INDOOR MAVEN

THE HANGAR PILOT

DEC. 93 **ISSUE 160**

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION — MIAMA

- RESULTS - MIAMA MEET 2
- PEANUT FLOATS BY DOC
- EASY B BY MISAWA, JAPAN
- 10 GRAM SCALE BY J. BARKER
- AN ENCOURAGING YOUTH DEVELOPMENT

23RD YEAR OF PUBLICATION
ENTERIAS NINES OMNIBUS
AMA CLUB 986
FAC CLUB 11

LAST ISSUE OF THIS SEASON

HAPPY NEW YEAR AND MERRY CHRISTMAS

TO ALL THE WORLD'S HANGAR PILOTS

VTO MILLARD DOC



FROM MIAMA CLUB

DRAWING BY KAZ OF SHONAI
MODIFICATIONS BY DOC

INDOOR KING ORANGE

NEXT MEET JAN 1/2 DELTA MAINT. HANGAR 9 to 5

TAMPA AIRPORT CD RICH MACENTEE 1-813-729-1524



"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, 3-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 3180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

LOG BOOK - MEET 2

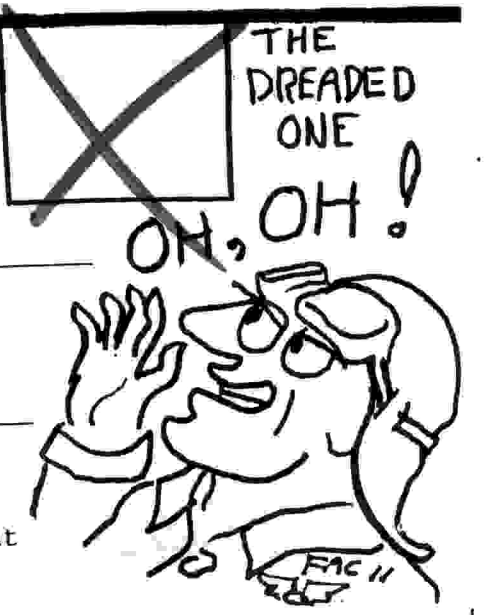
Please don't take him for granted- MIAMA's unsung hero- Col Bill Criss arranged the meet in an immaculate hangar 3, and VTO did the C D stuff, and BANG- twenty, count 'em, twenty hangar pilots showed up for two days of record breaking indoor flying. I don't know what got into the boys, but they were full of Ovaltine and Wheaties. We're used to reading about Doc, Millard,Trivin,and Obarski, but try theses names on your piano..Fred Beeson, Earl Thomas, John Voorhees, Joe Nuszer, Charlie Johnson, and rarest of the rare.. Allen Honey with his three wee bairn and a mini-stick. Allen made his first appearance after an abscense of eighteen years from our meets. Once a modeler, always a modeler I say. For some of us it's just a long time between meets. When was YOUR last meet? Everyone flew like Moody's goose, and records fell like rain...5 new Florida Cat. III records. John Barker set the Mini-Stick record at 8:05 only to have Wayne Trivin beat it later at 8:40. Same thing happened to John Voorhees who did a NO-CAL record at 4:56 but an hour later Obarski broke it with a 5:01. Trivin blew away Ron Ganser's Bostonian record with two "almost" four minute flights and a total of 509.4. And finally Doc Martin coaxed a 1:22 flight out of an old Joe Konefes Comet Dime Scale Farman Stratoplane en route to a record 225.7 3 flight total. Lotsa Trimming and churning and mulching took place. Col Ric Choate set a new record for the number of times he knocked off the wing and the landing gear on his Douglass Observation.. For the second meet Charlie Johnson flew at least a hundred trim flights with his dime scale DH Tiger Moth without an official flight. Keep trimming, guys, we'll get "er going yet. DON'T MISS THE BIG KING ORANGE..SEE 'YA THERE.

HERE IT IS..YOUR LAST HANGAR PILOT. I can't believe the 22nd season is over already. When you re-up kindly send in the mini-questionnaire and any other information. We sure look forward to your notes and photos.

Your age_____ JOB (Ex)_____
Retired?_____
How did you hear about MIAMA/ Hangar Pilot?

Did you ever build a plane from our plans?_____
Which ones, and how did they go?

Any suggestions to improve Hangar Pilot and what do you enjoy most?



MIAMA MEET 2 DEC 4,5 1993 MAC DILL

(2)

Peanut scale	Airplane	Static	Pts.	Two best flights		Total	
1.Wayne Trivin	14-Bis	111		1:14	1:25	190.5	★ NEW FLA RECORD
2.George Nunez	Turbo-Beaver	86		1:19.6	1:18.9	165.2	
3.Sidney Gilbert	Lacey	80.4		1:28(Max)	1:21	160.8	
4.MillardWells	Curtiss P-40	93		:52	:52	145.0	
5.Don Brimmer	Lemberger	86.8		:56	:56	142.8	
6.Doc Martin	Goldwing ultra	82		:53	1:06	137.5	
7.Bill Criss	Fike	68		:58	:55	124.5	
8.Walt Schlesinger	Cougar	80		:35.5	:36	115.5	

FLYING ACES SCALE		Static	Best Flight	Total
1.George Nunez	Gee Bee D	68	1:13	134.5
2.Millard Wells	Waco /floats	69	1:07	132.5
3.Doc Martin	Howard IKE	62	59.5	121.5
4.Walt Everson	Curtiss Robin	48	1:08	112
5.Don Brimmer	DH-Leopard Moth	51	:37	88
6.Ric Choate	Douglas Y10-43	61	:26	87
7.Walt Schlesinger	Leopard Moth	51	:32	83
8.Dave Linstrum	Dornier/Floats	60	:05	65

PISTACHIO SCALE		Stat.	Fly	Pts.	Total
1.George Nunez	Nieuport D42	1	44.9	3	4
2.Doc Martin	Goldwing	4	1:10	1	5
3.Ric Choate	Lacey	3	:40	4	7
4.Don Brimmer	Citabria	3	:36	5	8
5.Millard Wells	HuntingtonH-12	6	:51	2	8
6.Dave Linstrum	Team Hi-Max	4	:23.7	7	11

MODEL OF A MODEL, PISTACHIO:

1.Dave Linstrum	Mike Farthing 1x12
2.Don Brimmer	Buzz Bug :34

COCONUT SCALE:

1. Dave Linstrum	Zippy Sport	1:23.5
2.Doc Martin	Junkers Stratoplane	1:17

BOSTONIAN	Plane	Charis.	Best two flight		
1.Wayne Trivin	No Color	1.11	3:52	3:47	509.4 ★
2.John Barker	Scimitar 3	1.12	3:04	3:10	NEW STATE RECORD 509.4
3.Dick Obarski	GEN	1.10	2:52	2:49	
4.Sidney Gilbert	7-Up	1.11	2:02	1:55	
5.Carl Hedley	T-Tail	1.12	1:49.5	L:42.5	
6.George Nunez	Lorax	1.14	2:17	1:17	
7.Walt Schlesinger	Basic B		:51	:48	

EMBRYO ENDURANCE:

1.Wayne Trivin	Yellow Bird	2:50	2:49	2:31
2.Sidney Gilbert	Hornet	1:27	1:29	1:31
3.Carl Hedley	Hornet	1:23	1:18	1:22
4.E.M. Thomas	Hornet	1:18	1:15	1:08
5.Walt Everson	Prarie Bird	:52	1:14	1:33
6. Bill Criss	Prarie Bird	:48	:42	:57
7.Don Brimmer	Pinky	:21	:39	:43
8.Walt Schlesinger	12½¢	:31	:37	:38

MINI STICK:

1.Wayne Trivin	8:40	NEW STATE RECORD ★
2. John Barker	8:05	
3.Dick Obarski	7:22	
4.Charlie Johnson	5:33	
5.Bill Criss	3:25	
6.Millard Wells	3:13	

PENNY PLANE

1.John Barker	8:06
2.John Voorhees	5:53
3.Millard Wells	5:11

HAND LAUNCHED GLIDER

1.	Ric Choate	31.2	36.5

EASY BEE:

1.Dick Obarski	13:57
2.John Barker	10:12
3.Millard Wells	5:00

FLYING ACES NO-CAL SCALE ★ NEW RECORD

1.Dick Obarski	Farman Postale	5:01
2.John Voorhees	Farman	4:56
3.Wayne Trivin	Farman	4:13
4.Tom McCoy	Fike	3:22
5.Doc Martin	Dayton-Wright	2:08
6.Carl Hedley	Grumman Hellcat	1:38
7.Walt Everson	Sukoi SU-27	1:30
8.Walt Schlesinger	Ambrosini	:34
9.Don Brimmer	Citabria	:49

MIAMA DIME SCALE: ★ NEW RECORD

1.Doc Martin	Comet Farman Strato	219.7		
2.Dave Linstrum	Megow Puss Moth	58	57	48
3.Millard Well	Megow Douglass	53	50	45
4.Wayne Trivin	Comet Mulligan	1:09.9	49.9	---
5.W. Schlesinger	Puss Moth	23	21	25

MASS LAUNCH EVENTS

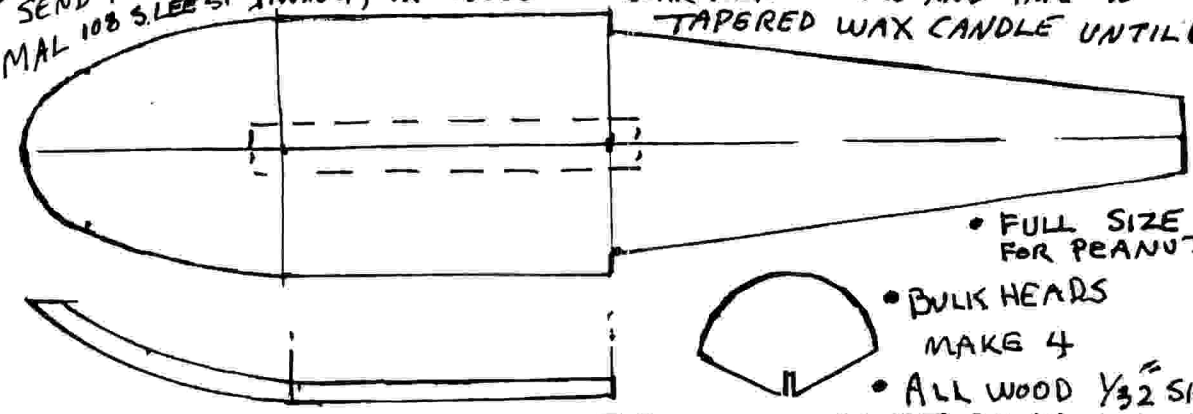
FAC RACEPLANES (5 ENTERED)
1. DOC MARTIN - IKE
2. GEO. NUNEZ - GEE BEE D

PEANUT 11 ENTERED
1. MILLARD WELLS - HUNTINGTON
2. GEO. NUNEZ - TURBO BEAVER

COCONUT 4 ENTERED
1. DAVE LINSTRUM - ZIPPY
2 CARL HEDLEY MO-1

(3) SEND FOR YOUR [illegible]
MAL 108 S. LEE ST IRVING, TX 75060

SOAK FLOAT FORMS AND "TAPE" TO TAPERED WAX CANDLE UNTIL DRY

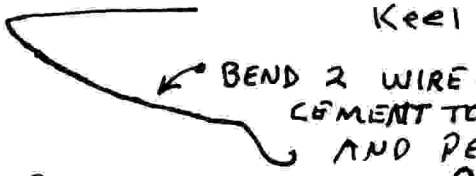


• FULL SIZE FOR PEANUT

• BULK HEADS MAKE 4

• ALL WOOD 1/32" SHEET SANDED DOWN A LOT.

Keel - MAKE 2

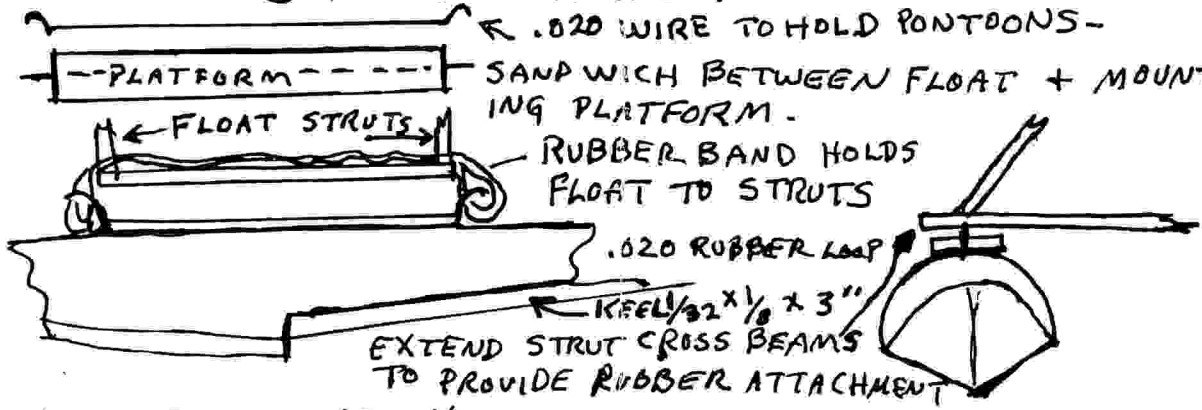


BEND 2 WIRE .020, FIT + CEMENT TO PONTOON TO STRENGTHEN AND PERMIT R.O.G. TAKE OFFS

.020 WIRE TO HOLD PONTOONS -

--PLATFORM-- ---

SANDWICH BETWEEN FLOAT + MOUNTING PLATFORM.



FLOAT STRUTS

RUBBER BAND HOLDS FLOAT TO STRUTS

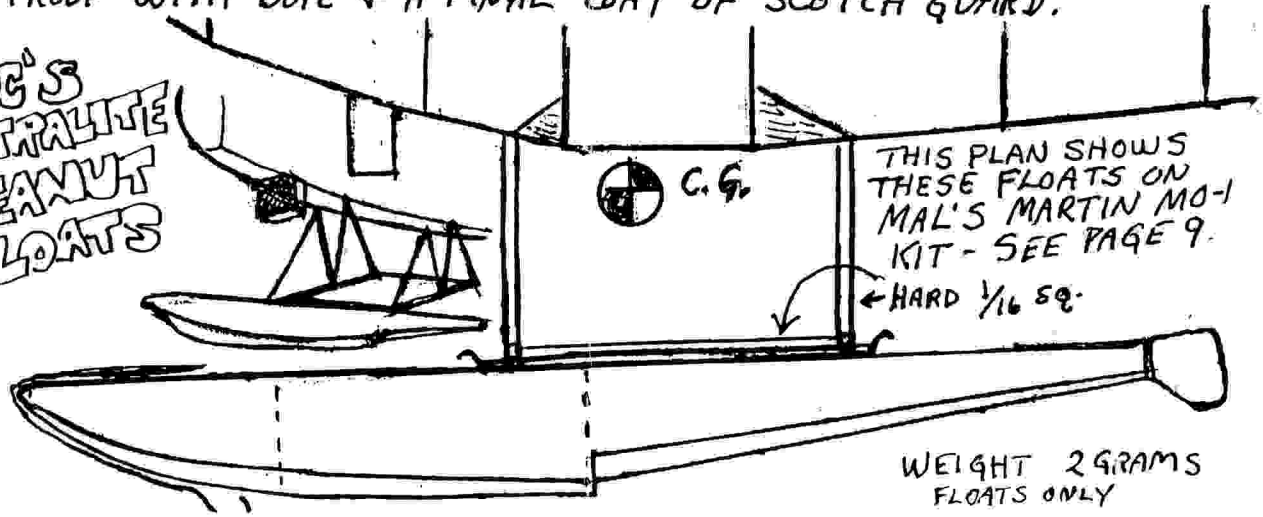
.020 RUBBER LOOP

KEEL 1/32 X 1/8 X 3"

EXTEND STRUT CROSS BEAMS TO PROVIDE RUBBER ATTACHMENT

COVER EVERYTHING W/ CONDENSER OR FINE TISSUE. WATERPROOF WITH DOPE + A FINAL COAT OF SCOTCH GUARD.

DOG'S ULTRALITE PEANUT FLOATS



C.G.

THIS PLAN SHOWS THESE FLOATS ON MAL'S MARTIN MO-1 KIT - SEE PAGE 9.

HARD 1/16 SQ.

WEIGHT 2 GRAMS
FLOATS ONLY

LOOK OUT MICHAEL JORDAN, HERE I COME WITH MY REVERSE S HOOK SLAM DUNK...

Roy O'Mara did a double take when he saw the reverse S hook on my Embryonic Flounder. He asked me to write a little "why" and "how to".

One of the rubber ffr's banes is the tendency of the rubber to climb up the prop hook. Once the rubber climbs up the side of the hook, the hook tends to wobble, creating unwanted friction on the nose bearing and sending the motor into wild gyrations. A lot of your motor's energy is used up making the whole plane shake. The rubber may even ball up, stopping the prop.

The most effective solution I have found is the reverse S hook. That is, it looks like a reverse S when viewed from the back of the nose block. If you inadvertently bend an S instead of a reverse S, your motor will actually climb the hook. Ask me how I know! I use the reverse S hook style on all of my rubber powered free flights.

It used to take me a long time to bend the hook but now I can bend one in less than 30 seconds. I like to use round nosed pliers for the "S" and needle nose for the other bends, but needle nose will work for the whole thing.

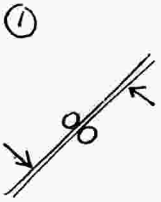
I routinely use 1/32 wire on my Bostonians but this hook can be bent for any size wire. I also use it with 1/16" wire on my P-30's. Obviously, the finer wire is easier to bend.

1. Start with the tips of the pliers pointed toward you and the wire at an angle as shown. With your left thumb pushing and your left index finger pulling, bend the reverse S. The bend should stay in the same plane, that is to say the wire should lay flat on the table when you have bent the S.

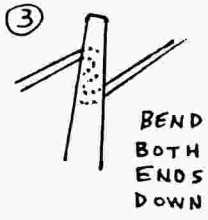
2. The bend should continue past a tangent with the top and bottom of the S. This makes the alignment of the next bends automatic.

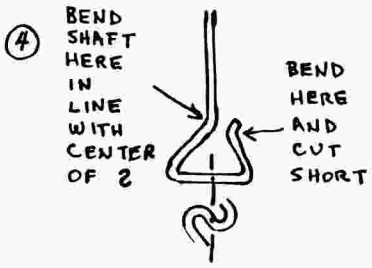
3. Clamp the wire in your needle nose pliers and bend the wire ends away from you. If you bend them toward you, an S hook, rather than a reverse S will be the result. These bends will automatically direct the wire toward the center line of the shaft. The shaft wire is bent to be in line with the center of the reverse S. The short end of the wire is bent away from the shaft to ease insertion of the motor loop onto the hook. This short end is then dressed with sandpaper or a Dremel stone so it does not cut your motor.

Try a reverse S hook. You will like it.









(5)

November 16, 1993

FLYING BACKWARDS

A RULES COMMENTARY BY DICK OBARSKI

Way back in the 1930's, small, paper covered indoor stick models used what we then called a "CAN" which was a wire loop to keep the solid stick from bending and thus making it easier to build and control a lightly built model. *

An excellent article (1982) by Bernard Hunt entitled "Tandem Two's" shows the equivalent in the form of what he called a wire "whisker" to control stick "BOW".

In the late 1980's, Walt Van Gorder asked to be permitted to use the equivalent at the annual U.S.I.C. contest and was refused.

A rules change proposed (IND-92-1) was submitted in July of 1989 to correct what obviously makes EASY "B" MORE difficult. The proposal was defeated. The reasoning behind this ruling is difficult to understand.

The term "Gadget" now appears in some of the indoor rules. USIC rules for No-CAL state "No Fancy Gadgets Permitted". There is no clear cut definition of what this means. Do we have to have rules that can be interpreted a dozen different ways. Does this mean power cannot be controlled? If so, then why not call an auto transmission a "Fancy Gadget".

EZB Rule 18.2.11 states "It is prohibited to use any scheme, device or mechanism which affects the rate of ~~Every~~ ENERGY release from the rubber motor, except for propeller blade flare or deformation." Prop flare and the torque burner both attempt to accomplish the same thing, as does a V.P. Prop. Who do we differentiate? There are those who say V.P. and Torque Burner are too difficult. Those of you who have made successful, balanced, efficient front flare propellers know there is nothing simple about them. This rule issues a conflicting statement.

Why do we have to refuse the control of power on any models?

The purpose of these devices are to make larger flights in limited ceilings where most indoor models are flown.

The following benefits accrue from power control:

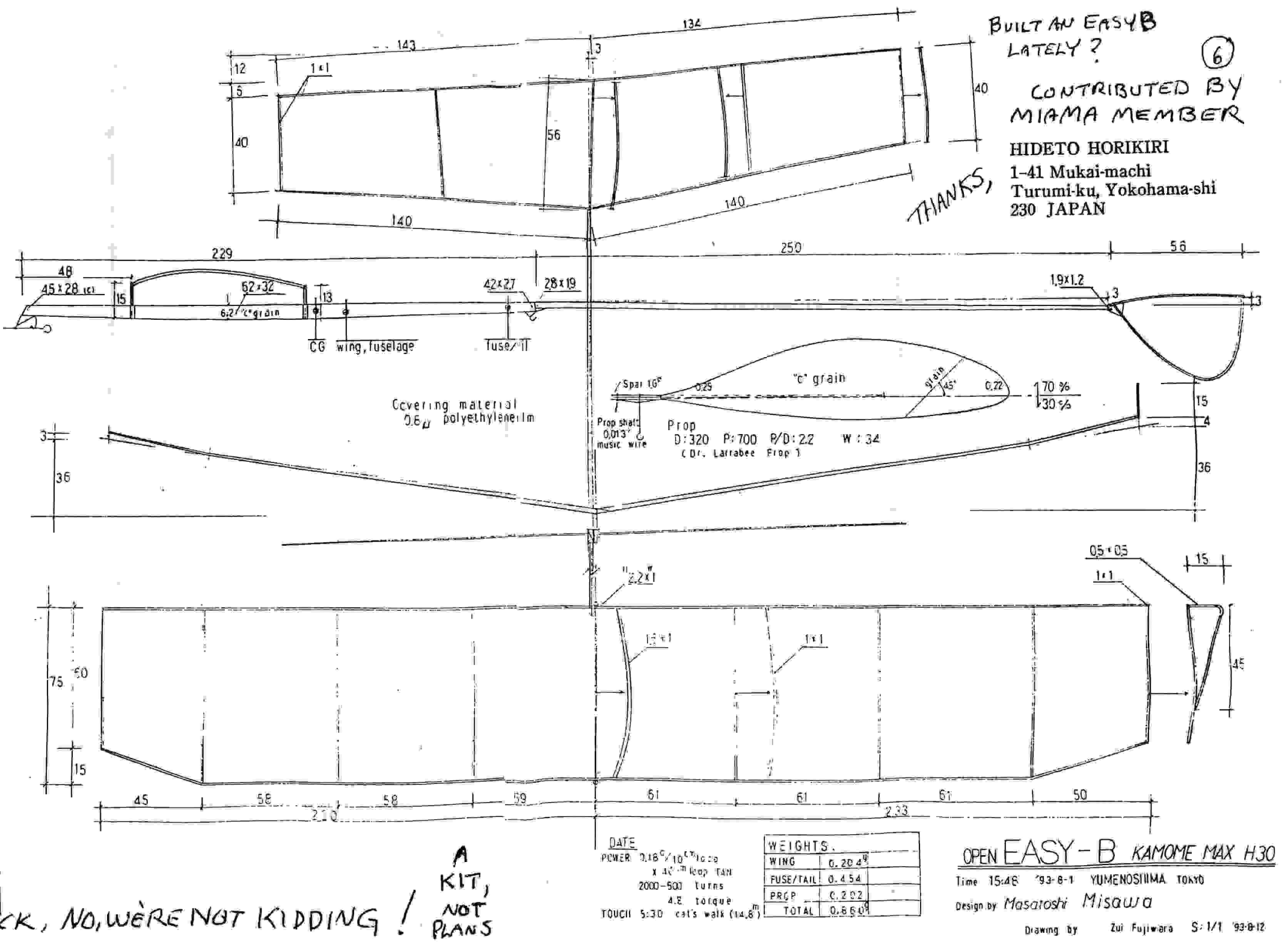
1. Elevation can be controlled which in turns reduces the tendency to cheat by overwinding and killing the climb by steering and ballooning.

2. Hanging lamps can be avoided by limiting elevation.

3. More interest would be generated flying indoors if the modellers creation did not get stuck in the ceiling or hung on a lamp which can be very disappointing.

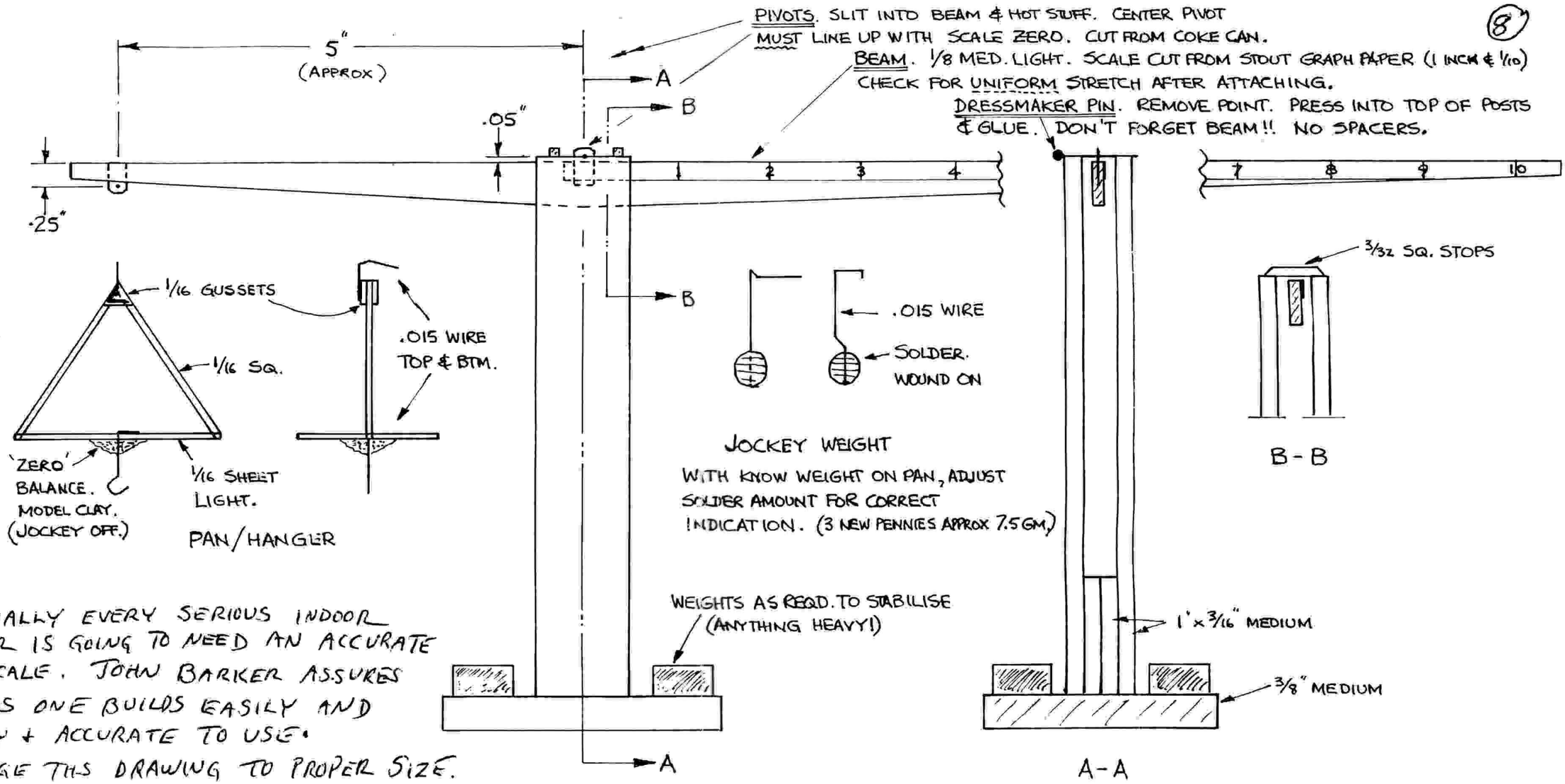
There are those that claim the rules should be written to encourage more participants. That's true, but a good modeller is going to win no matter how the rules are written.

CONTINUED ON PAGE 14


BUILT AN EASY B LATELY ?
(6)
CONTRIBUTED BY MIAMA MEMBER
HIDETO HORIKIRI
1-41 Mukai-machi
Turumi-ku, Yokohama-shi
230 JAPAN
THANKS,
Covering material
0.6μ polyethylene film
Prop
D:320 P:700 P/D:2.2 W:34
(Dr. Larrabee Prop)
Prop shaft
0.013" music wire
CG wing, fuselage
Fuse/TT
"C" grain
70 %
30 %
DATE
POWER 0.18g/10sec
x 45cm loop TAN
2000-500 turns
4.E torque
TOUCH 5:30 cat's walk (114.8m)
WEIGHTS.
WING 0.204g
FUSE/TAIL 0.454
PROP 0.202
TOTAL 0.860g
OPEN EASY-B KAMOME MAX H30
Time 15:48 '93-8-1 YUMENOSHIMA TOKYO
Design by Masatoshi Misawa
Drawing by Zui Fujiwara S:1/1 '93-8-12
CK, NO, WE'RE NOT KIDDING ! A KIT, NOT PLANS

(1)

(8)



EVENTUALLY EVERY SERIOUS INDOOR MODELER IS GOING TO NEED AN ACCURATE GRAM SCALE. JOHN BARKER ASSURES US THIS ONE BUILDS EASILY AND IS EASY & ACCURATE TO USE.
ENLARGE THIS DRAWING TO PROPER SIZE.

SCALE 10 INCHES

PROPERLY SET UP & CALIBRATED THIS BALANCE IS SENSITIVE TO .02 GRAM. JB.

10 GRAM SCALE

SUBMITTED BY MIAMA MEMBER J.BARKER OCT '93

(9)

Get Your FREE KIT MARTIN-30 NAVY! MO-1



THE GREAT MO-1 CONTEST

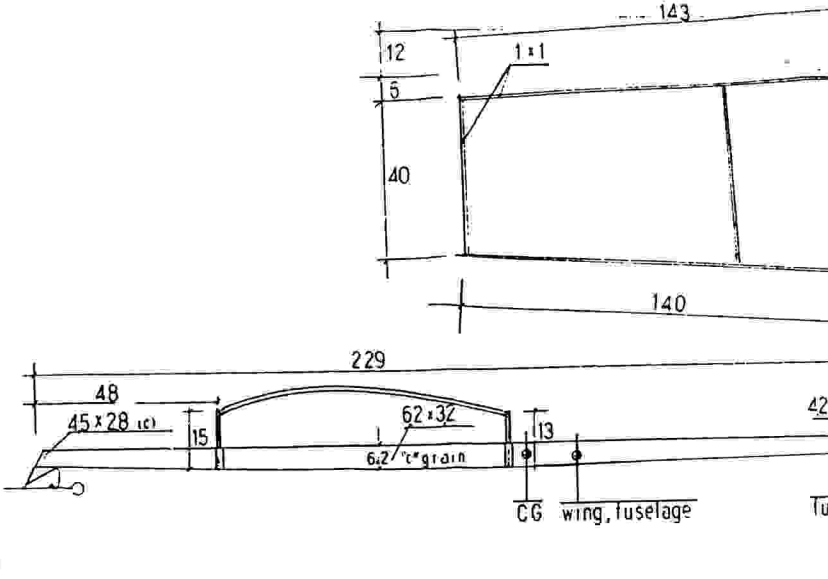
Shades of the BUSH AVENGER!

SEND YOUR $1 BUCK TO:
MODEL AIRCRAFT LABS
108 S. LEE ST
IRVING TX 75060

Fly your Peanut Indoors + send Your time to Hangar Pilot by March 19, 1994
or
Fly in the mass launch at MacDILL SAME DATE

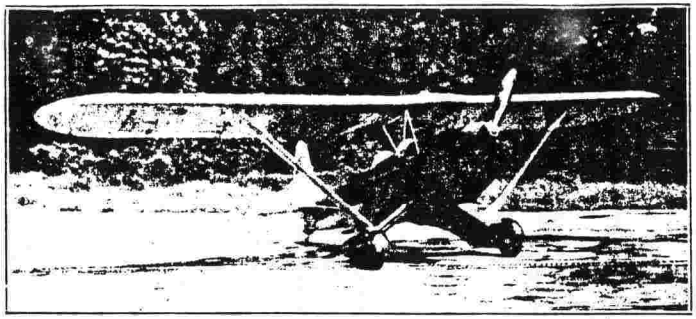
THANKS, ED SEAY

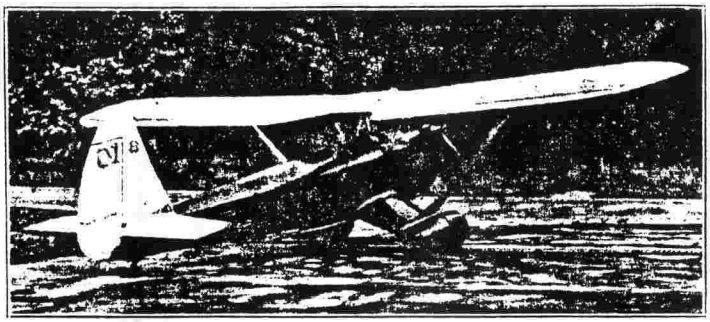
YES - ONLY A BUCK, NO, WE'RE NOT KIDDING!



A KIT, NOT PLANS

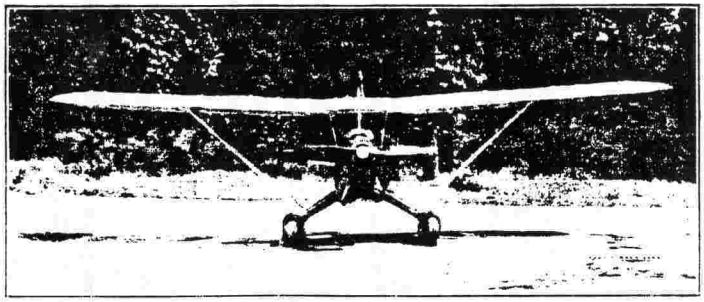
THANKS A. PARMENTIER





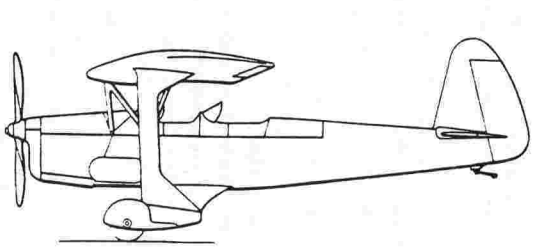
Le MORANE-SAULNIER 315.

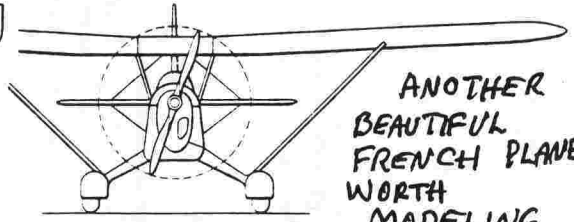
Dans la recherche de la plus grande finesse compatible avec la voilure « parasol », formule à laquelle la firme est attachée, *Morane-Saulnier* a marqué une nouvelle avance avec le *M. S.* 315 : le mât unique, la réduction des interactions dans l'ensemble roue-essieu-amortisseur, la réduction de l'interaction entre l'aile et le mât unique de haubannage font



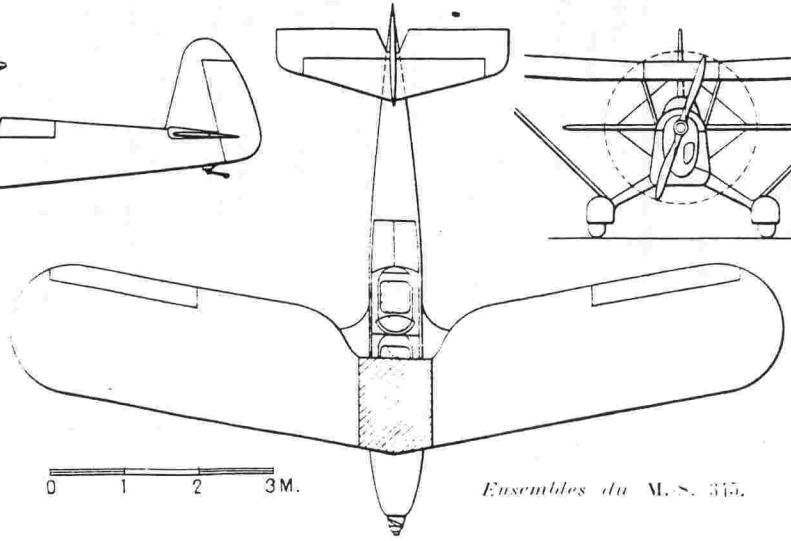
à moteur RENAULT 140 HP.

sans doute de cet avion spécial qui n'a pas encore été construit en série, le plus fin des « parasols » réalisés à ce jour. L'importance des gains réalisés depuis 1913, année où la firme fit voler le premier « parasol », jusqu'à 1935 apparaît par la valeur comparée des traînées suivant les combinaisons haubans-atterrisseurs adoptées : 10 en 1913, 3,5 pour le *M. S.* 315.





ANOTHER BEAUTIFUL FRENCH PLANE WORTH MODELING



Envergure, 10m,50; longueur, 8m,65; hauteur, 2m,17; surface portante, 15m²,75; profondeur d'aile, 1m,50; voie d'atterrisseur, 2m,18. Poids, équipé, 620kg; poids total, 950kg.

Ensembles du M. S. 315.

Vitesse au sol, 180 km; montée à 3000 m en 7'30"; hauteur franchie à 7000 m du point de départ, plus de 60m; autonomie à la vitesse de croisière (avec 30 l d'essence) [illegible].

10

(11)

EAA Aviation Foundation

THE JUNIOR SCENE

DEDICATED TO THE EDUCATION HISTORY AND DEVELOPMENT OF AVIATION

HERE WE READ THAT EAA HAS TAKEN THE LEAD IN ATTRACTING YOUTH TO AVIATION. LETS GO AMA!

SUPPORT YOUNG EAGLES FELLOW PILOTS - DON'T WAIT - CALL EAA YOURSELF!

October 4, 1993

EAA AVIATION CENTER, P.O. Box 3065, OSHKOSH, WISCONSIN 54903-3065

PHONE 414/426-4800, FAX 414/426-4828

Bob Underwood
ACADEMY OF MODEL AERONAUTICS
5151 East Memorial Drive
Muncie, IN 47302

Dear Bob;

Through the years we have discussed the many parallels between EAA and AMA. They reach far beyond the large number of members we agree we must be held in common. Both organizations find strength in individual members, local groups and their activities, regional and national activities, government relations, publications, executive and the perception we are the voice in our respective areas of aviation. The recent AMA move to Muncie draws an extended list of shared experiences to mind. We also share a significant mutual concern as EAA and AMA ask who will inherit our interests, our heritage...our organizations. We share strengths but as our memberships age we also share concerns about how we can bring youth to share the technology and camaraderie of aviation.

EAA's YOUNG EAGLES PROGRAM offers an exciting entry to aviation by providing orientation flights for youngsters age 8 - 18. **The sky is no limit when these kids return to earth, it is a goal!** With flight as their goal motivation to do their best may help them grow and develop into a productive citizen of the next century. The paths to these goals are many but a basic fact is that, except for a very few, model aviation offers the most unrestricted, intense flight activities available before their 15th or 16th birthdays. Compared to the number who can pursue model aviation few can take to the air in full scale aviation on a day-by-day basis. AMA, model aviation and AMA Charter Clubs can provide meaningful, positive activities for youth as they mature toward a time when they may add full scale aircraft to their sphere of interest and activity.

With these points in mind we invite the ACADEMY OF MODEL AERONAUTICS to join hands in a partnership with the EXPERIMENTAL AIRCRAFT ASSOCIATION AND EAA AVIATION FOUNDATION to share the excitement of flight with the next generation. We hold the hope that these experiences will not only expand aviation activity but prove a positive influence on the development of participating youngsters to the betterment of themselves and society. We ask that you help us help aviation and the kids who take part to enjoy a better tomorrow.

What does this invitation mean in terms of AMA action and resources? I'm sure this will evolve over long term but initially AMA endorsement would do a great deal to expand the awareness and potential participation in the YOUNG EAGLES PROGRAM. AMA Chartered Clubs could raise their and national profiles by participating in Flight Rallies and follow-up activities to all YOUNG EAGLES Flights. MODEL AVIATION announcements of the proposed partnership, possibly an article emphasizing the role aeromodeling plays and follow-up reports of activity in the District Reports or other

appropriate formats. SPORT AVIATION FOR KIDS, our new publication targeted at pre-teens, and other EAA publications could share the success of your efforts with their respective audiences as well.

(12)

I invite any questions and request consideration of this proposal by your executive at the next appropriate opportunity. Thank you for your consideration and interest.

GENE SMITH
ED WHITTEN
BILL WARNER
ERNIE CLARK
YOUTH CALLS!

Sincerely,
EAA AVIATION FOUNDATION, Inc.

Chuck Larsen
Education Director

YOUNG EAGLES

A Program of the EAA Aviation Foundation

COPY FOR YOUR INFORMATION

A PROCLAMATION OF PARTNERSHIP
EAA AVIATION FOUNDATION AND THE ACADEMY of MODEL AERONAUTICS

WHEREAS, The Experimental Aircraft Association and EAA Aviation Foundation have undertaken the Young Eagles Program, a bold initiative to preserve aviation's attributes for a new generation of enthusiasts by providing one million young people aged 8-18 a personal flight experience; and

WHEREAS, achievement of the Young Eagles Program goals will serve to invigorate an aviation community preparing to enter its second century in the year 2003, as well as sustain the heritage of aviation into a way of life which has immeasurably benefited from its principles; and

WHEREAS, pilots who participate in the Young Eagles Program represent the highest standards of aviation citizenship in voluntarily providing aircraft, time and expenses for little more than personal satisfaction in passing on the love of flight and its positive influence on human beings; and

WHEREAS, EAA and the EAA Aviation Foundation welcome bona fide partnerships with other leading organizations toward pursuit of Young Eagles Program goals which serve mutual, positive interests as agreed upon; and

WHEREAS, the ACADEMY of MODEL AERONAUTICS is an outstanding example of a like-minded aviation organization whose interests in the future of aviation and young people parallel the goals of the Young Eagles Program;

NOW, THEREFORE, the undersigned of each organization do hereby proclaim a partnership between the EAA Aviation Foundation and the Academy of Model Aeronautics toward mutual furtherance of the Young Eagles Program.

SIGNED BY:
TOM POBEREZNY PRES EAA
DON LOWE, PRES. AMA

IN TESTIMONY WHEREOF, beside the affixed seal of the EAA Aviation Foundation, our signatures have hereunto created this partnership on behalf of our respective members and the young people who will benefit from our efforts. Done this 29th day of October in the year 1993.

(13) THE CASE AGAINST FUN FLYS by PETER MICHAEL SAM1066 UK

Three or four seasons back I built Harry Pridmore's Skylark, a pretty little low-winger which, you may remember, appeared on the cover of the Aeromodeller. Since then I have taken that model flying, I think, twice. It goes very nicely as all sports models do. The trouble with sports jobs is that, built them, flown them, then what then do you do with them? Do you continue to build similiar pretty little models, or pretty big ones for that matter, in the certain knowledge that they, too, will fly in circles and land?

This is where contest flying comes in. Alex, it seems, will never understand it this that gives aeromodelling a purpose and a stimulous. What, for instance, do you suppose inspired those brave flyers of Achilles and Earl Stahls in atrocious conditions of wind and rain at Old Warden last month other than the will to compete? Yes Alex - to compete! I was sheltering with about nine others under my fishing umbrella in a particularly violent downpour when a bedraggled figure appeared vainly trying to keep the rain off his (soaked) Achilles. "Can anyone time a comp flight for me?" he said. Now that man was, believe it or not, flying for pleasure. And I would bet money that he and his fellow competitors on that dreadful afternoon actually got more fun out of it than the fun flyers who weren't at that time flying at all! Let's face it. "Flying for fun" largely amounts to filling in the gaps between the nattering sessions. And I've done my share of both these agreeable occupations.

→ ENGLISH FOR 'BULL SESSIONS' TRANS.

ENDORSED BY MIAMA

1994 SCALE FLYER CALENDAR

INK SKETCHES/REDUCED BUILDING PLANS

A DOZEN PLANES WORTH MODELING!

$5 ppd CASH, CHECK OR M.O. TO:
DAVE LINSTRUM, 11530 WOODGLEN
JACKSONVILLE, FLORIDA 32223

VIC DOES GOOD WORK

RADIO CONTROL RHYMES No. 23 : Contributed by Anon

PLEASE FASTEN YOUR SEATBELT FOR TOUCHDOWN

A GIANT SCALE BUILDER, HANS SCHLICTER,
FLIES A 90 LB. HANDLEY-PAGE VICTOR.
HE SCORES 10'S EVERY TIME,
ON HIS TAKEOFF AND CLIMB,
AND HIS LANDINGS RATE 6 ON THE RICHTER.

RADIO CONTROL RHYMES No. 29:

DON'T TOUCH THAT RED BUTTON !

CALL HIS QUARTER SCALE HINDENBURG "FOLLY,"
BUT THAT WON'T BOTHER MORTIMER HOLLEY,
THOUGH HIS CLIMB'S NOT THAT GREAT,
AND HIS TURNS ARE THIRD RATE,
HE SAYS, "WAIT TIL YOU SEE MY FINALE!"

THANKS MIAMA MEMBER ANON.

R/C ISN'T FOR EVERYONE:
THE MICROFILMY'S



"Whoever you are, you're hired."

I have no desire at my age to spearhead another round of disputes about the rules. Perhaps one of you is willing and capable of straightening out a rules situation that is becoming vague and meaningless.

Comments are welcome and will be appreciated.

* A "CAN" ON MOTORSTICK 

Dick Obarski - AMA #560
2112 N. Halcyon Drive
Sun City Center, FL 33573

References:

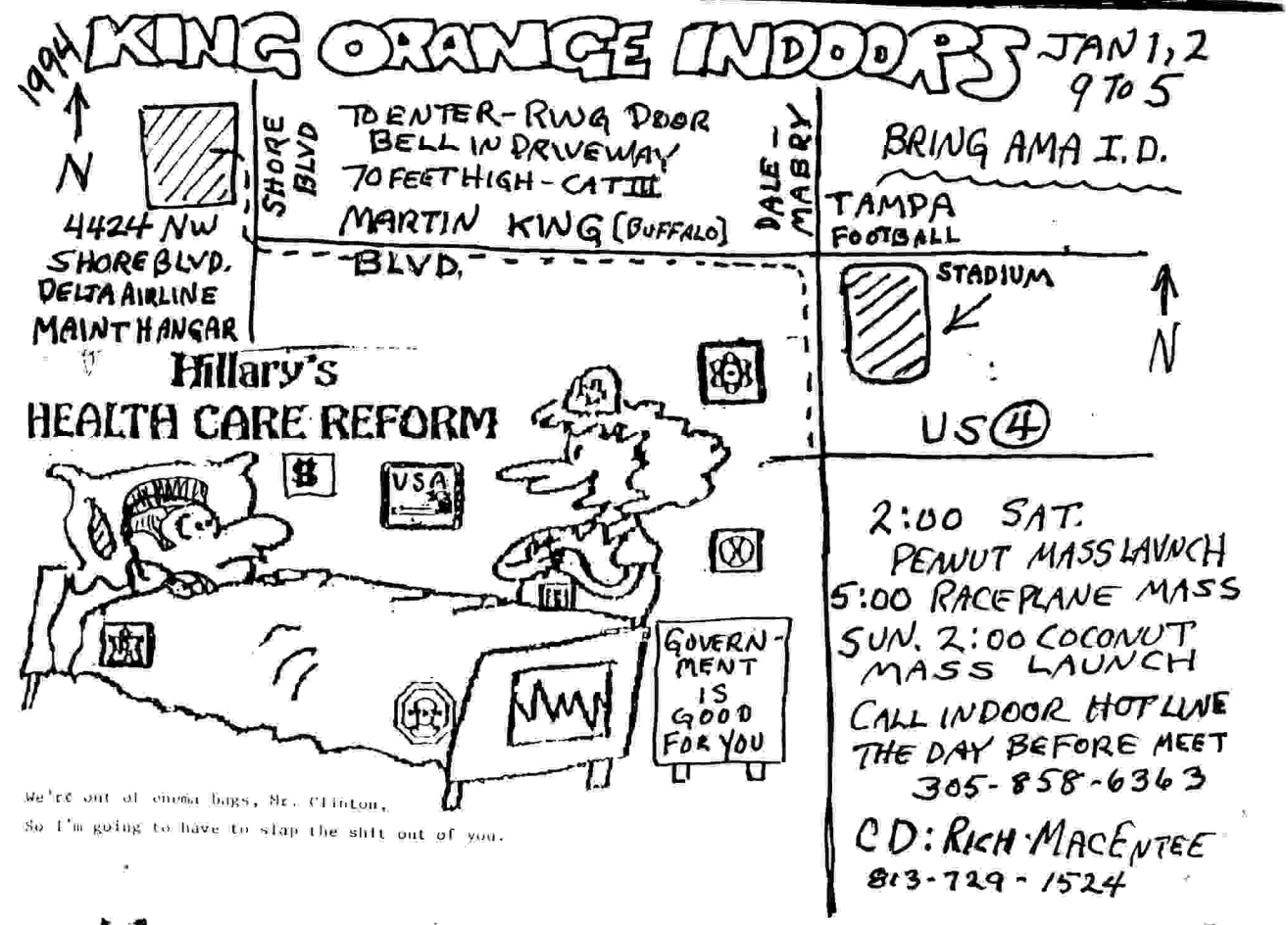
1. July 1936 Model Aircraft Builder, Page 23
(Louis Garami Altitude Control)

2. NFFS February 1989 Article
(Torque Burner - Dick Obarski)

3. March 1991 Model Aviation
(Contest Board Vote Tabulation) Stick Guide

OVERWINDING AND BALLOON STEERING IS NOT PERMITTED AT MIAMA MEETS.





WHAT'S ON IN FREE FLIGHT ?

DEC.31,Jan. 1/2..Outdoor KING ORANGE FREE FLIGHT MEET Biggest State Meet
Palm Bay, C/D Jerry Wagner, 813-474-4959. Lots of FAC EVENTS..904-788-7309

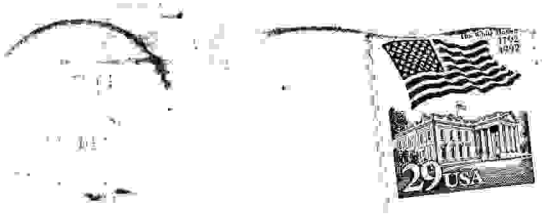
JAN.1/2. INDOOR KING ORANGE & MIAMA STATE MEET 3. CD Rich MacEntee
813-722-6373. Tampa Airport, DELTA AIRLINE MAINT. HANGAR. Cat 111
Biggest Fla. indoor meet. Don't miss. FAC Mass Launch: WW I Bipe.

FEB. 12,13. MACDILL AFB,Tampa. MIAMA FLA STATE MEET #4 M/L..Modern
MARCH 19,20 MACDILL AFB, Tampa MIAMA FLA.STATE MEET #5 M/L ..WW II
APRIL 16,17 MACDILL AFB,Tampa MIAMA FLA STATE MEET #6 M/L..Golden
MAY 14,15..MACDILL AFB,TAMPA... MIAMA FLA. STATE MEET #7M/L Racers
MAY 28,29 TERRY RIMART MEET - PALM BAY
MUST I REMIND YOU?. ALL MIAMA MEETS; Call Hot Line nite before: 305-858-6363
JULY 3+4 - FLA STATE CHAMPS - PALM BAY
JULY 8,9,10 FAC NATS GENESEO, N.Y.
AUG 6 - MILLARD WELLS ROW MEET - KEYS

APRIL 23,24 SAM SPRING MEET PALM BAY
JUNE 3,4,5 VSIC THE BIG ONE JOHNSON CITY

THE HANGAR PILOT

EDITOR: DR JOHN MARTIN, JR
2180 TIGERTAIL AVE MIAMI FLA.
33133



'ILLER
'khaven Rd.
', OH 45240