVIN BLEW 'EM AWAY AGAIN WITH A 7:45 MINI-STICK RECORD.

MILLARD WELLS HAS A LOVELY NEW COCONUT WEE BEE, STILL IN TESTING, BUT HIS FLYING BUDDY WALT EVERSON COULD NOT COMPETE WITH HIS TAYLORCRAFT - HE BACKED HIS VAN OVER IT IN HIS GARAGE! AS USUAL, THE CD FLEW HIS VENERABLE MO-1.

MODERN AGE MASS LAUNCH GAVE WALT HIS GLORY, HOWEVER, AS HIS PEANUT FOUND OUTSIDE EGLEERT'S LACEY AND WELLS CESSNA CARDINAL FOR A CLEAR WIN.

IN DIME SCALE, WELLS REARWIN SOARED TO 1st WHILE HIS COMPETITION, THE C.D.'s NEW 1936 COMET PUSS MOTH, MERELY SOARED INTO THE 2nd STORY, BARBED WIRE FENCED PARTS STORE ON AN O.O.S. FLIGHT

* THE AIRMAN IN CHARGE OF PLANES WENT HOME EARLY, SO BATTERY REVIVED.

BARK! BARK! BARK! BARK! AND AN ATTACK-TRAINING BOSTON OF AIR POLICE W/ SHEPHERD GUARD DOG

STOP PRESS! EXCITING NEWS FLASH

THERE IS A POSSIBILITY OF A FLY-IN AT A GREAT NEW SITE: **US AIR MAINT. HANGAR - TAMPA INTERNAT. AIRPORT.** LOCATED JUST A COUPLE OF BLOCKS SOUTH OF THE DELTA HANGAR. CALL INDOOR HOT LINE 305-858-6363 ON FRI. APRIL 16TH. DISTINCT POSSIBILITY OF FUN FLY APRIL 17-18 (70 FEET PLUS) JUST FINISHED.

RESULTS OF MIAMA MEET #5. MACDILL AFB MARCH 20 & 21 1993 CD Dave Linstrum

(2)

Peanut event: Plane Static Score two best flights Total

A little excitement here in peanut. Wayne Trivin had best score (172.5) with his superb 14- Bis but forgot he already won twice this year with the same model.

| | | | | | |
|---|---|---|---|---|---|
| * 1.Sidney Gilbert | Lacey M-10 | 82 | 1:11 | 1:16 | 155.5 |
| 2.Walt Everson | Found Centennial | 77.6 | 1:18 | 1:07 | 150.1 |
| 3.Millard Wells | Huntington H-12 | 72.6 | 1:11 | 1:12 | 144.1 |
| X " " " | Curtiss P-40 | 93 | 46 | 48 | 140 |
| X " " " | Cessna Cardinal | 71 | 1:01 | 59.4 | 131 |
| 4.Don Brimmer | Lemberger | 86.8 | 31 | 46 | 125.3 |
| 5.Bill Criss | Fike | 68 | 45 | 41 | 111 |
| 6.Bill Stoutenburg | Cougar | 68 | 34.7 | 34.5 | 102.6 |
| 7. Walt Schlesinger | Cougar | 69.8 | 23 | 27 | 94.8 |

Capt. Jake Larson had a great field of peanuts: Cessna Cr-3, Bellanca Aircruiser Culver Dart, and Wildcat F-4-F. Jake leaves too soon...that is to say before he wrecks all his planes. You've gotta stay longer, Capt. Jake!

Flying Aces Scale

| | | | | |
|---|---|---|---|---|
| 1.Millard Wells | Curtiss Falcon | 64 | :57.9 | 121.9 |
| 2,Walt Schlesinger | Leopard Moth | 50 | :33 | 83 |

Jake Larson Nice Hawker Hart,,..no flight

PISTACHIO Scale:

Model of model 1.Linstrum Pacific Ace 1:11.4
2.D.Brimmer Andreason 55,8

| | |
|---|---|
| 1. Millard Wells Wee Bee | 1:06 |
| 2.Dave Linstrum Kawasaki Dornier | 58.9 |

2 more MacEntee entries and 2 more Wells

COCONUT SCALE

| | | | |
|---|---|---|---|
| 1.Dave Linstrum | Martin | MO-1 | 1:28 |
| 2.Rich MacEntee | Wilga | | :58 |
| 3. Millard Wells | Wee Bee | | :49 |
| 4.Walt Schlesinger | Hyper Bipe | | |

DIME SCALE:

| | | |
|---|---|---|
| 1.Millard Wells | Peerless Rearwin S. | 157 Sec |
| 2.Dave Linstrum | Megow Puss Moth | 130 Sec. |
| 3.Tom McCoy | Curtiss Robin,D.Brimmer,Arado | No Fly |

EASY B:

| | |
|---|---|
| L.Dick Obarski | 15:04 |
| 2.Dick Hardcastle | 14:32 |
| 3.Wayne Trivin | 13:01 |
| 4.John Barker | 12:44 |

PENNY PLANE:

| | |
|---|---|
| 1.Wayne Trivin | 9:29 |
| 2.Dick Hardcastle | 9:01.6 |
| 3.John Barker | 8:32 |
| 4.Millard Wells | 6:05 |

Also Obarski and Everson

MINI-STICK

| | | |
|---|---|---|
| 1.Wayne Trivin | 7:45 | NEW STATE RECORD |
| 2.Dick Hardcastle | 7:06 | |
| 3.John Barker | 6:39 | |
| 4.Dick Obarski | 6:38 | |
| 5.Charles Johnson | 5:14 | Great 1st effort |
| 6.Millard Wells | 2:57 | |

BOSTONIAN EVENT:

| | | Charisma | 2 best | Total |
|---|---|---|---|---|
| * 1.Wayne Trivin | 1.12 | 3:01 | 3:01 | 405.4 |
| 2.Dick Obarski | 1.09 | 2:50 | 2:34 | 354 |
| 3.John Barker | 1.12 | 2:26 | 2:33 | 334.8 |
| 4.Sidney Gilbert | 1.10 | 1:48 | 1:40 | 228 |
| 5.Millard Wells | 1.12 | 1:02 | 1:03 | 137 |
| 6.Walt Schlesinger | 1.10 | :44 | :45 | 97 |
| 7.Don Brimmer | 1.11 | 40 | :41 | 89.9 |

Flying Colors
Gen Di
Scimitar
7-UP
Americana
Basic Bost
Pinky

FAC NO-CAL SCALE

| | | |
|---|---|---|
| 1.Dick Obarski | Lacey | 4:10 * |
| 2.Wayne Trivin | Farman | 3:39.9 |
| 3.Tom McCoy | Tailwind | 2:32 |
| 5.Dave Linstrum | Sukhoi | 1:39 |
| 4.Walt Everson | SU 27 | 1:45 |
| 6.Millard Wells | Avenger | :57 |
| 7. B. Stoutenburg | " " | 40.5 |
| 8.Don Brimmer | Citabria | :38 |
| 9.W. Schlesinger | SAI 201 | :26 |

EMBRYO ENDURANCE:

| | | |
|---|---|---|
| L.Dave Linstrum | X-Y Chromosome * | 461 |
| 2.Terry Patterson | Don't Know | 447 |
| 3.Sidney Gilbert | Hornet | 295 |
| 4.Bill Criss | Yellow Bird | 137 |
| 5,Walt Schlesinger | 12¼¢ | 111 |

RETIRED AIRCRAFT AFTER 5 MEETS DUE TO 2 WINS:
Doc Martin: Coconut Junkers, 10¢ Scale Puss Moth
VTO Linstrum:X-Y Chromosome,Pistach.Komet
W.Trivin: 14-Bis, Living Colors, Farman No-Cal
Dick Obarski: Lacey No-Cal. Sid Gilbert M-10.

MASS LAUNCH EVENTS:

FLYING ACES MODERN AGE:
1.Walt Everson Found
2.Sidney Gilbert Lacey M-10
3.Millard Wells Cessna Cardinal
4.W.Schlesinger Cougar
5.Don Brimmer Lemberger

MIAMA PEANUT MASS LAUNCH
1.Sidney Gilbert
2.Millard Wells
3.Walt Everson
4.Bill Criss
5.Bill Stoutenburg
6.Don Brimmer
7.Walt Schlesinger

MIAMACOCONUT M/L:
1.Millard Wells Wee Bee
2.Rich MacEntee Wilga
3.Walt Schlesinger
DNS VTO's MO-1

# GLOOM + DOOM FROM UK's SAM 35. ANY REBUTTALS?

THE GREAT LOST CAUSE

By DAVE HIPPERSON

DAVE WRITES THE FREE FLIGHT COLUMN FOR THE BRITISH "AEROMODELER"

(3)

*"Show me a junior who regularly goes trimming by himself, and I will show you a flyer worth spending some money on." In this article a world-class rubber flyer - and a vintage Wakefield fan at that - takes what some might find a surprisingly depressing view of the attitude of youngsters to aeromodelling. But he concludes with a message of hope for the old 'uns among us. Now read on...*

SEEPING out between the lines of the Free Flight Forum at the recent Model Engineer Exhibition was an almost morbid pre-occupation with "age". This terminal fascination eventually polarised itself into quite widespread debate, not about coming to terms with it, which might have been helpful, but on the subject of how we should be actively attracting more young blood into our hobby, as if this would somehow neutralise the effect. Much of this discussion was reasoned, well-intentioned, and in some cases based on a certain amount of experience. It was also hopelessly misguided, too late, and now sadly irrelevant.

I was watching a group of youngsters around ten to twelve years old experimenting with a new home computer a few days after Christmas. They were all totally engrossed. They weren't playing, either. They were programming it, discovering how it worked, using it to calculate. They were fascinated in much the same way a similar group of kids might have been 30 years ago if one of them had turned up with a sophisticated model aircraft kit.

Those with children will, of course, be all too well aware of that magic moment when one of them is suddenly seen to appreciate something in same way as they, the parents, did when they were that age. It is perfectly natural, part of parenthood, to wish for this to happen. Sadly - and no-one wants to admit this - youngsters are not interested in aircraft, least of all model aircraft, any more. Even I am not old enough to remember when those Few saved our country from invasion. It is just not the age of experimental aviation any more. The aeroplane is old hat. When youngsters do come into contact with one it is usuallly with reluctance, remembering how a few hot uncomfortable hours waiting for delayed flights at airports can take the gilt off even a fortnight in the sun. Aeroplanes are anything but romantic these days.

Radio-controlled models are of only marginal interest, and free flight is an absolute non -starter. This is the way of things and it is the way things should be. This is the age of computerisation. The age of super-fast communication. It is the age when the average American adult is so bored by television that he has to switch channels every three minutes. No-one sticks to anything anymore. What hope have we of persuading youth that, against this backdrop, they should grapple for hours learning the skills of building, and even longer learning how to fly a model aircraft, even if they can find somewhere suitable to do so? A child might play around with a chuck glider

if he is trapped somewhere where there is nothing more interesting to do. If he is bored enough, that is. Pictures of hordes of youngsters holding look-alike models may appear promising, but how many of them really want to be there?

Germany, of rather the firm of UHU, entices hundreds of kids a year into the bottom end of aeromodelling, but where do they all go? France appears to be trying something similar, but is it really productive for the expert adults to be permanently on hand to do all the donkey work, like repairs and trimming? It might amuse everyone for a few hours, but it won't make free flight contestants of the kids. It is survival of the fittest in any competitive world, so best they find out their way into ours. Eastern bloc countries have more of an edge. With less money about, there is naturally less in terms of distractions for their children, and often state sponsorship - at the expense of living standards for everybody else in the country, of course. Even here, however, they are hardly flooded with recruits if the way the same names appear in their international teams each year is anything to go by.

Sure we should make everyone aware of the existence of our hobby, but don't imagine we are ever going to get the numbers into it at grass roots level that were attracted 30 or more years ago. And let us not, whatever we do, blame ourselves. How can kids ever feel about aircraft the way we felt when flying was a relatively new experience? After all, it is nearly 20 years since man's last major aviation achievement, and probably his final real milestone was when he stepped on to the Moon. Furthermore, there is no way aeromodelling can pretend to be a grounding any more for a career in full-sized aviation, either in designing or flying. Computers are far nearer the way of that now.

From what was aired at the Model Engineer Exhibition, it would seem that there is a school of thought that is convinced that we need to somehow push free flight and create some sort of "youth scheme". Understandably, the voices most strongly in favour of this idea are the established competitive flyers whose children are approaching the suitable age - or certainly the age when they themselves took it up. In the majority of cases these kids aren't the least bit interested in following in Daddy's footsteps. This must feel tough for Daddy, but it's natural. Children inevitably do the opposite! So, having failed to convince their own offspring, they are now looking for other people's to convert! That might sound a bit harsh, but it has another side in today's context. On a slightly different subject for a moment, it would appear that most if not all in support of lifting the "Builder of the Model" rule are in this situation. Realising that their children are never going to be interested enough to invest time building (such a joy, if you are a real aeromodeller) they think they might hook them if they can only be allowed to fly one of their father's aeroplanes. This is another topic of debate, of course, which will rumble on continually now, but it does impinge on the issue of youth participation. Do we really want it at <u>any</u> price?

I wouldn't want to pour cold water on the idea of a Junior World Championships either. Far from it. The more such contests the better, although the FAI's definition of 21 or younger could hardly be considered junior in this day and age. If you look closely at the first one run in Poland

CONTINUED ON P13

(5)

# G-ABXY

1934 DIME SCALE
FROM WAYNE CAIN

← I.D. NUMERALS TOP RIGHT WING BOTTOM LEFT

COLOURS: BODY/FIN GREEN
WING/STAB ORANGE
I.D. NUM. BLACK CUT FROM TISSUE

½" DIHEDRAL

NOTE CTR SECT (10)

WING STRUTS "V"

L.G. STRUTS

TRIM TO CLIMB TO RIGHT

SEE HANGAR PILOTS #151 AND #143 FOR MORE HINTS ON FLYING DIME SCALE

HARDWOOD BEARING *

STIFF PAPER T&B

STRUT

.010

CELLOPHANE

MOTOR *

SIDE VIEW

OPEN ON BOTTOM

GLUE WELL

REAR HOOK .015 MUSIC WIRE

NOSE BLOCK

SEE FRONT VIEW FOR VEE L.G. STRUTS

VEE WING STRUTS

PROP DIAMETER 4½" CARVED WOOD *

WHEEL *

FROM 1934 SPEC

*NINETIES SUBSTITUTES

ALL 1/20" SQ BODY + TAIL
1/32" SH WING RIBS FOAM WHEELS
NORTH PACIFIC 4½" RED PROP
1/16" OD. ALUM BEARING
PECK OR SIG JAPANESE TISSUE
FAI GREY RUBBER

FINISHED "PUSS MOTH"

TARGET WEIGHT 5g
USE INDOOR WOOD!

MATCH CURVE

TOP VIEW

WING

MEGOW KIT GENERIC BUILDING INSTRUCTIONS ARE OMITTED ON THIS TRACING.

12" SPAN DIME SCALE

CURVED TIP PARTS MAY NEED TO BE TRIMMED TO FIT ELEVATOR

ALL 1/20" SH

FULL SIZE PARTS

MOTOR GRAIN

COVER BOTH SIDES ALL SURFACES + BODY
DO NOT DOPE TISSUES

FIT TO BODY

1/32" SH RIBS

1/16" SQ TE + LE

STRUT ATTACH

WING LAYOUT

FRONT VIEW

.010 AXLE

RIBS FLAT BOTTOM

TOP CAMBER

MEGOW DESIGN
FLIGHT TESTED
BY "DOC" MARTIN
IN 1937!
AND 1992

FIT TO BODY

ANOTHER "HANGAR PILOT" FULL SIZE PLAN FOR INDOOR

ORIGINAL PLAN BY FRED MEGOW
PLAN F.19

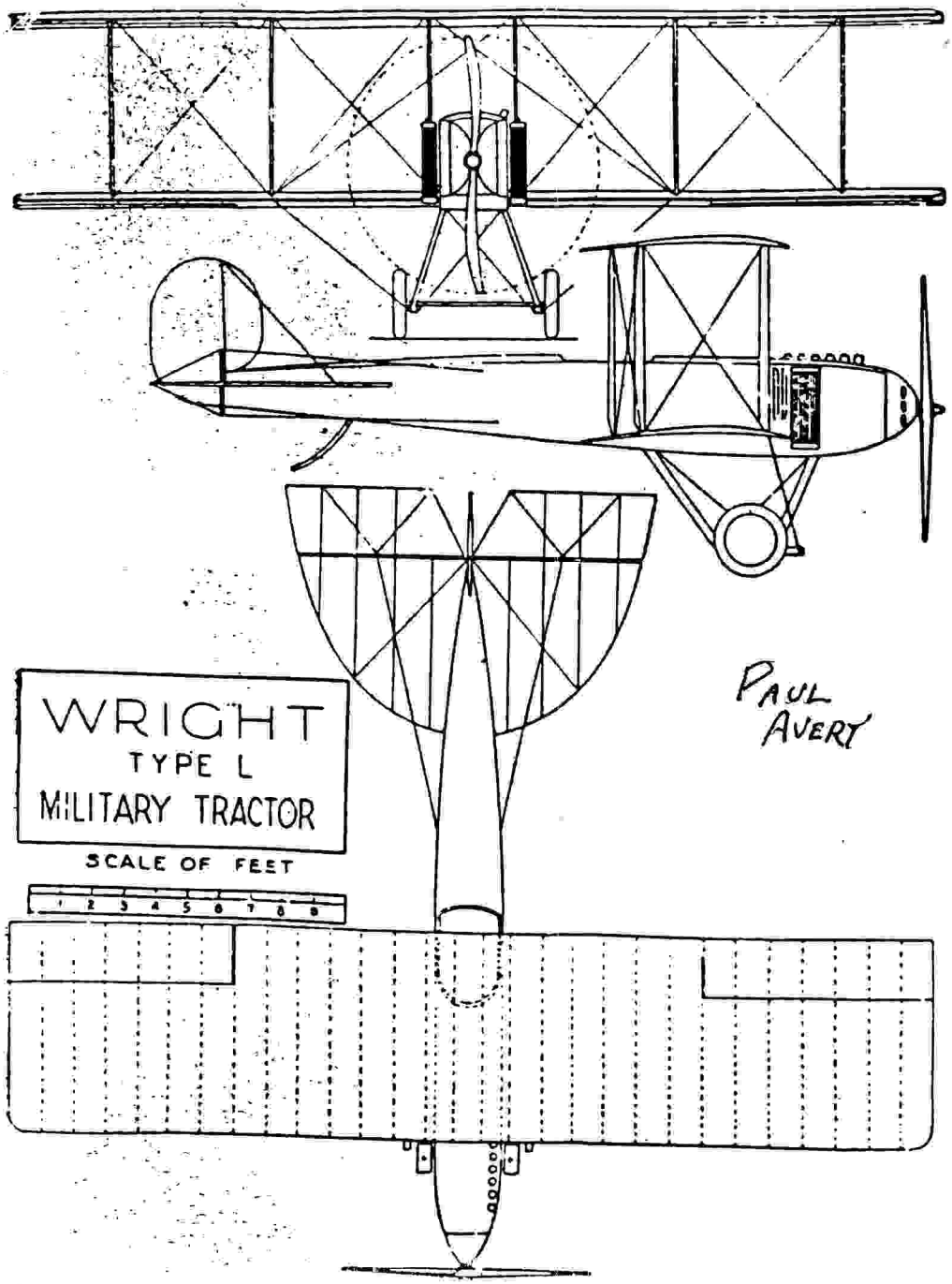
# PUSS MOTH

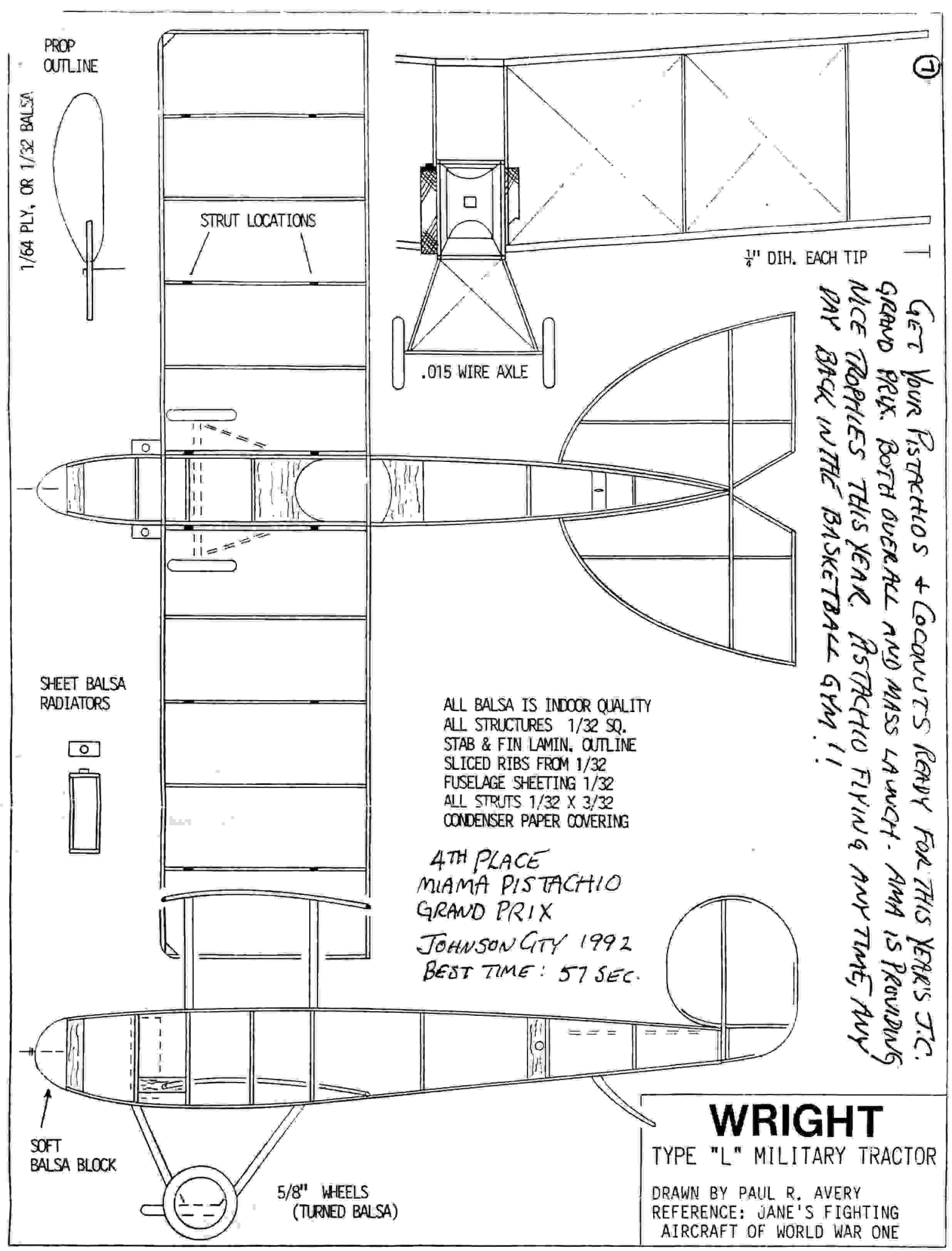
MEGOW'S

MODEL AIRPLANES

FULL SIZE PLAN CIRCA 1937

TRACED FOR "HANGAR PILOT" BY DAVE LINSTRUM 2/93 ZEAGH


WRIGHT
TYPE L
MILITARY TRACTOR
SCALE OF FEET
1 2 3 4 5 6 7 8 9
PAUL AVERY




7

GET YOUR PISTACHIOS & COCONUTS READY FOR THIS YEAR'S J.C. GRAND PRIX. BOTH OVERALL AND MASS LAUNCH. AMA IS PROVIDING NICE TROPHIES THIS YEAR. PISTACHIO FLYING ANY TIME, ANY PAY BACK IN THE BASKETBALL GYM!!

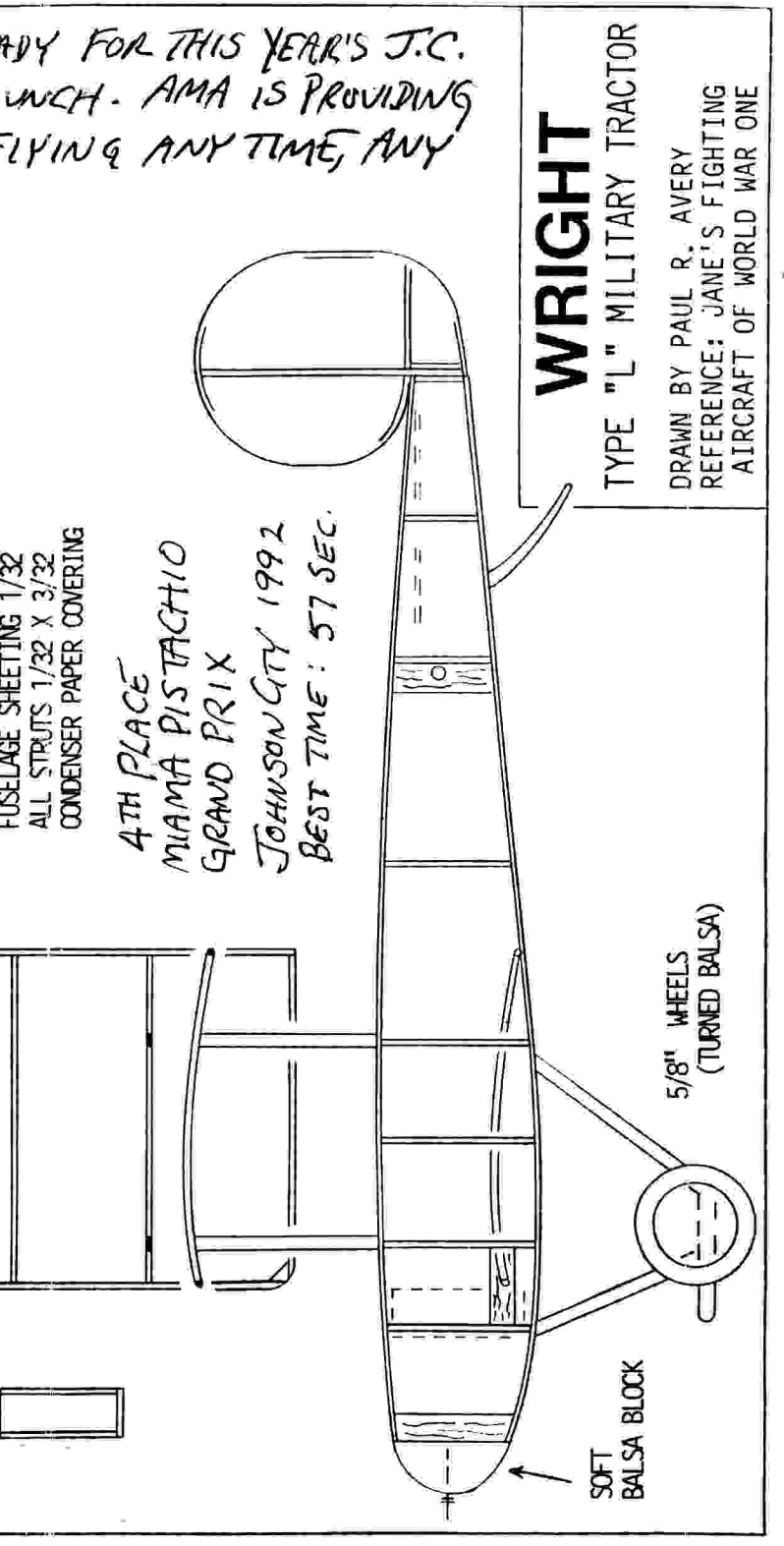
ALL BALSA IS INDOOR QUALITY
ALL STRUCTURES 1/32 SQ.
STAB & FIN LAMIN. OUTLINE
SLICED RIBS FROM 1/32
FUSELAGE SHEETING 1/32
ALL STRUTS 1/32 X 3/32
CONDENSER PAPER COVERING

4TH PLACE
MIAMA PISTACHIO
GRAND PRIX
JOHNSON CITY 1992
BEST TIME: 57 SEC.

# WRIGHT

TYPE "L" MILITARY TRACTOR

DRAWN BY PAUL R. AVERY
REFERENCE: JANE'S FIGHTING AIRCRAFT OF WORLD WAR ONE




# The Quick Decal Caper

by Don Bartick

How neat it would be to decorate our latest creation with custom decals reflecting the bizarre imagination synonymous with free flighters. Not many of us have the skills to cut out tissue images that represent our original intent. Well, fans, life is good as long as there is a xerography copier available. Keep your eyes focused on this text because your author is going to guide you through a very simple process and once you experience it, you'll think I'm a genius and will be naming your kids (dogs, cats, squirrels) after me. Here goes...

1. Look up in your telephone directory yellow pages under the heading Artists' Materials and find the closest store. So far so good.

2. Give the store a call and ask them if they carry sheets of MACTAC or Chartpak applique film. Most likely they do or they'll tell you where to get it. GO GET IT! They come in 8.5 x 11 sheets.

3. Now create your designs on plain paper or adhere copies of artwork such as logos, typed copy or anything that will copy on a copy machine. Step 3 is complete and no brain buster, so far.

4. Now the hard part. Take your artwork and applique film to any copy place with a xerography copier (work place) and go at it. All quality copiers have single sheet feeds. So place your artwork original on the copier planten; close the cover and feed the applique film by hand. You may want to experiment with a sheet of copy paper to make sure which side copies before you waste any film ($1.00). Wow! Look what I did.

5. The film is self adhesive, so to apply just cut around the image lightly with an Xacto knife. It is not necessary to cut through the backing paper. Now pick up an edge of the decal with your knife and peel it away from the backing sheet. Place the decal on the desired surface and burnish it in place. Very neat, huh?

WARNING!

The decal is FUEL PROOFED as is. Do not apply Butyrate dope to the surface or any other dope. If you want to soak the surface with 60% nitro fuel then a coat of epoxy or polyurethane is in order.

By the way, the film is 1.5 mils thick and flexable.

El Torbellino
George Peace: Editor
8414 Kappa Street
La Mesa, CA 91942

MIAMA IS TRYING TO FIND PHOTOS OF THIS WRIGHT TYPE "L" AND ANY COLOR OR MARKING REFERENCES. PLEASE SEND 'EM TO HQ. Doc

# FLORIDA FLYING ACES REPORT:

Flying Aces Mosquito Squadron #14 flys outdoors about 6 or 7 times a year, and Steve Bacom and Henry Lelong, who do all the work on promoting these events, were a little dissapointed for 1992. The meets are at Palm Bay.

PROLOG: The Flying Aces events are thought to appeal to everyone who wants to have fun flying rubber powered free flight models- in particular- low tech scale models. Also a variety of other fun types. The movement continues to grow. There are now 38 FAC Squadrons...MIAMA is #11.

MIAMA lists these events in our FF Calendar "What's On",but I rarely see many indoor flyers out at these meets. (Yes, I DO see SOME). MIAMA has more than 60 Florida flyers of which only a handful fly FAC. A PITY!

Indoors we ALWAYS schedule four (4) FAC events: FAC scale, FAC No-Cal, FAC mass launch, and embryo endurance . Kanones up for grabs here, as well as MIAMA annual points. Build, Fly, win!! Efff - Ayy - Ccee.

There are three more events scheduled at Palm Bay this year...SAM 46 OLD TIMER- April 24 & 25, and Nov. 20 & 21. Also the 40th King Orange at the end of the year. Pilots, this effort is for YOU... get in on it, send $10 to Steve Bacom to get his newsletter: 836 Banbury Dr., Port Orange, Fla 32119.(904-788-7309). These worthy enthusiasts deserve your support !!

A MIAMA INNOVATION: This year we will renew the MIKE ARAK UMTEETH ANNUAL OUTDOOR MIAMA MEET on Sat. June 19th, 1993. Mike, you will remember, always has a lot of stuff for the kids, as well as a COOK OUT for one and all. To get FAC rolling locally we will do a big FAC Meet. Events: FAC Scale, No-Cal Scale, Embryo Endurance, Jumbo (Coconut) Scale,Peanut Scale, and Golden Age. Also we will improvise mass launch ,weather permitting, as the day wears on. To plan for this meet bring your peanut, NO-Cal, and Coconut model. Anything larger than peanut can be flown in FAC Scale including your DIME SCALE models (Double covered).

WE HOPE STEVE BACOM AND THE PALM BAY OUTDOOR FAC MEMBERS WILL TRY TO GET TO THE ARAK FAC MEET (And Cook Out). Please list it in your Newsletters!

ARAK FAC MEET SAT. JUNE 19 FLA. INTERNATIONAL UNIV. GROUNDS (NEAR THE FOOTBALL STADIUM) BETWEEN SW 8ST AND CORAL WAY JUST WEST OF SW 107AV. 8:00AM TO →?


SEND #10 SASE FOR ILLUSTRATED CATALOG



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13609 24th ST. APT 9 TAMPA FL 33613


## MIAMI DADE NORTH COLLEGE

EXT I-95 AT NW 103 ST
GO WEST TO 27 AVE, THEN RIGHT ON 27TH TO NW 115 ST: TURN LEFT. RIGHT AT STOP SIGN, LEFT ON NEXT STREET (NOT ART GALLERY). PASS IN FRONT OF BLDG 400 & PARK IN REAR - THIS IS IT.

# (11) USA (MIAMA) PISTACHIO RULES

Here are the MIAMA PISTACHIO rules. They try to encourage the broadest field of tiny scale models possible. Tow line scale gliders, catapult launched or propeller powered jets are all possible in addition to conventional rubber power, and CO2 or electricpower. The sky's the limit. No weight limit. No lighter than air.

GENERAL: Recognizable model of a full scale,man carrying,aircraft. Exception: Model of a model class which is a pistachio sized model of an outdoor free flight model with a built up (Not stick or profile) fuselage.
SIZE: Built to either a 8 inch span or a 6inch overall length (Excluding prop)

CONSTRUCTION: No restrictions on materials, type construction, or power. Get thinking.

SCALE JUDGING: Mooney type ranking points based on realism, color and marking, complexity of type, workmanship, and quality of documentation. ) One (or preferably more than one) judge ranks the field of entries from best to least. Best gets 1 point, second gets 2 and so on. Judges can also enter contest.Any number of entries are allowed, but only best entry countsModel may be reentered.

DOCUMENTS: Full quality of documentation consideration given to entry who supplies a 3-view and at least one photo. Color documentation should ideally be a color photo, but if no photo a color reference should be included.

FLYING: Best 2 of 9 flights, hand launched. Ranking points awarded from best to least as in scale judging.

FINAL STANDING: Low point total of scale and flight points. Best scALE SCORE IS tie breaker.

CATAGORIES: Model of a Model..see "General". RIDOTTO: The smaller the better. Awarded to the smallest span model to achieve a 30 second flight.

## COCONUT:

MIAMA COCONUT SCALE RULES

1. Recognizable scale model with a wing span of at least 36" for monoplanes, and 30"for multiwings,rubber power.
2. Static points from Mooney type scale ranking from a distance of 10 feet.
3. Flight time is from R.O.G. Ranking points from best of three flights.
4. One once minimum weight,less rubber.
5. Tie breaker.. best scale ranking.

ABOVE RULES USED FOR ALL MIAMA EVENTS + JOHNSON CITY GRAND PRIX.

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## AN INVITATION TO PROXY FLY YOUR PISTACHIO IN ENGLAND

ENTRY FEE £10 (ABOUT $16.00 US)

AND SENT TO : BMFA INTERSCALE 93

167 MORLEY ROAD
OAKWOOD
DERBY
DE21 4QY
ENGLAND

THE INTERSCALE '93 PISTACHIO POSTAL COMPETITION.

IF YOU ARE NOT ABLE TO COME TO INTERSCALE '93 THEN WHY NOT CONSIDER TAKING PART BY SENDING US A PISTACHIO MODEL TO BE FLOWN BY A PROXY PILOT ?. MAKE A MODEL TO THE RULES GIVEN ABOVE, PACK IT IN THE LIGHTEST BOX THAT YOU CAN MAKE THAT WILL WITHSTAND THE JOURNEY TO THE U.K AND MAKE CERTAIN THAT ALL THE OTHER EQUIPMENT, SUCH AS THE NOSEBLOCK/PROPELLER, THE DOCUMENTATION AND TWO RUBBER MOTORS ARE INCLUDED AND FASTENED TIGHTLY. DON'T FORGET TO PUT IN SOME INSTRUCTIONS FOR YOUR PROXY PILOT, HOW MANY TURNS ON THE MOTOR, DOES IT FLY IN RIGHT-HAND OR LEFT-HAND CIRCLES, DOES IT NEED DOWNTHRUST ETC.ETC. PLEASE DON'T SEND AN UNTRIMMED MODEL. PUT IN A RETURN ADDRESS LABEL AND POSTAGE. MARK YOUR ENTRY FORM "PROXY" AND RETURN IT TO US BEFORE THE END OF MAY 1993. SEND US THE MODEL BEFORE THE END OF AUGUST 1993 TO THE ADDRESS ON THE ENTRY FORM.

RULES NEXT PAGE →

# UK PISTACHIO RULES

INTERSCALE '93

## PISTACHIO COMPETITION RULES

For rubber-powered scale models of man-carrying aircraft that have flown.

Size of model is limited to a maximum projected wingspan of 8 inches(203.2mm) or to an overall length of not more than 6 inches (152.4mm), excluding the propeller.

### 4.1.01 DOCUMENTATION.

To gain maximum scale marks the minimum documentation is as follows:
a) A general arrangement drawing of at least 2 inches (50.8mm) wingspan but not more than 12 inches (304.8mm) wingspan.
b) Proof of colour.
c) One photograph of the subject aircraft.

### 4.1.02 FLYING SECTION.

Each competitor is allowed up to 9 official flights. An official flight is counted each time the model is released for a declared flight - but this must be of at least 5 seconds duration.
Models will be hand-launched.
The times of the longest two flights (each rounded-down to the nearest second) will be aggregated to form the competitor's flight score.

### 4.1.03 APPEARANCE SCORE.

Models will be judged visually by one or more judges in comparison with the documentation provided.
No measurements will be taken.
Marks will be awarded as follows:

| | |
|---|---|
| a) Workmanship | 0 - 10 |
| b) Complexity and authenticity of colour and markings | 0 - 5 |
| c) Authentic details | 0 - 3 |
| d) Scale dihedral | 2 |
| e) Scale tailplane/stabiliser | 2 |
| f) Surface finish (no penalty for single surface) | 0 - 5 |
| g) Complexity: | |
| low wing | 4 |
| biplane | 4 |
| triplane (or more) | 7 |
| more than one powered propeller | 3 |
| floats | 2 |
| helicopter/autogiro | 5 |
| for each flying-surface with separate controls | 1 each |
| fuselage cross-section | 0 - 3 |
| pilot | 0 - 2 |
| exposed engine | 0 - 2 |
| wheel spats/pants | 1 |
| rigging or flying wires | 0 - 3 |
| extra complexity points for features not already assessed | 0 - 3 |
| h) Deviations to aid flying performance | minus 2 each |

The competitor's appearance score will be the sum of the marks awarded in 4.1.03 a) through 4.1.03 h).

### 4.1.04 SCORING.

The order of marking in 4.1.02 and 4.1.03 will produce a "place" in the flying and appearance sections respectively.
Each competitor's numerical "places" in the two sections are added together.
The lowest overall totals then determine the final overall placings in the competition. Ties will be decided by the best appearance score. Further ties will be decided by a duration fly-off, the sum of the longest two flights from three declared flights will decide the winner. In the event of a tie for Appearance or Flying the next lower position receives a "place" one greater than the total number of competitors ahead of him.

ooOoo

last year, you will see in many ways an international version of what happens here when we run a junior event. Sons and daughters of well-known names appear - presumably now, in international events at least, allowed to fly their fathers' models, too! Despite this, quite a few teams were thrown together at the last minute that didn't have a full complement of members, so the lack of young intake is once again illustrated to be a world-wide condition.

If we insist on following a path of chasing the uninterested we stand to commit and lose much of our already meagre resources of money and manpower. Valuable resources, already stretched too thinly maintaining what we have. Especially while the SMAE (BMFA) Council insists on turning its back on schemes put before it to raise real funds, like the well-conceived idea of an SMAE Show rejected recently. We need to concentrate on maintaining it for the hundreds of people who have proved themselves seriously interested in the movement with years of devotion to it, and that might well continue for years yet. Maintain it with an interesting programme of imaginative events that will attract even more people back into our hobby who may have paused to bring up families and organise careers, not to mention all those who can be tempted across from other spheres of aeromodelling.

I am sure that there isn't one of us who wouldn't love to see a return to those halcyon days when we built with mates in the club room and had to travel but a few miles to a local flying field to find it busy with club members at weekends and on calm summer evenings. This was the grounding for the contest scene we have today. Our contests are the wonderful legacy it left us. However, those days are gone and no amount of soul-searching and do-gooding will bring them back. They were actually gone before I started 30 years ago. I used to travel by British Rail on my own for an hour-and-a-half, with two changes of train, and then walk a mile or so to my "local" field. I was for many years in the group that the SMAE, let alone the FAI, now categorises as junior. Show me a junior who regularly goes trimming by himself now, and I will show you a flyer worth spending some money on.

We ought to look at what exactly motivates youth to do anything competitive. Much of it is the instinctive need to imitate. They want to be the heros they see on television or read about in the papers. This reaction actually stays with us long after youth, doesn't it? Often their goals are set by their heros. Either they want to be in there with them, or better still, beating them. When youngsters have enough determination, they succeed. When they don't, it is most often because they don't really want to badly enough. I started aeromodelling superficially when I saw it going on at Epsom, back in the Fifties. Just playing around the edges - nothing serious. I got serious just about the moment I read about it, or certainly as soon as I could after I understood just what I was reading. I wanted to see those contests happening and to be alongside the guys who flew these fantastic contraptions in them each weekend. I wanted to be George Fuller, Ron Draper, Stanislaw Zurad and Gerry Ritz!

We certainly have a responsibility to show off our sport to the public when we can. (The SMAE Show could have done that, too, incidentally). In the mean time I will continue to explain and perhaps even create some of the mystery. But it is the charisma of the challenge that will attract new recruits, young or old. Not making it easy.

As an outdoor activity, aeromodelling is actually ideal for an ageing community. It is a good way of staying fit, and can be taken at whatever pace is required. Don't fight the physical side. Perhaps we can raise the junior threshold to solve the problem on paper, as the politicians do. Let's make it 55 years old! That should make us all feel better, and we can get on enjoying and sustaining what may indeed be the final stages of a hobby which, when looked at in the perspective of all man has ever done, will be seen as one brief, bright, but ecstatic flash. It is our age and we are in it. So let's get in there...

# MIAMA ANNUAL POINTS - WITH 2 MEETS TO GO:

HOW ARE YOU DOING IN EACH SEPARATE EVENT? Here are points

Remember, we count annual points from your best 5 (of 7) meets. It is impossible to tell, for sure, how you are doing until Meet 7.

# in parenthesis after name is # of meets so far.

| | PEANUT SCALE | FAC SCALE | NO-CAL SCALE | BOSTONIAN | EMBRYO ENDURANCE | COCONUT SCALE | PENNY PLANE - LIMITED | EASY B | MINI-STICK | DIME SCALE | PISTACHIO |
|---|---|---|---|---|---|---|---|---|---|---|---|
| DAVE LINSTRUN (5) | | | 22 | | 21 | 16 | | | 1 | 8 | 12 |
| WAYNE TRIVIN (5) | 15 | 4 | | 34 | 20 | | 22 | 15 | 21 | | |
| SIDNEY GILBERT (5) | 27 | | 10 | 20 | 14 | | | | | | 2 |
| WALT SCHLESINGER (5) | 6 | 4 | 7 | 6 | 8 | 4 | | | | 2 | |
| DOC MARTIN (3) | 19 | 7 | 11 | | | 11 | | 1 | 2 | 7 | 7 |
| DICK OBARSKI (4) | | | 30 | 20 | | | 7 | 18 | 8 | 3 | |
| MILLARD WELLS (4) | 18 | 7 | 4 | 6 | | 9 | 3 | 3 | 4 | 10 | 7 |
| John BARKER (4) | | | | 20 | | | 11 | 12 | 16 | | |
| TOM MCCOY (3) | | | 20 | | | | | | | | |
| BILL CRISS (4) | 9 | | | 5 | 8 | | | | | | |
| WALT EVERSON (3) | 14 | | 8 | 4 | | 2 | 2 | | 2 | | |
| GEORGE LEFFLER (2) | | | | | | | 6 | 4 | | | |
| DON BRIMMER (2) | 7 | | 4 | | | | | | | | |
| BILL STOUTENBURG (2) | 4 | | 5 | | | | | | | | |
| JAKE LARSON (2) | 3 | 2 | | | | | | | | | |
| TERRY PATTERSON (3) | | | | 2 | 13 | | | | | | |
| RON GANSER (1) | | | | 6 | | | 4 | | 3 | | |
| DICK HARDCASTLE (1) | | | | | | | 4 | 3 | 5 | | |
| C Johnson (1) | | | | | | | | | 2 | | |
| GEORGE NUNEZ (1) | | 5 | | 2 | | | | | | 5 | |
| WALT VAN GORDER (1) | | | | | | | | 6 | | | |
| NICK CHOATE (1) | | | | | | | | | | | |
| CARL HEDLEY (1) | | 2 | | 3 | 3 | | | | | | |
| JOE NUSZER (1) | | | | | | | 1 | 4 | | | |
| WAIN CAIN (1) | 1 | | | | | | | | | | |
| J BAKER (1) | 2 | | | 6 | | | | | | | |

C'MON GHOST SQUADRON - 2 MORE MEETS TO GET YOUR NAME ON THE BOARD

# POSSIBLE SURPRISE FLY IN, US AIR HANGAR TAMPA INT. AIRPORT APRIL 17,18 (BIGGER THAN DELTA)

CALL INDOOR HOT LINE APRIL 16 TO SEE IF MEET IS GO

# NEXT MIAMA STATE MEET #6 9 TO 5

# MACDILL AFB APRIL 24,25 (CALL HOT LINE)

FAC MASS LAUNCH - WORLD WAR ONE HANGAR TWO

# WHAT'S ON:

APRIL 3 MIAMA local fun fly at new site. Miami Dade NORTH gym. NO-Cal, Dime Scale.
APRIL 24,25 MIAMA STATE MEET #6 MacDill AFB FAC Mass Launch- WW I APRIL 24, 25 (NOT 17,18)
APRIL 18-24 EAA Sun and FUN Fly In Lakeland
~~APRIL 24,25 F.A.R.T. VI Dade County Youth Fair.~~ CANCELLED
APRIL 24,25 Sam Spring Meet C/D Don Brimmer 813 525-6667
MAY 1 Miami Dade North College Gym. Local Meet. Dime Scale, No-Cal.
MAY 22,23. Last MIAMA local Meet. Dime Scale, No-Cal.
MAY 30 Last MIAMA State Meet of the 1992/1993 season MacDill AFB, Tampa
MAY 30 Last MIAMA local meet TILE WAREHOUSE. - DONT COUNT ON IT!
JUNE 3 to 6 THE BIGGIE....JOHNSON CITY AMA INDOOR NATS, AND NFFS US CHAMPS. MIAMA GRAND PRIX
JUNE 19,20 FIESTA OF FIVE FLAGS-PENSACOLA, FL-JUNE 19-20, 1993
CD: TOM McLAUGHLAN-4140 FERN CT-PENSACOLA, FL 32503-(904)438-5372
JUNE 19, MIKE ARAK's UMPTEENTH ANNUAL MIAMA OUTDOOR MEET & COOK OUT. FIU Campus. LOTS OF FLYING ACES
AUG. 7 ANNUAL MILLARD WELLS GREAT FLORIDA KEYS RISE OFF WATER MEET
DEC. 31 'KING ORANGE INTL-PALM BAY, FL-DEC 31, JAN 1-2, 1994
CD: JIM BRADLEY-1337 PINE SAP CT-ORLANDO, FL 32825-(407)277-9132

SEPT 1-5 MUNCIE IN - FREE FLIGHT NATS COMB. AMA AND NFFS

WANTED: RIDE TO JOHNSON CITY INDOOR NATS. WILL SHARE DRIVEING + EXPENSES
I'M ALERGIC TO CIGARETTE SMOKE. SIDNEY GILBERT, SARASOTA FL (813)355-0554

# THE HANGAR PILOT

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