THE HANGAR PILOT

VERY LATE

FAC SODN:#11

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

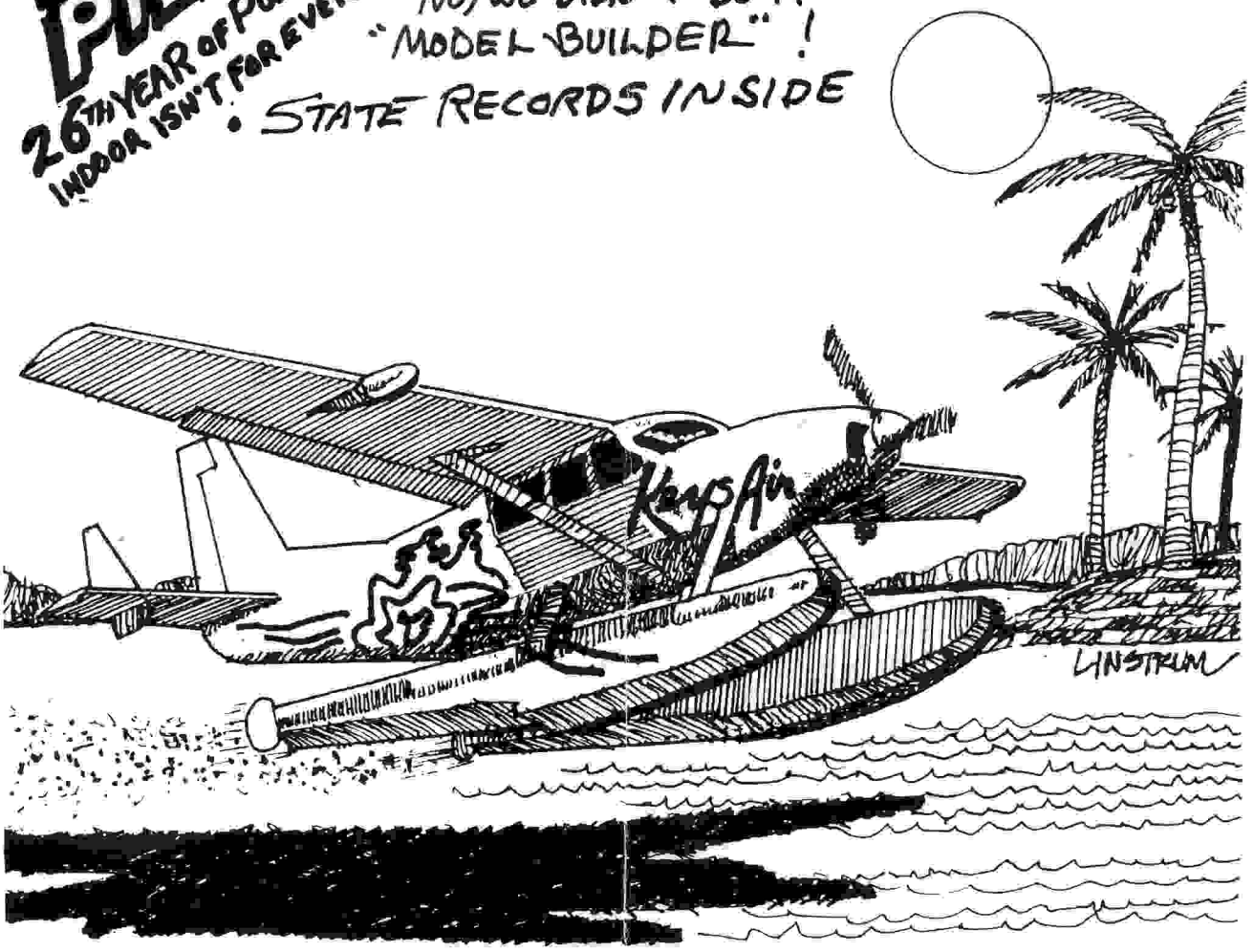
ISSUE 185

26TH YEAR of PUBLICATION
INDOOR ISN'T FOR EVERYONE

STILL VERY MUCH ALIVE

NO, WE DIDN'T DO A "MODEL BUILDER"!

• STATE RECORDS INSIDE



"FLYING DOWN TO MARGARITAVILLE"

KEYS AIR TAMPA · KEY LARGO · MARATHON · KEY WEST

FAREWELL VTO LINSTRUM. Dave moves from Fla. to Utah..
Marries Linda Van Natta in Las Vegas 2/1/97..Congratulations!
New Address: 815 W 300 S #2 Provo,UT 84601 801-356-1019



"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 issuws that year. We encourage reader contributions because, frankly, we need the material. Letters, plans, j-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

MIAMA MEET 2 DELTA KING ORANGE CD R. MACENTEE

Pilots, we owe a lot to Delta Airlines who provides the site for our Indoor King Orange. It is a great Cat. III site even if it not Max. height. Walt VanGorder entered four events and WON all four. His 20:42 in Easy B, and the 11:34 in Mini Stick are both record flights. Dick Hardcastle showed with a 5 gram Comet Fokker D-7 (I don't know how he did it), and aided by our 20 sec. biplane bonus, set a new record in dime scale at 7:54. Yes, it had the old Hell's Angles markings. It was great to see Roy White again. The three generations of the Nunez clan wEre on hand with intensive flying. This was our 11th King Orange.



FROM THE HORSES MOUTH, + OTHER ORIFICES

LOSS OF MACDILL BIG BLOW TO 26th SEASON.
Crews of damage control site finders are beating the bushes to salvage season 26.By this time in March we usually have four meets behind us and 3 to go. We have only flown 2, and have only the Coast guard scheduled. Very frustrating. A late March meet and a site for May would give us a 5 meet season, and we would count 4.. We could extend the season past the Johnson City champs (The big rooms we need are less used in Summer), but opressive heat makes this very unattractive.. I'm waiting for the phone to ring so we can can announce a March and May meet. Is everyone looking? Ron Sharpton,Ric Choate,Rich MacEntee, Bill Criss,Dick Obarski, Sidney Gilbert,,Doc, and Ellis Oglesby are looking big time. meanwhile wE have good news... we have postal meets, we have proxy meets we have National meets, and international meets.. The next meet may be on very short notice so get your planes on the flight line ready to scramble at a moments notice. The best news..for FAC ers.. is the Flying Aces Palm Bay Summer Season. for Kanones, and a state FAC champion. Its very similar to our indoor state championship.

Support your hobby by being a JOINER. In the 1960's it was definitly NOT COOL to be a joiner, but I can assure you that in the 1990's it is VERY COOL.. We need all the support we can get. Join NFFS, support FAC, AMA, and SAM. Join your local club, and FAC squadron. Subscribe to other club newsletters. There's great stuff out there. The best sources for this cutting edge material are Hannan's outreach column, Warner's Cottage Wings, our Hangar Pilot. Support FLYING MODELS..the only slick left.

MIAMA MEET 2 | DELTA | KING ORANGE DEC. 28,29 CD RICH MACENTEE

AMA PEANUT SCALE

RETIRED - 2 WINS

1.Doc Martin	Lemberger ★	95.9	1:25	1:20	178.4	
2.Ric Choate	Pottier	90	1:34	1:24	177.0	
3.Don Brimmer	Lacey	88.8	1:23	1:15	167.8	
4..George Nunez	Turbo Beaver	91	1:22	:56	160	
5.Sidney Gilbert	Lacey	84	1:08	1:05	155.5	
Jr.J J Nunez	Airedale	80.2	1:14	1:17	155.2	
6. Geo. Nunez Sr.	Fike	84.0	:46	:52	133	
X.George Nunez	Hanriot	93	:55	1:02	151.5	
7.C. Nelson	Penispol Air Camper	67.2	:25	:20	89.7	
X.JJ Nunez	Cougar	81	:40	:42.2	121.6	
DNF Rich MacEntee	Currie Wot	96.6				

AMA EASY B

NEW RECORD ★ (2)

1.Walt VanGorder	20:42
2.Dick Hardcastle	17:24
4.Dick Obarski	16:03
3.John Barker	16:13
5.C. Nelsom	:24

AMA LIMITED PENNY

1.Walt VanGorder	12:09
2.John Barker	10:21
3.Dick Obarski	8:47

SIX RECORDS!

FLYING ACES SCALE

1.Ric Choate	Caudron Racer	67	1:14 (67)	134
2.Doc Martin	Dorn. Komet	59	1:16 (68)	127
3. George Nunez Sr.	Corbin Ace	63	61.5	124.5
4.Rich MacEntee	14-Bis	86	:32	118
5.George Nunez	Rumpler	74	:43.5	117.5

AMA PENNY

1.Walt VanGorder	13:01
2.Dick Obarski	12:43

AMA INTERMEDIATE STICK

L John Barker 21:42

MIAMA PISTACHIO

1.Rich MacEntee	Fike	1	:55	:57	2	3
2,Doc Martin	Goldwing	3	:50	1:22	1	4
3. Sidney Gilbert	Fike	2	:42	:42	4	6
X Doc Martin	Windham	2	:50	:56	3	5
4.Ric Choate	Citabria	2	:44	-	5	7

AMA MINI STICK

NEW RECORD ★

1.Walt VanGorder	11:34
2.Dick Hardcastle	8:56
3.John Barker	8:38
4.Dick Obarski	8:00

MIAMA PISTACHIO MODEL OF A MODEL

1.Rich MacEntee	P-K 23	1:28	1:19
2.Geo. Nunez Sr.	Streamliner	[40	

FLYING ACES NO-CAL

1.Rich MacEntee	Lacey	3:35
2.Dick Obarski	Farman	1:42
3.Doc Martin	Windham	1:09
4.Don Brimmer	B-70	1:05

MIAMA COCONUT SCALE

NEW RECORD ★

1.Ric Choate	Aristocrat	1	2:45	1	2
2.Rich MacEntee	Waco SRE	2	1:17	2	4
X.Choate	Grumman Guardian	1	1:31	2	3
3.Doc Martin	Goldwing	3	:55	3	6

FLYING ACES EMBRYO

NEW RECORD

1.John Barker	9:52	Scimitar ★
2.Sidney Gilbert	6:44	Colt

LEGAL EAGLE

L.Dick Obarski	Simpleagle	9:45
2.Sidney Gilbert	Bronco	5:59

AMA CATAPULT GLIDER

1.Don Brimmer	39.6	39.4
2.Chas. Nelson	29	311

AMA BOSTONIAN

NEW RECORD

1.John Barker	Romulus .05	8:58	★
2.Dick Obarski	Gen77 1.18	5:49	
3..Sidney Gilbert	6 of 7 .05	4:35	

MIAMA DIME SCALE

NEW RECORD ★

1.Dick Hardcastle	Comet Fokker D-7	7:54
2.Rich MacEntee	Curtiss Robin	6:39
3.Dick Obarski	Comet Robin	6:25
4.G. Nunez	Fairchild 24	4:54
5.John Barker	Comet Robin	4:52
6.Doc Martin	Megow Messer. M-29	3:54
7.G. Nunez Sr.	Corbin Super Ace	3:01
Junior 1.J.J.Nunez	Comet BT-7 bipe	4:26

MASS LAUNCH EVENTS:

FLYING ACES BIPLANE:

1.Doc Martin Lemberger
2.Geo Nunez (J,J,) Jr. BT-7
3.Geo. Nunez Rumpler
4.Rich MacEntee Lemberger

I HAVE MISPLACED THE PEANUT MASS LAUNCH RESULTS

1.DOC M. LEMBERGER 2.MACENTEE LACEY 3.GILBERT LACEY (5 MORE)

COCONUT MASS LAUNCH: By the end of meet only 2 Coconuts were flyable; Doc Martin deferred to Ric Choate

Top Ten after 2 meets: 1.Rich MacEntee 39,Doc Martin 38 3.John Barker 35, 4,Sidney Gilbert 26, 4.Don Brimmer 26, 6.Dick Obarski 22,7.Dick Hardcastle 20.Wayne Trivin 20

(3)

INDOOR NEWS NEWSLETTER

If you are an indoor modeller and are not subscribing to this publication you are really missing out.. The listings on this page, and the Foam construction article in the last issue are from it. See the introductory offer on the last page for new subscribers.

MORE POSTALS...

- MAL Indoor Peanut until May 21
- USA Jimmy Allen Team, Jul 1-Sept30
- CAN Jim Moseley's International
- UK Water Wings June 1, Sept 30
- Bay State In & Out Peanut Apr30
- FAC Peanut & No-Cal indoor & out Until May 1
- UK Northern England postal

MORE DETAILS? WRITE MAMA

COLOPHON

Indoor News is published at least four times a year and covers all types of indoor models, from peanuts to microfilm. Texts can be sent in Dutch, English, German and French. Please type your texts on 12,5 cm width. Texts can be sent on floppy disk (3½ or 5¼) in any text format. I can make drawings, if you are no draftsman.

Payment of subscriptions is preferred per eight issues. When paying by Eurocheque, International Postal Money Order or with bank notes no additional bank fees are required. Please add NLG 6,50 for bank fees when paying by Eurogiro or NLG 20,00 with foreign cheques. The Eurogiro account number is 4406860. US readers may pay through Ruesch Int. without extra fees, but cheque has to be in NLG and drawn on the ING Bank.

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The Netherlands
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DIARY

27 May-1 June Johnson City USA	**United States Indoor Championships**
21-22 June St Denis en Val France	**15th Orleans Indoor**, F1D, F1D Beginner, F1L. Contact: J. Delcroix, 41 Allee du Coudray, 45160 Olivet, France, tel +33 23863 4957.
7-10 Aug Maurage Belgium	**Indoor International,** All classes. Contact: J.M. Melice, rue Bernier 36, 4200 Maurage, Belgium, tel +32 6467 5742.
14-15 Aug Nagoya Japan	**Nagoya Nuts '97,** Peanut, Pistachio. Proxy entries are welcome. Contact: Kazuhiro Suzuki, 4-94 Kashihara-Cho Kasugai, Aichi 486, Japan.
29-31 Aug Maastricht Netherlands	**Interscale 1997,** F4D, F4E, F4F, Pistachio. Contact: H.F.J. van Leeuwen, Papsouwselaan 180, 2624EE Delft, The Netherlands, tel/fax +31 15 2610972.
30 Sept- 5 Oct Slanic Romania	**European F1D Indoor Championships 1997.** Contact: Federatia Romana de Modelism, Str Vasile Conta no. 2, sector 2, 70139 Bucharest, Romania, tel +40 1211 0160, fax +40 1210 0161.
6-7 Oct Slanic Romania	**Euroindoor F1D.** Contact: see above

POSTAL/PROXY EVENTS

from now till April 30	**FAC Bay State SQDN - Winter Peanut Postal,** Contact: Mike Nassise, 22 Greenfield Street, SO. Easton, MA 02375, USA.
from now till April 30	**Flying Aces Peanut & No-Cal Postal Meet,** Indoor and Outdoor, FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506, USA. You may enter as many models as you wish in any of the events. Every time you better a previous time with a particular model send the time in. Contest times also count.
14-15 Aug Nagoya Japan	**Nagoya Nuts '97,** Peanut, Pistachio. Proxy entries are welcome. Contact: see diary.

(4)

No new products that really blow my skirt up this time, so take a look at this short article. Not sure which news letter this came from, but the origin seems to have been the now defunct Model Builder.

ARCHIVES

MAAC

Peter Mann

The opening paragraph of Bob Stalick's "Free Flight" column in the latest issue (July, 1995) of *Model Builder* echoed the gist of a telephone call I received several weeks ago.

After he and other modellers had helped the surviving members of several modellers' families sort and dispose of vast collections of esoteric material, Bob wrote: "If you're an aging free flighter who has a collection of the usual oddball items, do your friends and family a big favor. Let them know what you have, what you would like done with it, and what it's worth. It may seem like a small request, but those who are left will appreciate your foresight."

For our membership his suggestions need not be limited to aging free flighters. All of our members, the young, the middle aged and the old, of any modelling persuasion, should heed his advice and keep notes of their collections along the lines suggested.

It would be more helpful to the surviving families if the collections were reviewed periodically and those items that are no longer needed or of interest, were sold, exchanged for something more useful or simply given away.

This would present a less daunting task for the surviving family who, when faced with less to dispose of, would be less likely to consign the entire lot to the landfill.

All I can say to this is Amen!! Let's take a moment to talk about this. It's a subject that no one wants to talk about until it's too late. Then.... it's too late. Let's face it, no one gets out of here alive, and when free flighters pass on to the Great Hung, they tend to leave a big problem behind that the family usually dosen't know what to do with-- in some cases didn't even know existed, AS solitary as our hobby tends to be. All free flighters, myself included, build up a tremendous collection of tools, supplies, kits, and really good wood-- especially good wood-- over a period, literally, of decades. A lot of us amass very credible libraries also. Not only in our own club, but in neighboring clubs here in Florida, I have seen first hand the

awkwardnes AND hardship, though not intended nonetheless real, that the passing of a long time free flighter can bring on the club and family members as well. Someone in the club usually volunteers to liquidate all of the modeling "estate" and return the cash to the bereaved widow, while the deceased by now is far away in Hung, screaming at the top of his angelic voice with the clarity of 20/20 hindsight vision, "Not my good rubber stripper, you dummy." But, his words are forever lost in the abyss of the great eternal thermal. Some of the stuff may wind up in the hands of someone who can use it, some of it may end up on the trash heap of "who cares." What to do? Take care of it now.

Now that the AMA finally has a permanent home where it will forever hang its hat there may be an answer. I understand they now have a nice library there, in Muncie. I see that they now even advertise a reference service from their new facility. Why not donate all your reference materials, books, etc, to the AMA Library? It would be going to a non profit organization so my guess is that the donation would be tax deductable for your family members. Give it to someone who can use it. Better than going in a trash can or up in an attic for years and then into a trash can. I'd bet that someone in the AMA could be talked into a program such as this. It would be a win-win thing for them, and all your materials could keep on giving. An alternative would be to give the materials to a local library, but chances are they wouldn't know what to do with them and they could ultimately end up in the aforementioned trash can via third party.

Then there are all those treasures you have collected over the past half century. A steamer trunk full of four pound balsa, all C grain, the fifty dollar winder, the hundred dollar rubber stripper, the O&R .60 in pristine condition. But let's face it, none of this stuff means a thing to anyone but another free flighter. A closet full of four pound balsa has no meaning or value to anyone but about .0000001% of the population of this country, and that ain't very many folks. But the AMA has a retail shop there in Muncie. Bequeath those treasures to to them, let them tag them with the fair market value and sell THEM through that facility, with the stipulation that all proceeds from the sale of free flight related items should be earmarked for the advancement of free flight ONLY. I thought about giving it to NFFS for a minute, but only a minute. They are a great organization, but not staffed to handle that sort of thing. TOO SMALL. AMA to me is the obvious choice. And they probably wouldn't be too keen on the idea at first. Their feet would have to be eased into this water gently. But, if a program such as this could be designed and implementd and if everyone knew about it, it might work and it would take a lot of the emotional stress off of family members and fellow club members simply trying to do the right thing.

I'll get off my soapbox now. It just seems that every time I open a newsletter these days I see a little inset on one of the pages telling of the passing of yet another stalwart of the free flight community. And I wonder about the tresures that person must have accumulated over the years and what will become of them.

CONT. ON P. 14



FAC SHEET FROM AMOB

FEBRUARY, 1997

6

After talking with "Doc" Martin of the MIAMA sqaudron and Steve Bacom Of the Mosquito Sqaudron; a summer program of flying here at Shangri-La has been tentatively decided upon. The basic schedule will include a slate of FAC events to be flown concurrently with the FMA, SAM, and AMOB contests already scheduled. If any current FAC event draws 2 contestants, we will fly the event. Understand, however, that kanones can be won only if there are three contestants. A contestant may use points scored in any three of the four scheduled contestants, to count towards the 1997 high point award at the end of the season. This is the same type of scoring currently being used by MIAMA. The contest dates are as follows:

#1 May 3 & 4 (concurrent with the spring SAM meet). CD JOHN TUDOR 407-725-3563

#2 July 5 & 6 (concurrent with the Florida State meet).

#3 August 16 & 17 (concurrent with the Dixie Nats meet).

#4 September 6 & 7 (concurrent with the District V Champs meet).

Understand that the FAC meets will be separate but concurrent with the above meets. AMA membership will be mandatory in order to participate and any fees and awards will be separate. John Tudor will CD the first meet and other CD's will be appointed as the season progresses. The official sponsors will be the the MIAMA sqaudron and the MOSQUITO sqaudron. These meets will be AMA sanctioned as class "C" meets.

It is hoped that these meets will fill a gap left by the untimely withdrawal of permission to use hangar 5 at MacDill field by some Air Force general who was incensed that we had been flying model airplanes there for 13 years without his knowledge! We understand that we probably had breeched the security system of the USAF and posed a threat to said facilities! Look for a more detailed schedule of events in future issues of the BULLETIN. This is a joint effort by the two sqadrons to continue the promotion of FAC events in Florida in lieu of the many years that we have been able to fly at MacDill. In retrospect, we were fortunate to have that opportunity, and are grateful that the USAF did allow that. We also wish to thank those that had secured those opportunities for us. (see Doc's Hangar Pilot for names of those that served in this securing the use of MacDill. Doc assures us that the USCG will be allowing us the use of there hangar in Clearwater for a couple of meets/year. More details will be forthcoming in future issues of the BULLETIN and Doc's HANGAR PILOT. Stay tuned!

REPRINT OF 1930s, 40s FAC



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SOME THOUGHTS ON DIME SCALE RULES by Dave Stott

(1)

I think Dime Scale, or Ten Center, as some of us call them, is a tough category of models to write rules for. In the first place, a lot of that style of model sold for more than 10 cents. The 15 inch series by Continental sold for 15 cents per kit. In 1936 Guillow advertised 12 inch flyers at two for 30 cents. Some 12 inch span Dallaire kits sold for 10 cents, other 12 inchers for 15 cents. And on it went with other manufacturers. So, I guess we cannot rule that the model must be from a kit that sold for 10 cents without eliminating a great number of models in that style.

Wingspan is another tough spot. These flyers ranged from 12 to 20 inches with stops in between. Some of the models that sold for 10 cents were larger products simply reduced. This certainly eliminated them from the simplistic style that is the character of the true 10 cent kit.

Double or single surfaced? Once again, the call out ranged all over the place. Star Model Aero Shop called for a double covered wing, with the empennage single surfaced. Some Guillows called for all surfaces to be single covered. Many do not specify, but close study might reveal it to be one or the other (i.e. a duplicate set of registration numbers may be printed on the plan indicating double surface for at least the wings). Some call for a single surfaced wing even though no deeply undercambered rib is used. I remember my two older brothers, who introduced me to all this, usually determining whether a model was to be single or double covered by how much tissue was in the kit! This, of course, is no help to us now, but it does date the concern.

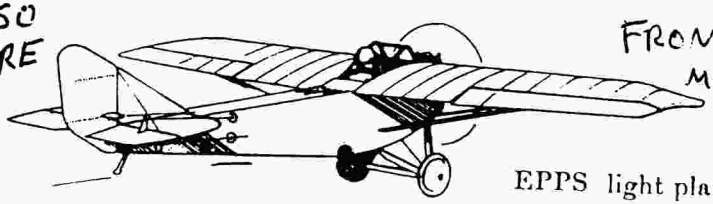
Limiting balsa size to 1/16" square is also a tough decision because some of the Guillow plans clearly call for 1/32" X 1/16" in certain areas of construction. Even allowing pseudo types like those drawn up by Mike Nassise (and others) could lead to a bit of a problem without a cut-off date on the type being rendered. I don't think we want the Lacey and Fike types sneaking in on this event to mix things up as occured in Peanut.

Some of you long-time FAC'ers may recall that Peanut started out with out any scale points at all, let alone bonus points. They were simply models built from kits and published plans up to 13 inches in span. Dihedral and tails could be increased to get 'em to fly, and that was all there was to it. Now, look at Peanut.

My feelings are that the Ten Centers ought to lean more toward nostalgia, and not get high-tech with carbon fiber and laminates. Sure, use free wheeling and motor pegs, but let the props remain balsa, Palowina (if you're lucky enough to have one), or plastic for the "lazy" guys that just want to try it out. But, to lay it all out in black and white so as to keep a simple event from getting distorted will take a lot of writing and rewriting. I, for one, would like to see it all come together because I truly enjoy building and flying the old 10 cent models.

* ALSO DALLAIRE

FROM TAILSPIN MIKE NASSISE



EPPS light plane

MORE ON DIME SCALE By DOC

On the other page are Dave Stott's thoughts on Dime Scale. Bob Clemens has worked long and hard to resolve at least 5 sets of rules into one comprehensive set. Issue 173 of FLYING ACES has the official FAC Dime Scale rules.Some problems remain as pointed out in the Stott article..

The MIAMA Dime Scale rules differ as follows: We have no two min. max as there are no thermals indoors. Until an event dominating model appears we still require authentic planes from the 30's and 40's.. no neo-dime scale. The spirit of this event is nostalgia and we will not exclude models that sold for less than 25¢ including old British and Canadian kits.. If the plan calls for single surface, it is OK. Some builders sandpaper their Jap tissue (Yes!) on the non glossy side until it is lighter than Gampi. Glenn Campbell just made Gampi available at an affordable price. We allow Gampi. The FAC bonus points are just too low to equalize different types. Our contest tested bonus points are: Hi wing cabin..0,Parasol & shoulder wing 10..,Low wing..20 Biplane..30, Seaplane & triplane...40. All our models MUST have a landing gear. So far the Comet Curtiss Robin has been the most consistent winner. At J.C. 2 years ago McGillvray won with a no landing gear Arado and last year Bill Miller won with a 20" span Taylorcraft..both FAC rule models. As last year we will fly at Johnson city under BOTH sets of rules. It is difficult to have a set of rules suitable for both indoor and outdoor.

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1/16" SQ. CENTER SPAR

LOWER WINGS ARE BUILT OVER DASH LINES

LOWER WING RIB 5

LOWER WING RIB 6

RIB 2

UPPER WING RIB 4

LOWER WING RIB 7

RAZOR BLADE IS BROKEN TO SHAPE SHOWN BELOW. MAKES A GOOD TOOL FOR CUTTING.

CUT INSIGNIA FROM PLAN AND APPLY TO WING IN POSITIONS SHOWN

UPPER WING RIB 3

UPPER WING RIB 4

LOWER WING RIB 7

LOWER WING RIB 6

RIB 2

BORDER LINE OF PLAN OR THREAD REPRESENTS AILERONS

DASH LINES INDICATE POSITION OF ELEVATOR

INSTRUMENT PANEL CUT FROM PLAN AND CEMENTED TO FORMER 2

CEMENT CENTER SPAR IN PLACE AFTER WING FRAMEWORK HAS BEEN REMOVED FROM PLAN.

NOSEPIECE

CEMENT RUDDER TO FUSELAGE AFTER ELEVATOR HAS BEEN PLACED BETWEEN 1/16" STRIPS

1/16" SQ. BALSA

CUT WINDSHIELD FROM PLAN AND GLUE IN POSITION

EXHAUST PORTS ARE CUT FROM PLAN AND STUCK TO SIDES OF THE FUSELAGE

THREAD

CUT INSIGNIA FROM PLAN AND STICK TO FUSELAGE.

HEADREST FORMER

WINDSHIELD

ELEVATOR

USE PIN TO HOLD RUBBER MOTOR

BEAD

TAIL WHEEL CUT FROM PRINTED SHEET

STRINGER BUTT JOINTED HERE

PITOT TUBE

PIN DOTS

PATTERN CUT FROM PLAN AND GLUED AROUND HEADREST FORMER

FRONT

FORMER 5

CUT COCKPIT COWL FROM PLAN AND CEMENT TO FORMERS 2&3.

CUT LANDING GEAR COVERS FROM PLAN AND CEMENT TO THE OUTSIDE OF THE LANDING GEAR STRUTS

GLUE AROUND FORMER 5

1" DIA. WHEEL

PAPER COVER

3-1/4"

3/8" DIHEDRAL - BOTH WINGS THREAD BRACE WIRES

FRONT VIEW 1/2 SIZE

PIN SERVES AS AXLE

3/8"

PITOT TUBE OF STRAIGHT PINS

CONSTRUCT THE ELEVATOR IN ONE UNIT OVER PLAN. SLIP INTO TAIL END OF FUSELAGE BETWEEN 1/16" STRIPS.

MAKE ELEVATOR IN ONE PIECE OVER PLAN.

1/16" SQ. STRIPS

CURTISS HAWK P6-E

MAY BE ADDED TO FUSELAGE IF DESIRED.

ALEXANDER HORBACK J.STAINER 2/7/36

(11)

WASHINGTONIAN CABIN

Condensed from the Boeing Hawks Newsletter:

By Stuart Bennett, resigning editor of Oakland Cloud Dusters

Dave Aronstein – Dave sent an interesting letter. His new address in Virginia is 10682 Moreland Rd., Delaplane, VA 20144. He's still active in modeling despite a new house and new baby (Jessee born July 9 at 4:00 at home! – that must have been an exciting day.) He says he is currently building a 45 inch rubber powered flying wing. (He must have a pretty big flying site back there).

Dave's new event – Dave wanted me to include information about a new rubber free flight event he is promoting. He calls it "Washingtonian Cabin". "It is primarily an indoor event but could be flown outdoors too. The main focus ... is on getting the maximum performance from your model rather than on hazard avoidance." The rules are as follows:

- minimum airframe weight rule of 7 gm
- must be rubber powered with a maximum rubber weight of 1 gm.
- Hi tech materials are not allowed
- covering must be tissue or grocery store bag plastic
- rubber motor must be supported by a cabin structure
- the cabin must have a minimum cross section area of $L^2/150$ in^2, where L is the overall airplane length, not including prop.
- ROG from supportive landing gear is required except for pusher designs

To promote design creativity the only structural restriction is to require a cabin structure to support the rubber motor (rather than a stick) and some kind of landing gear. Scoring is the sum of the best two flights out of an unlimited number of attempts. Additional information and a possible design are enclosed below.

Vision: The idea is to have an event which imposes minimum restriction on model design, which retains some level of aesthetic appeal, and which is fun to fly even in small local sites. I envision these models as slow, graceful and efficient.

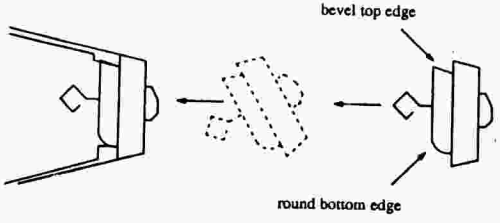
I do not know of any other Indoor events with a motor weight limit. I believe this will result in the following desirable qualities

- Models which can be flown close to their ultimate performance limits even in low ceilings. Lets us concentrate on performance rather than "hazard avoidance."
- Models which are fairly lightly loaded, and therefore potentially easier to trim and less prone to damage than, say, a one-gram airframe powered by a one-gram motor
- Models which are designed for efficiency, because the "brute-force" approach to duration (lots of rubber) will not be available
- Models which have a unique "look," compared to other classes of indoor models. I will not try to say, at this time, what that "look" should be, only that it will be different

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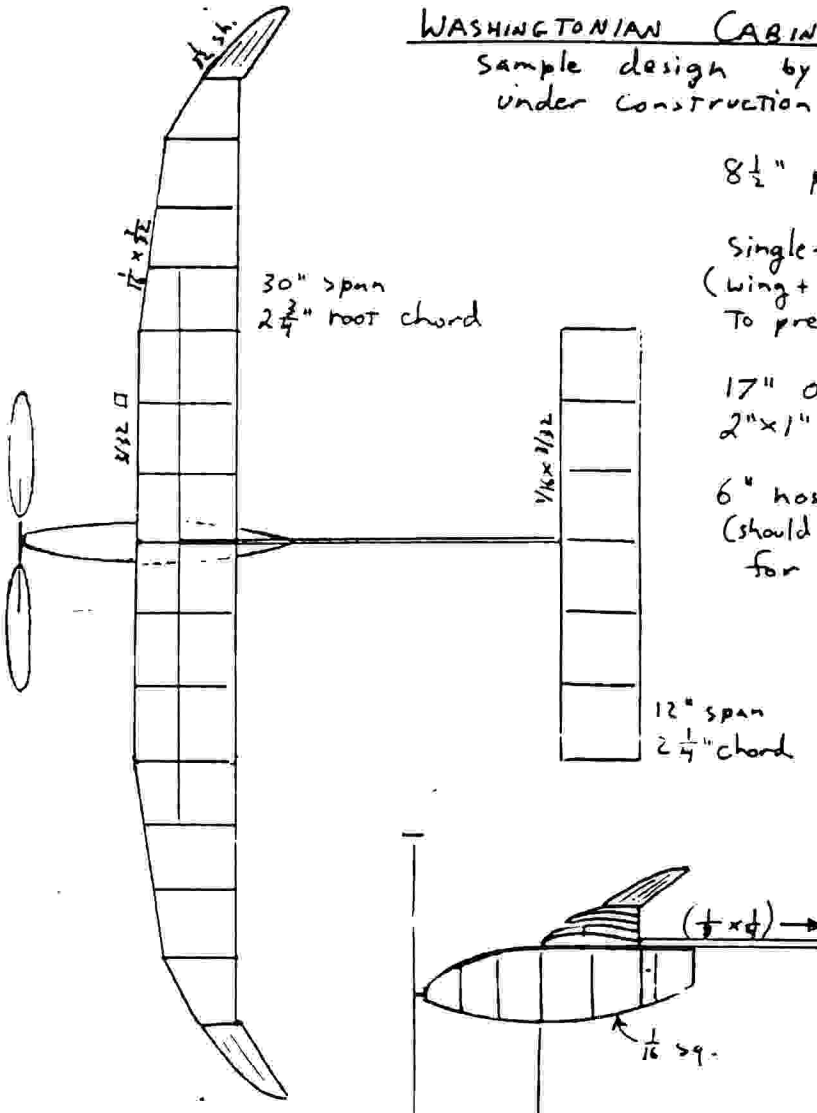
Technical stuff:

Noseblock retainer – Here's a simple and effective method Gil uses to keep his noseblocks from falling out.



WASHINGTONIAN CABIN CLASS

sample design by David Aronstein
under construction - JAN 1997

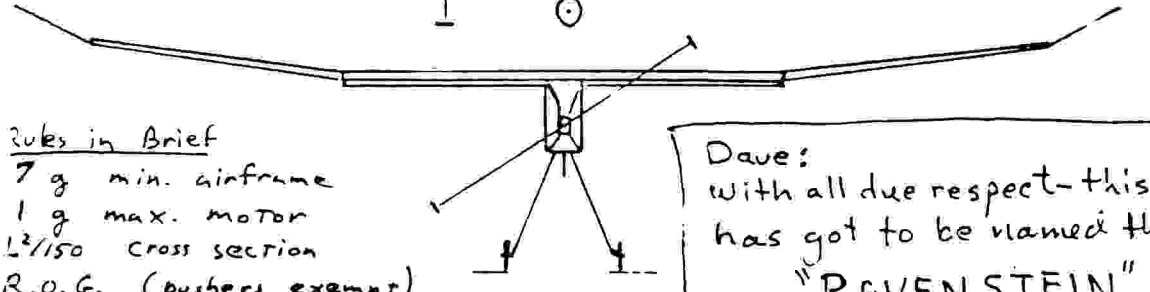


8 1/2" prop - 1/32 sheet blade

Single-surface tissue covering
(wing + stab may be pre-doped
to prevent warps)

17" OAL
2"x1" max fuselage section

6" hose to rear motor peg
(should be enough
for 1 gm motor)



Rules in Brief
7 g min. airframe
1 g max. motor
L²/150 cross section
R.O.G. (pushers exempt)
No hi-tech materials
Tissue covering.

Dave:
with all due respect - this has got to be named the "RAVENSTEIN"

(GENE STUBBS, ED.) Ed.

(13)

FLORIDA STATE RECORDS - AS OF MARCH 1997

CATAGORY I (Up to 26'3) Set at Youth Fair

PEANUT : Millard Wells	129.8	4/92	Curtiss P-40
COCONUT: John LeBlanc	1:05	11/89	Longster
FAC Scale:Dave Linstrum	119.5	4/92	Daphne
PISTACHIO: Doc Martin	1:38.9	1/95	Goldwing
NO-CAL: Dave Linstrum	2:29.2	4/92	Farman Postale
LIMITED PENNY: Nancy Beitz	7:59	5/89	
EASY-B: Stan Chilton	12:43	2/86	
H.L. STICK: Roman Szymula	14:35	10/74	
ROG STICK: Walt Everson	5:23	3/83	
FED. ROG: Doc Martin	2:46	11/89	
PAPER STICK: Gary Myers:	8:25	4/73	
BOSTONIAN:Wayne Trivin	2/95	269.7	
EMBRYO: Dave Linstrum	198.2	4/92	
LEGAL EAGLE: Carl Hedley	260	2/95	
DIME SCALE: Don Brimmer	119	1/95	
MINI STICK: Wayne Trivin	5:34	2/95	

CATAGORY II (26'3" to 49'2½") Set at St. PeteUSCG Hangar & M/D South

PEANUT: Jim Miller	187.9	2/90	14-Bis
COCONUT: Dave Linstrum	1:39	10/93	Zippy Sport
FAC SCALE:Jim Miller	157.7	2/90	14-Bis
PISTACHIO: Dave Aronstein	2:21	5/87	ANT-25 WORLD RECORD
PISTACH. Model of Model: MacEntee	4:29		Little Mavis
DIME SCALE: John Barker	331	10/96	CRobin
EMBRYO: Newt Bollinger	454		
LEGAL EAGLE: Rich MacEntee	9:42	10/96	
MINI-STICK: Dick Obarski	7:22	4/96	
NO-CAL: Dick Obarski:	4:20	12/91	Farman Postale
PENNY PLANE: Wayne Trivin	8:27	1/92	
UNLIMITED PENNY:Tony Becker	8:29	2/86	
H.L.GLIDER:Don Bal	82.4	2/83	
CATAPULT GLIDER:Wayne Trivin	107.9	10/26/96	
UNLIMITED CATAPULT:Trivin	107.9	10/96	
MANHATTAN:Millard Wells	5:03	2/86	AUTOGIRO: Ron Ganser 8:38
ORNITHOPTER: Frank Kieser	6:45	2/87	
FED ROG: Dick Obarski	13:38	2/90	
BOSTONIAN:Wayne Trivin	453 7:33	10/83	

CATAGORY III (49' 2½" to 98' 5") Set at Delta,MacDill

COCONUT: Ric Choate	2:45	12/95	Aristocrat
FAC SCALE:Wayne Trivin	176.5	9/91	14-Bis
PISTACHIO: Doc MARTIN	1:37	5/93	Goldwing
NO-CAL:Dick Obarski	5:26	1/94	Farman Postale
DIME SCALE:Dick Hardcastle	7:54	12/96	Fokker D-7
MODEL OF MODEL:R. MacEntee	5:52	3/96	Pussy Cat
PENNYPLANE:Walt VanGorder	13:01	12/96	
LIMITED PENNY: Bob Eberle	12:26	12/95	
EASY B: Walt VanGorder	20:42	12/96	
INTERMEDIATE STICK: J.Barker	21:42	12/96	
H.L. STICK Ray Harlan	23:24	4/79	
LEGAL EAGLE:Dick Obarski	11:55	5/96	
MINI STICK:Walt VanGorder	11:34	12/96	

CATAPULT GLIDER: W.Trivin 128
UNLIM.CATAPULT:Wayne Trivin 115.9
MANHATTAN:Walt VanGorder 10:46 1/92

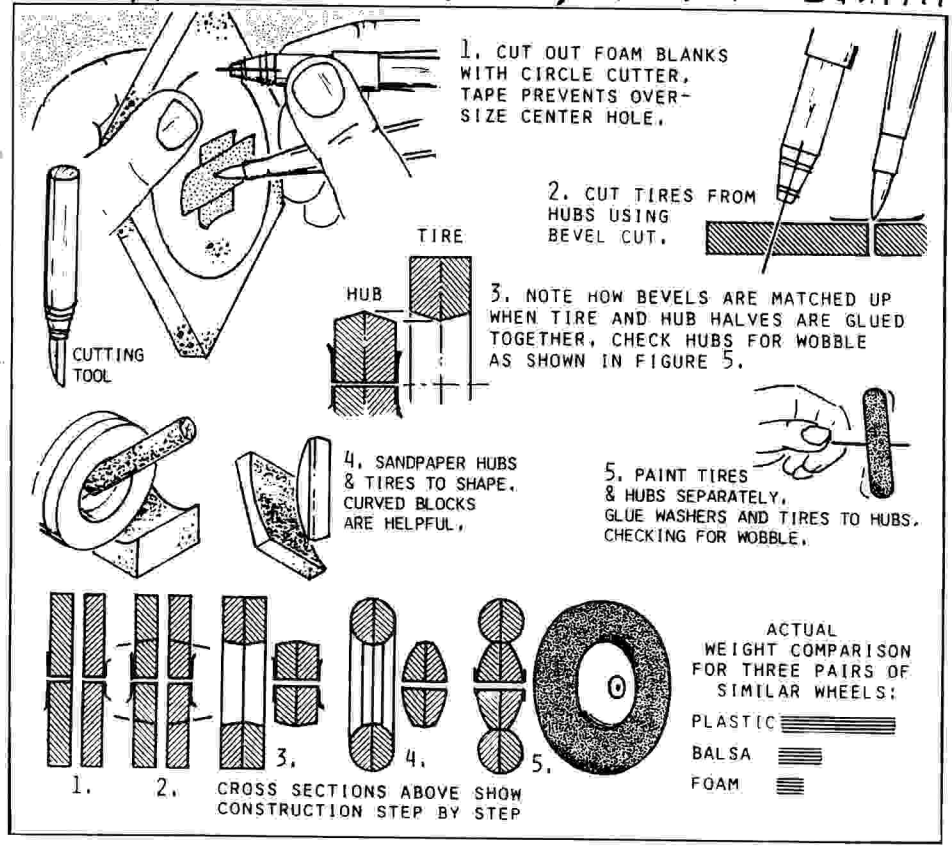
ORNITHOPTER:Frank Kieser 10:13 1/88
AUTOGIRO: Ron Ganser 10:06 12/90
HELICOPTER: Gary Underwood 4:40 1/89
DUCTED FAN:Dave Aronstein :42 12/90
BOSTONIAN: John Barker 8:58 12/96
EMBRYO: John Barker Scimitar 9:52 12/96
FERERATION ROG:Dick Obarski 5:55 12/91
PEANUT SPEED:Millard Wells 8.6
UNLIMITED SPEED Doc Martin 8.6

My only point in all of this is that the worldly trappings of the devoted free flighter, whether indoor or outdoor, should be somehow made available to those left behind, and there needs to be a mechanism to allow this to happen. In a country of 270,000,000 there are only a few thousand active free flighters anyway; that's not very good odds. It dosen't take a rocket scientist to see that we need to stick together if the heritage is going to continue to be passed on. Anyway, this would give the free flighters a good excuse to go to the AMA Nats at Muncie each year-- to see what neat stuff is in the retail store there. Talk about your field of dreams. Think about it.

Post Script: Another good use for Polyspan. If you try one of the new larger hand launch gliders with the built up wings, try covering the built up portion of the wing with Polyspan. Lots tougher than japanses tissue, and not much heavier. HLG's take a real beating anyway, Polyspan will extend their shelf life a bit. I've tried it and I like it-- a lot.

End of dispatch Ric Choate, Foreign Correspondent

FROM AEROMODELLER BY PAUL MCILRATH



(15)

1997 AMA INDOOR NATIONALS AND THE SIXTEENTH UNITED STATES INDOOR CHAMPIONSHIPS

"MINI-DOME"- EAST TENNESSEE STATE UNIVERSITY

JOHNSON CITY, TENNESSEE

MAY 28 THRU JUNE 1

Send Entry Payable To:
USIC 97, 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 Official 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	**$14.50**	_____
Dormitory cost (See below)		_____
Total Fees	**$**	_____

NON-AMA EVENTS

[x] Events entered

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

THERE IS A SEPARATE ENTRY FORM FOR AMA EVENTS DEADLINE APRIL 28

MUST BE POSTMARKED BY MAY 22, 1997
LATE ENTRY FEE OF $10.00 PAYABLE ON SITE

BRING YOUR DIME SCALE— NO ENTRY FEE

MAKE CHECKS PAYABLE TO USIC 97

Banquet to be held on the 30th of May 6:30 P.M at the Holiday Inn. (Formerly the Sheraton Plaza)

DORMITORY COST AT ETSU RESERVATION

Single occupancy	$26.50 per night
Double occupancy	$26.50 per night
Triple occupancy	$41.25 per night

*Please Indicate Reservation In:

	May 28	May	May 30	May 31	June 1	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(s). 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 WILL BE IN CARTER HALL.

In Case of Emergency, Please Contact:

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Street _____

City _____

State _____ Zip _____ Phone: ( )_____

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MOSQUITO AND MIAMI FAC SQDNS.

We count the best three of four summer meets. All events both days. Mass launch scheduled for Sat. at 9 and 11 If weather is bad...mass launch on Sun. at 9 and 11.

(16)

MEET 1 concurrent with Don Brimmers' SAM Spring Meet May 3 & 4
C D John Tudor 407-725-3563 PALM BAY ,FLA.
Mass Launch: Modern Age, & Any Biplane
EVENTS?: Bring every FAC eligible model you've got & if there are 2 other contestants with them, you've got an event!!

YOUR LAST CHANCE TO BE A BOY!

MAL POSTAL

Extended deadline..May 21

INDOOR FLIGHTS ONLY- MAL PEANUTS ONLY.

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D-3 Curtiss Jenny Mono
D-4 Kitfox
D-5 Kawasaki Komet
D-6 Ford AT
D-7 Farman F-190
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postpaid
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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
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DALE M. HOGUE

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Ed Seay

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(17)

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NFFS Mail to:
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INTERNATIONAL POSTAL COMP. '96

FROM AERO MODELLER

As regular readers will know, this annual contest is now in its sixth year, organised by Jim Moseley in Ontario, Canada. Last year's event drew no less that 66 entries in the two rubber classes (25"Vintage and 1933 Lanzo Cabin) with a further 11 entries in the new 50" Glider category - a steady increase over the years. Entries came from all over the world with excellent representations from the UK, USA, Canada and New Zealand, and Jim was especially gratified to welcome new entrants from Italy and the Czech Republic - especially young Italian Jacopo Pesciolini who won the 50" Glider class at the Italian Nationals on the same day that he recorded his sixth place flight in Jim's Postal.

Hopes are high for even larger participation this year. If you'd like to join in, write to Jim at 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada for details.

Top three in 25"Vintage last year were Canada's Mike Thomas (Elite 'Petrel'), UK's Chris Blanch (BOP 'Hornet') and third, Frank Loates also from Canada with his FA 'Moth'. Mike Thomas also dominated 1933 Lanzo Cabin; second was USA's Ron Hummell with Canadian Orville Olm in third. Winner of the 50" Glider class was Jim Moseley himself with a 'Lulu'; second came ex-*AM* editor Martyn Cowley now resident in the USA with another 'Lulu' and it was a 'Lulu' again that flew USA's Bob Norton into third spot after a nail biting fourth round tie-breaker with Martyn.

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A Tan II Report from Fred Pierce: CLOUD DUSTERS

The September and November batches of Tan II are O.K., yielding about 3650 ft. lbs. Avoid the October batch, it is N.G.

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(18)



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WHAT'S ON IN FREE FLIGHT ?

MARCH 16 (Sun.) MIAMI DADE SOUTH COLLEGE. Noon to 4 MIAMA TRIM SESSION Confirmed
APRIL 12,13 ST. PETE/CLEARWATER AIRPORT. COAST GUARD MIAMA MEET for annual points 9-5
FAC Mass launch..Modern Age Call 305 858-6363 fri. to confirm
APRIL 27 (Sun.) MIAMI DADE SOUTH COLLEGE. Noon to 4 MIAMA TRIM SESSION..Confirmed
May 3,4. PALM BAY Don Brimmers SAM SPRING MEET. SAM events with a full plate
of FAC events, mass launches. THIS IS MEET 1 OF 4 MEETS IN THE SUMMER FAC SERIES
MAY 21: MAL Peanut Postal deadline
MAY 28,JUNE 1 JOHNSON CITY TENN. THE BIGGIE. INDOOR NATS
JULY 5,6 PALM BAY Florida State AMA Free Flight Champs AND MEET #2 Of FAC/MIAMA,
Summer Series
JULY 19,20 GENESEO N.Y. FAC Annual
AUG. 16,17 PALM BAY Dixie Nats AMA Free Flight Champs AND MEET #3 of FAC/MIAMA
Summer Series
SEPT. 6,7 PALM BAY Dist. V Champs and MEET #4 of the Flying Aces Summer Series.
DEC. 27,28 TAMPA Indoor King Orange
DEC. 28,29,30 PALM BAY OUTDOOR KING ORANGE

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