THE HANGAR PILOT

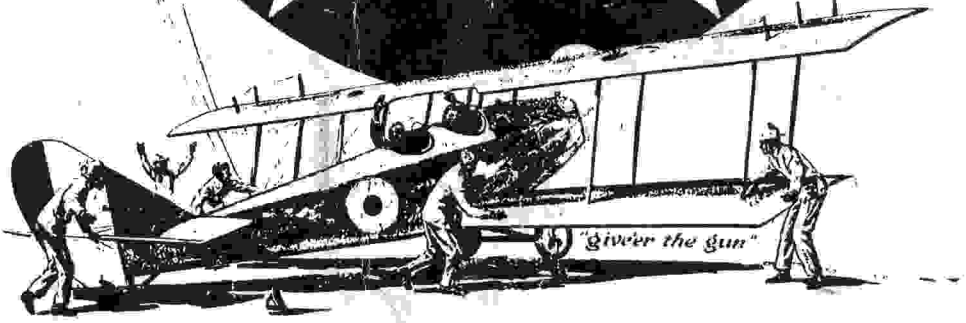
28TH YEAR of PUBLICATION
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MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION
MIAMA

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HISTORIC
ISSUE 200
JAN. 99

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"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,]-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

3624

AS OF OCTOBER, 1998

CAT IV RECORDS

INDOOR AMA CEILING CATEGORY IV

Age	Min/Sec	Held By	Date Set
HL Stick			
Jr.	34.44	Jonathan Harlan	09-01-85
Sr	41.25	Don Slusarczyk	09-02-90
Op	60.01	Stephen Brown	06-01-97
Intermediate Stick			
Jr.	15.54	Mike VanGorder	07-15-79
Sr	28.53	Don Slusarczyk	06-08-90
Op	41.48	Larry Coslick	09-03-95
FID (FAI)			
Jr	34.44	Jonathan Harlan	09-01-85
Sr	41.25	Don Slusarczyk	09-02-90
Op	52.46	Stephen H. Brown	11-28-95
ROG Cabin			
Jr	14.35	Jonathan Harlan	08-14-83
Sr	27.10	Don Slusarczyk	06-08-90
Op	33.20	Robert Randolph	06-05-82
Manhattan Cabin			
Jr.	04.31	Jim Buxton	06-07-87
Sr	10.28	Don Slusarczyk	06-03-89
Op	15.17	James Grant	07-03-95
Easy B			
Jr	18.07	Andrew Taglialico	08-05-88
Sr.	22.56	Don Slusarczyk	09-03-90
Op.	34.13	Larry Coslick	05-18-97
Pennyplane			
Jr.	13.10	John Schaaf	07-03-94
Sr.	15.08	Jake Palmer	07-18-95
Op.	19.33	Tony D'Alessandro	07-05-96
Limited Pennyplane			
Jr	13.09	Stacey Pelrang	04-18-98
Sr.	15.26	John Cawthorne Jr	07-05-98
Op	18.14	Walt Van Gorder	07-06-96
Helicopter			
Jr.	05.47	Nick Leonard, Jr	08-01-96
Sr.	04.24	Don Slusarczyk	09-01-90
Op	12.00	Larry Coslick	08-02-96
Ornithopter			
Jr	04.28	Scott Robbins	07-23-89
Sr.	09.02	Don Slusarczyk	07-03-88
Op	21.44	Roy White	09-02-95
Autogiro			
Jr.	02.19	Dave Lindley	07-31 78
Sr	12.11	Don Slusarczyk	09-01-90
Op.	15.56	Don Slusarczyk	05-17-97
HLG			
Jr	02:07.2	Steve Wittman	01-27-74
Sr	02:39.44	Charles Gagliano	09-05 88
Op	02:58.6	Ron Wittman	02-18 73
ROG Stick			
Jr	12.47	Robert Skrjanc	05-16 82
Sr	15.51	Mark Drela	09-18-77
Op.	24.51	Larry Coslick	07-05-98
Standard Class Catapult Glider			
Jr.		No record established	
Sr	01:50	Christopher Sydor	09-03-94
Op.	03:25.4	Robert De Shields	02-02-97
Unlimited Class Catapult Glider			
Jr.		No record established	
Sr.	01:55.5	Christopher Sydor	09-04-94
Op.	03:41	Stanley Buddenbohm	11-02-97
Mini Stick			
Jr.		No record established	
Sr.	12.32	Rob Eberle	05-27-96
Op	14.28	Andrew Taglialico	08-10-96

JANUARY 31 1999 MIAMA MEET 4 AND TROPICANA TART I HOW TO GET THERE: Route 275 through St. Petersburg. Exit 10 "Tropicana Field". Park in lot 6A, and enter GATE 7. Bring your own tables and chairs, ROOMS: Nearby Ramada Inn has been booked by Steve Noriega for discount rates. 727-867-1377. Address 3601 34th St, S St Pete. TO GET THERE: Highway 19 to 36 AVE. S. (Highway 19 is 34th St,)

REGRETS: So few awards dinner reservations were recieved by contest director Rich MacEntee that we decided to CANCEL the Awards Dinner. This is the first time in 27 years we have not had a get together and we really regret it. I would have thought that least those receiving awards would have liked a dinner but they did not indicate an interest.

ALTERNATE PLAN: The Colonnade Restaurant. 3401 Bay Shore Blvd.,Tampa, 813-839-7558. After the meet this is one of the best(And unfortunately most crowded..but All Tampa restaurants are crowded) restaurants in Tampa. We,re inviting all participants to come together here at one big model builder table. Great Martinis and blueberry muffins. Join MIAMA at the Colonnade. Don,t show up before 8:00 or 8:30 PM or we will never get seated together.

TART I C/D RICH MACENTEE
1-941-723-0764
ASST. C/D DICK OBARSKI

FLY IN THE HIGHEST SITE IN THE HISTORY OF INDOOR MODEL MEETS (2)

Will you hit the top at St Petersburg, Fl.

TROPICANA FIELD?

IT'S 231 FEET HIGH!

SHADES OF WEST BADEN-NARTS

AN ALL DAY RECORD TRIAL + INDEX OF PERFORMANCE - 9 HOURS OF CONTINUOUS FLYING.

NO WAITING AROUND FOR YOUR EVENT, ROOM ENOUGH FOR ALL EVENTS ALL THE TIME.

SUNDAY JAN 31 8AM TO 5 PM 1999

INDEX OF PERFORMANCE..HOW WELL YOUR BEST FLIGHT COMPARES TO THE NATIONAL CAT. IV RECORD. IF YOU ARE CONSIDERING FLYING FOR RECORD PLEASE BRING NECESSARY PAPER WORK AND BE UP TO SPECS. MIAMA will provide the processing & timing.

MIAMA/TROPICANA ANNUAL RECORD TRIALS I (AND STATE MEET# 4)
SUN. Feb 31,1999 Tropicana Field,St. Pete,FL 8:00 AM to 5:00 PM

SUNDAY NIGHT 7:00 PM- MIAMA AWARDS DINNER FOR TODAY'S INDEX OF PERFORMANCE WINNERS AND FOR MIAMA ANNUAL AWARDS 1997/1998 FLORIDA STATE SEASON 27. GUEST SPEAKER: DAVE PLATT, INTERNATIONAL MODELER FOR ALL DISCIPLINES AND ALL SEASONS.
This is the first meet in the enclosed field of a major league baseball field. this is the home of the Tampa Bay Devil Rays

COME READY TO FLY 'TILL YOU DROP

(3)

Record Trials 1999

Flying Site - Palm Bay, Florida

This year the record trials will be new and improved.

***Each date listed will be an AMA sanctioned event.**

***Entry fees will be $1.00 for as many classes as you wish to fly.**

***If you are flying for a record and miss a MAX, you can re-enter for 25 cents and start all over.**

Shoot-Out

There will be a shoot-out at each record trial date.

The shoot-out times will be as follows:

***P-30**	**7:15 AM**
***GAS**	**7:30 AM**
***HLG**	**9:00 AM**

The results of each shoot-out will be recorded and the contestant that wins the most shoot-outs in each class during the year will be awarded a prize at the December 4th Chili Cook-Out.

Dates for the Record Trials

Month	Date	
January	24th	
February	14th	
March	21st	
April	None	
May	16th	
June	6th	
July	18th	
August	22nd	
September	19th	
October	3rd	
November	7th	
December	4th	Chili Cook-Out

OUTDOOR FREE FLIGHT

BEST FF FIELD IN SE USA !

Please save this flyer-This is your Record Trial calendar for 1999!

MEET 3 DELTA AIRLINE HANGAR Dec 26,27 C/D Rich MacEntee

(4)

Last meet in 1998.

FLYING ACES PEANUT SCALE.		Best Fly	Total
1.R. MacEntee Pottier	61.3	1:50	141.3
2.N. Bollinger Cougar	61.2	1:40	138.7
3.George Nunez P-51	71.4	1:08	135.4
4.S. Gilbert Lacey	51	1:31	126.2
5.Bob Shaw Dayton W.	52	1:00	112
6.J.Polento Ableson	72	:31	103
7.C.Nelson Pietenpol	47	:24	71
FIRST JUNIOR: J.J.Nunez PT-19	61	:57	118

FLYING ACES RUBBER SCALE			
1.R. MacEntee YO50	61.1	82.5	143.6
2.S.Gilbert C.Swift	54	1:18	123.2
3.Polento Aerodrome A	72	31	103
X Gilbert Robin	55	1:06	118
4.W.Schlesinger Porter	56	:30	86
lst Junior:JJ Nunez Daphne	61.7	1:51	123.3

MIAMA PISTACH MODEL OF MODEL

1.R. MacEntee Pussy Cat	2:10	2:17
2.Obarski Snuffy	2:18	1:59
3.Polento Pussy Cat	1:23	1:35
4.C.Nelson Pussy Cat	:24	:29

MIAMA PISTACH SCALE: S. Gilbert Dornier :46 :47 4.Polento Korda 3:31
5.Nelson Pup :58

MIAMA COCONUT SCALE:

1.Steve Noriega P. PORTER	3:04.1	NEW STATE
2.R.MacEntee A 211	1:53	RECORD
3.Polento P.Turbo Porter	1:00	

MIAMA LEGAL EAGLE

1.Bollinger Pro Bono	12:41
2.R.MacEntee VT Tail	12:37
3.Obarski Simple Eagle	11:52
5,S.Gilbert Pro Bono	8:29
4..J,Barker Jury Rig	10:25
6.C. Nelson	:50

FLYING ACES EMBRYO

1.N. Bollinger Colt 50	2:52	2:57	2:54
2.J.Barker Swordfish I	2:33	2:34	2:56
3. Gilbert Colt 50	1:50	1:39	2:04
4.Schlesinger	9	31	44

AMA MINI STICK

1.Walt VanGorder	11:10
2.Obarski	7:46
3.Barker	6:11
4.Nelson	1:01

AMA EASY B

1.W. Van Gorder	18:33
2.Obarski	15:42
3.Barker	14:57
4.Nelson	:24

AMA PENNY PLANE

1. W.VanGorder	13:25.4
2.S, Noriega	7:47

Limited Penny

1.VanGorder	11:56
2.J.BarkeR	11:02
3.Noriega	9:34
4Nelson	:39

AMA BOSTONIAN

1.Barker Romulus 2	1.05	4:14	4:12
2.Bollinger Colt48	1.05	2:45	2:55
3.Gilbert 7-Up	1.05	2:35	2:20

MIAMA DIME SCALE

1.Obarski Comet Fokker D-7	7:44
2.MacEntee Comet C. Robin	7:07
3.Gilbert Comet Robin	3:25
4.Schlesinger Megow Nieuport	2:07
5.Nelson Spitfire	1:21

FLYING ACES NO-CAL SCALE

1.Obarski Lacey	4:25
2.MacEntee Fike	3:59
3.Bollinger Lacey	2:48

AMA Catapult Glider
1.Nelson 21 2 4

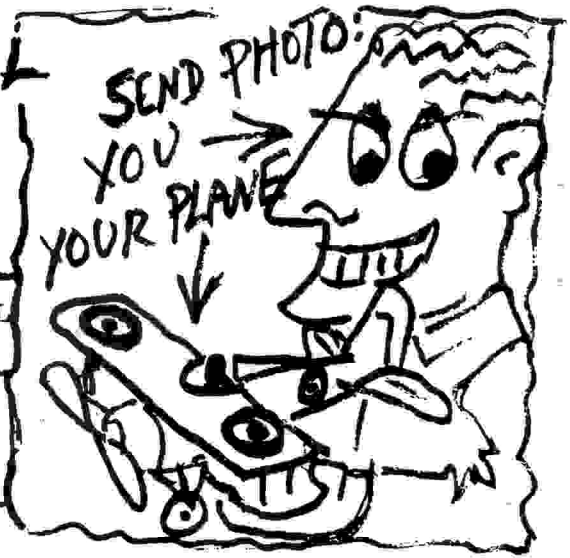
ENTER 15TH MIAMA POSTAL PISTACHIO INTER-GNATS

FAME..AWARDS..YOUR NAME IN LIGHTS .. YOUR PHOTO IN HANGAR PILOT. ALL THIS WITH NO ENTRY FEE.

1. Send in photo.
2. Best time, indoors.
3. Weight, less rubber
4. Three divisions: I, Scale
2. Model of a model (Of any fuselage outdoor free flight gas or rubber.)
3. RIDOTTO..Smallest span to fly 30 sec

FROM NOW UNTIL MARCH 31. 1999

Send span in mm. Send results to MIAMA 2180 Tigertail Ave. Miami, FL 33133



And now a final word..... VIC NIPPERT

After 5 years of editing, writing, folding, mutilating and stapling and licking stamps for **Wing Tips**, it's time to step down. This decision was not made lightly or overnight.

I want to thank all of you for putting up with my attempts to write something legible and to all of you that have contributed material and ideas for this bi-monthly shad wrapper.

Thanks also to all the people that have re-upped their subscriptions and too,all the newsletter editors across the country that have been kind enough to use our material for their own publications.

It's been a hoot taking over from Bob Hudson. Little did I realize that my tenure would last this long nor would I make so many friends across the country as the result of it.

Please send all your subscription renewals,exchange newsletters and materials to Jesse Aronstein for further issues,at: **Jesse Aronstein,**
50 Pasture Lane
Poughkeepsie,NY 12603

FMA NEWSLETTER EDITOR CHANGE:

THIS ISSUE OF THE FMA NEWSLETTER IS THE LAST ONE TO BE EDITED BY ME (TARDY THOUGH IT IS).
MICHAEL JORDAN WILL BE ASSUMING THE RESPONSIBILITY OF THE FMA NEWS COMMENCING WITH THE JAN-FEB 1999 ISSUE.

MIKE'S ADDRESS IS:

3817 MUIRFIELD COURT
PALM HARBOR, FL 34685
(727) 781-4919

I WOULD SAY THANKS TO THOSE WHO HAVE SUBMITTED ARTICLES AND OTHER GOOD STUFF FOR PUBLICATION WHICH IS THE FOUNDATION OF OUR NEWSLETTER. WITHOUT THAT KIND OF SUPPORT THERE IS NO NEWSLETTER.

ALSO WANT TO THANK DAN MC CALL FOR THE GREAT PICTURES HE TOOK AT THE FINALS.

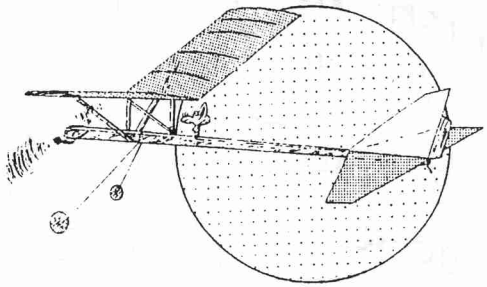
THANKS AGAIN AND WE'LL SEE YOU ON THE FIELD. J JUHL

NEXT MEET-MIAMA 4 JAN 31 TROPICANA
MIAMA 5-TAMPA ARMORY MAR 27,28

HANGAR RAT REVISITED!

6

Want to try indoor flying? - Fed up with R/C winter flying? Want something to fly at the IMS at Olympia? - Here it is! Harry Barr's classic 'stick and tissue' job that really performs...



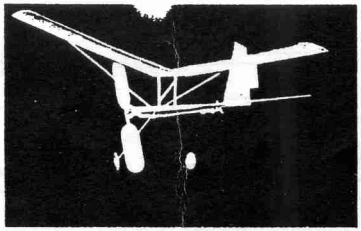
BACKGROUND

Prompted by an obituary to the Australian pioneer of R/C, Max Starick (Hangar Doors, issue ~45), who promoted indoor sports flying by kitting and selling, at cost, almost 5000 'Hangar Rats', the 'Rat's designer, Harry H Barr wrote to *Aeromodeller*, suggesting that a re-issue of the plan would be a fitting tribute to Max's efforts at bringing pleasure to so many modellers and increasing indoor awareness world-wide. Well, here it is and I can personally vouch for the great fun and pleasure to be had from this disceptively simple model - providing that the guidelines on the plan are followed exactly and wood density is kept light, success is virtually guaranteed - I suffered a roof snagging at Nottingham, on only my second outing with my 'Rat' - now that's what I call instant success! I am also indebted to Ron Moulton, who is a long standing 'Ratophobe', Pat Lloyd who updated the plan by including all the mods trimming advice gained over the years, and to George Car from down under, for photos and info about the latest generation of Aussie 'Rats' - and to Harry H Barr, of course, for designing it in the first place - nice one, Harry!

BUILDING NOTES

There aren't a lot! The heart of the 'Rat' is the motor stick and prop/hub assembly. Choose a light, but firm piece of 1/8" by 3/8" balsa and taper the bottom as indicated. When bending up the prop hub bearing plate from tinplate (this method recommended, rather than the aluminium tube method, because it allows easy down thrust adjustment), make sure that there will be enough clearance between the stick and the fully wound motor (not less than 1/4" to prop shaft axis from the bottom of the stick). The position of the wing may need a little adjustment fore or aft during trimming, so only tack glue the cabane struts in position on the stick for the first few flights, (using the card incidence jig) until you are happy, then finally glue them. Cut the wood for the tail very carefully - don't cut it wider than the 1/8" indicated - remember weight means height loss! Cover the surfaces with Jap Tissue, attached with thinned PVA glue, keeping the tissue as wrinkle-free as possible. Use .032" wire (no thicker) for the U/C legs and make up your balsa sheet wheels (balsa is quite adequate, retained with a small blob of PVA).

The prop is simple, but very efficient. Cut the hub from a hard piece of 1/8" x 3/16" balsa (or hardwood) 3" long. Cut the blade angle across the width of the hub (opposite angles) and carefully drill the shaft hole. Assemble the prop shaft, bearing plate (don't forget the cup or Mylar washers - or a glass bead) and make the final shaft bends to retain the prop hub. Cut the prop blades from the same sheet of balsa and make sure that they are exactly the same size and shape - fit the anti-splitting strip to the front of each blade and glue them



Hangar Rat flies so slowly, you can take flying shots like this with a simple flash camera! A fine study of a 'Rat' by George Car.

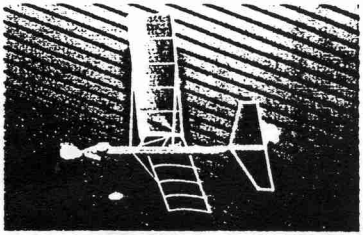
onto the prop hub. A line of balsa cement across the width of the blade at half diameter, on the back of each blade, will shrink to give a nice blade curvature (not strictly required, but a common mod!) and carefully round-off all edges.

Make up the motor from a single loop of 36" long, 0.115" rubber (or 1/8"), lubricate and break it in, by progressively increasing the winds (100 at a time) and allowing the motor to unwind under load (turning the prop) up to 1000-1200 turns. The ceiling height will determine the number of turns that you will need to put on, but for trimming purposes, start with just a couple of hundred.

TRIMMING

Get the CG right with a few hand launches with no turns on - plasticine may be required, but preferable is to move the wing (aft, usually) - hence only tack-gluing the cabanes. The other necessary trim is the turn circle. The 'Rat' flies best in right hand circles - this can be achieved by the fin trim tab and/or wing warp and/or tail tilt. Ideally, no more than 3/8" trim tab deflection should be used (any more induces drag) - if you need more, warp the wing by adjusting the optional lift struts (-only optional if you don't need them!) Lowering the trailing edge increases the lift if that wing, causing it to turn away from that wing. Similarly, lifting the trailing edge reduces the lift, causing a turn towards that panel. Tail tilt induces a turn towards the high side of the tail. Down thrust may have to be adjusted after wing warping - every model is different, so adjustments are unique - but remember, adjust one thing at a time, so that you see the effect of the adjustment. Once the trim has been established, you can save the weight of the lift struts by replacing them with cotton thread, taking care reproduce the degree of trim warping, naturally! Finally, the profile pilot is mandatory, despite the plan saying the opposite!

Go on - give it a try! I promise you - you'll have as much fun flying 'Hangar Rat' as you do blitzing your R/C 'Buzz-box' up and down the strip - far more cheaply, too! - See you at the IMS, Olympia, with yours?



A Ron Moulton shot of a 'Rat' ceiling bound! In this shot you can even see the cement strips on the back of the prop blades! Note the trim tab deflection needed for a safe turn.



Down under, in his 'Rat's nest', Lawrie Kelsall shows a standard 'Rat' and an outdoor floatplane version. Lawrie, who won the first 'Rat' contest at the Australian Nationals, took over the kit production from Max Starick in 1993 and has produced just over 2000 so far, and is still going strong!



1998 Potters Bar Indoor Fly-in brought together 10 'Rats' under one roof - a UK record? - or do you have photographic proof to the contrary?

HANGAR RAT KITS?

For those of you who want it even easier, kits for 'Hangar Rat' are available from SAMS (see their advert for address, etc.) for a mere £5.95 each. ***AM***

(7)

FINISH THIS IN A HURRY

POSTAL MEET IS OVER FEB. 13

SEE PAGE 10 FOR DETAILS

ENLARGE WING PANEL TO 10"

HANGAR RAT

Designed by: H. BARR, with modifications by: M. STARICK.

A 19" Span Indoor Model: Aug. 1979.

(8)

Fin: Outline in $\frac{1}{8}\times\frac{1}{16}$ (1·5×3mm) Med. Soft

Cover fin on Left side only.

Tab: $\frac{1}{2}$" (8mm) Sht.

Propeller Blade: $\frac{1}{32}$" (·8mm) Sheet.

$\frac{1}{8}\times\frac{1}{32}$" (3mm×·8mm) Strip on front face of blade to stop splitting.

* Keep blades flat!

Prop. Hub: $\frac{1}{8}\times\frac{3}{16}$" (3mm×5mm) Hard Balsa or Hardwood on Originals.

Prop. bearing: $\frac{1}{8}$" (3mm) wide strip of alloy from top of drink can.

Rubber Motor: 36" (91·5cm) Length of ·115" Wide, for average weight model, but std. $\frac{3}{32}$" or $\frac{1}{8}$" can be used.

Optional Pilot $\frac{1}{16}$" (1·5mm)

Motor Stick/Fuselage: Med. Sheet. $\frac{1}{8}\times\frac{3}{8}$" (3mm×9mm) taper to $\frac{1}{8}\times\frac{1}{4}$" (3mm×6mm)

Stab: 0°

Skid: ·032 Wire. (Cyano to Fuse.)

Motor Hook: ·032 Wire (Cyano & Bind to Fuse.)

14$\frac{3}{4}$" (37·5cm) O/A.

Stabiliser: Outline in $\frac{1}{16}\times\frac{1}{8}$" (1·5×3mm) Med. Soft. Cover on Upper Surface only.

Competition Rules:

1. Model as Plan, No other Mods.
2. Rubber Motor: 36", (91·5cm) Before tying loop.
3. Tissue cover only: No Condenser paper, Mylars or Microfilm.
4. Time of best Two flights out of usual Six flights in a given time.
5. Model must R.O.G.

Trimming:

1. Model flies best in R/Hand circles.
2. Approx $\frac{3}{8}$" (9mm) Right rudder reqd.
3. Weight nose & adjust thrust line to correct stalling & obtain best climb angle.
4. A little Right thrust & downthrust may be also required.

Propeller Hub detail: Use Hard Balsa or Hardwood. Blank $\frac{1}{8}\times\frac{3}{16}$" (3mm×5mm).

Fwd.

$\frac{1}{2}$" (13mm)

1" (25mm)

Blade here.

Cut Prop hub as sketch for Anti clockwise rotation.

Shaft.

Full depth Root ribs.

Incidence: $\frac{1}{16}$" (1·5mm)

C.G.

Optional rear struts, to cure warps!

Optional Lift struts fix between L.E. & Fuselage at points marked * on wing plan.

Cabane.

Lift strut. $\frac{1}{16}\times\frac{1}{8}$" (1·5×3mm)

Fuselage.

U/C.

Add Nose weight to trim

Prop. bearing: Alloy Drinks Can.

Cabane Struts: $\frac{1}{16}\times\frac{1}{8}$" (1·5×3mm)

U/C: ·032 wire. (Cyano to Fuselage.)

Use Bead, Teflon or cup washers.

Rib Template: Ply.

Full depth Root Ribs.

Shaft: ·032 Wire.

Alternative Prop. bearing. Alumn. tube, $\frac{1}{16}$" (1·5mm).

'Slice' ribs from rib sheet by sliding template.

Rib sheet: $\frac{1}{32}$" (·8mm) & $\frac{1}{16}$" (1·5mm)

Wheels: 1" (25mm) diam: Balsa, Thin ply. Retain with paper discs & P.V.A. blobs.

Dihedral Jig: Card. Use for setting Root rib angle.

Undercarriage: ·032" Wire. (See Side view for forward Sweep.)

Wing Incidence Jig: Card.

Set Wing Centre ribs on this edge when assembling & cementing cabane struts.

Aft.

Fwd.

Sit this edge on Top edge of Fuselage.

Paper discs & blob of P.V.A.

Wheel

* Port wing drawn: Make Stbd. wing by reversing Root rib.

* Strut Here.

Leading edge: $\frac{3}{32}$" (2·5mm) Square. Med. Soft.

Ribs: $\frac{1}{32}$"-$\frac{1}{16}$" (·8-1·5mm) Med. Soft.

Note: Apply tissue cover with dilute P.V.A or paste type adhesive. DO NOT Shrink or dope tissue.

"Slack is Beautiful."

Trailing edge: $\frac{1}{16}\times\frac{1}{8}$" (1·5×3mm) Med. Soft.

Shape L.E strip after assembly.

Gussets: $\frac{1}{16}$" (1·5mm) Med.

$2\frac{1}{2}$" (64mm)

$2\frac{1}{2}$" (64mm)

Dihedral, each tip.

Front view G.A. Approx 1:4.

Root ribs: $\frac{1}{16}$" (1·5mm) Med.

Gusset centre ribs only.

Strut here. (if required)

10"

Original drawing retraced by: A.A.P. LLOYD - 8/98

AEROMODELLER

(9)

Indoor Postal Contests
1998/99

DAN O'GRADY

There is a wide selection of postal contests for indoor enthusiasts to choose from this flying season, and all of them are on an international basis. Briefly, the postal events available are:

SAM 86 SPEAKS

F1M (previously known as F1D beginner);
FAC No-Cal Scale (min. wt. 6.2 g.)
F1L (Easy B to international 1.2 g. min. wt.);
A-6;
Mini-Stick.

Rules for the above events:

F1M - Roughly equivalent to the Pennyplane rules except:
Monoplanes only;
Max span 46 cm. (18.2");
No limit on overall length;
Min. weight without rubber 3.0 grams;
Max. rubber wt. 1.5 grams;
Any material can be used for covering except microfilm. Carbon fibre, boron and Kevlar etc. are permitted. VP props can be used.

FAC No-Cal Profile Scale - A simple event for recognizable profile scale models with a wingspan limit of 16".

The model must have control outlines, registration numbers or letters, etc.

Model must be in the correct colour scheme and must have full landing gear, although retractable gear may be built in the up position. All wing struts must also be on the model.

A-6 30 sq in max wing area;
1/32" max prop shaft diameter;
6" max. prop dia. The blades are to be *flat*, not cambered. No limits on shape or chord. Blades may be constructed of balsa or unlightened plastic, no foam.

6" max motor stick length as measured from the prop thrust bearing to the rear hook.

There is no tail boom length limit.

The cross-section of all strip wood is to be a minimum of 1/16" x 1.16" (1.5 x 1.5 mm where only metric sizes are available) e.g. wing, stab, rudder outlines. The strip wood may *not* be sanded to any shape other than a square/rectangular cross section of at least the minimum dimensions.

All sheet wood construction e.g. prop blades, wing ribs, stab ribs) is to be a minimum of 1.32" thick (1 mm thick where only metric sizes are available). Prop blade edges may not be rounded.

All wing and stab ribs are to be 1.32" x 1.16" (1 x 1.5 mm where only metric sizes are available) minimum cross-section.

Covering materials are limited to Japanese tissue, condenser paper and Garbat paper.

Only wood, wire, adhesives and allowed covering material can be used with the exception of the prop shaft support, which may be of aluminum, wire or plastic material and prop shaft bearings, which may be of any material. No special indoor materials may be used.

Rubber power only.

No weight limits on model or rubber motor.

Motor stick to be a max of 1/8" x 3/16" (3 x 4.5 mm where only metric sizes are available).

The rules for **Mini-Stick** are as previously published in SAM 86 Speaks, MAAC and AMA rules etc.

International Easy B - International Easy B rules are similar to the AMA/MAAC rules with the following exception:

Wt of model without rubber motor 1.2 grams.

Postal results for both the Mini-Stick and A-6 models can be sent by mail to:

Brainbusters,
112 Tillerson Drive,
Newport News, VA, 23602
USA

Contest flights for the A-6 are to be made between 1 Nov. 1998 ans 31 Mar, 1999.
Contest flights for Mini-Stick are to be made between 1 Jan. 1999 and 31 Mar. 1999.

Postal results for FAC Scale, F1M and F1L should be sent to:

Bill Henderson,
15 Joicey Blvd.,
Toronto, ON. M5M 2S8
Tel: 416-481-6972

The dates for these flights are: 1 Oct. 1998 to 30 Apr. 1999.

The general rules for all postal contests will apply i.e.,
Any number of flights can be made at any number of sites. Ensure that the ceiling height of your site is clearly shown on your entry so that a ceiling correction factor may be applied. All contest flights are to be timed by someone other than the flyer. Entry is free to all contestants.

The best single flight time wins, after the ceiling correction factor has been applied. There are no prize other than the fun of trying to improve your own personal best time.

Results will be sent to those entrants who enclose a SASE and where this isn't possible for international entrants provided they enclose a dollar.

A6 Flying Wing

I neglected to included the A6 Flying Wing in the MAAC indoor postal contest events listed in the Nov issue of SAM 86 Speaks. This event has proven to be popular with the Markham indoor flyers, and Jack McGillivray among others is enjoying the change from the usual indoor models. Here are the rules for the event:

1. Rubber power only.
2. Area 45 sq in maximum, no limits on shape or span.
3. 6" maximum propeller diameter. Blades are to be flat, not cambered.

6" maximum motor stick length from the propeller thrust bearing to the rear hook. There is no limit on the length of a rear boom, if used to support a fin etc.

5. All strip wood must be 1/16" x 1/16" minimum cross-section and must not be sanded to a rounded shape.
6. All sheet wood (e.g. propeller blades. wing ribs , etc.) must be 1/32" minimum thickness, with no rounded edges.
7. All wing and stab ribs must be 1/32" x 1/16" minimum cross-section.
8. Tissue covering only. Propeller shaft to be 1/32" dia. wire minimum. Hence only wood, wire and tissue materials can be used for construction

Hangar Rat Postal Contest

There is an indoor postal contest underway which appears to be destined to be a world postal contest for the 'Hangar Rat' indoor model. This model was originally designed in 1979 by Harry Barr. A plan for the model has recently been published by Aeromodeller - Vol.63, No.757, 20 Nov-17 Dec, 1998. (Lord, what a bloody awkward way to identify a magazine issue!).

The South Western Ontario Old Time (SWOOT) model flying club are having a postal contest for the Hangar Rat. In fact it is already in progress, running until the 13th of February, 1999. A ceiling factor will be used, so be sure to include the ceiling height of your site. Send your times to:

Art Lane
9 - 617 Wharnecliffe Road South,
London, Ontario, Canada
N6J 2N7

European flyers can send their entries labelled "Hangar Rat Postal" to Harry Barr c/o Aeromodeller Editorial Office, PO Box 311, Hemel Hempstead, Herts. HP3 9GH, UK.

(10) FAC Postal Contests

As you read this the Winter Postal Contest is underway. It will continue until May 15.1999. We will once again have four events or Wings. Indoor Peanut, Outdoor Peanut, Indoor No-Cal and Outdoor No-Cal. Fly as many times as you want with as many models as you want. Send in the times along with the name of your model and the date to GHQ. Contest times also count. Be sure to include the wing you are entering.

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Announcing a new Informative monthly newsletter: **"The MB101 CENTRAL"**
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STORMY WINTER? FLY THE POSTALS - SUPPORT INDOOR!

No Red X

FROM DAVE PLATT, AMOB ED.

Good news, bad news. The good news is that no-one gets the dreaded red-X this year. So you don't have to drag out any precious modeling dollars to pay for another year of the Bulletin. The bad news: the reason is there won't be a Bulletin next year to pay for.

Unless, that is, there's someone out there who would like to become an Editor. Your present Editor has with some disappointment decided not to continue in the chair. A job of this nature doesn't get done for the salary. It gets done rather because a need is perceived and the community supports it. So long as these conditions prevailed I was happy to make the small effort each month to keep the FF fraternity in Florida connected. The need I believe to still exist. Contest flyers and reports are important to send out for communal activity to thrive. Moreover, these things need to happen on a monthly basis. A newsletter that only appears spasmodically isn't very useful.

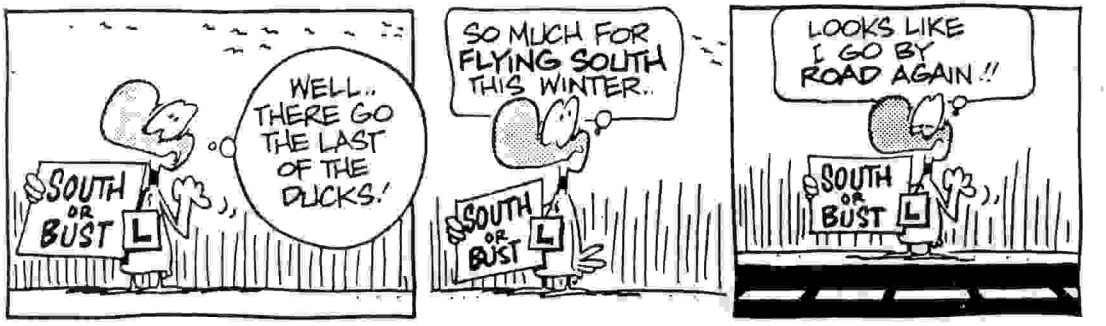
To some degree, the Bulletin also received the necessary support. Contributions could always be counted on from a dependable, if small, core of stalwarts. John Tudor, of course. Buck Braden, another right-hand when copy was thin. Phil Bayly, Dave Fogarty, Tom McCoy, a few others.

Unfortunately, these aren't the only contributions that are needed. The Bulletin also must have flyers for upcoming meets, and then the results of the meets when they've happened. During the last year some of these were either deliberately withheld or allowed to slide. We never were given the results of the King Orange, if you can believe it. Nor was that the only meet so affected. Lastly, it doesn't lead to one's feeling of being worthwhile when griping is received because the publication isn't following someone's personal agenda.

We have a good store of future material, courtesy of Phil Bayly, that we'll gladly turn over to anyone who fancies taking on the job of editing this newsletter. Also, our contributors list will be made available. If interested, see me at the KOI and we'll discuss it.

EDITORS ARE DROPING LIKE FLIES.

DING DUCK FINALE



BILL WINTER, GONE WEST

by Bill Hannan

"Editors have come and gone like dynasties of Egyptian Pharaohs..."

(12)

The author of that line, William J. "Bill" Winter, passed away on December 11, 1998. Bill had been editor of such magazines as *Air Trails, Model Airplane News, American Modeler, National Aeronautics, Grid Leaks* and *Junior American Modeler*. Additionally, he wrote some twenty books on model building and full-size aviation. Bill was an accomplished pilot and somehow during his long career he and his wife also managed to successfully raise nine children.

Prior to becoming an editor, Bill had been a contributor to such magazines as the fondly-remembered *Flying Aces*, where his construction articles included both "solid" models and flying scale types. Some of his many model designs were also marketed in kit form.

Author Dave Thornburg, who dedicated his 1992 book *Do You Speak Model Airplane?* To Bill, wrote: " No one else in all of modeling history has had Bill Winter's eye for the big picture. He's our chief philosopher-historian, and when he retired from regular writing, the hobby lost an irreplaceable voice."

Although I only met Bill in person once, we corresponded over a period of about 30 years. He was an absolute master of brevity in letter-writing, using the fewest possible words to concisely convey his message. I clearly recall an article assignment he had given me, that required some last-minute alterations, which were air-mailed to him shortly before the printing deadline. His one-word acknowledgment? "Fixed."

In later years, his letters, though infrequent, were longer, more philosophical, and, at times, metaphysical. Here are some brief excepts from his letter to me of September 9, 1998:

"At 86, I thirst for evidence of the continuing thread that goes back long before the date of my birth, and to the creative and spiritual minds that filled the early years — and to the wildly blossoming days of our own air-minded youth. The soul of it."

"Ah progress. High rises, townhouses, highways, buses 6/7 miles high. Nuts and bolts. Models that cost as much as a deluxe home in the days of our growing up. Progress! Oh sure. Thou shalt not put false gods before me — that is, we must never forget. There is no such thing as progress if we don't know where we came from. Progress begins with that remembering, and the rememberings of others gone but not forgotten..."

Perhaps Bill's close friend and fellow modeler Tom Schmitt, who reported Bill's passing, put it best: "Bill has left us, and is now soaring with the angels."

STILL NOT SIGNED UP WITH MAMA? YOU KNOW WHO YOU ARE. YOU ARE GETTING YOUR LAST ISSUE. C'MON PILOTS - REUP.

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MIAMA INDOOR RULE SPECIFICS 01/01/99
(See FAC & AMA for other details not covered below)

- FROM NEWT:

BOLLWGER CLARIFIES SOME OF THE VAGARIES IN THE MIAMA/FAC RULES

TAKE NOTE CONTEST FLYERS

PEANUT

Flight Points: *Single best flight* (with 10 sec. bonus for ROG) out of 3 official flights.
Max. of 82-1/2 flight points awarded for each flight as follows:

0 - 60 sec	1 point/sec
61 - 90 sec	1/2 point/sec
91 - 120 sec	1/4 point/sec
over 120 sec	0 points

Scale Points:

Construction and Details -- *Max* 30 points
Color and Markings ------- *Max* 20 points
Workmanship ------------ *Max* 12-1/2 points

Bonus Points:

0	High Wing
3	Parasol
5	Shoulder, mid-wing, canard, tandem, and seaplane-with multiple floats
10	Low wing
15	Biplane and sesquiplane

TOTAL SCORE = SCALE POINTS + BONUS POINTS + FLIGHT POINTS

DIME SCALE

Unlimited flights, hand launched. Total of *best three (3)* flights determine score.
Bonus points added to each flight as follows:

0	High wing mono (with or without cabin), shoulder, or parasol
20	Mid or low wing
30	Biplane
40	Triplane, floatplane, or twin motors

NO-CAL

Weight of model (excluding rubber motor) shall be no less than *6.2 grams* (2 pennies).
Score based on *best single (1) flight of five (5) flights* (20 sec. min. & 2 attempts/flight)

LEGAL EAGLE

All flights ROG. Score based on sum of *best three (3) of four (4)* flights.

EMBRYO

Weight of model shall be no less than *10 grams*. All flights shall be ROG.
Best three (3) of *four (4)* official flights.
Bonus points added to total of flight points:

5	Raised cabin or windscreen w/open cockpit & headrest
3	3-dimensional wheel pants
1	3-dimensional exhaust pipes

Total score = Total of *three (3) flight points* + total *bonus* points

BOSTONIAN

All flights ROG. *Best two (2)* flights out of *five(5)* official flights.
Airframe, excluding rubber motor, shall weigh no less than *seven (7) grams* for monoplane (10 for others)
Maximum charisma:

3%	High wing mono with fuselage on its side (x 1.03)
5%	High wing mono (x 1.05)
12%	Recognizable simulation of actual aircraft (x 1.12)
15%	Biplane (x 1.15)
20%	Triplane or any complex airframe (x 1.20)

Total score = total of *two (2) flight points* multiplied by *charisma* factor

MY SMILING FRIEND
By Warren Williams

14



In the late forties, while I was in charge of the Flight Line at Lockheed Burbank, I met Howard Hughes, the eccentric Billionaire, Industrialist owner of TWA and Movie Maker. Every Saturday morning he would call and ask me to help him with his weekly engine run.

He would drive his 1943 Chevy roadster into the plant and park next to his TWA four engine "Connie" Airliner. Each week he would arrive with a different beautiful young movie Starlet, she carrying a small overnight bag and he with a Flight engineers leather carrying case. It was like they were going on a trip. He looked like one of us except for a small mustache and a well worn dark felt hat.

We would exchange words and they would climb the entrance stairs up into the cabin of the plane and lock the door. The airplane was specially equipped with a bedroom, bar, kitchenette and about 2 dozen passenger seats. I figured they were spending time alone with all the facilities of a home. The engine run took about 20 minutes and a good hour and a half of love making, I assumed, as later in the day after they left, a male housekeeper would come and put fresh sheets on the bed.

I would ready the portable fire bottle and stand by with my ground headset and microphone connected to the nose of the aircraft, waiting patiently for Howard to start the engines.

Finally, he would call to say he was ready. After I gave him the OK to start, he would run the engines about twenty minutes and shut down. I was impressed with his ability to start and shut down the engines, just like an old pro.

When he finished the run, they would slowly come down the stairs, he with a big smile on his face and say, "I'll see you next week, Warren". I often wondered why he left with a smile on his face.

Now, I know why he smiled.

WHAT'S ON?

MIAMA MEET 4 TROPICANA PARK ST. PETE
SUN JAN 31 FAC MASS LAUNCH - LOW WING

MIAMA MEET 5 - TAMPA ARMORY MAR 27, 28
FAC MASS — GOLDEN

MIAMA INTER-GNATS - POSTAL BY MARCH 31

MIAMA MEET 6 (UNCONFIRMED) APRIL 17, 18
USCOAST GUARD. MASS L. — BIPLANE

JOHNSON CITY - 1ST WEEK IN JUNE.

TO CONFIRM — CALL INDOOR HOT LINE 305-856-6363

THE HANGAR PILOT

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