THE HANGAR PILOT

FAC SODN#11

MIAMI INDOOR AIRCRAFT SPORT ASSOCIATION

25TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

ISSUE 180

- RESULTS - MIAMA MEET 6
- COSLICK'S BOSTONIAN
- EBERLE'S HLG.



NEXT MEET
#7 MAC DILL
MAY 18, 19

NEXT LOCAL MEET:
MIAMI-DADE COLLEGE MAY 18 SOUTH CAMPUS



TWENTY FIVE YEARS!!

LIKE A LETTER FROM HOME · Whelan

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,]-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 3180 Tigertail Ave., [redacted] Miami, FL 33133 USA. phone: 305-858-6363.

MIAMA MEET 6 US COAST GUARD

The newly refinished USCG hangar is one of the best Cat.II's I've seen, but still requires luck to avoid the lights. Wayne Trivin set two new national AMA records here this meet; one for Catapult Glider, and one for unlimited Catapult. Ron Ganser holds a National AMA record set here for autogyro, State Cat II records were set by MacEntee in model of a model NO NOT A PUSSY CAT..Barker in Dime Scale, and Obarski in No-Cal with his cartoon scale "stretch Lacey". It takes a real stretch of the imagination to see it as a Lacey.., Bollinger's "Colt 50" in Embryo as did his Pro Bono in Legal Eagle.. Obarski also set a new Cat.II record in MINI-Stick...Seven new Cat. II records in one meet!

Not since MacEntee and George Leffler tied for state champion has the race for first overall been so close. Perennial Champ Wayne Trivin is being pressed hard by Barker, Gilbert, Bollinger, and Obarski. With but one meet to go it is still up for grabs. The only event locked up is Dime Scale. John Barker built his first ever scale model for meet 1- a Comet Curtiss Robin. He won the event and the Robin was retired when he won meet 2. He then built a Rearwin Speedster and won meet 3 and 4. He then Built a Farman Stratoplane and won meet 5 and 6. He made it look easy, but believe me, it isn't. Guess who's winning Dime Scale?

USCG Captain Estes was present both days, and did a lot of flying and Video-taping. Obarski presented Jake Larson's beautiful T-Shirts and pictures. We'll be flying again here the first meet next season, and the annual awards dinner will be just up the road from USCG at the newly refurbished 94th Aero Squardon. You can spend the Summer months building and looking foreward to Oct 26, 27 meet 1 at USCG.

Meanwhile we'll be back at Hangar 4 MacDill for meet 7 on May 18,19 New Time Schedule: 9 to 6:30 with contest times flown from 10:30 to 6:30. Also the night flying session an Sat.night 8:30 PM to ?? for FAC Kanones.. Dime Scale and Legal Eagle. If your name is NOT on the Gate Entry list please inform Col. Bill Criss 813-822-6394 to be allowed to enter MacDill AFB . It is usually sufficient to tell the Gate Guard "Model Airplane Meet, Hangar 4" and he will wave you onto the base.

MEET 6 USCG APRIL 20,21 1996 CD DICK OBARSKI

(2)

AMA PEANUT SCALE

1.Ric Choate	Pottier	90	1:47	1:43 Max		180
2.Doc Martin	Lemberger	90.8	1:25	1:28		177.3
3.Sidney Gilbert	Lacey	83.2	1:37	1:35 Max		166.4
4.Earl Thomas	Fike 78.8	1:16	1:11			152.3
5.Walt Schlesinger		84.0	:34	:40		121
6.Charles Nelson	Cougar	67.2	:15	:19		84.2

FAC FLYING ACES SCALE

1. Doc Martin	Dornier Komet	59	1:13 (67.5)	126.5
2.Sidney Gilbert	Comper Swift	52	1:08 (64)	116
3.Ric Choate	Caudron Racer	69	:42	111.0
4.Walt Schlesinger	Porter	56	:32	88

MIAMI PISTACHIO SCALE

		scale	Fly	FLY PTS.		Total
1.Ric Choate	Lacey	2	1:02	1:02	1	3
2.Sid Gilbert	Fike	2	1:01	:50	2	4
3.Dave Linstrum	M20b	1	:59	—	3	4
4.Walt Schlesinger	Cougar	3	:32	—	4	7

MIAMI PISTACH MODEL OF A MODEL

1.Rich MacEntee	Little Mavis	2:05	2:24 New State Record
2.Dave Linstrum	Pussy Cat	1:45	1:48
3.Charlie Johnson	Pussy Cat	1:07	1:13 4:29
4.Sidney Gilbert	Pussy Cat	:54	:44

MIAMI COCONUT SCALE

1.Ric Choate	Found	1:20
2.Dave Linstrum	Zippy Sport	1:08
3.Doc Martin	Goldwing	:54
4.Walt Schlesinger	Hi-Max	:30

ANY MODEL WITH TWO WINS IS RETIRED FOR THE SEASON

AMA CATAPULT GLIDER

1.Wayne Trivin	:50.5	:50.6	101.1 NEW NATIONAL RECORD
2.Charles Nelson	:10	:12	

AMA UNLIMITED CATAPULT GLIDER

1.Wayne Trivin	:51.3	:50.7	102.0 NEW NATIONAL RECORD

MIAMA LEGAL EAGLE

1.Newt Bollinger	PRO BONO	9:29 NEW FLORIDA
2.John Barker	"Rumpole"	8:46 RECORD
3.Wayne Trivin	Barely Legal	8:15
4.Dick Obarski	Simpleagle	7:37
5.Sidney Gilbert	Bronco	7:00
6.Charles Johnson	Simple	5:34
7.Dave Linstrum	Legal Limit	5:14
8.Charles Nelson	White Bronco	3:27

AMA BOSTONIAN

		Charisma	
1.John Barker	Simitar 3	1.05	388.5
2.Wayne Trivin	Jet White	1.05	371.7
3.Newt Bollinger	Colt 48	1.11	318.8
4..Sidney Gilbert	6 Of 7	1.05	266.7
5.Walt Schlesinger	Ugly	1.05	107

CORRECTIONS: Meet 4..Trivin won limited penny. MEET 5..Choate was 5th in P-Nut,not 2nd and Bollinger was 3rd in Bostonian,not 6th.

AMA EASY B

1.Dick Obarsky	11:00
2.Charles Nelson	1:01

AMA NOVICE PENNY

1.John Barker	7:44

MINI-STICK NEW FLA RECORD

1.Dick Obarski	7:22
2.John Barker	6:40
3.Charlie Johnson	5:02

MASS LAUNCH EVENTS

AMA PEANUT MASS LAUNCH

1.Ric Choate
2.Wayne Trivin
3.Rich MacEntee
4.Newt Bollinger
5.Sidney Gilbert
6.Walter Schlesinger
7.Charlie Nelson

COCONUT MASS LAUNCH

1.Ric Choate
2.Dave Linstrum
3. Walt Schlesinger

HOT CAKES-Rich MacEntee

FLYING ACES LOW WING M/L

L. Doc Martin Arado
2.Rich MacEntee Mel09
3.Ric Choate Caudron
4. Schlesinger Dauntless

FLYING ACES NO-CAL SCALE

L. Dick Obarski	Stretch Lacey 3:12
2.Wayne Trivin	Farman Postale 3:00
3.Sidney Gilbert	Piper Cub 2:34
4.D. Linstrum	Pilatus Porter 2:24
5.W. Schlesinger	Avia :28

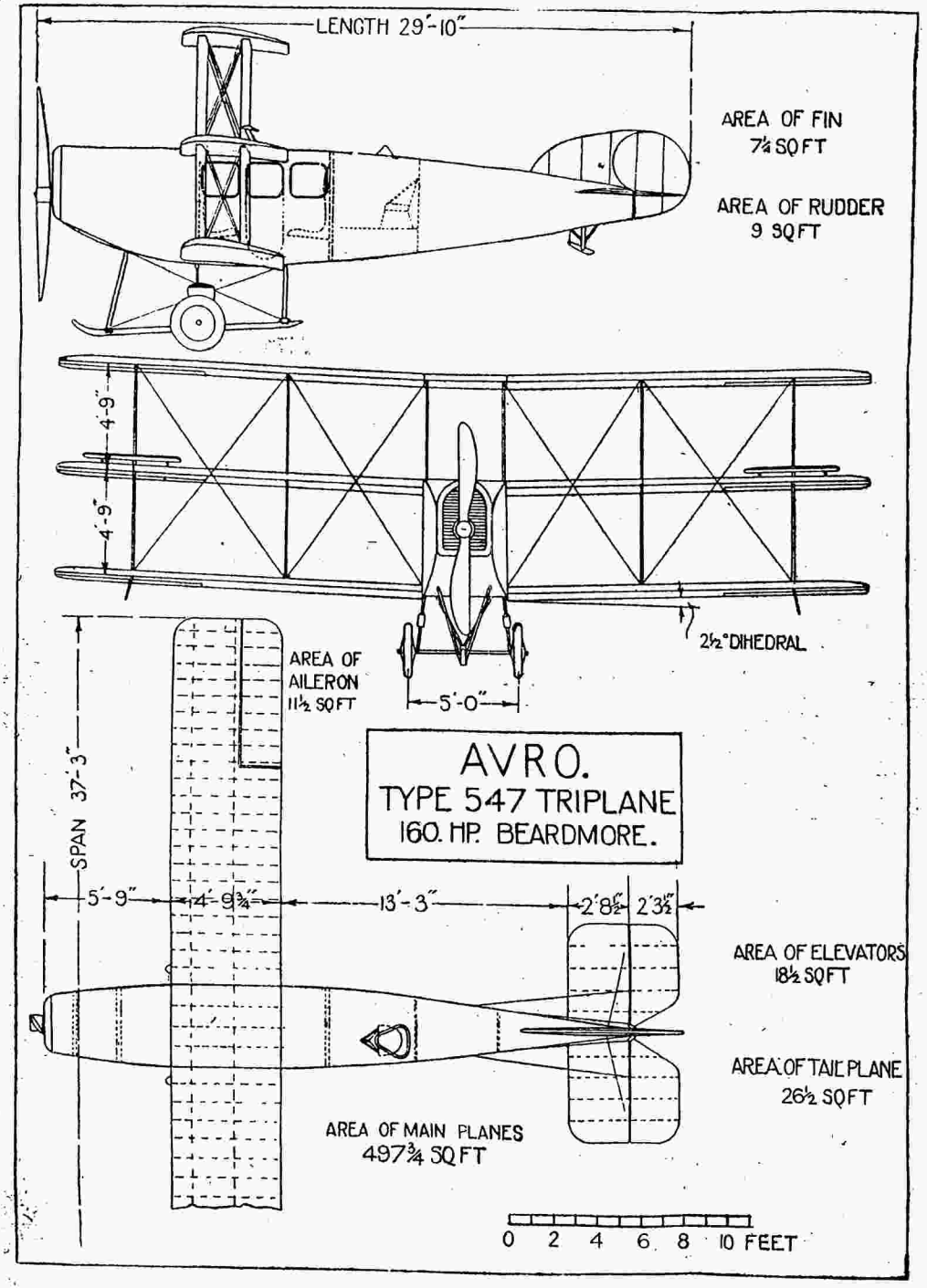
MIAMA DIME SCALE NEW STATE RECORD

1.John Barker	Farman Stratoplane 5:14
2.Doc Martin	Arado 4:35
3.Sidney Gilbert	Curtiss Robin 3:44
4.Ric Choate	" " " " 3:41
5.Wayne Trivin	" " " 2:42
6.Walt Schlesinger	Nieuport 17 2:26
7.Dave Linstrum	Arado 96 :53

FLYING ACES EMBRYO ENDURANCE NEW RECORD

1.Newt Bollinger	Colt 50 454
2.Wayne Trivin	398
3.Earl Thomas	333
4.Dave Linstrum	Swamp Bird 316
5.Sidney Gilbert	Hornet 297
W. Schlesinger	126

(9)



THE AVRO TYPE 547 TRIPLANE: Plan, side and front elevations to scale

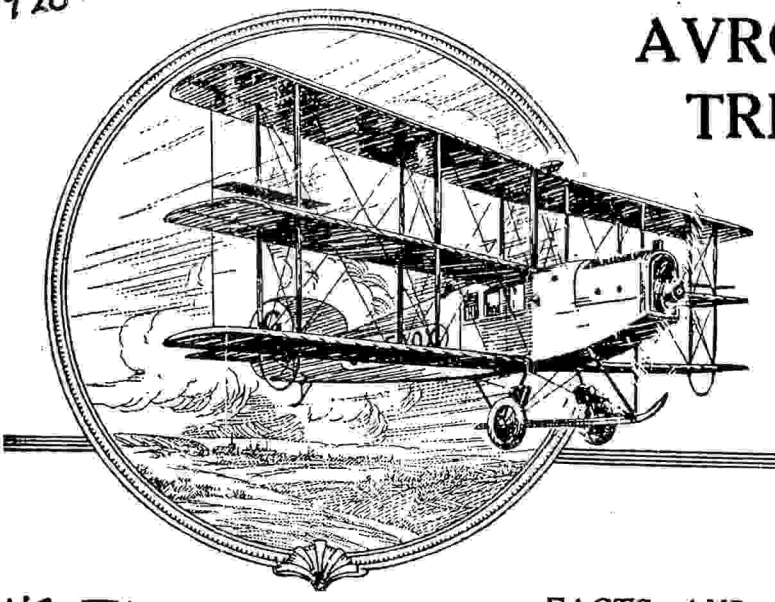
"Flight" Copyright

Planes Worth Modeling

FLIGHT

1920

(4)



AVRO TRIPLANE TYPE 547.

I DUG THIS OUT OF THE PHILA. PUBLIC LIBRARY THE LAST TIME I WAS THERE - DOC

Particulars from

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Telegrams: - - - *"Senalpirt, Phone."*

Aircraft Works: Hamble, Southampton.
Telephone: - - - - - *Hamble 18.*
Telegrams: - - - - *"Roe, Hamble."*

ANY PHOTOS OR COLOR SCHEME OUT THERE?

FACTS AND FIGURES.

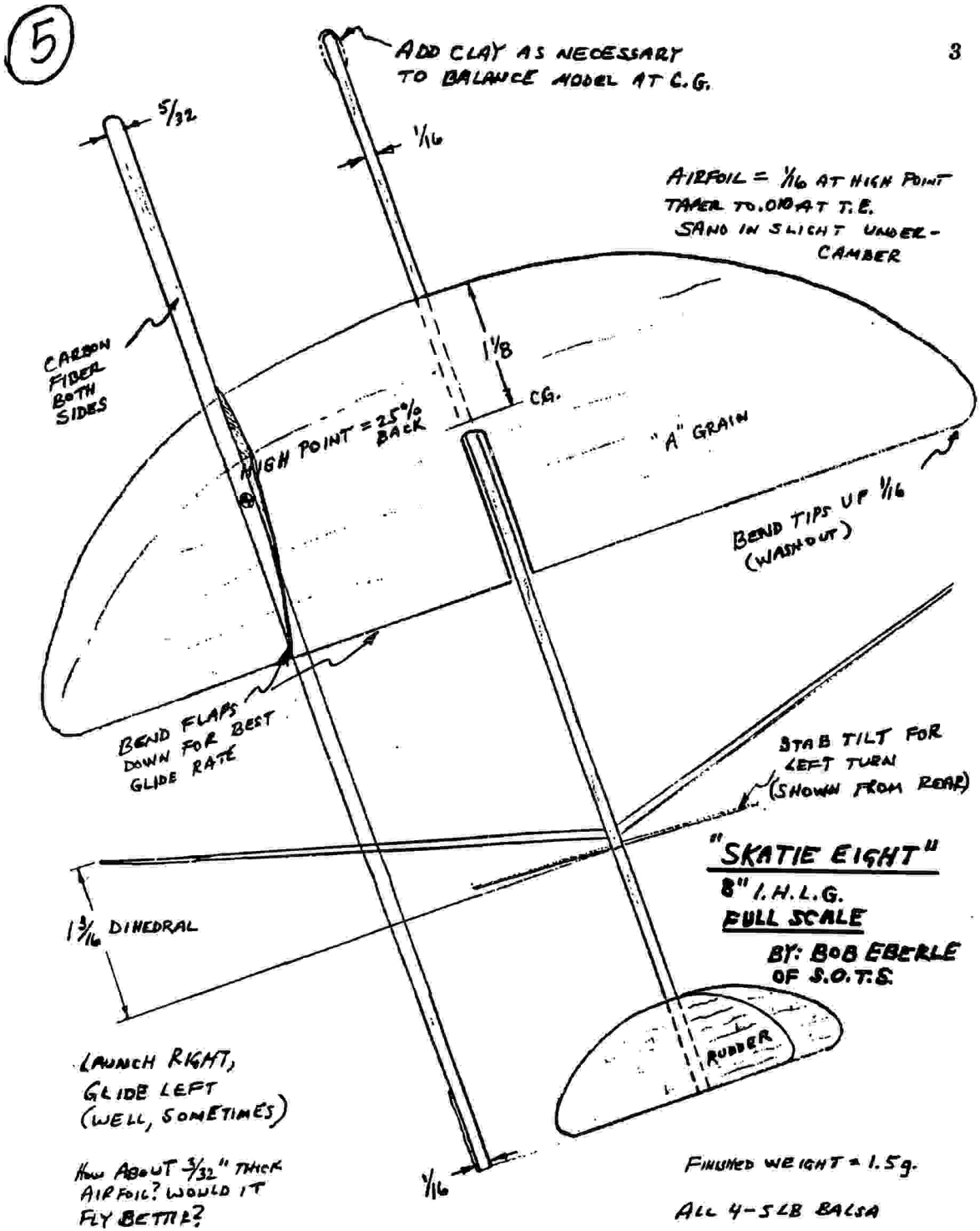
Great interest has been created by the latest production of the "Avro" 160 h.p. Triplane which has carried out its trials so successfully. This aeroplane is a truly commercial machine, and is intended for passenger, cargo or mail work.

In general detail and appearance, this machine known as Avro, Type 547 Triplane, is built along the usual Avro lines, using parts of the standard type Avro biplane. This permits of very low production costs, and facilitates the maintenance of the machine.

A 160 h.p. Beardmore six-cylinder engine is installed in the nose of the fuselage. This engine is well-known for reliability and low gas consumption—in this case, the Avro Triplane does nine miles to the gallon with five people on board and cruising at 80 miles per hour.

AVRO

(I BET DAVE STOTT BUILDS THIS ONE)



STOLEN FROM: The New York Times, June/94, Ed Whitten - Editor

SRULL'S TRIM SYSTEM

Still scratching our head over Lee Campbell's trim methods, we came home and started thumbing through a copy of August 1982 Model Aviation, loaned to us by Dick Adams. Entirely by accident, we came across an article written by Don Srull that seems to present ideas remarkably similar to Lee's. The article is "For Fun and Test: PROFILE MODELS" - a really excellent presentation. Ah, for the days when that journal presented articles that were truly food for thought and not a litany of RC frequency problems, administrative woes, and insurance agonies! (Face it, Joe, your real hang-up is the lack of *substantial* free-flight stuff!) Anyhow, Don's article presents his experience in using No-Cals for experimental purposes and a clear description of how he trims his models. It is an article well worth reading in its entirety, but here is an edited summary, with apologies to Mr. Srull. (Generally, WS does not reproduce magazine aricles less than twenty years old.) In regard to trim, here goes: Add clay to put the CG at a point one-third of the way back from the leading edge; mark it. Remove the prop and replace it with clay of equal weight. If this is hard to do, simply let it free-wheel. Gently glide the model. Only adjust the elevator "until you get a smooth descending glide. Several glides with each trim setting will be necessary to make sure it is O.K." When the glide is reasonably smooth, steadily increase the speed of the model until it is greater than that of a hand launch. "If the model zooms upward, add clay to the tail (surprise, surprise!.....Ed.) and bend the trailing edge of the elevator "down a bit." If it dives, add clay to the nose (!!!!) and bend the elevator trailing edge "up a bit." (That's what the man says!.....Ed.) After making elevator adjustments and adding weight, go back to the gentle launches and work up to fast launch. Mark the CG location where the model goes into a slow climb and glides smoothly. In preparation for the power testing, add nose weight to bring the CG "just a little forward" of the point just marked. Also, put in "a very small amount of rudder adjustment" in the direction you want the model to turn. Srull says: "On certain models, a clay weight on a wing tip works better than rudder turn. I usually use left turn for both power and glide.....(in winding) add more turns as the power flight tests proceed, but this time only use thrust angle changes to get a good power pattern." If the model won't fly in a wide circle consistently and dives in from a spiral instead, it has too little dihedral and/or too large a vertical fin; this is particularly true of low-wingers and parasols with large tails. To cure this problem, either add dihedral or reduce the vertical fin area. Instead of performing surgery on the fin, with possible resulting igliness, try one of Walt Mooney's tricks if you have a parasol model. This consists of adding vertical side area by inserting a piece of clear plastic in the area bounded by the cabane struts, wing, and fuselage. (Charlie Hill did this recently on his Fokker D-VIII, and it worked....Ed.) In one case, Walt solved the problem by simply gluing a large profile pilot's head in the cockpit. When the vertical fin is not large enough, the model tends to wander around undecisively, without a spiral dive. If you don't want to build a larger fin, Walt's remedy was to simply glue a clear plastic tab on to the existing one. (Be *sure* that it is perfectly aligned...Ed.) If at the beginning the model was "erratic in pitch (diving and stalling...Ed.) and it was difficult to get repeatable results," the horizontal stabilizer was probably too small. Increase its area by twenty to thirty per cent and try again.

Weird scale configurations can give you problems that don't follow the book. In such cases, Don suggests that you try experimental fixes on a No-Cal profile model. He cites as examples his Dornier Do335 and Kyushu Shinden models, both very odd birds which became successful flyers. The Model Aviation article includes a plan for the latter.

Knowing that modelers are slow to change ingrown habits, it is probable that we will approach our next trimming session with Mr. Srull's techniques in the back of our minds but not necessarily in our hearts (your editor speaking). But the next time you are stuck with a model that flatly will not respond to any of your fixes, it would be well to review the above method and give it a try. Don Srull is the guy who has that Dornier flying boat with twelve props, driven by six electric motors *and it flies like a big bird.* In your editor's book, this fellow has to be among the *very, very best* in the world! I have a couple of dogs that will soon experience a new way of trimming! **Thanks a bunch, Mr. Srull!**

FROM CACTUS SQDN.

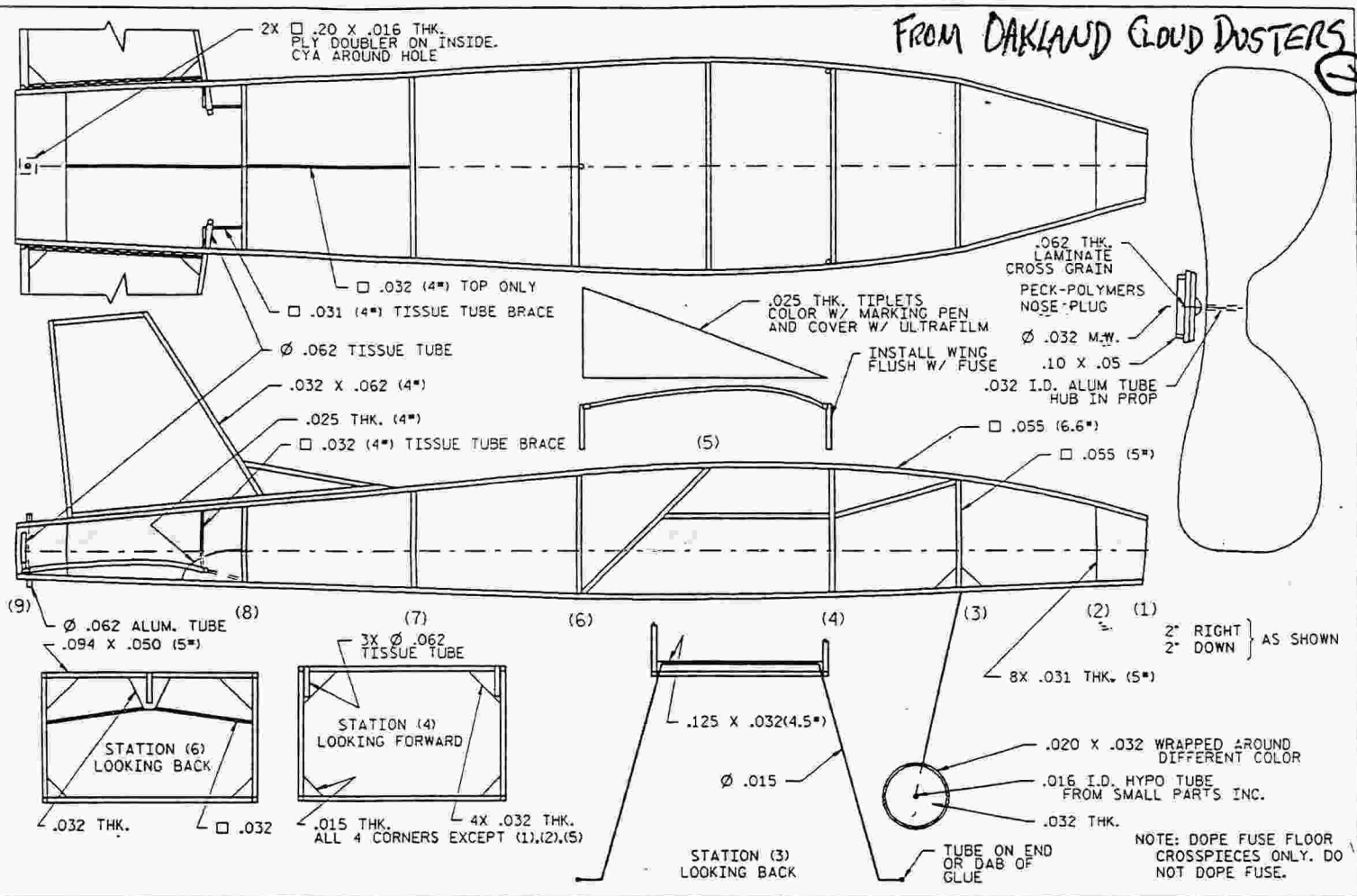
EXHAUST STACKS UNLIMITED by Tony Peters

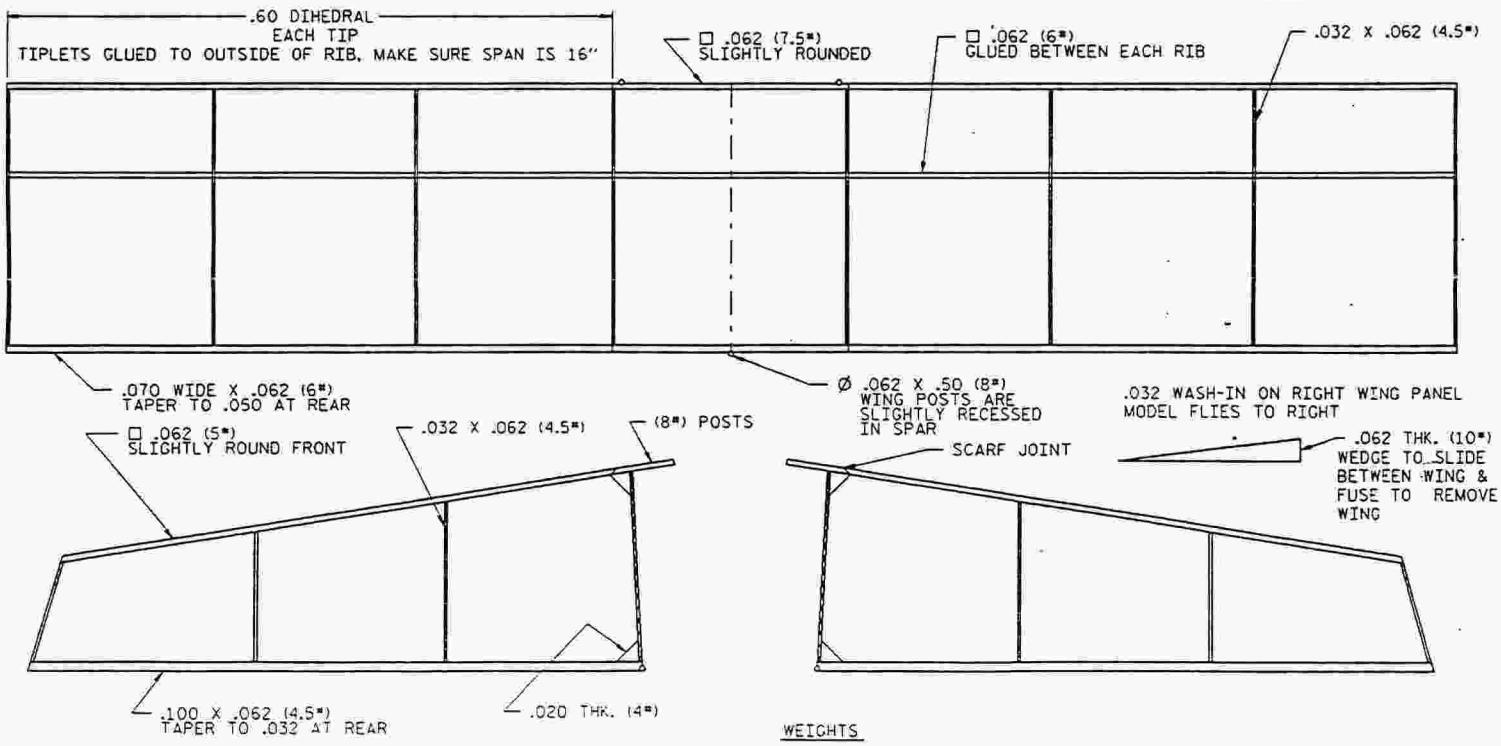
I have a Czech Zlin with exhausts that are a bit small and close to the nose, so I used black heat-shrink tubing to model them. I got a package of various sizes years ago hoping it would work well on the rubber end of my prop shafts. It didn't, but of course I saved it (My wife hates it when I do that). I cut it on the bias and glued ovals of 1/16 balsa, painted black, into the base, both to hold the shape, and provide sufficient gluing area. They really look great because you can see that they are hollow tubes and they stand up to ham-handed handling around the nose.

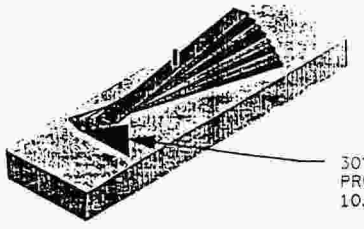
On occasion, I've also used straws - drinking and the smaller cocktail straws. When painted silver and glued onto slightly larger black tissue disks to mimic the holes the exhausts are protruding through, they are very effective. I have also used cocktail straws, wrapped with thin strips of paper and sprayed silver, over thin wire landing gear to improve scale appearance.

Via the Scale Staffel Newsletter, Tom Arnold, Editor

FROM OAKLAND CLOUD DUSTERS







STACK PROP 1/8 X 1/2 X 6.2 (5.5") STACKED 8 HIGH GLUE WITH THINNED CARPENTERS GLUE.

WEIGHTS

WING DRY .62 GRAM
FUSELAGE DRY 1.0 GRAM-COVERED W/ GEAR 2.3 GRAM
STAB DRY .20 GRAM
RUDDER DRY .045 GRAM- COVERED .15 GRAM
PROP W/ NOSE BLOCK 1.85 GRAM

NOTE: BUILD WING FIRST. COVER AND PLACE POSTS. WHEN BUILDING FUSELAGE PLACE TOP CROSS BRACE (6) LAST. MOUNT WING IN FRONT PAPER TUBES AND THEN MOUNT REAR WING TUBE ASSEMBLY.

1 2 3 4 5 6

BEST FLIGHT 5:32 @ '94 U.S.I.C.
RUBBER .075 X 38" LOOP TAN II
5000 TURNS

BOSTONIAN "PATRIOT"

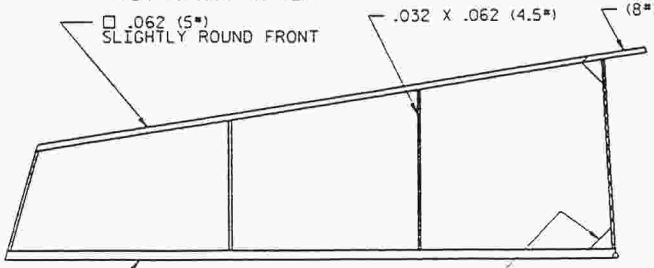
DESIGNED BY: L.COSLICK
DRAWN BY: M.PALRANG



.070 WIDE X .062 (6") TAPER TO .050 AT REAR

Ø .062 X .50 (8") WING POSTS ARE SLIGHTLY RECESSED IN SPAR

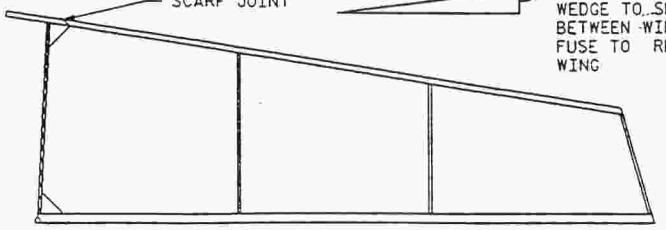
.032 WASH-IN ON RIGHT WING PANEL MODEL FLIES TO RIGHT



□ .062 (5") SLIGHTLY ROUND FRONT

.032 X .062 (4.5")

(8") POSTS



SCARF JOINT



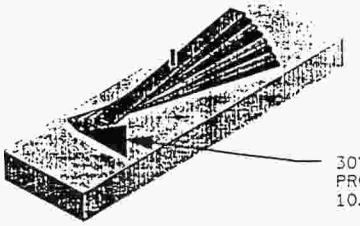
.062 THK. (10") WEDGE TO SLIDE BETWEEN WING & FUSE TO REMOVE WING

.100 X .062 (4.5") TAPER TO .032 AT REAR

.020 THK. (4")

WEIGHTS

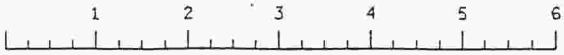
WING DRY .62 GRAM
FUSELAGE DRY 1.0 GRAM-COVERED W/ GEAR 2.3 GRAM
STAB DRY .20 GRAM
RUDDER DRY .045 GRAM- COVERED .15 GRAM
PROP W/ NOSE BLOCK 1.85 GRAM



30° ANGLE AT TIP PROVIDES 10.86 PITCH

STACK PROP
1/8 X 1/2 X 6.2 (5.5")
STACKED 8 HIGH
GLUE WITH THINNED CARPENTERS GLUE.

NOTE: BUILD WING FIRST, COVER AND PLACE POSTS. WHEN BUILDING FUSELAGE PLACE TOP CROSS BRACE (6) LAST. MOUNT WING IN FRONT PAPER TUBES AND THEN MOUNT REAR WING TUBE ASSEMBLY.



BEST FLIGHT 5:32 © '94 U.S.I.C.
RUBBER .075 X 38" LOOP TAN II
5000 TURNS

BOSTONIAN "PATRIOT"

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DRAWN BY: M.PALRANG

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★ Hornet P-30 .....17.95
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★ Farman 9.95
★ Jodel 9.95
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(9)

1995 NATIONAL MASS - LAUNCH

Thank you to all who participated in the National Mass-Launch! It was a success due in no small fact to the guys and gal who took time out of their weekend to fly their planes. Quite a few FAC groups around the nation were active in the event as well as many single participants. I apoligize for the timing of the event,ie, October weather in certain parts of the nation is chancey at best for FFS flying, so this year we plan to have the date for the event sometime in late summer or early fall. I hope this benifits all. Also, we plan to start our launch at 12:00 EST - 9:00 PST here in the states and Canada, so that our European FAC friends can get in on the act, they launching at 5:00 pm their time!! That will be something!

Although the winner, Frank Rowsome, deserves much praise and congratulations for his winning flight, in my mind two of the neatest flights were recorded elsewhere in the U.S.

In New York, Earl VanGorder stepped outside his apt. and promptly at 4:00 EST he ROG'd his 13" Brewster Buffalo for a grand total of 11 seconds! Now, did he do this to win something? Heck no! He did it just to know that in a small way he was part of something big!

And here in good ole South Carolina, while the basic group of flyers from Columbia were in North Carolina at Dave Rees' contest, Bruce Rippeteau double-launched his and his son's Guillow's P-51s for times of 4 and 10 seconds respectively! And this right at 4:00 EST! The dual-launch photo he sent is a study in concentration!

Thanks to all for your support in doing this,

David G. Smith
6715 Lake Arcadia Lane
Columbia, SC 29206

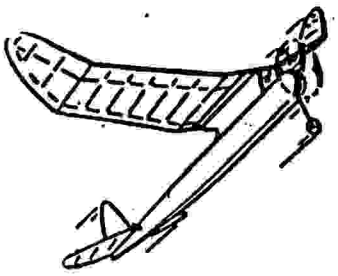
69 ENTRANTS
13 STATES
N. CAROLINA 21
FLORIDA 15
OHIO 6

Frank Rowsome	Mereaux C-1	146	EST	NC
Bobby Haight	Curtiss SBC-3	140	PST	NEV
David Franks	Gadfly	138	EST	NC
Terry Pittman	Gadfly	135	EST	NC
Chuck Wojtkiewicz	Turbo Beaver	133	EST	NC
John Barker	Curtiss Robin	131	EST	FLA
Joe McGuire	Found	128	MTN	AZ
Sidney Gilbert	Lacey M-10	127	EST	FLA
Ron Hummel	Farman 400	120	PST	NEV
Jeff Englert	PA-17	111	MTN	KAN
Fred Lionberger	Am. Eaglet	103	PST	AZ
Dave Rees	Citabria	88	EST	NC
Bill Landrum	Chambermaid	81	EST	NC
Paula Englert	Rearwin Speedster	78	MTN	KAN
Ray Rakow	Curtiss Robin	78	EST	NC
Carl Hedley	Curtiss Robin	77	EST	FLA
George Nunez	Fairchild 24	77	EST	FLA
Rich MacEntee	Alpha A-211	76	EST	FLA
Tom Hallman	Mig-3	75	EST	PA
Doc Martin	Dornier Komet	75	EST	FLA
Gordon Roberts	Rearwin Speedster	66	EST	OH
Newt Bollinger	Cougar	64	EST	FLA
Allan Schanzle	Arado 96	64	EST	NC
Paul Gandy	Lacey M-10	59	EST	NC
Rick Hawley	Oriole	52	EST	NC
Jerry Paisley	P-47	52	EST	NC
Hurst Bowers	Eastbourne Mono	51	EST	NC
Claude Powell	Albatross	50	EST	NC
Jim Whiteman	Chambermaid	50	MTN	NM
Frank Hirleman	Avenger	47	PST	OR
Jim Kutkuhn	Cessna 140	47	MTN	KAN
Doug Buchannan	Allied Sport	46	EST	NC
Phil Thomas	KI-61 Tony	44	MTN	NM
Bill Criss	Pilatus Porter	42	EST	FLA
Jim Pollard	Jungman (?)	42	EST	NC
Dick Dunmire	Judy	41	MTN	NM
Stew Meyers	Fokker D-VII	41	EST	NC
Bert Phillips	Howard	39	EST	NC
Gene Smith	Piper Colt	38	MTN	NEV
Don Brimmer	Taylor craft	35	EST	FLA
Steve McKeown	C-37 Airmaster	35	EST	NY
Bob Leishman	Dauntless	34	MTN	NM
Pete Zbasnik	P-51	33	EST	OH
Jim Hyka	Cougar	30	EST	OH
Don Srull	Mereaux C-1	30	EST	NC
Pat Daily	Avia BH7-A	29	EST	NC
Walt Schlesinger	Pilatus Porter	29	EST	FLA
Larry Sweat	A-36	24	EST	FLA
Mike Zand	Hellcat	24	EST	OH
Ed Salguero	Staggerwing	23	MTN	KAN
Russ Brown	Ryan	22	EST	OH
Rudy Profant	Mr. Smoothie	22	EST	OH
Jake Larson	Eastbourne Mono	18	EST	FLA
Dan Driscoll	Howard	17	EST	NC
Bill Hannan	Farman Moustique	14	PST	CA
Phil Thibodeau	Monocoupe	12	EST	FLA
Earl Van Gorder	Buffalo	11	EST	NY
Luke Rippeteau	P-51	10	EST	SC
Dave Linstrum	Aichi Val	9	EST	FLA
John Houck	Gee Bee D	8	EST	PA
Bob Lundberg	S. Sparrow	6	EST	PA
David G. Smith	Douglas Skyshark	6	EST	NC
Tom Schmitt	Eastbourne	5	EST	NC
Bruce Rippeteau	P-51	4	EST	SC
Bill Warner	Andreason	4	PST	CA
George Lewis	Stinson 108	2	EST	MI
Jim Tait	Tailwind	1	EST	FLA

***

Rich Miller	P-51	BLOWN MOTOR	PST AZ
David Smith	P-51	BLOWN MOTOR	PST AZ

(10)



SAM 46
SPRING OPENER
FREE FLIGHT CONTEST
PALM BAY, FL.
MAY 4 - 5, 1996



CD - Don Brimmer
5924 16th Lane N.E.
St. Petersburg, FL 33703
(813) 525-6667
Alternate CD
Les Alonzo
1012 W. Peninsular St.
Tampa, FL 33603
(813) 229-1083

HEADQUARTERS
DAYS INN - PALM BAY
4700 DIXIE HWY N.E
(800-777-6044)
MUST ASK FOR
ANN GAGLIARDI
FOR SPECIAL RATE $33.00
MUST STATE SAM 46 CONTEST AT TIME OF RESERVATION
LOCAL # (407) 951-0350

COLLECTO - DAYS INN
SATURDAY NIGHT
$1.00 DONATION
7:00 - 10:00 P.M.

Contest Times: SAT 7:00 AM - 5:00PM SUN 7:00AM - 3:00PM

ALL EVENTS 2 MINUTE MAX

SAT MAY 4
A-B-C NOSTALGIA
1/2 A GAS J/SO
A GAS
S.L.O.P.
O.T. ABC PYLON
P-30
O.T. HLG
O.T. RUBBER CABIN/STICK SM
CAT GLIDER

SUN MAY 5
ALL GAS SHOOTOUT 7:15 A.M.
1/2 A NOSTALGIA
O.T. ABC FUSELAGE
B-C-D GAS
HLG J/SO
O.T. RUBBER CABIN/STICK LG
O.T. RUBBER SCALE (SAM)
LEGAL EAGLE
A FIRST!

TEXACO EVENTS MAY BE FLOWN ON EITHER DAY BUT MUST FINISH SAME DAY

1/2 A RC TEXACO
OPEN 1/2 A RC TEXACO SCALE
OPEN A RC TEXACO
OPEN 1/2 A RC TEXACO

FAC RUBBER SCALE
FAC NO-CAL SCALE
FAC PEANUT SCALE

Engine Runs
O.T. Ignition - 20 SEC ROG, 15 SEC HL
O.T. Glow - 12 SEC ROG, 9 SEC HL
NOSTALGIA - 9 SEC GLOW
NOSTALGIA IGN - 12 SEC

OPEN - $8.00 first event plus $3.00 additional $20.00 MAX
SENIOR - $7.00 first event plus $3.00 additional $15.00 MAX
JUNIOR - $5.00 total

********HELMETS REQUIRED FOR ALL CHASE BIKES********

RELEASE I the undersigned contestant/parent, do hereby certify that I release any all all organizations connected with this meet from all claims which may arise with said meet. I further certify that I am the builder of all models entered and flown by me as covered by A.M.A., FAI and SAM rules.

Print Name_____ A.M.A. No:_____

Address_____

City:_____ State:_____ Zip:_____

11

By Russell Keaton

JENNY, FIGHTING AN AIR DUEL, IS CAUGHT IN THE SIGHTS OF SPINNER MARTIN'S CAMERA GUN AGAIN AND AGAIN---

SPINNER'S RIDING MY SLIP STREAM LIKE A SURFBOARD! M-MAYBE I CAN OUTCLIMB HIM!

2

EXTENDING HER RETRACTABLE WINGS, JENNY POURS THE OCTANES TO THE VOLUNTEER AND POINTS HER NOSE SKYWARD.

3

BLAST IT! THAT DAME'S CLIMBING TOWARD THE MILKY WAY LIKE A HOME-SICK COW!

4

USING THIS CLOUD AS A SCREEN, MAYBE I CAN GET THE BLINDING RAYS OF THE SUN **BEHIND** ME!

5 FAR BELOW, CYRIL WATCHED-

THE MANAGER SAID HE'D **GROUND** JENNY IF HE CAUGHT ME AROUND THE AIRPORT AGAIN!

6

BUT I FOOLED HIM! I COULDN'T MISS SEEING THIS AIR BATTLE!

7

WHERE'D THAT FLYING POWDER PUFF GO, ANYWAY? WHY DON'T SHE FIGHT LIKE A **MAN**?

8 CYRIL FORGETS HIMSELF-

ATTA GAL, JENNY! YIPPEE!

9

WITH THE GLARING SUN AT HER BACK, JENNY NOSES INTO A SCREAMING DIVE, THE IMAGE OF SPINNER'S SHIP GLUED TO THE CROSS HAIRS OF HER CAMERA SIGHTS!

4-20-41

Released by The Bell Syndicate, Inc.

I'M AFRAID VERY FEW REMEMBER FLYIN' JENNY



COURTESY OF HOWARD ANT

Date: Wed, 27 Dec 1995 08:56:08 -0600 (CST)
From: S Frank <sfrank@tenet.edu>
To: Bob Brown <rlb4+@pitt.edu>
Subject: Self explanatory....

(12)

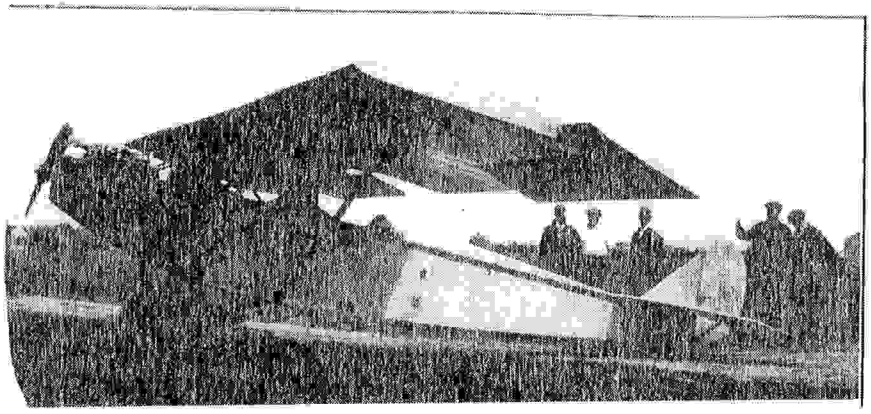
TEN REASONS MODEL PLANES ARE BETTER THAN WOMEN. (Stolen from The Super Glitch, S.Hill editor,Tulsa, OK. by way of the AMA National Newsletter.)

1. Your plane WANTS you to go to the flying field.
2. If your plane gets away from you, you do not have to worry about it showing up with another pilot.
3. If a plane does not perform well, you can leave it hanging from the ceiling.
4. You can figure out how a plane works.
5. You can always make a plane a little lighter.
6. If a plane is too tail heavy, you just add weight to the nose.
7. If the covering on your plane begins to wrinkle, you can iron it smooth again.
8. Planes from WW11 still look good.
9. Two words..... quick chargers.
10. Planes do not mind if you are done playing with them after ten minutes.

Can you think of any more good ones to add to this list ? If so email them directly to me and I will add them and see how big this list gets... email: sfrank@tenet.edu

Besides all the nonsense, e_mail affords very quick communication with very little fuss. We were all raised to take pains with our letters (snail mail), but any fancy stuff gets lost in transmission. As a result, we do the essentials in about 90 seconds and move on to the next message.

HERE IS SOME DATA FOR THE MANY BUILDERS OF THE JENNY WITH THE SPERRY WING FROM AERIAL AGE MAY 30, 1921.



The Sperry Monoplane Wing, the performance of which is described on this page

The Sperry Monoplane Wing

The monoplane wing which the Lawrence B. Sperry Co. have developed for Canuck, Curtiss and Standard planes, has aroused considerable interest throughout the country amongst users of these planes.

The following performance table of what the various types of planes will do with the Sperry wing, is interesting:

Plane	Motor H.P.	High Speed M.P.H.	Landing Speed M.P.H.	Useful Load lbs.
J-N—or Canuck	0x	75	35	800
J-N—or Canuck	0xx	80	35	800
Standard J-1	0x	75	35	800
Standard Curtiss K-6	150	90	38	900
Standard Hispano ..	150	90	38	900

As will be noted from the illustration the wing is mounted well overhead the passengers and does not interfere with their vision. The machine has been stunted by one of the best pilots in the country, who immediately arranged to secure a wing for his stunt machine for work this summer.

FAC SHEET JJT/12/95

(13) The following article was toogood to pass up. This article is from *Max Fax*, a journal of the D.C. Maxecuters, home of the dreaded POTOMAC PURSUIT SQUADRON, FAC. To subscribe for a year send $15.00 to Frank Rowsome, 10904 Bellehaven Rd., Damascus, MD 20872.

Simplified Method of Final Assembly
by Walter S. Eggert, Jr.

All attachments are designed to be strong in both compression and tension by using light weight mono-filament fishing line as assembly pins.

Advantages of this system

A. Greatly simplifies final assembly
B. All joints are flexible and strong in tension.
C. Flexible joints absorb energy during crashes.
D. Improves appearance duplicating scale appearance of fittings at attach points.
F. When rigging is required, provides a convenient way to locate rigging.

Directions:

1. Sub-assemble all wing struts, cabane struts, and landing gear and final paint.
2. Drill holes in end of struts using a straight pin (or small pin vise with proper size bit), and using 1" pieces of monofilament cement pins into all strut assemblies using Cyano gap-filling cement.
3. Cut pins to approximately 1/4" (1/8" for peanuts) on all strut sub-assemblies.
4. Drill pin holes in fuselage and wing structures about 5/16" deep and mark with black ink before covering. After covering pierce holes with a pin and again mark their location with black ink. Finish doping and painting.
5. Use sub-assembled struts as fixtures to assist assembly. Cement with a small coating of a gap-filling cement after pre-assembly to check alignment. Use only enough cement to hold joint. Joints can be worked loose later for adjustment if necessary. Acetate cemnt thinned with acetone can also be used. Note-Double coat hole and strut pin.
6. Use monofilament for all fitting and rigging available at stores selling fishing supplies.

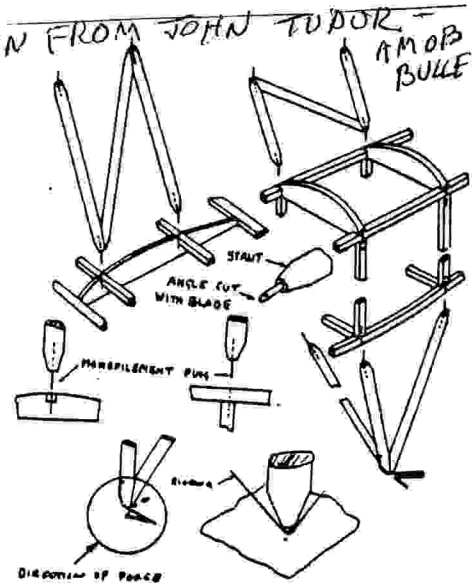
.003	1.75 lb	light weight rigging
.006	2.0	medium rigging
.010	6.0	peanut attach pins
.017	17.0	larger attach pins

Caution: Do not rig tootightly on light weight models as there can be some additional tightening in extra dry and high heat conditions.

Landing Gear Saver

Landing gear wire fitting (shown on illustration) serves as a shock absorber. Use wire size only as heavy as required to support model. Wire sizes are available in guitar music stores from .007 to .020 in .001 increments.

STOLEN FROM JOHN TUDOR - AMOB BULLETIN



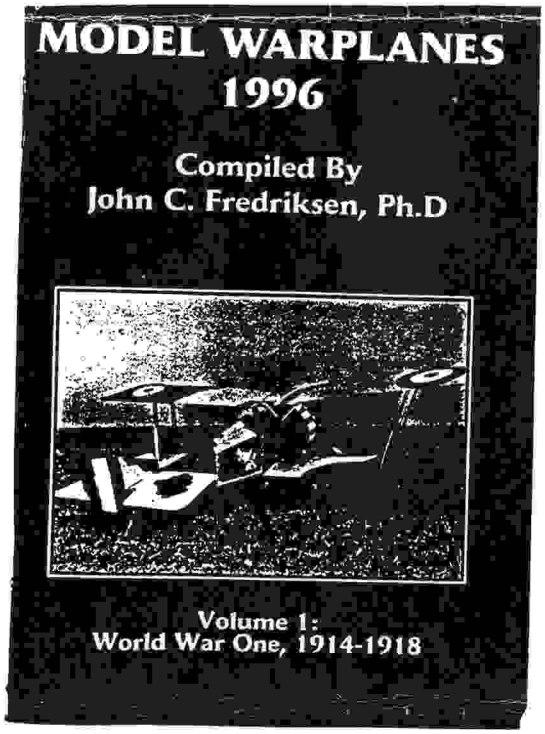
More sources:

Campbell Model Supply Company, 37742 Carson Street, Farmington Hills, MI 48331 can supply Esaki "Lite Flite" tissue for $.85/sheet. At 4 grams/sheet (18" x 24") it is available in yellow, white, red, blue, orange, black, and green. P/H $3.00/order.

Waco peanut plan packs from Stan Fink, 1810 Pine St., Philadelpgia, PA19103. Six plans 11" x 17" detailed with documentation and references. Waco ten OX5, ATO Taperwing, UKC "Pure Oil", ZQC-6, Model D, and ZPF-6 "Texaco". These would be ideal for enlargement for electrics.

MIAMA MEET 7-MAC DILL
MAY 18, 19-9 TO 6:30 + SAT. NITE

LOCAL DADE/BROWARD MEET
MAY 18 MIA-DADE SOUTH COLLEGE



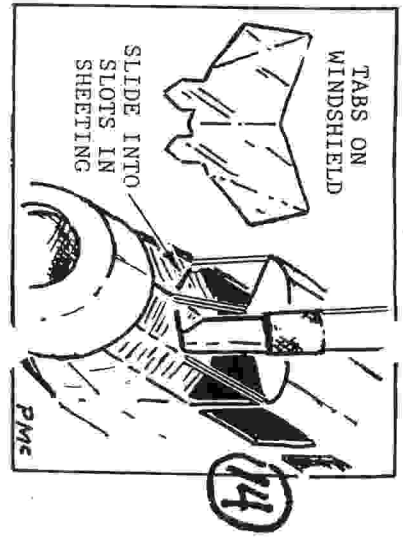
John Fredriksen's new book, Model Warplanes 1996, Volume I: World War One, 1914-1918 is now ready for shipment. John tells you where you can get a plan for that World War One model you've been wanting to build for so long. John has listed just about every plan that has been published or kitted and where you can get that plan as well as the price for it.

There are 85 pages of listings of hundreds and hundreds of World War One model plans, photos, drawings and books. This is only the first of 5 volumes to be published. The others will be for Golden Age, World War Two 1939-1945 Axis, World War Two 1939-1945 Allied and the Jet Age.

You won't be disapointed if you order any of these books. Each volume is priced at $15.00 postpaid. Buy all five volumes and save $20.00. Send cash or check to;

John Fredriksen, PH.D.
461 Loring Ave.
Salem, Ma. 01970 U.S.A.
Phone (508) 745-9849

15
5
75
20
55



Trying to fit a transparent windshield neatly in place has always been a nerve-wracking job for me. But I have used this trick several times now, and it helps a lot. To use the arrangement your fuselage must have sheet balsa or foam covering in the windshield area.

With a long, sharp blade held against the windshield frame in the plane of the "glass," cut two slots in the sheeting. As you shape the pattern for your windshield, leave two projecting tabs on the lower edge. The pattern can then be accurately positioned and repositioned while the fitting and trimming is in progress and when final glueing is done.

I have also used this system, with slight variations, on the round fuselage of a Vega and the frameless windshields of an open cockpit Fairchild 22.

P. N. McIlrath
1524 48th St NE
Cedar Rapids, Iowa
52402

Another Lube: Wakefield flier Dave Wilson relates that many Wakefield fliers have been using Formula 2001 exclusively to lubricate their motors. What this might mean to Indoor fliers is subject to test!

Formula 2001 is available at auto supply stores and some supermarkets in a four-fluid-ounce spray bottle similar to those holding Armor All. A quick glance at the label claims the product protects against UV radiation. But is it slicker than other products?

WHAT'S ON IN FREE FLIGHT?

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. – PEANUT, FAC, + JUMBO KANOWES
AUG. 5-9 FlD WORLD CHAMPS Kibbie Dome. Moscow, Idaho

OCT 26-27 MIAMA MEET #1 USCG [redacted] ST. PETE/CLEARWATER AIRPORT.

THE HANGAR PILOT

EDITOR: DR JOHN MARTIN, JR
2180 TIGERTAIL AVE MIAMI FLA.
33133