THE HANGAR PILOT

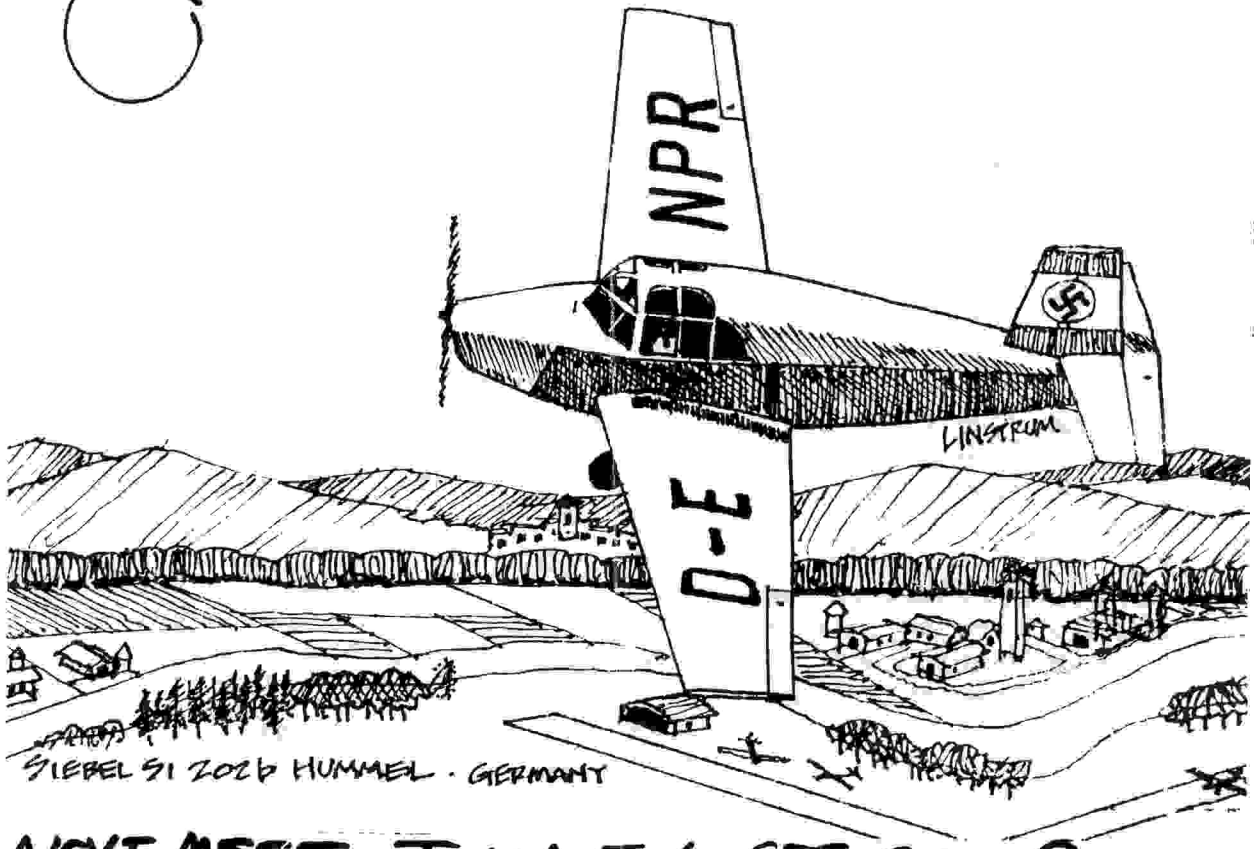
MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

26TH YEAR of PUBLICATION
INDOOR ISN'T FOR EVERYONE

ISSUE 187

- 3 MIAMA MEETS IN JULY

PLANS:
COSLICK'S EASY B
TRIVIN'S RECORD GLIDER
KEHR'S MINI STICK
POPULAR AVIATIONS' RYAN NYP



NEXT MEET - JULY 5, 6 SEE PAGE (1)
NEXT MIAMA INDOOR MEET JULY 12, 13 SEE P. (2)



"LIKE A LETTER FROM HOME" Whelan

THE HANGER PILOT

The Hanger Pilot, edited by John Martin Jr., who is solely responsible for its content, is published 8 or 9 times a season for bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association) - AMA club 986. One of two active all indoor free flight clubs in AMA. For a mere $12.50 you will receive all of the published issues that year. We encourage reader contributions because, frankly, we need the material. Letters, plans, 3-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

NEXT MEET FAC OUTDOOR #2

PALM BAY JULY 5,6

CONTACT # 305 858 - 6363

THE GREAT WELLS FLA KEYS ROW MEET

BRING ALL YOUR FAC MODELS

Speaking of contests...Millard Wells will be sponsoring the great Wells FAC ROW meet at Islamorada, Florida in the Keys. The events will be Peanut Scale ROW, Jumbo Scale ROW, and FAC Scale ROW. This will be a great time to build some floats for your favorite model and see how it takes to the water! This meet will be held on the last Saturday in July at 1st light (since it gets rather choppy later in the day). There will be opportunities for 3 kanones. There will be a place to test trim your models close to the launch site. No testing over the contest site. Scale points awarded by Rank Style. Total of best 2 ROW flights plus your Charisma points. For further news and accomodations contact Millard at (305) 664-4871. The site location is at mile marker 87, Plantation Yacht Harbor.

WHAT'S NEW....The # 2 FAC meet will be held in *Shangri-La* on July 5, 6. Winners will be eligible for the Hi-Point trophy for the highest points garnered in 3 of 4 summer meets. Doc says meet #2 will have two mass launches [redacted]...Biplanes and WWII combat. I hope that is right. Check Doc's *Hangar Pilot* in 10 days or so for details. There will be the usual Peanut, FAC Rubber Scale, Embryo, No-Cal, Jumbo Scale, Gas/Electric Old Timer, Power Scale, Old Time Rubber, Dime Scale, and other events if sufficient entries warrant.

SAT. JULY 26 FIRST LIGHT

MASS LAUNCH SAT.
9:00 BIPLANE
11:00 WW II

IF BAD WEATHER WE'LL FLY SUNDAY

BRING CAMERA, VIDEO, PAPER TOWEL, CLEAR H_2O RINSE, SUN SCREEN, HOT STUFF, BRAND BRIM HAT, ETC.

RECOGNITION OF "BEST DRESSED" ROW MODELER

MIAMA INDOOR MEET #4

We're gonna save the 26th season yet! This time MIAMA has the use of the Miami Dade Gibson gym not just for a fly in but for a full 2 day state meet for annual points and Kanones.

Why make the long drive? 1.Four Flying Aces Kanones up for grabs. 2.MIAMA annual points. 3.Chance to set state Cat I records which are very soft due to very little MIAMA flying in Cat. I see record list and find a record you can challenge. 4.Good site and local motels and restaurants. 5. The usual fun of a 2 day meet, plus meeting pilots you don't know yet. You don't need any more reasons.

THE SITE: It is 27 feet to the girders, but there is no place in the gym that a 15 meter circle can reach them without contacting the score board, or the basketbell backboards, or both. You can fly just beneath the girders, but you have to be lucky. If you do hang- here's a great feature-we have a wheeled mobile tower you position ~~below your plane, climb the steps,~~ and pluck the model off with your fingers. No need for balloons.

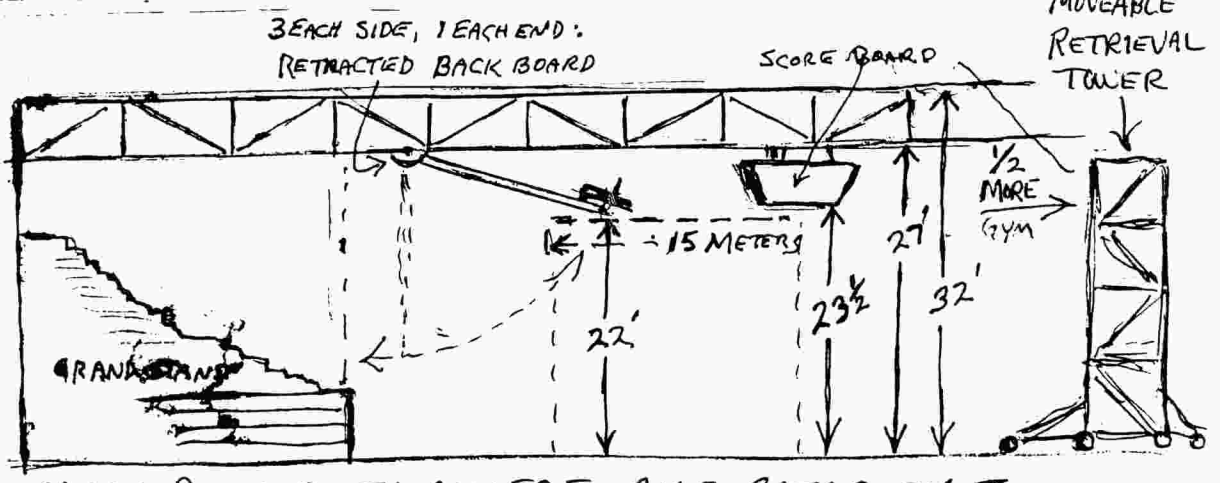
FLORIDA STATE RECORDS

CATAGORY I (Up to 26'3)	Set at Youth Fair	
PEANUT : Millard Wells	129.8	4/92
COCONUT: John LeBlanc	1:05	11/89
FAC Scale:Dave Linstrum	119.5	4/92
PISTACHIO: Doc Martin	1:38.9	1/95
NO-CAL: Dave Linstrum	2:29.2	4/92
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

To get to the site from Tampa and points North: From I-75 (Alligator Alley) exit on Route 27 south. Exit Route 27 (Okeechobee Rd) and go south on FLORIDA TURNPIKE (Route 821). Exit on Kendall Drive (SW 88 St) and go east to SW 112 Ave. Go south to dead end. Go right here and take the next left. Gym is at the end of this road.

Our best recommodation for a motel is not in the immediate area of the college. It is on US 1 just north of the U of Miami. RIVIERA COURTS $55 single or double. 10% off for AAA, or AARP. It is a small motel so reserve early.

305-665-3528



MIAMI DADE SOUTH COLLEGE AMA CATAGORY I

IT IS NOT AS CLUTTERED AS THIS SKETCH MAKES IT APPEAR

WOODEN FLOOR - ONLY RUBBER SOLED SHOES ALLOWED! OR SOCKS

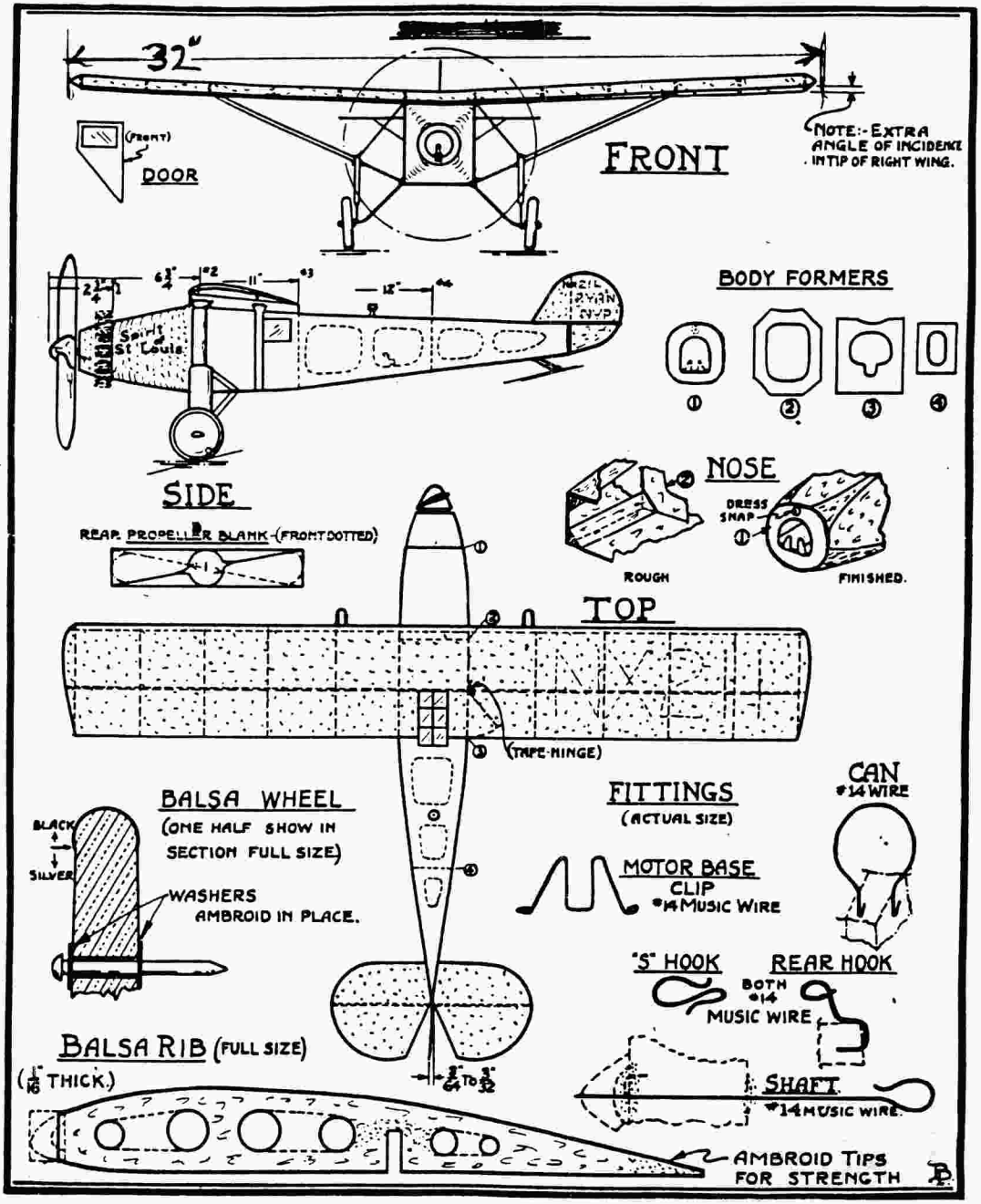
JULY 12,13 9TO5 FAC MASS LAUNCH - LOW WING

THE INDOOR GROUP

NOW UP TO 74 FROM 33 IN SEPT 96!

Subject: **Bill Hannan on the web (fwd)**
Date: Fri, 28 Feb 1997 17:22:21 -0600 (CST)
From: Ralph Tenny <rten@intex.intex.net>
To: indoor group -- Hideo Beniya <h-beniya@tamu.edu>, Thomas Vallee <tom@smart.net>,
(3) Brian Jones <bsj5z@virginia.edu>, Bill Carney <WCarneyJX@aol.com>,
"Plenny J. Bates" <plennyb@dhinternet.com>, Fred Rash <frash@preferred.com>,
"Edsel W. Ford" <EdselWFord@aol.com>, Roger Schroeder <rsch@idir.net>,
John Williamson <ab863@dayton.wright.edu>, Stan Chilton <JEChilton@aol.com>,
Jim Alman <AERONAUT1@aol.com>, Doug Deller <ddeller@ionsys.com>,
Jack B Yarger <stardustjack@juno.com>, Steve Stucky <ssteve222@topeka.cjnetworks.com>,
Ed Wiley <wiley@kuhub.cc.ukans.edu>, Jon Putnam <jon_putnam@ccm.jf.intel.com>,
John Kagan <jkagan@Eexpress.com>, del ogren <del@interaccess.com>,
Darryl Stevens <darryl.r.stevens@boeing.com>, Steve Gardner <Aerobat77@aol.com>,
Don Frazier <olddper@msn.com>, Bob Beecroft <nffsflyer@aol.com>,
Rich Doig <73767.32@compuserve.com>, Fran Clem <frananne@aol.com>,
"Robert L. Clemens" <RClemens@compuserve.com>,
David Linstrum <globalguy@inet-1.com>, Bob Stalick <freefliter@aol.com>,
"Timothy D. Taylor" <timothy.d.taylor@boeing.com>,
Chris Weinreich <ffdigest@nwrain.com>, Howard Haupt <hlh@sddpc.sannet.gov>,
steve krug <sskrug@pop.eclec.com>, Andy Tagliafico <andyruba@ptld.uswest.net>,
Bob Eberle <scorpio@voicenet.com>, Don Park <donaldp@wwgv.com>,
Don Abbott <dcamodeler@bmb-fs1.biochem.okstate.edu>,
Dave Lindley <davel65@jumpnet.com>, Steve Fauble <FAIF2D@aol.com>,
"Dan O'Grady" <dogrady@cyberus.ca>, Don Masse <DONMASSE1@aol.com>,
"Steven L. Bard" <sbard@juno.com>, Mark Bennett <mbennet1@s-cwis.unomaha.edu>,
"James M. Thornbery" <jmthornb@facstaff.wisc.edu>, Thayer Syme <thayer@sirius.com>,
Howard Henderson <HPIETH@aol.com>, Scott Smith <ScottRCHLG@aol.com>,
"Don Dupre'" <dupre@startext.net>, Brad Markin <bp90@earthlink.net>,
Hermann Andresen <eja3@idt.net>, Vladimir Linardc <Linardic@aol.com>,
Fred Tellier <ftellier@mail.wincom.net>, Mike Pettit <lanman@i1.net>,
Ken Ketner <arisbe@onramp.net>, Crist Carigotti <CARIGOTTI@aol.com>,
Nick Leonard <techsoar!nick@wlk.com>,
"Gregory M. Krol" <74670.1410@compuserve.com>, Don Deloach <d-deloach1@ti.com>,
"Tom A. Noack" <noackta@serv01.net-link.net>, Vern Hacker <vhacker@MEM.po.com>,
"Ralph E. Knight" <reknight@roanoke.infi.net>, Larry Kruse <lsk7558@okway.okstate.edu>,
LaMott F Randolph <randyranman@juno.com>,
"Charles a. Lindley" <74537.3706@compuserve.com>, Walt Lounsbery <waltal@imagin.net>,
Don Slusarczyk <dslusarc@stratos.net>, Elmer Miller <sd_elmer@kcpl.lib.mo.us>,
Chuck Slusarczyk <chucks1067@stratos.net>, len purdy <OAKWOOD_LEN@msn.com>,
Ed Gephart <edgep@Attachmate.com>, Grant Carson <WmGCarson@aol.com>,
Rob Eberle <RobEberle@aol.com>, Jeff Row <vollivre@aol.com>,
Gary Underwood <70314.1207@compuserve.com>

"Spirit of St. Louis" OF FLIGHT (4)



32" SPAN 70 YR. OLD PLAN FROM SCALE STAFFEL

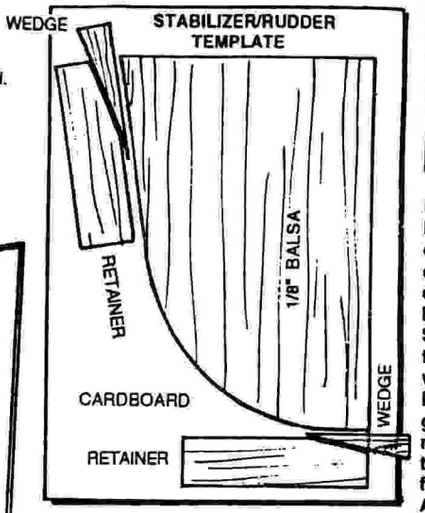
(5)

RUBBER: TRY A 9 INCH TAN II MOTOR - CUT AND LUBED .025. IF MODEL IS HEAVY YOU MAY HAVE TO USE .030. EXPERIMENT!

MINI STICK BASIC RULES

WING: 7" span projected X 2.5" chord.
FUSELAGE:
Front of Thrust Bearing to rear most point - 10 inches maximum.
Front of Thrust Bearing to rear hook - 5 inches maximum.
STABILIZER: 50% of projected wing area.
PROP: All wood.
COVERING: Anything but microfilm.
CONSTRUCTION: No exotic material.
WEIGHT: .043 grams MINIMUM.
SCORING: Best of 5 flights.

FORMING TEMPLATES
MAKE WING AND STABILIZER/RUDDER TEMPLATES FROM MATERIALS SHOWN. GLUE 1/8" BALSA TO CARDBOARD. THE WEDGES ARE LOOSE. SOAK WOOD STRIPS FOR 30-40 MINUTES. PULL/BEND ON FORMS AND SECURE WITH WEDGES. BAKE IN OVEN FOR 15 MIN. @ 215 DEGREES. COOL FOR 1 HOUR. NO NEED FOR PINS AND CREASING!

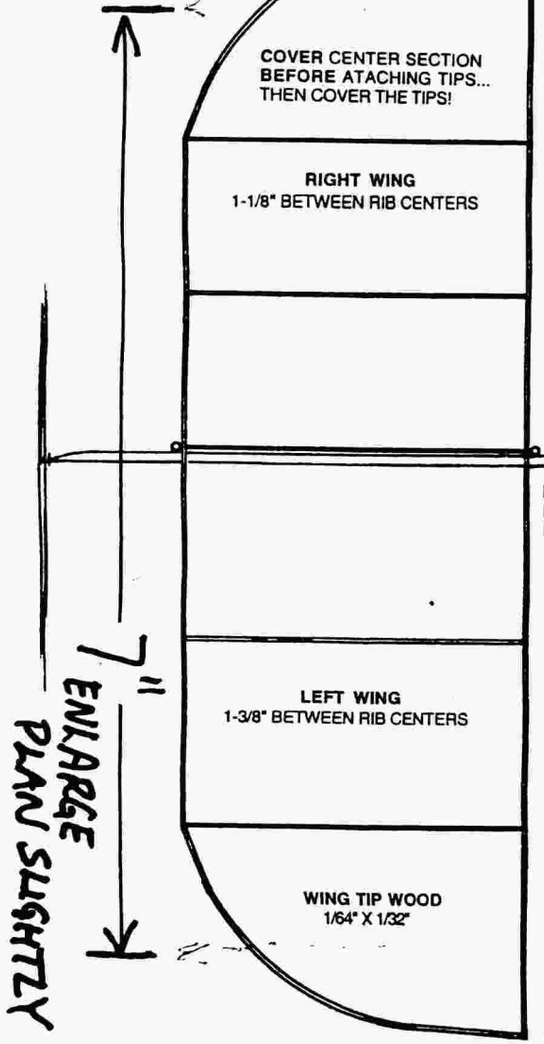


"Noncents" Mini Stick

RESULTS TO COME

Designed/Drawn by Joe D. Kehr
Tulsa, Oklahoma - October 1996

Designed to Compete in the Tulsa Glue Dobbers 1996 Fall/Winter Indoor competition, my approach has been to create a model with limited Pennyplane charactistics, stability and looks.
I have noted that many of the Mini Sticks observed, are built with the idea that they should be able to negotiate with-in the confines of the living room. Most "flit" around like a little toy. My goal and objective is to "to design a model with the stability to attain a max time with-in the confines of our Cat. II flying site - the 15th St. National Guard Armory while challenging our building, flying and competitive ability"...
I challenge you to give it a try!



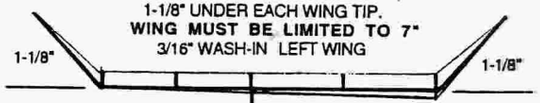
SPARS
WING LEADING AND TRAILING EDGES 1/32" X 3/64" TAPERED TO 1/32" AT LAST RIB.

STABILIZER: 1/64" X 1/32" TAIL BOOM IS BUTT GLUED TO STAB AT THE T.E. LEADING EDGES ARE GLUED TO EACH SIDE OF THE TAIL BOOM. THE RUDDER IS SHAPED ON STAB FORM.

TAIL BOOM: GLUE TO MOTOR STICK WITH 2 DEGREES OF LEFT TURN.

MOTOR STICK: 5 INCHES INCLUDING THRUST BEARING.
REMEMBER: MAXIMUM DISTANCE FROM FRONT OF THRUST BEARING TO REAR MOTOR HOOK IS 5 INCHES - **BY AMA RULE!**

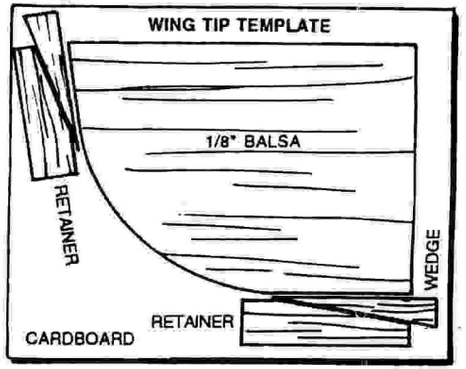
1-1/8" UNDER EACH WING TIP.
WING MUST BE LIMITED TO 7"
3/16" WASH-IN LEFT WING



STABILIZER TILT: ADD 3/16" TILT UNDER THE LEFT SIDE FOR TURN.

COVERING
POLYMICRO FILM OR CONDENSER PAPER

WEDGE



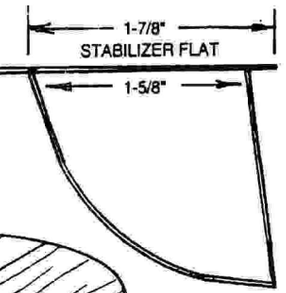


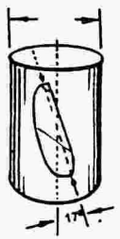
IMPORTANT: SUCCESS WILL DEPEND ON WEIGHT AND PROP. TRY TO BUILD AS LIGHT AS POSSIBLE... .043 GRAMS! YOUR PROP WILL GIVE YOU SUCCESS OR FAILURE. BUILD IT LIGHT, BALANCED AND WITH THE SAME PITCH IN BOTH BLADES. THE MODEL SHOULD BE ALMOST FLIMSY. **TRY HARD!**

TYPICAL RIB
CUT 7 RIBS FROM 1/32" SHEET.

WING POSTS: 1/16" SQ. - ROUNDED. **TUBES** ARE MADE FROM TISSUE OR CONDENSER PAPER ROLLED WITH WHITE OR AMBROID GLUE AND CUT INTO 1/4" LENGTHS. GLUE IN POSITION ON THE RIGHT SIDE OF THE MOTOR STICK. ROLL ON EXTRA 1/16" ROUND.

THE STABILIZER AND RUDDER ARE BUILT WITH THE TAIL BOOM AS A COMMON SPAR AND CENTER RIB.





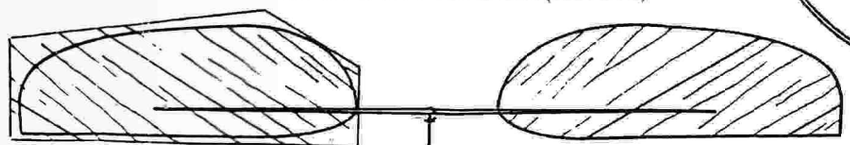
COVERING: POLYMICRO FILM ATTACHED WITH THINNED RUBBER CEMENT. CONDENSER PAPER COVERING AN ALTERNATE METHOD.

PROP: 6" DIA. X 12" PITCH
CUT PROP BLADES FROM 1/64" SHEET STRIPS 1" WIDE. BUTT GLUED AT A 30 DEGREE ANGLE (SEE PLANS). BAKE FOR 15 MINUTES ON A 2-1/4" DIAMETER CAN @ 215 DEGREES. SAND LIGHTLY AND CAREFULLY AFTER COOLED. ATTACH TO PROP SHAFT WITH WHITE GLUE AS INDICATED. **IT IS CRITICAL TO BALANCE THE PROP!**

MOTOR STICK: CUT FROM 1/16" X 3/16". SELECT STRONG BUT LIGHT WOOD. SAND CAREFULLY TO SHAPE. SLIGHTLY ELIPICAL.

STOLEN FROM TULSA GLUE DOBBERS

PROP SHAFT AND REAR HOOK .015 MUSIC WIRE.
WRAP THRUST BEARING AND REAR HOOK WIRE WITH TISSUE OR CONDENSER PAPER FOR ADDITIONAL STRENGTH. (SEE PLANS)



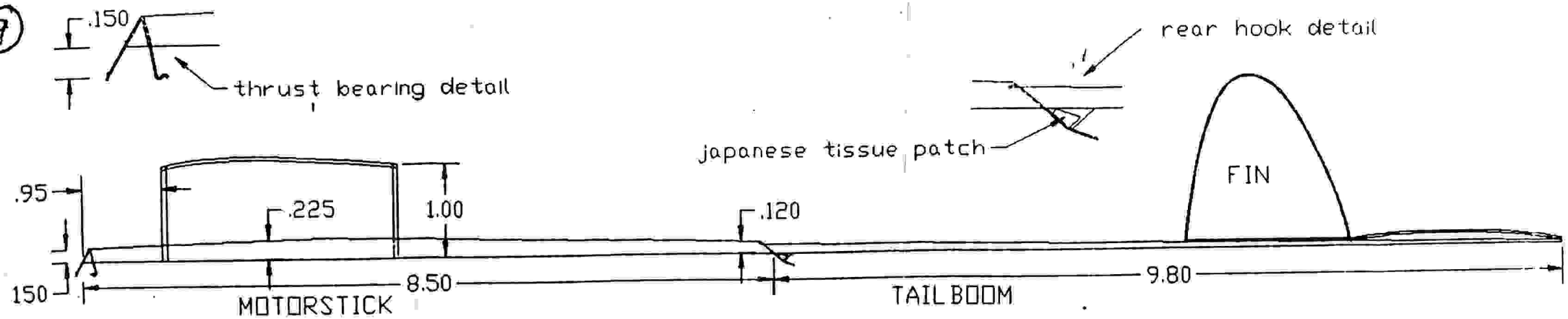
WOOD PROP BLADE SHAFT - 1/16" ROUNDED AND TAPERED TO 1/32" AT ENDS. BALANCE!

PROP BLADE: ATTACH TO SHAFT WITH WHITE GLUE AT SPOTS INDICATED

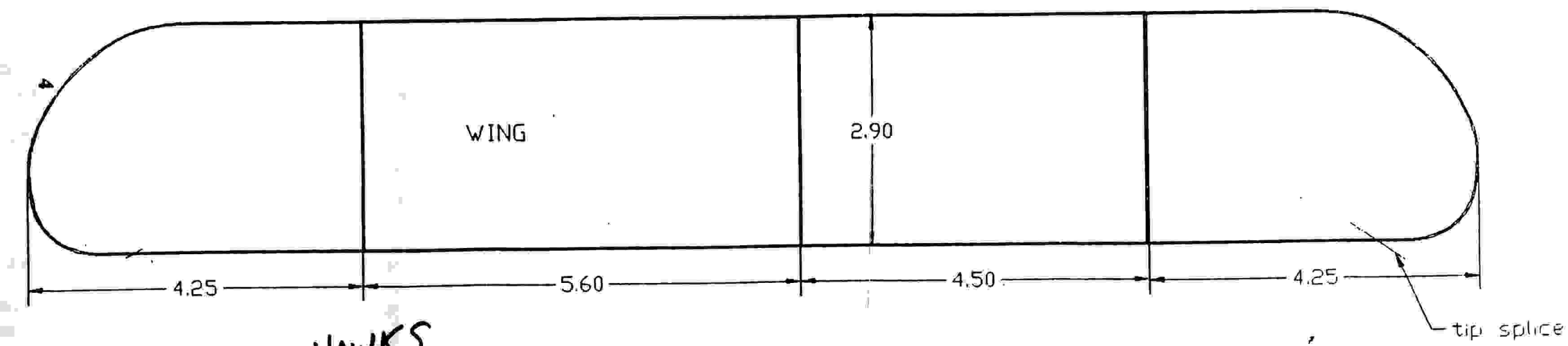
QUESTIONS: CONTACT
JOE KEHR
7504 E. 82ND PL.
TULSA, OK 74133
(918)495-1616

DON MACE HAS A GOOD SUPPLY OF INDOOR ITEMS YOU WILL NEED. CALL HIM AT (918)437-5490. ADDRESS: 359 S. 119TH E. AVE., TULSA, OK 74128

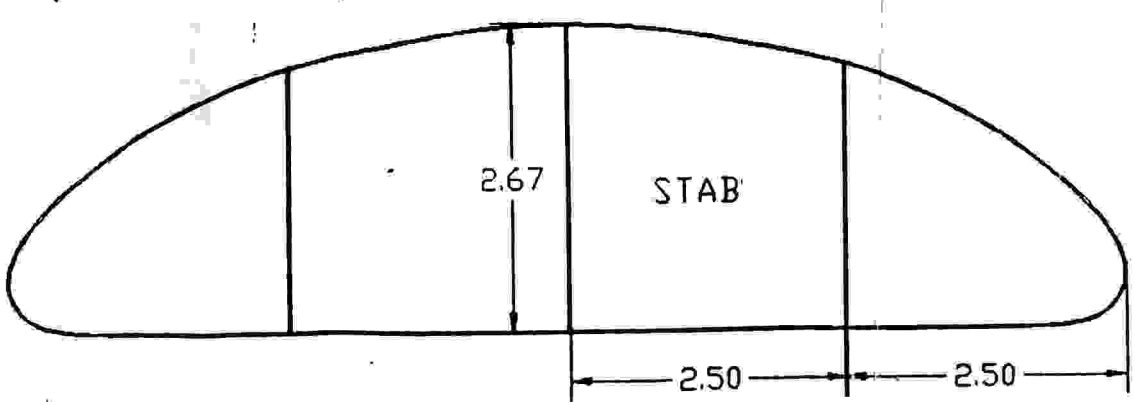
(10)



covering is polymicro



FROM BOEING HAWKS



Hobbyshopper

Designed by:
Larry Coslick
Drawn by:
Steve Gardner

1-18-97

(7)

CAT II STANDARD AND UNLIMITED CLASS CATAPULT GLIDER RECORD HOLDER

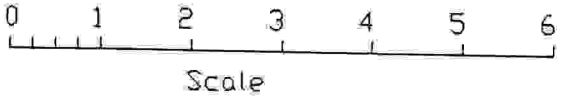
Times: Standard Class, :50.6 , :50.5 = 1 min. 41.1 sec.
Unlimited Class, :50.7 , :51.3 = 1 min. 42 sec.

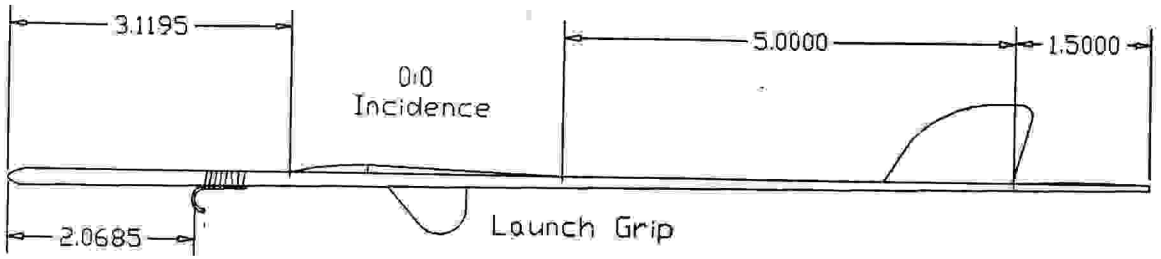
CAT III STANDARD CLASS CATAPULT GLIDER RECORD HOLDER

Times: 1 min. :04.3 sec. , 1 min. :03.7 sec. = 2 min. 8 sec.

By: Wayne Trivin

HOLDER OF 3 NATIONAL AMA RECORDS



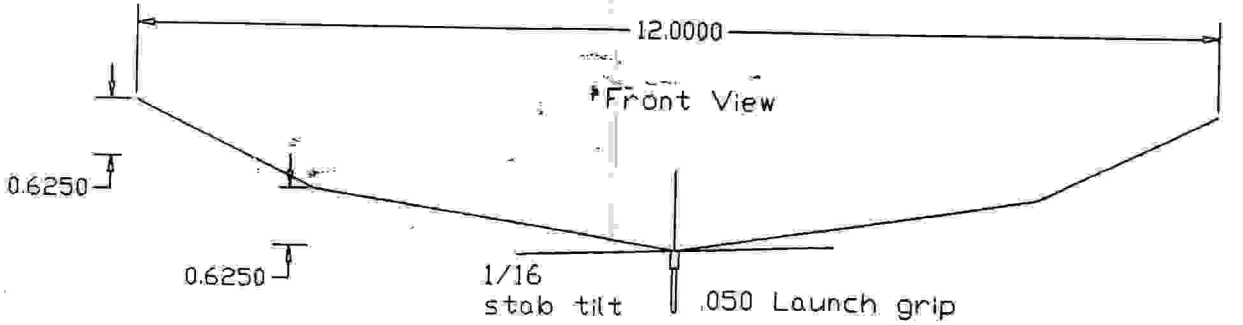


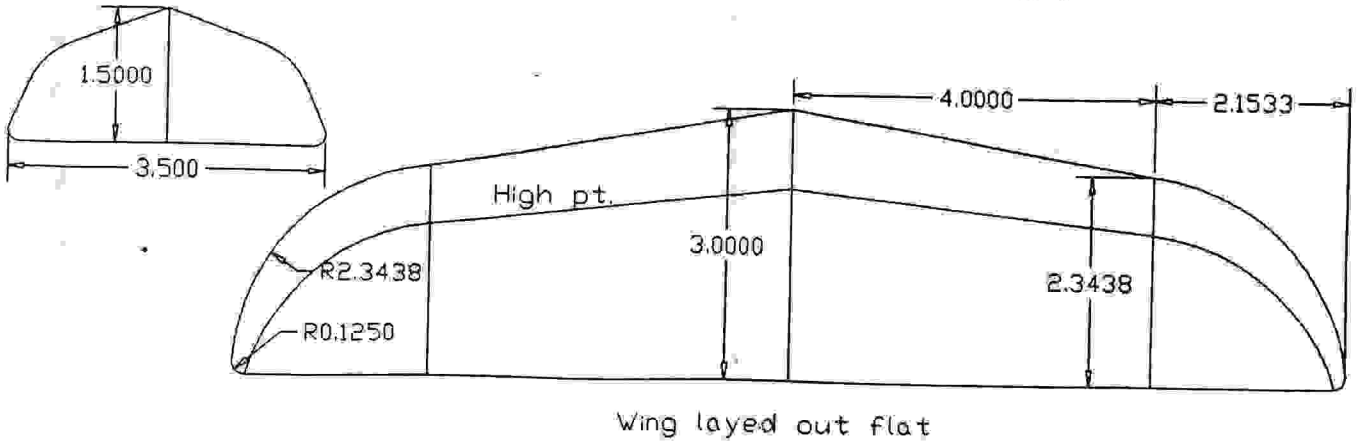
Wing area - 29.1012 sq. in.
Stab area - 3.8362 sq. in.
Weight - 2.35 gms.

Wood sizes

fus. 3/16 x .0865, taper to .020, 8 lb.
wing, 3/32, taper to .023 at tips, 4 lb.
stab and rudder .020, 4 lb.

Note:
Carve .020 under-camber in wing.
Balast and trim for flat glide
and 80-85 degree launch angle.



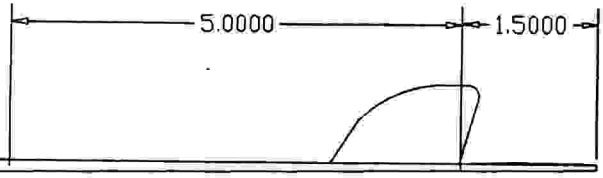


Wing layed out flat

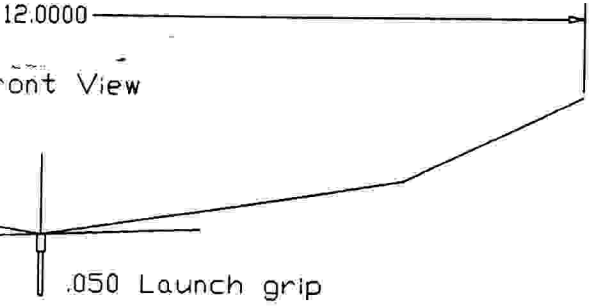
LIDER RECORD HOLDER

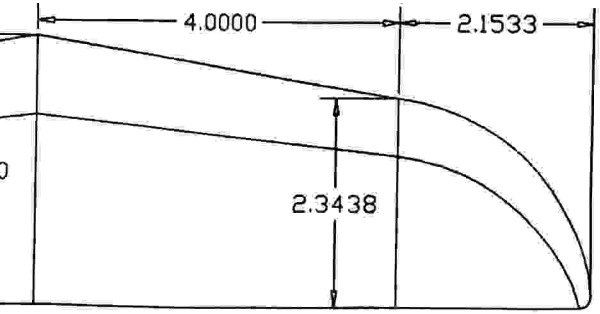
HOLDER

ECORDS



nch Grip





ed out flat

MORE LA-LA LAND POSTALS (8)

JIM MOSELEY"S WORLDWIDE POSTAL COMP FOR VINTAGE/OLD TIMER DURATION AND SCALE. from plans of models before Dec.31, 1950. Dates:Outdoors from Aug.1 to Oct. 31.

Four official flights..all count. 20 sec. is an attempt..2nd flight is official even though less than first flight.

Vintage O.T. flown in 3 divisions: Span 10" to 25",Span 25" to 30",Span 30" to 36". Max flight for 10'' to25" is 4 times wing span.(13" is 52 sec. Max) Max flight for 25" to 30" is 100 sec. Max flight for 30" to 36" is 120 sec. In case of 4 maxes you fly once more for a target time. Target time for 10" to 25" is 40 sec. Target time for both larger models is 60. These models are sport, duration, and scale. Be sure to give full name and source of model when reporting results. Give wing span,time of four flights, and target time (If you maxed)

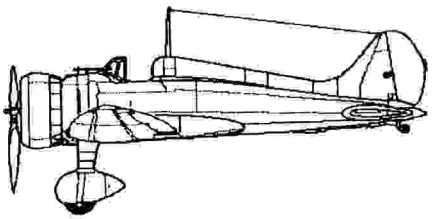
Send to JIM MOSELEY
19 banner Crescent
Ajax' Ontario, L1S 3S8 CANADA
ENTRY FEE $2.00 plus $1.00 per model

ANOTHER EVENT: ALONZO CABIN 1933 only 3 flights. 150 sec max. Target 75 sec. Time all flights to 1/10 sec.

FLY IN THE FLYING ACES
SUMMER SERIES #2
JULY 5,6 1997
SHANGRI-LA PALM BAY
SEE P. (1) CALL 305-858-6363

(11) A LA-LA LAND CHALLENGE:

AUGUST 14-15,1997



Nagoya Nuts 1997

Shonai Peanut Nagoya Japan

We have the pleasure to announce you to our Nagoya Nuts 1997 Peanut and Pistachio contest on the 14th,15th August 1997. The Pistachio class is open to proxy entry and we invite you to send us your models.

If you would like to participate to this event, please send your model(s) to following address. When you send your model(s) to us, please enclose the informations about your model(s): name of your plane, 3-viewdrawing, photo of the prototype. Please send your model(s) to us before July 1997.

Free entry fee and please enclose the return postage of your model(s). ENJOY WITH US!

TO: JIRO SUGIMOTO
2-36 KITAHATA-CHO, NAKAMURA-KU, NAGOYA 453 JAPAN





ENTRY FORM 参加票

NAGOYA NUTS 1997
SHONAI PEANUT NAGOYA JAPAN

ENTRANT(氏名) AGE(年齢)

ADDRESS(住所) NATIONALITY(国籍)

PHONE NO.(電話番号) PROFESSION(職業)

NAME OF YOUR AIRCRAFT(機体名)

CLASS(クラス) PEANUT · PISTACHIO

AIRCRAFT DATA WEIGHT WITH OUT RUBBER g (機体重量)

BEST FLIGHT TIME sec (最高飛行タイム)

TURNS OF RUBBER (最高ゴム巻き数)

TURN OF AIRCRAFT R · L (機回方向)

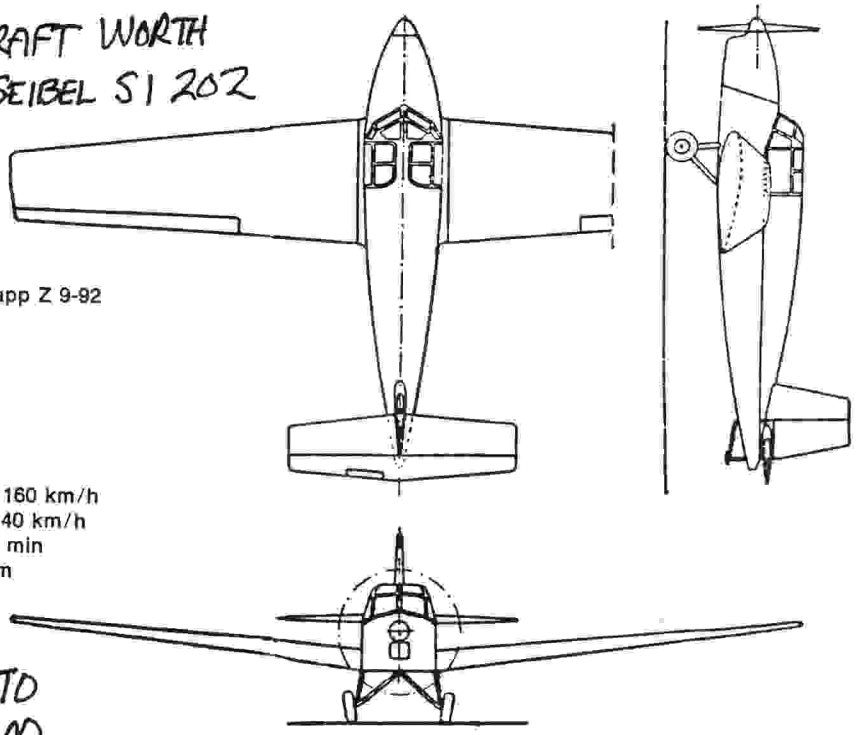
PLEASE SEND BACK THIS ENTRY FORM TO:

JIRO SUGIMOTO 2-36 KITAHATA-CHO, NAKAMURA-KU,
NAGOYA 453 JAPAN

COVER AIRCRAFT WORTH MODELING - SEIBEL SI 202

Technische Daten:

Typ: Si 202
Triebwerk: 50 PS Zündapp Z 9-92
Spannweite: 10,50 m
Länge: 6,40 m
Höhe: 1,85 m
Flügelfläche: 14,00 m²
Rüstgewicht: 320 kg
Zuladung: 130 kg
Fluggewicht: 450 kg
Höchstgeschwindigkeit: 160 km/h
Reisegeschwindigkeit: 140 km/h
Steigzeit auf 1000 m: 10 min
Dienstgipfelhöhe: 3000 m
Reichweite: 500 km



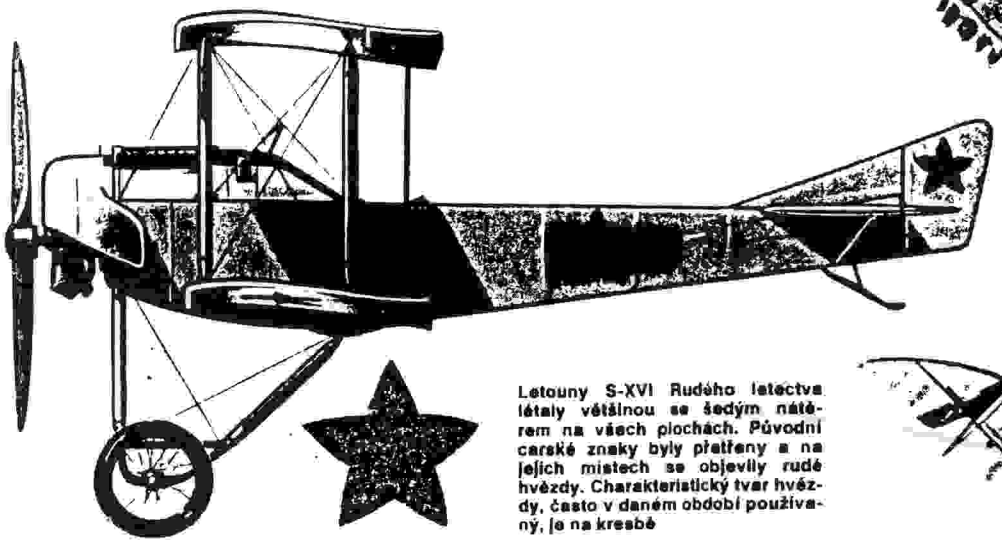
FROM DAVE VTO LINSTRUM

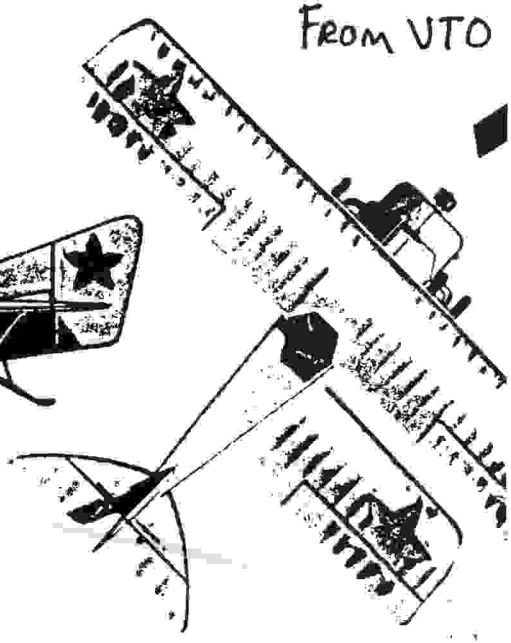
Übersichtszeichnung der Siebel Si 202 Hummel.

RBVZ S-XVI RUSSIA

LETECKY KOSMO

FROM VTO





Letouny S-XVI Rudého letectva létaly většinou se šedým nátěrem na všech plochách. Původní carské znaky byly přetřeny a na jejich místech se objevily rudé hvězdy. Charakteristický tvar hvězdy, často v daném období používaný, je na kresbě

(13)

CACTUS TIPS & TECHNIQUES

By Dave Smith

DOCUMENTATION REQUIRED FOR FAC SCALE

The reason for this article is my observation of documentation that has been presented with scale models in many of the contests that I have served as a scale judge. At our recent Kanone quest, I was very disappointed in the documentation that was presented for FAC scale judging. Several pieces of documentation presented didn't even have the name of the model builder included in the presentation. No color documentation was present in some of the documentation to support the color scheme carried out on the model. I will attempt to go over what I consider is a minimum to present for scale judging and hopefully some pointers on how that documentation should be prepared as the model is built, keeping the documentation in mind and what the scale judge might be looking for when he judges your model.

Let's first look at the FAC rules regarding the judging of scale models in FAC Scale events. We will cover these one at a time in detail and tell you what you need to do in order to get the maximum points that you deserve after building that great looking scale ship.

1. Details — these are 3 dimensional details such as rigging wires, petoe tubes, navigation lights, landing lights, engine details—such as cylinders, spark plugs, push rods, rocker box covers, exhaust stacks and carburetor inlets and heater boxes and any other details that you might want to put on your model.
   Let's take a look at the point structure under details. They are as follow and are self-explanatory.
   not much = 0-10pts, some = 10-20pts, all there = 20-30pts
   Look at the 3-view you are presenting with the model and examine what you have added to the model in the way of details. To get maximum points for all the details you must have every detail that is shown on a 3 view or photo that you are presenting for scale judging. Hint, if you don't want to put on every single rivet head and mounting bolt for (Hun's sake) don't present a 3 view that has every detail on it. If there is a detail on the 3 view or photo and you don't know what it is, put it on the model anyway. The judge will notice it if you don't. Make sure that you have the right number of exhaust stacks on an inline engine and the proper number of louvers on that cowl.

2. Color and Markings 0—20pts
   This pertains to the main color scheme and markings of the aircraft being modeled. If it is a model of a single type that was built, such as a Russell Chambers Chambermaid, then you should have it the right color as on the original, which was cream. If you make it green or red and the judge sees that the original was cream, you will get zilch for color and marking points. Registration numbers should be authenticated if possible and should be in the right location and the proper color. Control surface outlines should be shown and correct and should be on the model as a minimum for panel lines. To add to the color and marking points you should draw on all the panel lines including the rivets if you really want to get the judge's eye. If you have searched and haven't found any color documentation for your ship then you should state this in words in your documentation and should provide some supporting words to the effect that you are using a color scheme that was typically in use on aircraft of a similar type during that time period. If it is a home built aircraft, words to the effect that this is a home built aircraft and the color choice was that of the builder, will be sufficient to satisfy the scale judge. Make some reasonable effort in words or photographs to support what you have done for the color scheme on your model.

3. Workmanship— 0—12.5pts
   Workmanship is how straight the model is built. Are the wings square with the fuselage? Is the wing and stabilizer lined up and not set at an angle to each other when you eyeball the model from nose to tail. Is the rudder at 90 degrees to stabilizer? How neat is the covering? Are there wrinkles in the covering? Objective answers to these questions about your model will give you some idea as to what you can expect in the way of workmanship points. Ask yourself the question of what level of craftsmanship was exercised in building this model aircraft. When another modeler exhibits a high level of craftsmanship in a model that he submits for judging along with yours, it makes it very difficult for you to get a maximum of 12.5 points when your model is compared to his.

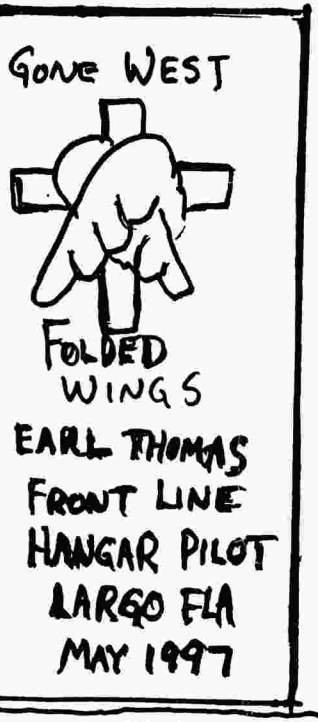
MOST IMPORTANT TIP!!! Take the judge by the hand and lead him through each phase of the scale judging. This can be easily accomplished by doing the following. Make up a legend using colored highlighters and use a different color for each item, such as one color of highlighter to indicate on the drawing and photographs what details have been executed on the model. Another color highlighter to show the judge where you got your color scheme information. If you can't support the color used on the model, give some supporting words to give the color scheme that you have used some validity and reason. A couple of items often overlooked that will tend to sway the judge in giving you more points than he should—make a scale prop and a different nose block for display purposes, and add a nifty looking pilot to will help you sway the judge to give you a couple of extra points. This is a little psychology in action, so heed my word. Hope this helps you in preparing for the next contest. Next month we will give you some info on where you can find 3 views and photos for your documentation.

Founder Passes But Micro-X Carries On

According to a newspaper obituary in Ohio and a letter received from Vivian Skrjanc, her husband Jerry, the founder of Micro-X Products, died on August 2, 1996 "after a long and courageous battle with cancer." Jerry is survived by his wife of 29 years and son Robert, who is about 25 years old.

"Jerry started cutting his own wood in the 1950's when he couldn't get the sizes he needed at the hobby shop. When guys at a contest saw it, they wanted to buy some from him, so he brought more of it to the next contest--and, so Micro-X was born! He then added prop shaft wire, washers, bracing wire, and designed a thrust bearing," according to Vivian. They now carry indoor and outdoor duration and scale kits, covering material, rubber, 3 different grades of wood, special glues, and microfilm solution. In addition, they have the complete line of Brown Jr. CO_2 motors and accessories.

Despite the family's grief, Vivian and son Robert "hope to carry on Jerry's life work of bringing top quality products to modelers all over the world." According to Vivian, "it was Jerry's wish that we keep the business running, so we're going to do that." As you'll see in this issue's *Indoor Suppliers List*, Micro-X is the only recommended source for indoor wood. Believe me, I speak from personal experience! Order their latest catalog for $2.00 from P.O. Box 1063, Lorain, OH 44055.



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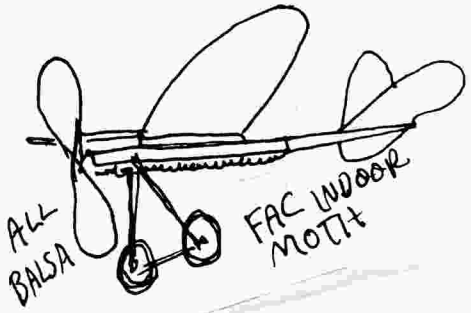
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Best Moth time so far: John Cawthorne of Doylestown, Pa. Did 1:20 at USIC, Johnson City 1997



"MAKING SCALE MODEL AIRPLANES FLY"



William F. McCombs

(1997 Revision)



Many readers have asked to be notified when a new revision of the book will appear. The 1997 revision has been completed and is now available.

The 1997 revision is about 16% larger in content than the previous one. There are numerous additions to the existing text and also an extensive new Appendix C. The new appendix contains numerous topics such as spoked wheels, gears for rubber motors, area calculation methods, simulated radial engines (cowled), non-climbing motor hooks, 1914-19 machine guns, free-wheeling with spinners on props, torn tissue/silk repairs, Peanut model design guides, rear hooks, airfoil evaluation method, copier printing on tissue, enlarging/reducing plans, the critical climb angle, transferring patterns to balsa sheet and other topics.

For those who are not familiar with the book, it is published by Aircraft Data, discusses both scale and nonscale FF models and has been highly recommended over the years in the model magazines and in FF club newsletters.

The current price of the book is $14.95 and it is available from William McCombs, 2106 Siesta Drive, Dallas, TX 75224. Include $2.00 for postage/handling.

Some of your members may be interested in this

WHAT'S ON?

JULY 5,6 PALM BAY Florida State AMA Free Flight Champs AND MEET #2 Of FAC/MIAMA, Summer Series 407-725-3563

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

JULY 26 - THE ANNUAL MILLARD WELLS FAC ROW MEET ISLAMORADA FLA.

JULY 12,13 MIAMA INDOOR MEET #4 See p. 2

THE HANGAR PILOT

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