# THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION
MIAMA

ISSUE 157
SUMMER 1993

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

- RESULTS OF MEET 7
- SUMMER POSTAL CONTESTS
- MUREAUX PURSUIT - 1937 FLYING SCALE




## 6TH ANNUAL MILLARD WELLS FLORIDA KEYS ROW MEET

SAT. JULY 31
FIRST LIGHT

PLANTATION YACHT HARBOR MILE MARKER **87** (ROOMS AVAILABLE 305-852-2381)

FUSELAGE MODELS/STICK OR PROFILE MODELS - 2 CLASSES




"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., [redacted] Miami, FL 33133 USA. phone: 305-858-6363.

MIAMA MEET 7 REPORT MAY 22,23 1993.

The 22nd MIAMA indoor flying season is history. We now have to add up all the annual points from the best five meets and see who won what. All these results will be in the next issue, and the annual awards dinner will be next November to hand out all the gold.

Just a week and a half from Johnson City. Maybe that's why we had only one Easy B entry, and 13 entries in Pistachio. Doc won pistachio with his Goldwing that came in fourth in Johnson City. Linstrum's Fokker Universal took a 5th in this meet and a 3rd at Johnson City...it was based on Bill Noonan's Jumbo (Not Coconut) Wayne Trivin found a solution to the C G problem on such a short nose ship by running a boom from the L.G. foreward past the prop with a dab of clay on it. It flew great but he never turned in any times. Oh, yeah, I forgot to mention Wayne had built a Demoiselle of Santos Dumont.. Jake Larson was wrestling with a very tail heavy Blackburn TB-1. By the time he got the C.G. Right the airframe was mighty heavy. Sid Gilbert's Fike did not respond to trim like his Laceys, and gave him hours of frustration.. Walt Schlesinger built a fine Howard IKE from Scientific "HI-FLYER" plans that flies GREAT. (More about these HI-FLIERS on page 3 & 4). The IKE did 46½ seconds and landed on the second floor of the parts dept.

The Coconut Scale mass launch produced one of the wildest finals yet. Millard's Ford 2-AT and Doc's Mæsserschmitt M-18 flew at the same altitude and in the same diameter circles for about 40 seconds. ONLY IN OPPOSITE DIRECTIONS! Twice in every circle they threatened a mid-air time after time. They never hit but had many really close brushes.

* WAYNE'S BEST TIME 1:07.8

RESULTS OF MIAMA INDOOR MEET # 7 LAST MEET OF 1992/93 SEASON (2)

Results of MIAMA INDOOR MEET # 7. May 22 & 23,1993. MacDill AFB. C/D Doc Martin

| PEANUT SCALE EVENT | | STATIC | TWO BEST FLIGHTS | | TOTAL |
|---|---|---|---|---|---|
| 1.Doc Martin Goldwing Ultralite | | 86 | 1:33 Max | 1:16.5 | 163.2 |
| 2. Millard Wells Rose Parakeet | | 87.6 | :55 | :59.1 | 145.2 |
| M.Millard Wells Huntington H-12 | | 72.6 | 1:14 | 1:16 Max | 145.2 |
| X " " " Curtiss P-40 | | 93 | :50 | :54 | 145.0 |
| X " " " Curtiss Owl | | 89 | :41.5 | :45.6 | 133.1 |
| 3. Ric Choate Zero | | 87.8 | :38.7 | :39.5 | 125.9 |
| X Millard Wells Cessna Cardinal | | 71 | :51 | :51 | 122 |
| 4.Dave Linstrum Puss Moth | | 70 | :33 | :38 | 105.5 |
| 5.Bill Stoutenburg Cougar | | 68 | :38.6 | :34.4 | 104.5 |
| 6.Walt Schlesinger Cougar | | 69.8 | :35.8 | -- | 87.8 |

| PIS TACHIO | STAT PTS. | BEST F. | FLY PTS. | TOTAL |
|---|---|---|---|---|
| L.Doc Martin Goldwing | 4 | 1:37.2 | 1 | 5 |
| 2.Wayne Trivin Demoselle | 3 | 1:07.8 | 3 | 6 |
| 3.Millard Wells Jenny | 1 | :38 | 7 | 8 |
| X " " " Wee Bee | 6 | 1:08 | 2 | 8 |
| X Doc Martin Messerschmitt | 5 | :55.2 | 4 | 9 |
| 4. Ric Choate Lacey M-10 | 5 | :38.9 | 6 | 11 |
| XMillard Wells Huntington H-12 | 6 | :54.5 | 5 | 11 |
| X " " " Fokker Tripe 2 | | :24 | 10 | 12 |
| 5.Dave Linstrum Fokker Universal | 3 | :26.2 | 9 | 12 |
| 6.Don Brimmer Andreason | 4 | :33 | 8 | 12 |

Model of a model,Pistachio

1.Dave Linstrum Mike Farthing :58
2.Don Brimmer Buzz Bug :51.9
Record pistachio entry: 6 entrants flew 13 planes!

NO-CAL EVENT

1.Dick Obarski Farman 3:03
2.Doc Martin Dayton 1:07
3.Bill Stoutenburg Avenger 1:02
4.W. Schlesinger Ambrosini 30.2

COCONUT SCALE EVENT

L.Dave Linstrum M18 1:155
2.Millard Wells Ford 2AT 1:14
3. W.Schlesinger Hyperbipe :26.0

DIME SCALE EVENT

1Doc Martin Comet Farman 221.9
2.Millard Wells Polish fighter 149.6
X.Martin Comet Falcon 192.2
3.Dave Linstrum Puss Moth 115.6
X.Mill Wells Peerless Rearwin 119.

MINI STICK

1.John Barker 6:58
2.Dick Obarski 6:27
3.Millard Wells 3:52
4. Chas. Johnson 1:41

PENNY PLANE

L.John Barker 8:03
2.Millard Wells 5:13

H.L. GLIDER

1.Ric Choate 70.7

EASY B EVENT(Record low entry)

L.Millard Wells 6:28

BOSTONIAN

| | | | | |
|---|---|---|---|---|
| 1.John Barker Scimitar III | 1.11 | 2:48 | 3:18 | |
| 2.Sidney Gilbert 7-UP #4 | 1.10 | 2:05 | 2:04 | |
| 3.Dick Obarski Gen | 1.09 | 2:06 | 1:56 | |
| M.Sid Gilbert 7-UP #2 | 1.10 | 1:50 | 1:59 | |
| 4.Millard Wells Wee Bost | 1.12 | 1:42 | 1:30 | |
| 5. Bill Stoutenburg Cabinaire | 1.10 | 32.5 | 33.7 | |
| 6.Walt Schlesinger Basic Bost | 1.10 | 39.6 | -- | |

EMBRYO ENDURANCE EVENT

1.Sidney Gilbert Hornrt
2.David Linstrum DNA Born Again
3.Walt Schlesinger 12½ ¢

| FLYING ACES SCALE EVENT | STATIC | FLY | TOTAL |
|---|---|---|---|
| 1.Millard Wells Waco E | 69 | 1:10(65) | 134 |
| 2.Doc Martin Falcon 63 | 1:02.4 | (61.2) | 124.2 |
| X. Wells Fokker D VII | 67 | :57 | 124 |
| 3. Walt Schlesinger IKE | 59 | 46.5 | 105.5 |
| X " " " " Daphne | 45 | 38.5 | 83.5 |

MASS LAUNCH EVENTS

FAC RACEPLANES
1. M. WELLS
2. W. SCHLESINGER
3. DOC MARTIN

COCONUT
1. DAVE LINSTRUM
2. MILLARD WELLS
3. WALT SCHLESINGER

PEANUT
1. SID GILBERT
2. MILLARD WELLS
3. WALT SCHLESINGER
4. DOC MARTIN
5. BILL STOUTENBURG
6. RIC CHOATE
7. DON BRIMMER

THIS IS YOUR LAST HANGAR PILOT UNTIL SEPT. - SUMMER VACATION + CAMERA

FOR MILLARD'S ROW MEET
IN ADDITION TO PUTTING FLOATS ON ALL YOUR "DOGS."
BRING - TOWELS, SHORTS, WADING SHOES + SOCKS, HAT, SUNSCREEN.

## Walt Mooney Postal Contest.

The Cactus Squadron of Arizona are holding a postal contest for models designed by the late, great Walt Mooney. The contest runs until September 25 and has three events: Peanut Scale, 2x Peanut and Bostonian. Just mail your flight time, along with the model name, to Glenna Tarango, 10 South Cooper Road, Chandler, AZ 85225. A prize will be awarded for the highest time in each event. The Cactus Squadron welcome entries from all far-flung fliers!

FROM WING TIPS

# LA LA LAND ALERT:

PLENTY TO DO WHEN YOU GO FLYING THIS SUMMER

# PARTICIPATE IN THESE POSTAL CONTESTS.

TWO SOURCES FOR SCIENTIFIC, COMET, + DIME SCALE:

- GOLDEN AGE REPRODUCTIONS P.O. BOX 1685 ANDOVER MA 01810 - CATALOG $2.50
- POND'S PLAN SERVICE P.O. BOX 90310 SAN JOSE CA. CATALOG $3.00

## POSTAL CONTESTS

FROM CACTUS SQDN.

**The Flightmasters in California have announced a postal contest with two categories. Rubber powered scale models with 20 inch wingspan or less. Must be 3 dimensional model with double covered surfaces. Any prop may be used. Electric Powered models shall be all sheet profile scale type with power from a Kenway KR-1 micro flight direct drive motor with two 50 mah cells. Wingspan should be 12 to 14 inches with an area of 30 to 35 sq. inches and airframe weight of about 5 grams without motor batteries and prop. Use prop provided with motor. If your local hobby shop can't supply you with the Kenway motor, write to:**

**KENWAY MICRO FLIGHT, P.O. BOX 889, HACKETTSTOWN, NEW JERSEY, 07840.**

**Send times to Byron Calomiris 3406 Fela Ave., Long Beach, Ca 90808.**

## 5TH SHONAI PEANUT POWER PARCEL POST PROXY CONTEST

**This very active club in Japan is again running a postal contest for peanuts and pistachios. Models are to be sent to Japan to arrive no later than July 30, 1993. I have more information and entry forms if any of you Skysters are interested. If you would like to participate in an international contest, please send a**

SASE TO DOC IF YOU ARE INTERESTED

TWO FAC POSTAL

## SCIENTIFIC HI-FLYERS

FROM FLYING ACES

The Scientific Hi-Flyers postal contest is now underway. All you have to do to enter is to build and fly your model built from an old Scientific plan and it must be of a scale airplane. Time it and send the time and the name of the aircraft to GHQ. Everytime you better your score with that particular model, send it in. Build as many models as you wish and enter as many times as you can. Any size model will do. Contest times count too. The contest starts now and will end on Nov. 28, 1993. Entries postmarked after Nov. 29, 1993 will not be accepted.

(2) FROM FLYING ACES




The Comet postal contest is now on Skysters. Build and enter as many models as you wish (scale models only). Every time you better a score with a particular model send it in. Contest times count too. The contest starts now and will end on Nov. 28, 1993. Entries postmarked after Nov. 29, 1993 will not be accepted. We will award the FAC rules bonus points to your entry in this contest as well as in the Scientific Hi-Flyer postal contest. Send all times to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

(4)

## Select Your Next Flying Job From this Page of Scientific's

# "HI-FLYER" KITS

REG. U. S. PAT. OFF.

### with Bridge-Type Landing Gear and Adjustable Controls

These kits contain everything to build these models—and that means EVERYTHING. All ribs, bulkheads, fairings, etc., are clearly printed on sheet balsa; ready to cut out. New machine-cut 6" balsa propellers are included in all kits. Many kits contain finished turned balsa cowls, others have correct size balsa blocks. Liberal quantities of cement, rubber, tissue, ready-made wire fittings; insignia, and wing lettering printed in color on gummed paper; all strip wood of the finest quality obtainable, acurately cut to size; full-size detailed drawings giving every bit of information needed for building and flying the plane. Absolutely everything necessary to build a flying model airplane! Send your order today!

**Only 50¢ each** Postpaid or at your dealer's




Ask your dealer for "HI-FLYER" kits in this new distinctive box.



NEW WACO "F-5"—20 inch



WACO MODEL "D" MILITARY



BEN HOWARD'S MR. MULLIGAN



CURTISS P6-E ARMY HAWK



GRUMMAN FIGHTER SF-1

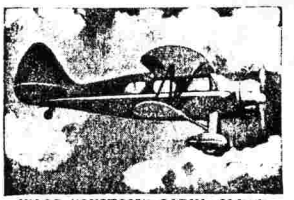


FOKKER D-7

20 in. Wingspan



WACO CABIN Y. K. C.



WACO "CUSTOM" CABIN—20 inch



ART CHESTER RACER



BOEING FIGHTER XF7B-1



CURTISS CYCLONE HAWK



BOEING F4B-4



HOWARD "IKE"



WACO MODEL "A"

Guaranteed TO FLY



FAIRCHILD MODEL 22



MONOCOUPE 90-A—20 inch



CURTISS "GOSHAWK"



STINSON RELIANT



ARMY DOUGLASS Y10-43



BELLANCA "PACEMAKER"



NIEUPORT "SCOUT"



FAIRCHILD CABIN

Every Kit 100% Complete



FRENCH C-1 "PURSUIT"



The CURTISS "HELLDIVER"



VANCE FLYING WING



JAPANESE FIGHTER



VICKERS JOCKEY



CURTISS FIGHTER XF13C-1

Dealers: Write on your letterhead for Wholesale Prices.

## SCIENTIFIC MODEL AIRPLANE COMPANY

218-220 MA-3 Market Street, Newark, N. J.

In France: E. Kruger & Co., 9 Rue St. Sebastien, Paris
In England: H. & S. Norman, 46 Derby Rd., Kirkhams, Prestwich, Lanca.
In Australia: Swift Model Aircraft, 186 Adelaide St., Brisbane, Queensland.
In South Africa: Stratosphere Model Aircraft Supplies, P.O. Box 3248, Johannesburg.

5 CURTISS (4 BIPLANES)

5 WACO'S (ALL BIPLANES)

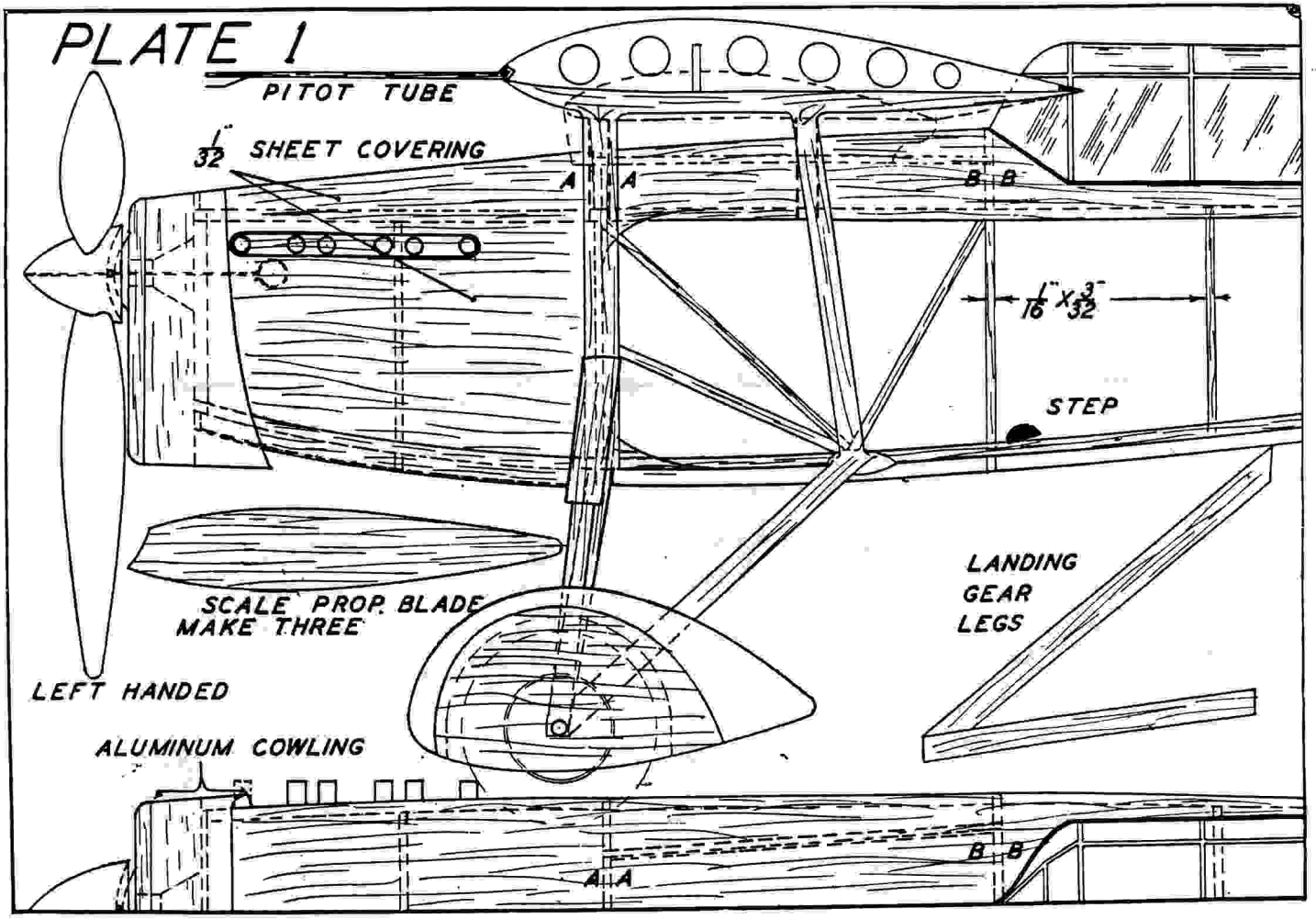
18 OF THE 28 HAVE WHEEL PANTS.

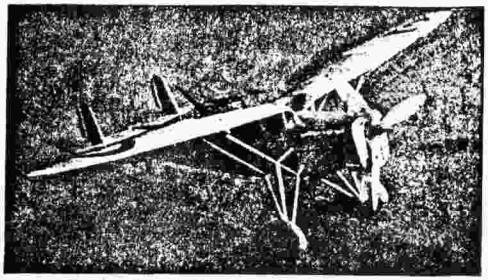
GOOD FLYERS

VERY LIGHT CONSTRUC TION

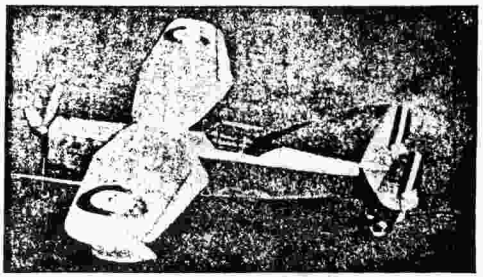
THESE PLANS HAVE BEEN REDUCED 74%







Fine detail gives this ship a thrilling appearance



A real miniature airplane that flies well

# Building the Mureaux 180-C2 Pursuit

## A Most Realistic Model of a Modern French Pursuit Ship That Will Give Excellent Performance

By ROBERT V. SMITH

THIS latest French Fighter was designed to meet the rigid requirements of the government, and M. Brunet, the designer, has been more than successful with his latest creation.

Fitted with a geared supercharged Hispano Suiza Xcrs engine developing 690 hp., this marvel streaks along at 237 miles per hour under full load at a 16,000 foot altitude. It is interesting to note that this design as well as several others, embodies the use of the old frontal radiator, but it has proved itself superior in all around efficiency.

Although this is an exact reproduction, it is also an extraordinarily fine flyer because of the correct distribution of weight and the semi-parasol type of wing construction. When built carefully from these plans, the model will prove a valuable addition to anyone's collection of planes.



Here she is climbing for altitude just like a real plane

### Fuselage

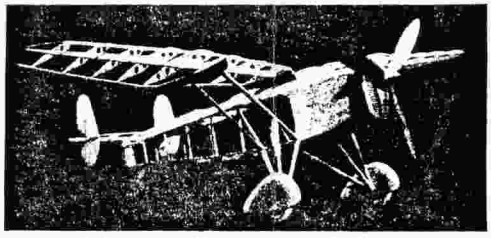
Join plates 1 and 2 together for the size and shape of the fuselage. Make two sides from 3/32" square medium balsa for the longerons and end pieces and 1/16" x 3/32" stock for the other uprights and diagonals. It will be found helpful and rather necessary to use pins along the fuselage outline to hold the wood in place until the cement dries; waxpaper between the framework and plans will prevent the pieces from adhering to the plans. Now the sides are joined together by the usual cross pieces, and there are also several formers to put on the top and bottom of the body. Sheet balsa of 1/32" thickness should now be cut and cemented in place on the fuselage as noted in the drawings and photographs. The construction and assembly of the tail block and tail skid assembly is made clear on plate 2.

After this framework is dry, it is ready to be covered with tissue and Japanese superfine paper is recommended. Banana oil is the adhesive employed, and it is easier to cover the underside of the body in separate sections.

The nose block and radiator is shaped from a ½ x 1¼ x 2¼" block and a drawing of the radiator can be glued on; better still, cut the diagram from plate 2 itself and use. A finished cowl can be cut from a sheet of aluminum and fastened to the block by means of pins which also serve as model rivets. A hole has to be drilled to receive the nose button and also a smaller hole can be drilled beneath that to represent the "cannon" used in the big ship.

Bend three hoops of 1/32" square bamboo for the cockpit enclosure and glue in place. Other pieces are put on too, as shown, and the whole is covered with cellophane. An instrument panel can be pasted in the cockpit for realism and a machine-gun will greatly enhance the model's appearance.

Paint the fuselage silver and trim the cockpit in black. Hinged portions of the hood can be represented by lines drawn with India ink and the words "Levez ici" (Lift here) can be printed on at appropriate places along the fuselage. Exhaust stacks are cut from ⅛" O.D. aluminum tubing and glued on as noted.



The uncovered frame shows careful design

### Tail Surfaces

The main spar in the tail is tapered slightly from 1/32 by 5/32" hard balsa and the ribs are cut from 1/32" sheet. Bamboo tips are bent into semi-circular shape and the whole assembly is solidly glued together. The entering edge of the 1/16" square leading edge should be slightly rounded by sanding and the trailing edge should be sanded to a triangular cross section.

The dual rudders are very easily made by cutting the shape as seen in plate 4 from ⅛" stock and they should be highly finished to the cross section shown. When these are done, cement them in the tail next to the number 1 ribs. French stripes of blue, white and red can now be painted on the rudders and the fin part should be in silver. Cover the tail with six pieces of paper. Or perhaps you can use two pieces by cutting slits in the proper place to allow the fins to come through. The original model had a silver body and green wings; this color scheme is recommended, but it is up to one's own taste. If colored paper is used, it will be found necessary only to spray the tail lightly with water. Colored dope can be used, too. This complete tail assembly is now cemented on the rear of the body between the last turtle deck former and on top of the tail post former.

### Wings and Struts

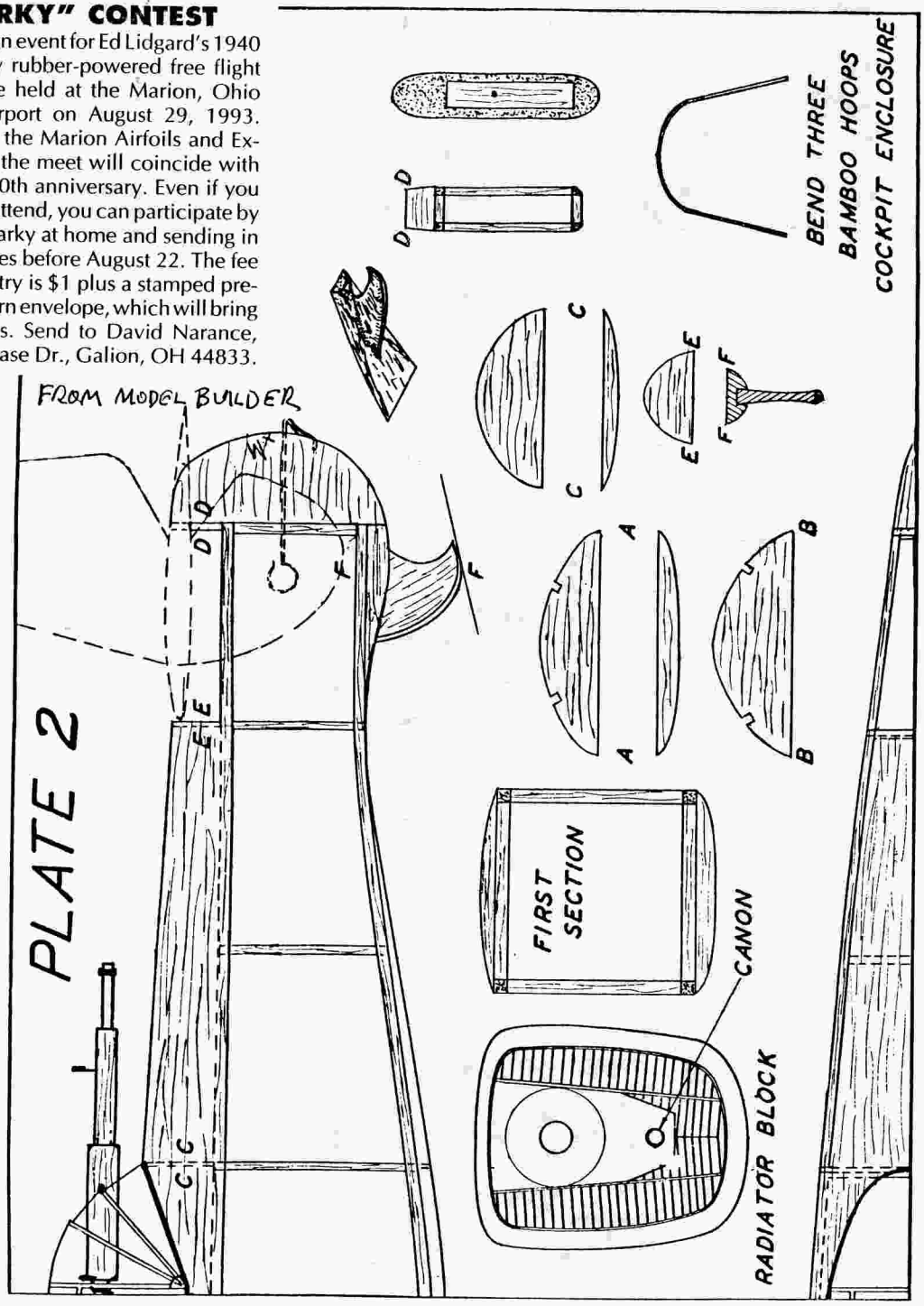
The wings are built in much the same way as the tail. The leading edge is cut from 3/32" square wood and the trailing edges are made out of 1/16 x ¼" stock. Cut the main spar from 1/16" material to the shape required according to the superimposed pattern on the wing plan on plates 3 and 4. Ribs from 1/32" sheet can be lightened considerably by punching them out with a paper punch, and if this is done, be careful to leave enough wood for strength.

Fillet blocks cut and sanded smoothly to the size shown

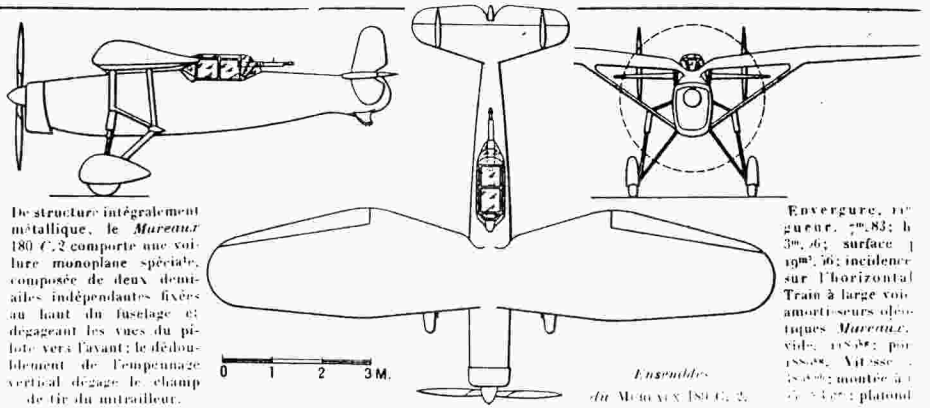
*(Continued on page 43)*

## "SPARKY" CONTEST

A one-design event for Ed Lidgard's 1940 Comet Sparky rubber-powered free flight model will be held at the Marion, Ohio Municipal Airport on August 29, 1993. Sponsored by the Marion Airfoils and Explorer Post 7, the meet will coincide with the airport's 40th anniversary. Even if you are unable to attend, you can participate by flying your Sparky at home and sending in your flight times before August 22. The fee for a postal entry is $1 plus a stamped preaddressed return envelope, which will bring complete rules. Send to David Narance, 255 Chevy Chase Dr., Galion, OH 44833.



TAPERED SPAR 1/8" THICK
WING FILLET
SIDE OF FILLET
PLATE 3

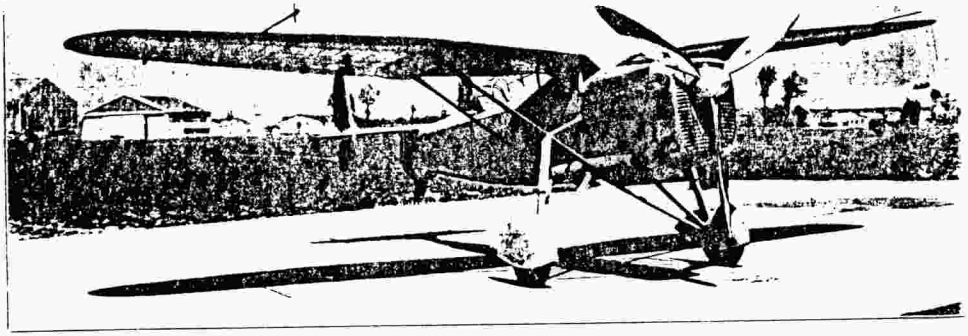



De structure intégralement métallique, le *Mureaux* 180 *C.2* comporte une voilure monoplane spéciale, composée de deux demi-ailes indépendantes fixées au haut du fuselage et dégageant les vues du pilote vers l'avant; le déboulonnement de l'empennage vertical dégage le champ de tir du mitrailleur.

*Ensemble du* MUREAUX 180 C. 2.

Envergure, 12m; longueur, 7m,83; h 3m,46; surface 1 19m², 36; incidence sur l'horizontal Train à large voie amortisseurs oléopneumatiques *Mureaux*, vide, 1 158kg; par 1 888kg. Vitesse : 2[illegible]; montée à [illegible] : plafond

champ de tir. Du 115 *B.* 2 au mois

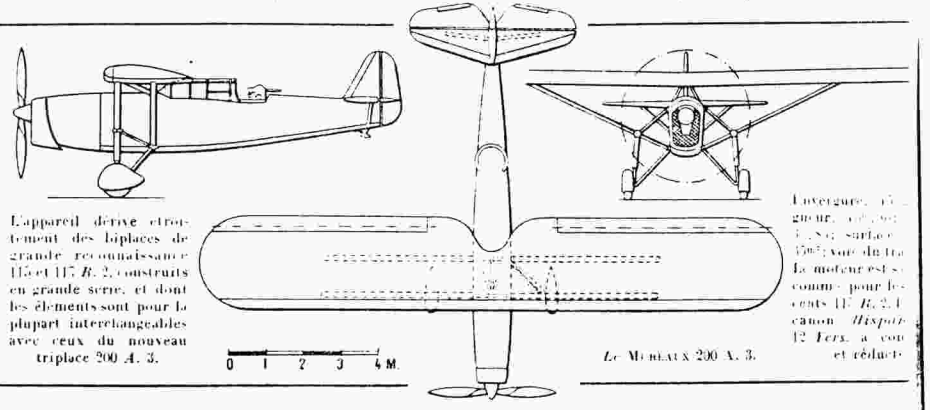


***Le biplace de chasse*** MUREAUX 180 C. 2, *à moteur* HISPANO-SUIZA 12 Xbrs; *notez l'empennage vertical dédoublé.*

sur le *Mureaux* 180 C. 2; hélice à pas variable *Ratier*, pris [illegible] rait [illegible] équipé et so

sous-marin, illustré ci-contre. ces avions plus importants [illegible] attein

Enfin, dans les derniers mois de 1935, M. Brunet




L'appareil dérive étroitement des biplaces de grande reconnaissance 115 et 117 *B.* 2, construits en grande série, et dont les éléments sont pour la plupart interchangeables avec ceux du nouveau triplace 200 *A.* 3.

*Le* MUREAUX 200 A. 3.

Envergure, [illegible] gueur, [illegible] [illegible] surface [illegible] 150m²; vide du [illegible] Le moteur est [illegible] comme pour les [illegible] cents 117 *B.* 2 [illegible] canon *Hispano* 12 *Vers.* à [illegible] et réduct

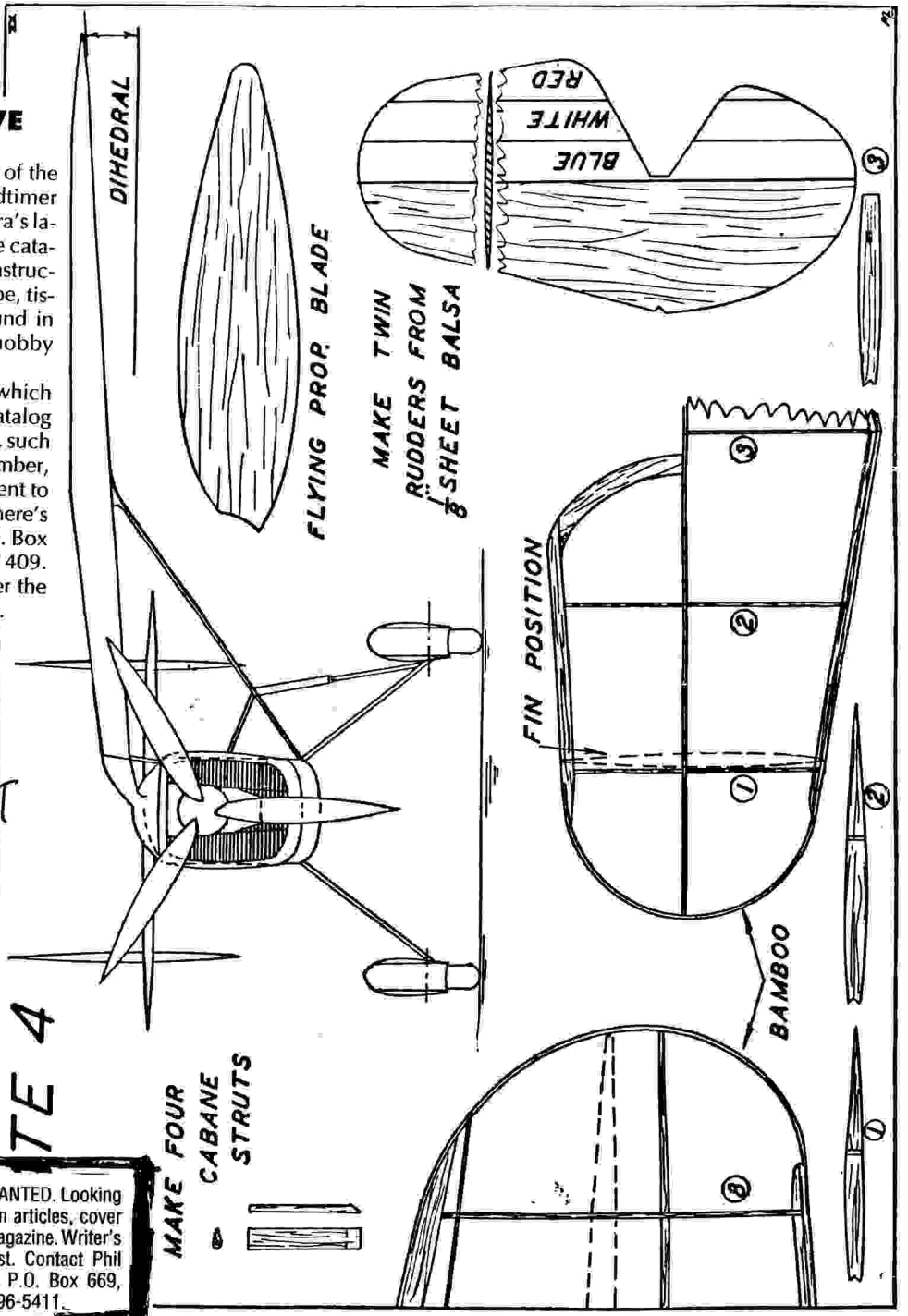
FROM MODEL BUILDER

## A MUST-HAVE CATALOG

I just received a copy of the new catalog from Oldtimer Model Supply (Ken Sykora's labor of love). As usual, the catalog is crammed with construction materials, plans, dope, tissue and the like not found in your run-of-the mill hobby shop. It's there at OMS.

I enjoy Ken's humor, which appears throughout the catalog in the form of little quotes, such as: "I have a Reynolds Number, but since my Zip Code went to nine digits, I forgot it." There's more. Contact Ken at P.O. Box 7334, Van Nuys, CA 91409. Send along $2.00 to cover the costs. You won't be sorry.

FROM BOB STALICK'S FREE FLIGHT COLUMN IN AUG 1993's MODEL BUILDER




MODEL BUILDER ARTICLES WANTED. Looking for feature stories, construction articles, cover photos, etc. for Model Builder magazine. Writer's Guidelines available on request. Contact Phil Bernhardt, c/o Model Builder, P.O. Box 669, Dana Point, CA 92629. (714) 496-5411.

A SOURCE OF YOUNG MODELERS? ATTENTION AMA FREE FLIGHTERS

FROM MARCH '93 SPORT AVIATION

## (11) BEGINNING BUILDERS

The Experimental Aircraft Association's new magazine, *Sport Aviation for Kids* for March/April, offered a big bonus in the form of pull-out plans for two simple all-balsa models—a canard glider called "E-Z Duck" and a canard rubber-powered "Voyager"—both designed by Burt Rutan. Accompanied by H.G. Frautschy's detailed building and flying instructions, the plans seem bound to attract more young modelers to our ranks. Other featured articles include subjects such as skydiving, stealth aircraft, weather and much more—even aviation puzzles. Why not consider a subscription for a youngster of your acquaintance? Call 1-800-843-3612 or write EAA, Box 3086, Oshkosh, WI 54903-3086 for complete details.

FROM MODEL BUILDER

ANOTHER SOURCE - YOUR LOCAL R/C CLUB PROBABLY HAS SOME MEMBERS THAT WOULD LIKE TO TRY FREE FLIGHT AGAIN! PUT AN AD IN THEIR NEWSLETTER ABOUT YOUR MEETS

# YOUNG EAGLES PROGRAM

By ED LACHENDRO, Young Eagles Coordinator



EAA Chapter 794 (Susanville, CA) and Northern California Aviation Services sponsored a Young Eagles day at the Susanville Municipal Airport on December 5, 1992.

### *WHERE DO WE FIND THE KIDS?*

A number of members have been asking, "Where do we find kids to fly in the Young Eagles Program?" A good question, considering the fact that the "airport kid" of the past is becoming harder and harder to find at the local airport. In January's issue of SPORT AVIATION (Hot Line), we wrote about the guidelines distributed to field offices of the Boy Scouts of America (B.S.A.) permitting Young Eagles demonstration flights as a Scout activity.

Finding kids to fly, among other sources, could include the Big Brothers/Big Sisters programs in your area, church and other young groups, local schools, Boys and Girls Clubs of America, D.A.R.E. programs throughout the country, Boys/Girls Brigade, Civil Air Patrol Squadron/Units, children of members in your civic and service groups, home schooling networks, Junior ROTC programs . . . just to name a few. Recently we learned of a group of Eagle Flight members who are all newspaper route carriers. An EAA member suggested providing similar groups of highly motivated and hard working young people the opportunity to participate in the Young Eagles Program.

### *YOUNG EAGLES WITH AN "INTERNATIONAL FLAIR"*

**Estamos volando los Young Eagles (aguilas jovenes) en Espana.**

**Wir haben auch in Deutschland Beteiligung am Young Eagles Programm (Junge Adler). Eine Anzahl von Jungen Leuten sind schon Young Eagles geworden.**

Support and momentum is building around the world, with a growing number of countries participating in the Young Eagles Program. Recently we heard from EAA member Boris Von Pilecki, Ringsir, Germany who told us about his Young Eagles demonstration flight. Included with this article is a photo of a few Eagle Flight Members from Taipei, Taiwan. EAA member Jeremy Lamberson sent this photo which was taken in November 1992 when he gave demonstration flights. Eagle FlightMembers have also flown in England, France, Finland, Italy, Scot-

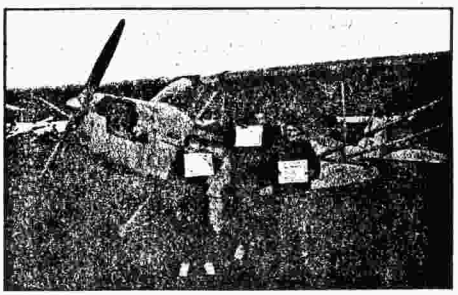


A few Eagle Flight members from Taipei, Taiwan with their Flight Leader Jeremy Lamberson, now living in Placerville, CA.

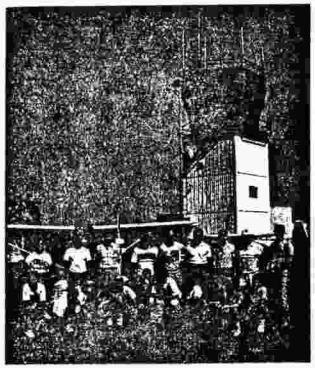
land and throughout Canada. Students,tourists, relatives or friends visiting from countries such as the Netherlands, Japan, Hong Kong, Croatia, Brazil, Germany and England have also participated in the Young Eagles Program while in the United States.

### *YOUNG EAGLES FIELD REPRESENTATIVE NETWORK*

As some of you may know, we are establishing a network of field representatives around the country to assist in facilitating and promoting the Young Eagles Program by serving as liaisons for the Young Eagles office. It is difficult to explain how important the Field Representative Network is to the success of the program. Obviously when we speak of facilitating one million demonstration flights throughout the next decade, the manpower required to: send out flight kits to pilots and participants, add information to and update current available information, enter all Young Eagles data into our computer, keep track of participating pilots around the world to facilitate flights to any child desiring to participate, facilitating rides to these youngsters, etc., etc., one office in Oshkosh, Wisconsin could not possibly do all of this. It is the volunteers of the Field Representative Network who will get the job done over the course of the next ten years. Some areas around the country need additional members to support this network. If you or any member you know is willing to help in this capacity, please drop us a line at the Young Eagles Office . . . we'll be glad to send you more information about this important position.



Left to right, Keith Madsen, 6, Kevin Madsen, 10, and Ian Dunlap, 11, made their Young Eagle first flights in a J-3 Cub flown by Steve Madsen. The flight was made in the fall of 1992 at the Vansant Airport, Erwinna, PA.



Members of EAA Chapter 663 and the "Chicken Little Airforce" commemorate their Young Eagle Day held at the Livermore, CA airport.



Flight Leader Bill Johnson gives numerous Young Eagles demonstration rides in and around the Jefferson, IA area. Here Bill is shown with Young Eagles and his Cessna 150 in October 1992.

### *YOUNG EAGLES SUPPORTED IN MANY WAYS*

The support and enthusiasm for the Young Eagles Program is, at times, intoxicating. Flight Leaders around the world are making the Young Eagles Program possible, but many people have offered their considerable support in other ways. One such individual is long time EAA member Bill Kershner. Bill is best known for his comprehensive and humorous flight training manuals. Many pilots have learned from Bill's basic approach to the complex subject of flight. This past year Bill was named CFI of the Year for his years of service to our great sport. He has offered his expertise to the Young Eagles Program as well. Last year Bill donated 4,663 copies of his world-renowned textbook, The Student Pilot's Flight Manual, to the program. Thank you, Bill, for your contribution to the Young Eagles effort.

Next month, look for a copy of the Young Eagles Participants Guidelines and Eagle Flight Certificate to be included with the April issue of SPORT AVIATION to help you start off this year's flying season. Also, if you have stories and/or pictures you have received from your Young Eagles, pass them along to the Young Eagles Office . . . we'd love to hear from you.

***As of this issue, 8795 have made their Young Eagle Flights.***



Chuck Bodin's "Eagle One" Aeronca Champ. Chuck is a member of EAA Chapter 34 (Arlington, TX). Chapters 34 and 280 (Burleson, TX) flew Scout Master Steve Hughes and Boy Scout Troop 109 (Aledo, TX) at Glenn Frick's Aresti Aerodrome on November 14, 1992. (Editor's Note: Young Eagles Coordinator, Ed Lachendro, owns and flies an Aeronca 7AC and is known on the Convention radio network as "Eagle One.")

### *Major Sponsors of the Young Eagles Program*

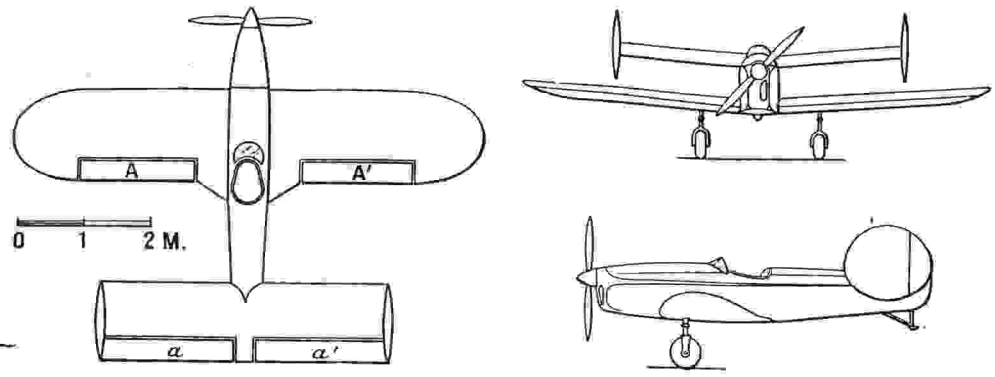
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WHERE IS AMA?

(13)

FOR SOME DOCUMENTATION ON LARRY KRUSE'S PUBLISHED PLAN. FROM L'AERONAUTIQUE 1936

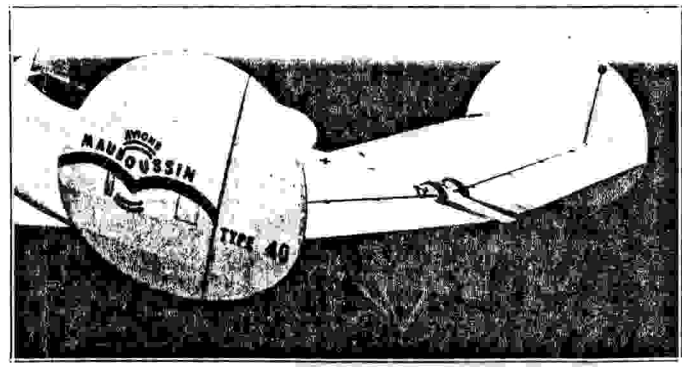



*Ensembles du* MAUBOUSSIN « HÉMIPTÈRE ».

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NEXT ISSUE: ANNUAL POINTS ON 1993/1992 SEASON - WINNERS OF ANNUAL AWARDS IN ALL MLAMA EVENTS. PLANS FOR AWARDS DINNER + NEW FLYING SEASON.




*Aspects du monoplace* MAUBOUSSIN 40 « HÉMIPTÈRE », *à moteur* TRAIN

**FRANK AND ERNEST** By Bob Thaves



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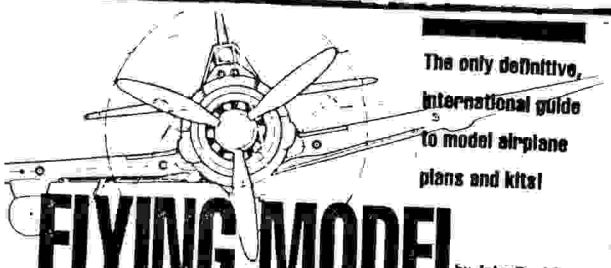
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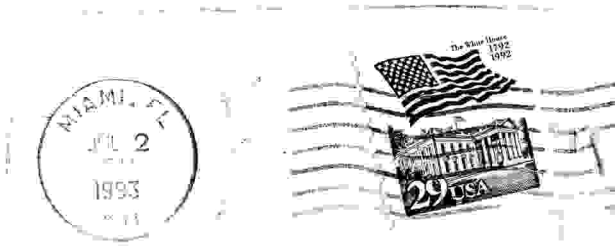
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