SCRUFFY

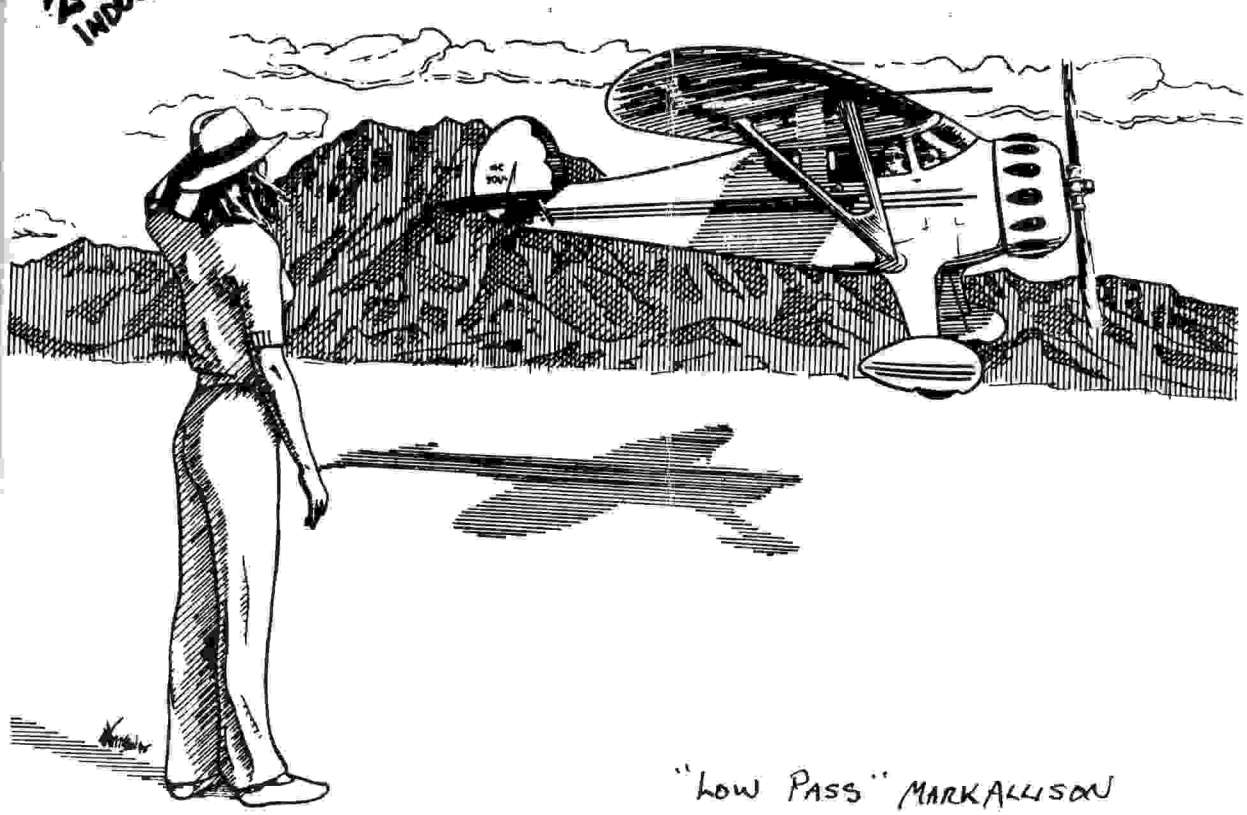
THE HANGAR PILOT

24TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

ISSUE 171

- 2 MORE ARONSTEIN LEGAL EAGLES !
- RESULTS OF MIAMA MEET #5
- ED SEAY ANSALDO RESULTS



"LOW PASS" MARK ALLISON

NEXT LOCAL MEET. APRIL 8. MIAMI DADE SOUTH COLLEGE 9-3
NEXT MIAMA STATE MEET: NEW DATE APRIL 29-30



"LIKE A LETTER FROM HOME" - Whelan

THE RANGER PILOT

The Ranger 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.

Club Secretary..Sidney Gilbert
Club Field Marshal Bill Criss

Balloonmeister..Wayne Trivin

MEET 5 REPORT - BY DOC MAR 25,26 1995

You may be tired of hearing this, but this was another outstanding,well attended event. Ed Seay of Model Airplane Labs, brought his hobby shop from Texas and set it up in Hangar 2. He's got some new Peanuts coming up.. Fokker D VII, SE-5, and Martensyde Buzzard, and also some nice superfine jap tissue in old timer buff color.. His Ansaldo Peanut sold over 200 kits, but the mass launch was disappointing with only 3 entries. Go figure. It's really great to go to a meet and have a complete hobby shop available when you need something. Come to every meet,Ed.

Two new members signed up.. Ward Riffe, and Charles Nelson, and old members Stan Chilton, and Dick Hardcastle were present. We had a field of ELEVEN in Dime Scale event and Ric Choate won it with his Comet Curtiss Robin setting a new State Record. The Dime Sclale event is becoming the Curtiss Robin event. It's really GREAT when you enter an event and find you have six or more pilots to compete with. In recent AMA Nats you could win a "first" by beating out two slugs..not so in these meets...you have to beat out six slugs.

The air was driftless and the times were really good in Hangar 2. The grandstands had been moved out of the way thanks to a request by Field Marshal Bill Criss, which helped the flying, especially the Coconuts.

Wayne Trivin entered 5 events and won one of them with a new state record in Legal Eagle. John Barker entered 6 events and won half of them. It has been said (By me) that it is harder to win a MIAMA event than one at Johnson City.

Note this pilots... next meet has been moved back a week away from the activities on Armed Forces Day to April 29,30...FAC MASS LAUNCH:Low Wings.

ON THE COVER: Mark Allison records that the happy moment of the Monocoupe's touchdown . Welcoming the weary pilots is one of Mark's georgeous chicks.

Mark has original matted art work available ($8\frac{1}{2}$ x 11) for $50 post paid. Call 503-752-0641

RESULTS - MIAMA MEET 5 MAR 25,26 1995 (2)

AMA PEANUT SCALE:

1.Sidney Gilbert Lacey	86.2	1:29	1:29 Max	172.4 RETIRED
2.George Nunez Zippy Sport	97.2	1:08	1:08	165.8
3.Don Brimmer Lacey	82.5	1:18	1:08	153.0
4.Doc Martin Astra	89.0	1:04	:57.5	149.8
5.Millard Wells Pietenpol	82	1:03	1:07	147.0
X.Doc Martin Ansaldo SVA-5	85	:50	:55	137.5
6.Walt Schlesinger Cougar	82	:36	:37	118.5

FLYING ACES SCALE:

1.George Nunez Fairchild 24	60	1:40.6(77)	137	
2.Doc Martin Komet	59	1:14(67)	126	
3.Sidney Gilbert Comper Swift	52.5	1:22.6 (71.3)	123.8	
4.Dave Linstrum Akai Val	58	:55	113	
5.Millard Wells Curt, Falcon	60.5	:45	105.5	
6.Walt Schlesinger DH Lep. Moth	57	:42	99	
7.Don Brimmer Cessna C-34	58	:38	96	

AMA LIMITED PENNY

1.John Barker 9:57
2.Dick Hardcastle 9:56
3.John Voorhees 8:02
4.W. Riffe 4:00

AMA Easy B

1.Dick Obarski 1707
2.Dick Hardcastle 13:13
3..John Barker 9:04

MIAMA PISTACHIO SCALE:

1.Dave Linstrum Dorn.Komet	1	1:00	2	4
2.Doc Martin Goldwing	3	1:04.5	1	4
3.Don Brimmer Fike	2	:55.5	3	5
4.George Nunez Poliparkov 16	2	:41.5	5	7
5.Sidney Gilbert Fike	3	:44.5	4	7
6.Walt Schlesinger Cougar	3	:14	6	9

MINI STICK

1.Dick Obarski 8:40
2.Dick Hardcastle 7:44
3.John Barker 7:43
4.Wayne Trivin 6:22

MIAMA PISTACHIO MODEL OF A MODEL:

1.Don Brimmer 1:39 Pussy Cat
2.Dave Linsrrum Mike Farthing 1:18
3.Sidney Gilbert Pussy Cat 1:10
4.Walt Schlesinger Pussy Cat :29
X.Walt Schles. Cougar :19

MIAMA DIME SCALE:

1.Ric Choate	Comet Curtiss Robin	386	NEW STATE
2.George Nunez	Fairchild 24	301	RECORD
3.Dick Obarski	Curtiss Robin	296	
4Carl Hedley	Curtiss Robin	238	
5.Dave Linstrum	Curtiss Robin	237	
6.Wayne Trivin	Comet Mr. Mulligan	225	
7.Doc Martin	Comet Stratoplane	162	
8.Don Brimmer	Cessna	157	
9.Sidney Gilbert	Megow Puss Moth	147	
10.Millard Wells	Megow Doug. Observ.	128	
11.Walt SchlesingeR	Megow Nieuport	47	

COCONUT SCALE-MIAMA EVENT:

1.Dave Linstrum Porter 1:27
2.Ric Choate TIE Found 1:23
2.Doc Martin Goldwing 1:23
4.Walt Schlesinger Hi-Max :31

ED SEAY'S ANSALDO POSTAL

1. DOC MARTIN :55
2. GENE SMITH :45
3 DICK HARKER : 37.5
4. MIL. WELLS : 34.5
5. DICK HARKER :31
6. DON BRIMMER :30.6

MIAMA LEGAL EAGLE:

1.Wayne Trivin	Barely Legal	9:16
2.Carl Hedley	Paperchase	8:12
3.Newt Bollinger	Hung Jerry	7:46
4.George Nunez	L.E.#2	6:45.9
5.John Barker	Jury-Rig	6:28
6.Dave Linstrum	Mistrial	5:56

NEW STATE RECORD

FLYING ACES EMBRYO

1.John Barker	Swordfish II	524
2.Wayne Trivin	Yellow Bird	455
3.Sidney Gilbert	Sunny Side Up	320
4. Dave Linstrum	Swamp Bird	314
5. Don Brimmer	Hornet	303
5.TIE Earl Thomas	Hornet	303
7.Walt Schlesinger	12½¢	119

FLYING ACES NO-CAL EVENT

1.Newt Bollinger	Lacey	3:09
2.Dick Obarski	Lacey	2:58
3.Sidney Gilbert	Finnaire	2:46
4.Carl Hedley	Zero	2:13
5.Dave Linstrum	PIK 21 racer	1:42
6.Don Brimmer	B-70	:41
7.Walt Schlesinger	Avia 205	:17

AMA BOSTONIAN EVENT

1.John Barker	Scimitar T	1.12	375.2
2.Wayne Trivin	Jet White	1.10	356.4
3.Millard Wells	Blue Fin	1.10	301.4
4. Sidney Gilbert	6 of 7	1.10	288.2
5.Earl Thomas	Basic Bost.	1.10	260.7
6.Don Brimmer	UGLY	1.10	250.8
7.Carl Hedley	Basic Bost.	1.10	246.4
8.Newt Bollinger	Orange Crate	1.10	226.6
9.W. Schlesinger	Bean Machine	1.11	79.9

Catapult Glider,.Don Brimmer 1st

MASS LAUNCH

PEANUT MASS LAUNCH
1.Dick Hardcastle
2.Sidney Gilbert
3.Millard Wells
4.Doc Martin
5.Ric Choate
6.Don Brimmer
7.George Nunez
8.Walt SchlesingEr
9.Dave Linstrum

FLYING ACES WW II MASS LAUNCH
1.Geo Nunez
2.Dave Linstrum
3.Millard Wells
4.Wayne Trivin
5.Walt Schlesinger
6.Doc Martin
7.Don Brimmer
8.Steve Barona

COCONUT MASS LAUNCH
1.Ric Choate
2.Doc Martin
3.Dave Linstrum
4.Walt Schlesinger
5.Millard Wells

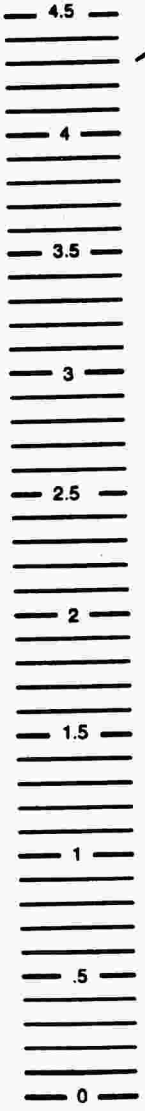
MAL ANSALDO MASS LAUNCH
1. M. Wells
2.Don Brimmer
3.Doc Martin

HOT CAKES:
1. Walt Schlesinger

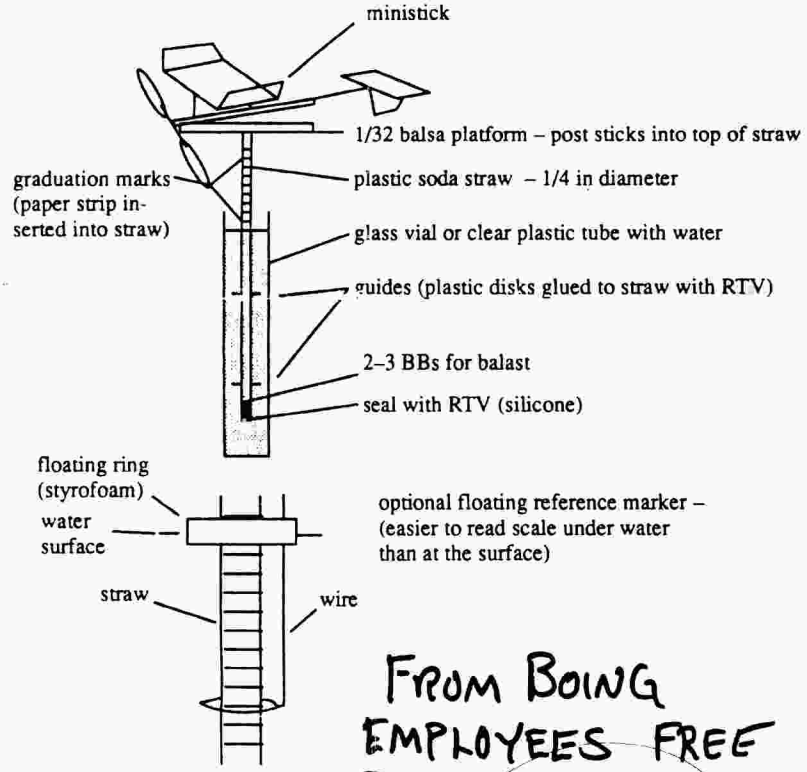
(3) YET ANOTHER WAY TO WEIGH YOUR MODEL

Floating gram scale – Here's a simple way to measure weights in the range of 0.1 to 1 gram. It's made from a common plastic drinking straw that floats in a vial of water. One gram equals about 1.4 inch change in float depth for the straw I used (about 1/4 in diameter). The scale below is based on this calibration. You can make the scale more sensitive by using a thinner straw. Measure the float position relative to the water surface (not the top of the vial) or your calibration will depend on the vial diameter too. The vial should be about 1 inch in diameter, so that the water surface is not all meniscus. Use loose fitting guides of some sort to keep the float more or less vertical.

0 TO 4.5 gm



cut out, roll, and insert into straw – each small division equals 0.1 gm.



FROM BOING EMPLOYEES FREE FLIGHT MODEL FLYING CLUB (HAWKS)

1995 FLYING ACES CLUB RULES

FLYING ACES EVENTS:

1. FAC Rubber Scale
2. FAC Peanut Scale
3. FAC Jumbo Scale
4. FAC Power Scale
5. GHQ Peanut Scale
6. No-Cal Profile Scale
7. Golden Age Scale
8. Shell Speed Dash
9. Giant Scale
10. Pioneer Scale
11. FAC Oldtimer Electric Gas Replica
12. FAC Oldtimer Rubber
13. FAC Oldtimer Stick
14. Embryo Endurance
15. Any pre-publicized events retaining the spirit of the Flying Aces Club.

Mass Launch Events:

Any of the following events may, at the C.D.'s discretion, have qualifying flights. The C.D. will select the number of models that are to fly in the event, and the flight times for the qualifying flights will be ranked by endurance. The top qualifiers are then selected for the event.

1. Greve Trophy Race; Models with inline engines of aircraft that were entered or flown in either the Greve or Thompson Races or other races (domestic) held from 1929 to 1939.
2. Thompson Trophy Race; Models with radial engines of aircraft that were entered or flown in either the Thompson or Greve Races or other races (domestic) held from 1929 to 1939.
3. Aerol Trophy Race; Model aircraft that have been entered in the Shell Speed Dash (qualifying event for the Greve and Thompson Races) but which did not qualify for either race event.
4. World War One; Models of aircraft that were in actual combat or been massed produced and intended for combat during WW-I (1914-1919). The C.D. may, at his discretion, limit this event to multi-winged aircraft. Models must have armament, struts and rigging.
5. World War Two; Models of aircraft that were in actual combat or been massed produced and intended for combat during WW-II (1939-1945). Must have armament, struts and rigging.
6. Any collection of model aircraft for a specific category of Aviation History, provided they retain the spirit of the FAC (such as WW-I Peanut, WW-II Jumbo, etc.)

GENERAL RULES

1. All events are for rubber powered models except FAC Power Scale and pre-publicized special events. Add Oldtimer Electric Gas Replica.
2. No feathering or folding props which feather or fold at the end of motor run will be allowed.
3. Only one example of each design permitted each builder. (no duplicate back-up models allowed). However, each contestant may enter two different models in each event except in mass launches, where only one model may be entered.
4. Each entrant must be the builder of the model he/she enters.
5. Proxy entries may be allowed by the C.D.'s discretion.
6. At least three models by three different builders must be entered and make a qualifying flight in an event before the winner can be credited with a "Kanone".
7. No condenser paper or other ultra-light covering material may be used to cover your model.
8. All racing events have a maximum wingspan of 24 inches.
9. Wingspan for Jumbo Scale will be 36 inches or greater for multi-wing models and 36 inches or greater for monoplanes.
10. Giant Scale, same as Jumbo Scale except that wingspan will be over 36 inches for multi-wing models and over 42 inches for monoplanes.
11. Peanut Scale models limited to no more than 13 inch wingspan.
12. All mass launch aircraft must have a minimum of 50 scale points to qualify, not including bonus points.
13. Minor rule modifications to fit local conditions is left to the discretion of the C.D.
14. Once a mass launch event starts, there will be no replacing rubber motors or any repairs made to the models. There may also be a time limit set by the C.D. as to when and how much time contestants have to retrieve their models and be ready for the next heat, including winding time.
15. Foam construction is prohibited in all events. However, foam is permitted for the use of air scoops, radiators, machine guns, etc.
16. No single model may be entered in more than one judged event or in more than one mass launch event.
17. Models built for a scale judged event cannot be entered in any other scale judged event during a publicized contest.
18. Gear driven propellors using one or more rubber motors will not be allowed in events that are scored only by flight times. However, gear arrangements which do not increase or decrease propellor RPM will be allowed in order to accommodate high or low thrust lines.

FLYING ACES RUBBER PEANUT JUMBO SCALE, ETC.

The intent of these rules is to offer the modeler the opportunity to exercise his skill in producing a good flying model which retains most of its scale appearance without being burdened by excessive scale requirements (scale rib-spacing, scale stab area, etc.) or too small a prop due to R.O.G. requirements. It is hoped that the bonus system will bring forth here-to-fore neglected subjects which have been considered non-competitive due to their complexity, design or lack of inherent flight qualities.

BASIC RULES:

1. Any two models built from published plans, kit plans or from original plans of any heavier-than-air, full size aircraft, built or proposed, may be entered. Model plans, kit or published, may be embelished and/or improved upon to make the model more closely resemble the real machine.
2. If the model is built from original plans, the builder must present a 3-view, photos, or any other material used in creating the entry.
3. Models must be accompanied by proof of scale which includes 3-views, photo etc., used by the builder. This material should aid the judges in verifying coloring, markings and details.
4. Tail surface area and dihedral may be increased moderately, but not to a point that the scale appearance of the model is destroyed. The general outline of all surfaces and fuselage cross sections must be retained.
5. All models must closely resemble the full scale aircraft with respect to outline and proportions. The opinion of the judges in this matter is final!
6. Undercambered airfoils are not allowed unless the full-sized aircraft utilized this feature.
7. All flights are hand launched. Consequently, there is no limit to prop diameter, and any landing gear may be represented in the up or down position. Full flush retracting gear may be represented by nothing more than ink lines or the like. Props will not be considered for scale or workmanship points except those on dummy engines.
8. All surfaces must be double covered, except where single surfaced on the full scale machine.
9. No extra points for exact scale rib spacing, tail area, or the like.
10. Any model of a prop driven, or jet propelled multi-engined aircraft with thrust provided by a single prop in a non scale position on the nose or tail of the fuselage may be entered. However, no extra bonus points will be awarded for location of propellor(s).
11. Motor sticks may be used on multi-engined models without penalty. Propellors must be in scale location on nacelles.

SCALE POINTS:

Scale points are the sum of the points awarded for Construction and Details, Color and Markings, and Workmanship.

1. Construction and Details;
   A maximum of 30 points will be given for general accuracy and the extent of detail, such as struts, rigging, engine cowl, exhausts, armament, etc. No cockpit or cabin interiors will be considered, except for the windscreen and instrument panel, unless a full panel is impossible due to a high thrust line.

NOT MUCH	SOME OF IT	MOST OF IT	ALL THERE
0 to 10	11 to 20	21 to 25	30

2. Coloring and Markings;
   A maximum of 20 points will be given for accuracy and extent of coloring and markings. Judging will consider items such as insignia, numbering, striping, etc., and correct coloring of serial number for a particular subject modeled. Where a model is built of a proposed design, the full scale protoype never having been built, then its color and markings should reflect its designed purpose and era of its creation. Silver colored tissue may be used to represent polished aluminum. There will not be any difference in scoring between the proper colored tissue and painted surfaces.

3. Workmanship;
   A maximum of 12½ points will be given for workmanship. Good covering, alignment, neatness, etc.

FLIGHT POINTS:

A maximum of 82½ flight points will be awarded for each flight as follows;

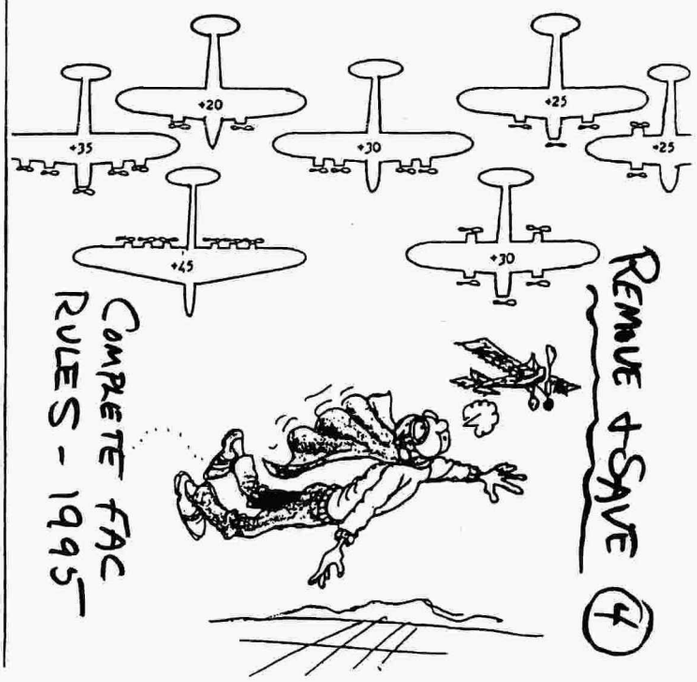
0--60 seconds: one point per second.
61--90 seconds: one half point per second.
91--120 seconds: one quarter point per second.
over 120 seconds: no points.

Three official flights are allowed. A flight of 20 seconds or more is considered an official flight. At least one official flight must be made to be awarded the scale points. In the case of large entries in any one contest, the C.D. may require an official flight before the model is judged for scale points. Flight points are determined from the highest single official flight time.

BONUS POINTS

The following bonus points will be awarded for inherent flight qualities of different types of models. The total bonus points is the sum of the points for all categories.

BONUS POINTS	AIRCRAFT CHARACTERISTIC
0	High wing cabin monoplane types.
3	Parasol wing types.
3	For skis if they are scale in width and length.
5	Shoulder and mid-wing types.
5	Canards and tandem wings.
10	Low wing types.
15	Biplane and sesquiplane types.
20	More than two wings.
10	Seaplanes, flying boats and amphibians.
15	Unorthodox designs (flying wings, autogyros, etc.)
1	Each jet engine pod, regardless of how many engines were contained in it on the full scale machine.
5	For each dummy nacelle with a scale diameter free wheeling prop on it.
5	Single engine pushers.
	MULTI-ENGINED AIRCRAFT, EVEN NUMBER OF MOTORS
5	If any of the off-center motors are pushers or in tandem.
10	Centerline tandem engines, if both props are powered in such a manner as to contribute generously to the thrust and duration of motor run needed for flight. (example: Fokker D-XXIII
20	Off center-line twins.
10	Any additional pair of motors at different off-center locatic provided all are equally powered .
	MULTI-ENGINED AIRCRAFT, ODD NUMBER OF MOTORS
5	If any of the off-center motors are pushers or in tandem.
25	Tri-motors, provided the off-center motors contribute significant power.
10	Each additional pair of motors at a different off-center location provided all motors are equally powered.



EXAMPLES:

Convair XB-46 (with non-scale prop on nose or tail)
5 points for shoulder wing.
2 points for jet engine pods.
7 total bonus points.

Sikorsky S-40 (with two props driving and two dummies).
3 points for parasol wing.
10 points for being amphibian.
20 points for being off-centered multi-engined.
10 points for two dummy props.
43 total bonus points.

TOTAL SCORING:

Total score = Scale points + bonus points + flight points.

Highest total point aircraft wins. In the event of a tie score, a fly-off will be held. Bonus and scale points once again added to the flight points to determine the winner. Where two ships are entered by one contestant, only the higher scoring of the two will be used to determine the modeler's standing.

FAC POWER SCALE

1. Power must be other than rubber, such as glo, diesel, gas, Co/2, electric, etc.
2. Same scoring as FAC Rubber Scale except the bonus points will be added to the highest flight time (in seconds) before the flight score is determined as in FAC Rubber Scale. There-fore, the flight, including bonus points, cannot exceed 82½ points.

   Example: A model given 50 bonus points and having a best flight time of 80 seconds will have a flight time of 130 seconds, which becomes 82½ points.

3. In the event of a tie, the model with the highest scale points (exclusive of bonus points), wins. If scale points are identical, highest flight time is the winner. When scale points and flight times are the same, multiple awards will be made.

G.H.Q. PEANUT SCALE

1. Open to any scale model of not more than 13 inches wingspan.
2. Flight score determined by total of three official flights, hand launch.
3. Unlimited attempts to gain three official flights. Any flight of 20 seconds or more is official.
4. There will be no maximum flight time.
5. All models must be covered with Japanese tissue or equivalent.
6. All surfaces must be double covered, unless the real ship was single cov.
7. Planes with retractable gear may be built with gear represented in the up position with no penalty.
8. Scale points:
   A. Color; Reasonable effort to use tissue and/or dope to simulate realistic coloring.....3 points
   B. Markings; Civil registration and striping, or military insignias, serial numbers, squadron markings, etc.....3 points
   C. Details; Struts, cowls, cylinders, pilots, rigging, armament, exhausts, windshields, steps, control surface outlines, and any other outstanding details.....Stark:-3 points
   Lax: 0 points
   Good: 3 points
   Great: 6 points
9. Scale determined by multiplying scale judging points by the first two digits of the best G.H.Q. Peanut flight score of the day. Example: If the best three flight total is 279 seconds, then everyone's scale score is multiplied by 27. If only two digits comprise the top score (say, 97 seconds), then only the first digit will be used as a multiplier, everyone's scale score being multiplied by nine.
10. Highest total of flight and scale score wins. Ties to be broken by a single flight fly-off, multiplied by 3, and added to the scale score.

NO-CAL PROFILE SCALE

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.
5. Model must be in correct color scheme, have documentation to prove it.
6. Model must also have full landing gear. No profile gears. Retractable gear may be built in the up position.
7. All wing struts must also be on the model. Judges decisions are final.

GOLDEN AGE SCALE

1. Models of any aircraft produced from 1920-1940, but excluding military aircraft produced from 1935-1940.
2. Retract gear planes must have gear in down position.
3. Planes eligible for race events are excluded.
4. No scale judging required, but the 50 minimum scale point criteria will apply.
5. Official flights are 20 seconds or more, and a three official flight total is the score. Highest total time is the winner. Fly-off to break ties.

THOMPSON AND GREVE RACING EVENTS

1. High wing and parasol types are excluded.
2. All racers must be in their proper color, tissue or doped, and carry proper race numbers and registration.
3. Any model of a race plane that had a retractable landing gear may be built with the gear represented in the up position.
4. Construction:
   A. Sheet covering over built up structure is acceptable, where the real aircraft was wood or metal covered.
   B. Wings; Non-scale airfoils may be used, as long as they are not undercambered. Dihedral may be increased as long as it is not to the extent of damaging the appearance of the model.
   C. Fuselage; Scale cross sections are required.
   D. Tail; Area may be increased provided it is not to the extent of damaging the appearance of the model.
5. Proof of eligibilty and compliance with the text and intent of these rules is the total responsibility of the contestant. Judges decisions are final. If you are uncertain as to a model's eligibility, write to GHQ for a ruling. Eligible aircraft list is available for a S.A.S.E.

AEROL RACE

One large mass launch for all planes that did not qualify in the Shell Speed Dash for the Greve or the Thompson races. Last one down wins.

SHELL SPEED DASH

This event may be held to qualify models for the Greve or Thompson races. Two official (20 seconds or more) timed flights will be made. Highest total wins the Shell Speed Dash event. Fly-off to break ties. The top ten qualifiers for planes eligible for the Thompson and the Greve are selected for these two racing mass launch events.

EMBRYO ENDURANCE

1. For rubber powered models with not over 50 square inches of wing area for monoplanes. For biplanes, not over 70 square inches, with 45 square inches maximum for the largest wing area. Stab area not to exceed 50% of the wing area.
2. Fuselage volume to enclose a space 1.25 X 1.50 X 3.00 inches or larger.
3. Wing and tail to be built up, covered on both sides with Japanese tissue or equivalent.
4. Model must ROG from a card table top UNASSISTED from a three point rest.
5. Landing gear legs must be in a conventional configuration and have 3/4 inch diameter wheels or larger. (Example: two wheels on one landing gear is prohibited). Wheels must turn on their axles.
6. Unlimited attempts for three official rise above table top level flights.
7. A bonus for the following details will be given:
   5 seconds for a raised cabin or windscreen with open cockpit and headrest.
   3 seconds for 3-dimensional wheel pants.
   1 second for 3-dimensional exhaust pipes.
8. Highest flight total plus bonus points wins. Fly-off to break ties. Bonus points once again added to the flight points.

FAC OLDTIME RUBBER

1. Any non-scale endurance type model built from a kit or plan published before Dec. 31, 1945 is eligible.
2. Fuselage must be built up, no stick models.
3. Wingspan not to exceed 36 inches.
4. Must have fixed landing gear. Wheel diameter must be as per plan.
5. Propellor diameter must be as shown on plan or not more than 1/3 of the wingspan. No folding or feathering props allowed. Plastic props OK.
6. Structural changes may be made to incorporate a D/T.
7. Original airfoil must be used.
8. Original structure may be beefed up but not lightened. Same size wood and number of ribs, etc. as on plan.

FAC OLDTIME STICK

Same as FAC OLDTIME RUBBER except delete item number four (4).

GIANT SCALE

Same as Jumbo Scale except wingspan must be over 36 inches for multi-wing models and over 42 inches for monoplanes. Of course, if there is no Giant Scale event in a contest these giants can compete in Jumbo.

PIONEER SCALE

Models of aircraft that were produced before 1914 regardless of size. If no Pioneer event then model may be flown in its regular category.

FAC OLDTIMER ELECTRIC GAS REPLICA

1. Any non-scale endurance type model built from a kit or plan published before Dec. 31, 1945. Model must have been gas powered originally.
2. No profile fuselages.
3. Wingspan not to exceed 30 inches.
4. Model must land within the confines of the flying field to be an official flight. All off-field flights will be considered an attempt. Unlimited attempts to score three official flights.
5. Model plans for these type of models may be reduced from the original plan to conform to the 30 inch wingspan rule.

MASS LAUNCH RULES COMMENTS

Repairs; Absolutely no repairs of any kind can be made to your model once the mass launches start, regardless of how the damage was done. This includes holding parts together with saliva! Don't laugh, it has been done.

Broken motors; Broken motors cannot be replaced, glued or tied, period!

Ballast; Ballast can be added or moved on your model provided there is no test gliding after this is done. This applies only after the model has flown in the event.

Contest Directors; Please take the weather and the contestant's ages into consideration when setting times between rounds of the mass launch events.

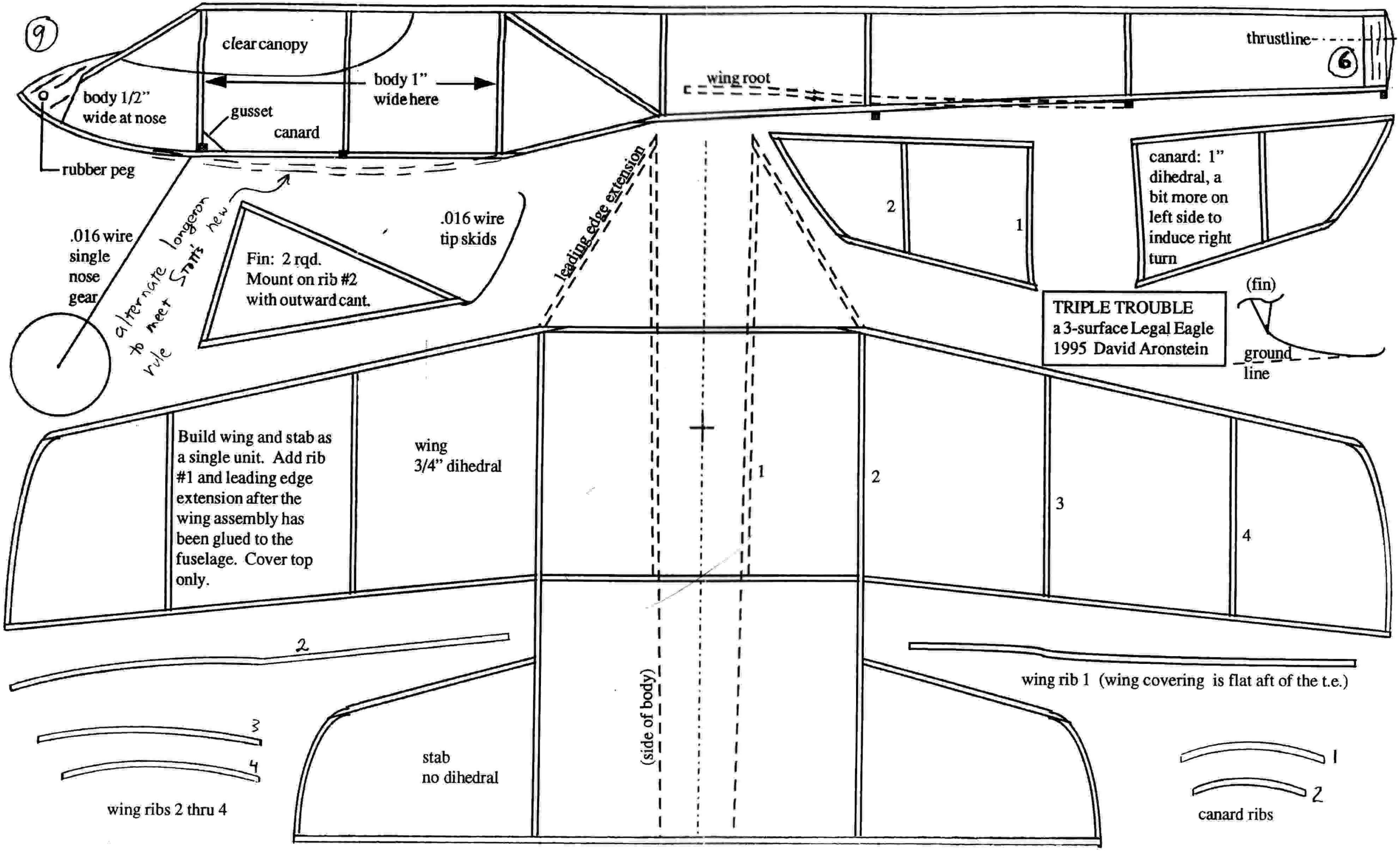
Any questions on the Flying Aces Rules for 1995 should be directed to GHQ.

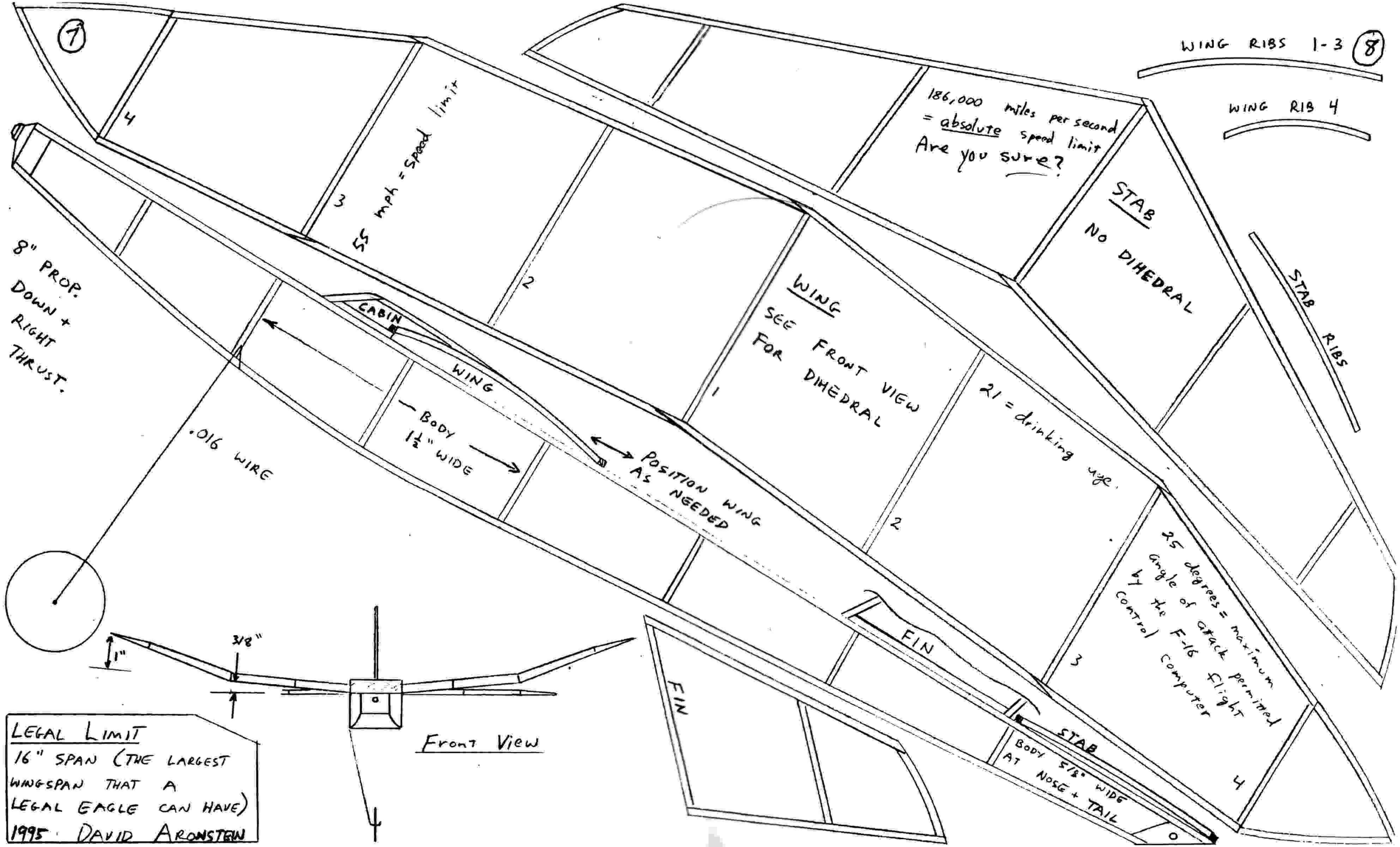
CONTEST RESULTS

Starting January 1, 1995, all contest results must be sent to Roy Courtney on a form similar to the one in the newsletter that shows the results for the first three places in each event. Without this, the winner of each event will not get credit for his win.

The reason for this is that there have been rumors of some individuals sending in names of event winners when there wasn't sufficient entries to warrant a victory. We want the scale score, flight times, etc. for each of the top three finishers in every event including the mass launch events.




9
clear canopy
body 1/2" wide at nose
body 1" wide here
gusset
canard
wing root
thrustline
6
rubber peg
.016 wire single nose gear
alternate longeron new Starts here to meet rule
Fin: 2 rqd. Mount on rib #2 with outward cant.
.016 wire tip skids
leading edge extension
2
1
canard: 1" dihedral, a bit more on left side to induce right turn
TRIPLE TROUBLE
a 3-surface Legal Eagle
1995 David Aronstein
(fin)
ground line
Build wing and stab as a single unit. Add rib #1 and leading edge extension after the wing assembly has been glued to the fuselage. Cover top only.
wing
3/4" dihedral
1
2
3
4
2
wing rib 1 (wing covering is flat aft of the t.e.)
3
4
wing ribs 2 thru 4
stab
no dihedral
(side of body)
1
2
canard ribs


7
4
3
55 mph = speed limit
2
1
WING RIBS 1-3
8
WING RIB 4
186,000 miles per second
= absolute speed limit
Are you sure?
STAB
NO DIHEDRAL
STAB RIBS
8" PROP.
DOWN +
RIGHT
THRUST.
CABIN
WING
WING
SEE FRONT VIEW
FOR DIHEDRAL
BODY
1½" WIDE
.016 WIRE
POSITION WING
AS NEEDED
21 = drinking age.
25 degrees = maximum
angle of attack permitted
by the F-16 flight
control computer
FIN
FIN
STAB
BODY 5/8" WIDE
AT NOSE + TAIL
3/8"
1"
Front View
LEGAL LIMIT
16" SPAN (THE LARGEST
WINGSPAN THAT A
LEGAL EAGLE CAN HAVE)
1995 DAVID ARONSTEIN

COVERING WITH PLASTIC FILMS

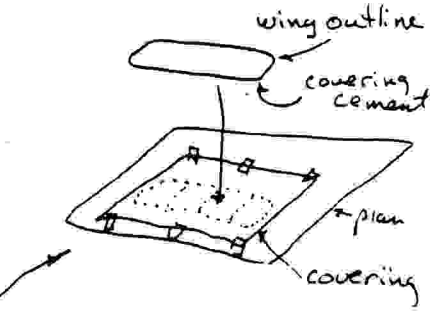
Hassle-free indoor construction – For most builders covering indoor structures with plastic film coverings is pretty frustrating. Static cling makes the stuff fold up onto itself and stick to the building board, making you feel like the proverbial one-armed paper hanger. The standard method for dealing with the stuff is to first stick it to some kind of frame while it's flat, and then lay the frame over the structure to be covered. I've found this method to be helpful but still challenging. Here's an even simpler way (I think) to build certain indoor structures, like a ministick wing. The method essentially eliminates the covering operation alltogether. It's like building a fiberglass boat, where you apply the gel coat to the mold first. I tried this recently and it produced a very smooth covering job automatically.

Method I. (Covering on top surface, wing built upside-down)

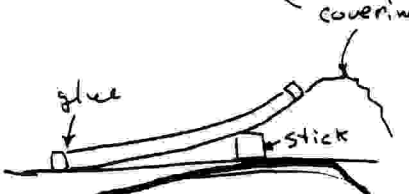
0. Make a mirror image version of your wing plan (bottom view), since you will be assembling the wing upside-down.
1. Cover plan with waxed paper as usual.
2. Build the wing outline, remove it from the plan when dry.
3. Lay covering film over the waxed paper (over plan). Stretch it smooth and tape it down at several places.
4. Apply covering cement to wing outline and position it over the plan (on covering film). Weight it down with pennies. If you like to use the solvent activation technique let the cement dry on the outline and then activate it with solvent after it is positioned on the plan.

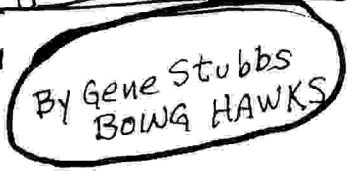
4.5 If using solvent-activating covering cement (rubber cement, shellac, dope) apply some to the top surfaces of the ribs and allow to dry.

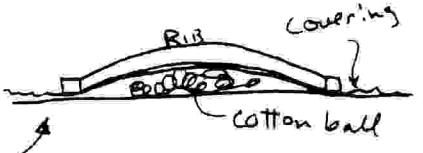
5. Glue one end ribs to leading edge spar (upside-down).
6. When dry, cut or untape covering material on leading edge side.
7. Prop up wing outline leading edge by sliding a balsa stick under the covering. Trailing edge is still weighted down.
8. Glue rib trailing edge joints to wing TE spar. Hold down with weights.
9. Apply covering cement to ribs if needed or activate previously applied cement with solvent.
10. When dry remove structure and trim edges of covering using a sharp razor or cautery.











Method II. (Covering on bottom surface, wing built right side up)

As above except glue in both ends of ribs as usual. Remove from board and cement covering to underside of ribs while pushing covering from below (eg. cotton balls under rib locations).

(13)

Why I'm Stuck on UHU Glue

(A letter from Gerry Lafreniere)

As promised here is an up-date of an article I wrote for he FAC Snowbirds Squadron back in January 1993, and subsequent article in January '94.

I was flattered that it has been picked up by several ther FAC newsletters around the U.S. and a brief ention in the AMA magazine, Model Aviation.

The following is a condensed and updated version of the rticles and some recent innovations I have discovered hile experimenting with the properties and uses for a ater soluble glue stick called UHU (Yoo Hoo). This oloured glue is manufactured in Germany and istributed by Faber Castell of Lewisbury, TN, USA.

It can be purchased in Canada at most stationery stores, iant Tiger, Woolco, Canadian Tire, Walmart, and other ores. In the U.S. I have found it at Walgreens, Walmart, mart and Federal Drugs.

The small sticks cost about 50¢ to $1.00 and the large om $1 to $2. When applied it is purple in colour but it clear when dry. It also comes in clear sticks but I prefer ie coloured ones as you can see the glued area.

I think we are all pretty well conversant with applying overings with the clear dope method. I was never too npressed with this "old tyme" method as it was time nsuming, smelly, and you generally were covered to our elbows with dried dope which you spent hours ewing off.

This glue stick (UHU) is odourless, washes off with ater, fast in application, has good working time, and, to ate, in use on aircraft for rubber and fuel powered - is ermanent.

I have applied Japanese tissue, ganpi paper, light and heavy silkspan, lite-span and airspan with UHU, also clear acetate windshields and "greenhouses" on various models, and so far not a single failure in adhesion.

Dan O'Grady
50 Largo Crescent,
Nepean, Ontario,
Canada K2G 3C7

FROM SAM 86 SPEAKS





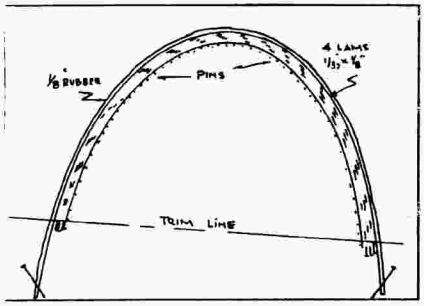
AVAILABLE IN FLA. AT OFFICE DEPOT

In application, the area to be covered is coated with the stick glue and you can see the purple colour as it's applied. The tissue etc. is laid on in the usual manner, and can be worked to remove any irregularities as they present themselves. Undercamber on wings present no problems either, as each rib is coated. I have found that your covering time is cut in half.

Once your unit is covered (allow 1/16" overlap) use a small brush to seal the glued area with a 50/50 coat of dope before shrinking. I use several applications of isopropyl alcohol to shrink tissue etc. On the "plastic" coverings (lite-span and airspan) I heat shrink the covering, but not with a heat gun. I use a covering iron, as I can work small wrinkles out of the covering by brushing over the area slowly and working the wrinkles out. The heat releases the glue sufficiently to permit this.

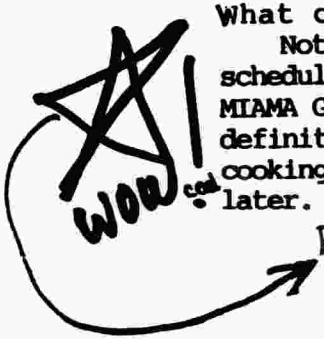
The acetate for cabanes and windshields is applied in the same manner. As a trial I glued a piece of acetate to balsa and left to dry overnight. On trying to remove it, it tore the balsa.

The greenhouse of my *Taylorcraft Grasshopper* was covered in this manner, and to date, after two summers of flying no breakdown has occurred. Numerous other model cabanes have been done with UHU, and no failures.



FROM SAM 86 SPEAKS DAN O'GRADY

ADDITIONAL JOHNSON CITY EVENTS V



What can you do in Johnson City on a Saturday nite? Not a whole lot. When MIAMA saw there was nothing scheduled at the USIC after 5:30. we booked the Dome for a MIAMA GRAND PRIX. Although this is a late addition we will definitely fly LEGAL EAGLE and DIME SCALE. JIM MILLER is cooking up some additional FLYING ACES events to be announ- later. There'll be a hot time in Old Town on Sat. night.

PLEASE COPY-OTHER NEWSLETTERS

MORE ON JOHNSON CITY:

FAC RULE CLARIFICATION FOR USIC.

1. Hi-WING MONOPLANE (13" MAX WINGSPAN) No pylons
2. Golden Age [illegible] (No wingspan limitations)
3. FAC Scale (No peanuts) 3 [illegible]
4. FAC rules will be observed
5. Peanut Mass Launch (No Hi-WING MONOPLANE between 5:30 - 11:00 FRI NITE.

Lil-Planes Kits

a P-NUT scale kit: spans 13"
Designs by Dave "VTO" Linstrum

D1. Martin MO-1
D2. Pilatus Porter
D3. Curtis Jenny Mono
D4. Kitfox
D5. Kawasaki Komet
D6. Ford AT
D7. Farman F-190

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IRVING, TEXAS 75060

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CHECK/M.O. ON U.S. BANK ◆ FREE PEANUT PLAN W/ORDER
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NEW TISSUE OFFER - FREE PEANUT PLAN WITH EACH ORDER



WHAT'S ON IN FREE FLIGHT?

~~March 1 MIAMI-DADE SOUTH COLLEGE SORRY, WAS CXD IS CANCELLED~~
~~March 25,26 TAMPA. MIAMA State Indoor Meet #5 FAC Mass Launch WWII Mac Dill AFB~~
~~Also Mass Launch Invalids except on Sat~~

April 8 MIAMI-DADE SOUTH COLLEGE 9 to 3. This one is confirmed. Legal Eagle/Pistach.
April 9 to 15 LAKELAND,Fl. EAA Sun n' FUN APRIL 29,30 NEW DATE
April [redacted] TAMPA. MACDILL AFB. MIAMA STATE INDOOR MEET #6 FAC MASS LAUNCH..LOW WINGS
MAY 6,7 SAM Old Time Spring Meet. Palm Bay. C/D Don Brimmer 813-525-6667. FACEVENTS
May 13, MIAMI-DADE SOUTH COLLEGE. 9 to 3. CONFIRMED. Legal Eagle, etc. etc.
MAY 20, 21 TAMPA. MACDILL AFB. MIAMA STATE INDOOR FINAL MEET (#7) FAC M/L:Biplanes.
MAY 27,28 PALM BAY, Terry Rimert Memorial Meet and one design
MAY 31-June 4..JOHNSON CITY,TN..THE BIGGIE. Big Sat. nite MIAMA GRAND PRIX.
JUNE 17,18 PENSACOLA,FL. Festival of Five Flags.
JULY 1,2. PALM BAY. FLORIDA STATE FF CHAMPS. C/D Bill Staley
JULY 15,16 MOSCOW,IDAHO. AMA INDOOR NATS.. Kibble Dome
JULY 29, ISLAMORADA,KEYS. The Celebrated Millard Wells Flying Aces ROW Meet.
Three Kanones, FAC, Peanut, and JuMBO.
AUG 5,6 PALM BAY.FL. DIXIE NATS JIM JUHL,C/D
SEPT. 2,3. DISTRICT V CHAMPS PALM BAY FL.

ALWAYS CALL INDOOR HOT LINE THE NITE BEFORE MIAMA MEETS. 305-858-6363

THE HANGAR PILOT

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