THE HANGAR PILOT

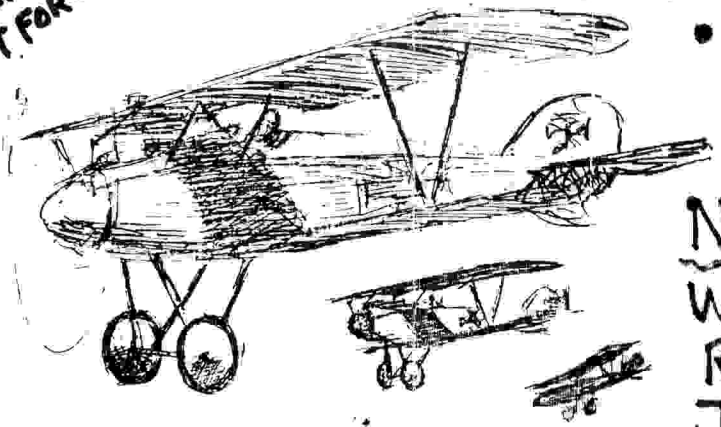
23RD YEAR of PUBLICATION
INDOOR ISN'T FOR EVERYONE

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION
MIAMI 705

ISSUE 165

Summer 1994

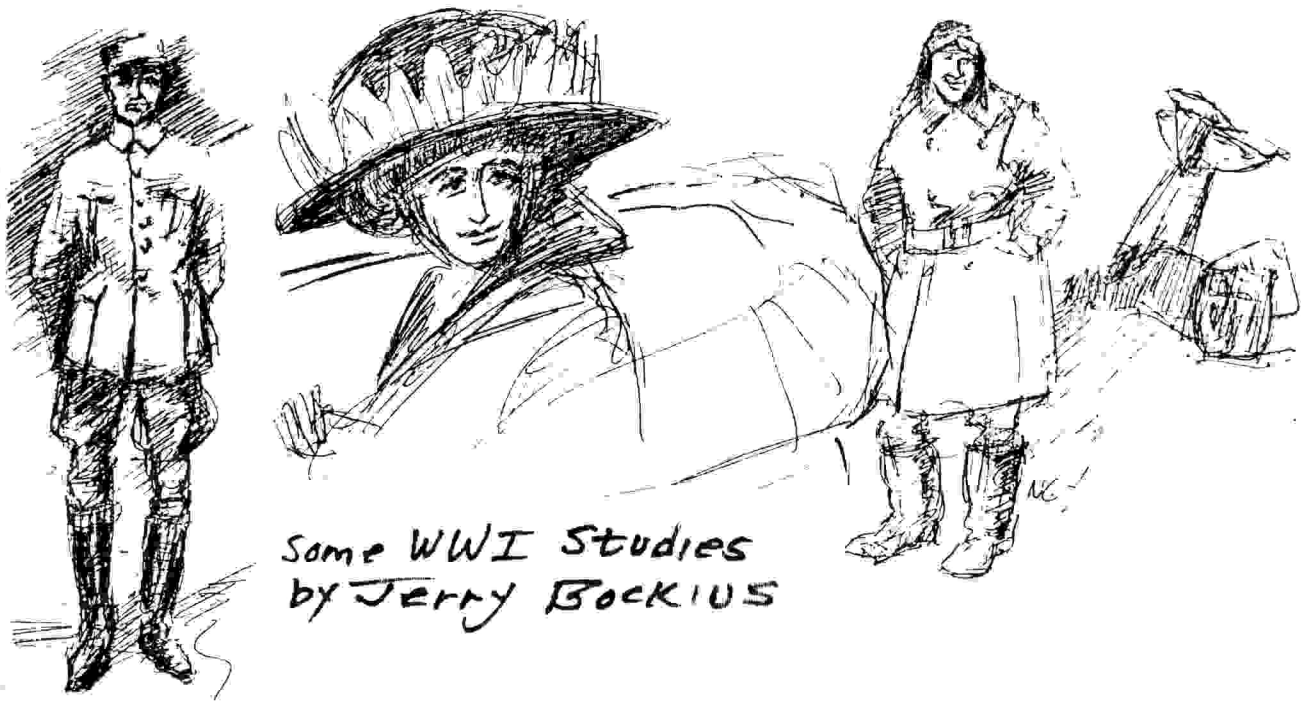
- RESULTS - LAST MEET (7) OF 23RD SEASON
- 2 EASY B'S: OBARSKI + HUNT
- JOHNSON CITY RESULTS



NEXT EVENT

WELLS KEYS ROW MEET - JULY 30

see page 4



Some WWI Studies by Jerry Bockius



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

MEET REPORT- MIAMA INDOOR #7

The 23rd MIAMA indoor flying season is history. We now have to add up all the annual points from your best five meets and see who won what. Rich MacEntee is doing the statistics, and this year's annual awards are going to be something special. All these results will be in the next issue and the annual awards dinner will be in October when we pass out the gold. The last meet was well attended with 20 pilots flying, and eight of them heading for Johnson City. Lots of new faces from the ranks of the ghost squadron, with some flying but not entering as yet.

Reflecting on this season there were at least 10 competing in each event which makes the meets exciting- no push-overs. There were a lot of defections from the ghost squadron, hence a lot of new faces. Really Great to see you new pilots! The realization that you don't have to be a superstar to have a great time. Beating your personal best is a great joy, even if you finish sixth.. To complete reflection on this season is to note the participation of newcomers like Alonzo, Williams, Thomas, Johnson and others who are new to the scene but are very enthusiastic.. Also noted is the great club promoter, site finder and stellar club member SIDNEY GILBERT. We need more club members like him-and his team mate EILEEN. Next season is already being planned with meet one scheduled on Oct 15,16 at MacDill and the Awards banquet on Sat. night.

WHEN YOU COME TO THE GREAT KEYS ROW MEET:

Put floats on your old peanut, FAC scale ,and Coconut. Pray for calm weather, bring sun screen,hat,shorts,wading shoes. towels, models, camera,and a good sense of of optomism. Bring your Video-Cam

Super light film - Notice ☆

All orders for POLYMICRO PMIIL be sent to, R.W.Obarski 2112 N.Halcyon Dr. Sun City Center, FL 33573-6362. The new material is $20.00 for 15 Ft. P.P. Weight is .00271 Oz per 100 sq. inches.

MEET 7 MacDILL AFB MAY 14-15 1994 C/D DOC (2)

PEANUT SCALE EVENT

1.George Nunez Turbo Beaver	86	1:28.4 Max	1:23	170.5
2.Doc Martin Goldwing	82	1:05	1:05	147
3.Don Brimmer Martin MO-1 float	92.1	:45	:48	138.6
4.Ric Choate Pottier P-100	68	1:43 Max	1:33.8 Max	136
X.Doc Martin Vickers Vanessa	95.6	:38	:39	134.1
5.John Tudor Dayton/Wright Racer	78.8	:41	:62	130
6.Walt Schlesinger Cougar	80	:39	:40	119.5
7.Sidney Gilbert Fike	82.4	:31	:29	112.4
8. Jake Larson Albatross W-4	75	:12.5	:18	92.7
X. Jake Larson Vickers Vigil	65	:20	:21.5	85.7

FLYING ACES SCALE

1.George Nunez Gee-Bee D	68	1:20 (70)	138
2.Doc Martin MO-1/Floats	71	:51	122
3.John Tudor Curtiss Robin	51	1:16 (68)	119
X.Doc Martin Vanessa	83	:38	121
4.Don Brimmer Leopard Moth	57	:53	111
5.Jake Larson Caproni 45	96	:11.5	109.5
6.Walter Schlesinger Leop. Moth	54	:39	93

LAST MEET OF 23RD SEASON

FLYING ACES EMBRYO ENDURANCE

1.Dave Linstrum XY Chromo.	486
2.Wayne Trivin White Bird	443
3.Sidney Gilbert Sunny side up	408
4.Earl Thomas Hornet	293
5.Walt Schlesinger 12½¢	149
6.Don Brimmer Pinko	139

FLYING ACES NO-CAL

L.Wayne Trivin Farman Postale	4:30
2.Tom McCoy Fike	2:54
3.Carl Hedley Zero	2:29
4.Sidney Gilbert Finnair	2:17
5.John Tudor Mr. Mulligan	1:42
6.Don Brimmer Citabria	1:15
7.Walt Schlesinger Avia 205	:44

AMA BOSTONIAN EVENT

1.Wayne Trivin Living Colors	1.12	515.7	
2.John Barker Scimitar 2a	1.12	441.2	
3.Earl Thomas Basic BostoniaN	1.10	256.3	
6.Carl Hedley " " " " "	1.10	159.5	
4.George Nunez Lorax	1.15	200.1	
5.Sidney Gilbert 7-Up	1.10	183.7	
7.Don Brimmer Pinky	1.12	136.4	
8.Walt Schlesinger Basic Bost.	1.10	120	

MINI STICK

1.John Barker	8:53
2.Dick Obarski	801
3.Wayne Trivin	7:22
4.Charles Johnson	5:49
5.Ray Alonzo	4:43
6.Dave Linstrum	3:43
7. Eldon Williams	2:37

MIAMA DIME SCALE

1.Doc Martin Puss Moth		159
2.Dave Linstrum Puss Moth		150
3.Don Brimmer Great Lakes		120
4.W. Schlesinger Nieuport 17		106
5.Carl Hedley Polish Fighter		98

MIAMA PISTACHIO SCALE

	Stat.	Fly		
1.Wayne Trivin s.Dumont	2	1:07	1	3
2.VTO Linstrum D.Komet	2	1:03	2	4
3.Doc Martin Goldwing	3	:58	3	6
4.George Nunez Nieuport	1	:49	6	7
5.Sidney Gilbert Fike	3	:49	5	8
X.G. Nunez Sop.Tripe	1	:41	7	8
X.Doc Martin M20b	4	:56	4	8
6.Don Brimmer Andreason	2	:33	8	10

MIAMA COCONUT

1.Geo. Nunez Potez 36	1:27
2.Dave Linstrum Porter	1:18
3.Doc Martin Goldwing	1:11
4.W. Schlesinger Hi-max	:32

MODEL OF A MODEL:

1.Dave Linstrum Pussy Cat	1:10
2.Don Brimmer Buzz Bug	1:09

AMA EASY B

1.Dick Obarski	16:39
2.Wayne Trivin	14:48
3.John Barker	12:31
4.Ray Alonzo	12:30

AMA LIMITED PENNY

1.John Barker	8:36
2.Charlie Johnson	4:47

MIAMA PEANUT

1.George Nunez
2.Sidney Gilbert
3.John Tudor
4.Don Brimmer
5.Walt Schlesinger
6.Doc MaRTIN
&.Jake Larson

MASS LAUNCH EVENTS

MIAMA COCONUT

1.George Nunez Potez
2.Dave Linstrum Pilatus
3. Walt Schlesinger Hl-Max

FAC RACEPLANES

1.John Tudor Dayton
2.Doc Martin Ike
3.G. Nunez G-B D
4.Walt Schles. Ike
5. Sid Gilbert Goon

(3)

Hardcastle
FILMS & VIDEO

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November 16, 1993

Dr. John Martin
President/Editor THE HANGAR PILOT
2180 Tigertail Ave.
Miami, FL 33133
305-858-6363

Dick Hardcastle has some great suggestions for future Hanger Pilots. Anyone care to contribute? Doc

Dear Doc,

Here's my renewal for 1994.

In response to your mini questionnaire:

* I'm 63
* Semi-retired Film & Video Producer
* Been aware of Doc Martin forever!
* Never built from your plans, but got lots of great ideas from HP.
* Suggestions? Here's one. Interview in depth, on video some of your expert members. Tee up the interview with questions like:
  How did you get involved in Indoor?
  What interests you?
  What do you get out of it?
  What events do you enjoy and Why?
  How do you select the models you build?
  How do you get that great finish to your scale models?
  How do you trim to make the model go left, left?
  How do you get more winds in your motor than I do?
  What's the secret to getting your glider to roll out so close to the ceiling.
  How do you build so light?
  Tell us where and how you build your models. Workshop? Kitchen table? Any construction tips?
  What are you secrets to success?

Just let the model builders ramble on and on as you record everything on video. Later review the interview and print the highlights in THE HANGAR PILOT. Then send me the videos and I will edit them into a neat video piece you can show at the end of year Awards Dinner.

Keep up the great work. Hope to see you at the March contest.

Regards,

Dick

Dick Hardcastle
12921 Des Peres Woods Drive
St. Louis, MO 63131
~~314-822-9691 (home) 314-647-4200 (office)~~

Thanks to a consortium of indoor modelers, Indoor News and Views is back! Ed Lockhart has dubbed the group the Gashouse Gang. We won't get in to why or anything. They do need help so get in those indoor articles you've been meaning to turn in for years. That means you, Bob Platt. Now where do you send this stuff? Try Roy White 1025 Cedar St Catawissa, Mo 63015

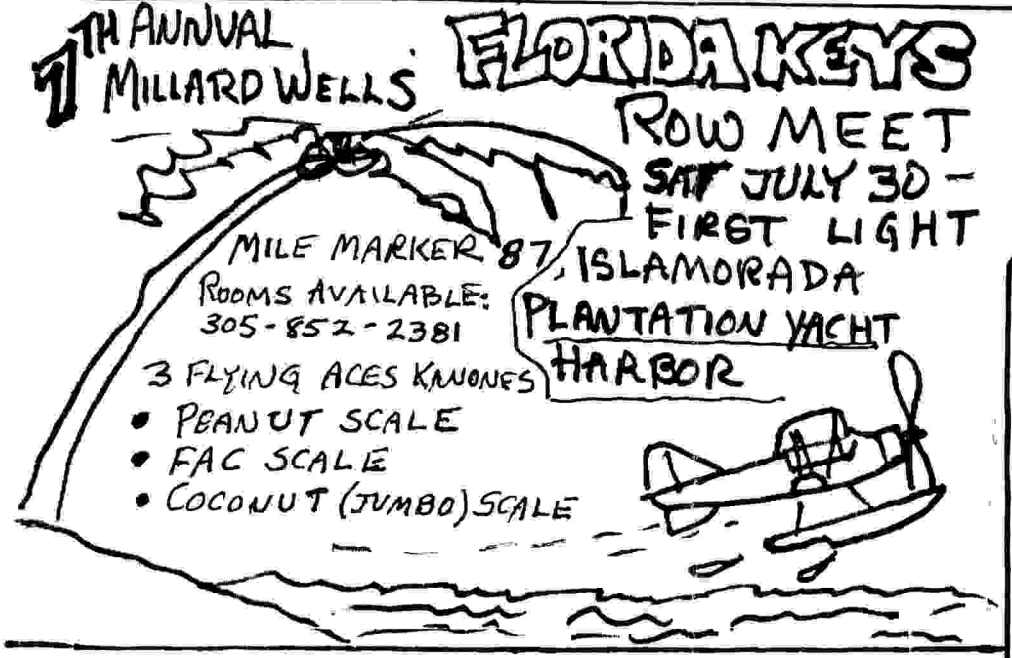
We also have Larry Coslick, H. Henderson, M.J. Reilly and Bill Martin to thank for the resurrection;



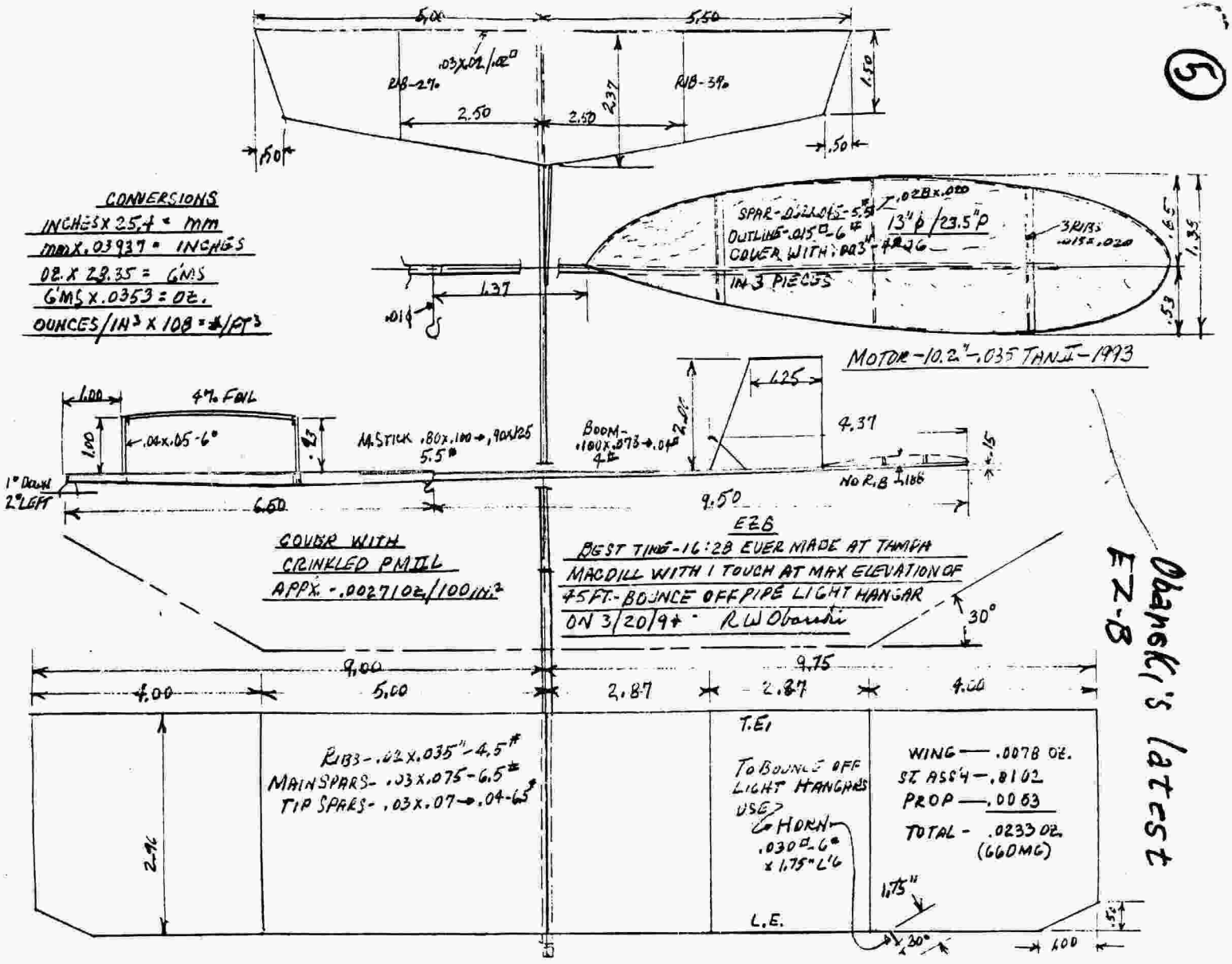
RESULTS OF MARTIN MO-1 POSTAL CONTEST.

1. Bob Wells 56 SEC.
2. AL BACKSTROM 54
3. MIKE CONKLING 43.

ED SEAY SOLD MORE THAN 173 MO-1 KITS AT HIS INTRODUCTORY ONE DOLLAR PRICE! DETAILS OF THIS MAL POSTAL MEET IN ISSUE #166






5.00
5.50
.03x.02/.02°
2.50
2.50
2.37
1.50
.50
.50
SPAR-DRILLOUTS-5.5° .028x.000
OUTLINE-.015°-6°
COVER WITH .003 PA26
IN 3 PIECES
13¼ p / 23.5" p
3 RIBS .015 x .020
1.65
1.35
.53
1.37
.014
MOTOR-10.2"-.035 TANJ-1993
1.00
4% FOIL
1.00
.04x.05-6°
.63
M.STICK .80x.100→.90x.25
5.5°
BOOM-
.100x.073→.04°
4°
2.87
1.25
4.37
.15
NO RIB
.186
1° DOWN
2° LEFT
6.60
9.50
COVER WITH
CRINKLED PMIL
APPX. .002 7 oz/100 in²
EZ8
BEST TIME-16:28 EVER MADE AT TAMPA
MACDILL WITH 1 TOUCH AT MAX ELEVATION OF
45FT.-BOUNCE OFF PIPE LIGHT HANGAR
ON 3/20/94 · R W Obarski
30°
9.00
9.75
4.00
5.00
2.87
2.87
4.00
2.96
RIBS-.02x.035"-4.5°
MAIN SPARS-.03x.075-6.5°
TIP SPARS-.03x.07→.04-6°
T.E.
TO BOUNCE OFF
LIGHT HANGERS
USE
HORN
.030°-6°
x 1.75"-L'6
1.75"
L.E.
30°
.100
.50
WING — .0078 oz.
ST ASS'Y — .8102
PROP — .0063
TOTAL - .0233 oz.
(660MG)
CONVERSIONS
INCHES x 25.4 = mm
mm x .03937 = INCHES
oz. x 28.35 = GMS
GMS x .0353 = oz.
OUNCES/IN³ x 108 = #/FT³
EZ-8
Obarski's latest
5

JOHNSON CITY 1994 JUNE 2,3,4 (6)

These four pages of Johnson City results and remarks were lifted from SAM 86 SPEAKS byDan O'Grady. It has all the results except for the Peanut, Coconut, and Pistachio. We'll run these results in the next issue. It's too bad that during an intense competition like this there is almost no time to socialize with old pals you rarely see.. MIAMA In addition to our many out of state MIAMA members, we were represented at USIC by 9 Florida flyers: Obarski, Doc,Nuszer, Barker,Bob & Millard Wells Brimmer & Schlesinger.

NEWS FLASH -

MIAMA MEMBERS SWEEP PISTACHIO EVENT. Don Brimmer FIRST, Doc Martin SECOND, and Millard Wells THIRD. Since MIAMA flies this event at every meet and few other clubs do, I feel we have a "home court advantage", but a sweep is a sweep, and we love it, Obarski spent most of the meet hung on the girders . Amazing times! 5 min. times for winning Bostonians, eleven and one half minutes in Mini Stick, over 25 minutes in Easy B, and almost eight minutes in No-Cal scale !! Either we're getting real good or that Tan II is great stuff.

HIGH TIMES

May 30	Rudi Schoenberger	Easy B	11:55

THE U.S. INDOOR CHAMPIONSHIPS

Jun 2-4, 1994, Johnson City, TN

Weather conditions both outdoors and indoors were excellent, and record times were posted at the meet. Bernard Hunt (U.K.) set a record breaking time of 37:22 in Intermediate Stick! Larry Coslick was Grand Champion of the meet, and Mike Thomas was runner-up.

Twelve Canadians participated and set ten Canadian records:

Mike Thomas	ROG Cabin	16:01
	Manhattan Cabin	12:31
	Easy B	24:43
	Bostonian	5:17
Vlad Linardic (Jr)	Lim. Pennyplane	12:20*
	Pennyplane	12:27*
	Hand Launched Stick	31:32*
	F1D	31:04*

* These are Canadian Junior records

Jack McGillivray	Intermediate Stick	35:07
Dan O'Grady	Pennyplane	16:40

This was Peter Olshefsky's first ever Johnson City meet. He was delighted with it and is already planning for next year. Jimmy Zufelt did his best ever EZB time and is tickled pink. Colin wasn't really prepared for this year's USIC. He was in the throes of moving into a newly constructed house that wasn't quite finished, but nonetheless pressed his LPP into service in Pennyplane and gave a creditable performance. I improved my times too.

U.S.I.C. RESULTS

Bostonian

(37 entered)

Pl.	Name	Best Flt.	Best Two	Charisma	Total
1.	Jim Grant	5:31	10:34	1.14	722.76
2.	Larry Coslick	5:32	10:28	1.15	722.20
3.	Mike Thomas	5:17	10:33	1.11	702.63
4.	Tom Sanders	5:02	9:52	1.09	645.28
5.	R. Miller	5:06	9:33	1.09	624.57
6.	Paul Avery	4:16	8:28	1.20	609.60
7.	Joe Nuszer	4:06	8:09	1.15	562.35
8.	Wm. Pavek	4:14	8:26	1.10	556.60
9.	John Marett	4:22	8:42	1.04	542.88
10.	R. Peterson	3:58	7:36	1.12	510.72
11.	Mike Thompson	3:42	7:19	1.16	509.24
12.	John Barker	4:02	7:42	1.08	498.96
13.	Ron Ganser	4:05	7:40	1.05	483.00
14.	Tom Nied	3:31	6:38	1.20	477.60
15.	Dave Robelen	3:48	7:21	1.08	476.28
16.	John Triolo	3:57	7:12	1.07	462.24
17.	Herbert Stevens	3:17	6:19	1.03	390.37
18.	Bill Martin	2:57	5:50	1.07	374.50
19.	K. Von Bueren	2:32	5:02	1.12	338.24
20.	Ted Seaver	2:41	5:16	1.04	328.64
21.	Jim Buxton	2:41	5:16	1.04	328.64
22.	Doug Deller	2:17	4:18	1.03	265.74
23.	Millard Wells	2:03	4:02	1.05	254.10
24.	Jim Richmond	3:30	3:30	1.14	239.40
25.	John Blair	2:58	2:58	1.10	195.80
26.	John Kagan	2:25	2:25	1.10	159.50
27.	L. Wieczorek	0:59	0:59	1.14	67.26

The three top flyers had both of their best two flights over five minutes! Times of 4+ minutes and maximum charisma points wouldn't put you in the top five this year..... If you're thinking of next year you'd better think of six minutes....

Hand Launch Stick
(20 entered)

1.	Richard Doig	41:36
2.	Jim Richmond	41:12
3.	Don Slusarczyk	36:52
4.	Stan Chilton	36:46
5.	Jim Grant	36:15
6.	Bernard Hunt	36:14
7.	Dick Hardcastle	33:13
8.	Larry Coslick	32:51
9.	Chuck Slusarczyk	32:27
10.	Tom Vallee	32:02
11.	Vlad Linardic (SR)	31:32
12.	Dan Belieff	30:08
13.	Larry Mzik	29:18
14.	George Chabot	26:53
15.	Mike Thompson	27:17
16.	Vern Hacker	20:41
17.	Ed. Burke	20:06

Manhattan Cabin
(17 entered)

1.	Mike Thomas	12:31
2.	John Marett	12:23
3.	Walt Van Gorder	12:18
4.	Jim Grant	11:46
5.	Larry Coslick	11:33
6.	A. D'Alessandro	11:10
7.	Chuck Slusarczyk	10:54
8.	Stu Weckerly	10:36
9.	Ron Ganser	10:35
10.	Paul Avery	9:49
11.	John Diebolt	7:08
12.	Abram Van Dover	4:03
13.	Jim Zufelt	2:55

F1D
(26 entered)

1.	Richard Doig	42:01	1:23:00
2.	Jim Richmond	41:36	1:21:13
3.	Don Slusarczyk	35:21	1:10:40
4.	Chuck Slusarczyk	35:47	1:09:51
5.	Jack McGillivray	37:34	1:07:33
6.	Bill Hulbert	33:26	1:05:53
7.	Dan Belieff	34:25	1:04:05
8.	Mike Thomas	31:57	1:03:37
9.	Tom Vallee	31:50	1:03:09
10.	Vlad Linardic (SR)	31:04	1:01:53
11.	Larry Mzik	28:57	0:57:26
12.	George Chabot	31:52	0:56:30
13.	Rob Eberle (SR)	26:50	0:52:36
14.	John Kagan	24:23	0:47:25
15.	Mike Thompson	22:31	0:42:19
16.	Vern Hacker	15:42	0:24:11
17.	Ed. Burke	21:53	0:21:53

Federation R.O.G. (9 entered)

1.	Jim Clem	8:55
2.	Dan Baird	7:50
3.	Larry Coslick	7:07
4.	Fred Rash	6:09
5.	Howard Henderson	6:04
6.	Neal Henderson	5:35
7.	Ed. Ripley	5:07
8.	Ted Seaver	4:30
9.	John Fellin	2:41

Team Federation R.O.G.

1.	Tenn: Baird, Rash	13:59
2.	Missouri: Coslick, Henderson	13:11
3.	Texas: Clem	8:55
4.	Wisconsin: Seaver, Fellin	7:11

FAC Scale

Pl.	Name	Model	Best time	Flt Pts	Scale Pts	Total
1.	J. McGillivray	SE-5 Replica	1:57	81.75	76.75	158.5
2.	Stu Weckerly	Centennial 100 -floats	1:40	77.5	65.0	142.5
3.	Dave Rees	Citabria	2:01	82.5	55.0	137.5
4.	Bill Passarelli	Nesmith Cougar	2:02	82.5	55.0	137.5
5.	Jim Miller	Martin MO-1	1:44	78.5	58.25	136.75
6.	Rich Miller	Volksplane	1:32	75.5	58.25	133.75
7.	John Blair	C-165 Airmaster	1:56	81.5	48.25	129.75
8.	John Martin	Howard Ike	1:16	68.0	57.0	125.0
9.	Ollie Benton	Volksplane	0:68	64.0	60.5	124.5
10.	Jim Miller	Voisin	0:33	33.0	79.0	112.0
11.	C. Wojtkiewicz	Albatross DIII	0:31	31.0	65.5	98.5
12.	Jim Pollard	Sopwith Tabloid	0:13	13.0	64.25	77.25
13.	Walt Schlesinger	Fokker D-VII	0:12	12.0	63.5	75.5

High Wing Monoplane

Pl.	Name	Model	Best time	Flt Pts	Scale Pts	Total
1.	Jim Miller	Hi-Max	120	82.5	52.25	134.75
2.	Mike Thompson	Lacey	152	82.5	49.25	131.75
3.	Doc Martin	Dornier Komet	89	74.5	51.0	125.5
4.	Stu Weckerly	Ford AT	107	79.25	42.5	121.75
5.	Don Brimmer	Cessna C-37	78	69.0	49.5	118.5
6.	Jim Pollard	Cessna Airmaster	56	56.0	45.0	101.0
7.	John Blair	Stinson Reliant	46	46.0	46.0	92.0
8.	Millard Wells	Douglas Obs Y1D-43	49	49.0	43.0	92.0

Kit Plan Scale

Pl.	Name	Model	Fid. Pts	Craft Pts.	Best 2 Flts.	Total
1.	Rich Miller	Howard DGA-9	59.0	36.0	190.0	285.0
2.	John Blair	Fairchild Ranger	55.0	36.0	181.0	272.0
3.	Doc Martin	Dornier Komet	56.0	30.0	172.0	258.0
4.	Walt Eggert	Puss Moth	53.0	32.0	170.0	255.0
5.	Dave Rees	Zippy Sport	46.0	32.0	156.0	234.0
6.	Ken Lazarus	Curtiss Robin	51.0	24.0	91.0	166.0
7.	Jim Grant	Taylorcraft YO-57	54.0	36.0	18.0	108.0

AMA Peanut Scale

I missed getting the results sheet for this event, but Don Slusarczyk and Jack McGillivray tied for 1st place, resulting in a fly-off. While winding his Isaac's Fury for the fly-off Jack broke his motor and conceded first place to Don.

Pennyplane
(51 entered)

1.	Dick Hardcastle	16:56
2.	Larry Coslick	16:50
3.	Dan O'Grady	16:40
4.	Philip Hartmann	16:20
5.	A. D'Alessandro	15:59
6.	Mark Vancil	15:46
7.	John Marett	15:37
8.	Jim Clem	15:24
9.	John Kagan	15:19
10.	Walt Eggert	14:54
11.	John Ganser	14:48
12.	Mike Thomas	14:28
13.	Chuck Slusarczyk	14:21
14.	Manny Radoff	14:10
15.	John Triolo	14:05
16.	Rob Romash	13:17
17.	Fred Rash	13:07
18.	Tom Green	13:06
19.	Jim Buxton	13:02
20.	Jim Jones	12:56
21.	Joe Nuszer	12:45
22.	Vlad Linardic (SR)	12:27
23.	Colin Raymond-Jones	12:20
24.	Jim Richmond	12:16
25.	John Fellin	12:08
26.	Bud Tenny	12:06
27.	Chris Sydor (SR)	11:54
28.	Howard Henderson	11:48
29.	Vern Hacker	11:28
30.	Kris Forward (JR)	11:17
31.	Lou Leifer	11:14
32.	Jim Grant	10:31
33.	Peter Olshefsky	10:19
34.	Jim Zufelt	10:06
35.	Billie Landrum	9:54
36.	Tony Italiano	9:11
37.	Ed. Sullivan	8:59
38.	Jack Boone	8:04
39.	Chester Wrzos	7:39
40.	Dick Obarski	7:12
41.	Abram Van Dover	6:26

R.O.G. Cabin
(6 entered)

1.	Dan Belieff	22:27
2.	Ron Ganser	22:05
3.	A. D'Alessandro	18:42
4.	Mike Thomas	16:01
5.	John Marett	15:22

Ornithopter
(3 entered)

1.	Larry Coslick	11:03
2.	Tom Nied	2:27
3.	Ed. Ripley	0:56

Intermediate Stick
(33 entered)

1.	Bernard Hunt	37:22
2.	Jack McGillivray	35:07
3.	Dick Hardcastle	33:14
4.	Stan Chilton	32:59
5.	Jim Richmond	32:01
6.	Larry Coslick	30:52
7.	Chuck Slusarczyk	29:40
8.	Walt Eggert	27:53
9.	Dan Belieff	27:50
10.	Mike Thomas	27:38
11.	Dan O'Grady	25:41
12.	John Barker	25:16
13.	Jim Grant	25:14
14.	Ron Ganser	24:25
15.	Mike Thompson	24:13
16.	Dick Obarski	23:37
17.	John Marett	21:19
18.	Vlad Linardic (SR)	19:27
19.	Vern Hacker	19:24
20.	Joe Nuszer	17:55
21.	Larry Mzik	16:26
22.	Chris Sydor (SR)	13:35
23.	Phil Hartmann	10:14
24.	Don Slusarczyk	8:05
25.	Tom Vallee	4:14

No-Cal Scale
(29 entered)

1.	Mike Thomas	7:47
2.	Robert Hartmann	7:25
3.	Howard Henderson	6:52
4.	Larry Coslick	6:34
5.	Chuck Slusarczyk	6:22
6.	Dan Baird	5:48
7.	Dave Robelen	5:45
8.	Dick Obarski	5:44
9.	Wm. Pavek	5:42
10.	John Ganser	5:37
11.	Jim Buxton	5:31
12.	John Marett	5:05
13.	Lou Leifer	5:01
14.	Tom Neid	5:00
15.	Rob Romash	4:19
16.	Walt Eggert	3:50
17.	Larry Mzik	3:48
18.	Fred Rash	3:15
19.	Abram Van Dover	3:03
20.	Jon Vancil	2:34
21.	Ed. Ripley	2:18
22.	Karl Van Beuren	2:15
23.	Richard Peterson	1:24

Peanut Speed
(5 entered)

1.	Chris Sydor (SR)	Best mph	6.67

Ministick
(61 entered)

1.	Bernard Hunt	11:30
2.	Larry Cailliau	11:24
3.	Dick Hardcastle	11:23
4.	Walt Van Gorder	11:18
5.	Larry Coslick	10:50
6.	Jim Clem	10:47
7.	Ted Seaver	10:39
8.	Rob Romash	10:36
9.	Mike Thompson	10:34
10.	Bob Eberle	10:08
11.	John Kagan	10:06
12.	Jack McGillivray	10:04
13.	A. D'Alessandro	10:02
14.	Doug Deller	9:49
15.	Dick Obarski	9:48
16.	Mark Vancil	9:25
17.	Wm. Pavek	9:23
18.	Howard Henderson	9:18
19.	John Fellin	9:13
20.	W.L. Martin	9:10
21.	Jack Archibald	8:57
22.	Larry Mzik	8:42
23.	Vlad Linardic (SR)	8:40
24.	Robert Warmann	8:39
25.	Karl Van Beuren	8:31
26.	Bill Harding	8:23
27.	Tom Vallee	8:06
28.	Stu Weckerly	7:49
29.	John Barker	7:47
30.	John Vancil	7:44
31.	John Ganser	7:28
32.	John Diebolt	7:26
33.	Colin Raymond-Jones	6:26
34.	George Chabot	5:58
35.	Ed. Ripley	5:28
36.	Vern Hacker	4:40
37.	Mark Sistrunk	4:37
38.	Dave Henshaw	4:15
39.	Bud Tenny	3:57

Note: The difference in the number of flyers entered and the number of scores posted is attributable in part to some who flew, but did not to enter a score. Some left their models on the ceiling, others chose not to fly, and there were several who did not attend the USIC.

Ministick Mass Launch

Winner - Walt Van Gorder
(This is not a timed event but I timed Walt at 11:31)

Unlimited Speed (8 entered)

1.	Larry Coslick	best mph	14.19
2.	Chris Hales (JR)		11.97
3.	George Chabot		11.74
4.	Jesse Shepherd Sr.		8:53
5.	Vern Hacker		7.93

Hand Launched Glider
(18 entered)

1.	Jim Buxton	152.5
2.	Bernie Boehm	149.1
3.	Mike Thompson	134.3
4.	Rob Romash	125.9
5.	R. Peterson	119.4
6.	K. Van Beuren	118.8
7.	Chris Sydor (Sr)	107.4
8.	Bob Eberle	96.3
9.	Dave Robelen	78.2
10.	Jim Forward	71.4
11.	John Kagan	59.2
12.	Abram Van Dover	46.0
13.	Tom Sanders	43.2

(Scores are the total of best two)

Catapult Glider
(41 entered)

1.	Bill Schlarb	160.3
2.	Dan Belieff	158.2
3.	Keith Fulmer	157.2
4.	Ralph Schlarb	155.4
5.	Bernie Boehm	150.6
6.	Wm. Passarelli	150.6
7.	Mike Thompson	149.7
8.	Artie Jessup	148.4
9.	Karl Van Beuren	145.7
10.	Lee Person	144.1
11.	Neal Henderson	143.2
12.	Mark Vancil	141.5
13.	Vito Garofolo	140.3
14.	Rob Romash	135.2
15.	Fred Rash	126.0
16.	Jim Buxton	125.4
17.	R. Peterson	123.2
18.	Jim Richmond	121.7
19.	Phil Klintworth	114.0
20.	R. Warmann	113.1
21.	Tony Italiano	100.7
22.	Bill Harding	100.5
23.	Mark Sistrunk	100.3
24.	Ed. Ripley	96.5
25.	Ted Seaver	93.4
26.	Manny Radoff	88.7
27.	Don Brimmer	87.5
28.	Stu Weckerly	86.7
29.	Jim Kelly	79.5
30.	Bud Tenny	71.7
31.	Bob Eberle	43.9
32.	Tom Sanders	43.4

Coconut Scale Mass Launch

Don Slusarczyk, flying a hastily repaired (major damage!) Pilatus Porter, narrowly beat out Dave Rees flying his Zippy Sport. Although not a timed event I clocked Don's flight at 2:45.

Easy B
(65 entered)

1.	Larry Coslick	25:47
2.	Don Slusarczyk	24:44
3.	Mike Thomas	24:43
4.	Bernard Hunt	24:13
5.	Bob Eberle	23:48
6.	Walt Van Gorder	23:10
7.	Howard Henderson	22:33
8.	Jack McGillivray	22:13
9.	Jim Richmond	21:56
10.	Larry Cailliau	21:44
11.	Mike Thompson	21:15
12.	Walt Eggert	21:10
13.	John Marett	20:26
14.	Stu Weckerly	20:16
15.	Manny Radoff	20:02
16.	Vlad Linardic (Sr)	19:40
17.	John Kagan	19:35
18.	John Vancil	19:24
19.	Dick Hardcastle	18:50
20.	Doug Deller	18:45
21.	A. D'Alessandro	18:39
22.	Larry Mzik	18:35
23.	Dan Belieff	18:17
24.	Tom Vallee	18:16
25.	Jack Archibald	18:10
26.	Mark Vancil	18:08
27.	John Fellin	17:37
28.	John Ganser	17:26
29.	Rob Romash	17:26
30.	John Barker	17:24
31.	Dave Robelen	17:24
32.	Dan O'Grady	17:23
33.	Jim Clem	17:20
34.	Ted Seaver	17:01
35.	Lou Leifer	16:45
36.	Jesse Shepherd,Sr	16:06
37.	Tony Italiano	15:45
38.	Fred Rash	15:40
39.	Jim Zufelt	14:55
40.	Len Singer	14:44
41.	John Diebolt	14:35
42.	Vern Hacker	14:02
43.	Karl Van Beuren	12:36
44.	John Chizmadia	12:22
45.	Dick Obarski	12:03
46.	Abram Van Dover	11:51
47.	Pete Olshefsky	11:17
48.	Phil Hartmann	10:32
49.	Colin Raymond-Jones	9:16
50.	Stan Chilton	8:20
51.	Chuck Slusarczyk	7:38
52.	Doug Barber	7:28
53.	Dave Henshaw	6:00

"Did you get over the fight with your wife the other night?"

"Aw, she came crawling to me on her hands and knees."

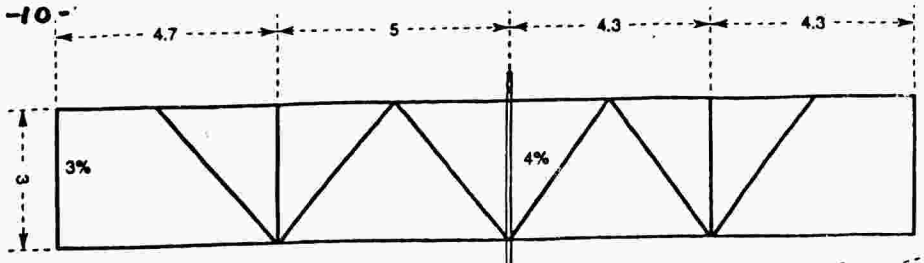
"Really? What did she say?"

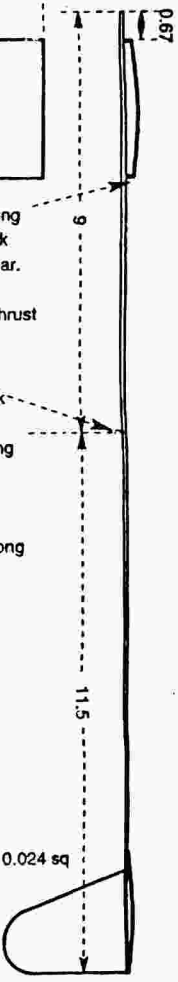
"She said 'Come out from under that bed, you coward'."

Limited Pennyplane
(69 entered)

1.	Bernard Hunt	15:04
2.	Chuck Slusarczyk	14:41
3.	Walt Eggert	14:33
4.	Tom Green	14:25
5.	Mike Thompson	14:22
6.	Larry Coslick	13:53
7.	Dick Hardcastle	13:50
8.	Fred Rash	13:38
9.	Ted Seaver	13:33
10.	Jim Grant	13:22
11.	Ron Ganser	13:22
12.	Dan O'Grady	13:06
13.	A. D'Alessandro	13:05
14.	Jim Clem	13:00
15.	Tom Vallee	12:59
16.	Richard Miller	12:58
17.	Rbert Warmann	12:53
18.	Jim Buxton	12:53
19.	Jim Richmond	12:47
20.	Paul Avery	12:42
21.	Mike Thomas	12:42
22.	Walt Van Gorder	12:40
23.	John Ganser	12:36
24.	Joe Nuszer	12:34
25.	Tom Nied	12:30
26.	Larry Mzik	12:29
27.	Don Slusarczyk	12:25
28.	Rob Romash	12:20
29.	John Triolo	12:15
30.	Stu Weckerly	12:07
31.	Chris Sydor (SR)	12:01
32.	John Barker	12:01
33.	Jim Zufelt	11:50
34.	John Marett	11:48
35.	Karl Van Buren	11:44
36.	William Pavek	11:43
37.	Dick Obarski	11:43
38.	Bud Tenny	11:19
39.	Manny Radoff	11:18
40.	Vlad Linardic (SR)	11:09
41.	John Kagan	11:03
42.	Howard Henderson	11:00
43.	Phil Hartmann	10:57
44.	Vern Hacker	10:53
45.	Colin Raymond-Jones	10:53
46.	Leonard Wieczorek	10:47
47.	Doug Deller	10:46
48.	Peter Olshefsky	10:40
49.	Mark Vancil	10:34
50.	W.L. Martin	10:23
51.	Jack Archibald	10:19
52.	Jack Boone	9:58
53.	Jim Forward	9:54
54.	John Fellin	9:49
55.	John Diebolt	9:06
56.	Doug Barber	8:42
57.	Tony Italiano	8:05
58.	John Blair	7:47
59.	Chester Wrzos	7:23
60.	Ed Sullivan	6:52
61.	Dave Henshaw	6:16
62.	Herbert Stevens	5:46

(10)





Wing spars 4.8 lb/cu ft cut from 0.035 sheet, 0.080 at root, taper to 0.055 at dihedral break and 0.020 at tip.
Wing ribs 0.030 deep from 0.020 sheet. No centre rib.
Tip is 0.030 x 0.020 flat. Centre panels flat; 1.5" tip dihedral both tips, both tip panels have slight washin.

Wing set at zero incidence on ⅜ long posts which are glued to motorstick
Wing has tissue tubes front and rear.
Tailplane on similar mounting.
Prop shaft 4° upthrust and 2° left thrust in 0.012" wire pig tail bearings.
CG 1.5" behind wing TE.

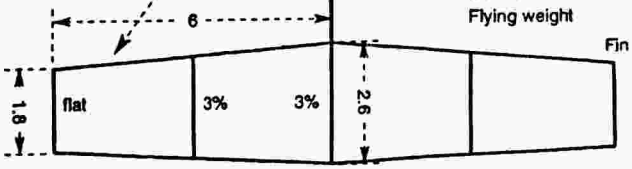
0.012" wire hook

Motorstick 4.8 lb/cu ft balsa 9" long
0.174 x 0.77 nose
-> 0.214 x 0.095 centre
-> 0.195 x 0.069 rear
Tailboom 4½ lb/cu ft balsa 11.5" long
0.080" sq taper to 0.063 x 0.044

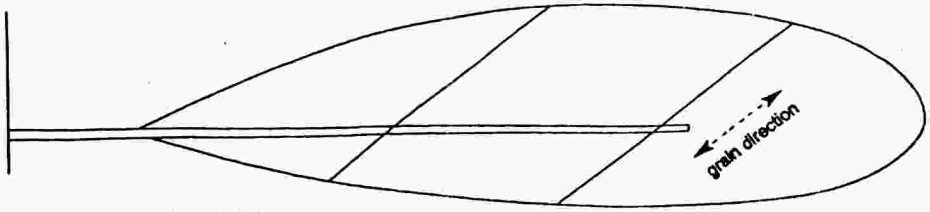
Cover with Polymicro mylar, available from Wayne Trivin & Lou Gittlow. Use 3M spray adhesive, sprayed into a small container and diluted with lighter fluid until like water. Apply sparingly with a fine brush. Allow to dry. Mount Polymicro on over-size frame. Place wing upside down and using a fine brush and lighter fluid re-activate the adhesive.

WEIGHTS	gm
motorstick	0.24
tailboom	0.11
tailplane	0.06
wing	0.20
prop	0.18
Total airframe	0.79
Rubber	0.90
Flying weight	1.69

Tailplane spars 4 lb/cu ft cut from 0.024 sheet taper from 0.045 at root to 0.024 at tip.
Ribs 0.030 x 0.020. No centre rib.
¼" tail tilt for turn, also washin this panel.



Fin outline 0.024 sq



13" diameter prop shown full size.
Blades moulded on block 22.5" pitch.
Rotate to 26" pitch at 5" radius when attached to spar.
Blades are 0.008" C-grain 4½ lb/cu ft. Spar is 5 lb/cu ft, 1/16 dia taper to 1/32. Spar is underneath blade.

USA rules EZB
by Bernard Hunt
Unofficial world record time 28.33

From Free Flight News
Via Turbulator NL



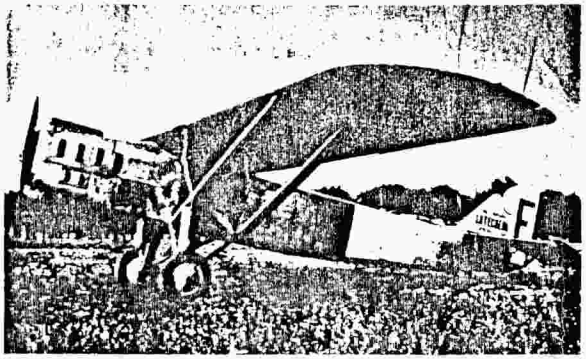
FFn Scale 1:3 All dimensions ins

Planes Worth Modeling

• par Jean LIRON

LATÉCOÈRE (8)

Le Laté 26, dernier avion postal de la lignée des parasols du Laté 17. Sur la photo le type 26-2-R (n° 651, F-AIKK) se caractérise par l'absence du long collecteur d'échappement.



DEVANT les résultats probants obtenus par le Latécoère 26 qui avait été mis en service sur Casablanca-Dakar en 1928, l'Argentine en acquit deux exemplaires qui reçurent les matricules civils R-295 et LV-UCA.

Dans le but de pouvoir réaliser des liaisons régulières et sûres au-dessus de l'Atlantique sud, la firme Latécoère avait, dès la création de son bureau d'études en 1922, projeté plusieurs modèles d'hydravions à coque.

C'est ainsi qu'il y eut d'abord le **Latécoère 24**, de 30 mètres d'envergure et à trois moteurs Farman de 500 ch. Disposant de 3 200 km d'autonomie (1), à la masse maximale de 12 500 kg, ce grand monoplan en bois avec nageoires stabilisatrices, effectua son vol initial en 1927 aux mains de Prévot et Hoff. Commandé officiellement par l'Etat, l'hydravion, dont le dessin de coque manquait d'efficacité au décollage, fut détruit en 1928 à Saint-Laurent-de-la Salanque par un fort coup de vent qui le coucha dans l'étang.

Redessiné sous le type de **référence 27** à trois Renault et coque métallique, l'hydravion s'avéra en fin de cause insuffisamment motorisé pour l'emploi auquel il était destiné. La Sidal allait alors se tourner vers le quadrimoteur.

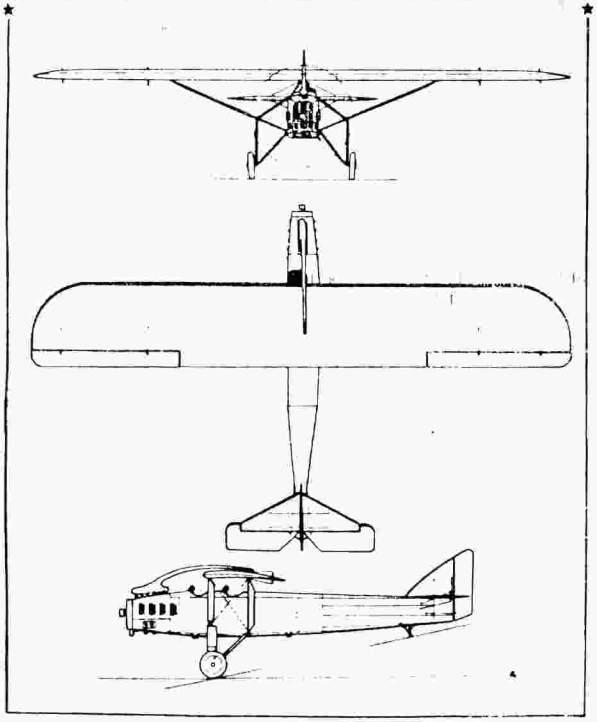
Au préalable une dernière tentative fut faite avec le **Latécoère 50.0** doté d'une coque à deux redans et fond très amorti. Grée de trois Hispano de 400 ch et portant 5 800 litres de carburant, l'appareil qui dérivait du 34.0, décolla pour la première fois le 11 mars 1932, à Biscarrosse, piloté par Gonord. D'une structure alaire trop fragile (2) et d'un important porte à faux en bout de voilure, l'appareil présentait à ses extrémités des battements de 30 cm d'amplitude par atmosphère non perturbée. De plus, à chaque sollicitation des ailerons, la voilure se gauchissait. Marcel Moine, à qui Gonord avait signalé le fait, lui présenta une règle en bois, l'incurva entre ses mains en lui faisant remarquer qu'elle pliait mais ne cassait pas pour autant !

Bien qu'acquis par le ministère de l'Air contre la somme de 3 980 000 francs, le **Latécoère 50.0** ne fut pas suivi. La proposition de Saint-Exupéry d'effectuer avec lui un raid vers l'Amérique du sud fut rejetée par M. Latécoère. Resté à Biscarrosse sans avoir subi d'essais officiels, l'hydravion fut démonté. Deux dérivés destinés au transport de passagers sur l'Atlantique sud, les **Latécoère 502** et **Latécoère 503** à surface réduite et ballonnets en lieu et place des nageoires, n'eurent aucune suite industrielle.

Ainsi qu'il sera relaté plus loin, le 12 mai 1930 un hydravion monomoteur Latécoère à flotteurs avait réalisé la première traversée de l'Atlantique sud sans escale. Ce qui n'avait été qu'une démonstration, vis-à-vis des services officiels destinée à prouver qu'un monomoteur était susceptible de franchir en vol les 3 250 km séparant Dakar de Natal allait désormais autoriser la Sidal à poursuivre son idée d'un Atlantique sud non-stop.

Le 7 avril 1928 le ministère de l'Air, en accord avec la CGA, avait ouvert un concours destiné à la réalisation d'un hydravion capable d'effectuer la liaison directe Afrique-Amérique du sud. Il était exigé de l'appareil quatre moteurs, une tonne de poste transportée et un équipage de quatre hommes. Trois ans plus tard, remanié, le programme demandait une autonomie de 3 200 km.

Le jeudi 17 décembre 1931 décolla pour la première fois le **Latécoère 300-01** sous la conduite de Jean



(1) Ce qui lui permettrait, sans vent contraire, de relier des îles du Cap Vert à Fernando de Noronha.

(2) Pierre-Georges Latécoère demandait à son bureau d'études un dédi lorsqu'une cellule cassait au-dessus du facteur de charge exigé aux essais statiques.

News release from Tom McCoy, CD, Wakefield Events, SAM CHAMPS 1994



12

In September of last year I was approached by Don Reid the Director of the 1994 SAM Champs to help run the event. I accepted the job of CD of the Wakefield events. I felt comfortable directing these three events as I have flown in many of the Wakefield Anniversary Old Timer Rubber meets. I am writing you in hopes of getting a free plug to let all modelers know our plans. Judging from my correspondence with our foriegn flyers we will have a nice group from england. These lads are keen O.T. Wakefield flyers and will sharpen the competition.

Last summer SAM 39 our northern Ohio chapter held a Korda Commemorative meet in Shelby, Ohio. This event was reported in all the magazines and newsletters. I really can't remember a contest so widely reported on, it surely captured the modelers imagination. I was fortunate to be a part of that event as Bucky Walter, the CD asked me to run the Korda event. I wish I was articulate enough to properly express my feelings as I watched Dick wind his model with his old flying buddy, Howard Robinson holding, no winding stooge or blast tube, just like the old days. He was our lead off in the first round. Dick launched to the cheers of about 100 contestants and spectators. His model climbed away beautifully and settled into a nice glide. After an easy max it DT'd and landed about 100 yards from where he launched, WOW! Here he was, our boyhood hero and he can still do it as they say in the beer commercials "It doesn't get any better than this". Dick ended up in second place in a fly off just 5 seconds behind the winner. This day was surely something special. I guess it was modelers out making the NEW " Good Old Days" surely what SAM should be!.

I am pleased to announce Dick Korda has agreed to attend the 1994 SAM CHAMPS and present the awards to the Winners of the Wakefield events at the Banquet. To help recapture that great feeling we had at Shelby we will hold a Korda only event this year at the Champs. This will be a special event which Dick will fly in. Only Korda 1939 Wakefield winner models will be eligible. This will certainly be a great memory for Dick and all of us. If you are an old time rubber flyer, build a 1939 Wakefield winner and come and a time of your life. I am sure everyone who flies the event will be a winner. We will have T shirts, Stickers and Pins to commemorate the event. We will fly three Wakefield events this year at the Champs, 4 oz., 8 oz. and Korda special event.

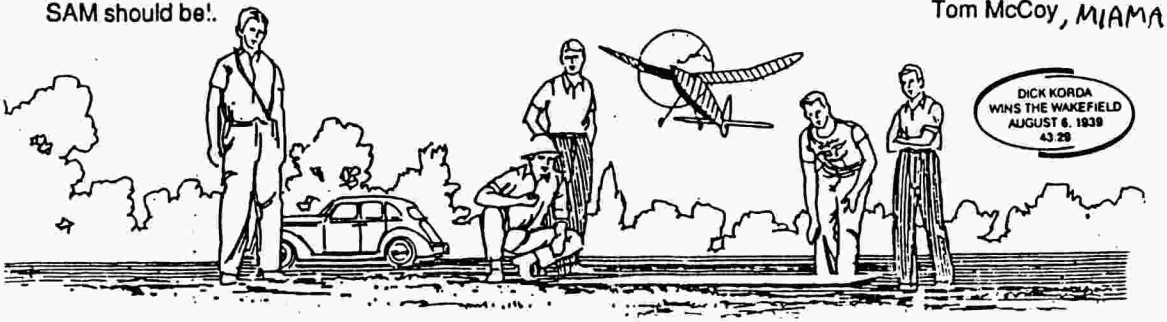
(you can fly your Korda in 3 events, Large cabin rubber, 8 oz. Wakefield and the Special Korda event.)

This years SAM CHAMPS will be held at the AMA field at Muncie, IN, Sept. 12 - 16. This will be a great Opportunity to see this facility that belongs to all of us. All the information on the contest will be published in SAM SPEAKS on the official entry blank but I felt it is important that I ask for a little extra advertisement on this event to give modelers time to get one built and adjusted.

Many Thanks:

Tom McCoy

Tom McCoy, MIAMA



(This is the nineteenth of a new series on making and flying model aircraft.)

BOY FLIERS TO GET (13) CONVENTION HALL

Mayor Mackey Virtually Assures Huge Building for Model Airplane Meet

HOPE TO BREAK RECORDS

Virtual assurance that the new $6,000,000 Convention Hall, on 34th st. below Spruce, will be available for the city's indoor championship model airplane meet on June 20, has been given by Mayor Mackey to Charles H. English, director of the Philadelphia Model Aeroplane Association.

In answer to an inquiry put to him by Mr. English, the Mayor wrote: "I do not think there will be any question about arranging the meet in the Convention Hall and as soon as a director is appointed, I shall turn your letter over to him."

An ordinance providing for the operation of the Convention Hall has already been approved by Council's Finance Committee and forwarded to Council with the recommendation that it be passed. The bill provides for a director of the hall at an annual salary of $10,000 and, if approved, becomes effective May 1. The building is scheduled to open officially about May 15.

All previous P. M. A. A. indoor meets have been held in the 109th Field Artillery Armory, Broad and Diamond sts., but the increased space in the auditorium of the new structure will present more favorable conditions for P. M. A. A. "fliers."

A comparison of the dimensions of the two buildings follows:

	109th Armory	Conv. Hall
Height, feet	75	4[illegible]
Length, feet	344	2[illegible]4
Depth, feet	193	[illegible]00
Floor space, square feet	2[illegible]1	67,400

In addition the Convention Hall auditorium will be practically free from any obstructions. The huge hall will be indirectly lighted, no light standards being suspended from the ceiling.

BY VICTOR R. FRITZ
(Field Director, Philadelphia Model Aeroplane Association)

MANY members of the P. M. A. A. are striving to pass their "Ace" test, which requires endurance flights of six minutes indoors and eight minutes outdoors, and building a monoplane and a biplane scale model of a man-carrying ship with movable controls, which will take off, fly and make a three-point landing, and which has rigging that will pass inspection by Aero Club of Pennsylvania experts.

Through the courtesy of Mr. D. M. Alexander, of the Alexander Aircraft Company, which manufactures Eaglerock biplanes, I secured drawings of the Eaglerock. From these drawings "Buddy" Propper, sixteen, 515 Arbutus st., a member of the Kendrick Chapter of the P. M. A. A., built this scale model, using the same structural details, number of wing ribs, fuselage construction, etc., as the man-carrying ship, with only a few minor changes.

This article explains how to build the wings. The fuselage, landing gear, empennage, control system and covering will be explained in succeeding articles.

Only those ready to qualify as an Ace should attempt this ship.

BILL OF MATERIAL FOR WINGS

(All material is balsa wood unless otherwise stated. The abbreviations are used in the diagrams [illegible]

Site * finding in 1931 From the Phila. Evening BULLETIN Apr. 18, 1931

How many town or City Mayors now Provide Sites for Indoor Flyers?

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3927 Maravic Pl
Sarasota Fl
34231

NEW FROM VTO!

Summer Cat. I Indoor Flying in Tampa Area -

Sidney Gilbert will be away this Summer until August, but call him at 813-355-0554 when he returns for summer flying.

(14)

John: I have the Manatee Community College's permission to fly indoor models at their school gym on Thursdays from 2 to 5 p.m. This phase is for the summer. I don't know how it will be during the regular school's session. But we have the regular club's program(I hope) then. Its a good class I ceiling and lots of co=operation(my sponsor) from the college's aerospace dept. The P.E. dept has put me in charge of the flying session and I must be in attendance during the fly-ins to act as a responsible party.

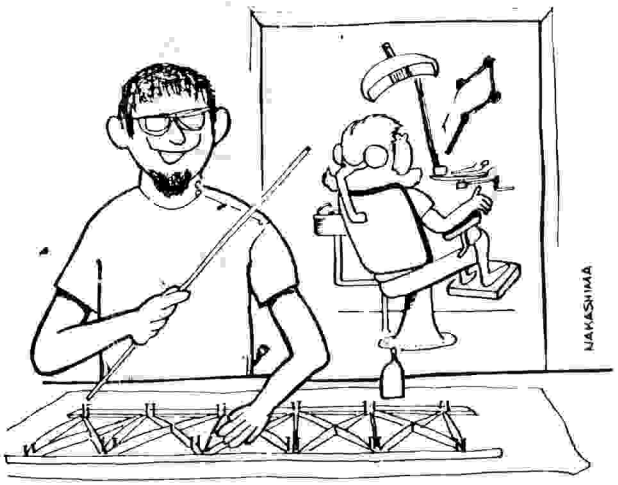
VANESSA ALERT - ISSUE 161

WARNING: I built that cute little seaplane, and it looked great' but flew terrible. I changed areas, incidences, thrust lines, CG all to no availe, The best I got was a 30 second stagger in a big circle, so be forewarned if you build Vickers Vanessa.

TELESCOPE FOR SALE

Eight inch MEADE 8800 Telescope Includes quartz drive motor. Excellent for camera. Telrad finder. 8 power finder. Barlow lens and filters. Eldon Williams 813-645-6364





"Is your mouth numb yet Mrs. Smith?"

WHAT'S ON IN FREE FLIGHT ?

Call Hot Line Fri. nite 1-305-858-6363

JULY 8,9,10 GENESEO,NY..FLYING ACES NATS
JULY 2,3 PALM BAY Florida State Outdoor Free Flight Champs. R.Hinson 1-904-344-5931
JULY 16-24 AMA NATS LUBBOCK.TX Indoor & Out Free Flight
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

FALL SCHEDULE,, NOT ALL THESE DATES ARE CONFIRMED
October 15,16 TAMPA MIAMA Meet #1 of 24th indoor season & Awards and banquet. FAC Mass Launch-Golden Age
NOV. Palm Bay: Don Brimmer's Spring SAM 46 old timer meet Nov 19,20
OCT. 22,23: 1994 AMOB picnic and Golden Age Meet

THE HANGAR PILOT

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MIAMI, FL JUL 2 1994



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