THE HANGAR PILOT

29TH YEAR of PUBLICATION
INDOOR ISN'T FOR EVERYONE

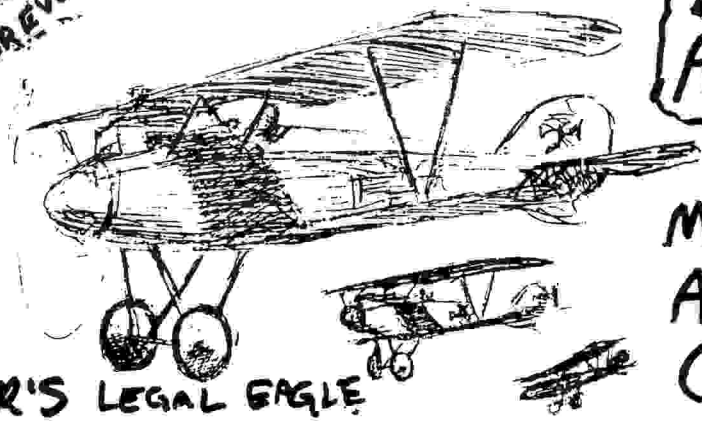
MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

ISSUE 207

MIAMA MEET 7

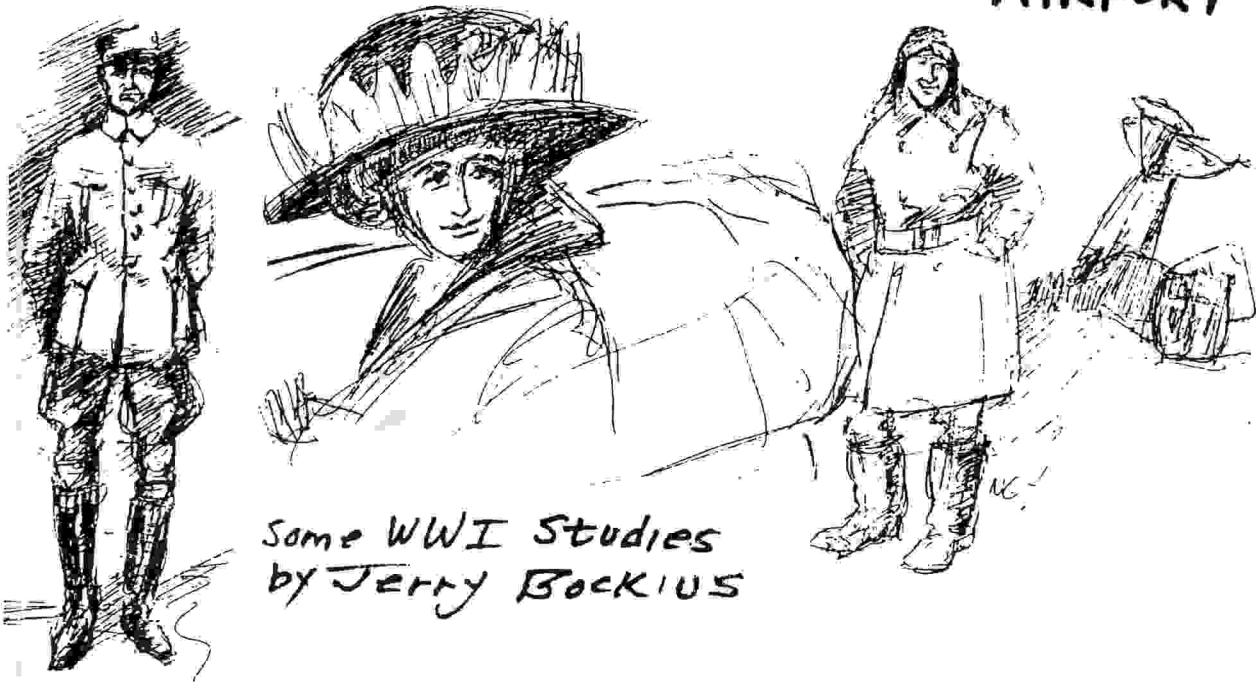
NOT

APRIL 22,23



MIAMA MEET 7
APRIL 29,30
COAST GUARD
ST PETE AIRPORT

PLANS:
BOLLINGER'S LEGAL EAGLE
CHILTON'S RECORD BREAKING MINI-STIK



Some WWI Studies
by Jerry Bockius



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

MIAMA MEET 7 * APRIL 29,30 NOT APR 22,23 VSCG 1.5

MIAMA MEET 5 - A GASSER LEGAL EAGLE COMMENTS

You know how it is when your not expecting anything special and..WHAM something special happens! This meet was special. Old pals showed up from nowhere..people we hadn't seen in a long time.There was Stan Chilton in from Wichita who was delighted to set a new AMA national record in Mini-Stick by 6 seconds in a nail biting,ceiling scrubbing wild flight. How about Vince Sadwick in only his third year of indoor (The older you get,the better indoor looks) winning the increasingly popular Legal Eagle event over old vets Hardcastle,Obarski,& Bollinger. John Voorhees was there,and charlie Nelson,and Jim Coughlin from St.Johns,Canada.. We had visitors from Maine's new FAC Sqdn. and Carl Bakay from Louiseana. Don Brimmer made his first meet this year as did Walt Everson up from Key Largo, Jake Larson was on hand with some new FAC stuff..prolific,impeccable builder.

In recent months the legal eagle event has gotten very popular. Ten entrants this meet. It attracts thinking builders from both endurance and scale flyers. A side bar session of Obarski,Doc,Sadwick Hardcastle, and Bollinger brought heated discussion. What is obvious is the rules (H.P. 205) need a very careful reading and rereading and each word has to be defined and carefully considered..just like a Clinton deposition. Remember, in the American "justice" system even Judges rulings are open to appeal so I suspect that Legal Eagle rules will continue to evolve. At almost every meet someone has built to a loophole and has to be interprited. Recent rulings:Fuselage does NOT have to be drawn full size nose to tail. Fuselage has to be covered with tissue. Smallest wood size 1/16" does not apply to prop blades, shims,hardwood wheels. What fun. Be prepared to plead your case, councillor.

MIAMA MEET 5- ARMORY- FEB 19,20 2000 C/D DOC

FAC PEANUT Scale

		Stat.	Best Fly	
1.R. MacEntee	Currie Wot	75.6	1:10.7	140.9
2.N. Bollinger	Cougar	61.2	1:27	134.7
3.Doc Martin	Ford 2 AT	56.5	1:33	132.2
5.J. Wormley	Lacey	60.0	1:15	127.5
4.S.Gilbert	Lacey	55.5	1:30	130.5
6. V. Sadwick	Pietenpol	57.5	:50	107.5
7.B.Osborne	Found	48.0	:43	92
8.J.Larson	Baby Ace	63	:09	72

FAC SCALE

L.R. MacEntee	Waco SRE	71	1:15	138.8
2.S. Gilbert	Comper	59.4	:55	114.4

MIAMA Pistachio

		Rank	Best Fly		Rank	
1.MacEntee	Klemm	3	1:22	1:26	1	4
2.Wormley	XMas Bullet	2	1:11	--	3	5
3.X Wormley	Falke	3	:55.7	:58	2	5
3.Doc Martin	Stabilo.	4	:21	:25	4	8
4.Gilbert	Fike	4	:45	- -	5	9

Model of a Model

1.1.R. MacEntee	Pussy Cat	2:36	2:22
2.R. Obarski	Snuffy	1:55	1:47
3.V. Sadwick	1952 Wake	1:07	1:08
4. Don Brimmer	Pussy Cat	:56	:49

DIME SCALE

L.D.Hardcastle	Fok D-VII	1:58	2:15 2:14
2. D.Obarski	Fok D-VII	1:32	1:51 2:11
3. R. MacEntee	Fok D-VII	1:39	1:46 1:56
4. Doc Martin	Caudron	:50	:51 :53

Bostonian

		Charisma	
1.MacEntee	Butter Cup	1.03	324.4
2.N. Bollinger	Colt 48	1.05	290.8
3.S. Gilbert	7=Up	1.05	203.7
4.J.Wormley	7-Up	1.05	191.1
5. Jim Coughlin	Pacific	1.05	108.1
6.C.Nelson	Pup	1.05	50

COCONUT:

1. Doc Martin Vance Wing 1:05

FAC PEANUT MASS LAUNCH : 1.MacEntee 2.Gilbert 3.Bollinger 4.Wormley

No-Cal Scale (2)

1.Dick Obarski	Mr. Smootjie	3:34
2. R. MacEntee	Lacey	3:06
3. S.Gilbert	Tipsy	1:08

AMA MINI STICK

1.STAN CHILTON	10:44
2.Dick Hardcastle	7:12
3. C. Nelson	:32

NEW AMA RECORD CAT II

AMA Easy B

1. C. Nelson	:42

MIAMA LEGAL EAGLE

1.Vince Sadwick	SE Conversion	3:50	4:45 4:41
2. R. Obarski	LE-2	3:24	4:07 3:36
3. N. Bollinger	Maxi	3:07	3:03 3:16
4. S.Gilbert	Maxi	2:08	2:21 2:31
5. R. Osborne	Pro Bono	2:03	2:07 2:12
6. D.Hardcastle		4:01	- -
7.C.Nelson		1:04	:26 -

GLIDER: C.NELSON:37 :21

EMBRYO FLYING ACES

1. N.Bollinger	Patriot	450
2.Randy Osborne		282
3.Sidney Gilbert	Bronco	269
4.Rich MacEntee	Thing	200
5.Jim Coughlan	Prarie	180

AMA LIMITED PENNY

L.Dick HardcASTLE	7:01
2.Dick Obarski	6:45
3.C. Nelson	:16

PRESS RELEASE: FLYING ACES SUMMER SERIES

FLYING ACES SUMMER SERIES: Starting with Don Brimmer's SAM Meeting Palm Bay on May 6,7 we commence the season. Doc Martin will CD this one 305=858-6363 We invite the many FAC flyers to fly at the great Palm Bay sitefor a five meet season

Bring ALL your FAC stuff, and if 2 other flyers have the same..we have an event.Most popular in past seasons were: Peanut and FAC Scale Jumbo and n0-Cal. Old Time Rubber, Power Scale and mass launch. There are 5 meets in the Summer series and we will count your best 3 meets to determine the State FAC Champ and the event champions.

			FAC MASS LAUNCH
MAY 6,7	Palm Bay FAC Meet 2	Rimmert Rally CD R.Sharpton	Race Planes
July 8,9	Palm Bay FAC #3	Florida State Champs CD Mike Jordan	Golden
Aug 12,13	Palm Bay FAC #4	Dixie Nats CD Jim Juhl	Biplanes
Sept. 9,10	Palm Bay FAC #5	Dist. V ChampsCD Ray Combs 407-351-2209	Low wing

CLIP + SAVE . . . FLY FOR FAC KANONES

MAY 31 DEADLINE FOR PISTACHIO INTER-GNATS - SEND IN YOUR PHOTO

JIM MCNEILL VISITS KING ORANGE

Dist V VP Jim McNeill (One of the last AMA VP's with a free flight competition background) was at our our King Orange indoor meet at the Delta Airline HangarDoc didn't make it since he'd busted his planes at the Outdoor King Orange the day before. Jim brought AMA's highest award...Doc is now an AMA FELLOW with his Fellowship award. For he"s a Jolly Good Fellow will now be sung at all MIAMA meetings. Jim also prsented our Dick Obarski with with the AMA District V Service Award. Among other modelling awards, Dick is a NFFS Hall of Famer.. Thanks Jim McNeill and AMA for the honors.

MIAMA MEET 6 - ARMORY - MAR 25,26 '00 C/D DOC (4)

FAC PEANUT SCALE — Scale Best Fly

1. R. MacEntee	Curte Wot	74.5	1:16	136.5
X. " " " Clip.	Cub	59.5	1:27	133.0
2.Doc Martin	Ursinus	80.0	49.7	129.7
3.S. Gilbert	Lacey	55.5	1:11,8	123.0
4.Jake Larson	Baby Ace	58.5	:20	78.5

AMA MINI STICK

1. Stan Chilton 11:00

NEW STATE AND NATIONAL AMA RECORD

FAC SCALE

1.R. MacEntee	Waco E	71	1:15.6	139.3
2.Doc Martin	Waco E	75	129.9	
3.J. Larson	Taylorcraft	58	:32	90

MIAMA COCONUT

1. Ric Choate Found 1:05

AMA NO CAL

1.Dick Obarski Mr. Smoothie 3:34
2.R. MacEntee Lacey 3:06

FAC EMBRYO

1.S.Gilbert Colt 1:36 1:26 1:

AMA Glider 1.R.Choate :30

AMA BOSTONIAN

1.R. MacEntee B. Cup 2:36 3:14
2. S. Gilbert 7-Up 1:55 1:51

Pistachio		Scale	Fly			Total
1.I.MacEntee	Lacey	2	1:22	1:25	1	3
2.Doc Martin	Goldwing	2	1:17	1:25	2	4
3.R.Choate	Citabria	1	:42	:45	4	5
X.R.MacEntee	Klemm	3	1.05	1.07	3	6
4.S.Gilbert	Komet	3	:43.3	:33.6	4	7

Model of a Model

1.Dick Obarski Snuffy :50 :59
2. V.Sadwick '52 Wake ::50 :51

MIAMA LEGAL EAGLE

1.Dick Obarski LE-3 4:57 5:20 4:53
2.V. Sadwick SE-II 3:13 4:40 5:08

DIME SCALE

1.R. MacEntee Fok D V-II 6:06
2.Doc Martin Caudron 4:23
3. Ric Choate Curtiss Robin 2:33

NO MASS LAUNCH EVENTS

Just when you think you're doing something right, along comes meet 6. Meet 5 was a social and financial success..We broke even. We would like to thank those who have contributed to MIAMA: Don Brimmer and Les Alonzo,J. Voorhees,Stan Chilton,Jake Larson, Bakay and some others I've forgotten.

MIAMA meet 6 was poorly attended..only ten pilots.The club spent $145 more than we took in. Can't complain.. has ANY model club made money?Here's the good news: Stan Chilton broke the Mini-Stick record he set last meet. only 5 weeks ago. The meet was almost over late Sunday when Stan launched this last effort. He was rewarded with the first (and only) eleven minute flight...11:00. Stan was feeling a little puny recovering from a hernia operation but was elated after the record. Quote;"Suddenly I don't feel tired anymore". Bollinger was sidelined for knee surgury.

An explanation for the low attendance is that the rumors that we may get MacDill back were premature. We tried to reach everyone who were told the wrong site, but I,m sure we didn't reach everyone. This is another example of why you should call Indoor Hot Line on the night before the meet. We ALWAYS have the line operating. 305-858-6363

MILLARD WELLS KEYS ROW SCALE MEET

(5)

13th ANNUAL FLORIDA KEYS R.O.W. (RISE OFF WATER) MEET 1999

Saturday, July 24th - First Light to 9:30 a.m.

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
Charisma 1-10 Points
Plus 1 point per second flight duration. Best flight of unlimited attempts. No maximum or minimum time. Judge's decision final. Assisted take-offs DISQUALIFIED - NO SCORE.

This year's R.O.W. Meet was one of the most beautiful of all; clear skies, gentle, tropical breezes and good vibes as old friends met. Eight flyers met with sixteen models. Three new models turned up this year; George Nunez, Sr. with a beautiful Lockheed Sirrus, Charles and Ann Lindberg's round the world flyer, the Tingmissartoq.

Most innovative of all to date was Juergen Korkenbach's FAC model of the Italian Piaggio. The pontoons (??) were high-incidence-kinda hydro foils. The take-offs were sensational, 60 degree climbs with a flattening out at high altitude, seemingly assisted by the broad hydro-like foils.

George Nunez, Sr. and the Italian configuration dualed for highest time for a single flight. The Piaggio with 45. 2 seconds and the Ryan ST of George, Sr. at 45.0 seconds. They also fought for high score of the meet, closing within seconds apart - Nunez, Sr. with .... points to Juergen's .. points. Not to be outdone, George Nunez, Jr. launched two late flights with the Gypsy Moth, totaling a 3rd place score of points.

The big thrill of the morning was when veteran "R.O.W.er" Charlie Slater, son Morgan and pilot landed with Charlie's Hughes Helicopter. Charlie's son joined the Nunez boys, Jonathon, Paul and William, flying styro gliders and building new waterways for horseshoe crabs under the direction of Geo. Jr's wife, Judy. Mrs. George Nunez, Sr. kept a quiet vigil over her husband, son and grandchildren, cheering them to victory.

"SETTING THE STANDARDS FOR RUBBER SCALE ROW"

WELLS STUDIO GALLERY

True to tradition, Rick MacEntee and Dr. John Martin both tried, unsuccessfully, to R.O.W. a P-nut model. Rick with a Canuck and John with an Interstate Cadet. On the brighter side, however, butterflies seldom R.O.W. Rick was handicapped this year with knee problems, making it difficult to maneuver the rough bottoms and waters of Florida Bay. Always fashion conscious, Dr. Martin stunned the fans with very honest, almost-pajama-like, burgundy flight apparel.

The meet was won by Juergen's Piaggio. An original watercolor of C.D. Millard Wells launching the historic plane that inspired the last 13 years of "R.O.W.ing", Bill Noonan's Embryo, the "Good Tern".

Millard Wells, was C.D., timing and judging were done by Kathy (B.J.) Fox and Miami Indoor Modeling champ Walt Everson. The chase boat was manned again this year by attorney, Joe Miklas, with his bonefish skiff. Joe's skiff is equipped with a 20 foot poling pole which saved the day for several models caught in perimeter trees. Our great indebtedness to Sal Gonzalez who has faithfully filmed our meets.

Continental Breakfast Awards ceremony was held at the PYH's Tiki restaurant. Listed below is a complete score sheet of who did what:

PLACE	NAME	PLANE	EVENT	SCORE	COMMENTS
1st	Juergen Kortenbach	Piaggio	FAC	75.2	5 perfect R.O.W.s
		Sopwith Bi	FAC	—	
		Ryan ST	FAC	—	
2nd	Jorge Nunez Sr.	Ryan ST	FAC	75.0	4 perfect R.O.W.s
6th		Stinson SR-5	FAC	53.5	2 perfect R.O.W.s
		Lockheed Sirrus	FAC	—	
8th		Canuck	FAC	48.3	2 perfect R.O.W.s
3rd.	George Nunez,Jr.	Gypsy Moth Coco		67.2	6 terrific R.O.W.s
4th	Sal Gonzalez	Helio Courier	FAC	58.2	2 perfect R.O.W.s
5th	Doc John Martin	Dornier Komet	FAC	56.0	4 terrific R.O.W.s
		Interstate Cadet P-Nut		—	
*	Helio Rocket=Starwars Launch Pad- Floating dust bin lid				
7th	Rich MacEntee	Cessna 180 Coco		49.7	
9th		Canuk	FAC	46.3	
		Cessna 170 Coco			Fleet Canuck Peanut

* First vertical take off of spinning firework from floating "carrier".

NEXT WELL'S KEYS ROW MEET SAT. JULY 29 ISLAMORADA PEANUT, JUMBO, FAC KANOWES

DIHEDRAL
3/4" EACH TIP

(7)

TILT END
RIB 45°

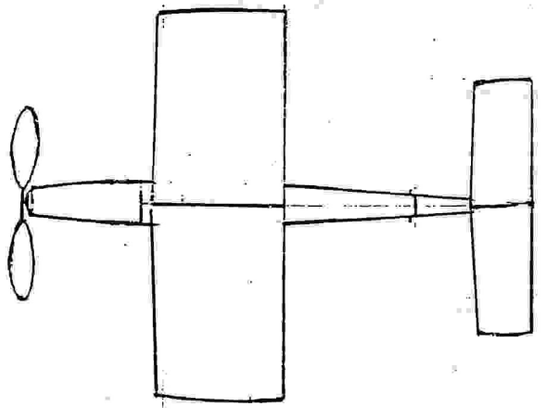
TRAILING EDGE

"LONG JOHN"

CLASS: LEGAL EAGLE
BY: NEWT BOLLINGER 1-12-2000
BUILDING NOTES:
ALL STRIPS 1/16" SQ.
COVERING - PRESHRUNK JAP TISSUE, ONE SIDE ONLY - FLYING SURFACES
PROP BLADES: 2-7/8" LONG, 1 1/4" MAX. WIDTH
PROP: DIA - 6 3/4" PITCH - 9"
MAKE TEMPLATE TO SLICE RIBS & TIPS 1/16" FROM 1/16" SHEET

TRIM - WASH-IN RIGHT WING,
RIGHT RUDDER, RIGHT THRUST
FLY - RIGHT CIRCLE ON EDGE OF STALL
AREAS - SQ. IN.: WING 60, STAB 18.6,
RUDDER 4.2

LEADING EDGE



(8)

TILT END RIB 45°

FUSE 15/16" WIDE
FUSE 1 1/2" WIDE
WING
AIRFOIL TEMPLATE
WING
FUSE 9/16" WIDE
1/8" NOSE BLK.
1/16" SHEET
FUSE 1 1/2" WIDE
1/16" ALUM TUBE
1/16" SHEET
STAB ON TOP
BOTTOM
TOP
JOIN TO FUSE ABOVE

.015" WIRE
EXTEND FROM
RIGHT SIDE OF FUSE
TILT 45°
SINGLE WHEEL
1" DIA. 1/64" PLY

STAB USES
AIRFOIL RIBS.

TILT END RIB 45°

TRAILING EDGE

COVER RIGHT
SIDE ONLY

TRAILING EDGE
LEADING EDGE
TOP

(9)

02/06/2000

Hi Doc: NEWT'S NOTES ON LONG JOHN + CLUB COMMENTS

Enclosed is my check for $12.50 for dues this year.

Also enclosed is a plan for the MAXI legal eagle I flew at Delta. It was designed to achieve the maximum sq. inches of surface area attainable on the legal sheet. I did not build it as light as I should (5.3 gm.) but it still has a fairly light wing loading.

After I saw Dick Obarski's 2-part fuselage was accepted as legal and watched it fly, I came home and drew up a plan for "Long John", copy enclosed. When I got the Hanger Pilot it was interesting to see Dick's plan for comparison. His has slightly less area but is a bare minimum of "sticks" and would build lighter. It is tough for me to build that light and flimsy, but that is what it takes for duration. I wonder if we had a 4.5 gm. minimum weight, would it encourage more participation in the event, especially for newcomers. A basic design Legal Eagle gives a lot of flight performance for a simply built structure and I think makes a good flight trim exercise for newcomers.

Speaking of participation, it sure is dropping off recently and to make matters worse as you pointed out, many of those that put in flights did not put down their scores. Bummer!

Actually, attendance ought to be picking up because we have expanded our flying sites compared to a few years ago, even after losing MacDill. Is there a way we can get the word out to modelers in the Tampa Bay area that might look in on one of our contests out of curiosity and then become interested enough to participate? A simple one sheet "flyer" posted in local hobby shops (or even R/C club flying site bulletin boards) might stir something up or maybe an advance listing in "Model Aviation" might help. I realize that there would have to be a note to call the hotline the night before to confirm it was a "go" since some of our dates are subject to change. With all the retirees that live in this area I am sure there are a lot of former stick and tissue guys, some of which, might become interested again.

I have not heard a word from Vic Tyber again about flying R/C Indoor with us. I think when he thought it out, he realized that it would create some problems to try to fly in the same place at the same time. However, there are large numbers of modelers that are getting really involved in light weight R/C that can be flown indoor or outdoors in a small "park". Some of them might be attracted to indoor freeflight if they came and saw what it was all about.

Do I take it that you have gotten a computer now and your email address is TheHangerPilot@aol.com.? If so, my email address is Newtsworld@aol.com. Drop me a line.

Take Care,

Newt Bollinger

Newt

MORE COMMENTS FROM BOLLINGER ON LEGAL EAGLE (10)

The following is submitted in response to the request for comments:

1. First you have to decide if you want to maintain the spirit of the original event on a national level with rules that are specific enough to allow some creativeness but do not put every different Contest Director in a position of having to argue about every word in the rules as to its dictionary meaning. We come to fly our creations, not argue about rules which are going to be interpreted in many different ways if not written with this in mind. The worst case scenario is to spend your time building something you think is legal and have a particular CD tell you it does not comply.

2. Design Requirements

a. *Smallest wood size to be 1/16 square.* It should be changed to read *"1/16 inches square"* to comply with the original intent to limit the overall weight by controlling the minimum size wood strips to a simple 1/16 inch square strip. Let's not get into measuring odd size pieces that do not have a cross section that measures at least 1/16" in both directions by allowing such as 1/32" x 1/8" or 1/64" x 1/4" which have the same cross section area as a 1/16" square.

b. The probable intent of the original fuselage volume rule was to have a minimum fuselage cross section of 1" x 1-1/4" to the outside surface of the fuselage (including covering) for a minimum length of 3". If you wanted to make a cross section of 1" x 3" that was at least 1-1/4" long, that is okay too. Since the word *"contain"* is used, a reasonable interpretation would be that this portion of the fuselage must be covered by either tissue, sheeting, or a flying surface on all four sides. We should not be concerned about the "volume of a cube" *escaping* through an open cockpit or the ends of a "cube" that are open for the motor to pass through. **Cube** is the wrong word anyway since by definition, it is a solid bounded by six **equal** squares.

Change the rule to read: *Fuselage measured to its outside surface shall enclose a space 1 x 1-1/2 x 3 inches or larger.*

c. "Jap tissue covering" implies that the entire model including the total length of the fuselage is shall be covered with Jap tissue. No open framework or tail booms. It does not state "covering, if used." Change the rule to read *"Jap tissue covering on all non-sheeted flying surfaces and fuselage surfaces other than those areas covered by a flying surface, cockpit, cabin or a minimal rubber access area.*

d. 1" hardwood wheel. The probable intent was to prohibit a super light weight complicated balsa or synthetic material wheel, otherwise it would simply say a 1" wood wheel. Most people don't think of balsa as a hardwood even though some say that it is.

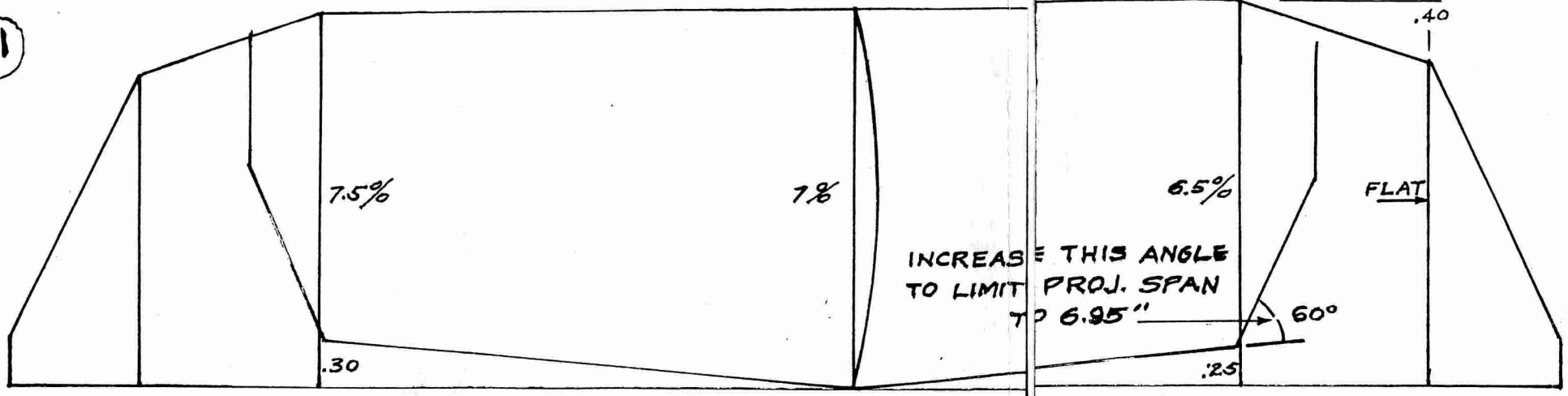
e. Since the word "fuselage" is used exclusively and no mention is made of tail booms and how they are to be built, the original intent was to have a continuous fuselage built of a minimum 1/16 " square sticks and covered with Jap tissue.

3. Flying

Rule should be clarified to state *"Total of the 3 best flights out of a total of 5 consecutive flight attempts."* You need 5 flights if you are flying indoors with numerous obstructions.

Conclusion: The probable intent of the event was to give the designer a chance to develop an innovative design that would fit on a 8-1/2" x 14" paper, using no smaller than 1/16" square balsa strips to avoid having a minimum weight requirement. If the rules are not clear enough so that a design does or does not obviously meet the intent of the published requirements and you end up having to argue over dictionary definitions of specific words with many different contest directors, the interest in the event will suffer.
The event can be an excellent opportunity to try your design ideas with a potential for a maximum of performance for the minimum of effort in building. Let's not kill the interest in it by arguing about how to find ways of interpreting the rules to make a super light airplane.

Submitted by Newt Bollinger, Esquire 02/24/2000



NO WING WASH AT REST

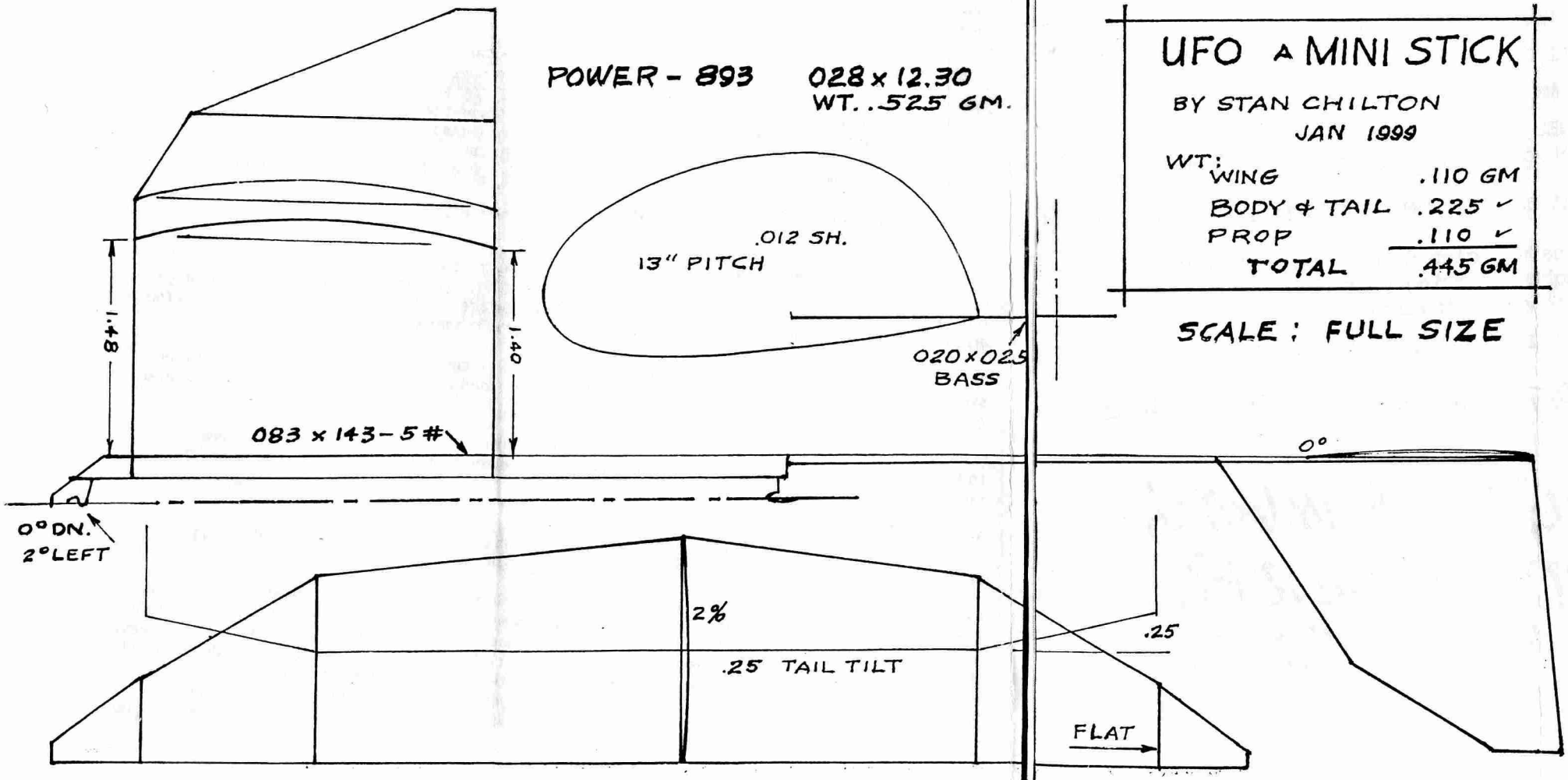
UFO A MINI STICK

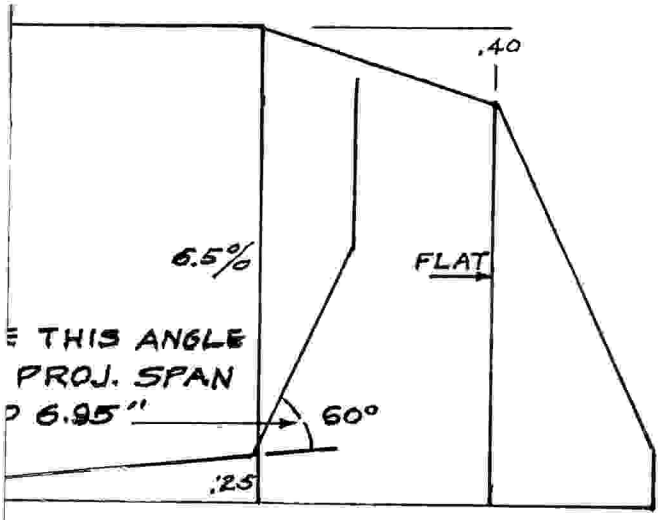
BY STAN CHILTON
JAN 1999

WT:	
WING	.110 GM
BODY & TAIL	.225 ✓
PROP	.110 ✓
TOTAL	.445 GM

SCALE : FULL SIZE

POWER - 893 028 x 12.30
WT. .525 GM.



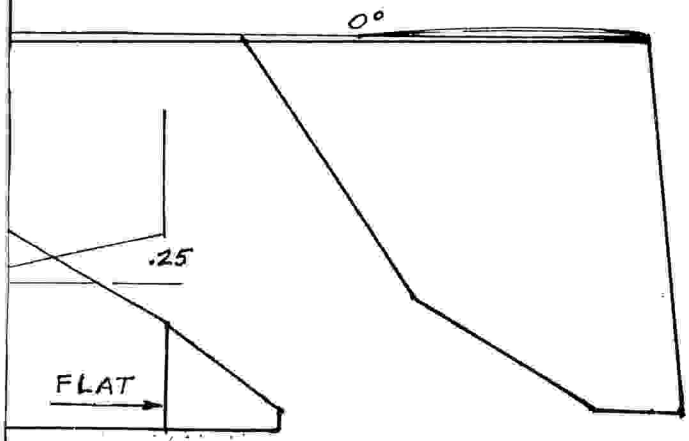


UFO A MINI STICK

BY STAN CHILTON
JAN 1999

WT:	
WING	.110 GM
BODY & TAIL	.225 ✓
PROP	.110 ✓
TOTAL	.445 GM

SCALE : FULL SIZE



HERE'S STAN'S RECORD MINI-STICK 11:00 IN 34' CAT II TAMPA ARMORY 3/26/00

4/29
COME OUT TO USCG
- AWARDS
- CLUB MEETING
- LUNCH
- FLYING

(13)

MIAMA MEET 7 + AWARDS LUNCH. USCG

We are urging all Hangar Pilots to come out to the Coast Guard Hangar at the St, Pete/Clearwater airport on Sat. April 29..NOT ON APRIL 22 as had been erronously listed in previous issues.

* April 29,30 LAST MEET OF 1999/2000 SEASON
* Saturday 12:00 USCG MESS HALL AWARDS LUNCHEON

Pilots, these awards were earned in the 1998/1999 season and are being presented very late indeed..

IS YOUR NAME:			
	MacENTEE	OBARSKI	NELSON
	BARKER	BOLLINGER	GILBERT
	WORMLEY	BRIMMER	NORIEGA
	POLENTO	NUNEZ	WELLS, HEDLEY

Please get to the Coast Guard Meet to get your award that you should have gotten last Fall.

CLUB MEETING: SEE MIAMA HALL OF FAME REPRINTED FROM LAST YEAR

In addition to the awards we will have a club discussion on HOW TO ENERGIZE MIAMA. Give it some thought and bring your bright ideas on how to increase membership, interest,participation.

HERE IS A GREAT OPPORTUNITY FOR OUR GHOST SQUADRON TO MEET HIS FELLOW PILOTS AND GET ON LINE.

TOM McCOY HAS A GREAT IDEA. PUT AN AD IN AARP NEWS

HANGAR PILOTS, GHOST SQUADRON, NON PARTICIPANTS ALL OVER FLA. MAKE OBARSKI HAPPY - COME OUT TO COAST GUARD MEET

US F1D Team Selection Results

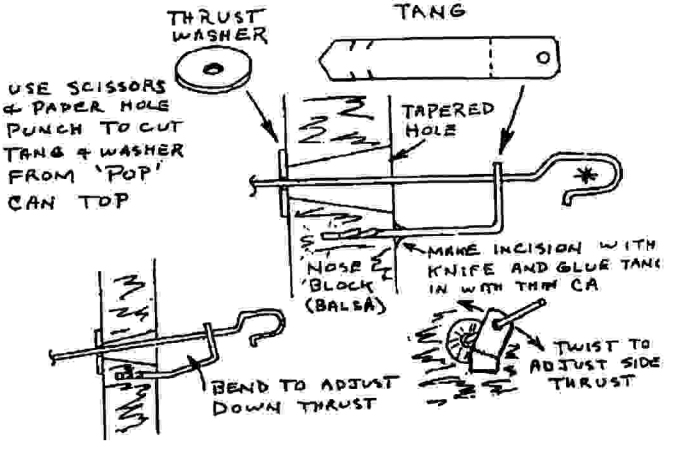
Here's an early report on the US Indoor team selection trials held at Akron on the Labour Day weekend. Contest Director Steve Brown reports that the conditions were warm to hot, humid, and sometimes turbulent. Several models were destroyed by air motion in mid-air. Drift was problematic and the inability to steer caused most of Cezar Banks problems. John Kagan and Larry Coslick used VP props, Jim Richmond used a 24" fixed pitch prop.

1. John Kagan	51:11	+	49:50
2. Larry Coslick	52:04	+	47:09
3. Jim Richmond	50:12	+	45:52
4. Don Slusarczyk	47:54	+	47:35
5. Cezar Banks	45:51	+	44:21

o The 2000 Indoor World Champs will again take place in the salt mines in Roumania, still to the old F1D rules (for the last time). The British team has been finalized: 1. Bob Bailey; 2. John Tipper; 3. Laurie Barr*; 4. Derek Richards. Laurie Barr declined his team place so Derek Richards takes his spot. Mike Colling will be the team manager.

THE GIZMO GEEZER'S SUPER LIGHT WEIGHT, LOW FRICTION, ADJUSTABLE

NOSE BEARING



- FOR PEANUT SCALE MODELS, I USE THE MATERIAL FROM THE TOP OF A 'POP CAN'.
- I MAKE THE TANG ABOUT 1/8" TO 3/16" WIDE AND 7/8" LONG.
- WALLA! NO MORE UGLY SHIMMED-UP NOSE BLOCKS.

F1D TEAM INFO FROM SAM 86 SPEAKS

NOSE BEARING FROM WINDY SOCK

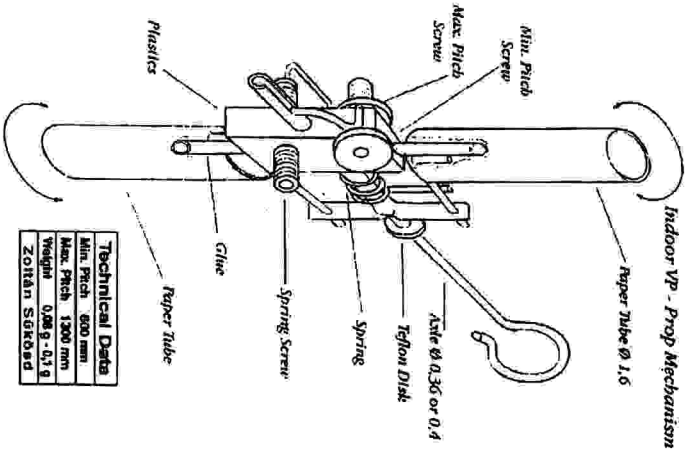
VARIABLE PITCH FROM INDOOR NEWS

ZOLTAN FLEW WITH US LAST TROPICANA MEET!

Variable Pitch Mechanism

Zoltan SUKOSD from Hungary offers a variable pitch propeller mechanism for F1D models. His mechanism is small, performs well and weighs 0.075-0.08 g. The price is 40 dollars.

Address: SUKOSD Zoltan, Vacduka ter 28. I.8., H-1151 Budapest, Hungary. E-mail (through his son): saftics@satimex.tvnet.hu



MIKE CONKLING

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THE HANGAR PILOT

WHAT'S ON IN FREE FLIGHT ?

APRIL 29,30) ST. PETE MIAMA MEET AND AWARDS
LUNCH ON SAT. FAC MASS LAUNCH - GOLDEN AGE
MAY 6,7 PALM BAY SAM 46 + FLYING ACES SUMMER SERIES #1
MAY 27,28 PALM BAY - RIMERT RALLY + FLYING ACES SERIES #2
MAY 31 — JUNE 4 THE BIGGIE - JOHNSON CITY INDOOR NATS
JULY 8,9 - PALM BAY - FLORIDA STATE MEET + FAC SERIES #3
* AUG 12,13 PALM BAY - DIXIE NATS + FAC SUMMER SERIES #4
SEPT. 9,10 PALM BAY - DIST. II CHAMPS + FAC SUMMER SER #5
JULY 20,-23 - GENESEO N.Y. FLYING ACES NATS
JULY 29 - WELLS ROW MEET