THE HANGAR PILOT

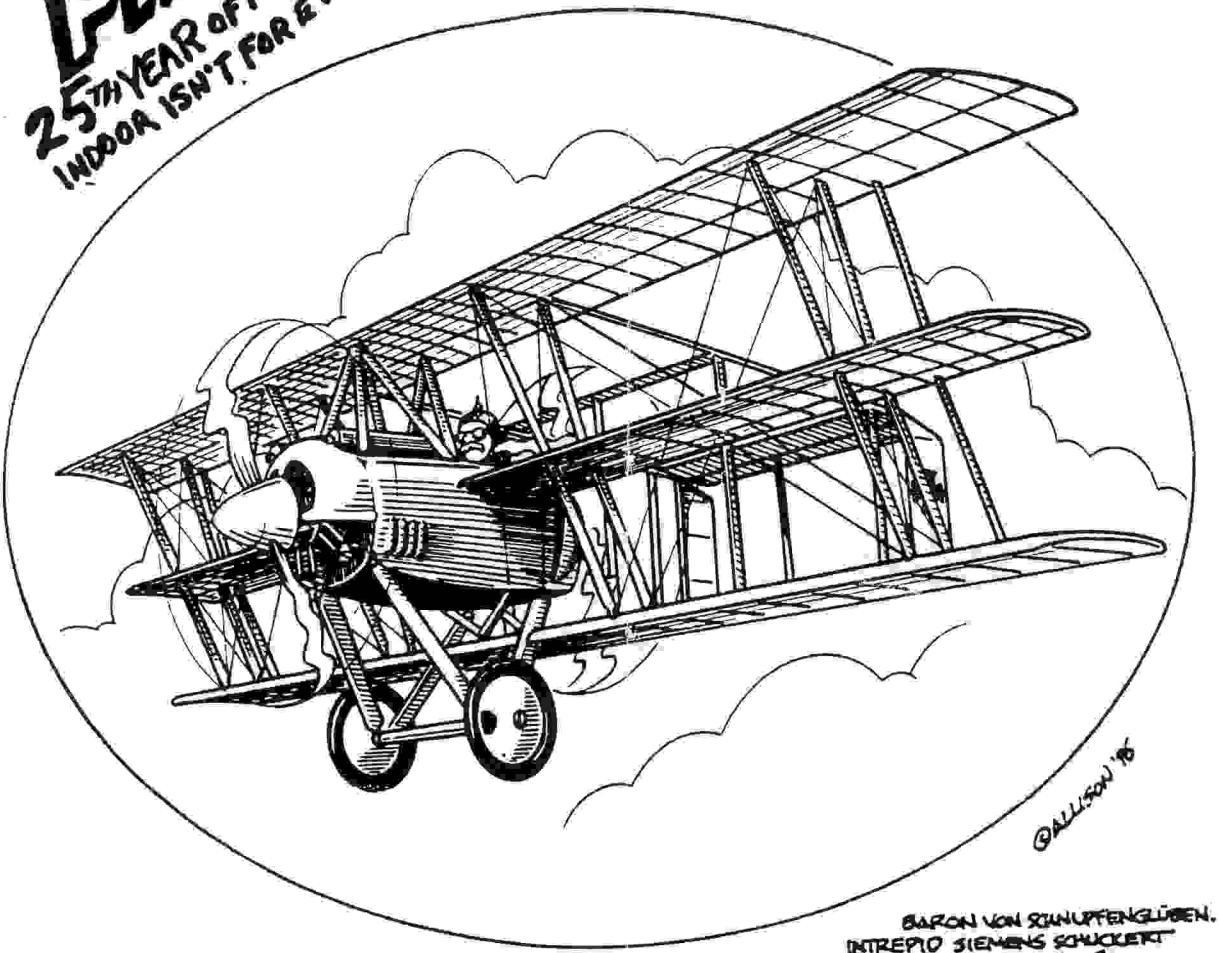
FAC SODN:#11

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

ISSUE 179

- RESULTS MIAMA MEET 5
- DIME SCALE COMET ARADO 96
- STAN FINK'S ABLESON
- JOHNSON CITY APPLICATIONS

25TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE



BARON VON SCHNUPPENGLÜBEN.
INTREPID SIEMENS SCHUCKERT
TRIPLANE PILOT - "STRUTTIN' HIS STUFF"

COVER BY MARK ALLISON

NEXT MEET: USCG APRIL 20-21



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 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,]-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., [redacted] Miami, FL 33133 USA. phone: 305-858-6363.

MEET 5 REPORT - ED SEAY MASS LAUNCH

Twenty one pilots in this one including first timers Dale Hogue and Bill Carney. Hangar 4 achieved a record number of hang ups this meet. If it weren't for Wayne Trivin, Dick Obarski would still be trying to get his models off the lights. Our balloonmeister was at the peak of his retrieval game, He has eyes and depth perception like an eagle.

ED SEAY and his peanut designer Dale Hogue came over from Texas and set up their MAL hobby Shop. Ed was generous in cash awards for his Martinsyde Buzzard mass launch event that Rich MacEntee won over Doc Martin by less than one second. MacEntee was mass launch king as he also won VTO's Hot Cakes glider event, and the FAC WW I event. He also set a new state model of a model with his pistachio Pussy Cat. Since the Legal Eagles of Nunez (Alibi) and Bollinger (Wide Bronco) were ruled illegal ~~--~~ the state record reverts to Trivin's Barely Legal time of 9:56 (596) at MIAMA meet #6 in April 1965.

A large turn out with four new MIAMA members..George Pearce of Chesapeake,Va.Dale Hogue form Dallas,Bob Shaw of Sarasota and London,and Jack Hodges of St. Germain,Canada. Welcome to MIAMA, fellow pilots°! Dick Hardcastle made his welcome annual pilgrimage to MacDill as he has been doing for the past 25 years. If he doesn't beat you at the model meet he'll murder you on the golf course. I want 9 strokes a side,Dick.

Dick Obarski,missing the great Cat. II flying at the Coast Guard Hangar got back in touch with the "always prepared" bunch and got their approval to have meet 6 there. Innovative Capt. Jake Larson framed up 3 color photos of Coast Guard aircraft and made 3 "T" shirts of the 3 planes. Jake's Coast Guard memorablia will be presented to Capt. Estes, and Lt. Commanders Tyler and Cornwall of the USCG in appreciation for the MIAMA meet 6. Thank you,too,Capt. Jake.Questions?..CD Obarski 813-634-8683

LAST MIAMA MEET - NEW SCHEDULE

We present an exciting change of schedule in Hangar 4.
(1) Meet will be from 9 to 6:30...Official flights will be made from 10:30 to 6:30 both Sat. and Sun. May 18 & 19 to take advantage of the great air late in the day. FAC Mass Launch..Biplanes..6:00 PM SAT.
(2)After dinner on Sat., those who want to will return to MacDill at 8:30 for some night flying and some Flying Aces mass launch events for FAC Kanones.....DIME SCALE and Legal Eagle mass launch. Sounds like FUN. If this workes out we will do it some more next season.

LOCAL MEET MID SOUTH COLLEGE

In a peculiar twist of fate we have permission to use Miami-Dade South College on the same day as meet 7 at MacDill...5 hours away. For those locals who don't usually get to Tampa,this meet is May 18 from 9 to 4. I won't be there but sure hope Nunez, Kortenbach,Moreno, Remson & boys, Wethy, Eskridge 'Arak,Bishop & kids, et al will show up to keep the MIAMA name untarnished by absenteeism. Please show up, local pilots.

MIAMA MEET 5 MAR 23,24 '96 MACDILL AFB (2)

AMA Peanut Scale

1.Newt Bollinger	Cougar	84.0	1:29	1:30	168
2.Rick Choate	Pottier	90	:54	:56	145
3.Don Brimmer	Ansaldo	8[illegible]	:57	:55	144
4.Doc Martin	Ansaldo	88.8	:51	:59	143.8
5Sidney Gilbert	Lacey	71	1:22	1:59	142
X.Doc Martin	Buzzard	98.8	:40	:35	136.3
6. Walt Schlesinger	Fike	84	:45	:35	124
7.Jake Larson	Buzzard	101.2	:04	:06.5	106.4
X. Jake " Robertson	Sky Lark	67.0	:25	:28	93.5
8. Chas. Nelson	Cougar	67.2	:20	--	77.2

COUGAR RETIRED WITH TWO WINS

FLYING ACES SCALE

14-Bis retired after 2 wins

1.Wayne Trivin 14 Bis	80	1:38	(77)	157
2.Ric Choate Guardian	67	1:29	(74.5)	141.5
3.Don Brimmer Ford 2AT	56	1:32	(75.5)	131.5
4.Doc Martin Komet	59	1:13	(66.5)	125.5
X.Ric Choate Caudron C-460	69	:57		126
5.Walt Schlesinger Porter	56	:40		94.0
6.Jake Larson Ryan YO-51	54	:27		81

MIAMA PISTACHIO SCALE

	scale Pts.	Fly Pt.	Total
1.Doc Martin Goldwing	3	1:25 :61	4
2.Ric Choate Lacey	3	1:04 :1:11 2	5
3.Dave Linstrum Komet	2	:52 :59 4	6
4.Sidney Gilbert Fike	3	1:05 1:03 3	6
5. Don Brimmer Cicabria	2	:45 :42 5	7
6. Walt Schlesinger Cougar	3	:29 :35 6	9

DNF Linstrum Quetzalcoatl (1), BMF M20b (1)

COCONUT Scale

1.Ric Choate Found	1:56
2.Dave Linstrum Zippy	1:06
3.Doc Martin BMW M20	:55
XDave Linstrum Pilatus	:52
4.Walt Schlesinger Hi-Max	29

MIAMA PISTACH-MODEL OF MODEL

★★ 5:52

1.Rich MacEntee Pussy Cat 3	3:07	2:45 New State Record
2.Dave Linstrum P. Cat	1:33	1:36
3.Chas. Johnson Pussy Cat	1:25	1:25
4.Sidney Gilbert P. Cat	1:04	1:04
5.Don Brimmer Found	:57	:53
6.Walt Schles. Pussy Cat	:32	:24

AMA Catapult Glider

1.Wayne Trivin	:50	:52
2.Don Brimmer	:35	:35
3.Carl Hedley	:32	:33
4.Newt Bollinger	:24	:27
5.Charles Nelson	:25	:22

MIAMA LEGAL EAGLE

1.Dick Obarski [illegible]MX Simpleagle	8:51
2.Newt Bollinger Legal Wide Bronco	8:06
3.Wayne Trivin Barely Legal	7:12
4.Sidney Gilbert Bronco	6:37
X.Newt Bollinger Lite Bronco	7:46
5.Don Brimmer Mod.Paperchase	6:05
6.John Barker Scimitar LE	5:58
7.Chas. Nelson White Bronco	5:37
8.Dave Linstrum Legal Limit	5:31
9.Carl Hedley Paperchase	5:20

AMA BOSTONIAN ALL HAD CHARISMA OF .05

1.Wayne Trivin No Colors	432
2.John Barker Scimitar 3	407
3.Sidney Gilbert Sq. of 7	262
4.Don Brimmer Ugly	233
5.Carl Hedley 7-Up	220
6.Newt Bollinger Colt 48	150
7.Walt Schlesinger Bean	120
8.Jake Larson Norma Bean	59

AMA EASY B

1.Dick Hardcastle	13:55
2.Dick Obarski	13:46
3.John Barker	12:01
4.Charlie Johnson	9:07
5.Charles Nelson	:52

AMA Limited Penny Plane

1. John Barker	8:57
2. Dick Obarski	7:11
3.William Carney	7:05
4.Newt Bollinger	6:42
5.Walt Everson	5:27

AMA PENNY PLANE

1.Dick Hardcastle	7:56

MINI-STICK

1.Dick Obarski	7:05
2.Dick Hardcastle	6:41
3.Charlie Johnson	5:02
4.Newt Bollinger	4:50

MASS LAUNCH EVENTS

AMA PEANUT MASS LAUNCH

1.Ric Choate
2.Newt Bollinger
3.Dale Hogue
4.Rich MacEntee
5.Walt Schlesinger
6.Dick Hardcastle
7.Jake Larson
8.Sidney Gilbert
9.Charlie Johnson

COCONUT MASS LAUNCH

1.Ric Choate
2.Doc Martin
3.Walt Schlesinger
4.Dave Linstrum

ED SEAY MAL BUZZARD MASS LAUNCH

1.Rich MacEntee
2.Doc Martin
3.Dale Hogue
4.Jake Larsom

FLYING ACES WWI MASS LAUNCH

1.Rich MacEntee
2.Doc Martin
3. Dale Hogue
4.Walt Schlesinger

FLYING ACES NO-CAL SCALE

1.Joe Nuszer Hosler Fury	4:03
2.Dick Obarsky Lacey	3:55
3.Sidney Gilbert - Cub	3:49
4.Wayne Trivin Farman Postale	3:44
5.John Voorhees " " " "	3:42
6.Newt Bollinger Lacey	2:56
7.Carl Hedley XB-70	2:08
8.Don Brimmer P-63	1:57
9.Walt Schlesinger Avia	:23

MIAMA DIME SCALE

1.John Barker Comet Stratoplane	5:02
2.Doc Martin Comet Arado	4:58
3.Ric Choate Comet Curtiss Robin	4:44
4.Wayne Trivin " " " "	4:38
5.Dave Linstrum Comet Arado	4:25
6.Sidney Gilbert Comet Curtiss Robin	3:08
7.W.Schlesinger Megow Nieuport 17	2:28
8.Rich MacEntee Comet Messer Mel09	2:05
9.C. Johnson Curtiss Robin	1:30
10.Jake Larson Ryan YO-51	1:02

FLYING ACES ENDRYO ENDURANCE

1.Wayne Trivin	No Color	8:06
2.Newt Bollinger	Colt 50	7:43
3.John Barker	Hornet	7:12
4.Don Brimmer	Hornet	5:34
5.Carl Hedley	Tubular	5:11
6.Sidney Gilbert	Hornet	4:14
7.W.Schlesinger	Hornet	2:37

(3)

1996 AMA INDOOR NATIONALS AND THE FIFTEENTH UNITED STATES INDOOR CHAMPIONSHIPS "MINI-DOME"-EAST TENNESSEE STATE UNIVERSTY JOHNSON CITY, TENNESSEE MAY 29 THRU JUNE 2

Send Entry Payable To:
USIC 96, 5432 Haft Rd Cincinnati, OH 45247

NON AMA EVENTS REGISTRATION

NAME_____ AMA #_____

STREET_____ JR [ ] SR [ ] OPEN [ ]

CITY_____ STATE_____ ZIP#_____

PHONE #_____

I hereby certify that I understand all of the rules under which I will compete and will diligently follow the Offical AMA Safety Code as well as any rules that may be established on site and will apply the use of accepted common sense in all my flying and affairs at the contest site.

SIGNATURE_____

FEES
Basic entry fee includes one event.

Entry fee	$10.00
Junior and Senior entry	$1.00
Additional events, OPEN	$5.00
Additional events Jr & Sr	$1.00
Banquet (Per Person)	$21.00
8' Table & 2 Chairs	$14.50
Dorimity cost (See below)	
Total Fees	$_____

DORMITORY COST AT ETSU RESERVATION

Single occupancy----------$26.50 per night

Double occupancy----------$26.50 per night

Triple occupancy----------$41.25 per night

NON AMA EVENTS

[X] Events entered

[ ]	Pro 20
[ ]	35 CM
[ ]	FROG
[ ]	No Cal
[ ]	Golden Age Scale
[ ]	Pistachio
[ ]	High Wing Mono
[ ]	FAC Scale
[ ]	Unlim Rbr Speed.
[ ]	Coconut Scale
[ ]	Mass Launch P-24

MUST BE POSTMARKED BY MAY 23 1996
LATE ENTRY FEE OF $10.00 PAYABLE ON SITE

*Please Indicate Reservation In.

	MAY 28	MAY 29	MAY 30	MAY 31	JUN 1	JUN 2	No of Rooms
Single Occ.							
Double Occ.							
Triple Occ.							

Name of room mates if known

_____

No linen will be provided, so bring your own sheets,pillow cases,towels, etc. For double and triple occupancy rooms, you must recruit your own room mate or mates. Some rooms are with baths and others have adjoining baths.(shared). NOTE: A $25.00 fee will be charged for lost or unreturned keys. NO EXCEPTIONS.

REBATES WILL BE MADE AS APPROPRIATE ON ROOMS

DORMITORY HOUSING WILLBE IN CARTER HALL

MAKE CHECKS PAYABLE TO USIC 96

Banquet to be held on the 31st of May 6:30PM at the Holiday Inn, (Formerly the Sheraton Plaza) Guest Speaker will be Bob Champine.

In Case Of Emergency, Please Contact:

Name _____

Street _____

City _____

State _____ Zip_____ Phone: _____

USIC 96
5432 HAFT ROAD
CINCINNATI, OHIO 45247

(4)

1996 Indoor Free Flight National Championships

East Tennessee State University, Memorial Center Arena Johnson City, TN

May 29 - June 2, 1996

AMA HQ USE
Type _____
Amount _____
Date _____
Entered by _____

AMA SINCE 1936

Contestant Information: (Separate Mechanic form)

1. ☐JR ☐SR ☐OP
2. DOB _____ 3. AMA # _____
4. Name _____
5. Address _____

City _____ State ____ Zip _____

6. Day Phone (____) _____

Fees are a result of AMA and SIG negotiation. Entry forms postmarked after April 15, 1996 must include late registration fee of $25. Requests for refunds must be in writing and postmarked by April 15, 1996. **ABSOLUTELY NO REFUNDS AFTER APRIL 15, 1996.**

FEES:

Event fees: $ _____

Late fee if applicable: $ _____

Total Enclosed $ _____

☐ Check ☐ VISA ☐ MasterCard Exp. date __/__

Card # ____-____-____-____

Event/Schedule

Wednesday, May 29
Practice Day

Thursday, May 30
- ☐ 201 *HL Stick
- ☐ 202 Intermediate Stick
- ☐ 203 *F1D
- ☐ 204 Cabin ROG
- ☐ 209 Helicopter
- ☐ 210 Ornithopter
- ☐ 211 Autogiro
- ☐ 212 HL Glider
- ☐ 214 ROG Stick
- ☐ 218 Standard Cat. Glider (JS) (O)
- ☐ 219 Unlimited Cat. Glider (JS) (O)

Friday, May 31
- ☐ 205 Manhattan
- ☐ 207 Pennyplane
- ☐ 215 Bostonian

Saturday, June 1
- ☐ 208 Limited Pennyplane
- ☐ 505 Peanut Scale

(201, 203 finish flying)

Sunday, June 2
- ☐ 206 Easy B
- ☐ 213 Kit Plan Scale
- ☐ 220 Ministick
- ☐ 507 Flying Rubber Scale

*Events will finish flying on Saturday, June 1

Fees:
Open: $25 first event, $10 each additional
Jr/Sr: $10 flat fee (any number of events)

FOR ANY AND ALL EVENTS: I hereby certify that I have read all information accompanying this entry form, and that models entered by me will be built by me (if required) and flown in compliance with the current Competition Regulations or FAI Sporting Code if it applies, and will previously have been successfully flight tested and proved to be airworthy in accordance with the Official AMA Safety Code.

_____ (Applicant's Signature) _____ (AMA Number)

IN CASE OF EMERGENCY PLEASE CONTACT:

NAME _____ Day Phone _____ Relationship _____

Address _____

City, State, Zip _____

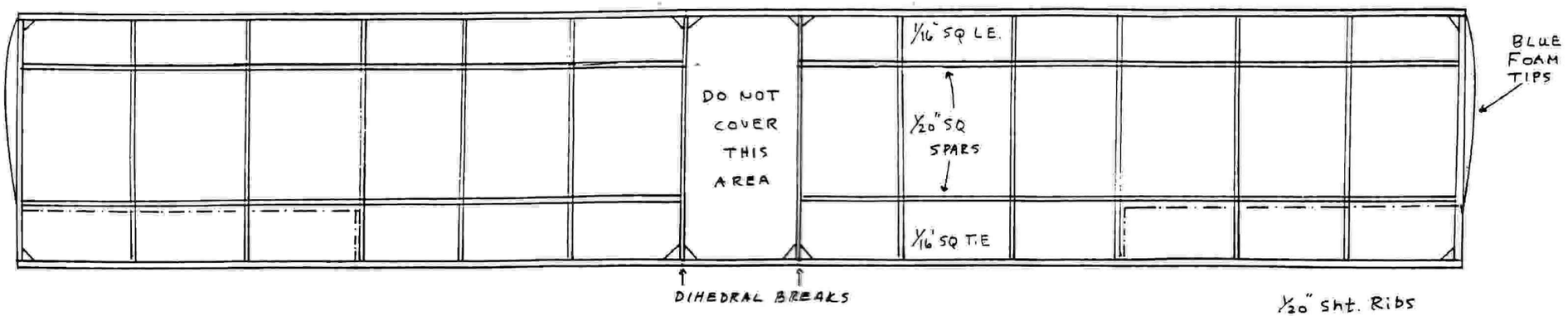
APPLICANT CHECK LIST:

- ☐ Double check and verify correct fees are enclosed
- ☐ Check(s) signed and payable to AMA
- ☐ Name, AMA number, and complete address shown
- ☐ Emergency contact information (above)
- ☐ Have read all schedule and processing information
- ☐ All credit card information is given (expiration date, card number, card company)
- ☐ All events are indicated
- ☐ No conflict exists in "one only" events, if applicable
- ☐ Team entry is in compliance with AMA rule book, if applicable
- ☐ Frequency information, if applicable, is complete and correct
- ☐ Signature above

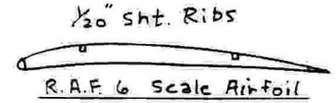
Send registration form to AMA Headquarters, 5151 E. Memorial Dr., Muncie, IN 47302. Attn: Competitions Dept.
Contestant: Keep bottom copy. Return others to AMA Headquarters.

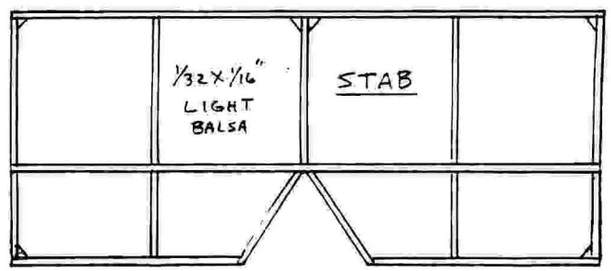
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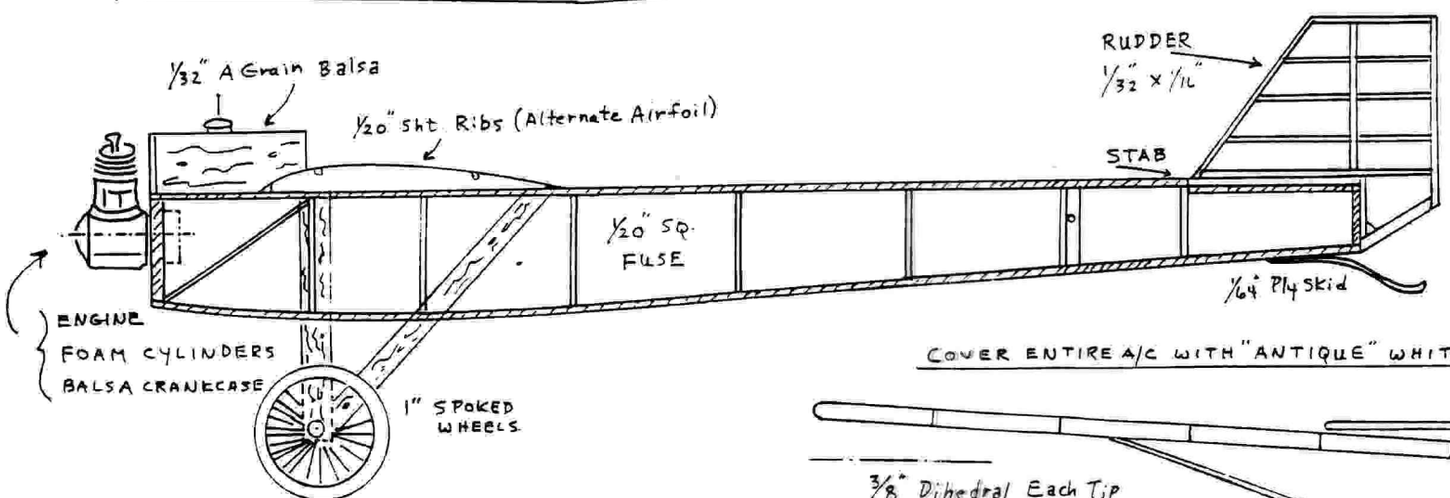
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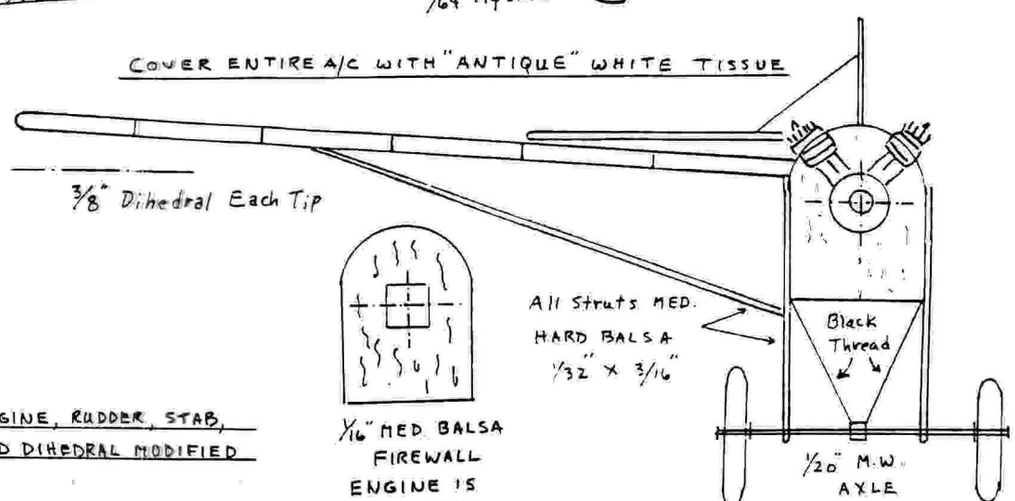


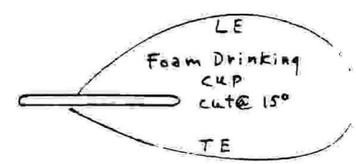


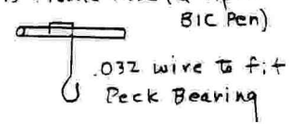












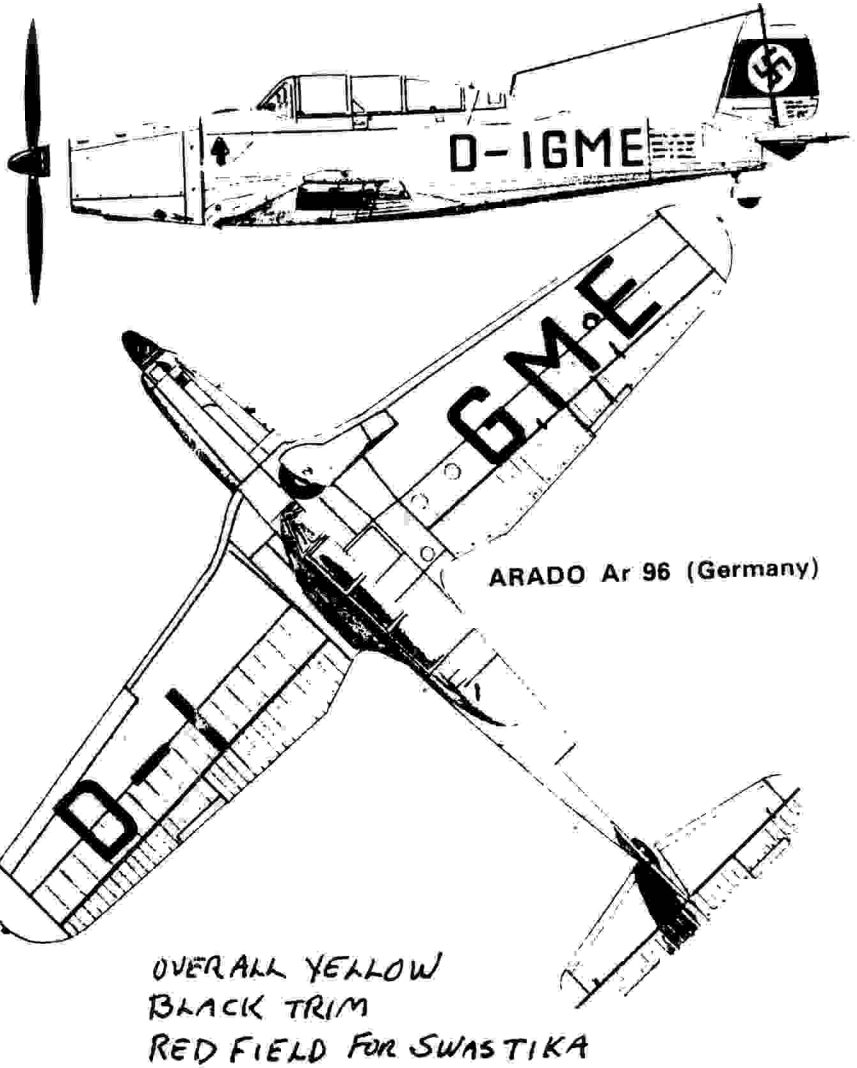
STEVE WITTMAN'S FIRST A/C
1923 "HARDLY ABLESON"
HOMEBUILT AT AGE 19-20
PEANUT SCALE MODEL*
By Stan Fink, 11/12/95
REF: VINTAGE AIRPLANE, AUG '95
AND HANGAR PILOT #176

* ENGINE, RUDDER, STAB, AND DIHEDRAL MODIFIED

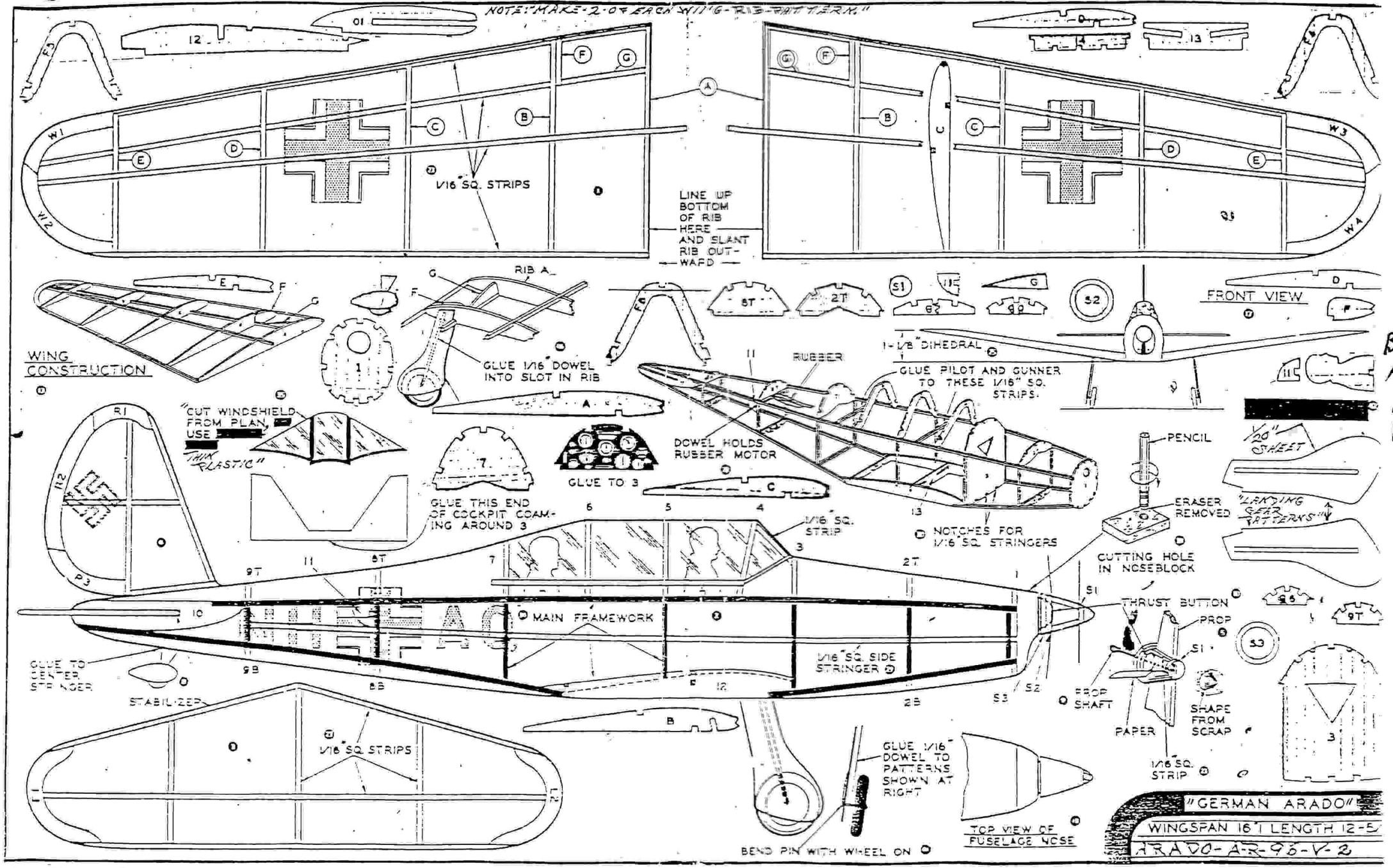
76 **Arado Ar 96**

Although its service career with the *Luftwaffe* belongs strictly to the period of World War 2, the Arado Ar 96 began to enter service in 1939 and it had become a standard German trainer type by 1940. The original Ar 96V1 prototype (D-IRUU) was designed and flown in 1936, followed by the V2 which incorporated modifications to the tandem-seat cockpit enclosure. These two machines formed the basis for the initial production version, the Ar 96A-1, which was powered by a 240 hp Argus As 10C engine. Even with this modestly-rated powerplant the Ar 96 exhibited excellent flying qualities and performance, and the installation of a 350 hp As 410 engine in the Ar 96V3 gave clear indication of what might be accomplished with a more powerful installation. Thus the Ar 96V6 was earmarked as prototype for the next production model, the Ar 96B, in which was installed the 465 hp Argus As 410A engine. The bigger engine resulted in an increase of 1 ft $1\frac{3}{4}$ in (0·35 m) in the overall length, and brought a marked increase in performance over the Ar 96A, including an increase of 43·5 mph (70 km/hr) in the maximum level speed. Three main sub-types of the Ar 96B were produced from 1939. The standard pilot trainer model was the B-1, while the B-2 could be equipped for gunnery training with one or two 7·92 mm MG 17 machine-guns; the B-5 was similar to the B-2 except for the addition of radio equipment. A further endeavour to increase power and performance resulted in the Ar 96C, fitted with a 480 hp As 410C engine, but this did not, in the event, enter production. A much-developed version, the Ar 396, was produced in some numbers after the war in France (by SIPA) and Czechoslovakia.

(6)



76
Arado Ar 96V prototype in civil markings, *ca* 1936. *Data apply to Ar 96A-1 production version. Engine:* One 240 hp Argus As 10C 8-cylinder inverted-Vee type. *Span:* 36 ft 1 in. (11·00 m). *Length:* 28 ft $9\frac{3}{4}$ in. (8·78 m). *Height:* 8 ft 8 in. (2·64 m). *Take-off weight:* 3,307 lb (1,500 kg). *Maximum speed:* 171 mph (275 km/hr) at 9,843 ft (3,000 m). *Operational ceiling:* 16,076 ft (4,900 m). *Range:* 590 miles (950 km). *Armament:* None.



COMET DIME SCALE - ENLARGE TO 16" SPAN

PLAN FROM THE LATE JOE WACHTER

BOTH MIAMA AND FAC DIME SCALE RULES REQUIRE LANDING GEAR

(9)



ARADO Ar.96 B-1
Nation: Germany; *manufacturer:* Arado Flugzeugwerke GmbH; *type:* trainer; *year:* 1940; *engine:* Argus As 410 12-cylinder at V air-cooled, 450 hp; *wingspan:* 36 ft 1 in (11.00 m); *length:* 29 ft 11 in (9.13 m); *height:* 8 ft 6 in (2.60 m); *weight:* 3,747 lb (1,695 kg); *maximum speed:* 211 mph (340 km/h) at 9,840 ft (3,000 m); *ceiling:* 23,295 ft (7,100 m); *range:* 615 miles (990 km); *armament:* – ;

This Comet kit is a real sleeper. An easily trimmed low wing model that, with its bonus points, makes it very competative with the high wing monoplanes. As you can see the designer took great liberties in the wing and fuselage contours,. It builds light..Linstrum's is 6 grams and Doc's is 8. Use a balsa prop as a plastic one will be too heavy. 90 sec. indoors can be achieved.

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, 1966.....Any number of flights can be made at any number of sites....All flights to be timed by someone other that 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.

Lil-Planes Kits

NEW PEANUTS
Designed by Dale Hogue
E1. SE 5a
E2. Ansaldo SVA-5a
E3. Fokker D-7
E4. JN 4D * 9" rule
E5. DH 4 (available after Jan 1996)
E6. Fokker D-8
E7. Martinside Buzzard

ALL $10.00 each postpaid
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Newton, NJ 07860

12 ISSUES
$27.95

After 5 meets here are the top point standings in overall points.

CLOSE RACE FOR FLORIDA STATE CHAMP

A question arose since the last issue about overall standing in our annual point tabulation. Since 1972 we counted the best 5 meets you fly AND TOTALLED THE BEST 5 EVENTS PER MEET for overall total points. Many did not know this so this years point totals brought many inquiries. For EVENT POINTS we include all the points you earned in each of your 5 best meets, droping none of them.. We can't change in mid season, but perhaps you would like to count all points in all events for overall points. At meet 7 all participans will get to vote on this issue.

Here are our top pilots figured as explained, and here,also, are some - 'not all,of event point standings after 5 meets.

OVERALL POINTS:

1. John Barker	149	
2.Sidney Gilbert	137	
3.Newt Bollinger	127	
3.Wayne Trivin	127	(4 meets)
5.Dick Obarski	124	
6.Don Brimmer	106	
7.Ric Choate	105	
8.Doc Martin	98	
9.Dave Linstrum	77	
10.Carl Hedley	53	(3 meets)
11.Charlie Johnson	47	
12.Walt Schlesinger	42	
13.Geo. Nunez	36	(2 meets)
14 Rich MacEntee	23	
15.Jake Larson	15	

Plus 16 more

LEGAL EAGLE

1.Bollinger	41
2.Barker	30
3.Trivin	28
4.Gilbert	19
4.Brimmer	19
6.Obarski	18
7.Linstrum	16
8.MacEntee	7
9.Nunez	6

MINI-STICK

1.Obarski	16
2.Barker	11
3.Johnson	7
4.Bollinger	1

PISTACHIO MODEL OF MODEL

1.Johnson	16
1.Linstrum	16
3.Brimmer	14
3.Gilbert	14
5.MacEntee	6
6.Schlesinger	4

PISTACHIO SCALE

1.Martin	26
2.Choate	23
3.Gilbert	16
4.Brimmer	15
5.Linstrum	12
6.Schlesinger	6

FLYING MODELS IMPROVES WITH EVERY ISSUE - HERE'S WHAT YOU'VE BEEN MISSING:

Especially desirable will be the new Flying Aces books which are coming out of England. Yes, troops, one of our most famous ever publications on aircraft and modeling, old copies of which are much sought after, and it took one of our English friends, David Baker, to do something about reproduction. And, what a job he has done. These are now in the form of thick books with stiff cardstock covers and each book contains several months worth of the contents of the old FLYING ACES mags of the late 1920s and 1930s. And, gang, we're not talking about just *some* of the contents... we're talking about the "works"!

You'll find loads of those great old model plans and articles from some of the designers who are practically "legends". Then you'll find the "joke" pages from the old mags. Okay, the humor may be a bit "corny" by present standards, but it'll take you back in time. There are also the articles on real aircraft of the period and it's a real nostalgia trip to read about our latest super-fast "pursuit ship" that can actually get close to 300 miles per hour!

And, of course, plenty of the great old stories of Phineas Pinkham, the WW I Spad jockey who was always in trouble. This humor is ageless and funny as ever.

Now, remember, each of these books contains the contents of a number of the old monthly magazines so they are quite thick. The price is $19.95 per copy, plus postage, and they can be obtained from Hannan's Runway, Box 210, Magalia, CA 95954, or Oldtimer Model Supply at 1924 Edinger, Santa Ana, CA 92705.

While on the subject of plans, we have another new offering. That Domeduster gang ramrodded by Stan Fink has come out with a new book. It's Plan Packet #6 and contains thirteen different drawings for Pistachio, Peanut, and Walnut scale models. The packet sells for $12.00 postpaid, so that's less than a buck a plan which makes it a really good deal. Send your loot to Stan Fink, 1810 Pine St., Philadelphia, PA 19103. Make your checks payable to Stan Fink. Better go for this one.

Recently received copies of the British magazine *Flying Model Design & Constructor* from Ron Firth in England. If you've been disappointed in recent publications from over the pond, I recommend that you definitely try this one. It's full of plans, explanations, building tips, etc. Lots of small stuff just begging for conversion; also pure electrics, CO_2, F/F and R/C. Hey, it's a true overseas modelers magazine, for a change! Five issues will set you back $28 via check, Visa or Mastercard to Wise Owl Worldwide Publications, 4314 West 238th St., Torrance, CA 90505-4509; 310-374-6258.

New Peanut plans

Bill McCombs, the author of *Making Scale Model Airplanes Fly* ($14.95 to Aircraft Data, Box 763576, Dallas, TX 75224), has a new set of nine Peanut Scale plans out to complement the 13 he already had available. Found among this new selection are planes such as a Cessna C-34 *Airmaster*, a Druine *Turbulent*, Art Chester's *Goon*, a Racek R-7, and a Curtiss P-6E *Hawk*. Typical of Bill's designs, these models trade a bit of scale detail for all kinds of built-in flyability. Having built several of his earlier designs, I can attest to how well they fly. The plans run $1.70 each for the first two and then a buck apiece for each additional plan, postpaid. The whole set of 22 is $16.95 from the address above and has a good sampling of Golden Age, WW I and II, modern, and experimental aircraft.

12

NO-CAL PROP SHAFT

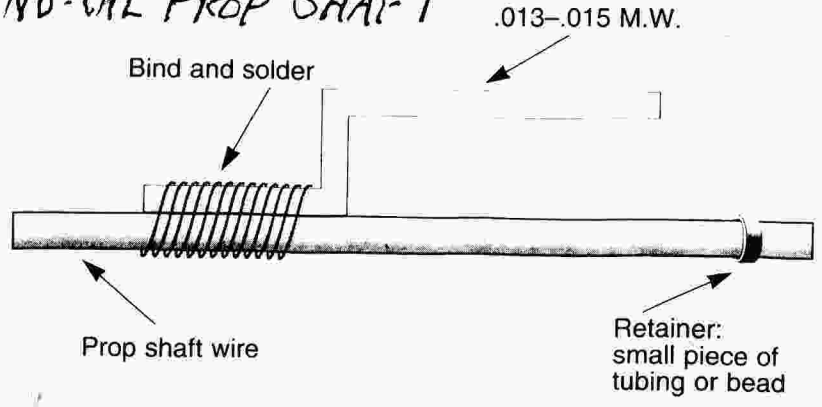


Figure A

Noting the need to find just the right prop and rubber combination for optimum flight performance, Roy also devised a special prop shaft for No-Cals that lets him try any number of props by merely slipping one off and slipping another one on. **Figure A** shows what it looks like and how it can be made with just a bit of soldering. Roy uses a small piece of friction-fit plastic tubing on the front to retain the prop; however, a small bead with a drop of glue to hold it in place would work just as well, I think.

Incidentally, the Tulsa group that Roy flies with has come up with an interesting twist on the No-Cal craze by building and flying No-Cals rendered in Peanut Scale size—no more than a 13-inch wingspan. The little planes still perform very well and would seem to be just right for the typical gymnasium flying site.

THIS PAGE FROM FLYING MODELS MAY 1996

VAN GORDER MILLER ALABACK KRUSE COLUMNS

(13)

DIME SCALE AND JOHNSON CITY
Here are both sets of Dime Scale rules for for you to compare, BIG DIFFERENCE ! We are using both sets of rules at USIC to test the merits of each. No mixing the rules (like a single surface wing with laminated tips). Both sets of rules require a landing gear. LEGAL EAGLE and DIME SCALE will be flown from 3:00 to 6:00 on Sat. concurrent with Limited Penny

DIME SCALE: (the 1995 rules FAC rules)

All models shall be judged by the plan they are built from. Model must have all the details as presented in the plan. You may add details to enhance the scale appearance of the model.

Color and markings may be changed to more resemble the real aircraft.

Tail surfaces may be reasonably enlarged.

Tail surfaces and wing tips may be laminated.

All other structure must be of the same size wood (as called for on plan).

Nose plugs and nose areas may be altered to facilitate winding of the motor.

All surfaces must be double covered.

Plastic props are allowed.

Wingspan limit will be 20 inches. Model must be the size of the original plan. No enlarging of the original plan.

Only the top finishers (flight) will be judged to save time. (as many models as there are rewards)

Two models may be entered by each contestant. Only the top scoring model is eligible for award.

Total of three official flights to determine winner. (twenty seconds minimum, 2 minutes maximum)

LEGAL EAGLE RULES

DRAWING REQUIREMENTS

Drawing must fit on one side of one sheet of legal size (8½ X 14) paper.
No component parts drawing may be superimposed or overlap another and must clear one another and the edge of the paper by at least 1/8 inch.
Wing(s) and stabilizer must be drawn full span, tip to tip.
Fin(s) may be drawn where space allows and not unnecessarily attached to the side view.
Landing gear must be drawn in it's place on the side view showing it's full length.
No top or front view is required.
Drawing must be presented to C.D. on demand.

DESIGN REQUIREMENTS

1"x1½"x3"

Smallest wood size to be 1/16 square.
Fuselage volume must contain a cube 1 X 1½ X 3 inches.
Fuselage must have a cabin or open cockpit with a raised windshield of at least 30°. Cockpit must be actually open, with a headrest or canopy.
Flight surfaces; Leading and trailing edges cannot parallel each other.
Tip outlines must have no straight lines except for stabilizer where a tale fin is used.
If twin fins, or two wings are used in the design, parts may be built in duplicate over the same drawing.
Jap tissue covering. No ultra light covering is to be used. Flight surfaces may be single or double covered.
Landing gear must use at least one 1" hardwood wheel.
Use of motor sticks or tubes O.K.

(1) DIME SCALE RULES MAAA 1995

Modified from Bob McDow's rules as used at Columbia U., M.I.T. & elsewhere.
CONSTRUCTION :Model kit had to sell for $10 in the 30,s & 40,s. Plan is submitted with model, no other documents. NO structural changes from plan except as noted below. Single or double surface according to plans.
NOTE: Keep in mind if you also want to enter these planes in FAC SCALE all surfaces MUST be double covered. Japanese tissue covering only. Color scheme and all coloring, details, and marking as shown.
MODIFICATIONS ALLOWED:
1.1/20" wood may be used instead of 1/16"
2.Tail may be enlarged.
3.Nose may be modified to provide ample removable section, and an improved thrust bearing.
4.Rear rubber attachment may be changed.
5. Stringers and tissue may be used instead of "Stiff paper" called for.
6. A spar on the bottom of a wing plan may be moved to the top of the wing.
7. Any size or type prop may be used.
MAXIMUM SPAN 16 ½". Those 20" span Comet kits must be reduced.

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

LOOKS LIKE A LOT OF FUN!! Plans and Kits are available from Scale Flight Co See page 6. Doc Martin,Geo. Nunez, and Millard Wells have a lot of these plans locally. Get in touch. Lots of other old timer companies have plans too

GOLDEN AGE REPRODUCTIONS P.O.BOX 1685, ANDOVER, MA 01810 Cat $2
POND'S PLAN SERVICE PO BOX 94310 SAN JOSE CA, Catalog $3









1996 Jimmie Allen Postal Championship JIM ALABACK

Information and rules for the 1996 Jimmie Allen Postal Championship are now available. This is a club championship contest and is open to any club in Canada or the United States. Basically, the contest is open to original Jimmie Allen model designs (there were a dozen or so of these rubber-powered gems). The club which has the highest total points wins the perpetual Jimmie Allen Trophy for the coming year and has their name inscribed on it.

Clubs may enter by holding a contest for their members on any date in July, August, or September of 1996. The contestants' scores are the total time in seconds of the three best of up to six flights, and the club's official entry points are the sum of the top *three* contestants' times. (Last year the club score was the sum of the top five contestants' times. The change to the total times of the top *three* contestants should enable smaller clubs to compete more equally with larger ones.)

For information, complete rules and entry form, contact last year's winner, the San Diego Orbiteers, c/o Larry Oliver, 1011 Olive Ave., Coronado, CA 92118; phone 619-437-8889.

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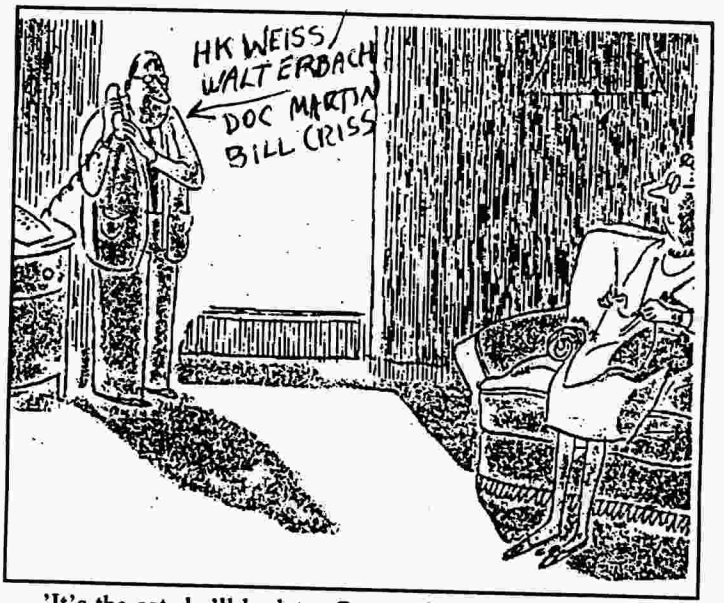
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WHAT'S ON IN FREE FLIGHT?

April 14-20 LAKELAND FLA Sun 'n Fun EAA MIAMA MEET 6 9-5
April 20,21 ST PETE/CLEARWATER AIRPORT. US Coast Guard Hangar. FAC Mass Launch Low wing
April 7 PALM BAY Ron Sharpton Record Trials
April 28 FAC Outdoor at Tamiami Park 112 Ave & Coral Way..First light
Mass launch:Biplanes, Golden
May 4-5 SAM 46 FREE FLIGHT Don Brimmer CD 813-525-6667 Full FAC schedule
May 18,19 TAMPA MIAMA MEET 7 MACDILL AFB 9to 6:30 and Sat. NIGHT!
CD Doc Martin 305-858-6363 FAC mass launch..Biplanes
May 18 MIAMA-Dade South College 9 to 4. MIAMA Trim Session
June 9 PALM BAY Ron Sharpton Record Trial.
MAY 29 to June 2. USIC Johnson City and AMA Indoor Nats.
JULY 19,20,21. GENESEO,NY FAC Nats X
JULY 27. MILLARD WELLS ISLAMORADA FLYING ACES ROW MEET.
AUG. 5-9 FlD WORLD CHAMPS Kibbie Dome. Moscow, Idaho

THE HANGAR PILOT
EDITOR: DR JOHN MARTIN, JR
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