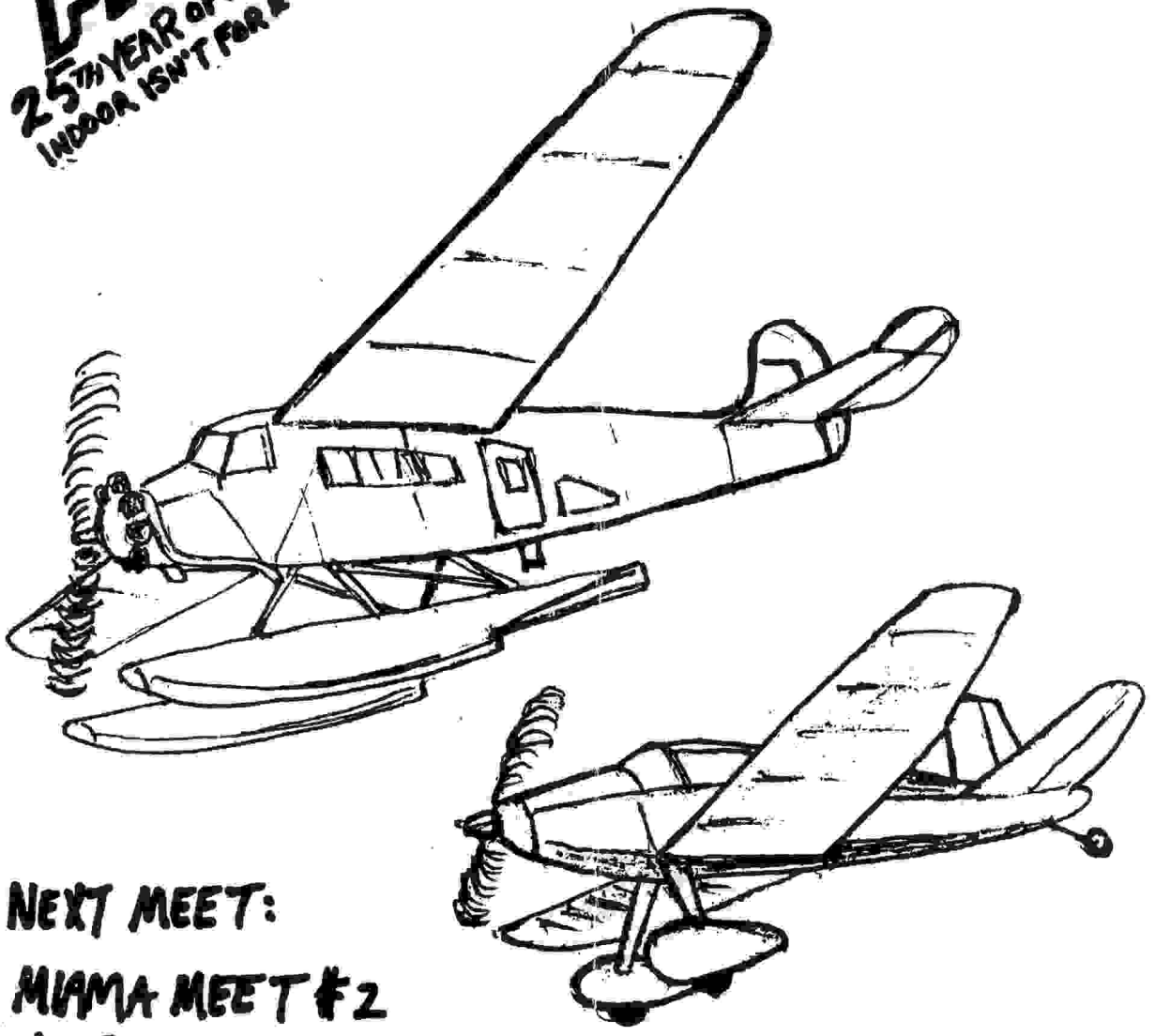
THE HANGAR PILOT

25TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

ISSUE 183

- RESULTS MEET #1
- PISTACHIO MORRISEY BRAVO
- NO-CAL FOKKER FLOATPLANE
- TWO POSTAL MEETS



NEXT MEET:

MIAMA MEET #2

IN DOUBT - See p. 1



"LIKE A LETTER FROM HOME" Welcome

The Hangar Pilot, edited by John Martin Jr., who is solely responsible for its content, is published 6 or 7 times a season for bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association) - AMA club 906. One of two active all indoor free flight clubs in AMA. For a mere $12.00 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, 3180 Tigertail Ave.; Miami, FL 33133 USA. phone: 305-858-6363.

Club Secretary..Sidney Gilbert Foreign Correspondent Ric Choate
Club Field Marshal Bill Criss Balloonmeister..Wayne Trivin

HANGAR PILOT RATES: US 1YR. 12.50 2YR. 24.00 CANADA 14.00 OVERSEAS 15.50

MEET 1 REPORT USCG

The 26th indoor season is off and flying. The first meet at the Coast Guard Hangar had many new faces, some missing regulars, many new planes, and lots of flying. We are always congratulating Wayne Trivin for something. This time is the Cat. II Catapult Glider records. He broke his own AMA records by about 5 seconds.. His very light record setting glider was built from wood he cut himself from a log of 4lb. balsa. Plans in next Hangar Pilot. Rich MacEntee is back flying the full schedule with a fleet of new planes. John Tudor was back, too, with a couple of pals from Palm Bay. Hope they make it a habit. Dick Hardcastle visited again, winning both Easy B, and Penny.. Bob Shaw is out to make it a full season in Penny, Dime Scale and Peanut. Tom McCoy is back with a new bag of jokes.

The Coconut mass launch turned intoa distruction derby. All models were hitting lights, girders, and walls. The last two: MacEntee hit the wall and slid down arriving at the floor an instant before Linstrum's Zippy hit the deck in a shuddering shower of struts and L,G, parts.

We hope some of the Florida MIAMA flyers show up in Palm Bay for Don Brimmer"s SAM meet Nov 16,17. Also those out of state Hangar Pilots enter the World Inter-Gnats postal, and Ed Seay's MAL Peanut Postal meet.

IMPORTANT NOTICE MEET 2 IS ON HOLD

MIAMA MEET #2 SCHEDULED FOR NOV 23,24 IN DOUBT. BE SURE TO CALL 305-858-6363 on NOV 22 TO CONFIRM

MIAMA MEET 1 US COAST GUARD OCT 26,27 CD DOC MARTIN

AMA PEANUT SCALE

1.Doc Martin	Lemberger	95.9	1:14.5	1:16	171.6	
2.Don Brimmer	Lacey	88.8	1:16	1:26	169.2	
3.Sidney Gilbert	Lacey	84	1:18.5	1:00	153.4	
4.Walt Schlesinger	Fike	84	:37	:32	118.5	
5.Bob Shaw	DH-6	71	:28	:35	112.5	
6.Charles Nelson	Pietenpol	67.2	:12	:21	83.7	
X Don Brimmer	Ansaldo	85.0	:31	:37	119	

DNF Jake Larson KR C-1

MINI+Stick

1.D. Obarski	6:34
2.C. Nelson	9.0

(2)

AMA Easy B

1.D.Hardcastle	14:16
2.D.Obarski	12:27
3.3.J. Barker	5:55
4.C.Nelson	1:01

FLYING ACES SCALE

1.Wayne Trivin	14 Bis	80	1:10	145	
2.Rich MacEntee	Waco E	74	1:06	137	
3.Don Brimmer	Ford-2AT	55	1:32	130.5	
4.Doc Martin	Dornier Komet	59	1:20	129	
5.Sidney Gilbert	Lacey	56	1:16.6	124.3	
6.Walt Schlesinger	Porter	56	:30	86	
X.Doc Martin	Vance Wing	66	:40	106	

DNF John Tudor Porter 57, Jake Larson Float Robin 70

FAC NO-CAL SCALE

1.Wayne Trivin	Farman Postale	3:24
2.Sidney Gilbert	Cub	2:30
3.D. Linstrum	Porter	2:29
4.John Tudor	Mustang	1:58
5.Don Brimmer	B-70	1:35
6.Chas. Nelson	Wildcat	:24
7.W. Schlesinger	Nieuport 11	:14

AMA PENNY PLANE

1.Dick Hardcastle	8:26
2..John Barker	7:55

MIAMA PISTACHIO SCALE

1.Doc Martin	Windham	3	1:03	1:11	1	4
2.Sidney Gilbert	Fike	3	:50	:40	2	5
3.Doc Martin	Quetzalcoatl	2	:37	:38	4	6
3.Don Brimmer	Hi Max	1	:33	:39	5	6
X.Doc Martin	Goldwing	4	:36	:51	3	7
4.W.Schlesinger	Cougar	3	:27	:30	6	9

DNF Linstrum, MacEntee

AMA CATAPULT GLIDER

NEW AMA RECORD CAT II

1.Wayne Trivin	:53.6	54.3
2.C. Nelson	25.0	24.5

AMA UNLIMITED CATAPULT GLIDER

1. Wayne Trivin	53.6	54.3

MIAMA PISTACH MODEL OF A MODEL

1.Don Brimmer	Boston Found	:38 :39
2.W.Schlesinger	Pussy Cat	:18

MIAMA DIME SCALE

1.John Barker	C.Robin	1:42	1:54	1:55	331
2.Rich MacEntee	Robin	1:43	1:49	1:55	327
3.Doc Martin	Nieuport	1:40	1:41	1:47	308
4.Dick Obarski	Robin	1:01	1:29	1:30	240
5.W.Schlesinger	Nie 17	53	54	37	144
6.D.Linstrum	Arado 96	45	35		80

DNF Bob Shaw Robin

MIAMA COCONUT SCALE

1.Rich MacEntee	YO-50	1:24
2. D. Linstrum	Zippy Sport	1:06
3.Doc Martin	Goldwing	:59
4.W. Schlesinger	Hi-Max	:29

MIAMA LEGAL EAGLE

1.Rich MacEntee	9:42
2.Dick Obarski	9:38
3.John Barker	8:54
4.Don Brimmer	5:15
5.Chas. Nelson	2:32

FLYING ACES EMBRYO ENDURANCE

1.J.Barker	Swordfish I 7:23
2.W. Trivin	Yellow Bird 5:58
3.S. Gilbert	Bronco 5:16
4.D.Linstrum	Swamp Bird 3:22
5.W.Schlesinger	Hornet 2:02

DNF MacEntee

MASS LAUNCH EVENTS

AMA PEANUT MASS LAUNCH

1.Sidney Gilbert
2.Doc Martin
3.Don Brimmer
4.W. Schlesinger
5.Bob Shaw
6. Charlie Nelson
7.Dave Linstrum

AMA SANCTION 62364

AMA BOSTONIAN

		Charisma
1.J.Barker	Scimitar III	1.05 411.6
2.D. Obarski	PushPull	1.18 375.2
3.W.Schlesinger	Ugly	1.05 104

FLYING ACES GOLDEN AGE

1.Doc Martin Dornier
2.Sid Gilbert
3.Charles Nelson
3.Wayne Trivin
5.Rich MacEntee

MIAMA COCONUT

1.Dave Linstrum
2.Rich MacEntee
3.W. Schlesinger
4.Doc Martin

WORLD NEWS- STEVE BROWN BREAKS THE HOUR BARRIER !!

(3) SUNDAY SESSION AT SANTA ANA
(Sept 1ST) via Fudo - H.Haupt

FROM EL TORBELLINO

Flying conditions were excellent inside the big hanger. Steve Brown put up a flight that may well be an all time high FAI record. The ship was launched with a variable pitch propeller and climbed to just above the catwalk. The flight did not bump and was dead stick at 50 feet. Upon touch down the flight clocked in at One Hour, Three Minutes, and Fifty Four Seconds (1:03:54). It was timed by Fudo Takaki and Herman Andresa. It was intended to have FAI/AMA sanctions in effect for this Sunday flying session, but the paper work got lost in the shuffle. The record keepers will need to sort out where this amazing flight fits into the record book.

SAN DIEGO ORBITEERS

Here's a great verbal report from Herb Robbins: On Sept. 1st, at Santa Ana at a Record Trial, Steve Brown, fresh from his world Championship at the Kibbie Dome, put up an F1B flight of one hour, three minutes and fifty-four seconds (1:03:54). A cautious report, in El Torbellino says: "that may well be an all time high FAI record". You can damn well bet ten pounds of your best Tan II on that one. VP pitch prop. (what isn't now), climbed just above the catwalk, didn't bump, and deadsticked fifty feet up. Although it was intended to be a sanctioned flying session the paper work apparently got lost in the maze, so it's anybody's guess where this will fit into the record books. But what an accomplishment. Right up there with the first four minute mile, the fifteen foot pole vault, and the Personal Computer. FROM ONKLAND CLOND BUSTERS

FOREIGN CORRESPONDENT: -CONCLUSION FROM P. 5

are flying. It's going on my next ROW project for sure- Polyspan, try it. Starline is advertised in all the magizines and newsletters. They are the only ones in the U.S. marketing this product which is made in Germany. Write them at 6146 E. Cactus Wren Rd., Scottsdale, AZ 85253. Oh yes, an added plus; Polyspan is also bullet proof compared to jap tissue coverings. I believe Tom McCoy has been singing the praises of Polyspan for some time. He has a bunch of outdoor rubber models covered with it. I've seen them and they look great. But, for ROW applications, this stuff ought to be great. And with the improved model survivability that it brings into the picture, perhaps this will in turn inspire more activity in ROW. Who knows? Just look at what carbon fiber has done for free flight in general over the past few years.

end of dispatch
R.C. Tampa, FL

INTRODUCING A NEW COLUMN BY RIC CHOATE

ROBERT CHOATE, FOREIGN CORRESPONDENT

(4)

DISPATCH #1

Good evening ladies and gentlemen, and all the ships at sea. (think I'm over doing it here?)

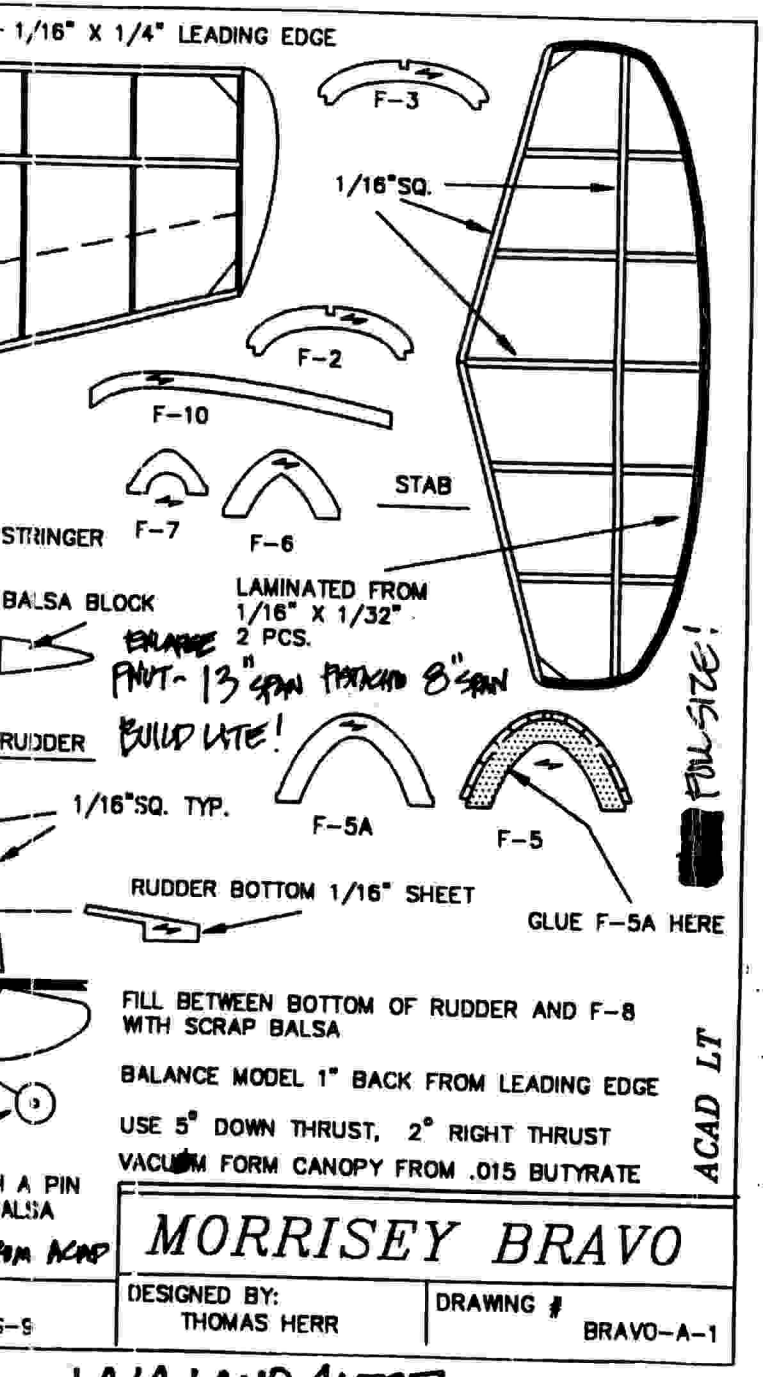
Item 1: Dateline, Base beach, MacDill AFB. The first ROW meet in Tampa. Time 0700. Weather, dead calm. Water surface, smooth as a Budist contemplation pool. Slight drift off the water toward the beach until about 1000 hours when a light breeze began to build. Pretty good turn out; Doc, Larson, Linstrum, Macentee, Bollinger plus the odd assortment of onlookers. MacEntee turned in the flight of the day with his new Turbo Otter-- 1:18. Avery nice ROW followed by a sort of downwind meandering flight path capped off with a terra firma landing a hundred or so feet inland from the shoreline. Newt Bollinger had a tidey little Embryo with floats. Took off very well, nice circling climbout, gorgeous circles overhead, and was mostly done in about a minute no matter what Newt did to it. Linstrum had an old red coconut model woth a radial engine. It didn't really seem to want to get off the water. Underpowered. Seems to be a common affliction. Dave kept wading out deeper and deeper for each suceeding launch, somehow thinking this would help. It didn't. At one point someone on the shore yelled out for him to wade out deeper, to which Dave replied, "I'm already in up to my balls out here," Someone, unnamed, yelled back, "No, Dave, you'd have to be in over your head for that." At this point it was difficult to tell which was performing at the higher level; mouths or models. Dave finally did get a good ROW which settled back to the water in about 30 seconds. Then the strangest thing happened. A crab trapper who was pulling his trap line just outside of our launch area, cruised by Dave's red coconut before Dave could get to it, picked up a trap, then reached over the side and picked up Dave's model, put in his grungy looking boat, and disappeared into cool morning mist... Kpocatapocatapocatapocata. Dave was steamed, and who can blame him? The authorities were notified. Here's what no one can figure out-- why did the man want Dave's red coconut? A strange incident, indeed. Go figure. Jake Larson had some spiffy looking biplanes. He easily won best taxi of the day-- straight as a frozen rope all the way out to the first channel marker, never once breaking surface tension. More power, Jake. Then the wind came up, attention spans grew short and everyone was mostly done by 1130 hours. Besides, you can only have so much fun.

Item 2: Product Report-- Knight & Pridham adjustable nose plug for rubber models. It's a great idea, and has already been reported on in most of the national magazines, so I won't bother to explain how it works. I assume most rubber flyers already know by now. I had just completed a General Aristocrat from a set of Dave Reese plans. And I had just ordered six of the K&P nose plugs and had them on hand when time came to do the front end on my Aristocrat. So, I decided to try it. The biggest hurdle is just deciding to try something that new on a model you have just spent a lot of time on. The installation was very simple. Here are my thoughts on the performance of this product. First, for coconut size models they need to make a larger version-- including accomodation for a larger dia-

(5) meter prop shaft. The current model is manufactured to take a .032 dia. prop shaft. For a big snake of TAN II, this is too small and flexes too much under heavy torque. I tried drilling out the small prop shaft housing, but there is very little material to allow overboring. .039" was the largest standard size I could safely drill the housing, and this is just the next standard step up from .032". It helpes a little, but the whole unit needs to be larger in all respects for large rubber models. Next, the little spanner wrenches you get with each kit are small and a little on the flimsey side. If you are the least bit ham fisted, prepare to have them slip off several times for each adjustment. You do seem to get a little better at it with practice, just the right way to hold them, which fingers to use, etc., but they still require a lot of fussing. Next, when you do get a new adjustment dialed into the nose button, its difficult to know just what you've got. Actually, I think K&P missed the boat a little on this point. They should have this item as part of a whole system. There should be some sort of calibrated jig that you can mount the plug in which will 1) hold it firmly in place while thrust adjustments are made and 2) is calibrated in some way so that you have some idea how much down or side thrust you are putting in or taking out. This could then be marketed along with the nose plug as an ajustable nose button system. Make sense? Next, there is a key on the button which is all but invisible unless you have X-ray vision. This should be made much more obvious, either by making it bigger or by color coding it. Finally, for P-nut and FAC scale models I think the product is about the right size and weight. K&P definitely needs to offer a variety of sizes for larger models, however. All in all, its a good product. It will definitely eliminate wobbly, ill fitting nose plugs with all those messy balsa and plywood shims. Everytning fits together snugly and there is none of the dreaded power robbing vibration up front. In the case of my Aristocrat, I preset what I thought was a ball park setting of side and down thrust, and was lucky enough to have been pretty close on the first try. The rest of the trimming I did with trim tabs and rubber motor size. Note: don't forget-- when you are making up your prop shaft, be sure to make the rubber hook small enough to clear the housing in which the button sits, because you will have the take the button completely out of the nose piece each time you want to make a thrust adjustment. Hats off to K&P for coming up with a new product which really has some utility. We'll see if they do any product improvement once they start getting input from their customers.

Item 3: Polyspan for ROW models. Why didn't we think of this before? Maybe because Polyspan is relatively new on the market. As I was watching everyone trying to get the water out of their models at the ROW meet it occured to me that if you don't get off the water on the first couple of tries, you're not going to make it at all-- with that model anyway. By then it will be too full of water to get off. They also get soggy and real flimsy. Might as well put it back in the car. Now look at Polyspan. It's a synthetic covering that you put on with dope, but which is heat shrinkable, and, yes, fully water proof. Water doesn't touch it. I had just ordered a roll of it from Starline International to cover some new hand launch gliders with built up wings. It's great for them, you can go out flying early in the morning with all the dew on the ground and not worry about your tissue covering going limp on you. Just go out and have a ball. Pick it up, wipe it off and heave it again. Yes it is heavier than jap tissue, but it isn't all that much heavier, and it's nowhere as heavy as the other plastic coverings. Couple of coats of nitrate dope and you

- CONTINUED ON P. 3



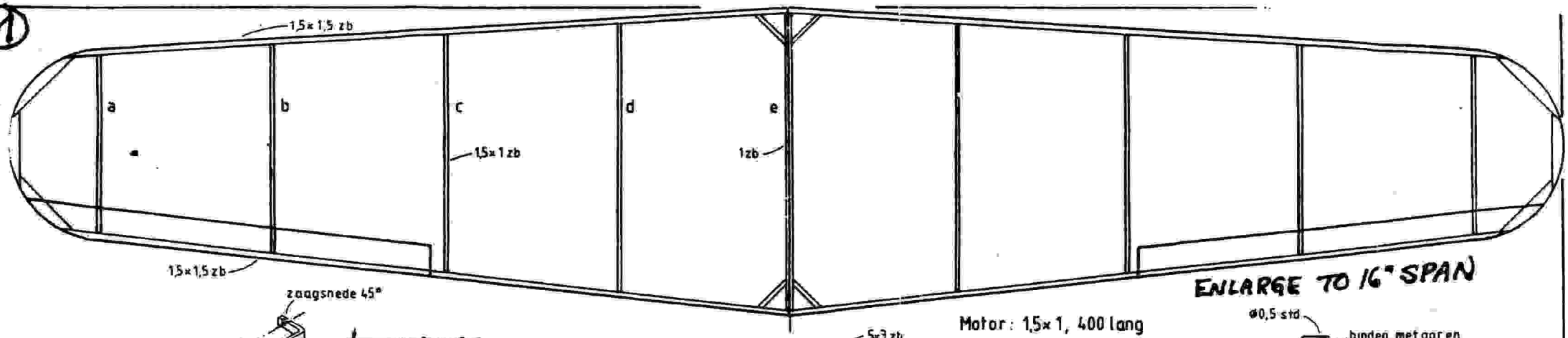
LA LA LAND ALERT: ENTER THE TWO POSTALS ON PAGE (11)

BUILD THAT PISTACHIO YOU WERE ALWAYS PROMISING TO MAKE. FLY IT, WEIGH IT, TAKE A PHOTO OF IT, AND SEND ALL THIS DATA TO MIAMA.

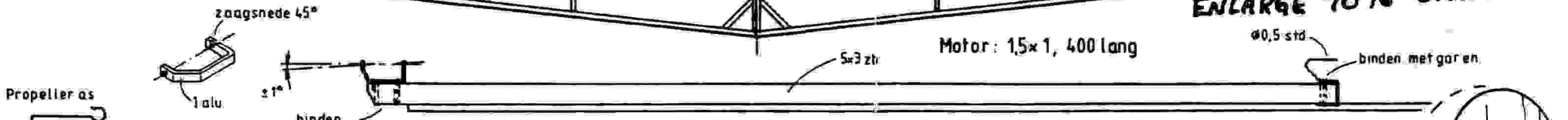
NO, THIS ISN'T YOUR LAST ISSUE OF HANGAR PILOT! THE NEXT ONE IS!

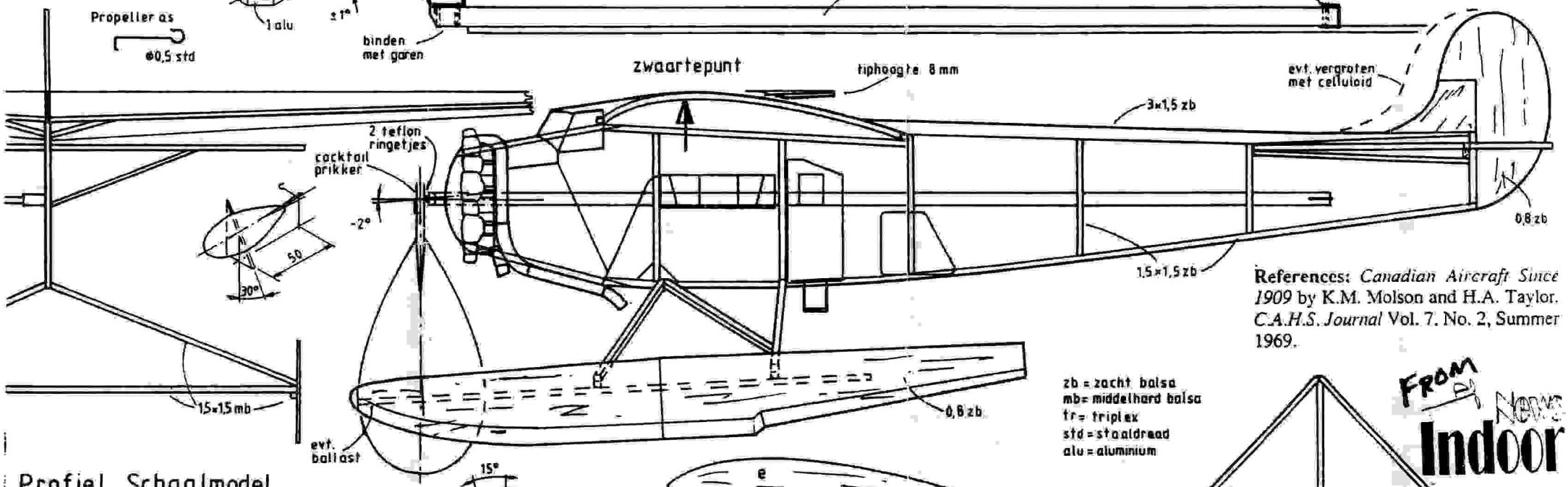
ENTER THE MAL PEANUT POSTAL MEET See P. 11

WHERE ARE ALL THE PEANUTEERS? LAST YEARS BUZZARD POSTAL WAS DISAPPOINTING. KITS D1 D2 D5 + D6 ARE GREAT FLYERS!



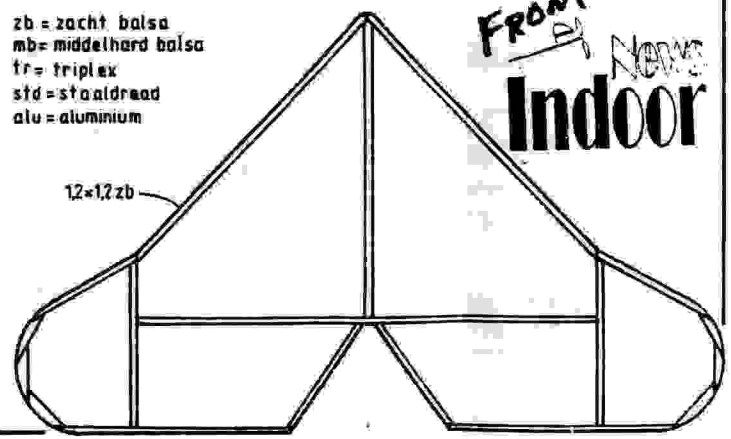
ENLARGE TO 16" SPAN





References: *Canadian Aircraft Since 1909* by K.M. Molson and H.A. Taylor. *C.A.H.S. Journal* Vol. 7. No. 2, Summer 1969.

zb = zacht balsa
mb= middelhard balsa
tr = triplex
std = staaldraad
alu = aluminium



FROM R/C News

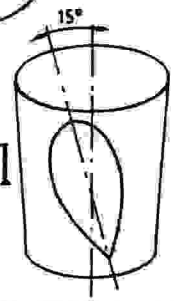
Indoor

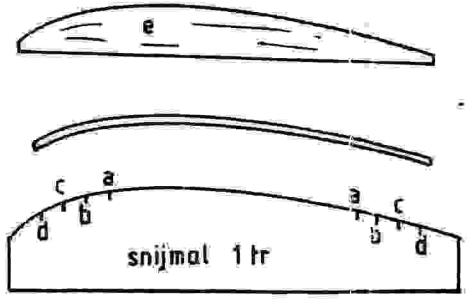
Profiel Schaalmodel

Ontw.: Thedo André

NO-CAL Fokker Super Universal

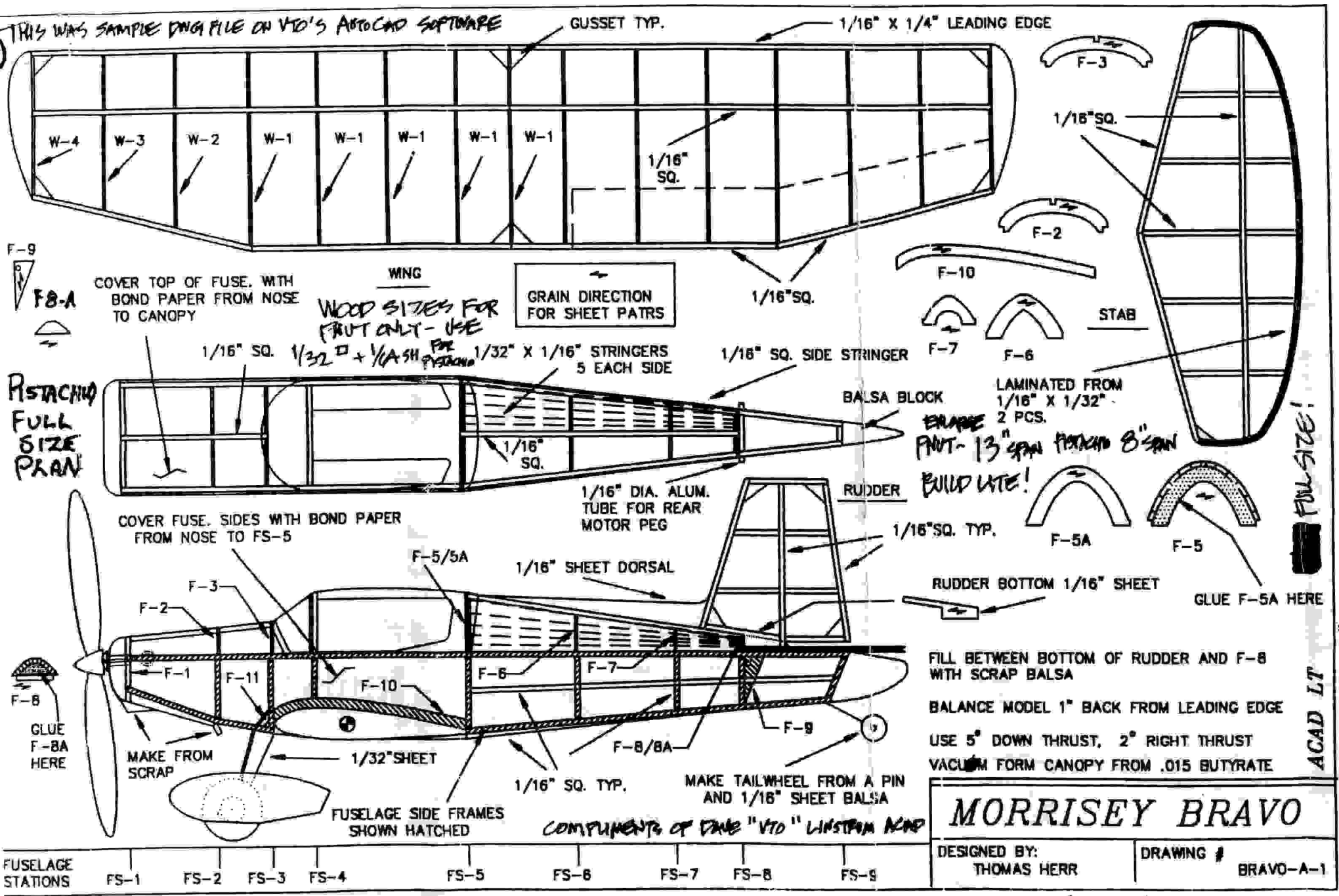
gebouwd in Canada en U.S.A.





FLY YOUR PEANUT FROM MAL AND YOUR PISTACHIOS IN THE POSTAL MEETS ON PAGE 11

(9) THIS WAS SAMPLE DWG FILE ON VTO'S AUTOCAD SOFTWARE



COMPLIMENTS OF DAVE "VTO" LINSTROM ACAD

MORRISEY BRAVO

DESIGNED BY:	DRAWING #
THOMAS HERR	BRAVO-A-1

SEND HANGAR PILOT: LETTERS, REQUESTS FOR DOCUMENTATION, DISPOSALS, OPINIONS, PLANS, TIPS, 3 VIEWS, ETC.

LA LA LAND ALERT: ENTER THE TWO POSTALS ON PAGE (11)

MACDILL MARINA ROW SEPT 14 1996

On a lovely morning the waterwing echelon of MIAMA convened at the MacDill Marina. For an hour the Bay breeze carried the planes that were lucky enough To ROW back on land for retrieval; the breeze reversed and later flights went bayside. We rented a cyclecraft to retrieve but this was cumbersome. When the wind is from the South this is a great site for FF ROW.

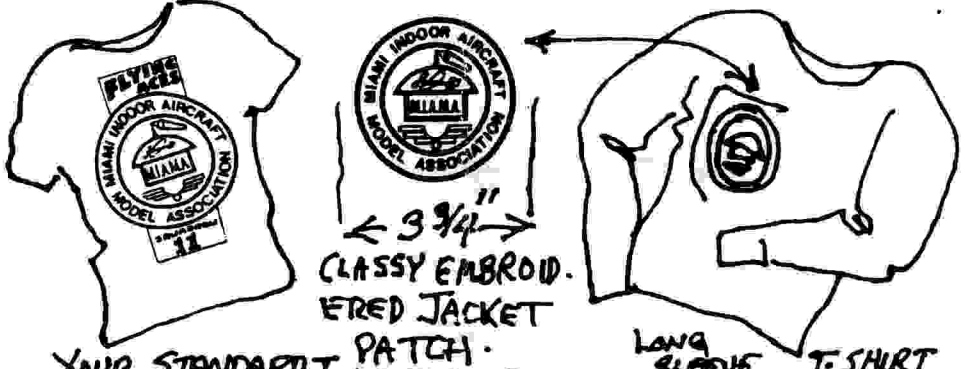
COCONUT SCALE,(FAC JUMBO) 1. Rich MacEntee Turbo 1:18 FAC
2.Doc Martin Messerschmitt :22
3. D.Linstrum Compte :33

FAC SCALE,

1.Jake Larson Hamilton Metalplane :31 FAC KANONE
2. Dave Linstrum Taylorcraft ::22
3.Rich MacEntee Turbo :20
FAC Embryo 1.Newt Bollinger 1:03

THESE SHIRTS HAVE JUST ARRIVED - WILL BE SENT OUT PRONTO.

FASHION NOTE - WHAT THE WELL DRESSED MIAMA / FAC MODELER IS WEARING THIS FALL



The standard T shirt is all yellow with the Logo in dark brown/
The Jacket patch is gold with embroydered brown lettering/
This is suitable for sports coat pockets, shoulder of jackets,etc.
The long sleeve T Shirt is white with a pocket, and the gold and brown Jacket patch on the pocket. Fine for outdoor flying without sun screen on arms, and for evening wear under sports coat.
ALL SHIRTS X-LARGE ONLY...SHOW YOUR CLUB COLORS !!

SEND ORDERS TO MIAMA HQ. OVERSEAS - ADD $3.00.

(11) ENTER THE POSTAL PISTACHIO INTER-GNATS

FROM NOW UNTIL JAN. 19 1997

FLY INDOORS & SEND IN YOUR BEST TIME TO 2180 TIGERTAIL

SEND A PHOTO OF YOUR PLANE & ITS WEIGHT-LESS RUBBER.

WE ASK OTHER NEWS LETTERS TO COPY!

MIAMA 2180 TIGERTAIL AV, MIAMI FLA. 33133

PISTACHIO : MIAMA

Here are the MIAMA PISTACHIO rules. They try to encourage the broadest field of tiny scale models possible. Tow line scale gliders, catapult launched or propeller powered jets are all possible in addition to conventional rubber power, and CO2 or electricpower. The sky's the limit. No weight limit. No lighter than air.

GENERAL: Recognizable model of a full scale,man carrying,aircraft. Exception: Model of a model class which is a pistachio sized model of an outdoor free flight model with a built up (not stick or profile) fuselage.

SIZE: Built to either a 8 inch span or a 6inch overall length (Excluding prop)

CONSTRUCTION: No restrictions on materials, type construction, or power. Get thinking.

SCALE JUDGING: Mooney type ranking points based on realism, color and marking, complexity of type, workmanship, and quality of documentation.) One (or preferably more than one) judge ranks the field of entries from best to least. Best gets 1 point, second gets 2 and so on. Judges can also enter contest.Any number of entries are allowed, but only best entry countsModel may be reentered.

DOCUMENTS: Full quality of documentation consideration given to entry who supplies a 3-view and at least one photo. Color documentationshould ideally be a color photo, but if no photo a color reference should be included.

FLYING: Best 2 of 9 flights, hand launched. Ranking points awarded from best to least as in scale judging.

FINAL STANDING: Low point total of scale and flight points. Best SCALE SCORE IS tie breaker.

CATAGORIES: Model of a Model..see "General". RIDOTTO: The smaller the better. Awarded to the smallest span model to achieve a 30 second flight.

INDOOR FLIGHTS ONLY- MAL PEANUTS ONLY.

Lil-Planes **P-Nut Scale Kits**

THE MAL PEANUT POSTAL CONTEST

ALL MAL PEANUTS ARE ELIGIBLE

THESE KITS CONTAIN THE FINEST SAW CUT BALSA DESIGNED FOR THE EXPERIENCED BUILDER

ED SEAY'S POSTAL MEET

CONTEST ON NOW TO MARCH 8 1997

OLD PEANUTS
D-1 Martin MO-1
D-2 Pilatus Porter
D-3 Curtiss Jenny Mono
D-4 Kitfox
D-5 Kawasaki Komet
D-6 Ford AT
D-7 Farman F-190
DESIGNED BY D. LINDSTRUM

NO ENTRY FEE CERTIFICATES FOR $50 $30 + $20

ALL $10.00 each postpaid
TEXANS ADD 8 1/4 % SALES TAX

SEND INDOOR TIME AND WEIGHT, WITH NAME OF MODEL TO:

NEW PEANUTS
E-1 SE 5a
E-2 Ansaldo SVA-5a
E-3 Fokker D-7
E-4 JN 4D * 9" rule
E-5 DH 4 (available after Jan)
E-6 Fokker D-8
E-7 MartinsideBuzzard
DESIGNED BY DALE M. HOGUE

MAL MEET

ORDER FROM
MODEL AIRCRAFT LABS
108 South Lee St
972-438-9233 IRVING , TX 75060

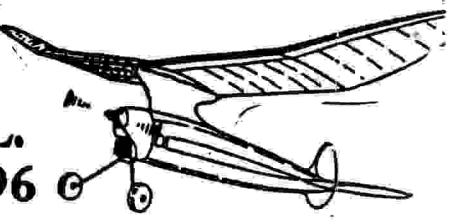
Ed Seay



SAM 46 FREE FLIGHT CONTEST PALM BAY, FL.

NOV. 16 - 17, 1996

(12)



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 NE
(800)777-6044
MUST ASK FOR
ANN GAGLIARDI
FOR SPECIAL RATE $33.00
MUST STATE SAM 46 CONTEST
AT TIME OF RESERVATION
LOCAL #(404) 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. Nov. 16
1/4 A NOSTALGIA
1/2 A GAS J/SO
A NOSTALGIA
A GAS
S.L.O.P.
O.T. ABC PYLON
P-30
O.T. HLG
O.T. RUBBER CABIN/STICK SM
1/2 A EARLY NOSTALGIA
CAT GLIDER

SUN Nov. 17
ALL GAS SHOOTOUT 7:15 A.M.
1/2 A NOSTALGIA
B-C NOSTALGIA
O.T. ABC FUSELAGE
B-C-D GAS
HLG J/SO
O.T. RUBBER CABIN/STICK LG
.020 REPLICA

TEXACO AND FAC 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 Embryo Endurance
FAC Golden Age
FAC No-Cal Scale
FAC Old Time Stick
FAC Rubber Scale
FAC Jumbo Scale
FAC Dime Scale
FAC O.T. Gas (Elec/CO2)
FAC Peanut Scale
FAC Power Scale
FAC Old Time Rubber

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

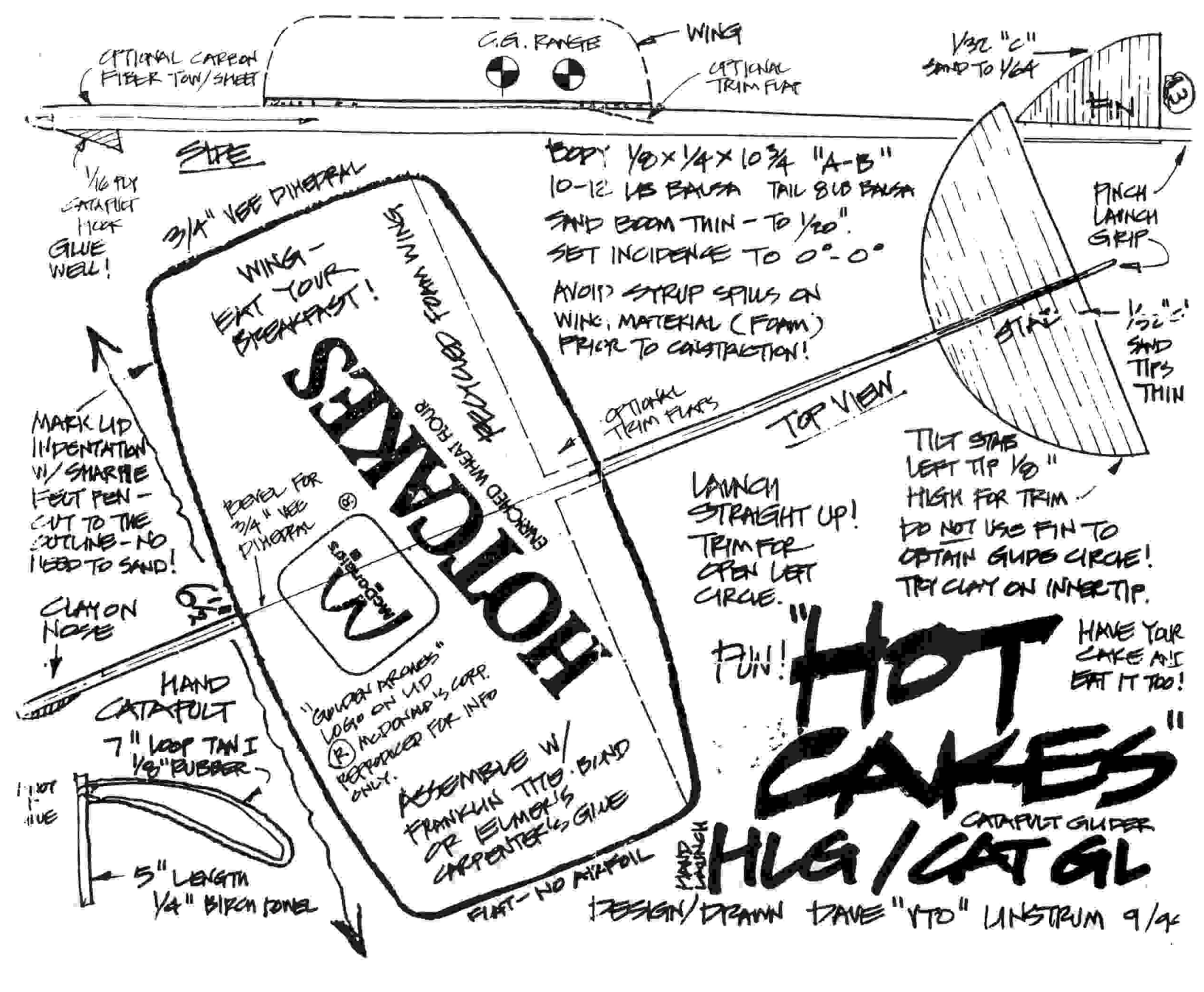
FAC- Kannones Only - $5.00 first event, plus $1.00 additional events, $10.00 MAX

********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 _____


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

ANNOUNCING
ALL MIAMA MEETS:
HOT CAKES FLY OFF
SAT - 12:00 NOON.
$15 WINNER TAKE ALL
NO ENTRY FEE.



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MIAMA MEET #2 IN DOUBT
CALL FRI. NOV 22
305-858-6363
TO CONFIRM

WHAT'S ON IN FREE FLIGHT
NOVEMBER 16,17. Palm Bay. SAM 46 outdoor meet. See page 12
NOVEMBER 23,24. MACDILL AFB MIAMA INDOOR MEET #2 (Mass Launch Golden) ON HOLD
MEET IS IN DOUBT. CALL 305-858-6363 on Frl Nov. 22 to confirm meet.
DECEMBER 15 MIAMI DADE SOUTH COLLEGE. Trim Session and Dart Mass Launch.NOON To 4PM
Note: Above meet is 12 Noon to 4 PM, not 9 to 5
DECEMBER @ 28,29 TAMPA. DELTA AIRLINE MAINT. HANGAR,Tampa Airport.
King Orange Indoor (Mass Launch BIPLANES) CD Rich MacEnteei-941-729-1524
DECEMBER 28,29,30 Outdoor King Orange,Palm Bay. CD Jerry Wagner 941-474-4959
JAN. 19..Last Day for Pistachio Inter-Gnats Postal
Jan. 25 26. MIAMA INDOOR MEET #4 MACDILL AFB..Tentative.
MARCH 8,9 MIAMA INDOOR MEET #5 MACDILL AFB...Tentative.
APRIL 12,13, St Petersburg. MIAMA INDOOR MEET #6 US COAST GUARD HANGAR.

THE HANGAR PILOT
EDITOR: DEBBIE MARTIN, JR.
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