THE HANGAR PILOT

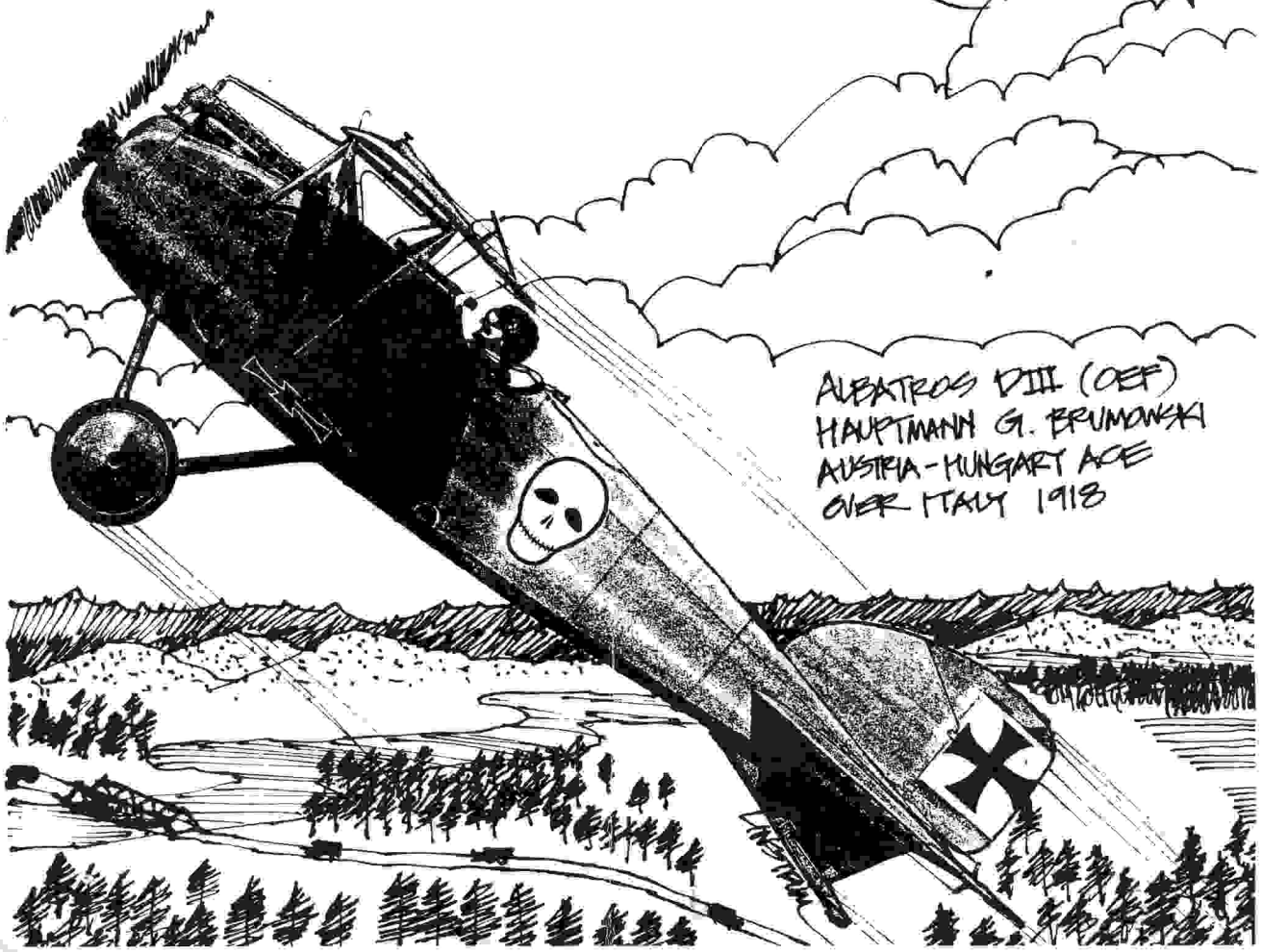
PITHY YEAR OF PUBLICATION INDOOR ISN'T FOREVERYONE

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION — MIAMA

ISSUE 162

- RESULTS MIAMA MEET 4
- BIG DIME SCALE ISSUE
- FLORIDA STATE RECORDS
- WHO READS HANGAR PILOT?

NEXT MEET: MAC DILL
MARCH 19,20 9 TO 5



ALBATROS DIII (OEF)
HAUPTMANN G. BRUMOWSKI
AUSTRIA-HUNGART ACE
OVER ITALY 1918



"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, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

MEET 4 REPORT:

Is it possible we are more than one half way through MIAMA indoor season 23? Yep,skyters,we have only three meets left before Johnson City. I hope you are finishing up your Pistachios, Coconuts, and Martin MO-1's. (MO-1 postal deadline is MARCH 19.) While snow and ice plagued the Northeast we flew in unseasonably warm (82°) hangar 3. Too bad all you frigid hangar pilots couldn't have been with us.

Eighteen pilots is a very good turn out for a local class A indoor meet, don't you think? This is sixteen hours of non-stop flying, which is more than you get for your events at any three day Class AAA meet. Of course, with 18 flyers sharing the air space there is a chance of mid-air collisions, but with common courtesy and awareness of others WE VERY SELDOM have a mid-air and the flying is non-stop. This fly-when-you-are-ready, and the all-events-both-days are the main reasons these meets are popular, and pilots drive great distances to attend. If you are unhappy with your results in an event we permit you to reenter for a buck, but you have to forfeit your results of entry one. (You may not do as well the 2nd time)

Visitors abounded. The seldom seen kid,Ellis Oglesby, and the rare Don Garofalow were on hand. Eldon Williams was back after a couple of years, and Dave Williams came by with his 3-views, and his incredible old plans list. Cyril Edwards and his wife,of Wiltshire,England,were there with his electric free flight models. John Barker discovered that Cyril flys with his brother in U K.

The flying was first class with"newcomers"Ric Choate, Don Brimmer, and Sidney Gilbert coming on strong with new models and improved performance.. Wayne Trivin sneaked in a few first place performances between practice for the Nats AMA control line pattern, and test flights for his new carbon fibre fuel tanks and props. Three more planes were retired after two wins.. Gotta remind you,pilots, that the second win disqualifies that model for the rest of the season. We note the efforts of Bill Criss, Fred Beeson, Earl Thomas, and Walt Schlesinger if only because they rarely see their name in print although they are faithful ACTIVE SQUADRON members. Jake Larson is scoring his personal best with his good looking,AND good flying MO-1. Another personal best was John Barker's win Mini-Stick with a 8:14 flight.

Next meet (MacDill March 19,20) the FAC Mass Launch will be any WW II warplane. Let's see some more Coconuts in the air. I KNOW they are out there. Check the Florida State Records on page 3 and see which one YOU can beat.

CORRECTIONS OF RESULTS OF KING ORANGE MIAMA MEET 3.:
EASY B: 1. Walt VanGorder 18:51 2.Jack McGillivray 16:58
LIMITED PENNY: : Wayne Trivin was 2nd, not 5th at 10:48.
Bostonian: Trivin was 2nd at 500.6, not 3rd.

NEXT MEET MAR. 19,20
2:00 SAT. PEANUT MASS L.
5:00 SAT. FAC WWII MASS L.
2:00 SUN - COCONUT M. L.

MASS LAUNCH EVENTS FROM MEET 3 (NO room in last issue)

AMA Peanut Mass Launch:		FAC WW I Mass Launch		MIAMA COCONUT MASS LAUNCH
1.Millard Wells	4.Walt Schlesinger	1.G. Nunez	4. W.Schles.	L.Jack McGillivray
2.George Nunez	5.Don Brimmer	2.M.Wells		2.Millard Wells
3.Sidney Gilbert	6. Ric Choate	3.D.Brimmer		3.Walt Schlesinger
				4.Dave Linstrum

MIAMA MEET #4 FEB 12,13 1994 CD DOC MARTIN (2)

MAC DILL AIR BASE CAT. III

AMA PEANUT SCALE:	PLANE	SCALE	TWO BEST FLIGHTS		TOTAL
1.Sidney Gilbert	Lacey M-10	86.0	1:48.5	1:53.5	172
2.Doc Martin	"13" Goldwing	82.0	1:08	1:17	154.5
3.Don Brimmer	Lemberger	86.8	1:08	1:03	150.3
4.Millard Wells	Huntington H-12	72	1:24	1:18	144
X. Sidney Gilbert	Martin MO-1	80.1	1:09	1:09.5	149
X.Millard Wells	Bill Pup	75.2	:59	1:02	135.7
5.Bill Criss	Pilatus Porter	76	:41.8	:42	117.9
X.Doc Martin	MO-1 on floats	91.6	:41	:45	134.6
6.Ric Choate	Pottier P110	68	:44.5	:54.5	117.5
X.Ric Choate	Sportavia	73	:54	34.0	117.0
7.Walter Schlesinger	Cougar	80	.33	.30	111.5

FLYING ACES SCALE:		Scale	Flight	Total	
1.Millard Wells	Waco E	69	1:22 (71)	140	RETIRED Won meet 1& 4
2.Ric Choate	B.A. Swallow	64	1:11 (65.5)	129.5	
3.Doc Martin	MO-1 on floats	71	.45	116	
4.Don Brimmer	SE-5a	73.5	.31	104.5	
5.Jake Larson	MO-1 on floats	77	:25	102	
6.Walt Schlesinger	Leopard Moth	54	:36	90	
X. Millard Wells	Stinson	69	:56	125	

FLYING ACES NO-CAL:

1.Tom McCoy FIKE 3:55 RETIRED-Won meet 1 & 4.
X.Dick Obarski Farman Postale 4:49 Would have won, but was ineligible before contest 4, having won meets 2 & 3.
2.Wayne Trivin Farman PostaLE 3:45
3.John Voorhees Farman P. 3:14
4.Sidney Gilbert Finnair 2:33
5.Walt Everson Boeing 727 1:24
6.Don Brimmer Citabria :54
7.Walt Schlesinger Aviua 205 :40

AMA Penny Plane:

1.Wayne Trivin	9:55
2.John Barker	9:06
3.Walt Everson	7:40
4.Dick Obarski	5:44

AMA UNLIMITED PENNY PLANE:

1John Voorhees	11:20
2.Walt Everson	6:08

FLYING ACES EMBRYO: All had 9 bonus

1. Wayne Trivin	White Bird	496
2.Dave Linstrum	XY	263
3.Sidney Gilbert	Hornet	240
4.Earl Thomas	Hornet	217
6.Millard Wells	Embryomatic	135
5.Don Brimmer	Super Pup	162
7.Walt Schlesinger	12½¢	122

AMA BOSTONIAN

1.13	1.Wayne Trivin	Jet White	516.4
1.12	2. John Barker	Scimitar LLL	426.7
1.12	3. Sidney Gilbert	7-Up	353.9
1.10	4. Walt Schlesinger	Boston Basic	172
1.12	5. Don Brimmer	Super Pup	114

COCONUT SCALE (MIAMA)

1.Dave Linstrum	P. Porter	1:10
2.Walt Schlesinger	KZ-3	.25

MIAMA PISTACHIO SCALE:

	Stat.	Fly	Total
1.Dave Linstrum Dorn.Komet	2	50.0	2 4
2.Doc Martin,Goldwing	3	1:09	1 4
3.Ric Choate, Citabria	2	42.0	3 5
4.Don Brimmer,Citabria	2	:38	5 7
5.Sid Gilbert,Fike E	3	:40.6	4 7
6.MILLARD WELLS FARMAN		:27	8

RETIRED, WON MEETS 3+4

MIAMA DIME SCALE:

1.Millard Wells,Douglass Obs.	63	65	59
2.Doc Martin Farman Strato.	58	58	60
3.Don Brimmer,Great Lakes	39	39	39
4.Walt Schlesinger, Puss Moth	12	15	17
5.Jake Larson ,Harlow	10	12	17

Easy B (AMA)

1.Dick Obarski	12:33
2.John Barker	11:34

MINI-STICK

1.John Barker	8:14
2.Wayne Trivin	7:54.6
3.Dick Obarski	4:27
4.Dave Linstrum	4:00
5.Bill Criss	3:55.2

COCONUT APPEAL: SINCE THERE WAS ONLY 2 COCONUTS WE CANCELLED MASS LAUNCH. WE KNOW THERE ARE A LOT OF COCONUTS OUT THERE....BRING THEM OUT FOR MEET 5 !!

MASS LAUNCH EVENTS: AMA PEANUT:

1.Millard Wells 4.Dave Linstrum 7. R.Choate
2.Doc Martin 5.Don Brimmer 8. Everson
3.Wayne Trivin 6.Walt Schlesinger

FLYING ACES MODERN AGE.

1.Doc Martin 4.Dave Linstrum
2.Millard Wells 5.Walt Schlesinger
3.Don Brimmer 6.Ric Choate

PISTACHIO MODEL OF A MODEL:

1.Dave Linstrum Pacific Ace :53
2.Don Brimmer Hi Ho :25

FLORIDA STATE RECORDS AS OF FEB. 1994 (3)

CATAGORY I (Up to 26' 3") Set at Youth Fair

PEANUT: Millard Wells	129.8	(4/92) Curtiss P-40
COCONUT: John LeBlanc	1:05	11/89 Longster
FAC Scale: Dave Linstrum	119.5	4/92 Daphne
PISTACHIO:Millard Wells	1:23.1	4/86(Jai Alai)
NO-CAL SCALE:Dave Linstrum	2:29.2	4/92 Farman Post.
LIMITED PENNY: Nancy Beitz	7:59	5/89
EASY B: Stan Chilton	12:43	2/86
H.L. STICK: Roman Szymula	14:35	10/74
ROG Stick: Walt Everson	5:23	3/83
FED ROG: Doc Martin	2:46	11/89
PAPER STICK: Gary Myers	8:25	4/73
MANHATTAN: Walt Everson	3:54	4/84
H.L.GLIDER Don Bal	1:12.4	2/83
BOSTONIAN: Sid Gilbert	180.4	4/92
EMBRYO: Dave Linstrum	198.2	4/92
MINI-STICK:Doc Martin	4:22.7	4/92

CATAGORY II (26'3" to 49'2½") Set at St. Pete Coast Guard hangar & M/D South College

PEANUT: JUim Miller	187.9	2/90 14-Bis
COCONUT SCALE: D. Linstrum	1:39	10/93 Zippy Sport
FAC Scale: Jim Miller	157.7	2/90 14-Bis
PISTACHIO: Dave Aronstein	2:21	5/87 ANT-25 World Record *
NO-CAL Scale: Dick Obarski	4:20.6	12/91 Farman Postal
DIME SCALE: Wayne Trivin	204	10/93 Comet Mr. Mulligan
Limited Penny: W. Trivin	8:27	1/92
Penny: Tony Becker	8:29	2/86 AUTOGIRO: Ron Ganser 8:38 AMA Record
Easy B: Dick Obarski	13:38	2/90
H.L.Glider: Don Bal	82.4	2/83
Catapult Glider: W.Trivin	88.7	9/89
MANHATTAN: Millard Wells	5:03	2/86
ORNITHOPTER: Frank KIESER	6:45	2/87
FED. ROG: Dick Obarski	4:57	2/90
BOSTONIAN: Wayne Trivin	453.9	10/93
EMBRYO: Wayne Trivin	441.5	1/92
MINI-STICK: Wayne Trivin	6:40	10/ 93

CATAGORY III (49'2½" to 98'5") Set at Delta Hangar,MacDill AFB, Goodyear Hangar

PEANUT: George Nunez	192.6	1/94 Old Ironsides
COCONUT: Jack McGillivray	2:20.8	1/94 Curtiss Reid Rambler
FAC Scale: Wayne Trivin	176.5	9/91 14-Bis
PISTACHIO: Doc Martin	1:37.2	5/93 Goldwing
NO-CAL Scale: Dick Obarski	5:26	1/94 Farman Postale
DIME SCALE: Doc Martin	239.8	4/93Comet Farman Stratoplane
LIMITED PENNY: J.McGillivray	12:18	1/94
PENNY: Walt Van Gorder	11:59.5	1/94
EASY B: Walt Van Gorder	19:06.7	12/91
H.L. STICK: Ray Harlan	23:34	4/79
PAPER STICK: Dick Obarski	19:22	12/89
ROG STICK: Stan Chilton	13:41	12/89
MINI-STICK: Walt Van Gorder	9:30	1/94
H.L.GLIDER: Don Bal	1:58.2	1/81
CATAPULT GLID: Wayne Trivin	1:51.7	9/90

ORNITHOPTER:Frank Kieser	10:13	1/88
AUTOGIRO: Ron Ganser	10:06	12/90
HELICOPTER:Gary Underwood	4:40	1/89
DUCTED FAN: Dave Aronstein	:42	12/90
BOSTONIAN: Wayne Trivin	509.4	1/94
EMBRYO: Dave Aronstein	710	12/90
FEDERATION ROG:Dick Obarski	5:55	12/91
INTERMEDIATE STICK " Obarski	19:01	12/91
BEANUT SPEED: Millard Wells	8.6	
UNLIMITED SPEED: Doc Martin	8.6	

(11) SEE PG. 299 CURTISS AIRCRAFT 1907-1947 Pete Bowers

A COMET DIME SCALE KIT American Modelcraft Co - A Division of COMET (4)

FROM 1936

COLOR SCHEME
FUSELAGE - KHAKI
WINGS & TAIL ASSEMBLY - YELLOW

WINGS ARE SINGLE SURFACED

RIB SECTION (MAKE 6)

CENTER SPAR CEMENTED IN PLACE AFTER WING IS REMOVED FROM PLAN.

CENTER SECTION RIB (MAKE 1)

CUT FROM THE PRINTED SHEET

1/16" SQ. LEADING EDGE

1/16" SQ. CENTER SPAR

MORE STRINGERS MAY BE ADDED TO FUSELAGE IF DESIRED.

1/16" SQ. TRAILING EDGE

CUT INSIGNIA FROM PLAN AND GLUE TO UPPER WING.

REDUCED 74%

CUT FROM PRINTED SHEET

THREAD REPRESENTS AILERONS

CUT FROM PRINTED SHEET

ENLARGE TO 16" SPAN

1/16" SQ. LEADING EDGE

RIB SECTION (MAKE 6)

1/16" SQ. CENTER SPAR

FOR ONE HALF OF LOWER WING USE SOLID LINES. FOR THE OTHER HALF USE THE BROKEN TIP, AND OMIT THE OTHER.

1/16" SQ. TRAILING EDGE

WINDSHIELD PATTERNS ARE CUT FROM PLAN AND GLUED IN POSITION ON COCKPIT COWLING.
PENCIL ROLLED OVER 1/16" SQ. FORMS THIS CURVE.

CUT FROM PRINTED SHEET

RAZOR BLADE BROKEN TO ABOVE SHAPE WITH AID OF PLIERS MAKES A GOOD TOOL FOR CUTTING RIBS, ETC.

CUT INSIGNIA FROM PLAN AND GLUE TO SIDES OF FUSELAGE

ALL STRUTS ARE FULL SIZE.

BODY SPACERS

FUSELAGE FORMERS

1/16" SQ. STRIPS

INSTRUMENT PANELS ARE CUT FROM PLAN AND GLUED TO FORMERS 3&4

1/16" SQ. BALSA

ELEVATOR SLOT

PIN DOTS

CRACK LONGERON HERE

CUT FROM PRINTED SHEET

PIN HOLDS RUBBER MOTOR

* USE 4" MACHINE CUT PROP.

BEAD

BUILD ELEVATOR IN ONE PIECE OVER PLAN AND GLUE INTO SLOT AT REAR OF FUSELAGE

FRONT

COCKPIT COWLING PATTERN

CUT FROM PRINTED SHEET

3/8" DIHEDRAL

1/16" SQ. LANDING GEAR STRUTS

CUT RADIATOR GRILL FROM PLAN AND GLUE IN POSITION INDICATED BY ARROW.

THREAD BRACE WIRES

1/16" SQ. "X" BRACE

1" WHEEL

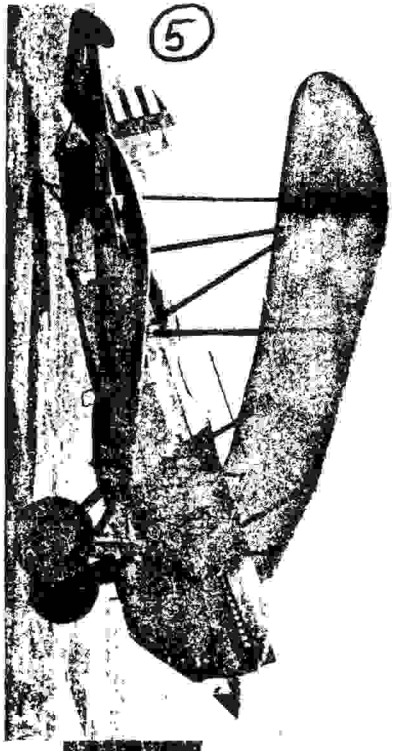
FRONT VIEW

CURTISS FALCON P-6

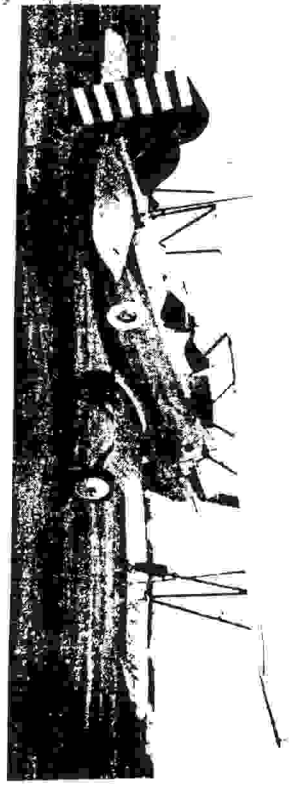
UNITED STATES ARMY ATTACK PLANE
WINGSPAN-16" LENGTH-10-5/8"
DIHEDRAL-5° BOTH WINGS
KIT NO. A-141

AMERICAN MODELCRAFT CO.

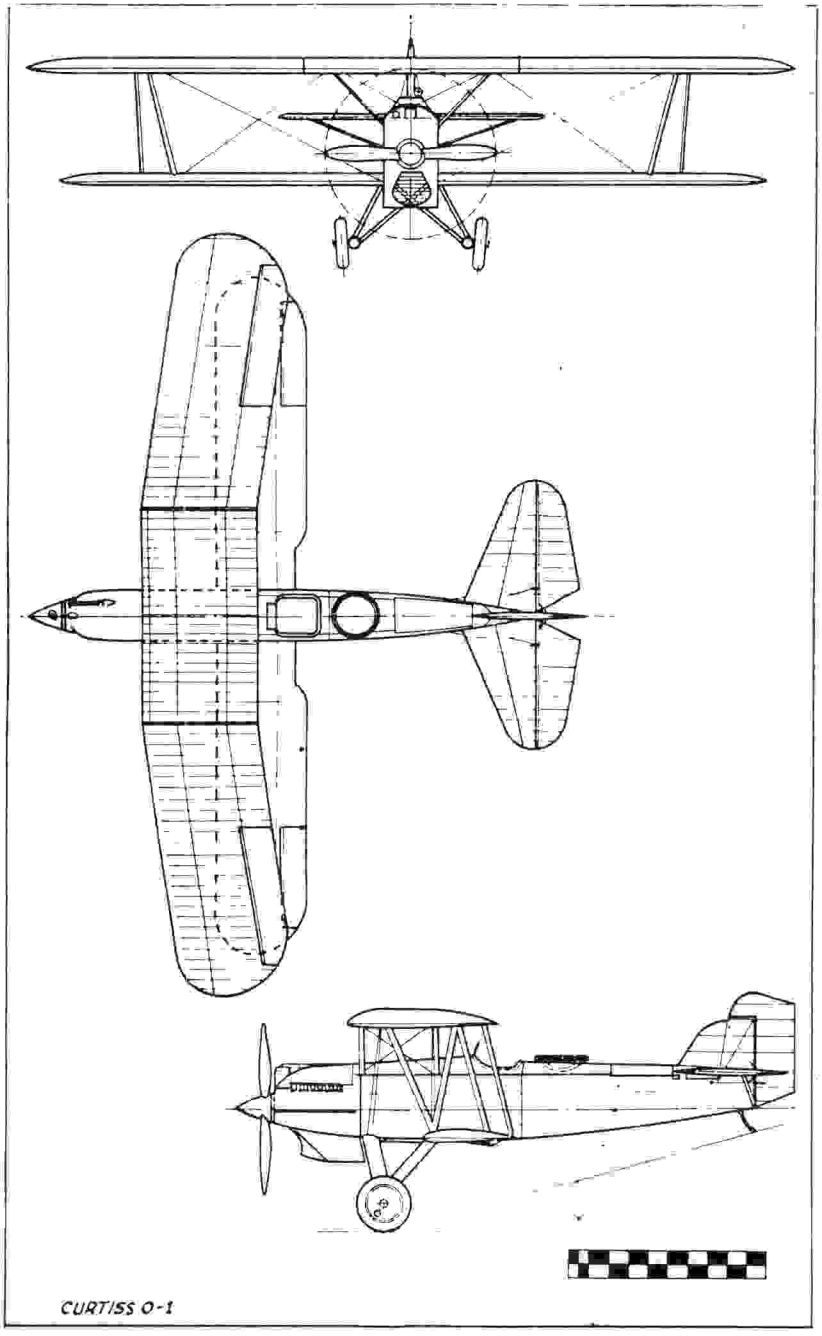
1/31/36



Curtiss O-1E (*A. U. Schmidt*).



Curtiss O-1G (*Peter M. Bowers*).



This version of The FALCON shot KING KONG off the Empire State building.

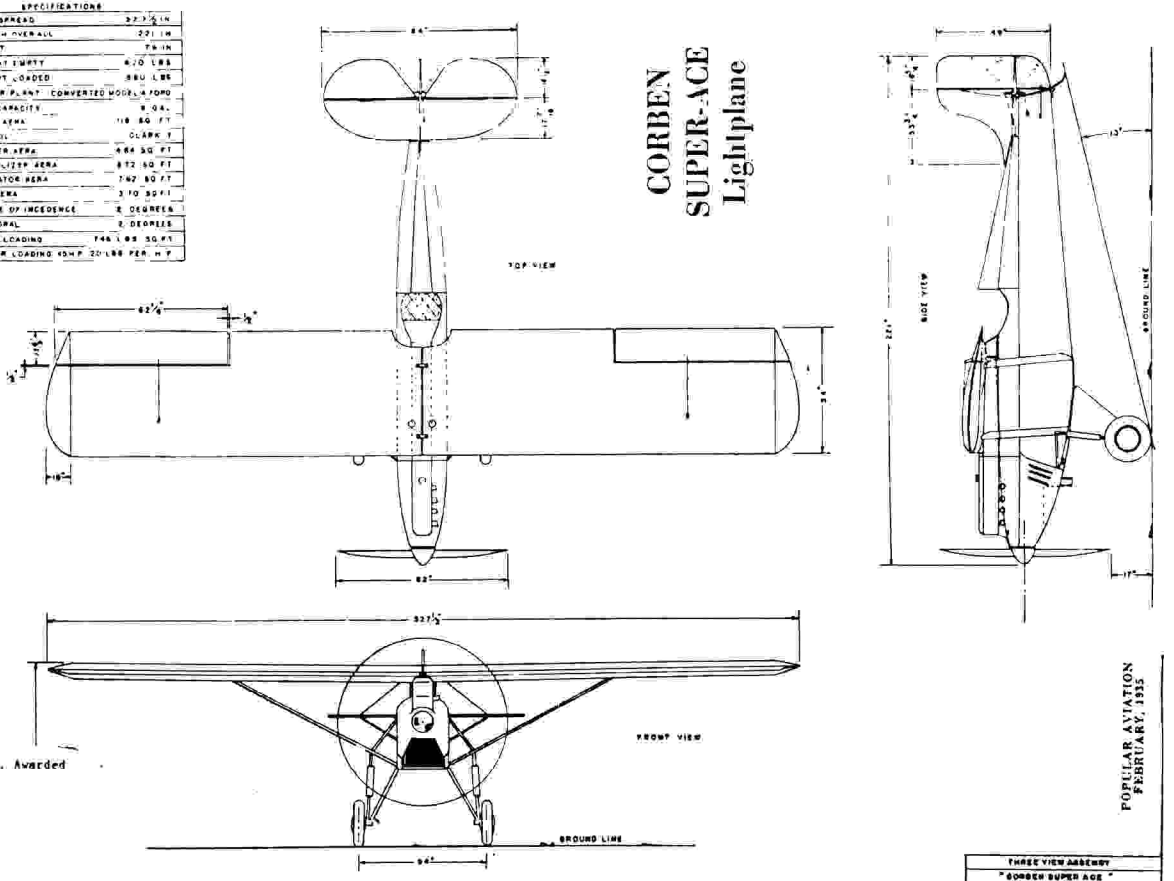
BIPLANE HAS 4 BONUS SEC. PER FLIGHT.

MEGOW 1/10 SCALE

6

SPECIFICATIONS	
WING SPREAD	32 7/8 IN
LENGTH OVERALL	22 1 IN
HEIGHT	7 9 IN
WEIGHT EMPTY	4 70 LBS
WEIGHT LOADED	8 8 0 LBS
POWER PLANT	CONVERTED MODEL A FORD
GAS CAPACITY	2 GAL
WING AERA	118 SQ FT
AIRFOIL	CLARK Y
RUDDER AERA	6 84 SQ FT
STABILIZER AERA	8 72 SQ FT
ELEVATOR AERA	7 62 SQ FT
FIN AERA	3 70 SQ FT
ANGLE OF INCIDENCE	2 DEGREES
DIHEDRAL	2 DEGREES
WING LOADING	7 46 LBS SQ FT
POWER LOADING 45 H P	20 LBS PER H P

CORBEN SUPER-ACE Lightplane



POPULAR AVIATION FEBRUARY, 1935

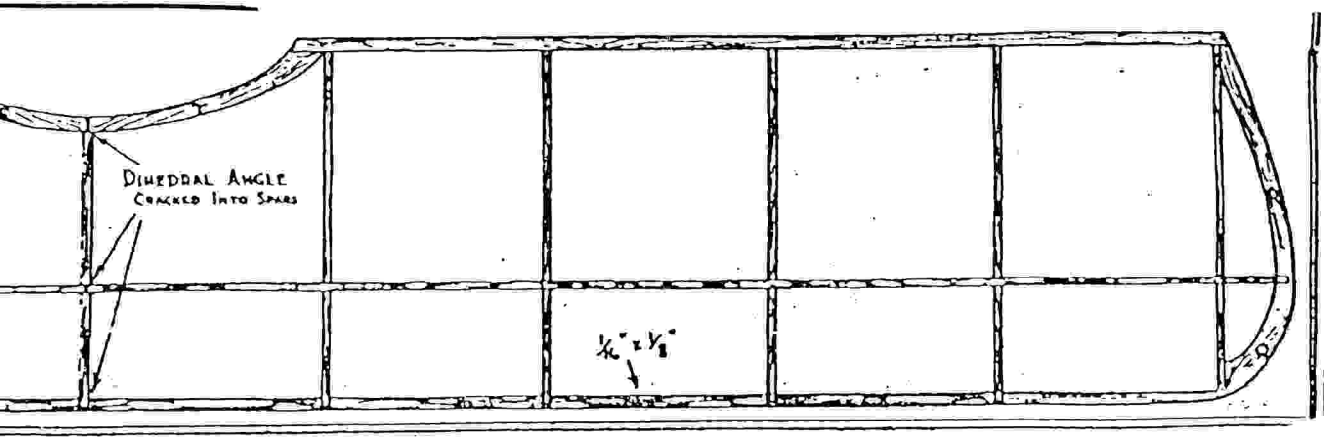
THREE VIEW ASSEMBLY	
" CORBEN SUPER ACE "	
SCALE-1-2½"/FOOT	DATE-10-18-34.
DRAWN BY-G.E.CORBEN	TRACED BY-O.S.D.
CORBEN SPORT PLANE CO. MADISON WISCONSIN	A-1

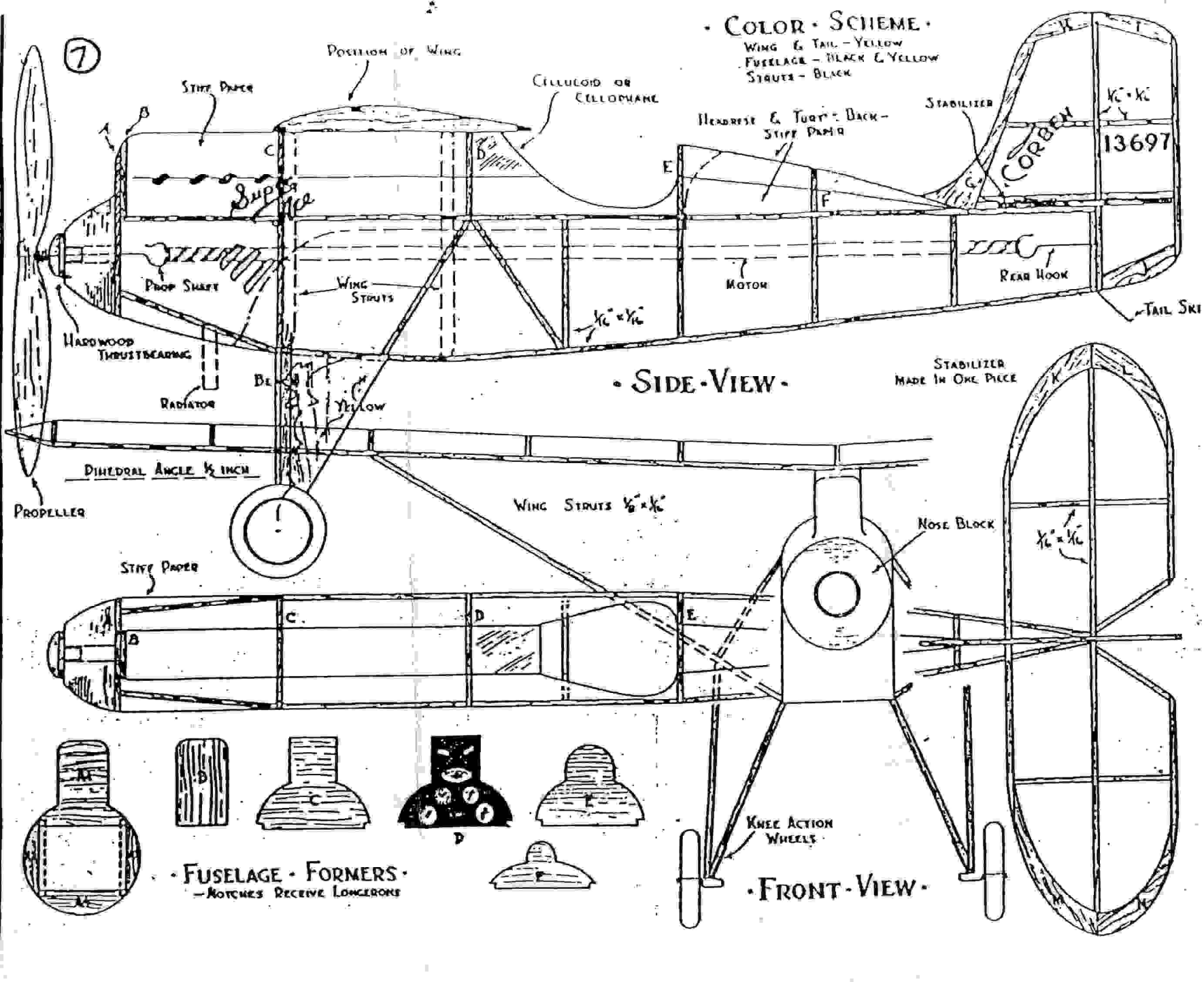
ller the better. Awarded
flight.

for monoplanes,

of 10 feet.
flights.

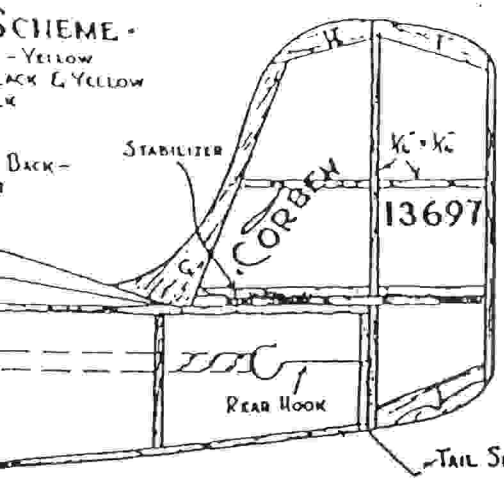
OHNSON CITY GRAND PRIX.

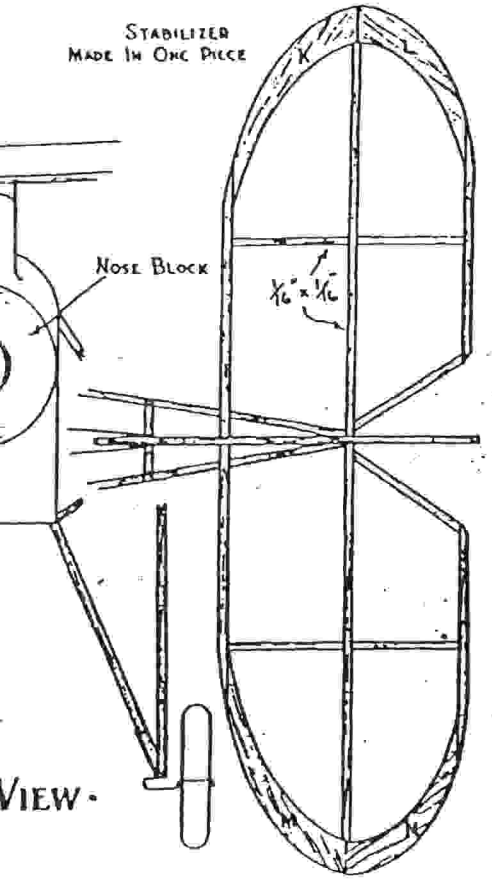



7
· COLOR · SCHEME ·
WING & TAIL – YELLOW
FUSELAGE – BLACK & YELLOW
STRUTS – BLACK
POSITION OF WING
STIFF PAPER
CELLULOID OR CELLOPHANE
HEADREST & TURT – BACK – STIFF PAPER
STABILIZER
CORBEN
13697
PROP SHAFT
WING STRUTS
MOTOR
REAR HOOK
TAIL SKI
HARDWOOD THRUSTBEARING
RADIATOR
YELLOW
· SIDE · VIEW ·
STABILIZER MADE IN ONE PIECE
DIHEDRAL ANGLE ½ INCH
PROPELLER
WING STRUTS ⅛" × ½"
NOSE BLOCK
STIFF PAPER
KNEE ACTION WHEELS
· FUSELAGE · FORMERS ·
– NOTCHES RECEIVE LONGERONS
· FRONT · VIEW ·

SCHEME -
- YELLOW
ACK & YELLOW
K

BACK -

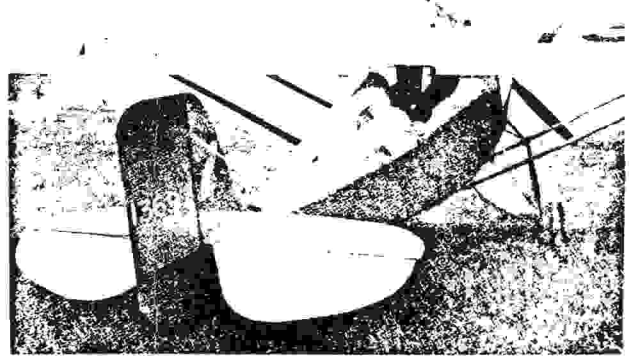




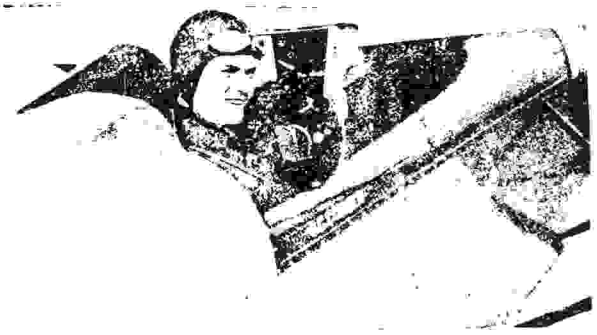
VIEW -

FROM "TAILSPIN" - BAY STATE FAC SOON,
MIKE NASSISE
22 GREENFIELD ST.
S. EASTON, MA
02375





Note the head rest fairs into the tail group, adding to the performance and appearance of this racy little plane.



The details of the cockpit and windshield are shown here. Hand hold on the wing makes it easy to get in or out.

⑪ DIME SCALE RULES MIAMA. 1992

Modified from Bob McDow's rules as used at Columbia U.,N.Y. & elsewhere.
CONSTRUCTION :Model kit had to sell for ¢10 in the 30,s & 40,s. Plan is submitted with model, no other documents. NO structural changes from plan except as noted below. Single or double surface according to plans.
NOTE: Keep in mind if you also want to enter these planes in FAC SCALE all surfaces MUST be double covered. Japanese tissue covering only.
Color scheme and all coloring, details, and marking as shown.
MODIFICATIONS ALLOWED:
1.1/20" wood may be used instead of 1/16"
2.Tail may be enlarged.
3.Nose may be modified to provide ample removable section, and an improved thrust bearing.
4.Rear rubber attachment may be changed.
5. Stringers and tissue may be used instead of "Stiff paper" called for.
6. A spar on the bottom of a wing plan may be moved to the top of the wing.
7. Any size or type prop may be used.
MAXIMUM SPAN 16 ¼". Those 20" span Comet kits must be reduced.

FLYING RULES : Unlimited flights,hand launched. Total of best 3 determine score. Model type gives bonus flight seconds,per flight.:
Bonus Points...add seconds per flight. High wing..0,Parasol,1..Shoulder..2, Low..3,Mid..2½,Floatplane..5,Biplane..4,Triplane..6

LOOKS LIKE A LOT OF FUN!! Plans and Kits are available from Scale Flight Co. See page 6. Doc Martin,Geo. Nunez, and Millard Wells have a lot of these plans locally. Get in touch. Lots of other old timer companies have plans too.
GOLDEN AGE REPRODUCTIONS P.O.BOX 1685, ANDOVER, MA 01810 Ctlg $2.00
PONDS PLAN SERVICE P.O.BOX 90310 SAN JOSE CA, Catalog $3.00

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.

⑥

FAC RULES

NO-CAL PROFILE SCALE INDOOR MIN. WT 6.2gm

1. A simple event for recognizable profile models with a wingspan limit of 16 inches.
2. Total of three flights to determine score. Highest total score wins. Fly-off to break ties.
3. Any flight of 20 seconds or more is official. All flights to be hand launched. No maximum flight time.
4. Model must have control outlines, registration numbers or letters, etc. Model must be in correct color scheme, have documentation to prove it. Model must also have full landing gear, either one, two or three legged. No profile gears. Retractable gear may be built in the up position. All wing struts must also be on model. Judges decision is final.

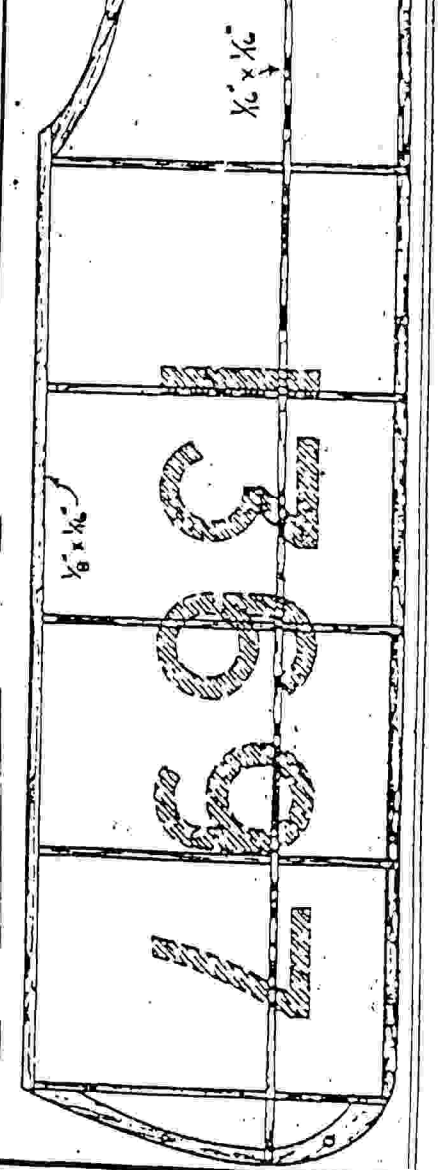
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CATACOMBS: Model of a Model..see "General". RIDDITO: The smallest to the smallest span model to achieve a 30 second flight.

COCONUT: MIAMA COCONUT SCALE RULES

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

ABOVE RULES USED FOR ALL MIAMA EVENTS + JAM



WHO READS HANGAR PILOT? RESULTS OF THE QUESTIONNAIRE

Let's see if you "boys" are surprised by any of these demographics. To now, 70 of our readers sent back the survey..They're still coming in...about 30% response. (10)

AGE: It looks like the kids who had Charles Lindbergh as a hero are still pursuing their hobby. We will have to redefine "JUNIOR" as anyone under 50. Six pilots were in their 40's,and 4 in their 30's.. none younger. Eleven pilots in their 50's (The new "SENIORS"), but now-Boom- 34 pilots in their 60's which means they were teenagers in the 1940's.The rest of the pilots are in their 70's (16 responded) World War II survivors. Yes, we have a handful over 80 still trimming tissue.

When it comes to occupations we really have a variety. A lot of craftsmen..no surprize.. artists, an engraver, truck driver,surveyor,iron worker,gunsmith, cabinet maker, Mill worker, cartoonist, tool and die makers, film producer, TV director,. More occupations: Writers and editors, teachers and architects, physicians and dentists. Career military and civil airmen. Some stock brokers, a PR director, a symphonic cellist, a parachute manufacturer. Draftsmen and designers. But the biggest group are the engineers. Aeronautic, NASA, design, spacecraft, atomic, etc. ...these are the modelers of MIAMA and FAC. Looks like a bright and interesting bunch to me, but getting a little long in the tooth.

Hangar Pilot Content: Lots of compliments (You'll turn my pretty head). Most frequent comment: Keep up the good work, and Don't change. By far the most appreciated aspect of H.P. are the plans, building tips, and three views. Many liked our attitude of irreverance, (Whatever happened to the Ikonoclast's Corner?) and cartoons. Also noted was lack of HORSES ORIFICES. We resort to this filler when we run out of material, and lately we are loaded with substance. One respondent found ORIFICES "funny but depressing." Among the more helpful suggestions are: More pages, bigger pages, color photos, and nude centerfold.. The cover art is greatly appreciated and we modestly admit we have the finest group of unpaid artists in the world. (Notice I didn't say'on the planet') Wells, Linstrum, Bokius, Allison,Doc, et al.

A satisfying number of successful models have been built from our pages. As you know we present flight-tested planes, but some are harder to build and trim than others . The most mentioned were Hedley's Bostonians (Esp. 7-Up) the viarious Mini-Sticks, and a variety of peanuts and pistachios. Linstrum's detailed plans are well recieved. A revelation.. the most built plans are the DIME SCALE models. Many built the Megow Puss Moth, and the Comet Mr. Mulligan and Messerschmitt 109 with success..

JOB STATUS: Yes more Pilots are retired than not, and I listed those who called themself "semi-retired" as still working. (Who are you kidding?) The retired outnumber the workers by a three to two ratio..

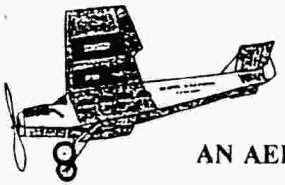
Most readers found out about MIAMA from the major columnists in the model mags. Van Gorder, Kruse, and Tenny. Also Warner and Hannan. Bill Hannan's Outreach in particular. Also mentioned were other newsletters, Jim Jones,Cottage Wings and flippant answers like "In a brothel in Hong Kong, since I was a little kid, and too long ago to remember." A surprising number of readers have complete collections of Hangar Pilot going back 20 years or more. Another group has just returned to modeling and have a lot of catching up to do.

Your editor is 66 and still crazy after all these years, and still fixing teeth after 40 years. Ex Philadelphian living in sunny, warm Miami. Twice divorced with a son a freshman at U of Miami and a daughter a sophomore in high school. As you can see I got off to a late start. US Army '45-'47. Ursinus College for undergrad and Penn for teeth.(Old Ivy) I'll join the retired squad in about ten years.

Major interests: Models, especially indoor and scale, music (Traditional Jazz) ,literature (Poetry)golf, travel (Have good friends in UK and love to visit them), politics and religion (I am a believer and an orthodox Christian). However I still look at women. Have three dogs,six cats, seven doves, two rabbits, and a tank of fresh water fish. I like animals..

" I am the man who, with the utmost daring, tried to create a heresy of my own, and when I put the finishing touches to it, discovered it was orthodoxy." Lord Acton This is beginning to sound like a personal add in the singles column. ("I like romantic candle light dinners and long walks on the beach.")

As a feature of Hangar Pilot I solicit autobiographies similar to mine above. I think it would be of passing interest to readers to know the careers of fellow modelers both the household names (Gordon Light, Earl Stahl, H.K. Weiss, Bill Hannan, Obarski, McCoy, etc.)and also the unknown modelers out there in La La land). I hope you will sit down and jot down the facts for this future feature. Let's hear from you.



MONTEVIDEO 28/11/91



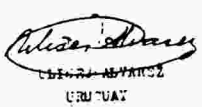
(12)

AN AEROMODELLERS MAXIMA-MINIMA

(Self reflections in my spare time)

- The success of a Peanut is a synthesis of two realities: its artistic value and its flying abilities.
- As a rule the success of a Peanut depends upon the absence of superfluous massive parts.
- A well built Peanut is at its best when the components do not exceed their minimum required strength.
- A Peanut can be expected to be unsuccessful when the main structural components have a decorative function only.
- In the process of building a successful model the weight and strength of its parts pre-condition further possible additions.
- Aircraft designers have spent many hours of work to figure out light structures. Therefor a good modeller should keep this in mind when scaling down a flying model.
- In model building only a few things turn out to be impossible; it just depends on the will to make it possible and the spare time available.
- In our hobby certain jobs are a real task, some are impossible. Separating them into single steps becomes a good tool as the number of stages equals the moment of leverage.
- A small scale, a micrometer and magnifying glasses are a must for a good Peanut builder.
- Designing and building a Peanut should be a pleasant job, so will be the final result.
- Building a flying model is, as with a dream, unpredictable and its time of life is unknown; sometimes we surprise ourselves working on a typical model, many months later we are surprised having finished it, but it is impossible to calculate how long it took.
- Money is the reward for a remunerative job; good flights are the reward that a modeller hopes for.....

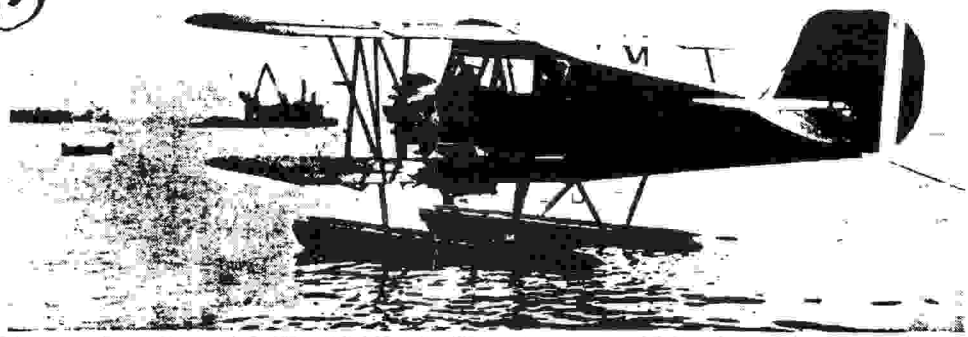




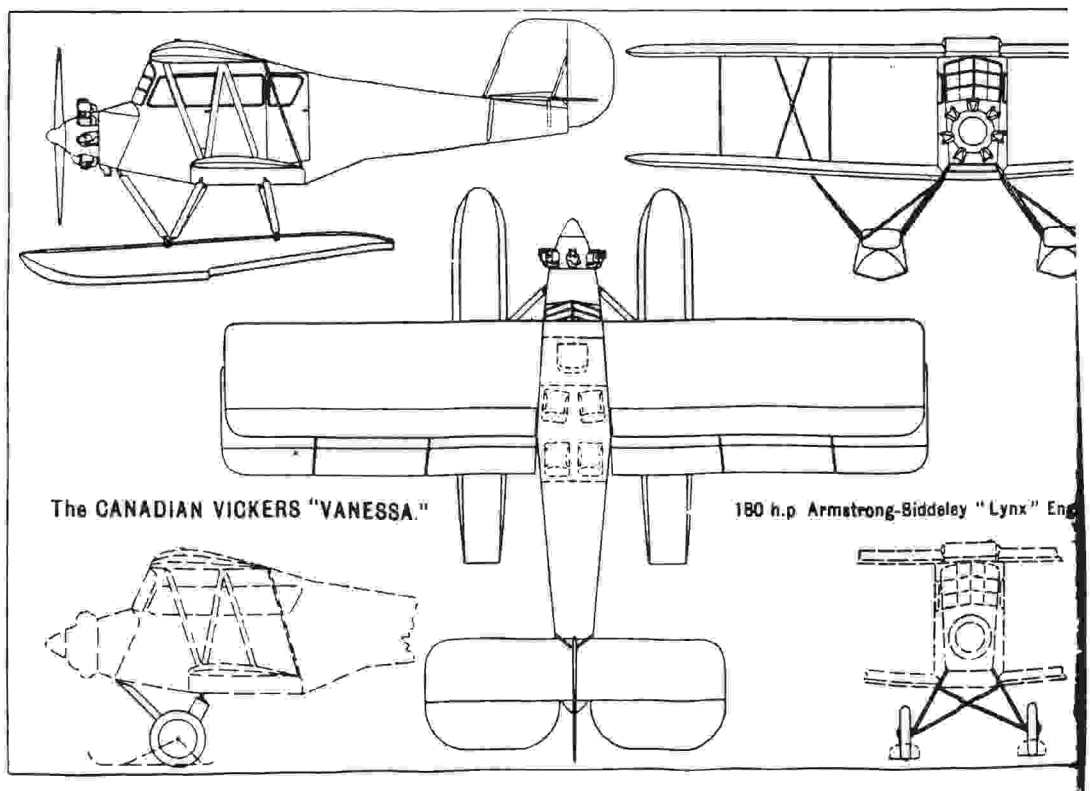


FROM A LETTER TO GEORGE NUNEZ
FROM ULESES ALVARAZ, URUGUAY

(13)



Vanessa floatplane of 1927 with Wright J5 engine; span 35 ft 3 in, length 30 ft, loaded weight 3,400 lb, max speed 103 mph, climb 550 ft/min, duration 4½ hr, one crew with up to four passengers; one built. (*National Aviation Museum photo.*)



FROM JANE'S 1927

Zack Mosley, 87, Dies; Created 'Smilin' Jack'

STUART, Fla., Dec. 24 (AP),— Zack Mosley, who mixed humor with aviation in his "Smilin' Jack" comic strip, died on Tuesday at Martin Memorial Medical Center here. He was 87.

The cause was a heart attack.

Inspired by a mail plane that flew over his boyhood home in Oklahoma, Mr. Mosley created a comic strip full of characters based on real people and detailed drawings of aircraft.

The biggest fans of his syndicated strip were those who had lived through World War I and World War II. "Smilin' Jack" appeared in more than 300 newspapers from 1933 to 1973.

"It was the most popular aviation adventure strip in the country in the 1930's and 40's," said Ron Goulart, editor of the Encyclopedia of American Comics. "This was a time when flying was literally by the seat of the pants. There was a romance to aviation, and Mr. Mosley got in on that."

The strip began in 1933 as "On the Wing." The story of nervous flying students became popular several months later when The Chicago Tribune-New York News Syndicate changed the title to "Smilin' Jack."

The strip featured a motley cast of characters, including Fatstuff, whose belly was so big that buttons popped, and a dashing faceless pilot, Downwind Jaxon, who symbolized the period's colorful aviators.

Mr. Mosley is survived by his wife, Betty; a daughter, Jill, of Gainesville, Fla., and three brothers, Joe of Stuart, Bob of Merritt Island, Fla., and Doyle of Oklahoma.

FROM FLYING ACES



DOMEDUSTER PLAN PACKET NUMBER 3 (14)

4 peanuts, 2 MINI-STICKS
1 PISTACHIO, 1 NO-CAL,
1 BOSTONIAN, 1 HL GLIDER+
1 EZB - FAMOUS DESIGNERS.
$8.00 TO STAN FINK
1810 PINE ST.
PHILA. PA.
19103

1994 Indoor World Championships From INDOOR NEWS

The 1994 Indoor World Championships will take place in the saltmines in Slanic, Rumania. There will be a world championship for seniors and juniors. The saltmine measures 64m high, 33m wide and 118m long. The mine is well thermo-insulated and draught-free. The temperature is constant at 12-13°C and rel. humidity is 70%.

Time schedule:

Sept 20 - arrival, registration
Sept 21 - practice, technical meeting
Sept 22 - opening ceremony, rounds 1 & 2
Sept 23 - rounds 3 & 4
Sept 24 - rounds 5 & 6
Sept 25 - reserve day, award ceremony
Sept 26 - departure

Entry fees: seniors, team managers $150, juniors $75, supporters $40. Accommodation: $35/pers/day x 6 days = $210 in motel, meals in restaurant, local transport. Banquet $15/pers. Information: Federatia Romana de Modelism, Str Vasile Conta 16 Sect 2, 70139 Bucarest,Rumania. Tel. 40 131 20160, fax 40 131 20161.

S.O.S. DOCUMENTS, DATA WANTED.
LES LONG'S LONGSTER III
JOE COLES
2 MAPLE TREE DR.
MT. HOLLY N.J.
08060

3-VIEWS NEEDED
POTTIER P-110
RIC CHOATE
2405 S. CAROLINA AV.
TAMPA, FLA.
33629
PHOTO OF ACTUAL FARMAN Stratoplane

JOHNSON CITY... HERE I COME! JUNE 2,3,4

ADDITIONS TO COTTAGE WINGS: ADD TO ISSUE # 159

EXCELLENT NEWSLETTERS: EL TORBELLINO . Lots of indoor in this hot bed of Fl-D flying where most of TEAM USA comes from. 12 issues $12.00 Checks to San Diego Orbiteers 3331 Adams Ave. San Diego, CA 92116

SAM 86 SPEAKS..10 issues $12.00 Editor Dan O'Grady puts out a nice mix of both indoor and outdoor FF stuff, with lots of the former.. Worthwhile. 50 Largo Cresc. Nepean, ONTARIO, Canada K2G3C7

FIELD AND SLIPSTREAM: Zany publication of the SOTS (Scale Old Timer Society) Sounds like an FAC publication? It is..Squadron #8. Philly area doings. YEAH, INDOORTOO! Masthead does not list issues/year, or price. TOM SANDERS, Editor 9 Kern Drive, Perkasie, PA 18944

BUMPER STICKER: I'VE BEEN MUGGED TWICE AND I'M STILL A LIBERAL

OXYMORONS:

GOVERNMENT WORKER
RESPECTED ATTORNEY
PSYCHIATRIC EXPERT

MENTAL HEALTH EXPERT
ACCURATE ECONOMIST

WHAT'S ON IN FREE FLIGHT ?

MARCH 19,20	MacDill,Tampa	MIAMA INDOOR MEET 5 Call Hot Line Fri. nite 1-305-858-6363
APRIL 16,17	MacDill,Tampa	MIAMA INDOOR MEET 6 Mass Launch FAC Golden Age
APRIL 23,24	PALM BAY,	SAM SPRIN MEET with FLYING ACES EVENTS. Don Brimmer 813-525-6667
MAY 14,15	MacDill ,Tampa	MIAMA INDOOR MEET 7 FAC Mass Launch Race Planes
MAY 28,29	PALM BAY	Rimert's Rally CD Terry Rimert 1-904-266-4795
JUNE 2,3,4	JOHNSON CITY..THE BIG ONE.. NFFS USIC. Indoor Champs.	
JUNE 11,12	PALM BAY	Gollywock. CD Lee Campbell 1-407-686-7824
JUNE 18,19	Pensacola	Fiesta of 5 Flags. CD Bob Junk 1-904-968-9619
THIRD WEEK IN JUNE	Lubbock Texas,	AMA Nats including indoor
JULY 2,3	PALM BAY	Florida State Outdoor Free Flight Champs. R.Hinson 1-904-344-5931
JULY 30	ISLAMORADA,KEYS	Wells Great Keys ROW Meet. This year a FAC Meet
AUG 6,7	PALM BAY	Dixie Nats CD Dan McCall 1-813-763-7020
SEPT. 3,5	PALM BAY	SAM and Nostalgia Champs Champs CD Ron Sharpton 1-904-767-6138
SEPT. 17,18	PALM BAY	District V FF CHAMPS CD Dave Platt 1-407-724-2144

SEPT. 12-16 MUNCIE IND-SAM CHAMPS - 1939 KORDA CD-TOM McCOY



THE HANGAR PILOT

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

Jim - did you drop all the mass-launch FAC events?
Doc

JIM MILLER
107 LORELEI DR
FAYETTEVILLE, OH
45118