THE HANGAR PILOT

POLITICALLY INCORRECT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

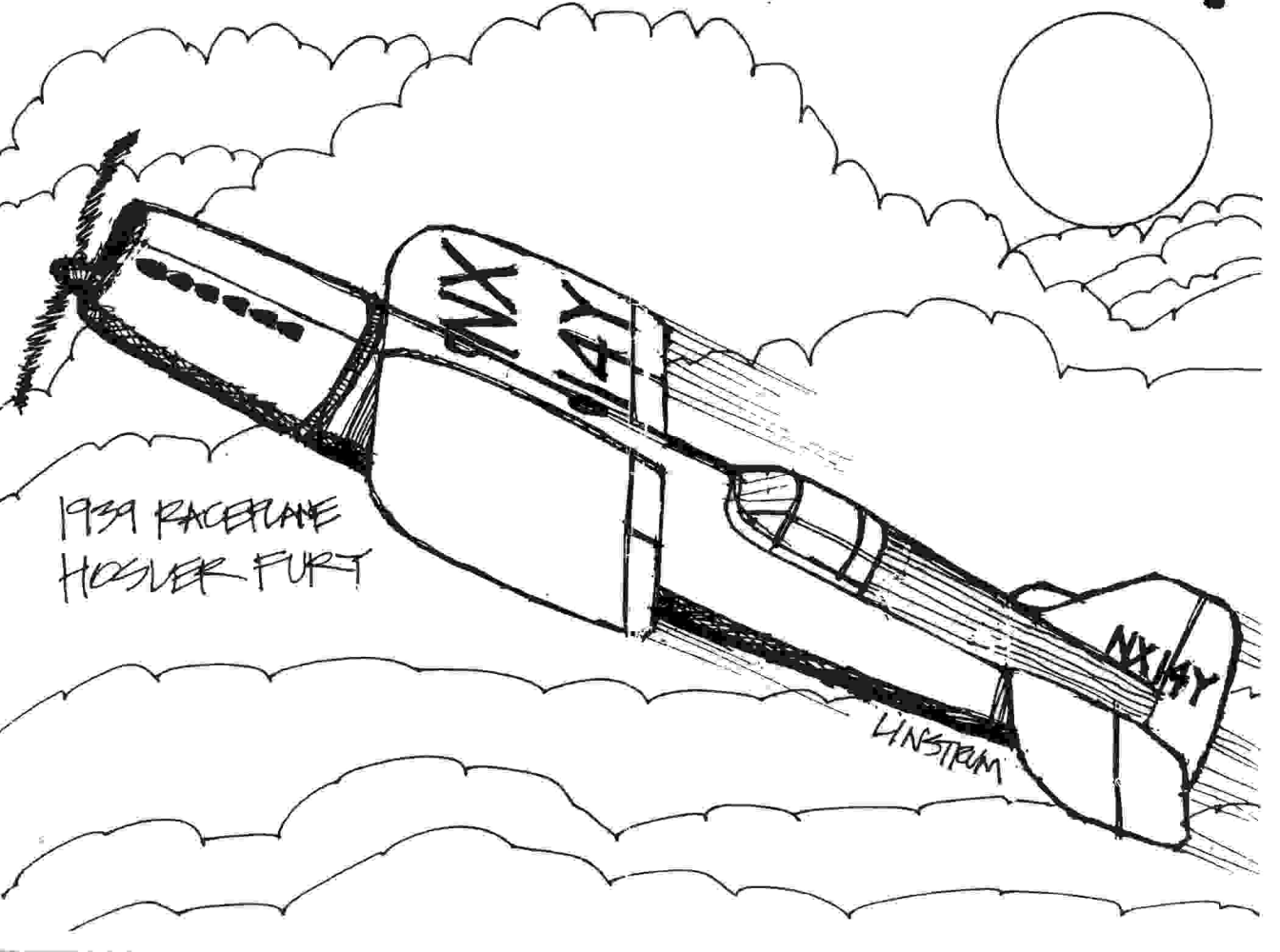
23RD YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

ISSUE 167

- RESULTS OF MEET #1
- ROSTER OF HANGAR PILOTS

NEXT MIAMA MEET - NOV 26/27
MAC DILL AFB 9-5
FAC MASS LAUNCH - MODERN

CANCELLED - ARMORY OCT 29
FT LAUDERDALE MEET



1939 RACEPLANE
HOSLER FURT



"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.

AWARDS BANQUET, 1994. MacDILL OFFICER'S CLUB

The awards banquet,our only annual meeting,was a success. So much conversation that the old MIAMA club meet videos that played on the big screen VCR continuously were largely neglected. Other club newsletters ,and a ton of dime scale plans were appreciated. The highlight of the evening was Dr. Warren Brown"s talk about Florida aviation"s history. The doctor is a fountain of information on so many subjects that we were all fascinated, especially in the realm of UFOs. The impressive Czech crystal State Champion Trophy puts most national awards to shame. Wayne Trivin had his name added to it for the 5th time. All the other MIAMA winners were happy pilots with this year's awards. The wall plaques, full of names and deeds were as nice as we've ever seen. So much of the AFB has been closed that the swinging Sat. nights at the Officer's club are a little tame in comparison with the good old days. By 10:30 all was quiet.

MIAMA MEET I REPORT:

The 24th indoor season is off to a great start,pilots.I have never seen such activity,so many new planes (16 scale models were judged plus 10 dime scales) or so much enthusiasm.Some of this is probably due to the exciting new MIAMA COURTEOUS FLYING POLICY.(CFP). Under the simple rule of the CFP we pledge to be courteous flyers by launching our model only in a clear flying place unoccupied by another plane flying above us. If,dispite all our courtesy and caution there is a mid-air or some balloon wielding clod kills your flight by fouling it on his line, the guilty party must immediately sing the SORRY SONG to the victim, pat him on the back, and offer to buy him a drink. We at MIAMA believe in fair play, a level playing field, and aeronautical correctness,Part two of the CFP is used when an unfortunate occurrance is self induced. Such things as blowing a motor in a fuselage,hanging on the lights or a girder, or winding a canard backwards. At this time we sing the UH-OH SONG. No drink is bought at this time,but a true outpouring of sympathy fom your club-mates helps a lot.

Very few who enter don't fly. Of the 85 entries only 15 didn't post times. Another plus is that each event has lots of entries. Pilots are busy trimmimg and flying all the time. The two days really go by fast.

Wayne Trivin is not only good at building and flying, but is a wizard at retrieving. Millard put in a half hour with his balloon trying unsuccessfully to get his model.. Wayne got it out of this impossible place in a matter of minutes. Jake Larson had a career best flying session with 3 detailed and complex high point models that he actually got to fly! Maybe some dAY HE"LL COME BACK ON Sun. Newt Bollinger was a first time entry and we hope to see a lot more of him. . The spectacular crash of the meet was in the Coconut Mass Launch when Millard's great flying Ford 2AT lost it's wing against the ceiling and came straight down 67 feet-fortunately with very little damage. What's going on? Our Mini-Stick times have gone past Penny Plane!

24TH MIAMA SEASON MEET 1 OCT 15,16 1994 CD-DOC

(2)

AMA PEANUT SCALE 18 entries

1. Wayne Trivin - 14-Bis	105	1:49(Max)	1:41	208	★NEW STATE RECORD
2.Sidney Gilbert - Lacey	86	1;59 (Max)	1:46 (Max)	172	
3.Doc Martin-Goldwing	80	1:09	1:19	154	
4.Tie Don Brimmer - Lacey	82.5	1:03	1:06	147	
4.Millard Wells-Curtiss P-40	93	:52	:56	147	
(X) Millard - Buhl Pup	75.2	1:oi	1:04	138	
(X) Millard - Brewster Buffalo	75.4	:54	:57	131	
6. Ric Choate-Pottier 100TS	90.0	1:11.9	--	125.9	
(X) Doc Martin-Ansaldo SVA-5	88.8	:38	:30	122.8	
7.Walt Schlesinger-Cougar	80	:36	:36	116	
8.Jake Larson - Norseman	95	: 18	:20.5	114.5	
9.Bill Criss - Fike	72	:40	:41	112.4	

FLYING ACES SCALE 10ENTRIES

1.Wayne Trivin - 14-Bis	80	1:48 (79.5)		159.5
2.Doc Martin-Dornier Komet	59.5	1:26 (73)		132.5
3.Jake Larson-Martin Torpedo	92	:30.7		122.7
4.Sidney Gilbert - Swift	52.5	1:12 (66)		118.5
5.Millard Wells-Rearwin	54	:50		104
6.Dick Obarski - Curtiss Robin	42	:59		101
9.Newt Bollinger-Taylor Cub	54.5	:26		80.5
7.Walt Schlesinger-Leopard Moth	57	:42		99
8.Don Brimmer-Leopard Moth	57	:29		86

MIAMA PISTACHIO SCALE 11 entrants

	Stat.	Fly	Pts.	
1.Dave Linstrum-Dornier Komet	1	1:14	2	3
2.Doc Martin-Goldwing	2	1:42	1	3
3.Millard Wells- Jenny	1	:38.5	6	
(X) Doc Martin - Messerschmitt 20b	3	:54	3	6
4.Sidney Gilbert - Fike	2	:39	5	7
(X) Millard Wells-Stalwerk	3	:49	4	7
5. Don Brimmer - Citabria	1	:28	7	8

MODEL OF A MODEL, PISTACHIO

1.Dave Linstrum - Mike Farthing	1:20
2. Chas. Johnson - Pussy Cat	1:11
3.Walt Schlesinger-Pussy Cat	:30

FLYING ACES EMBRYO ENDURANCE

1.Wayne Trivin- White Bird	520
2.Sid Gilbert-Top Banana	329
3.Earl Thomas- Hornet	298
4.Carl Hedley- Canard	269
5.Don Brimmer- Hornet	232
6.Dave Linstrum-XY Chromosome	189
7.Walt Schlesinger- 12½¢	133

AMA BOSTONIAN EVENT

1.Wayne Trivin	Living Colors	1.12	432
2.John Barker	Scimitar III	1.12	365
3.Millard Wells	Boston Blue	1.10	315
4.Sidney Gilbert	7-Up	1.11	264
5.Carl Hedley	Basic Bost	1.10	240
6.Earl Thomas	Basic Bost	1.10	215
7.Don Brimmer	Ugly Bost	1.10	194
8.Millard Wells	Blue Fin	1.10	118
9.Walt Schlesinger	Basic Bost.	1.10	100
10.Dick Obarski	GEN	1.10	85

AMA LIMITED PENNY

1.John Barker	8:22
2.Dick Obarski	8:14
3.Millard Wells	6:40

MINI-STICK

1.Dick Obarski	8:42
2.John Barker	8:21
3.Wayne Trivin	7:14
4.Chas Johnson	5:46
5.Newt Bollinger	5:13
6.Bill Criss	4:54

AMA EASY-B

1.John Barker	14:18
2.Dick Obarski	12:27

AMA PENNY PLANE

1. Walt Everson	7:06

CATAPULT GLIDER

1.Don Brimmer	:29	:32

FLYING ACES NO-CAL SCALE

1.Dick Obarski	Farman Postale	4:15
2.Wayne Trivin	Farman Postale	4:07
3.Tom McCoy	Fike	2:54
4.Sidney Gilbert	Finnaire	2:22
5.Walt Everson	Sukoi	1:34
6.Newt Bollinger	Zero	1:32
7.Carl Hedley	Zero	1:29
(X) Walt Everson	Boing 727	1:09
8.Don Brimmer	:54 B-70	:54
9.Walt Schlesinger	Avia 205	:34

MIAMA COCONUT SCALE EVENT

1.TIE Dave Linstrum - Zippy	1:23
2.TIE Doc Martin-Goldwing	1:23
3.Walt Schlesinger-Hi Max	:39
4.Millard Wells - Ford 2AT	:32

MIAMA DIME SCALE EVENT

1.Don Brimmer, Guillow Cessna	222
2 Trivin, Comet Mr.Mulligan	208
3.D.Obarski, Comet Curt Robin	206
4.Doc Martin, Comet Farman	184
5.M. Wells-Megow Douglas Obs.	172
6.Schlesinger-Megow Nieuport	112
(X)Doc-Megow Messer. M29	160
7.Hedley-Megow Polish Fighter	103
8.Newt Bollinger-Comet Cub	90
9.Linstrum-Megow Puss Moth	86

MASS LAUNCH EVENTS -

MIAMA COCONUT

1.Doc Martin Goldwing
2.Dave Linstrum Zippy
3.Walt Schlesinger HiMax
4.Millard Wells Ford 2AT

PEANUT MASS LAUNCH

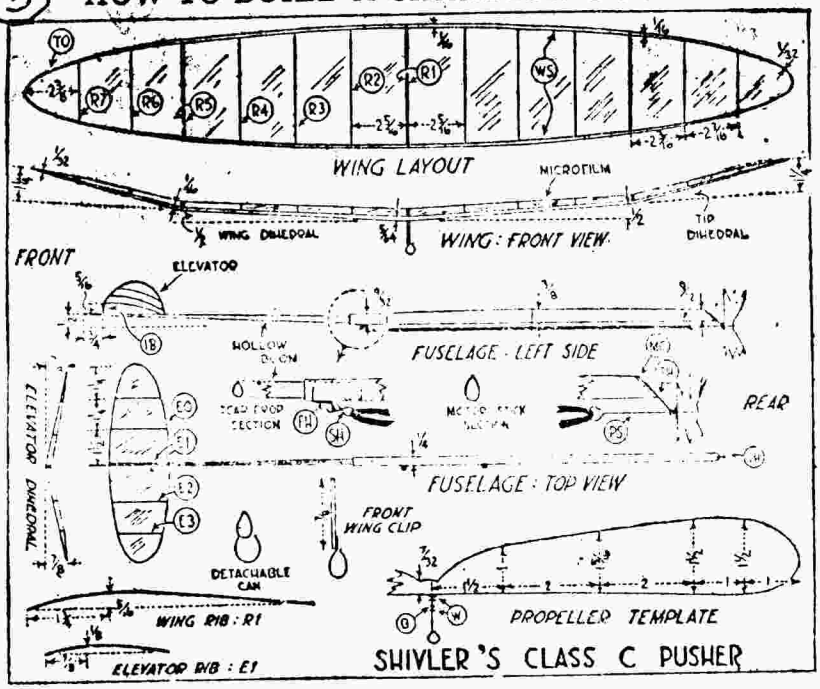
1.Millard Wells
2.Don Brimmer
3Sidney Gilbert
4.Walt Schlesinger
5.Doc Martin
6.Ric Choate
6.Walt Everson
6.Dave Linstrum

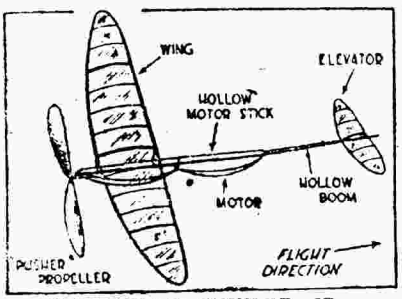
MID-AIR

FLYING ACES MASS LAUNCH GOLDEN AGE

1.Doc Martin
2.Millard Wells
3.Don Brimmer
4.Dave Linstrum
5.Walt Schlesinger
6.Sidney Gilbert
7.Jake Larson
8..XX

(3) HOW TO BUILD A CHAMPION 'PUSHER'





BY JAMES F. SHIVLER, JR.

(Who holds the junior indoor pusher record of the Philadelphia Model Aeroplane Association, with a flight of 13 minutes, 45 seconds, set June 23, 1934, at Convention Hall. Shivler, a former member of the Gratz High School unit, P. M. A. A., is an engineering student at University of Florida, Gainesville, Fla., where he now lives.)

MATERIALS

(Measurements are in inches. Abbreviations refer to the drawing. Material is balsa wood unless otherwise stated.)

Motorstick—1 blank, 1/64 x 1 1/16 (tapered to 7/8 at ends) x 15 1/4; 1 cap (MC), 1/32 x 1/4 x 1/2 (cut to fit); 1 thrust bearing (TH), .020 music wire; 1 can and 1 front hook (FH), .016 wire.

Wing—4 spars (WS), 1/16 x 5/64 (tapered to 1/16) x 9 5/16; 2 tip outlines (TO), 1/16 x 1/16 (at ends, tapered to 1/32 x 3/64 in center) x 14 5/8; 16 ribs, all 1/32 x 1/32, of these lengths: 2 R1, 5; 2 R2, 4 15/16; 2 R3, 4 13/16; 2 R4, 4 1/2; 4 R5, 4 1/16; 2 R6, 3 5/8; 2 R7, 2 1/2 (all cut to fit); 1 front clip strut, 1/16 x 1/16 x 7/8; 1 rear clip strut, 1/16 x 1/16 x 31/32; 2 clips, .016 wire.

Empennage—1 boom blank, 1/64 x 7/8 (tapered to 1/4) x 11 5/8; elevator, including 2 outlines (EO), 1/32 x 1/32 x 9; 6 ribs, all 1/64 x 1/32, of these lengths: 2 E1, 2 1/2; 2 E2, 2 1/4; 2 E3, 1 7/8 (all cut to fit); 1 incidence block (IB), 1/32 round x 5/16.

Power Plant—1 propeller block, 1 x 1 1/2 x 15; 1 prop shaft (PS), .020 wire; 3 washers (W), brass; 1 bead (B), steel; 1 motor, brown rubber, 7/64 flat, 36 long, tied in loop; 1 S-hook (SH), .020 wire.

Miscellaneous— Microfilm solution, cement, motor lubricant.

NOTES

Taper motorstick blank, moisten in warm water, bend around hard balsa form of teardrop cross section, and wrap entire length with gauze. Place in oven, not too hot, until dry. Remove gauze and form, cement edges, cut nose off at angle, and add MC. Sand lightly, then add TH, RH and can.

Taper and lightly sand wing spars. Cut ribs, using template. Highest point of camber is approximately 1/3 chord from leading spar. Assemble wing in four separate sections. TO's are slightly moistened, then curved around spout of hot kettle (or electric soldering iron), using full size layout to check on proper shape. WS's are curved similarly. Set R1's and R5's at slight angle to allow for dihedrals. Cover each section with microfilm on hoop, using saliva as adhesive. Trim with hot wire. Cement sections with proper dihedrals. Cement clip assembles to bottom of WS's, directly beneath R1. Wing has a negative incidence of 3/32 inches, front clip strut being 3/32 shorter than rear clip strut.

Taper tailboom blank to 1/4 inch, starting taper 3/4 inches from one end. When curved to teardrop form, this leaves one end of uniform thickness, necessary for detachable boom, which slides into end of motorstick. Moisten blank and curve around hard balsa form of desired shape, finishing same as motorstick. To obtain proper angle of incidence in boom, cut part way through boom with razor at point where taper begins, crush upward to required angle, and cement (use cement sparingly, of course). Form EO's around kettle spout, again using full size layout. Cement ribs in place, allowing for dihedral. Cover each half separately, trim and cement with proper dihedral. Cement in position on boom, making sure to include incidence block 5/16 inches in height.

Diagonals of propeller are drawn to points 1 inch from each end. Blades are carved "left-handed." Thin, sand, shape, balance then insert PS. One washer is cemented to hub. Prop blade has maximum camber of approximately 1/16 inch.

A low ceiling accounted for my first two flight attempts. Before the third trial the rubber motor, well lubricated, was wound 1,200 turns and the "power winds" released before flying. The ship climbed slowly, but surely, returning to earth with some quarter row of turns, still unused. I am sure that under suitable conditions the plane is capable of much better time.—(©1935.)

60 YEARS AGO:

MAY 25, 1935

SAM INDOOR?

THESE OLD 1935 PLANS ARE FROM THE SCRAP BOOK OF THE LATE TONY BECKER.

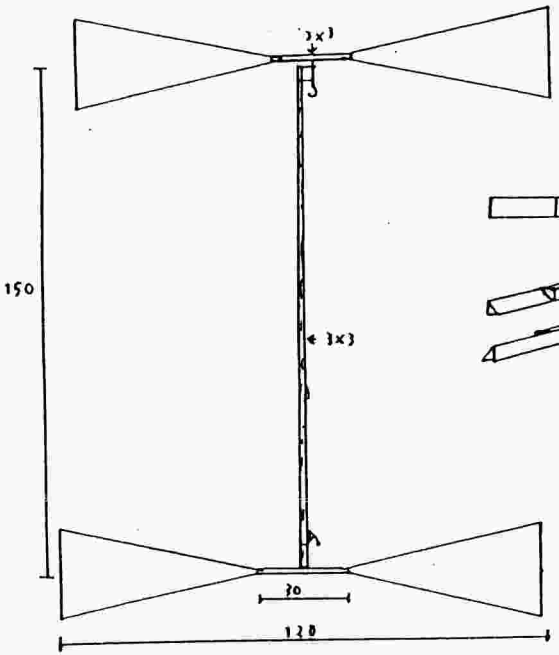
MIAMA WILL PUBLISH THEM FROM TIME TO TIME.

THEY APPEARED EVERY SAT. IN THE PHILA. EVENING BULLETIN ON A PAGE THAT WAS DEVOTED TO AVIATION NEWS.

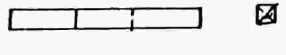
NOTE THE BIOGRAPHY OF THE DESIGNER & BUILDER OF THESE MODELS AT THE BEGINNING.

QUESTION: CAN TODAY'S NUCLEAR KIDS DO THESE THINGS?

2



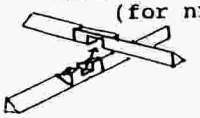
prop spar



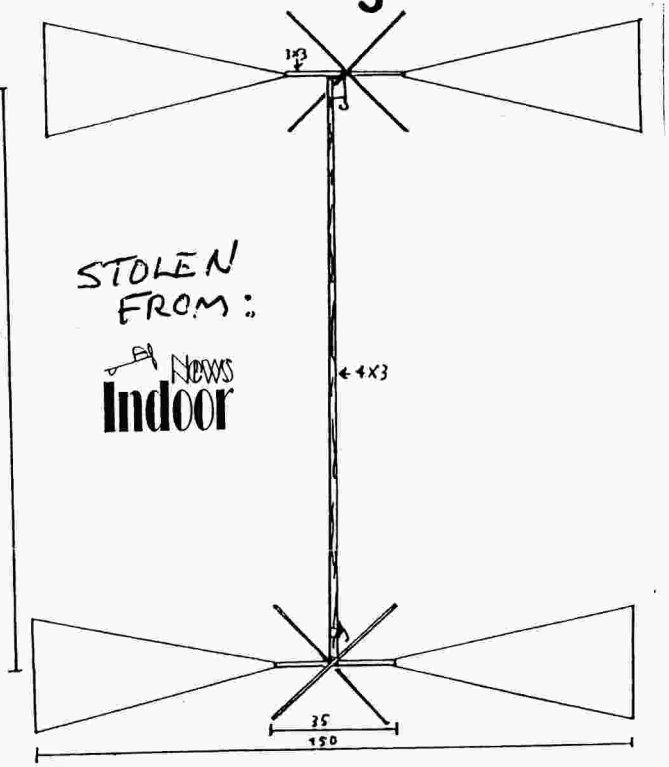


note: two spars mirrored!

four bladed spar (for nr.3)

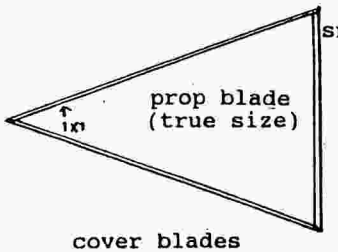


3



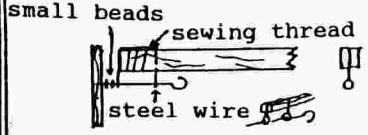
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News Indoor



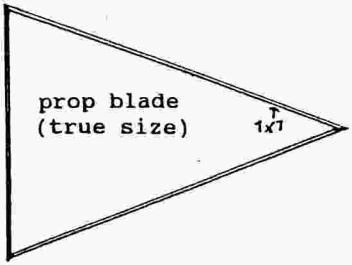
cover blades with Jap tissue

bearing details



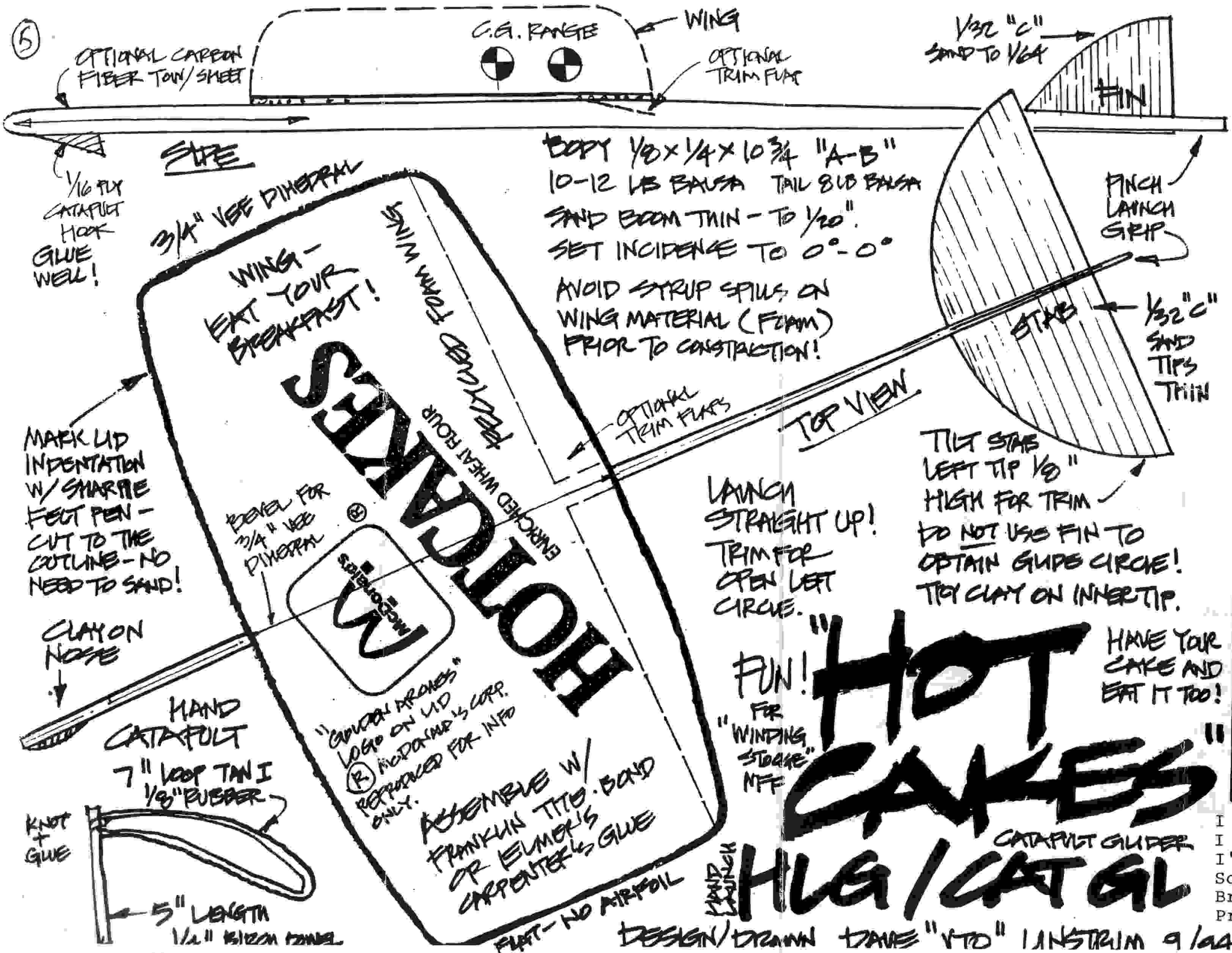
rear hook details





VLERKENTEMMER 2+3
Jeroen Wackers 15-3-1993




C.G. RANGE
WING
OPTIONAL CARBON FIBER TOW/SHEET
OPTIONAL TRIM FLAT
1/32 "C" SAND TO 1/64
FIN
1/16 PLY CATAPULT HOOK GLUE WELL!
SIZE
3/4" VEE DIHEDRAL
WING - EAT YOUR BREAKFAST!
HOTCAKES
FEATHERED FOAM WINGS
ENHANCED WHEAT FLOUR
BODY 1/8 x 1/4 x 10 3/4 "A-B"
10-12 LB BALSA TAIL SUB BALSA
SAND BOOM THIN - TO 1/20".
SET INCIDENCE TO 0°-0°
AVOID STRIP SPILLS ON WING MATERIAL (FOAM) PRIOR TO CONSTRUCTION!
PINCH LAUNCH GRIP
STAB
1/32 "C" SAND TIPS THIN
MARK LID INDENTATION W/ SHARPIE FELT PEN - CUT TO THE OUTLINE - NO NEED TO SAND!
OPTIONAL TRIM FLAPS
TOP VIEW
TILT STAB LEFT TIP 1/8" HIGH FOR TRIM - DO NOT USE FIN TO OBTAIN GLIDE CIRCLE! TRY CLAY ON INNER TIP.
LAUNCH STRAIGHT UP! TRIM FOR OPEN LEFT CIRCLE.
BEVEL FOR 3/4" VEE DIHEDRAL
"GOLDEN ARCHES" LOGO ON LID (R) McDONALD'S CORP. REPRODUCED FOR INFO ONLY.
CLAY ON NOSE
HAND CATAPULT
7" LOOP TAN I 1/8" RUBBER
KNOT + GLUE
5" LENGTH
1/2" BALSA DOWEL
ASSEMBLE W/ FRANKLIN TITE-BOND OR ELMER'S CARPENTER'S GLUE
FLAT - NO AIRFOIL
FUN! FOR "WINDING STOCK" NFF
"HOT CAKES"
HAVE YOUR CAKE AND EAT IT TOO!
CATAPULT GLIDER
HLG / CAT GL
DESIGN/DRAWN DAVE "VTO" LINSTRUM 9/94

FROM DAN O'GRADY, SAM 86, - INDOOR COVERING TIPS
FROM BOURKE, MARETT, KRUSH, MARCOS, MC GILLIVRAY: (6)

/

INDOOR :

I'm happy to report that I've had two replies to my appeal for information on covering Manhattans - a letter each from Roy Bourke and John Marett. Bless you, my sons. The first response was from Roy who writes:

Hi Dan,

Since you have asked in the past two issues of SAM 86 Speaks (sounds like you are getting desperate), for input on how other indoor modellers have covered the fuselage on their Manhattan Cabin I thought I had better respond with my experiences.

When I built my Manhattan in 1990, to that point I had used only 3M Super 77 spray adhesive for cementing Ultrafilm, so I decided to stick with the same adhesive (note the pun). I made up some simple paper masks which fit into the fuselage through the nose, to catch the overspray while spraying each fuselage side. I did each side separately, removing and replacing the mask each time. The system worked quite well. I was able to apply the Ultrafilm to each side in turn, using a frame in the same manner as covering a wing or tail surface. After covering, most Manhattan builders heat shrink the Ultrafilm to add some skin strength and stiffness to the fuselage structure.

In the book "Winning Indoor Designs" Joe Krush suggests using acrylic matte medium as an adhesive for the Ultrafilm. This material, available from art supply stores, dries very slowly (completely dry in 24 hours) and is waterproof. I bought and tried some, but not on Ultrafilm. I find the acrylic medium handy for covering with tissue, especially on scale ships, because it dries to an invisible matte finish. I imagine it would work with Ultrafilm, but I suspect one would have to hold the film in contact with the frame for quite a while to obtain a holding tack.

In the same book, Chuck Marcos suggests using 3M contact cement thinned with toluene or Hobby-Poxy thinner. Chuck applies the cement, allows it to dry, and then reactivates the cement with thinner while holding the film in contact with the structure.

Many of the modellers around here use the Uhu glue stick extensively for covering with tissue, and I see no reason why the glue stick wouldn't work with Ultrafilm. Lately, modellers here have also been using roll-on liquid paper cement (Pentel Roll'n Glue, etc.) which works as well as the glue stick, but gives you a longer working time.

Finally, on checking with Jack McGillivray on how he covered the fuselage of his Pistachio Hosler Fury with Ultrafilm, he used Balsaloc heat-seal adhesive on the structure and applied the film with a heat sealing iron in exactly the same manner as one would cover an R/C ship. Sounds like a great idea, and you can heat shrink the Ultrafilm in the same operation.

Well those are the methods I know about. I will be interested in learning about any others that indoor modellers have used.

The indoor season has wrapped up here, and I am looking forward to the outdoor flying this summer. I have two new SAM ships ready to go - a 50" Alexander Flyabout D-2 for ½A Texaco Scale, and a 430 sq in Playboy Jr with an Amco 3.5 for L.E.R. I won't be going to Tennessee this year, but I hope to be able to get to Brandon, Manitoba for the Canadian Nats in July.

Happy (con)trails!

Roy Bourke
Markham Indoor Group

And hard on the heels of Roy's letter I received a response from John Marett too. Here's John:

Dear Dan:

I note your question regarding what to use to glue the covering material to a Manhattan fuselage. This indeed was a perplexing problem but led to a simple solution. Let me expand a bit.

In early spring of 1992 we had the CBC boys up to Markham to film flying for "The Nature of Things". One of the models I flew that night was Gloria II, and in the process of attaching the prop I lost the motor into the tail end causing considerable damage. Since the model had been bust many times before and the covering somewhat tattered, I decided to recover, using Trivin Ultimate.

I started with the base model now 10% overweight at 4.4 grams (originally 3.95) covered with Harlan Ultrafilm. The fuselage structure with sub-rudder weighed 2.298 grams. After removing most of the film she weighed 2.076 grams and there were a few cross-members broken or missing. After replacement and thorough sanding the bare structure was down to 1.928 grams. I then used Uhu stick glue to attach the Trivin Ultimate film from a frame and was very pleased to finish at 2.089 grams, a saving of more than 0.2 grams, and as you know Gloria II went on to claim the Manhattan title again in 1992 at the U.S.I.C.

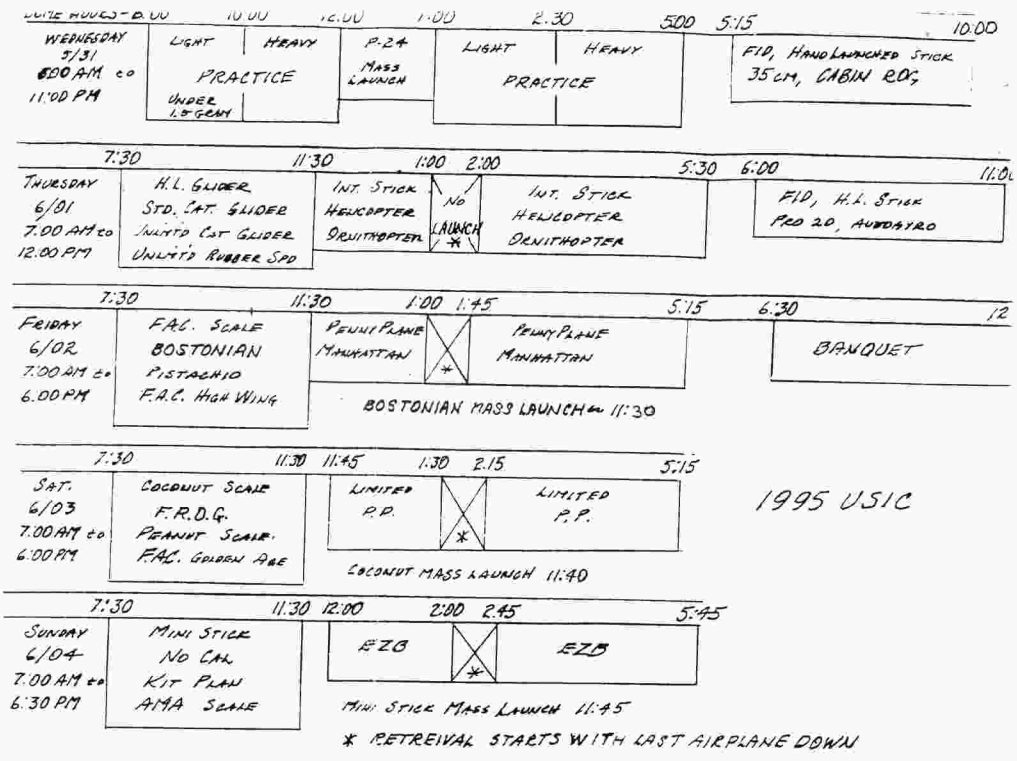
I did the same process too for my Jaguar ROG Cabin model with good results, and even went to the trouble of shrinking the Ultimate with heat over the electric stove. This is not an easy process because the heat is not equally applied, but I wanted it for the loose covering on the pod area which could not be made tight any other way. The Uhu seemed to work fine, and did not come loose. I hope this helps.

Regards, John

P.S. - I used Grumbacher 548 on all other flying surfaces and am presently using 3M Super 77. JM

(1)

FROM LARRY COSLICK COMES THIS "FINAL" SCHEDULE OF USIC, JOHNSON CITY, MAY 31 TO JUNE 4 1995



1995 USIC

LOCAL MEET 1 - NOV 12 MIAMI-DADE S. COLLEGE

MIAMA HANGAR PILOTS - AS OF OCT '94

Here they are, gang..270 enthusiasts from all over the world. All subscribers to Hangar Pilot are MIAMA CLUB members. All dues are due in December..the end of our year. If you joined in the middle of the year, you either got all the back issues of that year, or were carried for a year and a half, or both. MAKE USE OF THIS LIST. Look through it to find some one in your state, or near you. Give him a call and get together to get something started. We hope you make some new friends, and maybe start your own club. IT MUST BE FUN.

RAY ALONZO
3903 BLUE MAIDEN CANE PL.
VALRICO, FL. 33594

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VANCOUVER WA
98684

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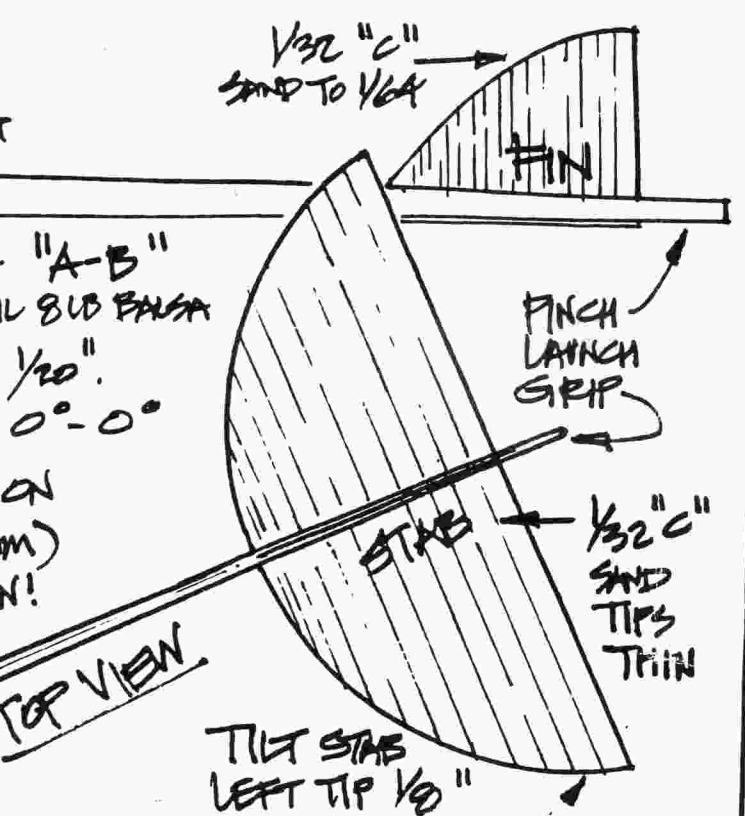
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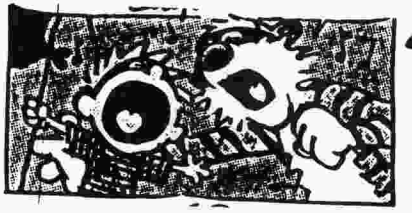
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DAVE "VTO" LINSTRUM 9/94

(11)

After accepting a gorgeous award plaque for 1st Coconut Mass Launch two years running (plus 1st Coconut '93-'94 in timed event) I had to defend my title as Kokonut King the day after the Annual Awards Banquet at Officer's Club Macdill. I assembled my old Zippy Sport (which held Florida record of 1:26 until McGillivray came from Canada with his geared biplane, which has a motor run that goes on forever) and my newer Pilatus Porter HB-FAN (not a ghost like USIC winner Slusarczyk) looking pretty in white with red/black trim and "crash test dummy" pilot/copilot. They were ready to crash if they could not avoid a light/light cable up in the danger zone near the roof, a place you need to climb into if you want a long flight. I have suggested to our MacDill contact, Bill Criss Col USAF(R) that the base commander should remove lights as an energy conservation move!!! They are lethal to all types not just the 3' span Coconuts. Many an EZB and Mini-Stick hang up forever.

I flew my Zippy first as I felt that it had a slower climb and could spend more time under the lights. It rebelled by continuing to climb right up to the girders, where it hit a cable and dove in! I flew it again, but backed off too much on turns for only a 60 sec flight. I cranked in the turns on the same motor (now less torque), installed my terrain-avoid radar, and launched. It climbed beautifully, had many near misses, and did 1:23- hard to beat!!! I put it aside, with the Pilatus, for which I had arranged a proxy for the 2pm Mass Launch. My proxy was new to this class, so I had to instruct him on the fine points of winding that huge rope of rubber in a stooge on table.

The Mass Launch was spectacular, with my Zippy slowly circling, Pilatus off to side (less winds) ~~Schlesinger~~ Hi-Max zooming fast, ~~Doc's Goldwing~~ canard nose-up and tight, and M. Wells Ford-Stout AT majestically climbing right in the DZ- hitting a cable and knocking off the wing! CRASH + BURN DEATH DIVE! DOC'S UNBEATABLE GOLDWING FLEW 1:23, FOR A TIE WITH ME FOR 1ST IN TIMED COCONUT

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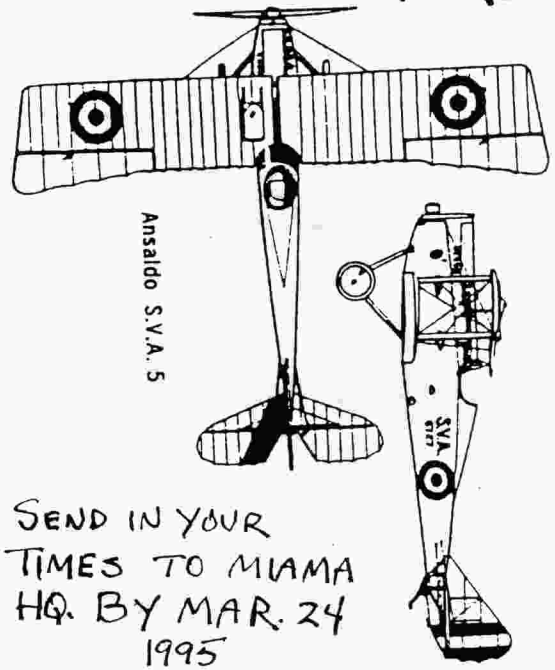
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HANGAR PILOTS JUNE 1994

HANGAR PILOTS. Here's how the membership works. All Hangar Pilot subscribers are MIAMA members..a distinguished group of individualists and innovators. All dues are due in Dec., the end of the year. If you joined in the middle of the year you either got all the back issues of that year, or were carried for a year and a half, or both. We currently have 270 members, including 15 exchanges and 25 overseas members. On the average,every year,50 pilots don't renew,4 die,and about 60 new members sign up. ...so we grow a bit every year. We hope you reup in Dec., and don't die. INDOOR ISN'T FOR EVERYONE. IT MUST BE FUN.

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NEW FROM BILL HANNAN

(14)

Review for Publication in The HANGAR PILOT

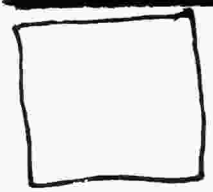
PEANUTS & PISTACHIOS VOL 6 $9.95 plus 2.50 PH Hannan's Runway
Reviewed by Dave "VTO" Linstrum

Statistically oriented modelers will note that this 8 1/2 x 11 tome contains 54 photos (the most exquisitely crafted models ever seen), 1 Peanut and 1 Pistachio plans (finely drafted), copious scale data, including the tour de force Nieuport that grew an extra tail (really!) and an amusing potpourri of modelers cartoons.

Stick & tissue freeflighters might most appreciate, however, that this book has SOUL. It is the spirit of Walt Mooney (d. 1990) who was one of the most prolific of Peanut vendors, blessing us all with his unique flying creations. In a pair of sensitively told tales by Hannan and a superb caricature pen sketch by Bill Noonan, P&P artist-in-residence in the San Diego Zoo, the soaring spirit of Walt Mooney comes alive. Now we can appreciate the enduring character that was Mooney.

Mooney's own Demoiselle (built/photographed by Bob Clemens) is the cover subject, along with the mutant Nieuport as drawn by Hannan. Chock full of valuable reading, this latest volume belongs in your library. Order today from Hannan's Runway, Box 210, Magalia, Ca. 95954 $12.45 ppd.

Still available: Peanuts & Pistachios Volume 1:	**$6.95**
Peanuts & Pistachios Volume 2:	**$7.95**
Peanuts & Pistachios Volume 3:	**$7.95**
Peanuts & Pistachios Volume 4:	**$7.95**
Peanuts & Pistachios Volume 5:	**$7.95**
Plans & 3-Views Volume 1:	**$9.95**
Stick & Tissue Volume 1:	**$9.95**
Stick & Tissue Volume 2:	**$9.95**
Stick & Tissue Volume 3:	**$9.95**







NO, THIS ISN'T YOUR LAST ISSUE THE NEXT ONE IS!

FIRST NEWS FLASH FROM FID
WORLD INDOOR CHAMPS IN SLANIC, RO.

US INDOOR TEAM SCORES CLEAN SWEEP
(Shades of Nagoya)

HATS OFF TO THE USA !

F1D Individual Championships

1	Steve Brown	(USA)	87 min.
2	Cezar Banks	(USA)	84 "
3	Bob Randolph	(USA)	83 "

European Championships

1	Cezar Banks	(USA)	84 min.

FROM EL TORBELLINO, ORBITEERS

OCTOBER 29 (Tentative) FT. LAUDERDALE ARMORY- New site. MIAMA's 1st meet of local season. Bring 10¢ Scale and Pistachio, etc.

CANCELLED

NOV. 12 MIAMI. Miami Dade South College- 9 to 4-2nd MIAMA local meet.

NOV. 19,20 PALM BAY-SAM Old Timer Meet- FAC Events.Don Brimmer 813-525-6667

NOV. 26,27 TAMPA-MacDill- MIAMA STATE MEET #2 FAC Mass Launch..Modern

DECEMBER 10 MIAMI.DADE South College. Local Meet #3 10¢ Scale & Pistachio

DECEMBER 30- Palm Bay- All KING ORANGE OUTDOOR FLYING ACES EVENTS.

DECEMBER 31,JAN.1- TAMPA- DELTA AIRLINE,MIAMA KING ORANGE INDOOR MEET. Flying Aces Mass Launch-W W I..Bring your Ansaldos.

JANUARY 14-15 DADE COUNTY YOUTH FAIR. RENUAL OF THE WORLD INTER-GNATS PISTACHIO POSTAL PROXY MEET. Mail us your Pistachio byJan.7 1995.

FEB. 11,12 TAMPA MIAMA STATE MEET #4 MacDill FAC Mass Launch-Raceplanes.

FEB. 18, FT. LAUDERDALE ARMORY (Tentative according to how the meet goes on October 29..attendence, fee, enthusiasm, etc.)

MARCH 25,26. TAMPA MACDILL.. MIAMA STATE INDOOR MEET # 5 Mass Launch WW II THE BIG MAL ED SEAY ANSALDO SVA-5 MASS LAUNCH EVENT ON SAT.

APRIL 22,23 TAMPA MACDILL.. MIAMA STATE INDOOR MEET #6

MAY 20,21 Armed Forces Day TAMPA MACDILL..Last MIAMA STATE meet of 24th Indoor Season. Mass Launch BIPLANES

WHAT'S ON IN FREE FLIGHT?

FOR ALL MIAMA MEETS CALL 305-858-6363 THE NIGHT BEFORE

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