THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION — MIAMA

27TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

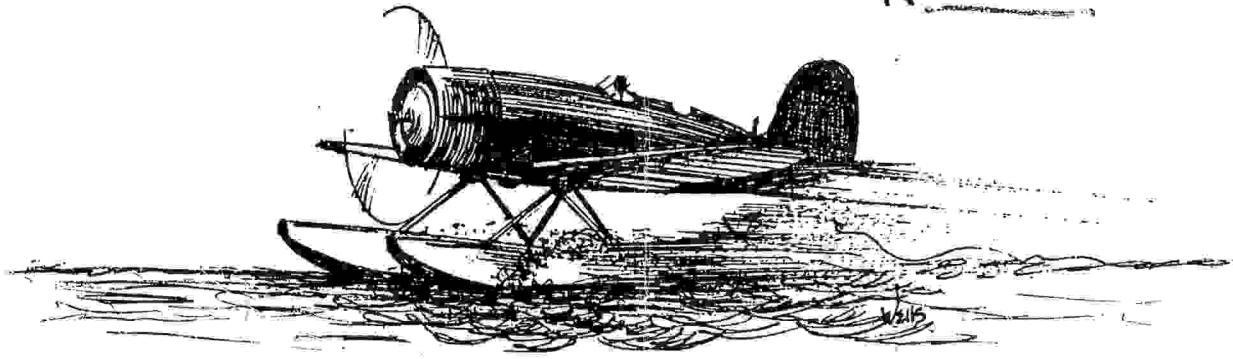
ISSUE 197

- HALL OF FAME
- MACENTEE'S PEANUT SCALE FLOAT PLANE.
- GREAT NEW SEASON DATES.
- NEWS OF TROPICANA INDOOR SITE.

THE GREAT FLORIDA KEYS

ROW OUTDOOR MEET

RESULTS



NEXT MEET - SUN SEPT. 20 MIAMA
ROW MEET - SEE P.3
FIRST INDOOR MEET - OCT 10,11
US COAST GUARD - ST. PETE



FAC CLUB #11
"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 [redacted]. 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.

3624

12th ANNUAL FLORIDA KEYS R.O.W. (RISE OFF WATER) MEET 1998

Saturday, July 25th - First Light to 9:30AM

Once again gracious Plantation Yacht Harbor played host to the legendary Millard Wells Rise Off Water Rubber Powered Model Airplane Meet which was judged as follows:

Scale Judging: Was done after the fact. Rank Style - 1 to total number of entries - example : If there were 10 entries, the highest scale score was 10 - etc. Planes were judged only after successful flights. No R.O.W., NO SCORE.

Flight Scores : Take-off 1-10 Points
Landing 1-10 Points
Chrisma 1-10 Points
Plus 1 point per second flight duration. Best single flight of unlimited attempts. No maximum or minimum time. Judge's decision final. Assisted take-offs DISQUALIFIED - NO SCORE.

18 models were entered, most were reruns from years past. The exception was Rick MacEntee with a trim Cessna 180 which turned in 2 dazzling take-offs in the early a.m. The air was split by the 180 for a long 56.3 flight, followed by another r.o.w. of 34.2.

The Retrieve Crew, Joe Miklas and lovely Pat Saunders, got an early a.m. (hardly light) work-out. Rick's 3rd attempt crashed when a cruel, 15mph gust dashed it into the shallow water.

Mac's two entrees, the Cessna 180 and the Taylor Craft, flew 1st and 2nd place with scores of 79.4 and 76.5 respectively. Great job proving the early birds fly longer.

George Nunez, Sr. took 3rd place score 72.5 with his reliable old Canuck with the most chrismatic flight of the morning. George also took 4th place with a score of 59.7 and 5th place with a score of 48.7.

Doc Martin (Great Guru of indoor model meets) flew his old Messer M-20, The Dornier Comet, and a Curtiss "Seamew".

Juergen Kortenbach entered his Sopwith and the very fast Ryan St. Both r.o.w.ed in great style and class. The Ryan proved another so-far overlooked factor (clean aerodynamical configurations) penetrate better, giving faster take-off runs.

(2)

Mike Bacon, many-time participant, showed up to offer his expertise to many of the flyers.

Our great indebtedness to Sal Gonzalez who has faithfully filmed our meets for many years.

This was a scale model meet, but Ralph Squeglia flew an unofficial 12" stick job r.o.w. into the top of a palm tree. One half hour later it came down to a perfect l.o.w.

The meet was CD'ed by R.O.W. host Millard Wells and dedicatedly timed by B.J. (Kathy) Fox. Listed below is a complete score sheet of who did what.

1.	Rick MacEntee	Cessna 180	FAC Score-10	Flight-76.5
2.	Rick MacEntee	T-Craft	FAC Score- 8	Flight-79.4
3.	Geo. Nunez, Sr.	Canuck	FAC Score -7	Flight-72.5
4.	Geo. Nunez, Sr.	Stinson SR-5	Fac Score -9	Flight-59.7
5.	Geo. Nunez, Sr.	Ryan ST	Fac Score -6	Flight-48.7
6.	Juergen Kortenbach	Ryan ST	Fac Score-10	Flight-35.0
7.	Doc Martin Sea Mew		P-Nut	Flight-34.5
8.	Juergen Kortenbach	Sopwith	Coconut	Flight-28.0
9.	Doc Martin	Dornier Comet	FAC score -7	Flight-25.3
10.	Carl Hedley	Super Cub	FAC Score -9	Flight-15.0

11. Geo. Nunez and sons attempted many take-offs in all directions with a zero on floats, but stiff breezes proved too much for this and his beautiful Moth Bi-plane Coconut.

Millard Wells CD



(3)

A TALE OF TWO FAC MEETS AND OTHER MIAMA NEWS.

The Ron Sharpton/Rich MacEntee Summer Series Meet 3 was weird. The sky looked blue and friendly with light breezes but I've never experienced such DOWNERS (a scale wind shear) A typical flight was a flight climbing away merrily to about 50 feet and then BOOM, down it comes big time..Smash. No trim problems..just down air. Not a good day for Peanuts. IT WAS THE BEST TURN OUT EVER for Fla. FAC flyers...Sixteen of them. Great DIXIE NATS TEE SHIRTS from Ron Sharpton,CD of the non FAC part of the meet. There was a misunderstanding and many Flying Aces winners didn't get the beautiful tee shirts for their FIRST PLACE. Ron has yours if you didn't get one. All FAC winners eligible. See results page for your fate.

FAC MEET #4. The Jim Juhl/Doc Martin DISTRICT V CHAMPS . This was the best weather so far. East of us hurricane Dannielle was chugging North off the coast and hurricane Bessie was assaulting the outer banks of North Carolina, but in Palm Bay we enjoyed great flying weather. Only one trouble...where were all the FAC flyers? Sixteen last meet and SIX this one. I don't get it. What's the game,boys, what's the game?

We fly our outdoor events"By the book".. the FAC rule book even the @*!@*# Dime Scale rules..ALL FIVE PAGES OF THEM. YES, you can fly a Dime Scale in Peanut or FAC Scale,but you can't win two Kanones with it. You can fly your model in one judged, and one non- judged event, hence mass launch and another event, Golden Age and another event,
& Dime and another. We try to increase entries, not discourage them.

Seeing a competitor with a max score in an event you've entered, and then not flying that event is not nice,pilots, not FAC, not MIAMA. You may be depriving the poor guy of a well earned Kanone. Let's not play that game.

Doc is happy to receive the FAC Distinguished Service Medal from the Boysat FAC HQ.(He never got one from Clint Randall)

Congratulations to RICH MACENTEE for his Blue Max. We, of MIAMA FAC Squadron 11 havemore Blue Max aces than any other FAC squADRON. George Leffler,Dean McGinnes. John Tudor,Doc Martin,Dave Linstrum,Millard Wells, Sidney Gilbert, Dick Obarski,Wayne Trivin, George Nunez, and Rich MacEntee. Ten Top Cats! And we have plenty more hard chargers ready to take on the new season:Barker,Bollinger,Brimmer,Schlesinger, Shaw,Choate,Polento,Wormley,Voorhees,Nuszer,McCoy,Larson,Nunez Sr, & Jr.,Noriega are pushing hard for their max.Include Squeglia,Hardcastle,Garrett, Go for it,pilots.

AND HERE IS THE GREAT WORD ON THE NEW SEASON This season is, without a doubt, the most exciting that MIAMA, or any other club ever had. We start at an outdoor Rise Off Water meet on the Manatee River west of Palmetto. Rich MacEntee is dishing this one up (1-941-723-0764) He's found a good ROW site, secured a retrieval boat, and the meet is for 3 Kanones..Peanut, FAC Scale, and Jumbo (COcOnut).. So get out your Millard Wells models and get them in flying shape. Then put some foam floats on some of your old beasties.SUNDAY SEPT. 20 from first light.

Indoor season #28 Starts at the Coast Guard Hangar(44 feet 6 inches Cat.II) C/D Doc Martin (305-858-6363) and Dick Obarski Mass LaunchWarplanes (I & II) Oct. 10 & 11 (Not confirmed).. Meet 2 will be at the now familiar Tampa Armory(Cat. II 34 feet flat ceiling) This is also tentative. Meet 3 is our TENTH contest in the DELTA Maintenance Hangar at Tampa airport.(70 feet Cat III) on Dec. 26 & 27. This will not be the King Orange meet this year because of this:

Meet 4: HIGHEST SITE FOR ANY INDOOR MEET IN USA! HOME OF THE TAMPA BAY DEVIL RAYS THE ENCLOSED TROPICANA BASEBALL FIELD. two Hundred Thirty One (231) feet high. St. Petersburg,FL. Feb. 6 &7 1999. MIAMA Meet 4 and King Orange We hope you will plan to be with us on this historic occasion. Much more later.

MIAMA / FAC PALM BAY SUMMER SERIES MEET #3 AUG. 8,9,1998 C/D R.MacEntee

PEANUT

1.Rich MacEntee	Lemberger	72	1:57	143.7
2. Don Reed	Cougar	57	1:01	117.5
3. Doc Martin	Ansaldo	71	:36	107
4.J. Polento	SE-5	62	:23	85
5.Charles Nelson	Pietenpol	48	:23	71
1st Junior JJ NunEz	Airedale	57	:52	109

FAC MASS LAUNCH[WWI (4)
1. Don Reed Fokker D-7
2. Don Brimmer Ansaldo
3. J. Polento D-VII
4.Doc Martin Ansaldo

FAC SCALE

1.George Nunez	Gee Bee D	69	1:40	146.5
2.Don Reed	Curtiss Robin	58	1:45	136.7
3.Doc Martin	" " Seamew	69	:59	128
4.Rich MacEntee	Bird Dog	60.1	1:01	120.6
5.Don Brimmer	Taylorcraft	61.2	:52	113.2
6.George Nunez Sr.	Stinson SR 5/Floats	63.5	28	91.5
X.G. Nunez	Rufe Floatplane	74	45.5	119.5

POWER SCALE
1.Karl Bromm Stearman 75 Max
2.John Tudor DGA-9 60.5 Max
3.John Polento Rearwin 60 Max

NO-CAL
1.Don Reed Helio 1:04 1:33 1:25
2.Doc Martin Dayton :37
2.A.T. Pailleron :37

GOLDEN AGE
L. Don Reed Robin 189
2.Doc Martin 2-AT 38

DIME SCALE
1.DonBrimmer Cessna 184
2.Doc Martin SO3C-1 163
3.John Polento Strato. 152
4.C. Nelson Robin 37

JUMBO SCALE

1.R.MacEntee	BosBuck	60.2	1:50.7	140.
2.Geo. Nunez	Gyp. Moth/Float	73	:60	133
3.Doc Martin	M-20b	59	22	81

GIANT SCALE 1.John Polento T.Craft 57 2:39 139.5
2. Rich MacEntee Taylorcraft 61 1:17

OLD TIME RUBBER

1.Rich MacEntee	Dyna Moe	6:20
2. C.Mace	Jabberwok	3:57
3. Dean McGinnes	F.A.Moth	3:35
4.Bob Sylva	Phantom Flash	3:16
5.Don Brimmer	Buzz Bug	3:08

EMBRYO ENDURANCE
1.John Polento Mr.Malcom 1:17 2:28 1:24
2.D. Reed Honey Bee 1:09 2:00 1:25
3.Don Brimmer Hornet :52.8 1:23 1:2

MIAMA/ Flying Aces Summer Series #4 Aug 29,30 1998 C/D Doc Martin

PEANUT

1.Rich MacEntee	Lemberger	72	1:25	144.5
2.Doc Martin	Curtiss SO3C-1	69	1:03	130.5
3.Don Reed	Cougar	57	1:26	130.0
4.John Polento	SE-5	62	:22	84

POWER SCALE
1.John Polento Rearwin 60, Max

GOLDEN AGE
1.Rich MacEntee YO50 328
2. Doc Martin 2 AT 188
3..Don Reed Robin 38
3.C. Nelson Pietenpol :38

FAC SCALE

1.Rich MacEntee	Bos Buck	60	5:34	132,5
2.Doc Martin	Vance Wing	73	:22	95

NO -CAL
1.Don Reed Helio :52 :58 1:26

DIME SCALE
1.Rich MacEntee Waco RDC 70 59 77+45
2.Doc Martin F8F-1 45 37 62 + 30
3.C.Nelson Robin 13 12

Jumbo Scale 1. MacEntee YO50 2:50

Giant Scale 1.John Poleno Taylorcraft 1:19

OLD TIME RUBBER
1.Don Reed Miss Canada 1:33 3:20 2:14
2.R. MacEntee Dyna Moe 1:30 2:18 1:47
3.John Polent M. Canada 1:08 1:39 1:25

EMBRYO ENDURANCE
1.Don Reed Honey Bee 1:041:12 1:46
2.J. Polento Mr.Malcom 1:24 1:12 1:05
3.C.Nelson Fokker :13 :17

(5)

MIAMA HALL OF FAME

27TH SEASON
1997-1998
7 MEETS

OVERALL STANDINGS-ANNUAL points

1.Rich MacEntee	131
2.Dick Obarski	121
3.Newt Bollinger	115
4.Sidney Gilbert	96
5.Doc Martin	84
6.Dick Hardcastle	63
7.John Wormley	57
8.John Barker	51
9.John Polento	49
10.Don Brimmer	38
11.Ric Choate	11
12.George Nunez	21
13.Charles Nelson	15
14.Bruce Knox	14
15.Carl Hedley	13
16.Walt Schlesinger	10
17.Bob Shaw	8
18.John Voorhees	5
19.Millard Wells	5
20.Jake Larson	2
FIRST JUNIOR:J.J. Nunez	
21.Steve Norlega	1
11.Van Gorder	11

PEANUT

1.MacEntee	48
2.Martin	29
3.Bollinger	25
4.Gilbert	23
5.Wormley	17
6.Brimmer	14
7.Polento	13
8 Choate	12
9.Nunez	8
10.Shaw	7
11.Wells	5
12.Nelson	2
13.Schlesinger	1

NO-CAL SCALE

1.Obarski	25
2.MacEntee	24
3.Bollinger	7
4.Voorhees	6
5.Martin	5
5.Nuszer	5
7.Hedley	3
7.Polento	3
7.Wormley	3
7.Gilbert	3
11.Schlesinger	2
11.Brimmer	2

HOW YOU DID IN EACH SEPARATE MIAMA EVENT:

FLYING ACES SCALE

L.Martin	29
2.MacEntee	28
3.Gilbert	19
4.Nunez	12
5.Brimmer	10
5.Obarski	10
7.Polento	8
8.Knox	8
9.Wormley	2
9.Schlessinger	2
11.Nelson	1

MIAMA DIME SCALE

1.Obarski	27
2.Hardcastle	20
3.Wormley	18
4.MacEntee	10
5.Gilbert	10
6.Polento	10
7.Martin	5
8.Nunez	5
9.Barker	3
10.Wells	3
11.Schlesinger	1
12.Nelson	1

MIAMA LEGAL EAGLE

1.Obarski	28
2.Bollinger	16
3.MacEntee	11
4.Gilbert	9
5.Hardcastle	5
6.Hedley	4
7.Barker	4
8.Wormley	3
9.Schlessinger	2

AMA MINI-STICK

1.Obarski	9 TIE
1.Hardcastle	9
3.Barker	6
4.Van Gorder	5
5.Nelson	3

MIAMA PISTACHIO SCALE

1.Martin	13
2.MacEntee	5
2.Gilbert	5
4.Choate	4
4,Brimmer	4
6.Knox	2
7.Larson	1

PISTACHIO MODEL OF MODEL

1Gilbert	6
2,MacEntee	4
2.Obarski	4
2.Brimmer	4
5.Nelson	3

FAC EMBRYO ENDURANCE

1.Bollinger	28
2.Barker	18
2.Gilbert	18
4Polento	10
5.Wormley	8
6.Brimmer	6
7.MacEntee	5
8.Knox	4
9.Obarski	3
10.Nelson	2
11.Schlesinger	1

AMA EASY B

1.Hardcastle	14
2.Obarski	7
3.Van Gorder	3
4.Nelson	1

AMA BOSTONIAN

1.Bollinger	27
2.Gilbert	25
3.MacEntee	20
4.Obarski	19
5.Barker	16
6.Polento	14
7.Hedley	7
8.Wormley	6
9.Nelson	4
10 Schlesinger	3

LIMITED AMA PENNY

1.Hardcastle	9
2.Barker	4
3.VanGorder	3
4.Nelson	2

AMA PENNY PLANE

1.Hardcastle	9
2.Obarski	4
3.Noriega	1
3.Nelson	1

COCONUT SCALE

1.RicChoate	
2.MacEntee	
3.Martin	

AMA HAND LAUNCHED GLIDER

1.Hardcastle	3
2.Choate	2
3.Hedley	1
3.Nelson	1

MASS LAUNCH EVENTS

FLYING ACES

1.MacEntee	
2.Gilbert	
3.Martin	
4.Polento	
5.Wormley	
5.Shaw	
7.Nunez	
8.Schlesinger	

AMA CATAPULT GLIDER

1. Hedley & Nelson	4 TIE
2.Hardcastle	3

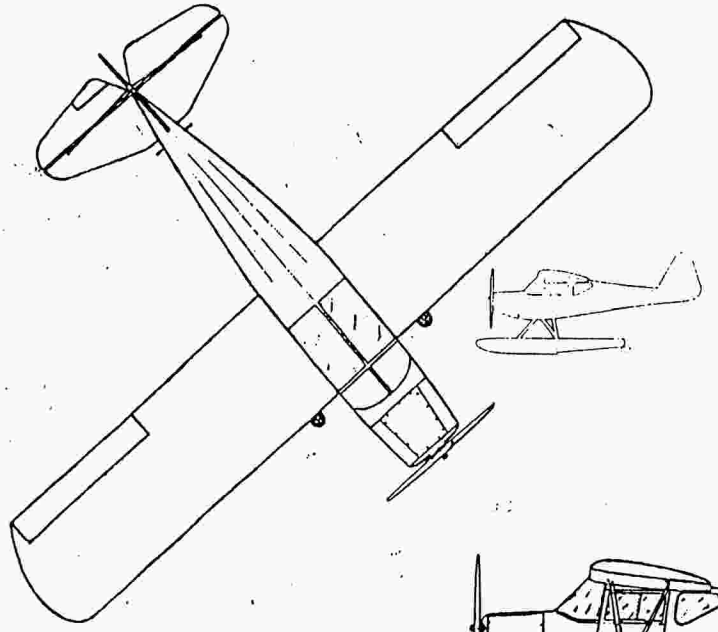
MIAMA COCONUT SCALE

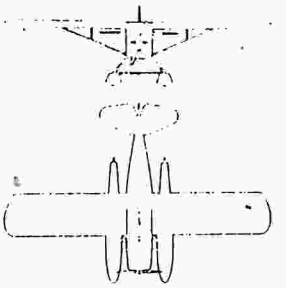
1.Choate	18
2.Martin	10
3.MacEntee	8
4.Gilbert	2
5.Schlesinger	1
5.Nunez	1

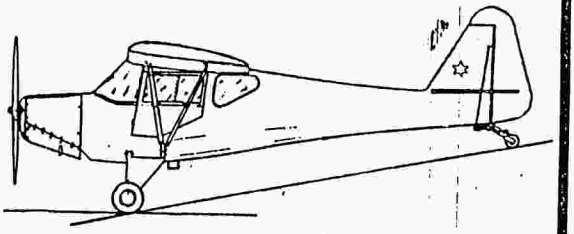
PEANUT SCALE

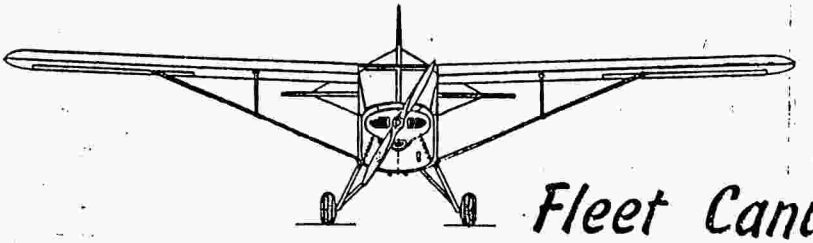
1.Gilbert	
2.Choate	
3.Bollinger	
4.MacEntee	
5.Polento	
6.Martin ..8 more	

CONGRATULATIONS HANGAR PILOTS!









Fleet Canuk

FLEET 80 CANUCK SPECIFICATIONS

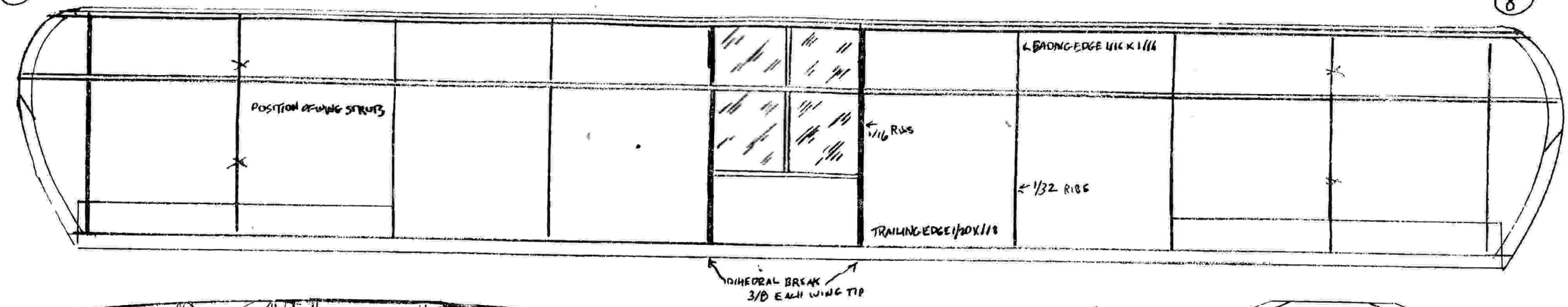
Span	34 ft.
Length	22 ft. 4.5 in.
Height	7 ft. 1 in.
Wing area	173.5 sq. ft.
Powerplant	Continental C-85-12J
Fuel capacity	19 U. S. gals.; 16 Imp. gals.

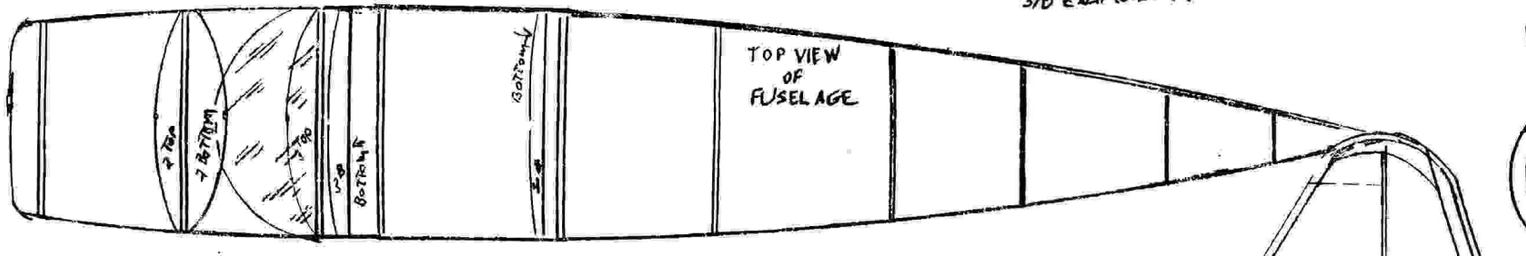
	Land	Ski	Sea
Empty weight	858 lbs.	913 lbs.	972 lbs.
Gross weight	1425 lbs.	1480 lbs.	1525 lbs.
Maximum speed	111.5 mph.		103 mph.
Cruise speed	100 mph.		88 mph.
Landing speed	45 mph.		46.5 mph.
Service ceiling	12,000 ft.		
Cruising range	400 miles		350 miles
Initial rate of climb	550 fpm.		425 fpm.

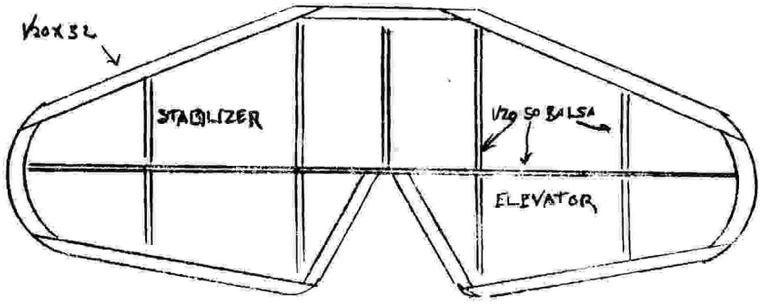
COLOR SCHEME
YELLOW
CF-EAG TAIL & WINGS
BLACK STRIPE

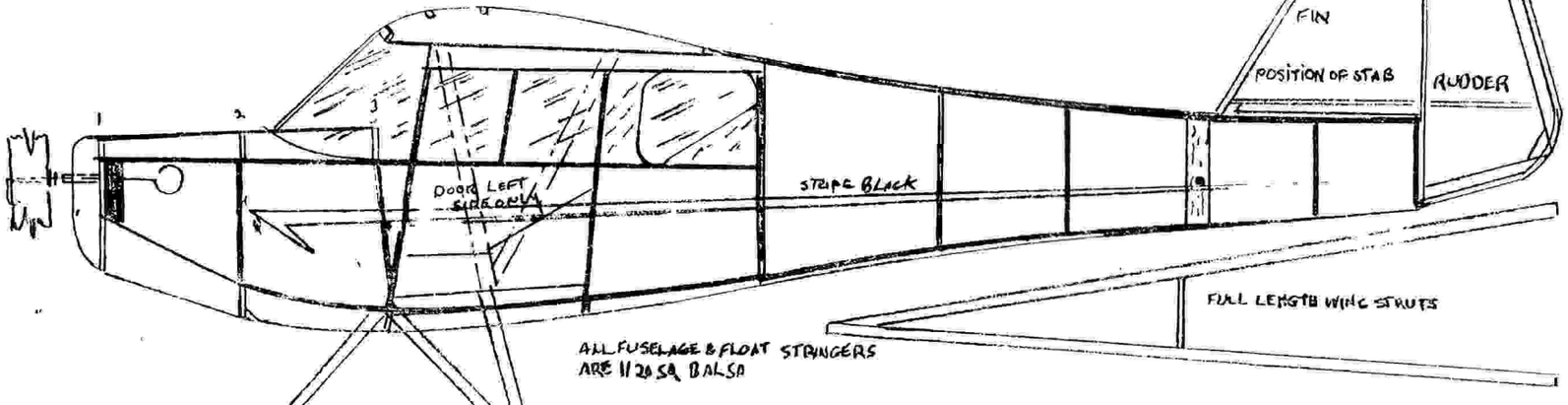
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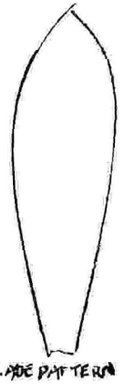
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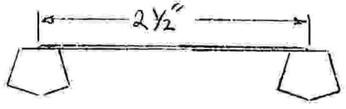




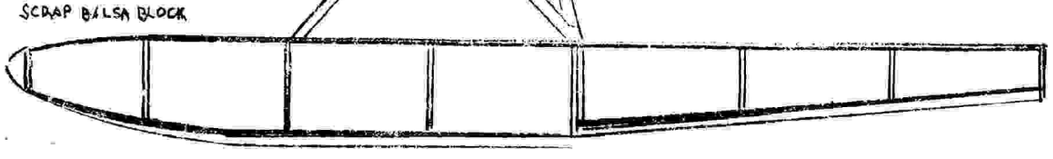


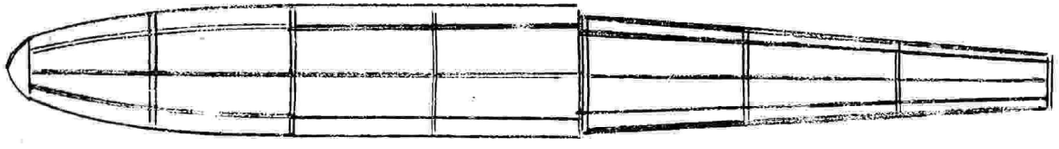






FRONT VIEW OF FLOATS (NOT TO SCALE)





Pea-Nut Scale
FLEET CANUCK
DESIGNED BY RM
DRAWN BY Rick McEntee
6/20/98

Here's an article on Edgar Seay from the Dallas Morning News, Jan. 29, 1998, sent in by Morgan Conley -- 1169-07.

(9)

Hobby shop sells pieces of the past



BOB ST. JOHN

The past is not just a state of mind but lives in the MAL Hobby Shop, which is in its 50th year of doing business on Lee Street, just off Irving Boulevard in Irving.

You can still find ageless model trains and balsa wood airplane kits just like the ones some of us built as kids. You can drink a Dr Pepper or Coca-Cola in a bottle. And, sure, there are numerous current books and magazines on all aspects of hobbies. Yet, if you ask owner Edgar Seay Sr., he'll take you into the back of the MAL (Model Aircraft Laboratories) store and show you literature from the 1930s and 1940s.

Furthermore, in a large storage area are a pair of 1952 Plymouth station wagons. One was the first car Edgar Sr. ever had. He recalled paying $2,600, which he said was a lot even for a brand spankin' new automobile. He picked up the other car years later to use its parts.

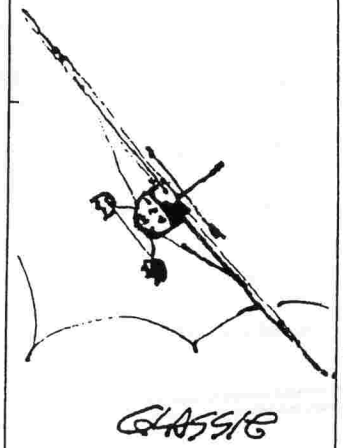
"Now I guess I'm going to sell both of them because we need more room in here," he said. "I drove that one until four years ago. It has 230,000 miles on it and needed a rest."

Edgar Sr., 88, and his son, Edgar Jr., 56, run the shop, which carries trains, all kinds of model airplane kits, finished products, parts and anything else devotees might need. Edgar Sr. admits he tends to be talkative and seldom pauses when he gets on the subject of his work, whereas Edgar Jr. seems quieter.

Edgar Sr. seldom paused as he led me through a mile-a-minute crash course on cutting balsa wood and building model planes. He has been cutting balsa wood for 63 years and said: "I've never lost a finger. Yet." Until recent years he also was a prominent professional builder of model planes, and his work is on display in showcases around the country.

Doc - This is from the Jan.-Jun 98 Model Engine Collectors Assoc. Bulletin. Our MIAMI flyers should be interested

Ken W.



Avoiding doctors

When I mentioned that he certainly looked younger than his years, he said: "No, I don't plan on retiring anytime soon. I've decided I'm not going to even start being old until I'm 90. The key to my longevity is to stay away from medical doctors and trust in the Lord. Doctors told me I wasn't going to make it several times in my life, but I've outlived all of them."

Edgar Jr. grew up in the shop and once passed up a good offer from Texas Instruments to remain in the shop. He said he decided it was best to feel comfortable and work for yourself.

Edgar Sr. founded the shop, deciding he wanted to be his own boss. He immediately put his wife, Mildred, to work behind the counter.

"She'd never been in a place where she had to deal with the public," he said. "But she did great. She only weighed 95 pounds, but if anybody ever smarted off to her, she'd let them have it. Yes, she was really something. We were starting our 56th year when she died." That was four years ago.

"Well, these young guys ask me for advice when they find out we stayed married for so long," Edgar Sr. said. "I tell them the key is never go to bed mad, and remember your wife is always right. If you have to get in the last words, make sure they're, 'Yes, ma'am' or 'No, ma'am.'"

In the early years, the business was surrounded by open fields, which Edgar Sr. said was good because he could step outside and test the model planes. "Irving must have been a square acre then, and now it's like 65 square acres and full," he said.

Days of double features

He recalled how kids used to go see a double feature of cowboy shows at the old Texas Theater, across the street from his shop. "After the shows, they'd come here. We now have three generations of customers. There's some that have been coming in here for 50 years."

POOF! Alfred Giesler walked in and, when questioned, said he had indeed been coming to MAL Hobby Shop for 50 years. He used to buy model airplane kits but now is more interested in trains or, as he said, "just stopping in to visit."

I mentioned to Edgar Jr. that I'd heard from an old friend of his that he was very studious and the only kid in Irving High School who carried a slide rule.

"I don't think that's true, but I'm probably the only one who STILL has one," he said, then demonstrated how useful it still was. This seemed to be another sign that the past still works at MAL Hobby Shop.

FOREIGN CORRESPONDENT'S REPORT

(10)

As I pulled into the vast parking lot of Tropicana Field, visions began dancing in my head again. Actually, visions had been dancing for days; ever since I found out we were invited to perform some flight demonstrations there for the director of operations. Imagine flying in a building with a ceiling so high that for all practical purposes it has no top. How big a motor would you use? How many winds would you dare? How much nose weight would you have to add? The fantasy questions poured across my mind as I sat for a moment in my car staring at the sheer size of the new home of the Devil Rays. This building is so big you can see it easily all the way across Tampa Bay. It rises out of the ground in the old core district of St Petersburg next to an Intestate highway, and looks a lot like a cream colored top hat , canted slightly to the side, the way Fred Astaire used to wear them. This is one large facility, almost too big for words. 231 feet to the ceiling according to the man who runs operations there. This seems accurate. It has to be big enough and high enough to contain hits by the McGwires and the Galarragas and the rest of the lads in the bigs. Mr. Bob Leighton, a very congenial and interested gentleman as it turned out, is the director of Tropicana Field operations. He is the man who will make the decision on our request to fly in Tropicana Field, and he is the man who was standing there on the field watching us that day. We got to the right man on the first try, and we have Steve Noriega to thank for that. Steve is one of our newest MIAMA club members and it is obvious he will be a very active and highly competitive member. He is already pouring his own microfilm and has one beautiful golden sheet to prove it. Welcome, Steve! We need ya, boy. Steve knew someone who knew someone who owed someone else a favor, and... well, you know how those things go. Steve did the intros, we talked briefly, then got to work.

We brought minimum equipment to keep setup time to a minimum. Mr. Leighton was politely tapping his cell phone against his right thigh. We all hurried to get first launches off. I ROG'ed my first offering from the plush astroturf in shallow right field. The Grumman Guardian rose off nicely but instead of settling into its usual right circle, it went straight as a line drive, rising gently as it headed into deep right field. Right into the foul pole. Figure the odds! One of the groundskeepers who had been watching the action from a distance yelled, "foul ball!" When I got to the mess, I found that , indeed, the field hand had been right. The Grumman had fallen just foul. Actually it was pilot error, pure and simple. To impress our host, I had taken out too much right rudder trying to widen the circle to make it look really neat and majestic, and stuff. No soap, bambino. But, McEntee did manage to put up several impressive flights with his nicely built and very light scale ships which he had flown at Johnson City only a couple of weeks earlier. Steve had brought some endurance models and a large Taylorcraft to add to the demo. So, overall our host got a solid introduction to indoor flying,, and, I believe, was favorably impressed by what he saw. He asked a lot of questions and seemed enthusiastic about what we were asking of him. We won't know until baseball season is over and he makes his decision. It will be late fall or winter, the air conditioners will all be turned off, the astroturf will be rolled up and stored, we'll be flying off of concrete. All in all, it was a positive meeting and we came away with the definite feeling we will get a favorable call on this one. Maybe he was just being nice to get rid of us, maybe not. We'll see.

And finally, from the when-hell-freezes-over department, an unrelated but no less interesting development. As I was about to toss a load of magazines a friend had given me into the dumpster, I noticed something on the cover of the August issue of Model Airplane News that really snapped my head back. On page 56 of that issue, there begins a nicely written article by Larry Marshall on indoor free flight. There is some good color photography, an informative background piece on Flying Aces. But, I think the most significant thing about the article is a very inconspicuous statement buried in the first page of the article, and I quote-- "we at Model Airplane News have decided to return to a format that includes some coverage of free flight." I guess we'll have to wait to see what the word "some" really means. But, this does seem to indicate a basic philosophical shift back to what the magazine used to be years ago. Hey, MAN, how about a monthly column?? I have to believe that with their production capabilities, MAN could do some first rate free flight coverage if they really set their minds to it. Frankly, after such a long dry spell from this magazine in the free flight department, this article was a real surprise to me. But wait, there's more! Also, on page 36 of the same issue, take a look at some of the Top Gun competitors. Top Gun as you probably know is a big time RC meet-- one of the biggest in the country-- yet here are these fellows doing a mass launch with rubber powered scale models. And a very nice action shot of a Found Centennial, one of my favorites. So, we have a regular cornucopia of free flight coverage and a breath of fresh air from Model Airplane News, of all people. Go figure. Gotta run. I'm working on a 78 inch trimotor that will make it to the top of tropicana field, and fly for over nine minutes doing it... in my dreams. Until next time, stay lubed.

RIC CHOATE

the INSIDERS

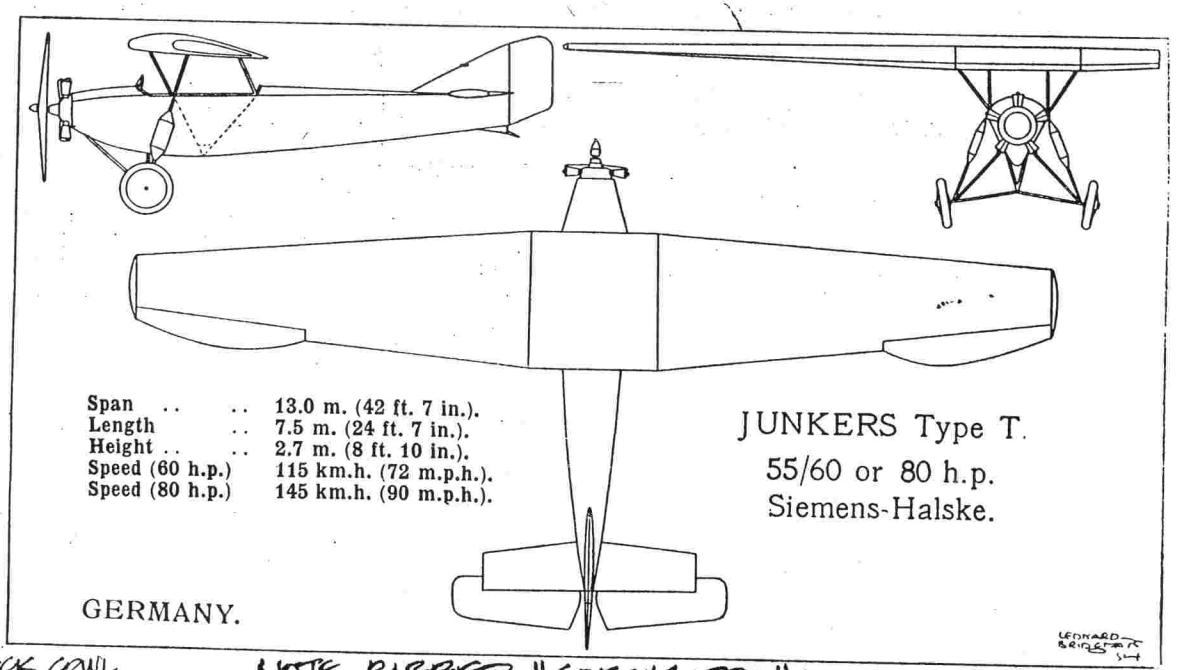
PART OF A SERIES

A PLANE WORTH MODELLING

BORN AGAIN !!!!!! by Dave "VTO" Linstrum MIAMA

THE JUNKERS TYPE T.

A two or three-seater "Parasol" monoplane for school, joy-ride and general sporting purposes. Built to standard Junkers' all-metal methods of construction. For school work it is fitted with dual control and two seats, and may be supplied with either the 60 h.p. or the 80 h.p. Siemens Halske air-cooled radial engine, or with the new Junkers 6-cylinder vertical air-cooled engine of 90 h.p. With the latter two engines it may be fitted as a three-seater.



BLACK COWL

NOTE RIBBED "CORRUGATED" METAL SKIN



A Junkers Type T with the Junkers 6-cylinder air-cooled engine.

JANE'S 1924

Gathering of The Turkeys

(12)

Pensacola, Florida
October 10-11-12, 1998

Sponsored by the Pensacola Freeflight Team, SAM Chapter 17
The "Gathering" will be held at NOLF Spencer Field, Pace, Florida
(Site of the 96 SAM Champs)

Contest Director: Jack Bolton, 6621 Calle de Laurel, Navarre, FL 32566, Phone (850) 939-3354

Awards: Awards through third place. Door prizes.

Entry Fees: $10 for first event, plus $5 each additional event with a maximum of $25.
Juniors (under 16) $2.50 per event with a maximum of $10.

Registration: Until 12 noon daily at the field.
Registration available at the Ramada Bay View 1PM-4PM Friday 10 October.
Pre-registration encouraged. **Checks to be made out to Jack Bolton. Address as above.**

Contest Info: FF Cat III, 2 min. max. AMA, FAI, NFFS, SAM, FAC rules.

Engine Runs: AMA: 7 sec. SAM: 22 sec. ROG, 18 sec. HL NOSGAS: 9 sec. .020 Replica: 12 sec. HL

Special Event: Nostalgia "GEEF 250" event sponsored by Bill Vanderbeek. First place $45, second place $30, and third place $15. "GEEF 250" certificate (signed by Dan Sobala) awarded to all flying contestants.
This event may be flown on any one of the three contest days, but must be completed on the day started.

FAC Events: For mass-launch events, depending on number of entrants, incremental launch procedures will be used. After the first increment flys, the second increment will launch 10 minutes later. The event flyoff will occur 30 minutes after the second launch. The event launch schedule will be strictly enforced. No semi-scale models such as Lanzo Puss Moth will be permitted. Don Srull and Tom Schmitt will oversee the FAC events. FAC scale judging at Ramada Saturday at 7:30 PM. ***The Jimmy Allen event will also be mass launched as above.***

Fly off Procedures: Fly off procedures will be provided during registration via handout with other field and general Information. Published fly off engine runs and max flight time, may be modified by the CD prior to 8 AM each contest day according to the weather forecast.

Informal Contest Headquarters: The Ramada Bay View Inn located on Scenic Highway at Interstate 10 (exit 6).
Telephone: (800) 282-1212 or (850) 477-7155.
Special "Gathering" rate of $57/night. We have 35 rooms blocked (downstairs-outside entrance) until 10 days prior to contest. Get reservations early. Ask for Donna Tucker or Elaine and mention the "Gathering".

MECA Collecto: Saturday 10 October 5:00 PM - until ? at the Ramada Inn.

Concours d'Elegance: Sunday 11 October 7:00 PM - 9:00 PM at the Ramada Inn. Separate categories for power, rubber and scale. (No qualifying flight required)

Schedule Of Events

Sat. 10 Oct.	Sun. 11 Oct.	Mon. 12 Oct.
AMA 1/2 A Gas	AMA A/B Gas	AMA C/D Gas
SAM .020 Replica	SAM A Cabin	SAM 30 sec. Antique
SAM A Pylon	SAM C Pylon	SAM C Cabin
SAM B Cabin	SAM B Pylon	NOSGAS C
NOSGAS A	NOSGAS B	FAI F1G Coupe d'Hiver
SAM Small Rubber Stick	NOSGAS 1/4A & 1/2A Combined	SAM Large Rubber Stick
SAM Small Rubber Fuselage	SAM Large Rubber Fuselage	SAM Jimmy Allen* 9 AM
AMA Mulvihill	SAM Commercial Rubber	FAC Golden Age* 11AM
FAC Peanut Scale* 9 AM	AMA P-30	FAC Power Scale
FAC WW II Scale* 11 AM	FAC WW I Scale* 9 AM	FAC Jumbo Scale
FAC Dime Scale* 1 PM	FAC Rubber Scale	

* Incremental mass launch

(13)

ACADEMY OF MODEL AERONAUTICS

5151 E. Memorial Drive Muncie, Indiana 47302

August 26, 1998

Bob Lieghton
General Manager of Field
One Tropicana Drive
St. Petersburg, Fl 33705

Reference: Confirmation of M.I.A.M.A. (Miami Indoor Aircraft Model Association) flying dates at Tropicana Field.

Dear Bob,

All the members of the Miami Indoor Aircraft Model Association would like to express our thanks and gratitude to you and the Tampa Bay Devil Rays for allowing us to utilize Tropicana Field as a flying site in 1999. Bob as I mentioned to you in our previous conservation's, Tropicana Field is probably the best indoor flying site in the United States.

All the members of M.I.A.M.A. are also members of the "AMA", Academy of Model Aeronautics. The AMA and its members are insured under a "commercial general liability policy" up to 2.5 million dollars. The AMA which consist of many different areas of model building and flying has been around for a long time.

Based on our meeting last week it my understanding that we have a tentative date of January 30th and 31st of 1999 for Tropicana Field. I will check in with you September 1, 1998 to confirm whether or not the field will be available. We also have a firm date of February 6th and 7th, 1999 if the January dates do not work out. Since we are not "paying customers" you explained to me that if a "paying customer" does want to rent the field you would have to bump us off the schedule with a 6 weeks notice. As you ~~no~~ know we will advertise our contest in the AMA monthly magazine and the 6 week notice will give ample time to notify members from out of state that actually plan their vacations to Florida around these contests.

(14)

Also as a reminder, there can be no air movement in the field to fly these fragile microfilm airplanes that weigh only 1 gram. All doors closed, no air-conditioning and the use of one set of public restrooms is all we need. You can expect 20 to 30 contestants.

624

In closing I would like to thank you in advance for this opportunity and we hope that this will be the beginning of a long relationship. Flying at Tropicana Field for the M.I.A.M.A. is as exciting as playing in a World Series game. You have made a bunch of middle aged men who refuse to grow up very happy. You can reach me by my home phone 813-254-9760 if you need to talk or write me at 2401 Morrison Ave apt. #121, Tampa, Florida 33629.

Sincerely,

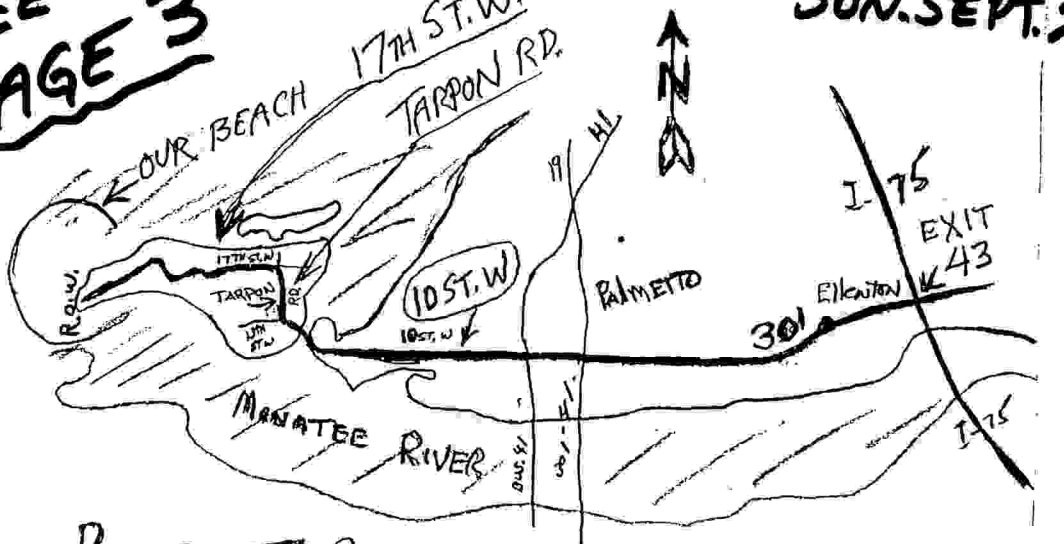
Steve Noriega, Member of M.I.A.M.A.

SN/ts

HOW TO GET TO OUR NEXT MEET:

SEE PAGE 3

SUN. SEPT. 20



MIAMA ROW MEET SEPT. 20

FAC

R. MACENTEE 1-941-723-0764

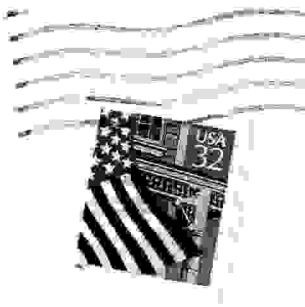
WHAT'S ON IN FREE FLIGHT ?

SEPTEMBER 20 (Sunday) FAC/MIAMA ROW MEET C/D Rich MacEntee See inside for Map
SEPT.30 Deadline for Waterwings Postal.. See Hangar Pilot #195
October 10,11 ST. PETERSBURG. MIAMA MEET #1 US Coast Guard Hangar.Mass Launch Warplanes
OCT 31-Deadline for Moseley Vintage Postal meet.See Hangar Pilot 196
NOV. 7,8 TAMPA FLA.,ARMORY MIAMA MEET #2 (Not Confirmed) Mass LaunchGolden Age
NOV. 14,15 LAST FAC SUMMER SERIES,TAMPA BAY.DON BRIMMER's SAM 46 Old Timer Meet
DEC.26.27-TAMPA,FL Delta Airline Hangar MIAMA MEET #3 Mass Launch- Modern Age
DEC. 28,29,30- PALM BAY-OUTDOOR KING ORANGE.
FED. 6,7 ST. PETERSBURG,FL MIAMA MEET #4 AND KING ORANGE. HISTORY MAKING INDOOR FLYING . TROPICANA FIELD. 231 feet Catagory IV Site Mass Launch:Low Wing
March 31- MIAMA Inter-Gnats. Deadline for annual Pistachio Postal

ALWAYS CALL INDOOR HOT LINE THE NIGHT BEFORE MEET TO CONFIRM. 1-305-858-6363.

THE HANGAR PILOT
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2180 TIGERTAIL AVE MIAMI FLA.
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