THE HANGAR PILOT

FALL '99

ISSUE 204

MEET RESULTS -
MIAMA INDOOR MEET #1
1999 WORLD INTER-GNATS
NEW SEASON STARTS

28TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

THE FLYING ACES CLUB



FLYING ACES CLUB
Award for 100 Victories
JOHN "DOC" MARTIN
1999



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

FALL-WINTER FF SCHEDULE 1999-2000

Oct.23,24 Palm Bay Jamison Memorial Meet Dave Platt CD

Oct.23,24 USCoast Guard Hangar St. Pete/Clearwater Airport
MIAMA MEET #2 CD Doc Martin 1-305-858-6363

Nov. 13,14 SAM 46 meet with FAC events. See Page 10 flyer

Nov. 27 ,28 TAMPA ARMORY ..NOT CONFIRMED MIAMA INDOOR MEET #3
CD Doc Martin Call Doc the night before meet

Dec.4 Palm Bay Record Trials & Chili Cook out Sharpton 404-767-6138

Dec 29-31 Palm Bay King Orange with FAC events See P. 14 for flyer.

JAN 1,2 DELTA MAINT. HANGAR, TAMPA INT. AIRPORT FIRST CONTEST OF NEW CENTURY MIAMA INDOOR MEET #4 TRADITIONAL DELTA MEET
CD Rich MacEntee NOT CONFIRMED.. Rich is working on this one.

JAN. 29,30 TROPICANA RECORD TRIALS AND MIAMA INDOOR MEET #5

SUPER BOWL SUNDAY (+SAT.) { WORLD'S HIGHEST INDOOR SITE 231 FEET
NOT CONFIRMED - STEVE NORIEGA IS WORKING ON THIS ONE

NEXT MEET: MIAMA #2 USCG HANGAR
OCT. 23,24 9-5 LUNCH AT MESS HALL

"IF YOU MISSED MEET 1, SO DID A LOT OF OTHERS"
DOC

1999/00 MIAMA Meet #1 Fla.State Fair C/D Steve Noriega
Sept. 18, 19 1999

(2)

FAC PEANUT SCALE

		STAT.	BEST FLY	
1.R. MacEntee	Lemberg	72	1:24	144
2.Doc Martin	Ford 2AT	56.5	1:31	131.7
3.J. Wormley	Lacey M-10	60	1:22	131
4.S. Gilbert	Lacey M-10	55.5	1:28.6	129.8

FLYING ACES NO-CAL

1. Joe Nuszer	Hosler	2:57
2.MacEntee	Lacey	1:53
3.Wormley	Claude	1:02
4.Martin	Dayton	:36

FAC SCALE

1.Doc Martin	Waco E	70.5	1:03	132
2.MacEntee	Farman 352	59.5	1:22	130.5
3.Gilbert	C. Swift	51	1:02	112.0

MIAMA COCONUT SCALE

1.MacEntee	P.Porter	2:23
2.S. Noriega	Porter	1:54
3.Martin	Vance	:36

MIAMA PISTACHIO SCALE

	STAT. PTS.		FLY PTS.	TOTAL
1.Wormley X-Mas Special	1	1:12 :55	2	3
2.MacEntee M-20	2	1:28 1:31	1	3
3.Martin MO-1	1.5	:41 :33	4	5.5
4.Gilbert Fike	2.5	:49 :47	3	5.5
X.Gilbert Wee Bee	1.5			

MIAMA LEGAL EAGLE

1.Gilbert	1:30	2:25	

AMA BOSTONIAN

1.S. Gilbert	7-Up	1:53	1:57 1:58

MIAMA DIME SCALE PLUS BONUS

1.MacEntee	Curtiss Hawk	1:18	1:28 1:37
2.Martin	Caudron	1:31	1:28 1:30
3.J.Wormley	M.Saulnier	:49	- -

FAC Embryo

1.S.Gilbert	Bronco	2:03	1:46 1:46

FLYING ACES PEANUT MASS LAUNCH

1.Rich MacEntee
2.John Wormley
3..Sidney Gilbert
4.Doc Martin
5.Ric Choate

SEASON 29 1999/2000 MEET ONE REPORT

We started the 29th Season in Sept. instead of the usual Oct. date. A lot of regulars were still away but we had lots of new bodies, new faces and new aircraft. We are in Steve Noriega's debt. for this fine Cat. II site that the boys in Miami would kill for. Present were Larson, Choate, Nuszer,Shaw, Doc, MacEntee, Sidney & Eileen,Wormley, Noriega,and newcomers Randy Osborne, Buster, Pam Murray, and John Edwards. Ah! Summer's over and the cooling Fall indoor season is here. Football, Autumn leaves, contests, postals, old buddies,flying the latest model.... does it get any better than this? Seven Hangar Pilots flew in the World FAC rubber scale mass launch at 4:00 PM on Sun. Sept. 19 along with many more FAC flyers atthe same moment all over the world. The results of this launch will be in a future issue. We plan on seven indoor meets this season and we will count your best five meets as we did last year..MIAMA Indoor Meet #2 will be held at USCG Hangar at the St. Pete/Clearwater airport on Oct. 23 and 24 from 9 to 5. Lunch will be served at the mess hall. If you missed meet one... so did a lot of others!!

COCONUT MASS LAUNCH SUN. OCT. 24 2 PM

(3)

Dave Stott
4304 Madison Ave.
Trumbull, CT 06611

Dear Doc,

The latest letter from Herb Weiss concerning the enigmatic Prof. De Bobrovsky (Hangar Pilot, #202) jogged my memory when "Tubular Aircraft" was mentioned. I remembered the enclosed article printed in the little known "Sportsman Aviation" magazine that championed the cause of the individual aircraft experimenter.

The aircraft could certainly be termed "tubular" that are pictured in this article. The Prof. gives no indication as to the firm he worked for during this time he was engaged by the Italian Government. He may have acted on his own, for all we know. But, it is interesting that Caproni came up with a "barrel" A/C around this time that later developed into the Caproni "Campini" ducted fan ship.

Prof. De Bobrovsky was listed as the Technical Editor of Sportsman Aviation and wrote other articles for this little magazine. The enclosed article from S.A., Feb. 1934 is the earliest in my collection and is Vol2, No.2. The latest one I have is for March 1935. They claim to have been "Established" in July of 1933. This is some time after Prof. De Bobrovsky's writings disappeared from Model Airplane News.

I will bet that Dickenson High School, where Roy Bates discovered the Prof. taught physics, is in Secaucus N.J. where the Tubular Aircraft Corp. was located, and where I'll bet De Bobrovsky lived. If not, then close by. I even get the feeling that De Bobrovsky may have <u>been</u> the Tubular Aircraft Corp.! I have always sensed an inflated ego as part of Prof. T.N.DE Bobrovsky's make up. I quote from an article he wrote on aerodynamics as applied to flying models wherein he scolds "90%" of the model builders and firms for the use of airfoils of "unknown origin"....."This is one of the worst errors of the model builders and the so-called experts." And there have been other statements to give me the impression mentioned.

I hope you can find space to continue this discussion on the Prof. I have many times felt like doing an article on him for some journal or other, but never seem to get to it. I suppose he will forever remain a bit of a mystery. Anyhow, how mush can anyone write about him? Only enough to arouse more curiousity.

Keep your nose on the horizon,

Dave Stott

P.S. There are at least 3 "barrel" planes that preceded the one the Prof. wrote of. The 1909 Beilharz, the 1910 Ger,an Grauvert, and the 1910 Unic Bertrand Monoplane.

The continuing search for the mysterious professor de Bobrovsky

Does anyone know about this scholar?

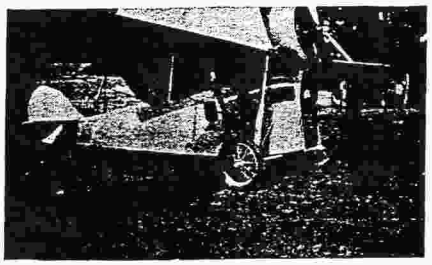


Fig. 5

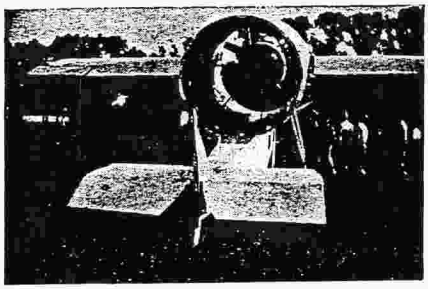


Fig. 6

Refer to page 5 regarding above

(4)

A Scoop for Sportsman-Aviation!

Earlier Experiments With a Barrel Wing Plane

By Prof. T. N. de Bobrovsky

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It may interest our readers to know, that the first Barrel Wing Plane was tested in Italy in 1924-25. Figs. 1 and 2 show the skeleton of the original made in Florence (Italy). Unlike the latest type, the cabin with two seats was at the bottom of the barrel. The wings and tail surfaces arrangement were about the same as the present type. The finished plane made small jumps

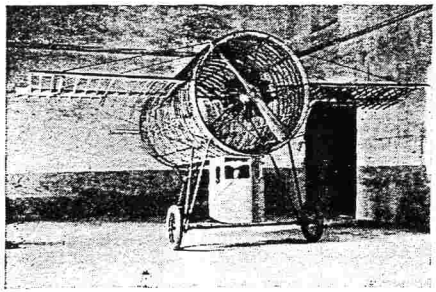


Fig. 1

only, showing stall and roll. The elevators and rudder were unsatisfactory.

The Italian government was interested in the test, and one expert after another was called upon for advice. In this file, the author was the last one to be called. When he took charge, the plane was no longer the same as in Figs. 1 and 2.

The barrel was shortened and the tail surfaces were mounted on outriggers. Fig. 3 of a flying model of the redesigned plane, shows the exact form. After a series of model tests, changes were made, first as

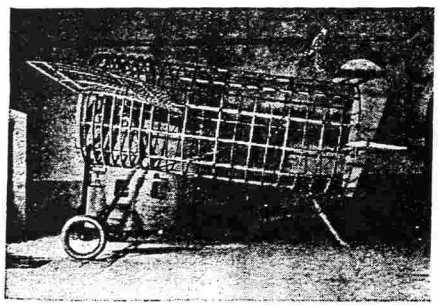


Fig. 2

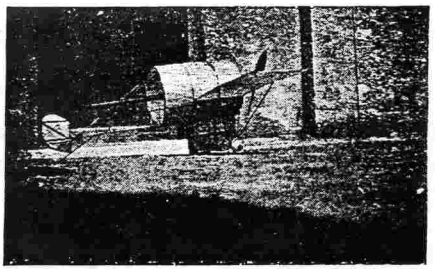


Fig. 3

shown in Fig. 4 and second as shown in Fig. 5. As the reader will notice in the various views, a fuselage was built to the original cabin nacelle, the wing was increased and later on the wing and the motor were brought down nearer to the cabin.

The plane as shown in Fig. 5 was satisfactory. You will note, that around the motor is mounted a cowling ring, for the same purpose as today we use the N.A.C.A.-Townend, etc. With 100 h.p. motor and wing loading of 13.6 lbs., it attained a very high speed.

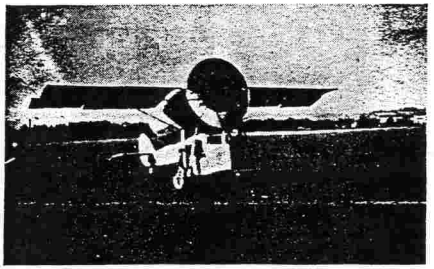


Fig. 4

As Fig. 6 shows, there were flaps inside the barrel, with which at landing the internal opening could be regulated and with this arrangement a very low landing speed ratio, unknown at that time, was obtained.

(Figs. 5 and 6 on page 14)

EDITORIAL NOTE:—The foregoing once again proves the practical value of having a sound modelplane knowledge, and how a model made a success out of a theretofore failure. Sportsman Aviation is justly proud to claim the author as not only a member of our staff, but as Technical Editor, and with a substantial European history back of him!

(5)

DAVE LIVESAY IS THE 8TH RANKED FAC ACE WITH OVER 110 KANONES,

DAVE LIVESAY ON PROPS

The basis of this article is an online exchange of questions and answers between Joe Joseph and Dave Livesay regarding the use of commercial plastic props.

Joe: "Dave, what kind of props do you use on the models you design and build?"

Dave: "I buy the 6" Czech props and the 7", 8", and 9" Peck props by the dozen; that is all I have ever used on any of my outdoor models. A plastic prop with the right size (thickness) and length of motor, wound to the max, can give a motor run that will give you plenty of air time.

I have noticed that most flyers usually put in too large (too thick) and too short of a rubber motor for a given plastic prop and then don't wind their motors even close to the max turns. Good example: my Floyd Bean Peanut has a 6" Czech prop with a single loop of about .125" rubber 38" long which will take close to 3900 turns. This model doesn't zoom up real high but cruises for what seems like forever; even the slightest lift causes it to gain altitude till the power runs down. I also like plastic props because if I break one, I just put a spare one on and can continue flying."

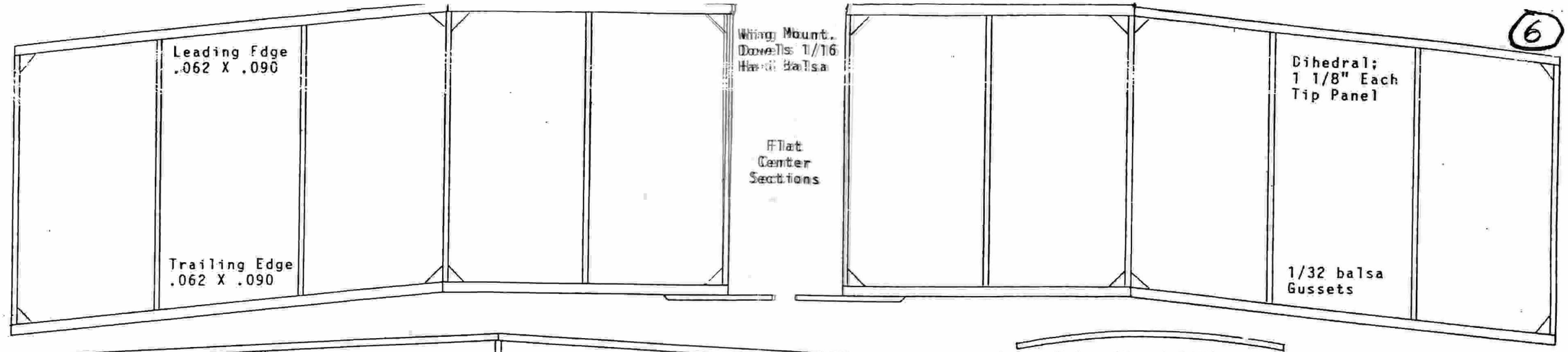
Joe: "Dave, that motor must be close to six times the prop-to-rear-peg distance. Don't you get an awful knot jam?"

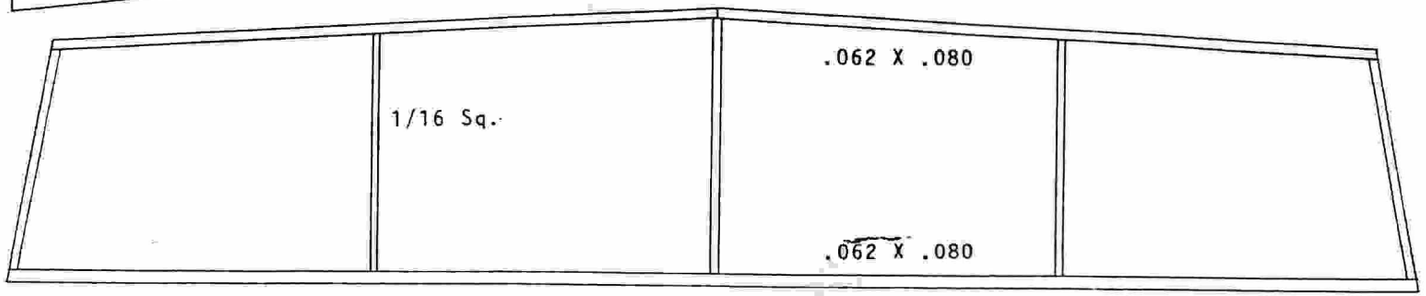
Dave: "No science, no math; I just do it. I haven't had any problems. The Floyd Bean has a large fuselage and the motor is not braided. Actually, the motor is only 3 1/2 times the prop-to-peg length which is about normal for me. The rear peg is right under the front of the stab. I usually only wind to about 3000 turns because the model won't handle the torque of a fully wound motor. It wouldn't fly at all on a smaller cross-section of motor of the same length.

I strip all my motors from 1/4" rubber to just the size needed. Most of the planes from my plans that flew the best used some size from .135" to about .160" at about three times the prop-to-peg length and wound to better than 90% max turns. I find max turns for a motor by making two motors to the same size and winding one till it breaks - outside the model, of course. For a mass launch model I make three motors and break two to get an average. I do this at home if possible for each new model or batch of rubber. I don't keep records, but I do write the motor size on the model's nose block"

Joe: "You've killed a few sacred cows for us, Dave, but who's to argue with an FAC Air Marshal with close to 100 kanones?"

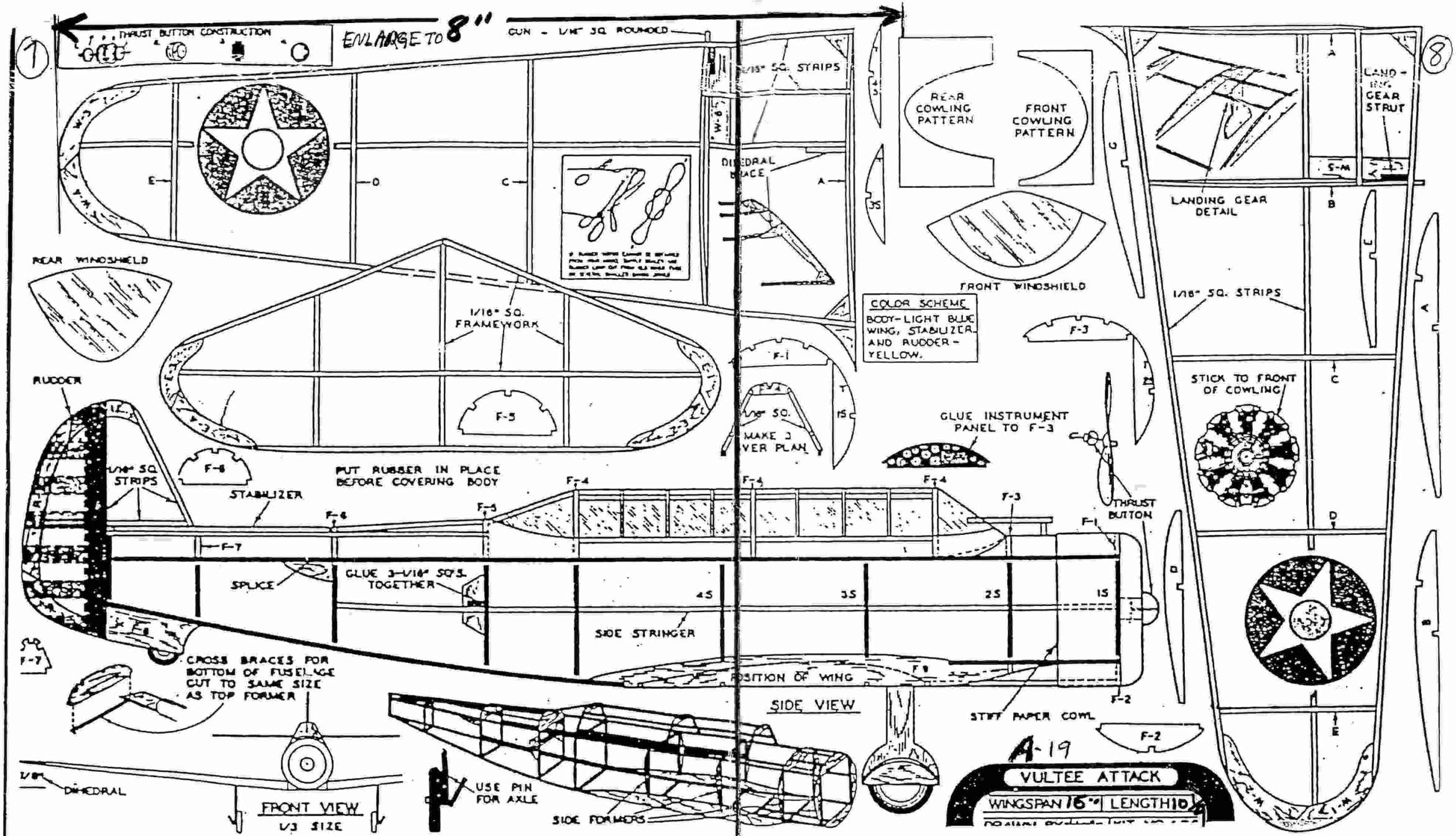
Via *The Windy Sock*, Joe Joseph, Editor. VIA MIKE NASSISE



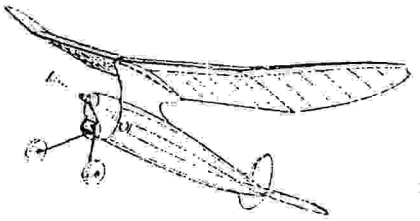


EIGHT BALL

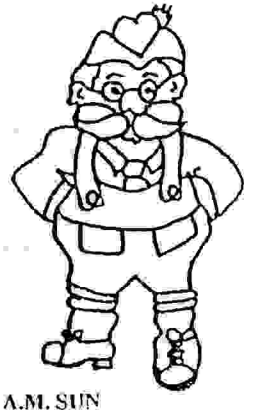
An Indoor Embryo
Designed and Drawn by Paul Avery



THIS COMET DIME SCALE ORIGINALLY HAD A 20" SPAN.
16" IS MAX. FOR #10 MODELS - A GOOD FLYER



SAM 46
FREE FLIGHT CONTEST
PALM BAY, FL
NOV 13 - 14, 1999



Contest Times: SAT 7:00 A.M. - 5:00 P.M. Sun 7:00 A.M. - 2:00 P.M.
ALL EVENTS 2 MINUTE MAX ENTRIES CLOSE 11 A.M. SUN

CD-RAY COMBS
6747 Sugarbush Dr
Orlando, FL 32819
(407) 351-2209
Alternate CD
Les Alonzo
1012 W. Peninsular St.
Tampa, FL 33603
(813) 229-1083

HEADQUARTERS
DAYS INN - PALM BAY
4700 DIXIE HWY NE
(800) 777-6044
MUST ASK FOR
DERRIK TOMS
For special rate $34.95
MUST STATE SAM 46 CONTEST
At time of reservation
Local#(407) 951-0350





COLLECTO - DAYS INN
SATURDAY NIGHT
$1.00 DONATION
7:00 - 10:00 P.M.

SAT. NOV 13

1/4 A NOSTALGIA/020 REPLICA
1/2 A GAS J/SO
A NOSTALGIA
A GAS
S.L.O.P.
OT ABC PYLON
P-30
OT HLG
O.T. RUBBER CABIN/STICK SM
1/2 A EARLY NOSTALGIA
CATAPULT GLIDER

SUN. NOV 14

ALL GAS SHOOT OUT 7:15 AM
1/2 A NOSTALGIA
B - C NOSTALGIA
MULVIHILL
OT ABC FUSELAGE
B - C- D GAS
HLG J/SO
OT RUBBER CABIN/STICK LG

ANY TEXACO EVENT MAY BE FLOWN ON EITHER DAY
BUT MUST FINISH SAME DAY

1/2 A R/C TEXACO (8cc Tank) OPEN A RC TEXACO
OPEN 1/2 A RC TEXACO SCALE OPEN 1/2 A RC TEXACO
ALL R/C TEXACO FLOWN TO AMOB RULES

FAC FLYERS REGISTER AT FAC TABLE

FAC Embryo Endurance FAC Rubber Small FAC Peanut Scale
FAC Golden Age FAC Jumbo Scale FAC Power Scale
FAC No Cal Scale FAC Dime Scale FAC Old Time Rubber
FAC Old Time Stick Jimmy Allen

ENGINE RUNS
O.T. IGNITION - 20 SEC ROG, 15 SEC HL
O.T. GLOW - 12 SEC ROG, 9 SEC HL
NOSTALGIA - 9 SEC VTO or ROG, 7 SEC HL

OPEN - $8.00 first event plus $3.00 additional $20.00 MAX
SENIOR - $7.00 first event plus $3.00 additional $15.00 MAX
JUNIOR - $5.00 total

FAC- Kannones Only- $5.00 first event, plus $1.00 additional events, $10.00 MAX

*****HELMETS REQUIRED FOR ALL CHASE BIKES*****

RELEASE: I the undersigned contestant/parent, do hereby certify that I release any and all organizations connected with this meet from all claims which may arise with said meet. I further certify that I am the builder of all models entered and flown by me as covered by AMA, FAI and SAM rules.

Print Name:_____ AMA No.:_____
Address:_____
City:_____ State:_____ Zip:_____


11
1
2
3
4
5
6
7
8
91
NOTTINGHAM EVENTS
CANADIAN
ROCKIES
ACES!

1999 INTER-GNATS

This annual goes back to 1983 at West Baden College. It began as a proxy meet, which is a lot of fun, but a lot of work. Three years ago we made it a postal meet and asked for a photo of your model. Many of the entrants are not Hangar Pilot subscribers, and get their information from other newsletters. Last year entries were down, and so was support from club newsletters.There are plenty of pilots throughout the world who love these little planes and the World Inter-Gnats goes on. See p.1 for data.

MODEL OF A MODEL		WEIGHT	Time	
1.Dave Aronstein	Super Stuff	1 gm.	2:45	Rose Hill Kansas
2.Dick Obarski	Snuffy	2 gm	2:32	Sun City Center,FL
3.Rich MacEntee	Pussy Cat	2 gm.	2:17	Palmetto,Fl
4. George Tornkvist	Pinocchio	1.4	1:56	Sollentuna,Sweden
5.John Polento	Pussy Cat		1:35	St. Petersburg,Fl
6 Dave Linstrum	Pussy Cat	2.5	1:19	Provo, Utah
8.Vince Sadwick	1952 Wake.		57	Bergen, NY
7.Richard Klingenberg	Basic Bost.	2.6	1:02	Roseburg,Or
9.Frank Hirleman	Pussy Cat	2.6	:56.3	Lincoln City, OR
10.Sidney Gilbert	Pussy Cat		:46	Sarasota,FL
11.Dick Harker	Saint Formula	3.8	:42	Kewanee, IL
12Kieth Leafdale	FA Moth	3	:36	Yukon.,OK

PISTACHIO SCALE				
L Rich MacEntee	Messershmit M-20	1.8	1:22	Palmetto, FL
2. MacEntee	Lacey	2.2	1:18	
4.Dave Linstrum	Dornier Komet	2.5	1:02	Provo, UT
3.Gert Brendel	Volksplane	1.5	1:03	Enschede, The Netherlands
5.Sidney Gilbert	Dorn, Komet		:56	Sarasota,FL
6.Dave Aronstein	PolishPWS 24		:51	Rose Hill,KS
7.Doc Martin	Windham Tandem	2.5	:48	Miami, FL
8. Doc M,	Martin MO-1	1.9	:41	
9.Doc Harvey	Pastel Gotha/Floats	3.4	:37	Manchester,CT
10.Nick Peppiatt	Foam Spitfire	4.5	:36	England
11. Doc. Martin	Stabiloplan	2	:32	
12. Orv Olm	Wittman Bonzo	4.9	:31	Saskatoon Canada
13. George Merkel	Ord Hume	2.3	:28	Saskatoon, Canada

FIRST PLACE IN RIDOTTO WENT UNCONTESTED..GOOD TIP FOR NEXT YEAR.

PHOTO 1.Nick Peppiatt and his all foam Spitfire 2.Canada's Orv OLM with his Bonzo. 3.Doc prepares a "short" loop of rubber for the MO-1 4.George Merkel and his Ord Hume. 5.Frank Hirleman and his Pussy Cat.. one of 5 entered.. 6. VTO Linstrum and his Komet. 7.L. Barr's Pinocchio model of a model by Sweden's Tornkvist. 8.Kieth Leafdale and nostalgic Flying Aces Moth.

INTER-GNATS STARTS NOW TO MAR. 31 '00

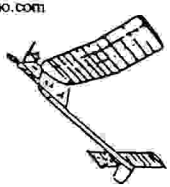
(13)

SPECIAL INFORMATION

Contest Management

CD	FAI	FAC	OT	TEXACO
Joe Clawson	Jim Bradley	Steven Bacom	Frank Carney	Norman Rosenstock
401 Almasa ~~Pine Ct~~	1337 Pine Sap Ct	836 Banbury Dr	1839 Loyola Dr	124 Granada St
Palm Bay, Fl ~~32905~~ 32907	Orlando, Fl 32825	Port Orange, Fl 32119	Jacksonville,FL 32218	Royal Palm Beach, Fl 33411
407 984-8718	407 277-9312	904 788-7309	904 751-1364	407 798-5154
				nrosenstock@juno.com

Frank Ehling Event: Don Brimmer 5924 16th Lane N.E. St. Petersburg, Fl 33703
813 525-6667 SASE. Please.



Flying Aces Scale Judging And Model Display Wednesday 8:00 PM At Days Inn, Palm Bay
Florida Modelers Association Annual Meeting Wednesday 8:00 PM At Days Inn, Palm Bay
State Modeling Activities As Well As Policy Will Be Discussed. Everyone Is Welcome.
Swap Meet Thursday 8:00 PM At Days Inn, Palm Bay ($1.00 Donation At The Door....Free Tables)

Field Safety: Helmets Required For All Chase Bikes .....No Exceptions !
The Potential For Fire Is Always High .....Please Be Careful And Watchful. Help Keep Our Flying Site Safe And Clean. Pick Up Litter. If Encountered, Please Bring A Description And Location Of Any And All Obstacles Or Dangerous Conditions To The Immediate Attention Of The Contest Management.

Directions To The Flying Field Go West On Emerson Drive. Continue Straight On Emerson Till You Reach Sappodilla. You Are At The Flying Site.





Motels: Ask For King Orange Rates And Confirmation Number.

Days Inn Palm Bay
4700 U.S. Hwy 1
Palm Bay, Fl 32905
1 800 777-6044
1 407 951-0350
37.95

Ramada Inn
1881 Palm Bay Rd N.E.
Palm Bay, Fl 32905
1 407 723-8181

Motel 6
1170 Malabar Rd
Palm Bay, Fl 32905
1 800 466-8356
1 407 951-8222
32.99 SHARON

Contest Registration: Contest Registration Will Be At The Flying Site Tuesday, December 28th.
Hours: 11:00 AM Until 2:00 PM

(19)

46th King Orange Internationals

Palm Bay, Florida

December 29th, 30th and 31st

Sponsored by the Florida Modelers Association



Contest Director: Joe Clawson 401 Almansa St Palm Bay, FL 32907 (407) 984-8718

Jerry Wagner - Alternate CD
Frank Carney - OT Director
Billy Carney - OT Director
Jim Bradley - FAI Director
Steven Bacom - FAC Director
Norman Rosenstock - Texaco Director

*** AAA - AMA Category III *** "Last Contest Of The Century" *** America's Cup Contest ***

Entry Fee: Senior - Open $15.00 For First Event, Plus $2.50 For Each Additional Event (Unlimited Entry $20.00)
Juniors (Under 16) $5.00 Only! 1999 AMA License Required

Awards: One Trophy Will Be Awarded To Each Winning Contestant Through Third Place. Plates For Each Additional Win. High Point Trophy And Several Perpetual Trophies.

Rules: All Events Will Be Conducted According To The Most Current Edition Of The Appropiate Rules, AMA, FAI, SAM, FAC And NFFS Nostalgia. The Flight Line Will Be 100 Feet Down Wind Of Spectators And Automobile Parking.

High Point: Declare Six (6) Events. 1 Glider, 1 Power, 1 Rubber And 3 Of Choice.
3 X 2 Minute MAXES Each Event. No Single Flight Events Count. FAI First 3 Flights Count Up To 120 Seconds Each Flight. You Must MAX All Six Events Before Flyoff Times Count.

Timing Of Flights: All Flights Must Be Recorded After Each Flight. Failure To Do So May Result In Disqualification From The Event. Note: Two Timers Are Required For Flyoff Flights.

Wednesday 12/29 7 AM - 5 PM

A Gas
D Gas
HLG J/SO
F1A Glider (1)
F1B Wakefield (1)
F1C Power (1)
F1J 1/2 A (2)
OT .020 Replica P/C
OT A Gas Fuselage / Pylon
OT Rubber Cabin Small
OT Rubber Stick Large
R.O.W. Rubber (3)
Nostalgia A Gas
Greve / Thompson Trophy
FAC OT Gas (Electric / CO2)
FAC OT Rubber
FAC No Cal Scale
FAC Embryo Endurance
A Texaco Open .060 - .20 (7)

Thursday 12/30 6:30 AM - 5 PM

C Gas
Catapult Glider J/SO
Payload
F1H A1 (2) J/SO
OT Commercial Rubber
OT Rubber Cabin Large
OT B Gas Fuselage / Pylon
OT Rubber Stick Small
Nostalgia 1/2 A Gas
Mulvihill
Slow Open Power (SLOP)
Nostalgia B Gas
Dawn Unlimited Rubber (4)
Sunrise Shootout (4)
FAC Oldtime Stick
FAC WW I Mass Launch
FAC Peanut
FAC Jumbo Scale & Giant Scale
FAC Golden Age
Super D Gas (5)
1/2 A Texaco Open /Any .049 (7)

Friday 12/31 6:30 AM - 2 PM

1/2 A Gas
B Gas
Moffett
Electric A/B
P-30 J/SO
Rocket
F1G Coupe (2) J/SO
OT C Gas Fuselage / Pylon
OT HLG
Nostalgia C Gas
Nostalgia Early
Dawn Unlimited Glider (4)
Open Glider
FAC Rubber Scale
FAC Power Scale
FAC Dime Scale
FAC WW II Mass Launch
FAC Peanut High Wing
Frank Ehling Event (6)
A Texaco Scale Up To .21 (7)

(1) Three 90 Minute Rounds Starting At 12:30 PM Wednesday / Four 90 Minute Rounds Starting At 8:15 AM Thursday
(2) Five 90 Minute Rounds (30 Minute Overlap) Starting At 8:00 AM Thursday
(3) 'King Catfish' Perpetual Trophy Sponsors: George Perryman and Ron Sharpton
(4) Launch Window: 7:30 AM To 7:45 AM (Rubber) 7:45 AM To 8:00 AM (Gas)
(5) Super D Gas - . 60 CID Engine Or Larger And 1000 Square Inches Of Wing Area Or Larger
(6) Frank Ehling Event - Ehling Design , NFFS Rules *** Special $5.00 Entry Fee / Check Flyer
(7) Florida Rules 1/2 A , 1/2 A Open = 8 CC Tank A = 14 CC tank / Best Flight Score Of Three Attempts
(8) Wakefield Perpetual Trophy Sponsor: Ken Grubbs

CIRCLE HIGH POINT EVENTS

RELEASE: I, the undersigned Contestant/Parent, do hereby release any and all organizations connected with this meet, from all claims which may arise with said meet. I certify that I am the builder of all models entered and flown by me as covered by current AMA and FAI rules.

Name_____ Signature_____

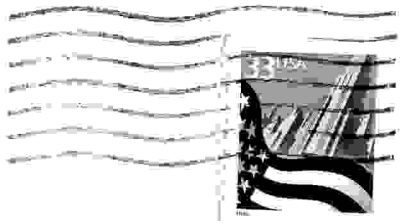
Address_____ AMA #_____ Contestant#_____ Age_____

City, State_____ ZIP_____ J___ SO___ Entry Fee Paid $_____

The 'Commish' says " A bad day in Florida is generally better than a good day anywhere else"

THE HANGAR PILOT
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