THE HANGAR PILOT

27TH YEAR of PUBLICATION
INDOOR ISN'T FOR EVERYONE

ISSUE 194

- RESULTS MIAMA MEET 5
- LINSTRUM'S LATEST PISTACHIO
- COMPLETE FAC SUMMER SERIES



A dapper passenger checks his watch before boarding a single-engine Curtiss transport. Promotional posters like this one caught the attention of more and more Americans as flying came to be accepted as a safe — though certainly exciting — mode of travel.



"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 906. One of two active all indoor free flight clubs in AMA. For a mere $12.50 you will receive all of the published issues that year. We encourage reader contributions because, frankly, we need the material. Letters, plans,]-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2100 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

MIAMA CLUB NEWS AND MEETS REPORT...LOTS GOING ON THIS SPRING.

After several date changes we finally had another great Coast Guard meet while the weather outside was really bad.. Dick Obarski made the arrangements and Gen Obarski did the paper work.. Thanks to a good turn out we got a financial cushion for our last 2 meets at the Armory. We also thank the generosity of the MIAMA members who contribute more than their entry fee and to Larson, MacEntee, Vince Sadwick et al who contribute personal funds to club activities..

During Saturdays lunch at the mess hall MIAMA presented the Coast Guard Station with a plaque of appreciation for the past ten years of meets in their hangars. Jake Larson presented a model Grumman Duck to the guardsmen. " A plane that your fathers flew".

Loyal MIAMA pilots George Nunez, son John, and his dad and mom drove up from Miami with a fleet of planes. John Wormley is getting really serious about the meets. He won Dime Scale (Not easy) and finished 2nd in Peanut and FAC Moth mass launch. Bob Shaw defied the odds by getting a Peck Miles M-18 to actually fly..also not easy. Ed Seay had his roving model shop set up at the hangar. Good wood ,new kits and supplies. He sponsored a mass launch event by providing his FAC Moth ROG kits to the pilots who built them in less than 3 hours. Results next page. He then moved on to Sun and Fun.... MIAMA's only life member!! He'll be seeing you at Johnson City. This guy gets around.

We hope you pilots will support the last 2 meets ...both in the excellent Homer Hesterly Tampa Armory. Meet 6 on May 23,24 . Flying Aces Mass Launch will be Modern Age. Peanut Mass Launch 2 PM, FAC 5 PM on Sat. Coconut 2 Sunday Meet 7, the Teddy Roosevelt Centennial Meet will be on June 20,21. In order to encourage FOAMIES we will award a Teddy Bear to the winner of the Foamie event. Flying Aces Mass Launch will be biplanes. This last meet is AFTER John.City Nats. (May 28-31) 504 N. Howard Ave. Tampa.

CLIP AND SAVE

FLYING ACES SUMMER SERIES: Starting with Don Brimmer's SAM meet in Palm Bay on May 2,3 we commence the season. John Tudor will CD this one, followed by MacEntee, Polento, Doc Martin, Steve Bacom as CD's through the season.. Bring ALL your FAC stuff, and if 2 other flyers have one..you have an event. Most popular in season one were: golden Age, Peanut, Old Time Rubber, FAC Scale, No-Cal, Power Scale, and Jumbo (Coconut).. There are 6 meets in the Summer Series, and we will count points from any 4 meets . Your best 5 events per meet.M/L: Biplanes

FAC Meet 2: May 30,31. Palm Bay Rebel Rally CD Bill Staley MaSS/Launch Warplanes
Meet 3:Palm Bay July 4,5 Fla. State Meet CD Rex Hinson Mass Launch Golden Age
Meet 4: Palm Bay,DIXIE NATS Mass Launch:Raceplanes
Meet 5:Palm Bay- Dist. V Champs CD Jim Juhl Mass Launch:WW II
Meet 6: Palm Bay. SAM 46. CD Don Brimmer Mass Launch: Low Wing

THE PISTACHIO INTER GNATS RESULTS ARE IN AND WILL BE FEATURED IN ISSUE 195.

MIAMA MEET 5 US Coast Guard Hangar APRIL 18,19 1998 CD Doc Martin Assisted by Gen Obarski

FLYING ACES PEANUT SCAIE	Stat	Time	Total
1. Rich MacEntee Currie Wct	75.6	1:02	136.6
2.John Wormley Fike	61.2	1:27	134.7
3.Doc Martin Ford 2-AT	54	1:28	128
4.Sidney Gilbert Lacey	51	1:27	124.5
5.Newt Bollinger Cougar	54	1:14	121
6.George Nunez PT-19	66	:45	111
7.Walt Schlesinger Fike	50.5	:25	75.5
1st Junior J.J. Nunez Airdale	52	:44	96

FLYING ACES SCALE

1.Doc Martin Vance Wing	73	1:06	136
2.George Nunez Rumpler	76	:54	130
4.Rich MacEntee PT-19	66.7	:58	124.7
3.Don Brimmer Aeronca Champ	61	1:14	128
5. Sidney Gilbert Comper	52	1:20	122
6.Walt Schlesinger P.Porter	57	:36	93
Lst Junior J.J. Nunez Bush Avenger	67	1:02	122

MINI-STICK
1.Dick Hardcastle 7:55
2.Dick Obarski 7:01

LIMITED PENNY
1.Dick Hardcastle 6:10

EASY B
1.Dick Hardcastle 17:06
2.Dick Obarski 13:50

CATAPULT GLIDER
L.Dick Hardcastle :30 :31
2.Carl Hedley :27.5 :28.5

HL GLIDER
1.Carl Hedley19.5 20.5

MIAMA PISTACHIO: Scale.

1.Don Brimmer Cougar 1	2:07	1	2Total	
2.Doc Martin Goldwing 2	1:43	2	4	
3. George Nunez Vagabond 1	:25	6	7	
X.Doc Martin Windham 2	:51	3	5	
4.Walt Schlesinger Cougar 2	30	5	7	

MIAMA DIME SCALE
1.John Wormley C. Robin 373
2.D. Obarski C. Robin 326
3.Walt Schlesinger Nie 17 160
4.John Polento Stratoplane 50
5.S. Gilbert C. Robin 48

MIAMA Model of a Model Pistach.
1.Rich MacEntee PK-23 3:46
2.Don Brimmer Boston Found 2:11
3.Sidney Gilbert Pussy Cat 2:06
4,Dick Obarski C-1 Pursuit 1:34

MIAMA LEGAL EAGLE
1.Dick Obarski Simple Eagle 11:47
2.Dick Hardcastle 10:29
3.N, Bollinger Pro Bono 9:38
4.R. MacEntee T Tail 9:16
5.S. Gilbert Bronco 3:27
6. D. Brimmer Paper Chase 1:41

MIAMA COCONUT
1. Doc Martin Messerschmitt M-20b 1:16
2.John Polento Turbo porter :55

FLYING ACES EMBRYO ENDURANCE
1.N. Bollinger Colt 50 7:06
2.Sidney Gilbert Colt 6:09
3.Dick Obarski 5:10

AMA BOSTONIAN

1.Sidney Gilbert Road Runner	1.05	303.4	4.Don Brimmer Hornet		4:37
2.Newt BollingerColt 48	1.05	302.4	5.John Wormley Hornet		3:42
3.Rich MacEntee PAMA	1.20	290.4	6.John Polento		2:40
4.John Wormley Pup	1.05	168			
5. John Polento Pacific Ace	1.05	117.6			

MASS LAUNCH EVENTS

FLYING ACES NO-CAL
1.Rich MacEntee Fike 4:09
2.Dick Obarski Mr. Smoothie 3:42
3.Doc Martin Dayton 2:19
4.John Polento He-110 1:20
5.Don Brimmer Mauboussin :59
6.Walt Schlesinger Fike :19

FAC PEANUT MASS LAUNCH
1.Sidney Gilbert 6.W.Schlesinger
2.Doc Martin 7.Bob Shaw
3.John Nunez (Jr.) 8.John Polento
4.John Wormley
55.Rich MacEntee

FAC GOLDEN AGE MASS LAUNCH
1.Rich MacEntee
2.Sid Gilbert
3.George Nunez
4.W. Schlesinger
5.John Nunez

SPECIAL ED SEAY FLYING ACES MOTH MASS LAUNCH:
1.Rich MacEntee
2.John Wormley 6 other entrants in Moth M/L
3.John Nunez

The Right Stuff: A Maverick Flier Scales New Heights

* * *

How Mr. Andriukov Rocked The Model-Plane World; More Than Rubber Bands

CAN YOU BELIEVE THIS PILOTS? FREE FLIGHT ON PAGE 1 OF WALL ST. JOURNAL

By Neal Templin
Staff Reporter of The Wall Street Journal

TAFT, Calif. – Talk about tightly wound.

Alexander Andriukov stands in a vast brush-covered field, his hands wrapped around a model airplane with a five-foot wingspan. He grabs the propeller and gives the powerful rubber band inside its fuselage a twist. Then he takes a quick step and hurls it into the air. The plane shoots off into the cloudless California sky, and three minutes later, the craft drifts back to earth – just about a mile from where Mr. Andriukov is standing.

For years, fliers of Wakefields – among the world's highest-performance rubber-band-powered planes – personally constructed their craft in basement workshops or garages. Then Mr. Andriukov, a Ukrainian aeronautical engineer – and the field's current world champion – propelled a slew of high-tech ideas into the world of Wakefielders. This most arcane of sports hasn't been the same since.

Mr. Andriukov equips his planes with complex delayed-release propellers that allow him to hurl them like javelins at the beginning of the flight. His ingenious front end changes the propeller's pitch in midflight to keep the revolutions high.

He even put a special heater on his planes to put more snap in their rubber bands. The idea sparked such long flights that the device has been banned by the Paris-based Federation Aeronautique Internationale, which sets the ground rules for aviation contests.

Because of his wizardry, Mr. Andriukov last summer became the first three-time winner of the Wakefield trophy when his final flight stayed aloft for seven minutes and 44 seconds – the best time in that competition. Forty-two years old in a sport where people compete into their 60s, Mr. Andriukov is widely considered to be the best Wakefield flier ever.

These aren't the rubber-band-powered planes furtively launched at third-grade



Alexander Andriukov

teachers. Rather, they cost up to $1,500 apiece, pack as much energy as a bullet leaving a gun, and can gain thousands of feet in altitude if they catch a thermal. They weigh only eight ounces and are powered by little more than an ounce of lubricated rubber strands.

The rubber motor is so taut that competitors use a device that looks like a hand drill to crank them up, straining like fishermen reeling in marlin as they do so. Only a single supplier in the world, John Clapp of Sayre, Penn., sells the springy rubber used in Wakefields, and he refuses to disclose where he buys it. Each time he receives a new batch, Mr. Clapp sends samples to a select bunch of fliers who test it on homemade stretching contraptions.

Robert Piserchio, a former member of the U.S. national Wakefield team, uses a 14-foot-long board and a boat winch to study the energy retention of each new shipment. Last July, he received a now legendary batch "that tested better than anything I had ever tested before," he recalls. "I quickly called up my friends and said, 'Buy all you can.' "

Founded by Lord Wakefield of Hythe in 1928, the biennial Wakefield competition takes place all over the world. Next year's competition will be held in Israel; last year it was in the Czech Republic, where Mr. Andriukov was again named champion.

Mr. Andriukov's design ch
so recast the sport that many to
purchase parts or entire planes
ern Europe, where a cottage i
sprung up to produce models
Mr. Andriukov and other top Ea
pean fliers.

'I Get a Little Cheesed Off'

Some old-time fliers are ir
developments in their field. Da
son qualified for the British
team but declined to compete
world championship as a prot
the use of purchased airplanes
tors. "I'm quite happy to fly a
driukov and his airplanes," say
person. "But I get a little cheese
I fly against him and a dozen
identical airplanes."

Wakefield fliers typically
volved with the sport as chi
often fly for 40 or 50 years. Mr.
began flying model planes at
Latvia, where his father was a
the Soviet missile command. He
national team in 1981, receiving
similar to that given champio
including foreign travel and
spring-training session.

But Mr. Andriukov's enginee
the Ukraine was a casualty of the
collapse in the early 1990s. For a
he supported his family by
Wakefield planes. He moved t
Angeles area last year after a m
ing buddy got him an engineer
AeroVironment Inc., where he
team working on a solar-powered
tude flying wing to be used by
Aeronautics and Space Administ

If the Timer Fails

He has become a regular part
regional competitions like the
weekend at Taft, a tiny oil-patch
hour and a half north of Los Ang
is one of the few places in
California with the huge spaces
tively tranquil winds required
Wakefields.

The planes, which aren't r
trolled, are guided based on
fliers have preset the rudders

WE GET GREAT LETTERS HERE AT MIAMA DEPT: (4)

FREE NFFS FLIGHT

THE NATIONAL FREE FLIGHT SOCIETY DIGEST

Chris Weinreich, Editor 905 W 5th Ave., Olympia, WA 98502, (360) 352-8183

Doc Martin
2180 Tigertail Ave
Miami, FL 33133

Dear Doc:

Just a note to let you know I read with interest that article you had on the history of aviation comics in the latest *Hanger Pilot*.

It touched a cord because I have a friend who collects pulp aviation fiction books from the period between the wars. He must have over a 100, and like comic books, some of them go for a lot of money.

Most of them were written for the teen market and the writing was pretty much formula stuff. The plots pretty much followed in the same vein as the comic books. Interestingly enough one of the writers in the 1920's was Major H.H. Arnold, who had not yet earned the nickname "Hap".

Probably the most interesting part of them, are the covers, some of which are classic examples of the illustrator's art.

I enjoy the *Hanger Pilot*. Keep up the good work.

Chris

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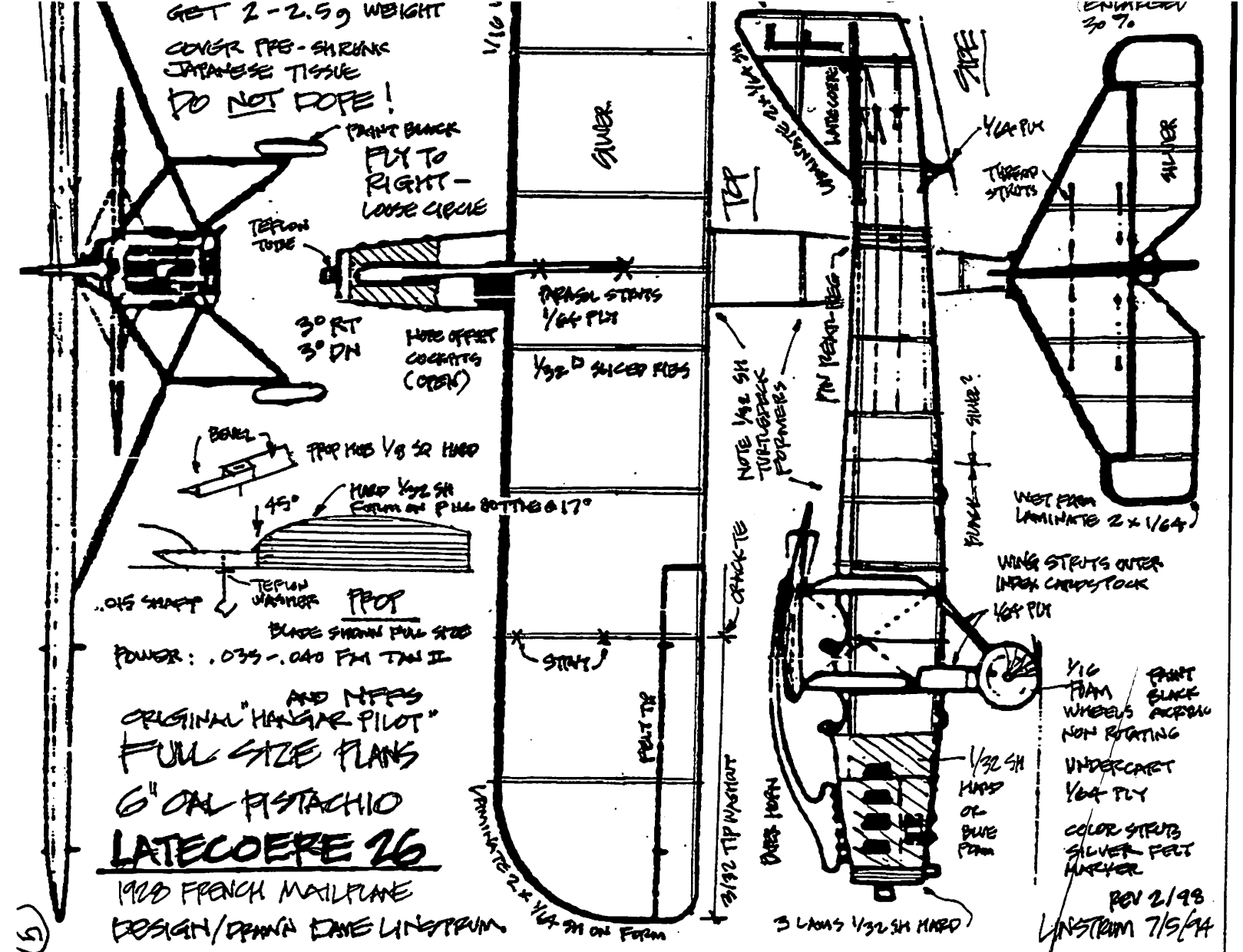
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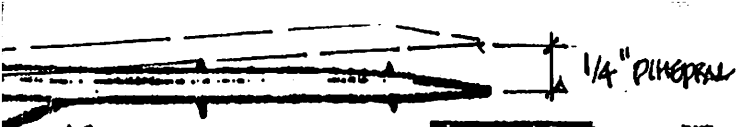
To whom it may concern,

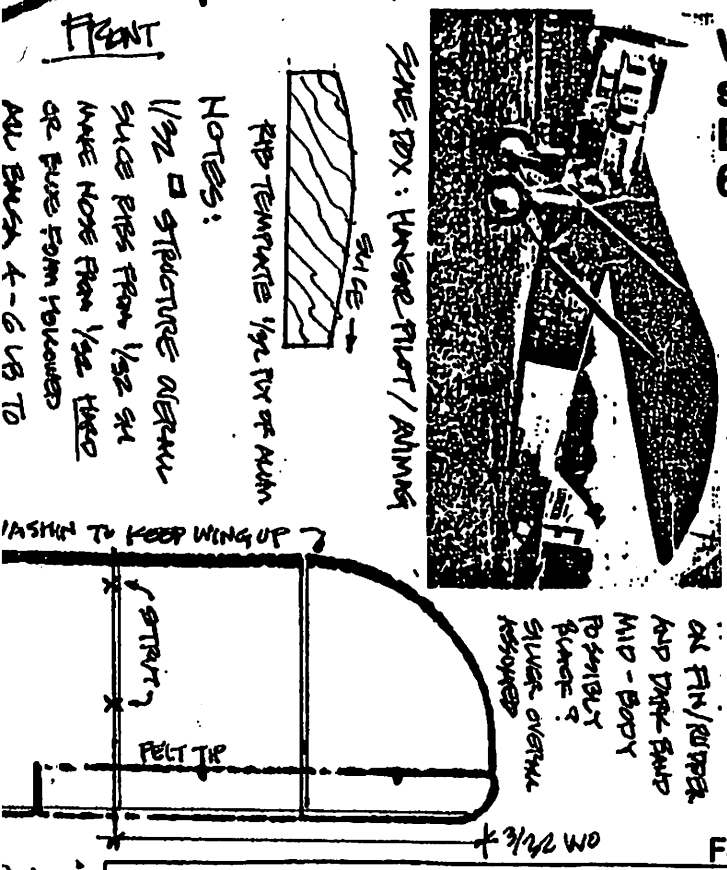
Richard Papenguth
PO Box 2386
Culver City, CA 90231

A few years ago we recieved a MIAMA application from Richard Papenguth as a subscriber to Hangar Pilot. This strange Obituary announces his demise. A very disturbing note from R. Pentecost of PO Box 1991 Wilmington, CA 90748

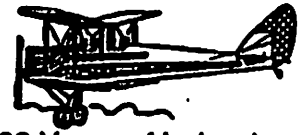
died on Dec. 20th, 1997. Please remove his name from your mailing list. Unfortunately, he was not prepared to meet his maker, as he died a sinner. He immediately woke up in hell, having rejected Christ his entire life. I hope the same fate doesn't overtake whoever is readng this letter. Jesus died for all sin, no matter how vile, even yours. He accomplished this work on the cross, and was accepted by God the Father who showed his approval by raising him from the dead. Simple faith in Jesus Christ will wash away all of your sins, and open the door to eternal life. Thank you.


GET 2-2.5g WEIGHT
COVER PPG - SHRINK
JAPANESE TISSUE
DO NOT DOPE!
PAINT BLACK
FLY TO RIGHT - LOOSE CIRCLE
TEFLON TUBE
3° RT
3° DN
HOLE OFFSET COCKPITS (OPEN)
1/16
SPARS
PARASOL STRUTS 1/64 PLY
1/32 D SLICED RIBS
BEVEL
PROP HUB 1/8 SQ HARD
45°
HARD 1/32 SH FORM ON PULL SETTING @ 17°
.045 SHAFT
TEFLON WASHER
PROP
BLADE SHOWN FULL SIZE
POWER: .035-.040 FM TWIN II
AND MFES
ORIGINAL "HANGAR PILOT"
FULL SIZE PLANS
6" OAL PISTACHIO
LATECOERE 26
1928 FRENCH MAILPLANE
DESIGN/DRAWN DAVE LINSTRUM
TOP
LAMINATE 2 x 1/64 SH ON FORM
3/32 TIP WASHOUT
FELT TIP
STRIP
CRACK-TIE
NOTE 1/32 SH TURTLEDECK FORMERS
PIN REMOVABLE
LANDING GEAR
1/64 PLY
TURTLEDECK
WING STRUTS OUTER INNER CARDSTOCK
1/64 PLY
1/16 FOAM WHEELS PAINT BLACK ACCROU NON ROTATING
UNDERCOAT 1/64 PLY
COLOR STRUTS SILVER FELT MARKER
1/32 SH HARD OR BLUE FOAM
OVER HORN
3 LAMS 1/32 SH HARD
WRAP FORM LAMINATE 2 x 1/64
ENLARGED 30%
REV 2/98
LINSTRUM 7/5/94





Vol 6 & 7 Here Now!! Lots of stick & tissue plans / how-to! Best of the Hangar Pilot Vol 6 & 7 only $7 ea ppd USA to:



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815 W 300 S #2
Provo UT 84601
USA

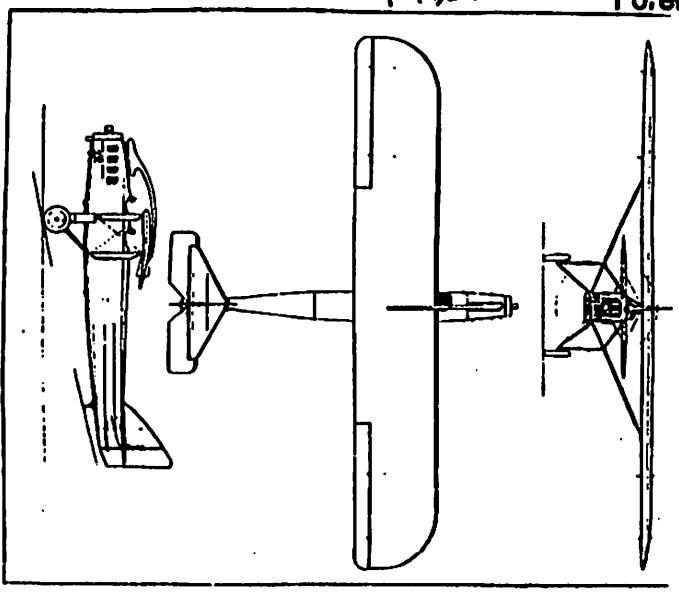
23 Years of Indoor!

Complete your set: back issues of Vol 1,2,3 $20/set Vol 4,5 $14/set These contain plans for the best flying models by MIAMA's talented designers!

It's NOT just a Calendar !!!

1995 Scale Flyer Calendar contains 14 Planes Worth Modeling, with building plans for contest winners including Swiss 1921 Dornier Falke. Hang in your shop/ build from it!!! ON SALE only $4 ppd or $3 with any Best of the Hangar Pilot order above! You tried the rest- now get The Best!

Foreign P & H add $2 / vol for Air Mail UK/Eur



No one knows exactly where originated. We call it Murphy's Law of Perversity and it reads as follows:

OAK-LAND CLOUD DUSTERS

Nothing is as easy as it looks.
Everything takes longer than you expect.
If there is a possibility of several things going wrong, the one that goes wrong first will be the one that will do the most damage.
Left to themselves, all things go from bad to worse.
If you work on a thing long enough to improve it, it will break.
If you think everything will be OK, you have surely overlooked something.
Mother Nature always sides with the hidden flaw.

AIRDEVIL MODEL CO.
HANGAR No. 1,
PINKHAM FIELD.

Nov. 11, 1997.

MORE: WE GET GREAT LETTERS HERE AT MIAMA

DEAR DOC,

I AM WRITING IN RESPONSE TO THE QUESTION ABOUT PROF. T.N. DE BOBROVSKY HERB WEISS PUT FORTH IN HIS LETTER YOU PRINTED. THE PROFESSOR HAS ALWAYS BEEN A MYSTERY TO ME, AS WELL. I HAVE THE FEELING HE WAS A DISPLACED RUSSIAN, LIKE SIKORSKY AND SEVERSKY. HIS WRITINGS IN THE EARLY ISSUES OF MODEL AIRPLANE NEWS ACTUALLY SHOW A TRACE OF ACCENT BY THE OMISSION OF SMALL WORDS SUCH AS "A", AND "IT".

IN HIS MODEL DESIGNS, SOME OF WHICH BORDERED ON ABSURDITY, HE CONCENTRATED ON DRIVING HOME A PARTICULAR POINT WHILE ALSO TRYING TO ENCOURAGE EXPERIMENTATION. FOR EXAMPLE, IN THE MAY, 1931 ISSUE OF M.A.N. T.N. HAS A PLAN FOR A MODEL THAT CAN BE BUILT AS A BIPLANE OR MONOPLANE. "A CANTILEVER MODEL WITH MANY UNUSUAL FEATURES", SAYS THE SUB-TITLE NEXT TO 3 PHOTOS. THE PHOTOS SHOW THE MODEL AS A BIPE, LOW WING, AND PARASOL. BUT THE MOST UNUSUAL FEATURE IN NONE OF THIS BUT THE FACT THAT THE MODEL HAS NO VERTICAL TAIL!!!

NOW, THE GOOD PROF. DRONES ON AND ON ABOUT ALL OTHER FEATURES OF THIS MODEL INCLUDING A PARACHUTE DROPPING DEVICE THAT I AM POSITIVE WILL NOT WORK, BUT NO MENTION OF THE LACK OF A VERTICAL TAIL EXCEPT FOR THE FOLLOWING,.....

"ANOTHER FEATURE TO BE NOTICED IS THAT IT IS EQUIPPED WITH NEITHER FIN NOR RUDDER. IF ONE WERE TO BUILD AN ACTUAL PLANE OF THIS TYPE THE FRONT FIN AND RUDDER COULD BE REPLACED BY SOME PATTENTED RUDDER PLACED ON THE WINGS."

IN OTHER ARTICLES T.N. HAS MADE MENTION OF HIS "LABORATORY" IN NEW JERSEY AND STUDENTS WHO HAVE BUILT MODELS TO HIS DESIGN, AND THE TESTING DONE IN HIS WIND TUNNEL. I RECALL ASKING HENRY STRUCK IF HE KNEW T.N. HENRY SAID HE DID NOT, BUT THAT LOUIS GARAMI USED TO VISIT T.N. AT HIS LAB IN JERSEY.

MY EXPERIENCE WITH THE PROFESSORS MODEL DESIGNS ALWAYS DICTATED EXTENSIVE MODS TO GET THEM TO WORK. AND HIS GADGETRY IS BEST IGNORED.

AFTER BEING REPLACED BY CHARLES HAMPSON GRANT AS MODEL EDITOR FOR M.A.N., PROFESSOR DEBOBROVSKY MOVED OVER TO BECOME TECHNICAL EDITOR OF A SMALL SHORT LIVED MAGAZINE CATERING TO THE HOME-BUILDER OF THE EARLY THIRTIES CALLED "SPORTSMAN AVIATIO AND MODELPLANES". HE ALSO CONTRIBUTED SHORT BITS TO POPULAR AVIATION MAGAZINE.

ANYONE KNOW ANYMORE ON THE ENIGMATIC PROFESSOR????

Dave

DAVE STOTT

(7)

EARL F. STAHL
403 MARLBANK DRIVE YORKTOWN, VIRGINIA 23692

Change ZIP

February 4, 1998

Dear Doc,

Continue to enjoy the HANGAR PILOT, so re-up me for another year.

Yes, I have been paying attention to the remarkably attractive hollow-foam models featured in several English magazines. The realism of some of those models is truly impressive.

One day, I'd like to give that approach a try. I suspect one must be careful to protect against breathing and sight damage while hollowing interiors with a high-speed motorized tool. Right now I can't build anything with accuracy and satisfaction because of medication to treat a ventricular tachycardia condition A pacemaker/defibrillator and daily fist-full of pills have kept me going. Nevertheless, I keep my gaze tuned to discover the distant, bright horizon doctors encourage me to anticipate.

Best wishes,

Earl

He Rocks the Model-Plane World

(8)

BOWG EMPLOYEES NEWSLETTER GENE STUBBS

controls. The competition starts with seven three-minute flights spread over seven hours. Fliers know if they don't hit three minutes in all the flights—or their craft fly out of sight — they are out of the competition, but the mood is still relaxed. "I will try, but not too seriously," promises Mr. Andriukov, who freely banters with the other competitors between long hikes to retrieve his plane.

Seven of the 13 competitors, including Mr. Andriukov, qualify for the fly-off. Everyone takes a break until the late afternoon, when the winds are calmer.

When they return, it's a different Mr. Andriukov. He now equips his plane with a superb rubber band — from the 1997 batch that is considered the best ever. Asked by this reporter what he's doing as he tinkers with his plane, the normally patient Mr. Andriukov snaps, "Preparing for fly-off."

Mr. Andriukov is among five fliers who keep their planes aloft for at least five minutes. The next round is seven minutes, very difficult unless a plane catches a thermal. The stocky Mr. Andriukov takes a couple of deep breaths, like a champion weight lifter, before giving his plane a mighty heave.

His plane climbs about 200 feet in the first four seconds, then begins a slower spiraling ascent. Several other competitors get their planes up almost as high, but the last competitor touches down in six minutes and 31 seconds. Mr. Andriukov's plane, meanwhile, is still making graceful circles hundreds of feet above a kitty litter factory when the timer goes off at 8½ minutes, and the craft begins its descent.

A broad smile splits Alex Andriukov's broad, sun-burned face. A few minutes later, he receives his reward: a bottle of champagne with $26 ($2 for each contestant) taped to it, and he pops it open. The second-place finisher, Bob Tymchek, a longtime top flier from Nipomo, Calif., briefly frets about tactical mistakes before joining in the camaraderie. But "if I had to get beat," he says, "it's OK to get beat by Alex."

A GREAT STORY FOR THE UNINITIATE MR TEMPLIN!

English - The Universal Language

The European Union commissioners have announced that agreement has been reached to adopt English as the preferred language for European communications, rather than German, which was the other possibility. As part of the negotiations, Her Majesty's Government conceded that English spelling had some room for improvement, and has accepted a five-year phased plan for what will be known as EuroEnglish (Euro for short).

In the first year, "s" will be used instead of the soft "c". Serten, civil servants will resieve this news with joy. Also, the hard "c" will be replaced with the "k". Not only will this klear up confusion, but typewriters kan have one less letter.

There will be growing publik enthusiasm in the sekond year, when the troublesome "ph" will be replaced by "f". This will make words like "fotograf" 20 persent shorter.

In the third year, publik akseptanse of the new spelling kan be expekted to reach the stage where more komplikated changes are possible. Governments will enkorage the removal of double letters, which have always ben a deterent to akurate speling. Also, al wil agre that the horible mes of silent "e"s in the languag is disgrasful, and they would go.

By the forth year, peopl wil be reseptiv to steps such as replasing "th" by "z" and "w" by "v".

During ze fifz year, ze unesesary "o" kan be dropd from vords kontaining "ou", and similar changes vud of kors be aplid to ozer kombinations of leters.

After zis fifz yer, ve vil hav a reli sensibl riten styl. Zer vil be no mor trubls or difikultis and evrivun vil find it ezi tu understand ech ozer. Ze drem vil finali kum tru. Ve haf vays ov making yu tok . . .

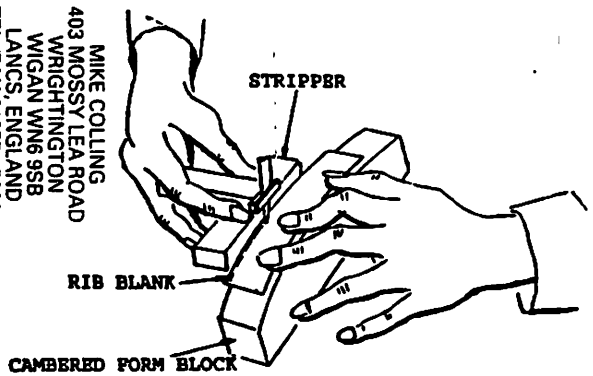
Norwood News: 4 Good Indoor Issues A Year - 15$ / Yr.

Laminated Wing Ribs FROM NORWOOD NEWS - MIKE COLLING UK

(1)

Until recently most ribs on lightweight indoor models have been sliced from sheet balsa using a template. One disadvantage of this technique is the possibility of the ribs splitting along the grain which inevitably runs across the rib camber line close to the leading and trailing edges. More recently ribs have been made by hot forming a balsa sheet on a camber block, using a technique similar to that used for forming propeller blades. The ribs are then sliced off the edge of the cambered blank as shown below.

MIKE COLLING
403 MOSSY LEA ROAD
WRIGHTINGTON
WIGAN WN6 9SB
LANCS, ENGLAND
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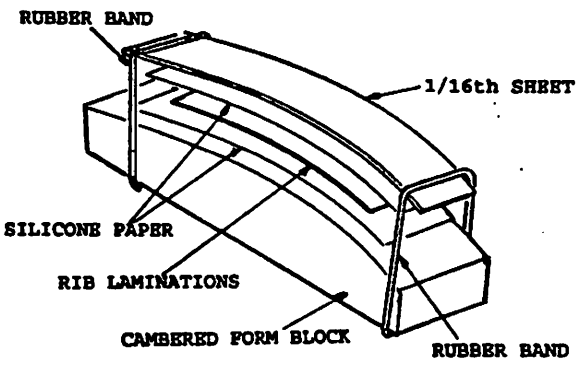


Although this approach obviates the splitting problem there can be a tendency for the ribs to gradually straighten and loose their camber.

This note describes a method for laminating ribs which not only avoids the two problems described above but also results in ribs which are stiffer for a given weight.

The Laminated Ribs are formed in a similar way to the hot formed ribs described above except that they are laminated from two layers of sheet balsa bonded with Wallpaper Paste. In this case, of course, the sheet used has a thickness of half the final depth of the finished ribs.

The adhesive is very dilute and is prepared by dissolving two teaspoonfuls of 'Solvite All Purpose Paste' powder in a half pint of water. The two laminations are generously painted with the paste, (they are not soaked), placed together and gently pressed between two paper towels to exclude excess paste. The laminations are then placed over the cambered form block between two layers of kitchen silicone paper, (ordinary grease proof paper will not prevent sticking). The lay-up is then held down to the form block with a pair of rubber bands and an additional layer of 1/16th sheet as shown below.



EARL VAN GORDER ILL?

Capt. Jake Larson tells us that Columnist for Flying Models, Earl Van Gorder is seriously ill, and has been admitted to a medical care establishment. As readers of his "Flying Things For Fledglings" Column (Featuring many model photos by Capt. Jake) know, Earl has been a big time promoter of free flight, scale, new kits, and club newsletters and meets. Jake says Earl would appreciate news and photos at his new address: "Oakwood" 200 Bassett Rd. Williamsville NY 14221 716-564-3064 DROP HIM A NOTE.

FLYING ACES ANNOUNCEMENT:

THE MIAMA FOAMIE EVENT IS A CLUB EVENT AND **NOT** AN FAC EVENT. CLUB POINTS - NO KANONE

Mr. John Marcin, ANOTHER GREAT LETTER 3/3/98

Thank you very much for the sample copy of Hanger Pilot, I enjoyed it very much. Unfortunetly I may not be able to subscribe on acount of a tight budget, though I might be able to scrape together enough.

I am a newcomer to indoor flight and would like to get as much info on indoor flight as possible, so I thought I would ask you to please put something like this in your magazine:

Can Someone help Luke? Doc

I AM A NEWCOMER TO INDOOR FLIGHT AND AM LOOKING FOR INFO, PLANS ETC. ON INDOOR FLIGHT. PLEASE SEND TO, LUKE AURICH 2680 GRAY ST. EDGEWATER CO 80214

Luke Aurich AGE 13
2680 GRAY St.
EDGEWATER CO
80214



Would something like that be all right? Love your magazine!

WHAT'S ON IN FREE FLIGHT ?

May 2,3 PALM BAY Sam 46 Spring Meet and FIRST FLYING ACES SUMMER SERIES CONTEST C/D Don Brimmer. FAC CD John Tudor 407-725-3563 See P. 1

MAY 23,24 MIAMA INDOOR MEET #6 TAMPA ARMORY — MASS LAUNCH - MODERN

May 17. Palm Bay Record Trials Ron Sharpton

May 28-31 Johnson City ETSU Nats.

JUNE 20,21. Teddy Roosevelt Meet #7 Last MIAMA Meet, See page 1 for details MASS LAUNCH BIPLANES

MAY 30,31: PALM BAY. Rebel Rally and Flying Aces Summer Meet #2 CD Bill Staley

JULY 4,5: PALM BAY Fla. State Meet. CD Rex Hinson Flying Aces Summer Series#3

JULY 25 WORLD FAMOUS MILLARD WELLS ROW MEET. Islamorada ,Keys.

AUG.9,10 Palm Bay, DIXIE NATS FAC Summer Series #4

AUG. 29,30:Palm Bay : Dist. V Champs CD Jim Juhl Flying Aces Summer Series #5

NOV. 14,15 Don Brimmer's SAM 46, Flying Aces Summer Series # 6.

TO CONFIRM MEETS CALL INDOOR HOTLINE THE NIGHT BEFORE
305-858-6363

THE HANGAR PILOT

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