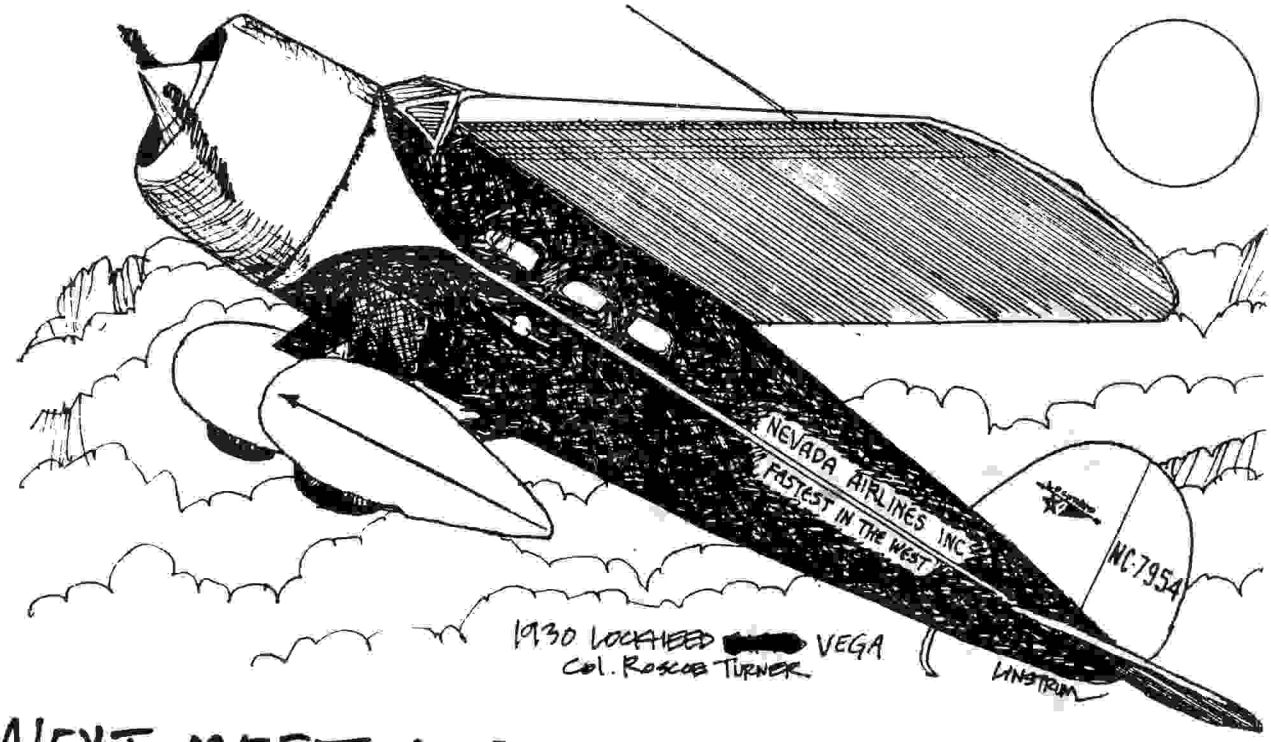
THE HANGAR PILOT

25TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

MIAMA — MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

ISSUE 178

- RESULTS MIAMA #4
- HEDLEY'S CATAPULT GLIDER
- DOC'S PISTACHIO QUETZALCOATL
- INTER-GNATS RESULTS.
- LAST CALL FOR BUZZARD TIMES



NEXT MEET MARCH 23, 24 MACDILL AFB
ED SEAY BUZZARD M/L - 2:00 PM SAT. HANGAR
PEANUT M/L 12:00 FAC WWI 5:00. SUN 2:00 COCONUT



TWENTY FIVE YEARS!!

LIKE A LETTER FROM HOME - Wilcox

THE HANGER PILOT

The Hanger Pilot, edited by John Martin Jr., who is solely irresponsible 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 3624 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: 305-858-6361.

MIAMA SECRETARY-SIDNEY GILBERT FIELD MARSHAL BILL CRISS

FLYING ACES SOON. NUMBER 11 - FAC

MIAMA MEET #4 MACDILL FEB 3,4 1996

Once more Bill Criss came through to save the day.. I hope all you Hangar Pilots realize how valuable our FIELD MARSHALL is. We were no longer able to use our usual Hangar #3 due to modifications being made, so Col Bill was able to reschedule us at Hangar #4. Meet #4 went smoothly but a little on the cold side. I don't understand it but NINETEEN INDOOR FLYERS showed up to fly in Meet #4 MIAMA, and all catagories were hotly contested. Now 19 flyers may not impress you, but it impresses me. That's a whole lot of indoor flyers for a local indoor meet, my friend.! It was good to see pilots we haven't seen in a year such as John Voorhees, and Joe Nuszer, and Millard Wells, and Walt Everson...Nice to see ya. Also good to see Ward Riffe. Dick Obarski had some friends over including the new Commander of the St. Pete USi Coast Guard Station. There is a completely new hangar at USCG and we have been invited to fly a meet there on April 20,21 that will be CD'd by Dick Obarski. It looks like a great Catagory II site. C'Mon out and see. Despite wearing sweaters and jackets we had a great meet. Tampa set a record on Sun. night at 23 degrees!! The lowest ever. The most memorable sight from the meet was,during the Coconut mass launch, Linstrum's Zippy Sport, and Choate's Found circled around and around, at scale speed, and in the same orbit, for at least a minute. Ah, if we could have had a video of that unforgettable sight!. Did I forget to welcome Tom McCoy back with all of his politically incorrect jokes? Somewhere in this issue is a list of annual points after 3 meets compiled by Rich MacEntee. Our next MIAMA meet will be at MacDill in Hangar 4 on March 23 and 24. Ed Seay will be here from Texas with his portable model shop to give us all the opportunity to stock up on his great light wood, and tissue. Ed will sponsor a mass launch for his new peanut..the Martinsyde Buzzard, so bring yours out to the meet. Also the FAC mass launch event foR a Kanone will be WW I so you can fly your Buzzard in that, too. WW I

MIAMA MEET 4 - FEB 3,4 MAC DILL CD DOC MARTIN

AMA Peanut Scale

1.Newt Bollinger	Cougar	84.0	1:15	1:20	163.5
2.Sidney Gilbert	Lacey	80.0	1:29	1:26	160.0
2.Tie Millard Wells	Clipped Cub	80.0	1:24	1:29	160.0
4.Don Brimmer	Farman140	87.7	1:10	1:09	157.2
5.Doc Martin	Falke Seaplane	90.8	:59	:56	153.3
6.Jake Larson	SE-5A	88.8	:33	:38	124.3
X.Millard Wells	P-40	93.0	:50	:55	142.7
X. " " "	Pietenpol	82.2	1:04	:57	145.5
7.Walt Schlesinger	Fike	84.0	:41	:31	120
X.Jake Larson	Fokker D-VII	91.5	:12	:13	103.5
X. " " "	K-Reisner C-91	76.5	:51.5	:48	128.0
X. " " "	Luscomb Sedan	48.5	:45	:46	94.5
X. " " "	Fledgling Jr.	85.0	:12	:07	95
8.Charles Nelson	Pietenpol	67.2	:20	:23	89.2

FLYING ACES SCALE

1.Doc Martin	Dorn. Komet	59	1:39.8(75.9)	134.9
2.Ric Choate	Caudron C-460	69	1:04.6 (62.3)	131.3
3.Sidney Gilbert	Comper Swift	52	1:45.6 (78.9)	130.9
4.Don Brimmer	Ford 2AT	56	1:08 (64)	120
5.Jake Larson	Eastbourne Mono	64	:48	112
6.Walt Schlesinger	Porter	56	:38	94
X.Jake Larson	N3N-1 Seaplane	71	:28	99

MIAMI PISTACHIO SCALE

1.Doc Martin	Quetzalcoatl	2	1:08	1:05 (1)	3
X. " " "	Goldwing	3	1:10	1:01 (2)	5
2.Don Brimmer	Citabria	2	1:03	:53 (4)	6
3.Sidney Gilbert	Fike	3	1:03	1:04 (3)	6
4.Dave Linstrum	Messer.M20b	2	:48	:50 (5)	7
5.W.Schlesinger	Cougar	3	:27	:21 (6)	9

MIAMI COCONUT SCALE

1.Ric Choate	Found Centennial 1:52
2.Dave Linstrum	Zippy Sport 1:44.9
x. " " "	Pilatus Porter 1:18
3.Rich MacEntee	P.Porter :52
4.W.Schlesinger	Hi-Max :27

MIAMA PISTACH MODEL OF A MODEL

1.Sidney Gilbert	P-Cat	1:45 1:26
2.C.Johnson	p-Cat	1:25 1:26
2.Tie Dave Linstrum	P-Cat	1:24 1:27
4.Don Brimmer	Found Bost.	:56 :58

AMA CATAPULT GLIDER

1.Wayne Trivin	:48	:48
2.Rich MacEntee	:38	:40
3.Don Brimmer	:35	:39
4.Chas. Nelson	:22	
5.W. Schlesinger	:11	:05

MIAMA LEGAL EAGLE

1.Newt Bollinger	Wide Bronco 9:13
2.Wayne Trivin	Barely Legal 9:08
3.Dick Obarski	Simpleagle 8:58
4.Sid Gilbert	Bronco 8:10
5.John Barker	Scimitar LE 7:40
6.Dave Linstrum	Mistrial 6:40
7.Don Brimmer	5:36
8.Chas. Nelson	White Bronco 2:58
9.Millard Wells	Trial and Error 2:24

AMA BOSTONIAN

	Charisma	
1.J. Barker	Scimitar 3 .05	443.1
2.W. Trivin	Living Colors .05	435.5
3.Sid Gilbert	7-Up Sq. .05	292.9
4.N.Bollinger	Orange Crate .05	210.5
5.Don Brimmer	Ugly .05	183.7
6.Jake Larson	Norma Bean .05	93.5
7.Walt Schlesinger	Ugly .05	88.2

AMA EASY B

1.Charlie Johnson	10:16
2.Dick Obarski	8:26
3.Chas. Nelson	:23

AMA LIMITED PENNY PLANE

L.Dick Obarski	6:48
2.John Barker	6:45
3.Walt Everson	6:40
4.John Voorhees	4:17

AMA Penny Plane

1.Dick Obarski	9:06
2.Walt Everson	1:10

AMA MINI-STICK

1.John Barker	6:36
2.Dick Obarski	6:15
3.Chas. Johnson	4:10

MASS LAUNCH EVENTS

ama PEANUT MASS LAUNCH

1.Sidney Gilbert
2.Ric Choate
3.Millard Wells
4.Newt Bollinger
5.Don Brimmer
6.W. Schlesinger
7.Chas. Nelson
8.Doc Martin

COCONUT MASS LAUNCH

1.Dave Linstrum
2.Ric Choate
3.Walt Schlesinger
XDoc and MacEntee both broke motors

FLYING ACES W W II

1.Doc Martin
2.Millard Wells
3.Walt Schlesinger
4. Dave Linstrum
Wayne Trivin

FLYING ACES NO-CAL SCALE

1.Dick Obarski	Farman Postale	3:54 Retired
2.Wayne Trivin	" " " "	3:13 2 wins
3.John Voorhees	Curt. Seagull	2:56
4.Tom McCoy	Tailwind	2:48
5.Newt Bollinger	Lacey	2:47
X.John Voorhees	Farman	2:46
6.Sidney Gilbert	Piper Cub	2:44
7.Don Brimmer	Martin MO-1	1:53

MIAMA DIME SCALE EVENT

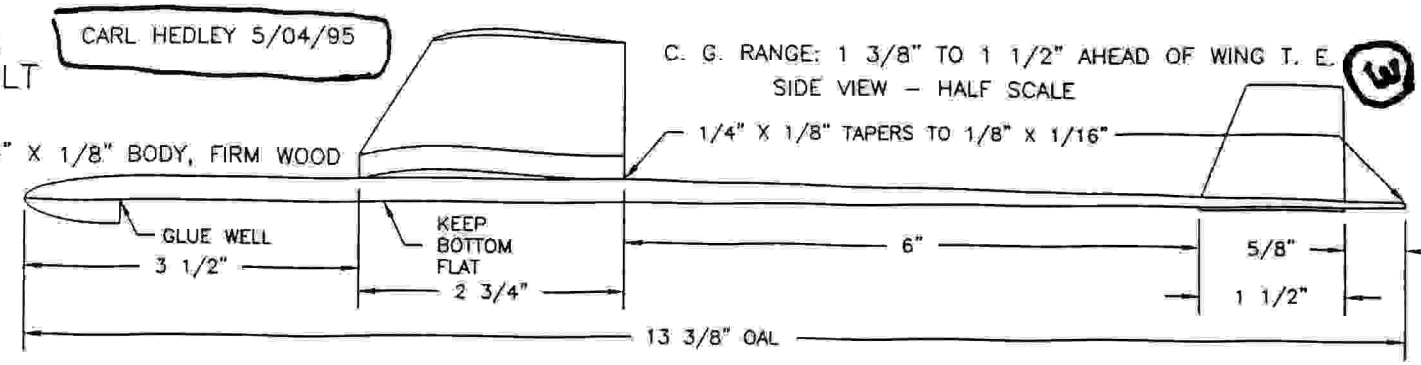
1.John Barker	Rearwin Speedster	1:39,1:53,1:57
2.Don Brimmer	Stinson	1:31,1:45,1:52
3.Doc Martin	Arado 96	1:29,1:39,1:46
4.Dave Linstrum	Arado 96	1:29.1:41,1:35
5.Sidney Gilbert	Curtiss Robin	1:27,1:24,1:22
6.Walt Schlesinger,	Nieuport 17	:47, :45, :40
7X.Doc Martin	Mechanics Flyabout	1:10,1:08,---

FLYING ACES EMBRYO ENDURANCE

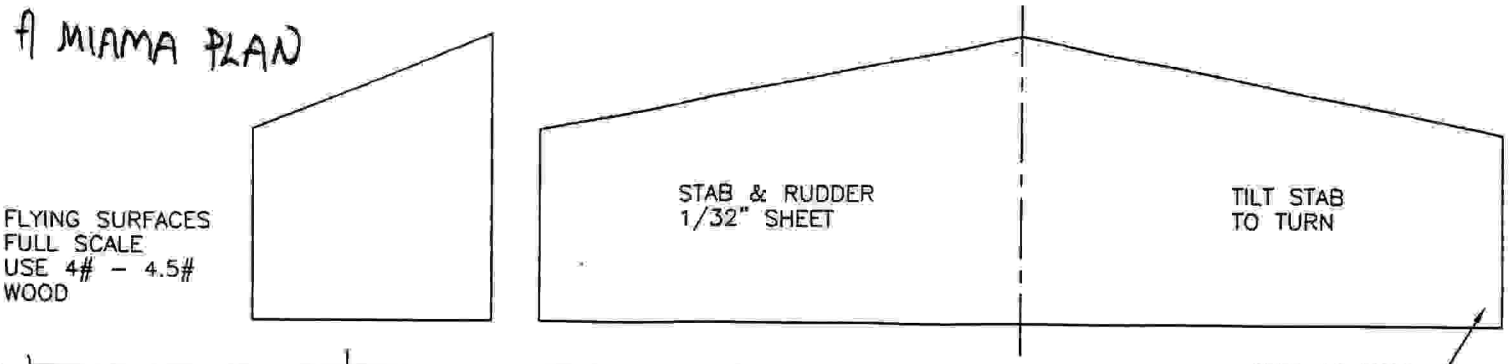
1.Newt Bollinger	Colt 50	8:31
2.John Barker	Swordfish 3	8:07
3.Wayne Trivin	Yellow Bird	6:08
4.Sidney Gilbert	Hornet	4:50
5.Don Brimmer	Hornet	3:51
6.W, Schlesinger	Hornet	:51

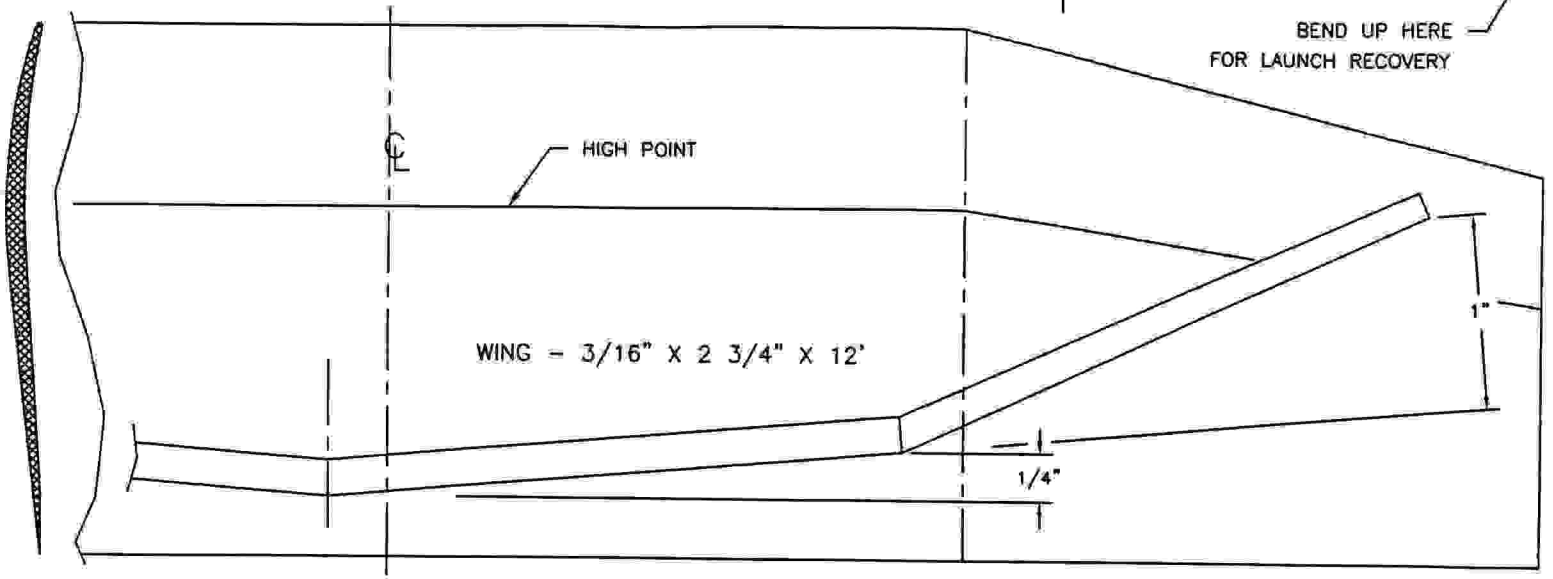
INDOOR CATAPULT GLIDER

CARL HEDLEY 5/04/95



A MIAMA PLAN





VIA FLYOFF FALL/90

Weight in grams of 3" x 36" sheets

Compiled by Henry Cox

Thickness	Density, lb per cu ft 4	6	8	10	12	14	16
1/32"	3.57	5.35	7.14	8.92	10.71	12.50	14.28
1/20"	5.71	8.56	11.42	14.27	17.13	19.98	22.84
1/16"	7.14	10.71	14.28	17.85	21.42	25.0	28.56
3/32"	10.7	16.1	21.4	26.8	32.1	37.5	42.8
1/8"	14.3	21.4	28.6	35.7	42.8	50.0	57.1
3/16"	21.4	32.1	42.8	53.6	64.3	75.0	85.7
1/4"	28.6	42.8	57.1	71.4	85.7	100.0	114.2
5/16"	35.7	53.6	71.4	89.3	107.1	124.9	142.8
3/8"	42.8	64.3	85.7	107.1	128.5	150.0	171.4
1/2"	57.1	85.7	114.2	142.8	171.4	199.9	228.5
3/4"	85.7	128.5	171.4	214.2	257.0	300.0	342.7
1"	114.3	171.4	228.5	285.6	342.8	400.0	457.0

For 2" x 36" sheets, multiply values by .67
For 4" x 36" sheets, multiply values by 1.33
For 6" x 36" sheets, multiply values by 2.00

Best place to keep the above table (or a Xerox copy of it) is on the wall near where you keep your gram scale. Hank says, "When I get a batch of balsa I weigh each piece and mark the density (lb per cu ft) on a corner of the sheet." Your editor follows a similar practice, but also record the actual weight in grams.

Another useful habit — especially for 1/32" sheet balsa — is to check the actual thickness with a micrometer, a dial caliper, or a vernier caliper. Oftentimes so-called 1/32" sheet is a lot closer to 1/20" or 1 mm, which means the density won't be what your scale and the table say it is.

For really critical uses, some modelers even take a scale along to the hobby shop when buying balsa.

(4)

YES, WE'VE PUBLISHED CHARTS LIKE THIS BEFORE, BUT I KEEP LOSING THEM. TAKE IT ALONG WHEN YOU GO TO BUY BALSA - WITH YOUR POSTAL SCALE.

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215-732-5014

Ask About Our New Plan Packet #6

NEW ADDRESS - BOB WILDER

I was talking to Bob Wilder the other day (I ordered a torque meter for my 20:1 winder) and he has moved after 30 some odd years in the same location. He will be able to start shipping again after the first of the year. Here is his new address so you can put a blip in The Hanger Pilot

Bob Wilder
1005 Hidden Oaks Court
Colleyville, TX 76034
(817)498-6316

DAN BRIMMER - NEW RECORD

Did not find any mention of my Model of a Model record with my Pussy Cat-2:07, 2:03-in The Hanger Pilot, don't worry about it, I know it was just an oversight. Have a nice Christmas and I will see you at Delta.

ERRATA: SEVERAL SUBSCRIBERS POINTED OUT THAT VOCALIST AND MODEL BUILDER BOB EBERLE SANG WITH JIMMY DORSEY NOT TOMMY AS REPORTED. APOLOGIES.

FROM LIN REICHEL

FAC HALL OF FAME

It has been called to our attention several times that the "Flying Aces Club" should have a "Hall of Fame" just as other organizations do. We have been thinking very seriously about it for some time now and we have decided to go ahead with it. Now we can truly honor those Clubsters who have contributed so much to our hobby. This is how we will go about it. Since it is your Club, you, the members will decide who will be inducted into the "Hall". You send in the names of those Skysters that you think deserves this high honor to GHQ. We will tabulate the votes and the top five (5) vote-getters will be our first class of inductees. We will install them into this High Place of Honor at the FAC Nats, Mark X next July at the Nats banquet. Send the names of your nominees to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa.16506

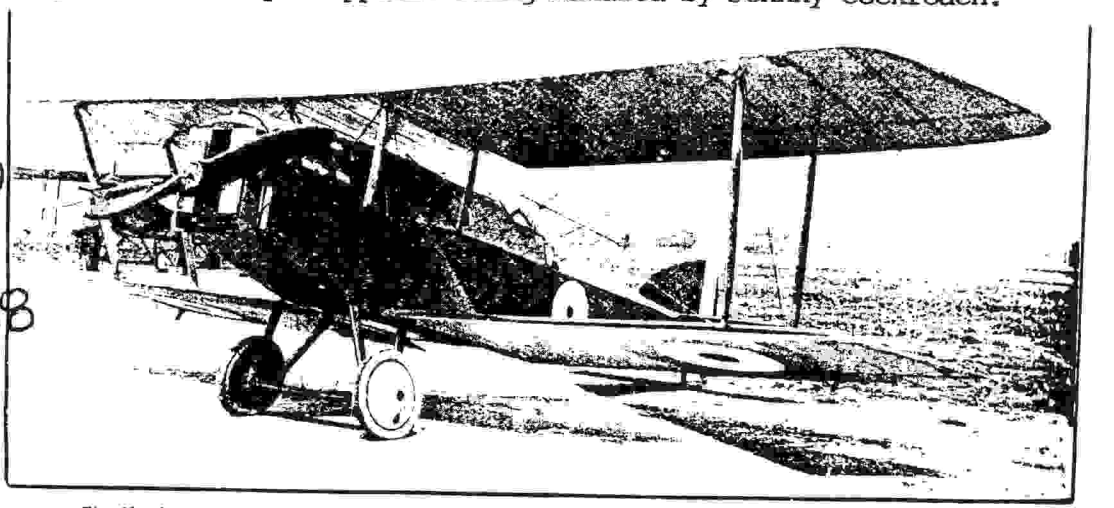
JOHNSON CITY UPDATE

Bring your LEGAL EAGLES and DIME SCALE models to Johnson City cause we'll be flying BOTH events there. These events have just been included and this is your first notification . They will be flown on Sat.,June 1 from 3 to 6 concurrent with hour 10, 11, and 12 of Pennyplane flying. If you haven't broken your Penny Planes during the first 9 hours of flying. We ask other clubs to make note of these additions to the schedule. As a test of Dime Scale Rules we are using BOTH the FAC rules, and the MIAMA rules. Both types of models are eligible. Both sets of rules will be in next H.P.

LEGAL NOTICE

An FAC ruling AGAINST wings on a lLegal: Eagle that are drawn wing root rib to tip. This is not "Full span tip to tip" since the fuselage provides some of the span. Nice try. Appeals being handled by Johnny Cockroach.

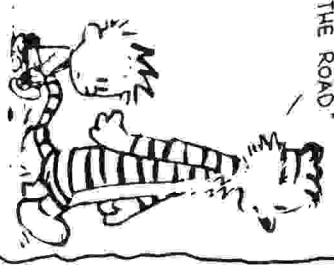
HERE'S THE ED SEAY BUZZARD FROM JANE'S AAB NEAT, HUH?



The Martinsyde F4 Single-seat Fighter (300 h.p. Hispano-Suiza motor.)



LONG
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RICH MACENTEE DATA

MIAMA ANNUAL POINTS-AFTER 3 MEETS

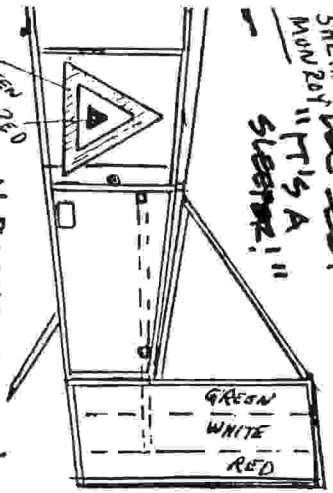
1	JOHN Barker	86
2	Sid Gilbert	84
3	Dick Obarski	71
4	WAYNE TRIVIN	65 (2 MEETS)
4	Newt Bollinger	65
5	Rick Choate	61
6	Don Bimmen	60
7	Doc Martin	54
8	Dave Linstrum	43
9	Carl Hedley	36 (2 MEETS)
10	Geo Nunez	30 (2 MEETS)
10	Chas Johnson	30
11	Walt Schlesinger	23

20 MORE CONTESTANTS

IN IMAGINATION AS TO WHAT THE
5 AT VALBUENA, MEXICO CITY WERE
TING IN 1926 (TACO BROWN
GUACAMOLE GREEN TRIM)
IVA LA REBELION !

IVA NAPTA! BUILD WITH
ECUADORIAN BALSA, U.S. GLUE!
WHERE DO YOU PUT IN THE GLOBAL VILLAGE?

NO DIHEDRAL
WASH OUT TIPS/ BWER - 13", .043 X
LEOP .042



SALINAS DOC SEZ:
MON ROY "IT'S A
SLEEPER!"

H.P ISSUE # 56 FEB '96
6' OAL PART QUETZALCOATL
DESIGN YOUR STREET.
1/2 SQ + 1/32 SH
REDUCED FROM PEANUT

FROM ED WHITTEN:

1996 International Mini-Stick Postal Contest

The SAINT LOUIS THERMALEERS quickly picked up the baton from MIKE COLLING of Great Britain....and invite all indoor flyers everywhere to take part in the 1996 International Mini-Stick Postal Contest.

Contest flights to be made between Jan 1, 1996, and March 31, 1996.. ...Any number of flights can be made at any number of sites....All flights to be timed by someone other than the flyer....All times to be recorded on an Official Results Form. Copies can be made. ...Ceiling height to be measured per FAI rules, but with a 5 meter diameter circle..... Results Forms must be returned by April 10, 1996.....There is NO entry fee....A SASE with your results will get you the Official Results.

Any questions...and your results must be sent to: LARRY COSLICK, 4202 Valley Crest Hills Drive, St. Louis, Missouri 63128.

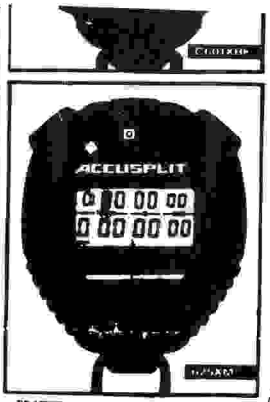
1996 W/C STATUS

By this time in December a great many decisions were expected to have been made.... A transit strike in Paris, however, has fouled up that city and the annual FAI CIAM meeting has not been held.

Although the Brno site bid has been officially withdrawn, and that leaves Moscow, Idaho, as the only offer, nothing confirmed ..but, if Moscow, August 6-8....The Junior age decision, involving Rob Eberle, also cannot be resolved.

Even the selection in the USA of a team manager hinges on Paris. If the site is overseas that's one thing: confirmation of the Kibbie Dome is another.....At the moment the position is still open...and, if YOU are interested, send your resume to Rick Hoop, Team Selection Chairman, 2139 Sommerville Drive, Oxford, Michigan 48371.

There is even rumor that, if there is no prompt CIAM meeting and immediate confirmation of all questions, the 1996 Indoor World Championships might be cancelled ..... God forbid.'''





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"There's nothing like the great indoors."

(7)

MEXICO. JANE'S 1927

NATIONAL AIRCRAFT FACTORY.

VALBUENA.

Mexico has the distinction of being almost the first country to have employed aeroplanes in actual warfare. In 1915, at the instigation of Major Albert Salinas, the first Mexican military aviator, an aviation department was created and a military aerodrome and flying school was opened at Valbuena, near Mexico City. Owing to the difficulty of obtaining aircraft in Europe at this time and owing to the then strained relations with the United States, it was decided to begin the construction of national aircraft.

This led to the foundation of the National Aircraft Factory at Valbuena, which began work in November, 1915. The factory was very fully equipped with modern machinery and at first a number of Bleriot and Morane-Saulnier monoplanes were built and fitted with such aero-engines as had survived the revolutionary campaigns or could be obtained elsewhere. A number of tractor biplanes were also built, together with a small engine of the Anzani type known as the "Aztatl," of 35 h.p.

In 1917 an arrangement was made with the Hispano-Suiza Co. of Barcelona, to build their engines under licence.

In 1918 a single-seater scout, known as the Microplano and fitted with a 180 h.p. Hispano-Suiza engine, was built to the designs of Senor Santarini and later a two-seater training biplane fitted with the 80 h.p. Aztatl engine was constructed.

In 1923, the Factory produced three new types. They are all of the semi-rigid monoplane type and are fitted with the 110 h.p. Le Rhône, the 160 h.p. Mono Gnôme and the 185 h.p. B.M.W. engines. All three types embody the same type of construction, and are to the design of the Director-General of the Aircraft Factory, Sr. Angel de Lascurain y Osio. It is interesting to note that the aerodrome at Valbuena, Mexico City, is 2240 m. (7,347.0 ft.) above sea level and that the performance of these machines was obtained in test flights from this aerodrome. The fuselage of the skeleton is made of spruce and covered with three-ply mahogany.

The wing sections are all of the Joukowsky type and all the material used in the machines, with the exception of the engines, is put together with all personnel engaged in the design and construction are of Mexican origin.

They have been illustrated in previous volumes.

THE 5-E-132.

The 5-E-132 is a two-seater training monoplane fitted with a 160 h.p. Le Rhône engine, of which the following is the specification :—

Wing area	26 sq. m. (280 sq. ft.).
Weight light	580 kgs. (1,276 lbs.).
Weight loaded	800 kgs. (1,760 lbs.).
Useful load	140 kgs. (301 lbs.).
Weight of fuel	80 kgs. (176 lbs.).
Max. speed	120 km.h. (75 m.p.h.).
Min. speed	64 km.h. (40 m.p.h.).
Ceiling	5,000 m. (16,400 ft.).
Petrol capacity	2 hours.
Wing section	Prandtl 430.

THE 3-E-130.

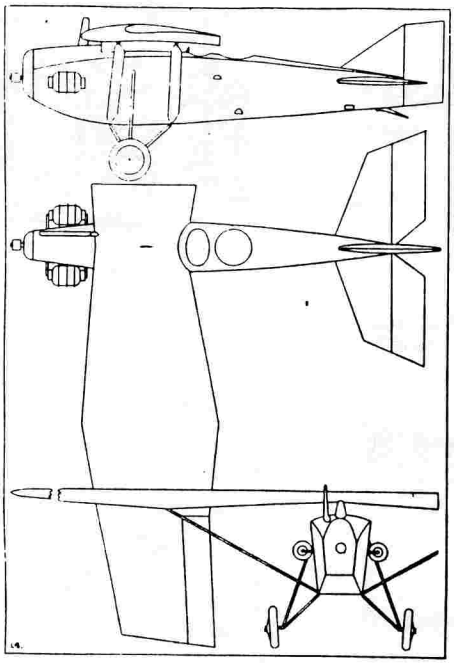
The 3-E-130 is a single-seater scout fitted with a 160 h.p. Mono-Gnôme engine and two Vickers guns.

Specification.

Wing area	16 sq. m. (170 sq. ft.).
Weight light	670 kgs. (1,474 lbs.).
Weight loaded	860 kgs. (1,892 lbs.).
Useful load	98 kgs. (216 lbs.).
Weight of fuel	92 kgs. (202 lbs.).
Max. speed	225 km.h. (140 m.p.h.).
Min. speed	76 km.h. (47 m.p.h.).
Climb to 1,000 m. (3,280 ft.)	2 mins. 36 secs.
Ceiling	6,000 m. (19,700 ft.).
Petrol capacity	1½ hours.
Wing section	Prandtl 430.

THE 4-E-131.

The 4-E-131 or "Quetzalcoatl" is a two-seater light bomber or reconnaissance monoplane fitted with a 185 h.p. B.M.W. engine. This machine has been fitted with both one and two radiators, the latter form with two radiators, one mounted on either side of the fuselage, being the more recent



The 4-E-131 "Quetzalcoatl" Two-seat Fighter.

type. This machine carries 250 kgs. of bombs and was used in the last rebellion with success. The armament consists of one fixed Vickers gun firing forward and a twin Lewis gun mounting on a Scarff ring over the observer's seat.

Specification.

Wing area	33 sq. m. (355 sq. ft.).
Weight light	1,130 kgs. (2,486 lbs.).
Weight loaded	1,750 kgs. (3,850 lbs.).
Useful load	390 kgs. (858 lbs.).
Weight of fuel	230 kgs. (504 lbs.).
Max. speed	200 km.h. (124 m.p.h.).
Min. speed	75 km.h. (46 m.p.h.).
Climb to 1,000 m. (3,280 ft.)	4 mins.
Ceiling	6,500 m. (21,300 ft.).
Petrol capacity	5 hours.
Wing section	Prandtl 413.

COLOR - OVERALL BROWN WITH ALUMINUM COWL + BLACK TRIM. MARKINGS - STANDARD 1920'S MEXICAN MARKINGS.

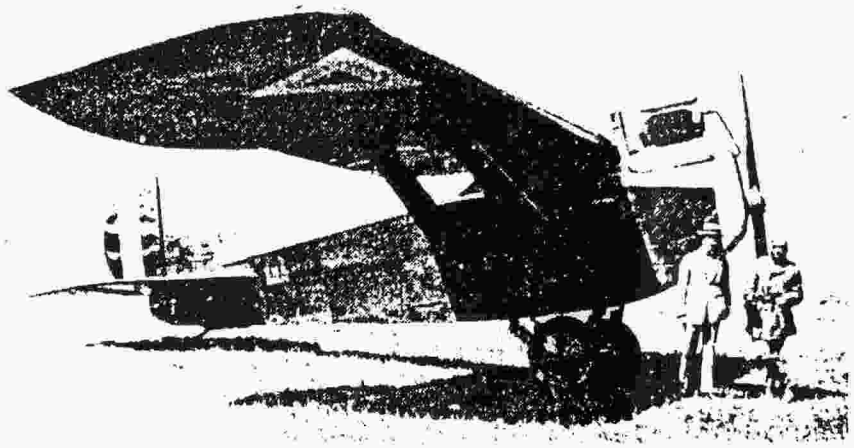
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The aircraft that caused Ralph O'Neill some concern, the TNCA 4-E-131 'Quetzacoatl", in its initial form with its designer Ing. Angel Lascurain and the TNCA test pilot Joe Lievre, October 30, 1923, Balbuena airfield. (Tohtli)

WAS THE QUETZALCOATL BLOWN UP WITH ITS OWN BOMBS?

. A case in point was the TNCA 4-E-131 "Quetzalcoatl", a two seat reconnaissance/bomber, high wing monoplane equipped with a German 185 hp BMW engine. It was completed in September 1923 and test flown by Joe B. Lievre (the TNCA test pilot) who found minor problems which were later corrected. But O'Neill considered this aircraft unsafe to fly on the grounds that no stress testing had been made of the wings.

In December 1923, after a falling out with Obregon and Calles as to who would be the next President of Mexico, de la Huerta launched a rebellion from the Port of Veracruz, taking a good part of the army and elements of the Mexican Navy as well.

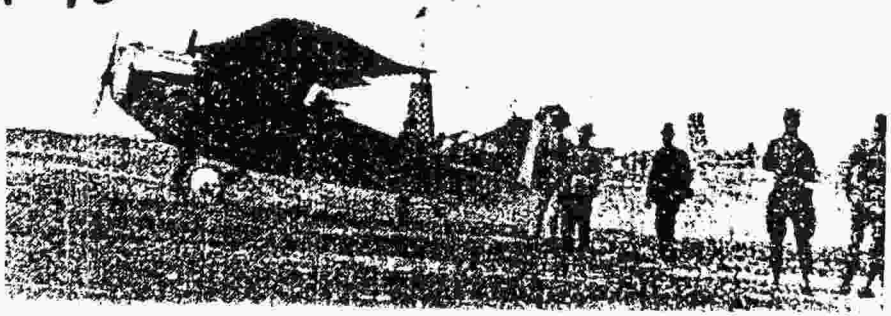
On December 22, 1923, O'Neill (as told in a tape interview years later) was forced, almost at gun point, by Salinas to undertake a bombing mission to the city of Oaxaca in the 4-E-131 "Quetzalcoatl". Tte. P.A. Pablo L. Sidar (1890-1930) rode in the observer/gunner position with a number of small, locally made "Chapultepec" bombs at his feet.

O'Neill did not complete the mission as he heard crackling noises form the wing. On his return to Balbuena he reported to Salinas that the plane was unsafe to fly and that no one should fly it. But on the next day, after a reconnaissance mission, the aircraft was lost on return from a bombing mission, the pilot and observer being killed.

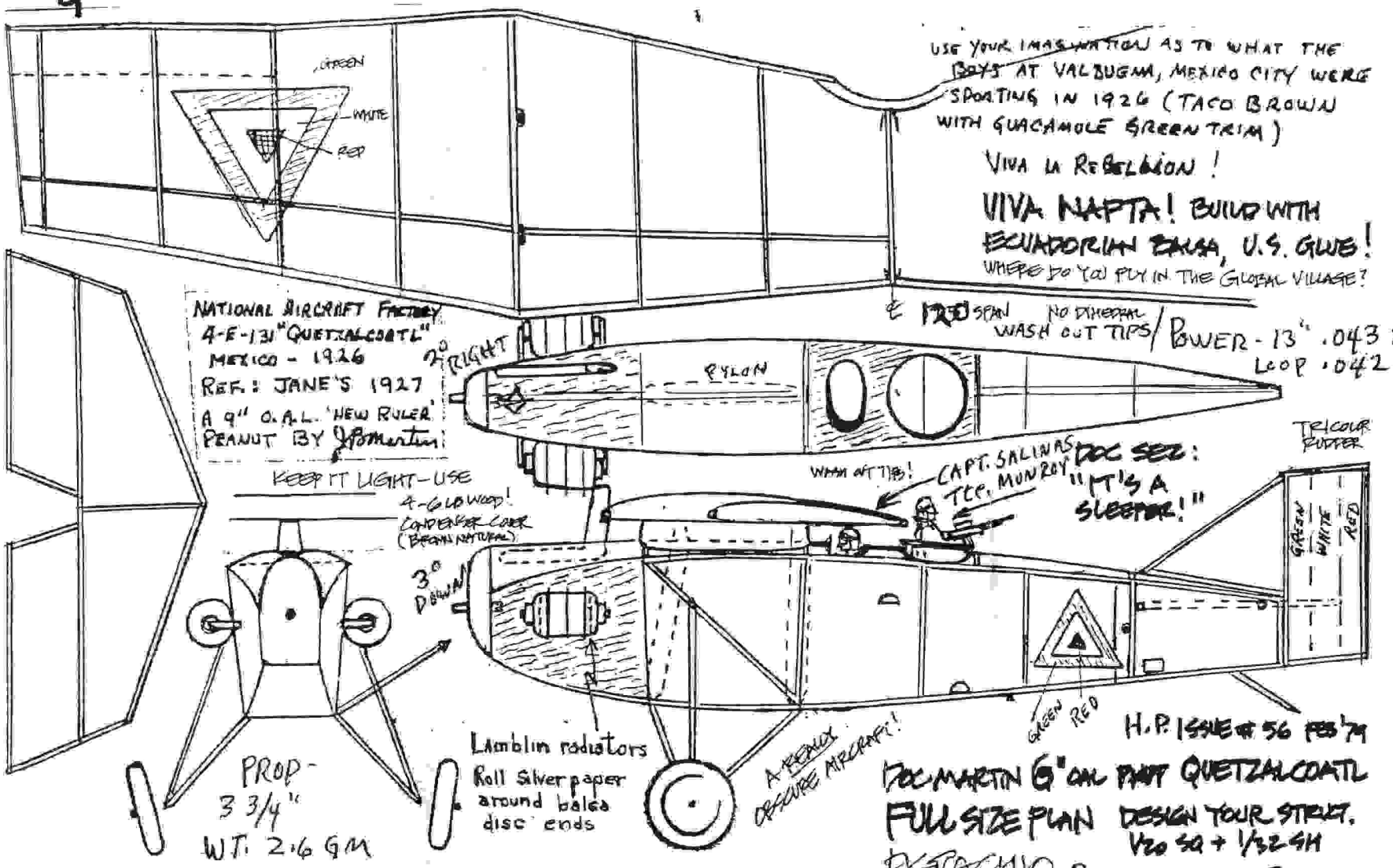
An accident board, headed by the designer Ing. Lascurain and General Salinas, was convened a short time later to determine the cause of the accident. After hearing a number of witnesses, making visits to the crash site and examining the remains of the aircraft, the official result of the investigation was that one of the "Chapultepec" bombs had gone off prematurely in the observer's position, causing the ensuing crash.

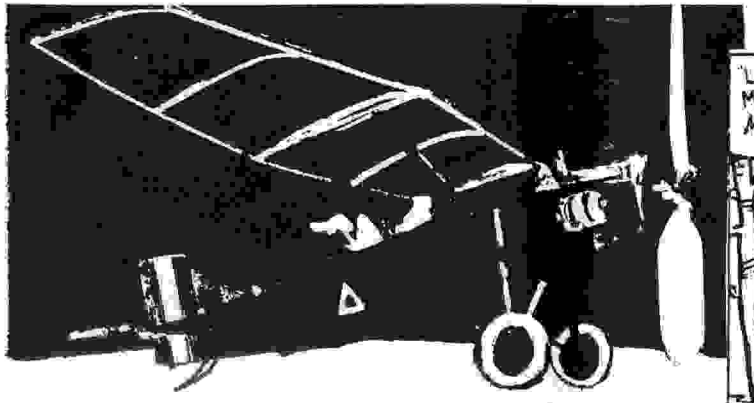
For his part, O'Neill believed that the aircraft had suffered structural failure, causing the wing to break off. He was called before the board to explain his conclusion and said he'd seen the wing being stress tested and that it could not hold a lot of stress, whereupon someone told him that tl wing he'd seen tested was not the wing of 4-E-131 but tl wing of a training aircraft. Bieler and Lievre believed mo in the bomb explosion explanation.

FROM "SKYWAYS" OCT '93

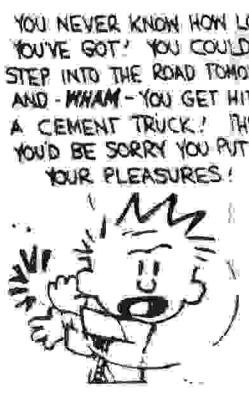


The final takeoff of "Quetzacoatl" from Balbuena airfield on December 23, 1923, flown by Capt. Julian Nava Salinas and Tte. Guillermo Monroy who were killed in its crash. Note the modification of the rudder from the photo above. (Tohtli)


GREEN
WHITE
RED
USE YOUR IMAGINATION AS TO WHAT THE BOYS AT VALBUENA, MEXICO CITY WERE SPORTING IN 1926 (TACO BROWN WITH GUACAMOLE GREEN TRIM)
VIVA LA REBELLION!
VIVA NAPTA! BUILD WITH ECUADORIAN BALSA, U.S. GLUE!
WHERE DO YOU FLY IN THE GLOBAL VILLAGE?
NATIONAL AIRCRAFT FACTORY
4-E-131 "QUETZALCOATL"
MEXICO - 1926
REF: JANE'S 1927
A 9" O.A.L. 'NEW RULER' PEANUT BY J. Pomeranz
SPAN
NO DIHEDRAL
WASH OUT TIPS
POWER - 13" .043 X
LOOP .042
2° RIGHT
PYLON
TRICOLOR RUDDER
KEEP IT LIGHT - USE
4-6 LB WOOD!
CONDENSER CASE
(BROWN NATURAL)
WHAM AFT TIPS!
CAPT. SALINAS
TTE. MUNROY
DOC SEZ:
"IT'S A SLEEPER!"
3° DOWN
Lamblin radiators
Roll Silver paper
around balsa
disc ends
A REALLY OBSCURE AIRCRAFT!
PROP -
3 3/4"
WT. 2.6 GM
H.P. ISSUE # 56 FEB '79
DOC MARTIN 6" OWL PART QUETZALCOATL
FULL SIZE PLAN DESIGN YOUR STRUT.
1/20 SQ + 1/32 SH
PISTACHIO REDUCED FROM PEANUT




"LIVE FOR THE MOMENT" IS MY MOTTO
FROM JACK KOENLER


YOU NEVER KNOW HOW LONG YOU'VE GOT! YOU COULD STEP INTO THE ROAD TOMORROW AND - WHAM - YOU GET HIT BY A CEMENT TRUCK! THEN YOU'D BE SORRY YOU PUT OFF YOUR PLEASURES!


THAT'S WHY I SAY "LIVE FOR THE MOMENT" WHAT'S YOUR MOTTO?


"LOOK DOWN THE ROAD"

PISTACHIO INTER-GNATS

Yes,gang we're STILL having our annual Pistachio INTER-GNATS and loving it. This year Rich MacEntee was Pistachio King winning both the Scale, and Model of a Model competitions. We had 30 entries and I guess that it proves PISTACHIOS are still viable. Ron Hummel of Reno was 2nd this year (Moved up from 3rd in 1995) with a lot of proxy coaxing from Doc.. who ended up in 3rd due to his own efforts. Doc's 3rd place Quetzalcoatl is in this issue. Ho Hum.. Fike 1st, Lacey 2nd... big news. There were 3 generations of Nunez" flying in thi is meet. George Senior, George Jr and grandson Jonathan. As the 1st local activity in a long time we were really pleased to have about 8 pre-teeners flying. looking around, and milling about.. YES, WE LOVE PISTACHIOS.

13TH WORLD INTER-GNATS 1996 JAN 13,14

	Weight	Scale Points	2 Flights		Fly	Pt.Total
1.Rich MacEntee Fike	2,6 Gm.	2.5	1:28.2	1:18.8	1	3.5
2.Ron Hummel Lacey	2.1 Gm.	3.5	1:06	1:00	3	6.5
3.Doc Martin Quetzalcoatl	2.6	3.0	:52	:50.2	4	7
Doc Martin Goldwing	2.3	5	1:25.6	1:00	2	7
4. Ric Choate Citabria	3.1	2.5	:48	:52	5	7.5
5..Juergen Kortenbach Heinkel	2.7Gm.	2.5	48.7	46.0	6	8.5
6.Geo Nunez NieuportN id	4.8	1	:30	:35	11	12
7.Dave Linstrum Dornier Komet	2.4 Gm.	4.5	:46	:47.6	8	12.5
8.Sidney Gilbert Fike	5.0	6	:49.5	:46	7	13
9.Geo Nunez Sop. Tripe	5.8	1	:29.6	:26.9	13	14
10.Don Brimmer Citabria	4.7Gm.	4	:36.5	:30.4	10	14
11.Doc Martin Windham	3.8	5	:31.9	:39.8	9	14
12.G. Nunez Polikarpov I-16	4.4Gm	2.5	:32.6	:30.0	12	14.5
13.G. Nunez Sr. Voyager		4.5	:34	:31	11	15.5
14J,J, Nunez Vagabond	4.3 Gm	5	::19.5	:13	15	20
15. G, Nunez Sr. Jenny		6	:20	:22	16	22
16.Geo Nunez Airdale	3.7Gm	6	:18	--	17 2	22
17.Dave Linstrum Goldwing	2.3Gm	4.5	:15.2	--	18	22.5

Seven entries did not fly.

PISTACHIO MODEL OF A MODEL

1.Rich MacEntee	Pussy Cat	1:29	1:54
X.Rich MacEntee	Little Mavis	1:00	1:12
2.Dave Linstrum	Pussy Cat	1:05	1:06
3.Don Brimmer	Pussy Cat	:37	:50.8
4.Geo. Nunez Sr.	Streamliner	:35.9	:39.2

NEXT MEET:
MAC DILL
MARCH 23,24
FAC/ML - WWI

GBs & GeeBees by Bill Hannan 1995 Hannan's Runway 8 1/2x11 26 pp

Book Review by Dave "VTO" Linstrum

You can always tell when authors are wildly enthusiastic about their subjects- the book just glows with radiant energy (psychic, not nuclear or solar!). That is certainly the case with this funny, fascinating new edition by the famous author of the "Peanuts & Pistachios" series.From the silver "Bullet" (1912 raceplane) on the front cover to the glowering balsa French pilot in his Nieuport on the rear, this book exudes enthusiasm!

Hannan has two eras to be wild about- the early days of air racing (1909-1912) and the glamour days of the early Thirties, when Gee Bee "flying beer cans" whirled around the pylons. There is a tremendous contrast here- the early flying machines with all their wires and open cockpits evolving to streamlined, sleek "motor with a man in it" airframes. In each era, the designers, builders and pilots were the very spirit of competition. They would do anything to win- even saw the wingtips off, as Channel Crosser Louis Bleriot did on Race Day 1911! However, pilot Gustav Hamel got that "sinking feeling" on takeoff- as he bought the farm with insufficient lift.

There are great racing stories here- especially the narratives, illustrated with clean profile drawings and photos of both man and machine. The GB stands for Gordon Bennett, donor of the trophy that inspired aerial madness-perhaps because it had a Wright flyer on top? Or a youthful, angelic figure in silver underneath?

While the racing tales are tall, the real value of this book is the plans. A centerfold "Cacahuéte" by expert Jean-Francis Frugoli is only the beginning; there are 5 other full size plans, including- are you ready? a CANARD Gee Bee by Tomoshi Nishina! His fellow Shonai Peanuteer Kaz Suzuki did a NoCal Gee Bee and Hannan a trio of GB Racers that rival the 1912 Burgess "Cup Defender" centerfold. Photos of completed models abound, including some non-racers like R. Grangers' elegant Microplano Veloz Peanut.

Catch the Raceplane Fever- travel back in time with Hannan on an adventure in air racing- then build your own stick'n tissue version for some racing in your local gym or tall-grass field!!

Order from Hannan's Runway, Box 210, Magalia Ca 95954 $10.95+ $2.50 P&P USA- $5 P&P overseas. Then watch for these racers to start rounding your mailbox !

12

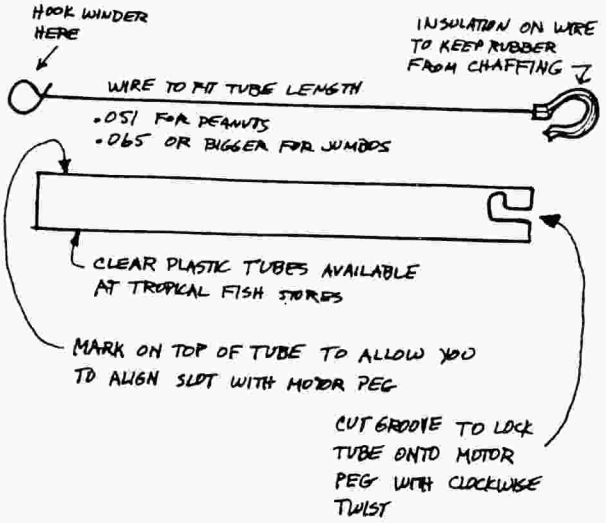
Winding Tubes

TOM ARNOLD'S SCALE STAFFEL

—via Cactus Squadron Newsletter

Several new recruits to our Club have asked me about the winding tubes I use. These plastic tubes are available in tropical fish stores. They use these tubes in their fish tanks. They can be purchased in various diameters. I chose three size for my tubes: 1/2" diameter fits the peanuts and small 15" to 20" jobs, 3/4" for the 24" to 28" once, and 1" for the big guys like my 32" Fairchild 24. The tubes come in 36" lengths, so find a buddy or two who can use a winding tube, and share the expense with him. Make up three wires to go with the tubes, also. Bend as shown. The winding tubes can be cut so they lock onto the motor peg with a twist in the clockwise direction. The procedure is as follows: Remove the prop and noseblock assembly from the rubber. Hook the wire to the rubber. Carefully slide the winding tube down through the fuselage. A mark on the top of the tube will help you line it up to fit over the motor peg. After you feel the tube slide onto the peg, give it a turn to the right. This will lock the tube onto the peg. Hook the winder to the other end of the wire. Stretch the motor and begin winding. When the motor is fully wound, the end of the wire should be at the end of the tube. Carefully slide the tube onto the wire. Hold the end of the rubber with the left hand and unhook the rubber from the wire. Hook the motor onto the prop hook (sometimes a very difficult task) and insert the noseblock into the model. Now you are ready to send Hung an offering, so be sure and wait until the streamer is straight up before you launch! A little flourescent paint sprayed on the wire and the tube will help you find them when you drop them on the ground. A blast shield can be used along with the tubes also. This may prevent damage from the wire when the motor breaks. Cardboard rocket tubes available from hobby shops work good too. Just remember, you too can blow up your new sky streaker when you don't use the winding tube! A nice thing about the three sizes of winding tubes is that they can be slipped inside of each other for easy storage in your flight box

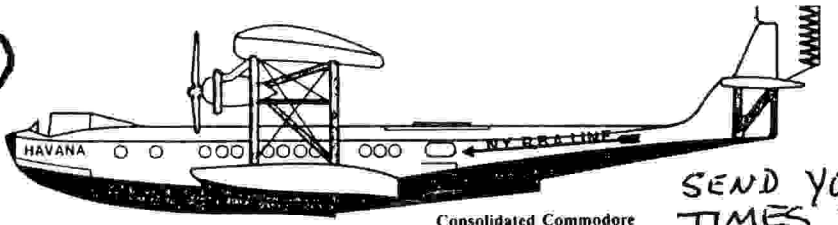




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Consolidated Commodore

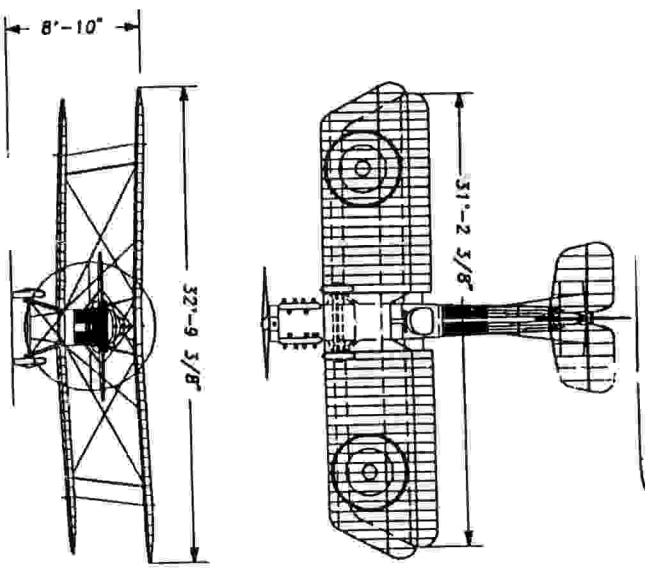
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NEW POSTAL CONTEST

Into the wild blue yonder once more, postaleers. Our new mail-in contest will be for Dime Scale models, and it will be broken down into two divisions, monoplanes and biplanes. The contest is now in progress and it will run through June 30, 1996. You may enter as many models as you like but only outdoor flights are eligible. Let's get those oldtime crates airborne, skysters, and your scores winging their way back to squadron headquarters. Remember, build . . . fly . . . win . . . EFF . . . AAA . . . CEEEEE!!!!!!



ED SEAY'S PROXY MEET

SCALE INFORMATION FROM:
Air International
August 1977

Another *Lil'-Planes* P-Nut Scale Kit

MARTINSYDE BUZZARD SPAN = 13" LENGTH = 9 13/16" **E-7 F4**

DESIGNED FOR EXPERIENCED BUILDERS

THIS KIT CONTAINS THE FINEST SAW CUT BALSA.

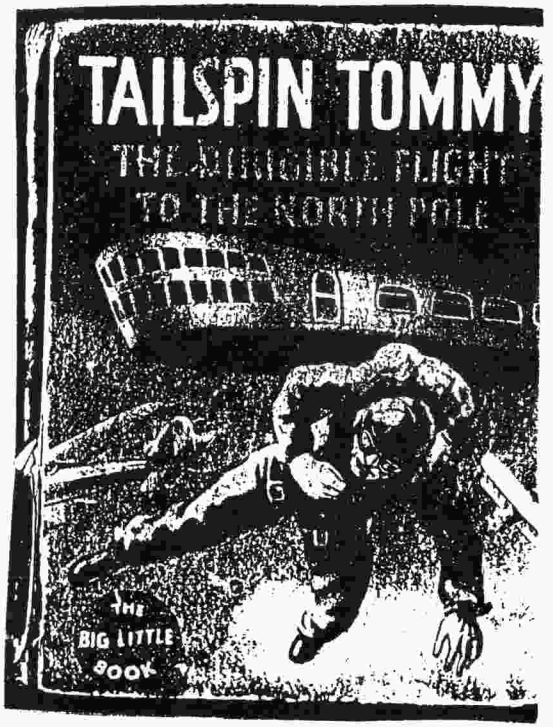
DESIGNED BY: DALE MARTIN HOGUE
DRAWN BY: DALE MARTIN HOGUE
APPROVED BY: ED SEAY SR.

MFG. BY:
MODEL AIRCRAFT LABS.
108 S. LEE ST.
IRVING, TEXAS 75060

OCTOBER 10, 1995

SEND $15.00 GET A BUZZARD AND ANY OTHER PEANUT

SEND IN YOUR MARTINSYDE BUZZARD TIMES - INDOOR + OUTDOOR BY MAR. 23





"Well, back to the old drawing board."

COTTAGE WINGS

A Source Guide
Update October 1995

This guide is compiled for Free Flight Scale Modellers by myself, Bill Warner, 1370 Monache Av., Porterville, CA 93257. Ph. 1(209)782-9265. It is not connected in any way with the AMA, and the endorsements, where they occur, are the result of my personal experience or as noted. Please send and additions or corrections to me at the above address. This guide is available for $1.00 and a large SASE with 2 stamps. It is a non-profit undertaking, and newsletter editors and others may feel free to copy as they see fit.

Note: Prices quoted may be out of date, as may be some addresses. Prices are usually for the U.S. market and will probably be higher abroad.

The joy of punning

BY DON FREEMAN
SPECIAL TO U.S. PRESS

Some people say the urge to pun and engage in word play is as impossible to stop as the flu bug that's going around and that's no bed of neuroses.

Even William F. Buckley Jr. is an incurable punster. Buckley would never stoop to telling about the two rug dealers who made a Persian-to-Persian call.

Nor would he tell about Molly Jones, the woman credited with inventing the stainless sink which quickly became known as "The Unsinkable Molly Sink."

But in his spy novel, "The Story of Henri Tod," Buckley did employ a pun to the occasion. His yarn is set in the 1950s and in it Nikita Khrushchev is presiding over a meeting of his Communist colleagues at the Kremlin.

Khrushchev (as Buckley writes) tells a joke as follows: "The couple is sitting in Gorky Park and the boy says to the girl, 'It's raining.' And she replies, 'No, Rudolf, it's *snowing*.' And he says to her, '*Sonya, Rudolf the Red knows rain, dear!*'"

And as Buckley writes: Khrushchev laughed uproariously, as did everyone within earshot."

All of which leads to the annual communique from the International Save the Pun Foundation. You're not sure you want puns to be saved? Well, this is what the great lexicographer-grammarian, H.W. Fowler, had to say in his book, *A Dictionary of Modern Usage*:

"The assumption that puns are *per se* contemptible, betrayed by the habit of describing every pun not as a *pun*, but as *a bad pun* or *a feeble pun*, is a sign at once of sheepish docility and a desire to seem superior.

"Puns are good, bad and indifferent, and only those who lack the wit to make them are unaware of the fact."

Let's hear it for Fowler!

The International Save the Pun Foundation, by the way, is located in Toronto, Canada, where in the wintertime many are cold but few are frozen.

And here are a few of the winners, to wit:

And there was this man who stood before the bathroom mirror, flossing his teeth. Every so often, as the floss did its work, he would sigh: "Ah."

His wife stomped into the bathroom and gave him a swift kick.

Bewildered, the man said: "What was that for?"

The wife replied: "*I don't believe in sighing flossers!*"

In the French village of Dannette, the shopkeepers were often robbed of their afternoon receipts after the bank closed at noon. Finally, they decided to have LeBlanc, the baker, hold everyone's money until the bank opened in the morning.

Late one day, LeBlanc was accosted by a desperate man — a laborer who was on strike.

LeBlanc ran from his shop. The robber took out a gun and began shooting. Fortunately for LeBlanc, he was unhurt. But the village's medical examiner happened to step into a bullet's path and he was mortally wounded.

And that, soccer fans, was the first time that the striker fired a shot past the gold keeper into the coroner of Dannette!

Or, as the circus manager said to the human cannonball: "*You can't quit! Where will I find another man of your caliber?*"

WHAT'S ON IN FREE FLIGHT?

FEB. 25 Outdoor FAC Tamiami Park 9[30 Mass Launch WW II, Peanut Biplanes

● MARCH 23,24..Tampa..MIAMA INDOOR #5. FAC M/L WW I. Also Ed Seay Buzzard Mass launch31.. MARCH 10 - PALM BAY → APRIL 7 - PALM BAY RECORD TRIALS - RON SHARPTON

MARCH 31..FAC outdoor at Tamiami Park

● APRIL 20,21 ST. PETE/CLEARWATER AIRPORT US Coast Guard Hangar. FAC M/L Low wing

APRIL 28 FAC Outdoor at Tamiami park.

MAY 4-5 - SAM 46 FREE FLIGHT PALM BAY, FL - CD DON BRIMMER - FAC EVENTS

● MAY 18,19..MIAMA INDOOR MEET #7.. MacDill AFB. FAC MASS LAUNCH Biplanes

MAY 29 to June 2 THE BIGGIE... USIC} AMA indoor Nats..Johnson City

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JUNE 9 - PALM BAY RECORD TRIALS - CD RON SHARPTON

JULY 27 - MILLARD WELLS FAC ROW MEET ISLAMORADA { PEANUT FAC SCALE COCONUT

THE HANGAR PILOT

EDITOR: DR JOHN MARTIN, JR.
2100 TIGERTAIL AVE MIAMI FLA.
33133