THE HANGAR PILOT

ISSUE 185

LATE SUMMER 1997

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

MIAMA

26TH YEAR OF PUBLICATION

INTERIAS NON EST OMNIBUS

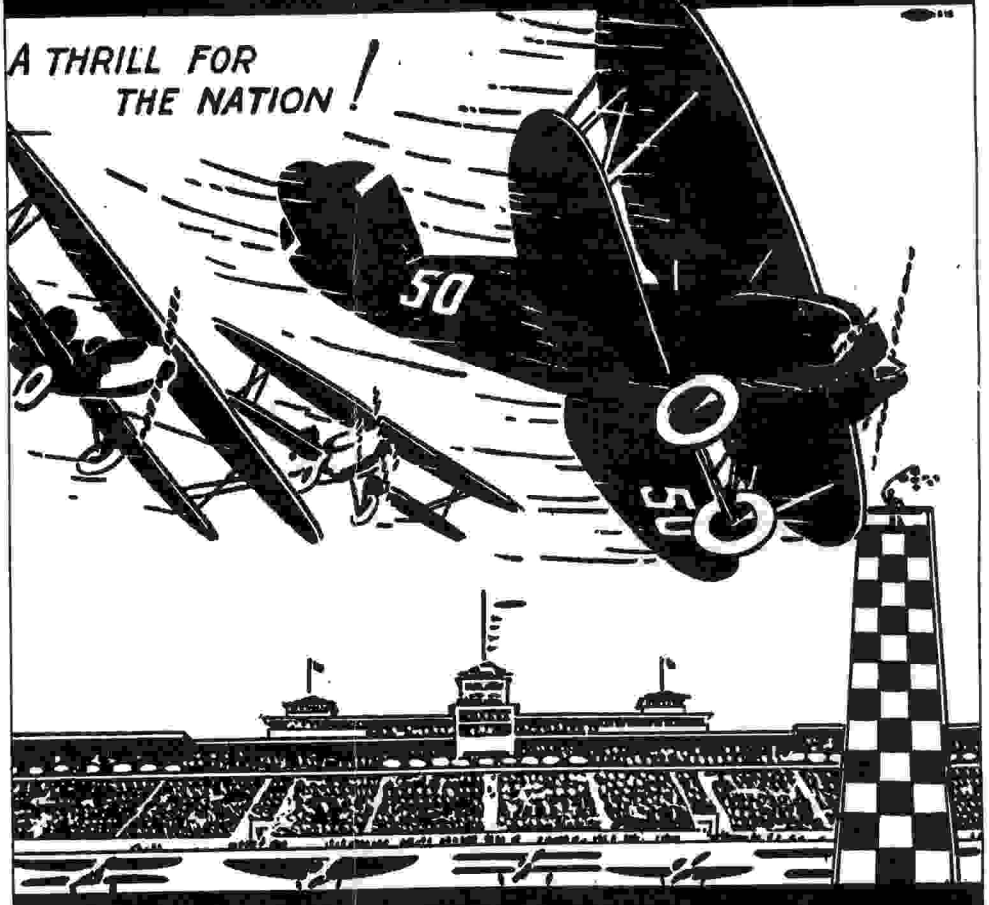
LAST MIAMA MEET SEPT 13,14

FAC SEPT 6,7

1930 NATIONAL AIR RACES

10TH ANNIVERSARY

A THRILL FOR THE NATION !



CURTISS-REYNOLDS AIRPORT --- CHICAGO



THE HANGER PILOT

The Hanger Pilot, edited by John Martin Jr., who is solely irresponsible for its content, is published 8 or 9 times a season for bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association) - AMA club 3624-One of two active all indoor free flight clubs in AMA. For a mere $12.50 you will receive all of the published issues that year. We encourage reader contributions because, frankly, we need the material. Letters, plans, 3-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

11th ANNUAL FLORIDA KEYS R.O.W. (RISE OFF WATER) MEET 1997

Saturday, July 26th - First Light to 9:30 AM

This year's Millard Wells ROW Meet was attended by 7 Flyers and families. Nineteen airplanes with pontoons were entered- all were FAC, P.NUT or COCONUT Scale.

Scale Judging: Was done after the fact. Rank Style - 1 to total number of entries - example: If there are 10 entries the highest scale score was 10 - etc. Planes were judged only after successful flights. No R.O.W., NO SCORE.
Flight Judging: Total of 2 best times R.O.W. Chrisma points were given on take-off pattern Olympic style. Judges decision final. Assisted take-offs DISQUALIFIED - NO SCORE.

The 11th Annual 1997 Great Florida Keys R.O.W. Meet was by far one of our most successful. Nineteen airplanes, from P.Nut, FAC to Coconut maneuvered the tranquil waters of Florida Bay to picture-perfect takeoffs.

Little by little, more flyers are learning how to achieve take offs. Early on we felt it was a matter of more power, only to find out it plays a small part in take-off. Rotation of the pontoon in the water gives the proper flight attitude. To achieve this, step position and wetted surface design play the most important role.

Rick MacEntee's Turbo Beaver was first flyer to attack the early dawn air with a flight of over one minute - next George Nunez, Senior launched his Ryan ST, proving a low wing airplane's performance is greatly improved with floats. An unfortunate hard landing cracked the Turbo Beaver's wing so later flights were badly flawed, earning MacEntee 4th place and George Nunez, Senior 1st Place.

Three J-3 Coconut Cubs were entered by: Don Brimmer, Mike Bacon, and Rick MacEntee, but proved again, long EDO, flat-backed floats are hard to R.O.W. Don Brimmer's Immaculate Cub managed R.O.W. for one flight of 10 seconds and was cheered on by Crewmaster Walt Schlessinger.

MORE

JIM MOSE
VINTAGE/
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WELLS STUDIO GALLERY
POST OFFICE BOX 152
ISLAMORADA, FLORIDA 33036
PHONE: 305-852-4783

(2)

Most unusual entry was Ralph Squeglia's Drake Amphibian. Hull design versus thrust alignment proved to be a problem - nice long taxi runs were made, but no R.O.W.

Juergen Kortenbach's Sopwith Baby turned in 2 lovely flights. The morning sun through the translucent structure was beauty beyond compare.

George Nunez, Jr. brought a handsomely crafted model of the famed Gypsy Moth which placed 3rd with 121.0 points. George's sons will predictably carry on the Nunez tradition.

John Martin brought 2 Falkes, P-Nut and FAC. His lovely daughter, Lila, and a new hat which denoted his undieing enthusiasm for this sport of ours. We all owe him a great debt of thanks. "We all love you, Doc."

Our "Golden Retriever" this year was lovely Pat Saunders who stayed in the water from 6 to 9:30 AM picking up models and returning them to the shallows. Also, canoe help magically showed up with old-time parachutists John Le Blanc and wife BeBe, along with son, Christopher.

The winner of the original watercolor of the Benoist, first scheduled airliner, and a print by Wells Studio of Seagulls "R.O.W."ing were won by George Nunez, Sr. George's three models turned in 10 perfect R.O.W. flights totaling 359.2 points. Ryan ST. Stinson SR5 and the old reliable Canuck.

HERE'S HOW THEY PLACED:		SCORE
* 1. George Nunez, Sr.	Ryan ST KANONE 1ST FAC	146.7
2. George Nunez, Sr.	Stinson SR5	124.7
* 3. George Nunez, Jr.	Moth KANONE 1ST COCANUT	121.0
4. Rick MacEntee	Coconut Turbo Beaver	110.2
5. George Nunez, Sr.	Canuck	87.8
6. Juergen Kortenbach	Sopwith	77.4
7. Juergen Kortenbach	Ryan ST	47.8
8. Mike Bacon	J3 Coconut	30.5
9. Don Brimmer	J3 Coconut	10.5

NO P-NUT TOOK OFF

The always gracious Plantation Yacht Harbor served omelets to order and waffles with all the fixings for the Awards Breakfast.

Congratulations to all. See you in '98.

The Meet was sponsored by CD Millard Wells and official timer Kathy (B.J. Fox).

(3)

FLORIDA FLYING ACES MEET 3

AUG 16, 17 1997

I didn't think it was possible to improve on the weather during the last FAC meet in July, But improve we did!. This Aug, week end was surperb. Early on Sat. morning a story unfolded that will go down, told and retold, in the legends of free flight scale. Ric Choate brought one of his two Grumman JUMBO Guardians. I believe it was his indoor version. It was spotted by Dave Platt. It was of particular interest to Dave since it had been built from his plans published some years ago in Model Builder. Dave insisted that Ric give it a flight, and Ric obliged by cranking a lot of turns into the braided rubber. Since it was such a dead calm early morning he let it ROG. Away it went...we have lift off.. that was witnessed by all the early arrivals, That big 4 bladed prop has well over a minute motor run. A magnificent sight. Dead overhead, the Guardian kept circling in rising air until this big brute was just a spec. It drifted back and forth over the West canal not once, but twice. It finally landed, amid cheers, FORTY (40!) minutes later near the take off site. No one will forget it, Avery special moment. A draggy, pot bellied big scale model had a longer flight than the Korda Wakefield! No, Ric didn't win Jumbo Scale..'cause he never entered it. (#2)

We know there are a lot of FLA FAC flyers out there who have never flown with us. We hope you will make the drive to Palm Bay. Try to make the last meet in Palm BaySept. 6 and 7 flown concurrent with the Dist V Champs.

It is very soul satisfying. You may be a witness to a Guardian flight. It may be YOUR plane sucked up in that boomer! AT 9 AM we will fly Race Planes in the Mass Launch, and at 11 AM... World War II. Hope to see you pilots downwind. We welcome FAC flyers Bill Staley, Richard Ross. Don Reed. Carl Brown as new FAC Palm Bay Flyers.

PEANT FAC SCALE

	SCALE	FLY	
1. Doc Martin Ford 2AT	53	1:26	126
2.Rich MacEntee Beaver	58.5	1:10	123.5
3.Don Reed Cougar	57	1:04	119
4.Charles Nelson Pieten.	48	:32	80

FAC GOLDEN AGE (Total of 3 Fly)

1.Doc Martin 2AT	1:26	1:18	:49
2.MacEntee Douglass	2:10	:48	:22
3.Don Reed Robin	:26	:46	:56
4.C. Nelson Robin	:11	:19	:22

FAC Scale

	SCALE	FLY	
1.Rich MacEntee Douglass Obs.	64.5	82.5	147
2.Doc Martin Me 109	64	78.2	142.2
3.3Ric Choate Caudron Racer	67.5	70	137.5
4.Don Reed Curt. Robin	58	56	114

DIME SCALE 3 FLY

1.Doc Martin N 171	:49	1:34	$55
2.MacEntee BF109	1:25	1:30	1:15
3:.C.Nelson Robin	:37	:21	:20

FAC JUMBO

	SCALE	FLY	
1.Rich MacEntee Bellanca Y050	57	77.8	134.7
2..Doc Martin Goldwing	54	80.1	134.1
3.John Tudor B. Skyrocket	53.5	69.5	123

EMBRYO 3 FLY

1. Don Reed85 :	97	87	
2. C.Nelson	20	19	26

LEGAL EAGLE

1.Charles Nelson

BOSTONIAN

1. Charles Nelson

Power Scale (Electric)

1. John Tudor DGA-9
2. Carl Brown ISE-5A
3. Richard Ross Curt. Robin

FAC KANONE

DIST. V FF CHAMPS +

FAC MEET 4 PALM BAY SEPT. 6,7 MASS L. 9- RACEPLANES 11- WW I OR 2

LAST OF '97 SERIES

PILOTS - WE NEED MORE TIM LAVENDERS (4)

HOW WE GOT A KID'S FLYING CLUB STARTED

Like many of you I have been one of those lonely fliers stuck in a part of the country where not a whole lot of rubber twisting goes on. If you love airplanes, that makes you a little different, but if you are into rubber-powered free flight you are almost weird. The fear of hearing "boys with their toys" keeps a lot of prospective fliers out of the hobby. I had tried unsuccessfully for more than ten years to get any friend to join me in this hobby of ours. I even gave models away to try to get something going. But I had to go it alone.

Then one day I thought about taking a few kids with me to a contest and let them fly some of my old stuff and help me in the contest. This was a great day. We had more fun than is legally allowed. That fall, 1995, I got the kids to meet with me at the church building on Thursday nights from 5:00 to 8:00. (I should mention that I am a minister and thus had access to our facilities, but you shouldn't have any problem finding a place to meet, i.e., rescue squads, schools, clubs, churches, airport hangars, garages, etc.) I started out with about five kids, all boys. We built Delta Darts and flew them all to destruction. This caused others who heard about us to join, and by Christmas we had ten meeting every week. The next thing we built was the Pussy Cat. What a great plane! It flies well inside and is really easy to build. Then we built the old Ross Flyer (indoor type) with no wheels. To simplify the front end I had them help me build cottage cheese carton propellers on plastic Q-Tips. The kids went nuts when they started getting two-minute flights in our auditorium. Time for a contest!

I used a local gym for our first contest, and all the parents were invited. I suspended a hula-hoop from the rafter with a dollar taped to it and told them that the first five kids with planes to fly through were going be awarded a dollar. This kept everyone cheering as we flew endurance, precision time, and mass launch. Parents even got excited and helped. With ribbons to give away and demonstration flights of all kinds, we were on our way to having a great club. Hey no more lonely me! I had model builders all around me ready to fly at a moment's notice.

Our next step was to build Perry Birds with no wheels and fly them indoors. They were an excellent choice. By now I got a sponsor to buy us all custom T-shirts for the Flying Aces of Smyrna, Tn. The kids wore them to school with pride. In contacting the Atlanta indoor club, I found an open invitation for us to come to their annual contest. We took everything that we had and flew when the heavies flew. Let me tell you, the men were really good to us and seemed to enjoy having us. They encouraged the kids (by now we had two girls in the club). We came back and all of us built profile P-38s. Six of the kids wanted to go to Genniseo for the big contest. We went and were treated very well by many of our fellow fliers.

When September 1996 rolled around, I had two helpers join the club: the mother of two of our fliers, Lisa Spradling (an excellent builder), and a father, Wayne Anderson ,who also builds superbly. We now had twenty kids working every Thursday night. We built twenty tow-line gliders. This was a mistake since it took some kids more than four months to complete a plane. We did not have time for a contest, and the kids really wanted to fly. By February 1997 we finally finished the gliders and decided that we would plan on going to the Johnson City Nationals. I called Abram VanDover to see if it could be worked out for us to come. This kind and generous man paved the way for us and encouraged us to make the effort. I had a video of the contest, and after showing it to the kids, I told them that if they would get serious and build three planes by the end of May they could go. Well, eleven of them made a tremendous effort. We now had kids building P- nuts (six), profiles, endurance models and one girl, Michelle Boyd who insisted she could build a coconut Aristocrat. The closer we got to the contest time, the more excited the kids got. I even spent several Saturday mornings helping some of them complete their projects.

By the time the contest came, our sponsorer bought us new T-shirts with a racing plane on the front; this really made the kids proud. With everything packed in boxes off we went to Johnson City. At first we were somewhat apprehensive. You didn't know us, and we didn't know you. It took a little getting used to.

LIFTED FROM INAV

NEXT PAGE

but we finally learned to walk slowly. Then the flying started. What great fun! Many of the men came over and helped some of our kids get their planes flying. We had some low-wing P-nuts that seemed impossible, but these men got them to fly for 40 seconds. I want to thank everyone who gave of his time. Every one of the kids got a lot of attention and learned a lot, first hand, about how to get a model trimmed.

Did Michelle (13 years old) get her coconut finished? Yes! And believe, me she constructed it all herself, and covered it herself. She even cut out the lettering and made the dummy engine cylinders out of corks with thread. I made her propeller, turned her wheels, and helped her air brush it. What a thrill it was when we found out that she had placed second in the scale judging. Every official flight she made was a thrill of a life-time for me since she kept edging up in her score. One flight went for 2:47. As fliers around the field realized what she had built and how she was doing they would stop to watch her time and applaud at the end of each flight. Could she win? Win she did, and first place at that, in coconut and third in Golden Age. This has just about sent our club into orbit. They all want to build coconuts too. To top off the contest, one very generous man bought each of our kids a good flying kit. We also ran a contest among our kids and had someone very official pass out the ribbons. What a great group of fliers you indoor people are. As the saying goes, "We will be back."

If you are wanting to start a club of kids, let me tell you you can do it. I have more kids wanting in our club than we can handle. It truly is a good thing since it teaches them to use their hands, visualize a blue print, excel in an area they know little about, and take pride in their work. It also is an interesting hobby. You have to believe in the benefits or you will never get started.

Take a kid or two (with their parents if need be) to a contest (put a display at the library or fly for the local school to find interested kids). Give them something to fly. Start off with a small group and teach them to build. Hold a contest. Give away ribbons. Get some T-shirts. Hang planes from the ceiling. Find someone to help you. Be prepared to spend one night a week helping them build. Challenge them and be proud of every effort they make.

CONC. P 6.

I KNOW, PILOTS, YOU'VE SEEN THIS FORM A MILLION TIMES, BUT IF YOU'RE NOT A NFFS MEMBER - FILL IT OUT!

NFFS MEMBERSHIP AND RENEWAL APPLICATION

Make checks payable to:
National Free Flight Society

NFFS Mail to:
NFFS
3317 Pine Timbers Drive
Johnson City, TN 37604-1404

WE NEED YOU!

Dues include an annual fee of $.50 for membership in the National Free Flight Society. The balance of the dues is for subscription to *Free Flight*, the NFFS Digest. Subscriptions or memberships are not available separately. Ages are as of July 1 of the current year.

Age 19 & over (US only)	1 year $20.00 ($.50 membership fee plus $19.50 subscription)
	2 years $39.00 ($1.00 membership fee plus $38.00 subscription)
Junior (US only) Age 18 & under Supply proof of age.	1 year $7.50 ($.50 membership fee plus $7.00 subscription)
	2 years $13.50 ($1.00 membership fee plus $12.50 subscription)
All Non-US Residents	1 year $24.00 ($.50 membership fee plus $23.50 subscription)
	2 years $47.00 ($1.00 membership fee plus $46.00 subscription)
Life Membership US Residents	$450.00
Life Membership Non-US Residents	$500.00

Include payment in US dollars and this form:

New Member ☐ Renewal ☐ Address change ☐

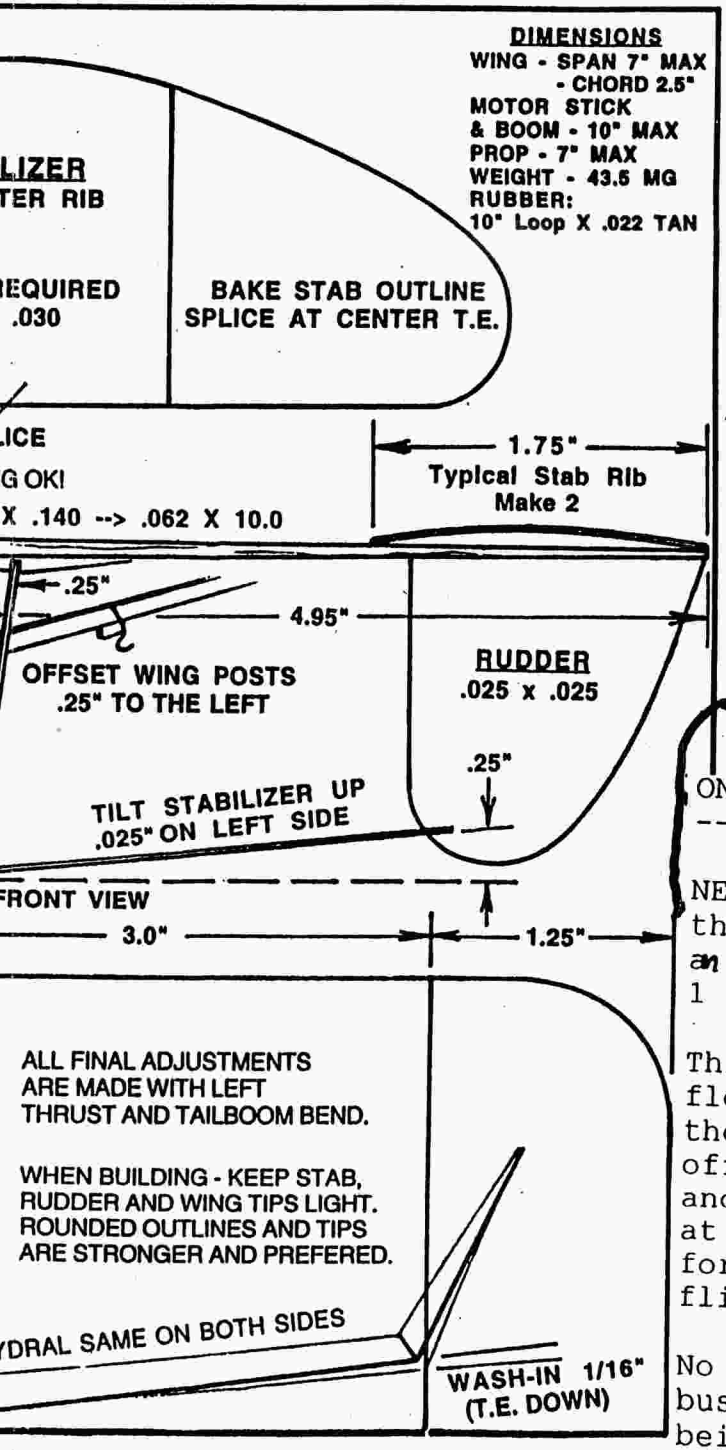
Current expiration date: Mo. Yr.

Name AMA # (US only)

Address Telephone # (US only)

City, State Zip

Send ***all*** renewals, changes-of-address, new applications, and membership questions to the Membership Office.



Once you get something started, build on to it. Challenge the kids to compete with each other and to invite their friends. Take them to flying events (teach them to practice etiquette and manners). Have a camp-out where you fly until dark. Have fun! Be patient, and kind. Be excited, whoop it up when someone puts in a great flight. Involve the parents. Get the kids' pictures with their models in the local paper. You can do it. Not only will you help keep this great hobby alive, but you will also help kids have confidence that they can do the difficult. Don't be a selfish flyer who does his own thing all alone somewhere; it may not amount to much. With our club I have enjoyed the hobby a lot more. We hope to compete in penny-plane, P-nut, coconut, and mini stick next year at the nationals. Come with your group of kids, and lets get things to really kicking. I promise I will personally cheer for you. If I can help you in any way, let me know: Tim Lavender, 1-615-459-4799. Our motto on the back of our shirts next year will be, "Fly, But Walk Slowly, Very Slowly."

Tim Lavender

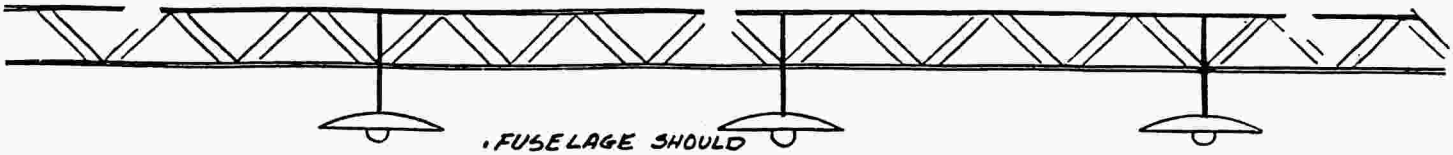
THIS TIME IT'S OFFICIAL!

ON THE LIGHTER SIDE - H. HAUPT

NEWS FLASH: Steve Brown breaks the one hour flight barrier with an official FAI flight of 1 HR and 1 SEC.

This record setting flight was flown on Sunday, June 1ST 1997 at the Santa Blimp Hanger. The official timers where Fudo Takagi and Herman Andressan. Ask Fudo at the next meeting what he did for entertainment during the hour flight.

No flying last month at the business meeting, the gym was being used for basketball activities.



• FUSELAGE SHOULD BE CUT FOR STRAIGHT GRAIN FOR EVEN FLEXING, THE GRAIN OF WOOD SELDOM FOLLOWS THE EDGES OF BALSA SHEET



• LEARN TO STAND IN ONE SPOT ON THE FLOOR, SO THE SHIP CAN BE THREADED THRU THE OBSTRUCTIONS ON OFFICAL FLIGHTS TO GET THE BEST FROM THE SITE

• WING SUPER-LIGHT "C" GRAIN "A" OR "B" IS NOT RIGID ENOUGH TIPS MUST BE PAPER THIN TOTAL WEIGHT SHOULD BE ABOUT EQUAL TO A NICKEL

• FINISH IS IMPORTANT SAND SLOWLY AND WITH CARE TO AVOID WARPING THE PARTS, RE-SAND AFTER A WEEK, MOISTURE IN THE AIR RAISES A "NAP" THAT CAN BE REMOVED FOR A SMOOTH FINISH

• TAIL SURFACES SHOULD BE SMALL A CAT I GLIDER COULD HAVE A RUDDER THE SIZE OF A DIME

• FULL SIZE PLANS FOR THIS AND OTHER CAT I SHIPS CAN BE HAD BY WRITING DAN BELIEFF
306 GRUNTHER AVE
ROCKVILLE MD. 20810

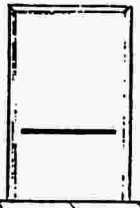
• USE WHITE GLUE THRUOUT SOLVENT TYPES WILL WARP AND PULL SO THAT THE SHIP WILL NOT HOLD TRIM BETWEEN SESSIONS

• THE LAUNCH STRAIGHT UP WITH "ENGLISH" A LOWER ANGLE PUTS MORE STRAIN ON THE WING, NO WRIST ACTION PLEASE!

RIGHT-RIGHT PATTERN FOR RIGHT HANDER



THANX TO
D.C. MAXECUTERS

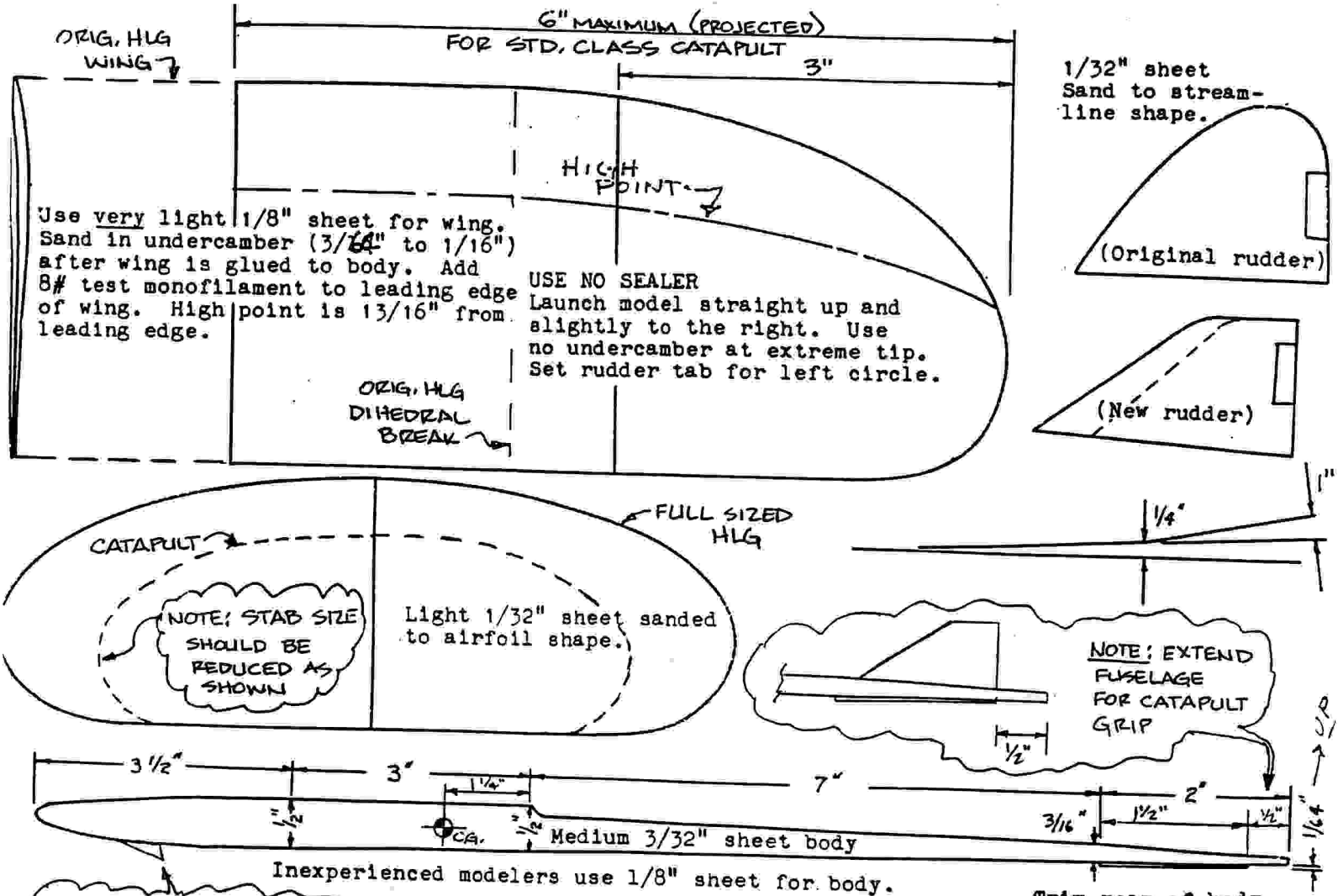


WELCOME TO CAT I HLG

DAN BELIEFF
(AS TOLD TO JOHN THORNHILL)

• THE TRIM IS BEST WHEN THE SHIP SLOWS DOWN ALMOST TO A STAND STILL SO SLOW THAT ANY TURBULENCE WILL UPSET THE SHIP





"BUNKER HILL" INDOOR GLIDER

Designed & Flown by Bob Larsh

MODIFIED FOR STANDARD CLASS CATAPULT

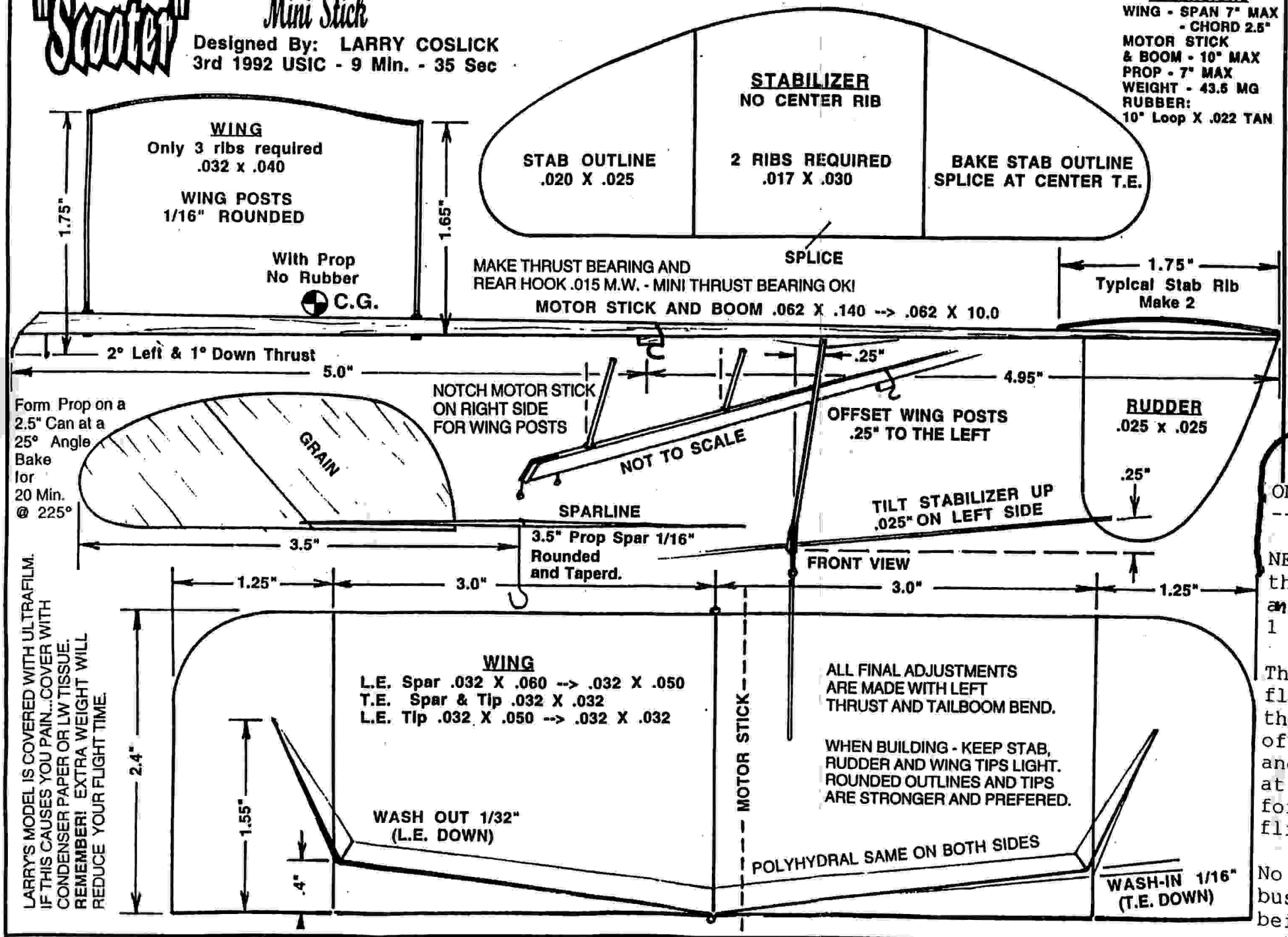
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"Scooter" Mini Stick

Designed By: LARRY COSLICK
3rd 1992 USIC - 9 Min. - 35 Sec

DIMENSIONS
WING - SPAN 7" MAX
- CHORD 2.5"
MOTOR STICK & BOOM - 10" MAX
PROP - 7" MAX
WEIGHT - 43.5 MG
RUBBER:
10" Loop X .022 TAN



the Flight Schedule
c/o Phil Thibodeau, Editor
3236 Park Street
Jacksonville, FL 32205

NOW THIS, PILOTS, IS THE WAY TO REPORT FF EVENTS IN YOUR AREA. PHIL THIBODEAK PUTS THIS LIST TOGETHER AS EDITOR OF FLIGHT SCHEDULE. IT IS THE BEST LIST IN ANY FLA. NEWSLETTER IN THE FUTURE WEAT H. P. WILL TRY TO DO AS WELL FOR YOU.
NOW - CALL A FRIEND GET OFF YOUR BUTTS AND LET'S GO FLYING.

the FLIGHT SCHEDULE!

- Some place(s) to go, some things to do!
- Flying at every club meeting...if we can!

POSTAL MEETS

FAC Summer Postal. 2 Divisions, Golden Age Civil and Modern Age Civil aircraft only. You may only enter 1 model per event and up to 3 flight times per model.

The winning entry will be that model flight time that comes closest to a secretly recorded "target time" somewhere between 30 seconds and 2 minutes.

To enter, fly model(s) & record time(s). Send name of model, flight time, class & your name etc to: FAC GHQ, 3301 Cindy Lane, Eire, PA 16506.

INTERSCALE 97Maastricht, Netherlands.

NAGOYA NUTS Nagoya, Japan

MIAMI Pistachio Postal Intergnats #15, contact Doc John Martin, 2180 Tigertail Ave, Miami, FL 33133 for rules and entry forms for the above.

CLUB MEETS

* See "Club Info" on page 1 for meetings, etc..

* Sept . 20, Bostonian Contest, 9:00 am @ Crown Point

LOCAL MEETS

* Sept. 20/21, Gateway Silver Eagles IMAA Fly-in. Joe Mead CD 904-388-7454.

AREA MEETS

* July 19/20, Punta Gorda, Fl. Soaring Soc. #10 for 442/444 JSO, Oliver Wilson CD, 941-627-2117.

* Sept. 14, Tampa, RC Speed Trials. Jim Smith CD 813-839-7710.

Sept. 21, Palm Bay, Record Trials, Ron Sharpton CD 904-767-6138.

* Oct. 11-13, Pensacola, Fall Southern Freeflight Champs (Gathering of the Turkeys). Jack Bolton CD 904-939-3354.

* Sept. 6, Pace, Alzheimers Fly-in. Rich Herman CD 904-433-8616.

* Sept. 6, Gainesville, U of FL Micro RC Plane Competition. Prof. Dave Jenkins 352-332-1165.

* Sept 6/7, AMA Dist V F/F Champs FMA at Palm Bay. No CD yet.

* Sept 6/7, Meet #4 FAC/MIAMI FAC Summer Series. No CD listed.

* Sept. 13/14, Dallas, GA, SPA Masters Champs. M. Walker CD 770-435-8158.

* Nov 15/16, Palm Bay, SAM 46 F/F Meet. Don Brimmer CD 813-525-6667.

* Dec 27/28, Tampa, King Orange Indoor . "Doc" Martin 305-858-6383.

* Dec 28-30, Palm Bay, FMA 44th King Orange Meet. CD Jim Juhl Sr/Jr. 407-393-6267.

NOTE INCLUSION OF CONTACT PHONE # FOR EVERY MEET - VERY IMPORTANT.

WORLD WAR 1 AEROPLANES, INC:

A tax-exempt service organization founded in 1961, devoted to:

- Those Magnificent Flying Machines of 1900-1940
- Their enthusiasts, including:
  - * builders
  - * restorers
  - * collectors
  - * museums
  - * historians
  - * scale modellers

We publish two Journals; membership includes a year of one or both: members contribute at least the indicated minimum, with anything over that as a tax-deductible contribution. Since we are a service organization, our expenses go beyond publication and mailing costs, so the more the better! Gifts of books or other saleable materials are also tax-deductible.

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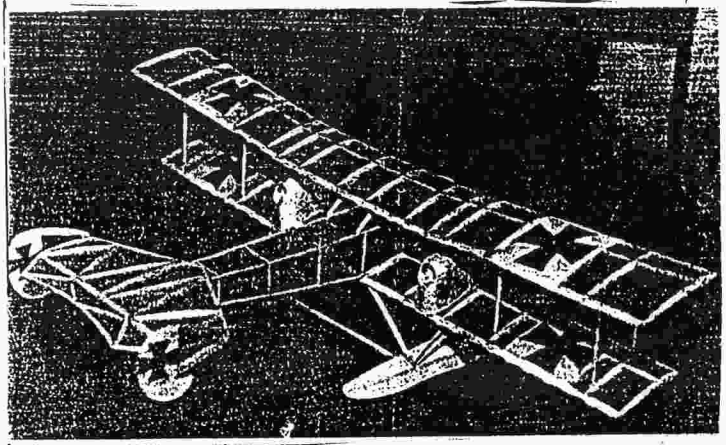
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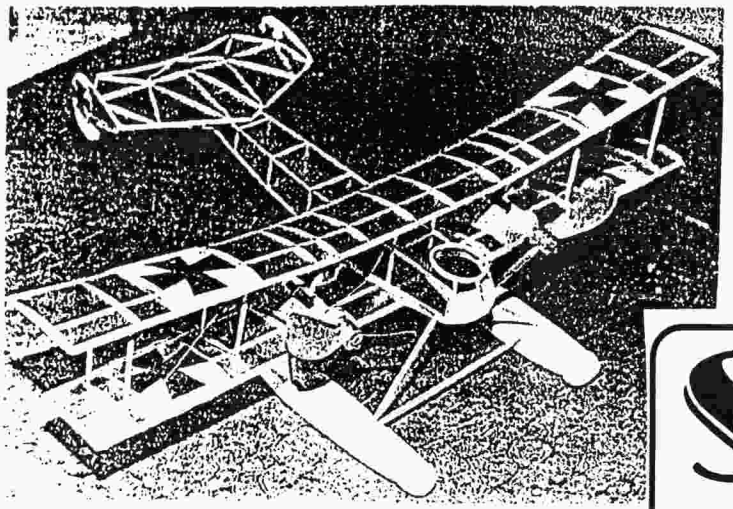
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W·W·1 Aero
THE JOURNAL OF THE EARLY AEROPLANE

Leonard E. Opdycke, Editor



2 Peanut-scale model plans by Lubomir Koutny. Zahrebska 33, 616 00 Brno, Czech Republic: on this page, the Gotha WD-7; on the next, the Oeffag HA.11. Note special arrangements for propeller drives. These are very small models, and they fly. A little bigger, with electric power? Or CO2?



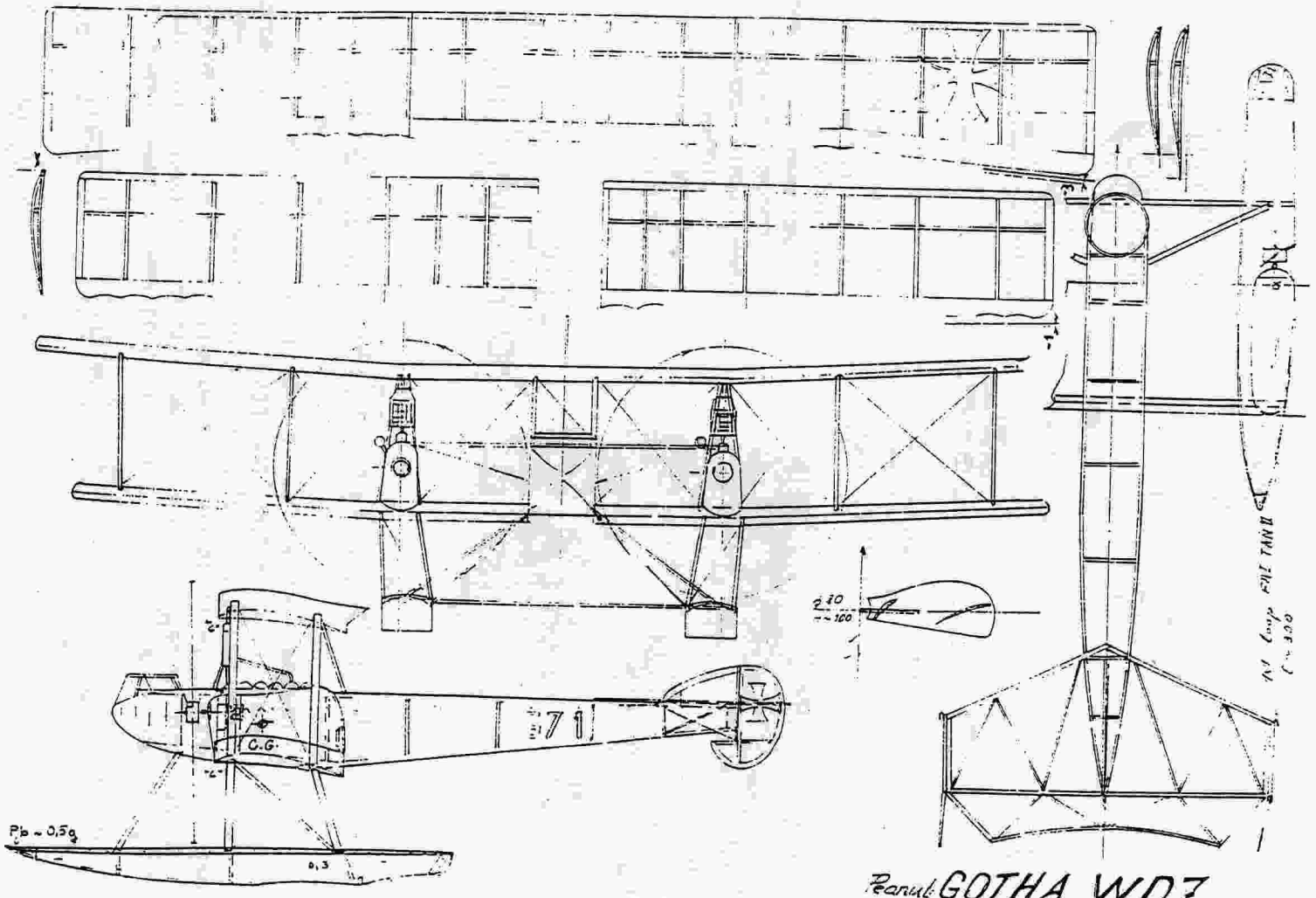
GOTHA WD 7 PEANUT. THOSE NACELLES LOOK LIKE FOAM

SCALERS - IF YOU DON'T GET THESE PUBLICATIONS YOU SHOULD. THIS IS FROM LOU BUFFARDI'S "MODELS" COLUMN IN WWI AERO. AUG. '97

SKYWAYS
THE JOURNAL OF THE AIRPLANE 1920-1940

David Ostrowski, Editor

(12)



Enlarge 140%.

Peanut GOTHA WD7

Koutný Bruno 1980

(3)

FLYING ACES SUMMER SERIES EXTENDED ONE MORE MEET. SEPT. 6, 7. FAC MEET 4

The Summer Series was to be the best 3 of 4 meets for the big, brash, ugly FLYING ACES CUP. Meet 1 was a disterous blow out so we have added meet 5 to the series...we still will count your best 3 meets. With 2 meets remaining (Sept. 6 & 7 and Nov. 15,16) there is still a chance for all you FACers to get in on the fun, win a KANONE and still get in on the 1997 season. See back page for details.

YES, IT'S THIS WEEK END

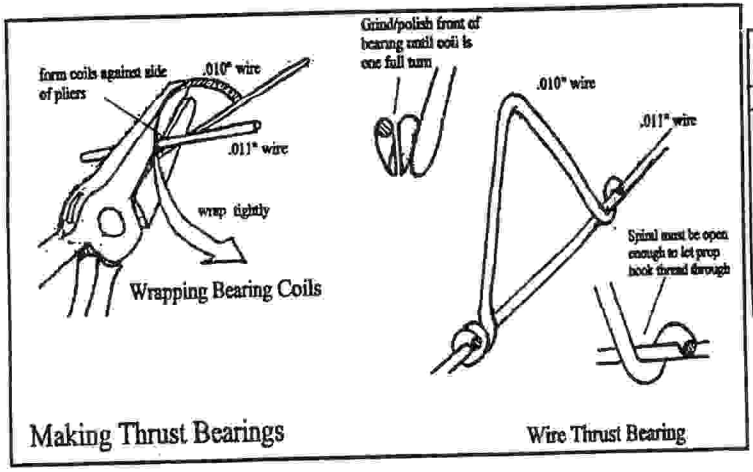
LAST MIAMA INDOOR MEET SEPT 13,14

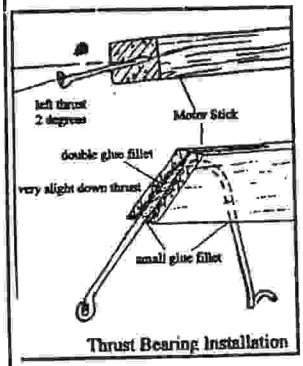
With all the difficulties in MIAMA season #26 due to the loss of MacDill, we finally conclude with meet 5 at Miami Dade South college... the same Cat.I site that we flew in meet 4. See Issue 187 or call Doc at 305-858--6363 for details.



DAN O'GRADY -

"Nothing important Dave - nothing on fax, nothing on voice mail, nothing on the Internet. Just, you know, handwritten *stuff."*





BOING HAWKS

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Dr.John
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58-6363.

TRY THIS POSTAL-
ON THE NEXT CALM, BEAUTIFUL MORNING, CALL A FRIEND & GO FLYING:

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.

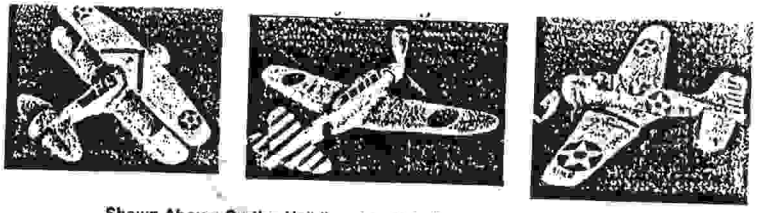
FLYING ACES IS GOING TO HAVE TO DEAL WITH FOAM OTHER THAN JUST BANNING IT.



The Bear. Peter Smart's outstanding-flying indoor model is made of blue foam. It weighs 50 grams and spans 34 inches.

HOW ABOUT A SEPARATE EVENT JUST FOR FOAMIES? THESE PLANES LOOK TOO WELL & FLY TOO WELL TO BE IGNORED.

FROM BILL HANNAN:



Shown Above: Curtiss Helldiver, The Nakajima Kate, Douglas Dauntless, all carved from foam.

Indoor Foam Scale Flying Models, HOW TO BUILD AND FLY THEM

Compiled by David Deadman, Peter Smart and R. Crossley

This booklet presents detailed instructions for making indoor flying scale models of astonishing realism and high performance, from Pistachios to Walnuts.

The foam method allows easy and rapid construction of ever complex subjects that would be difficult to simulate with traditional stick and tissue materials.

Examined are detailing, painting and trimming for flight.

Pictures show such models as an Avro Lancaster, Supermarine Spitfire, Lavochkin LA-7, Curtiss Helldiver, Junkers JU88, Curtiss Schneider racer, Martin B-26, Douglas Dauntless and more.

Numerous pictures and illustrations, plus one 3-view drawing. 16 pages 11-5/8" x 8¼" $7.95

HANNAN'S RUNWAY
BOX 210
MAGALIA, CA 95954 USA

WHAT'S ON IN FF ?

BRING YOUR JIMMY ALLEN

SEPT 6 & 7 PALM BAY District V Champs and Meet #4 of Flying Aces
Summer Series 305-858-6363 Mass Launch 9 AM Race Planes, 11 - Warplanes (I & II)
SEPT. 13 & 14 MIAMI DADE SOUTH COLLEGE (CONFIRMED) LAST MIAMA INDOOR MEET OF 26TH INDOOR
SEASON 26. 9 to 5. FAC MASS LAUNCH WW I
OCTOBER 25 & 26 St. PETERSBURG/CLEARWATER AIRPORT: US Coast Guar d HANGAR
FIRST MEET OF MIAMA INDOOR SEASON # 27 (Unconfirmed) #305-858-6363

NOVEMBER 15,16-PALM BAY: Sam Fall meet and meet #5 (Last) of FAC Summer Serie
CD Don Brimmer 813-525-6667 Mass L.: 9 AM Biplanes 11 -Golden
BRWG JIMMY ALLEN

Dec. 27, 28. TAMPA. MIAMA/DELTA AIRLINE INDOOR KING ORANGE

DEC 28,29,30. PALM BAY- OUTDOOR KING ORANGE

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





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