THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

29TH YEAR of PUBLICATION
INDOOR ISN'T FOR EVERYONE

ISSUE 209

NEW SEASON STARTS
AUTUMN 2000

MIAMA'S

30TH

INDOOR

SEASON





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



MIAMA 30TH SEASON

Oh boy, here we go again. My favorite time of year.. Falling leaves, college football, and indoor models ! Obarski is so pumped up about this 30th anniversary year that he built a sign-carrying Eagle. Shown here held by wife Gen.

The 1st MIAMA meet, held at the 7th Ave. Armory on Halloween 1971, with 10 contestants..5 of whom are still active in modeling: Ric Choate, Jerry Wagner, John (Speedy) Arthur, Doc Martin, and Fulton Hungerford. At the 2nd meet in April 1972 we met Mike Arak and Dick Hardcastle.

WE WERE OFF TO A GREAT START !

MIAMA MEET 1

(NOT MACDILL SEPT 16,17)

US COAST GUARD

OCT. 28,29 SAT. + SUN.

ST PETE / CLEARWATER AIRPORT

MIAMA CLUB NEWS

As you can see in this issue there have been some meet plans changes. We had to cancel meet 1 due to the use of the hangars at MacDill. The Coast Guard meet becomes meet 1, The USCG date has been listed incorrectly as Oct. 23,24 which is dumb because that is a monday and tue. The correct date for the USCG meet is Oct. 28,29.

WELCOME, NEW HANGAR PILOTS.

Here's a review of our rules for the MIAMA meets.

We fly 7 meets per season. We count your best 5 meets of the season. We total your best 5 events per meet.

Awards are given to each event winner and runner up, and to the State Champ and runner up. Also to top overall places. Mass launch does not earn annual points. Separate awards go to Peanut, Coconut, and Flying Aces mass launch winners.

TO BE ELIGIBLE FOR OVERALL STANDING YOU MUST HAVE EARNED POINTS IN SCALE, ENDURANCE (Embryo,Bostonian, Legal Eagle), and Stick Endurance, (Mini-Stick, EZ-B, Penny)

RULE CHANGES THIS SEASON:

(1) EZ-B will be flown to FAI rules: 1.2 gm. wt.
(2) EMBRYO Min. Wt. reduced to 2 pennies (6.2 gm.)
(3) New Indoor Legal Eagle rules. See p. 14.

ANNUAL POINTS: One Point for flying an event
One additional point for each contestant you beat in that event.
If you sign up for an event you will be counted in this event even if you don't fly or don't turn in your scores.

THIS YEAR TO COST FLYERS LESS:
Without the added cost of the Armory we can return to old, less costly, entry schedule. Ten bucks to enter one event,$1 for each addition.
$1 to reenter event

FLYING ACES REPORT

Results FAC Summer Series #3 FLA State meet July 8,9 2000

(3)

FAC Peanut

1.R. MacEntee Waco E	74.5	1:20	144.5
2.Doc Martin Gotha	80.5	1:07	144.0
3.C. Nelson Pietenpol	51	:21	72
J. Polento Ableson	61.5	DNQ	

FAC Scale

1.Doc Martin Waco E	75	1:45	153.7
2.R. MacEntee Waco E	76.5	1:14	148.6
3.Tim Bucher Bristol B.	65.5	:58.9	124.4
4.J.Polento Fokker V11	62.5	:35	97.5

FAC Dime Scale

1.1.Doc Martin Caudron	1:44	1:03	1:29
2.Tim Bucher B.Brownie	1:11	1:03	1:20
3.R. MacEntee BF-109	1:27	-	-
4.C. Nelson C. Robin	:23	:23	

EMBRYO

1.C.Nelson	67	21	19

GOLDEN AGE

1.C.Nelson	22	14	13
2.Martin	48	-	-

POWER SCALE

1.K.Bromm Mulligan	61.5	2:42

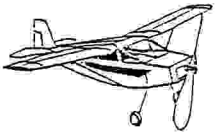
SUMMER POINTS

1. R. MacEntee	25
1.Doc Martin	25
3.Don Reed	13
4.Chas. Nelson	9
5.Don Brimmer	7
6.Tim Bucher	5
7.John Polento	4
88.Karl Bromm	2
9.A.Pailleron	1

We're seeing some new faces at the FAC summer series..We also saw lots of rain too. It had been raining all week and 2 inches fell just hours before the Saturday flying and turned the field into a swamp. I finally got to K-Mart for a pair of rubber knee boots. It's the only way to deal with Palm Bay in July. All the locals have them. Hot, humid and sagging tissue for most of the Florida State Meet on July 8 and 9.

George Nunez was there with his dad and and two of the boys. They were testing their fleet of float planes for the Millard Wells ROW Meet on July 29. Randy Osborne checked out the outdoor FAC flying for his first time, and Tim Bucher drove over from Gotha to fly his Bristol Brownie in FAC and Dime. John Polento has almost recovered from some serious leg surgury and back on the field. The number of pilots who have shown up for FAC this Summer is up to 13 altho not all have flown. Bring your FAC stuff out to Palm Bay:

LAST FAC SUMMER SERIES MEET
DIST V CHAMPS SEPT 9,10 PALM BAY



"A Well Kept Secret"



(4)

– INDOOR FREEFLIGHT –

Come fly with us, (or just observe and see what it is all about)!

For 29 consecutive years, M.I.A.M.A. (Miami Indoor Aircraft Model Association) has been holding indoor model airplane contests in Florida. Currently, the Association sponsors about 7 two-day contests in the Tampa Bay Area each year. They are held in various locations such as the aircraft hangars at the U.S. Coast Guard, Clearwater; MacDill AFB, Tampa; Delta Maintenance, Tampa and other sites such as Homer Hesterly Armory, Tampa; State Fairgrounds,Tampa; and even the Tropicana Dome, St. Petersburg.

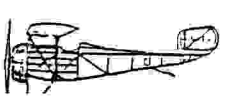
If you are an old "stick and tissue" modeler or a just a beginner, you might find something of interest for you in the many classes of models flown. Detailed scale models from the 6" Pistachio class to the 36" Coconut class are flown in addition to the feather weight endurance models weighing less than a gram. Many AMA National Indoor records have been set at these contests. However, you will find lots of friendly help for newcomers.

For more information on these activities and future contest schedules, you can contact:

Hillsborough County - Newt Bollinger 813 685-4164
Pinellas County - Ric Choate 727 363-4658
Sun City Center - Dick Obarski 813 634-8683
Manatee County - Rich MacEntee 941 723-0764
Sarasota - Sidney Gilbert 941 355-0554

or write to: "THE HANGAR PILOT" Editor: Dr. John Martin, Jr.
2180 Tigertail Ave.
Miami, FL 33133

Think about it - Wind or rain is never a problem and no one yet has suffered a sunburn. *Check It Out !!!!!*







READERS- HERE;S A POWERFUL MESSAGE FROM NEWT BOLLINGER. PUT IT ON YOUR LOCAL HOBBY SHOP'S BULLETiN BOARD OR IN THE R/C CLUB'S NEWSLETTER ! MODIFY THE MESSAGE TO SUIT YOUR LOCAL SITUATION.

(5) WELLS' R.O.W. MEET

14th ANNUAL GREAT FLORIDA KEYS R.O.W. (RISE OFF WATER) MEET - 2000
Saturday, July 29th - First Light to 9:30 a.m.

Once again the Miami Indoor Model Airplane Club flew outdoors in the beautiful Florida Bay beach of the Plantation Key Marina and Yacht Club, arriving from Florida's west coast and the Miami area.

Five flyers with eleven airplanes competed for the 14th year handicapped by a slow, paddle retrieve boat. This year no power boats were available, for various reasons. Eves Vrielynch, concessionaire, came to our rescue with a laborious-to-run paddle boat, but it did the job. Thank God we had the use of it. This year we could have used a "cigarette" boat as the flights were long and high. Our retriever worked very hard in over 90 degree, humid weather to pick up some very long flights. All's well that ends well! THANKS PEDDLE BOAT RETRIEVER — DUKE DONOVAN.

After three hours on flight location, we adjourned to Craig's famous, back-door restaurant for breakfast and the awards presentation by Meet Director, Millard Wells and Official Timer, Kathy (R.J.) Fox.

Here's who did what:

The innovative Italian Piaggio (FAC) Seaplane, piloted by veteran R.O.W.er Juergen Korkenbach, made sensational, long sweeping takeoffs to a steep climb, flattening out at a high altitude to take fourth place score of 54.

George Nunez, Sr. placed 6th and 7th with two nostalgic, lovely high wing monoplanes: the beautiful Fairchild F-24 and Stinson SR5.

George Nunez, Jr. accomplished what no other has in fourteen years. He successfully R.O.W.ed a P-Nut Class Rufe WWII, Japanese single-float plane. The flight only endured for 5.7 seconds, but the take-off was breath taking.

Sal Gonzalez's FAC Helio Courier, made a long, high flight of 58 seconds, but was nearly lost in a tree. Local athlete and our heroine, Pam Brown, came to the rescue and retrieved it. This flight took the third-place certificate award.

Rick McEntee dazzled the spectators with another long, high flight that took a flat glide into a shallow, mangrove-lined bay. Rick made two such flights taking first and second places. The Found placed second with 59.8 seconds, the Cessna placed first with 63.3 seconds. Rick is surely the guru of R.O.W. He has won a gallery of paintings awarded by Director, Millard Wells.

This year's first-place award painting depicted the F.B.A. type-C of the Franco-British Aviation Company 1915 reconnaissance, flying boat two-place, with a 9 cylinder Clerget engine, rounding the Eiffel Tower during the French Exposition of 1915 painted exclusively for this 14th R.O.W. Meet.

	NAME	PLANE	SCORE
1st	RICK McENTEE	Cessna 180	63.3
2nd	RICK McENTEE	FOUND	59.8
3rd	SAL GONZALEZ	HELIO COURIER	58.0
4th	JUERGEN KORKENBACH	PIAGGIO SEAPLANE	54
5th	GEORGE NUNEZ, SR.	RYAN ST	58.7
6th	GEORGE NUNEZ, SR.	FAIRCHILD F-24	28.4
7th	GEORGE NUNEZ, SR.	STINSON 170	26
8th	GEORGE NUNEZ, JR.	P-NUT RUFE	20.7

Doc Martin and Rick McEntee diced it up for P-Nut R.O.W. fame despite Doc's completely all-new flight image with a broad-brim all-black cowboy hat, Garth Brooks style. They both bowed out to George Nunez, Jr.

JOHNSON CITY RESULTS FROM DAN O'GRADY'S SAM 86

The AMA/USIC 2000 Indoor National Championships May 31st - June 4th, Johnson City, TN

The usual suspects from Ottawa participated, namely: Colin Raymond-Jones, Mike Kent, Jim Zufelt, Noel Kirby, Pete Olshefsky, and Dan O'Grady.

From the Toronto area: Bill Henderson, John Marett, Mike Thomas, Jack McGillivray, and Lou Leifer.

Jim Lee from Brantford and Fred Tellier from Windsor completed the Canadian entries.

- Eight Canadian records were set:

John Marett - Std Catapult - 2:33.9 (76.0 and 77.9)
John Marett - Unlim. Cat. - 2:54.3 (85.9 and 88.4)
Mike Thomas - Bostonian - 6:24
Mike Thomas - ROG Stick - 17:51
Colin R.-Jones - Intn'l EZB - 17:28 (F1L)
Fred Tellier - Intn'l EZB - 17:45 (F1L)
Bill Henderson - F1M - 10:04 (F1D beginner)
Fred Tellier - F1M - 15:47 " "

- **Larry Coslick was awarded the Grand Championship for the meet, closely followed by Larry Cailliau.**

- Chuck Slusarczyk CD'd the contest with Dave Thompson and were very ably assisted by Abram Van Dover and Ed Sullivan (Brainbusters) as well as other volunteers who assisted with table duties. Ed Sullivan in particular put in a lot of arduous hours as did Ron Morgan a volunteer expert with a laptop computer.

- There appeared to be a fair amount of variability in the air this year. At one point the air conditioning was on, leading to some spectacular drift! The humidity appeared to be high at other times, affecting the very light unbraced models as they lose some of their stiffness. I noticed some flights near the ventilators where models appeared to run into an invisible "wall" and get "pushed" out of their flight path.

- Among our local flyers, Colin Raymond-Jones had his best ever USIC particularly in the International events, improving his personal bests and also setting a Canadian record in F1L.

- Jim Zufelt was on track to improve his best EZB time but managed to break his best prop. Jim was hampered by sciatic pain for most of the meet . . .

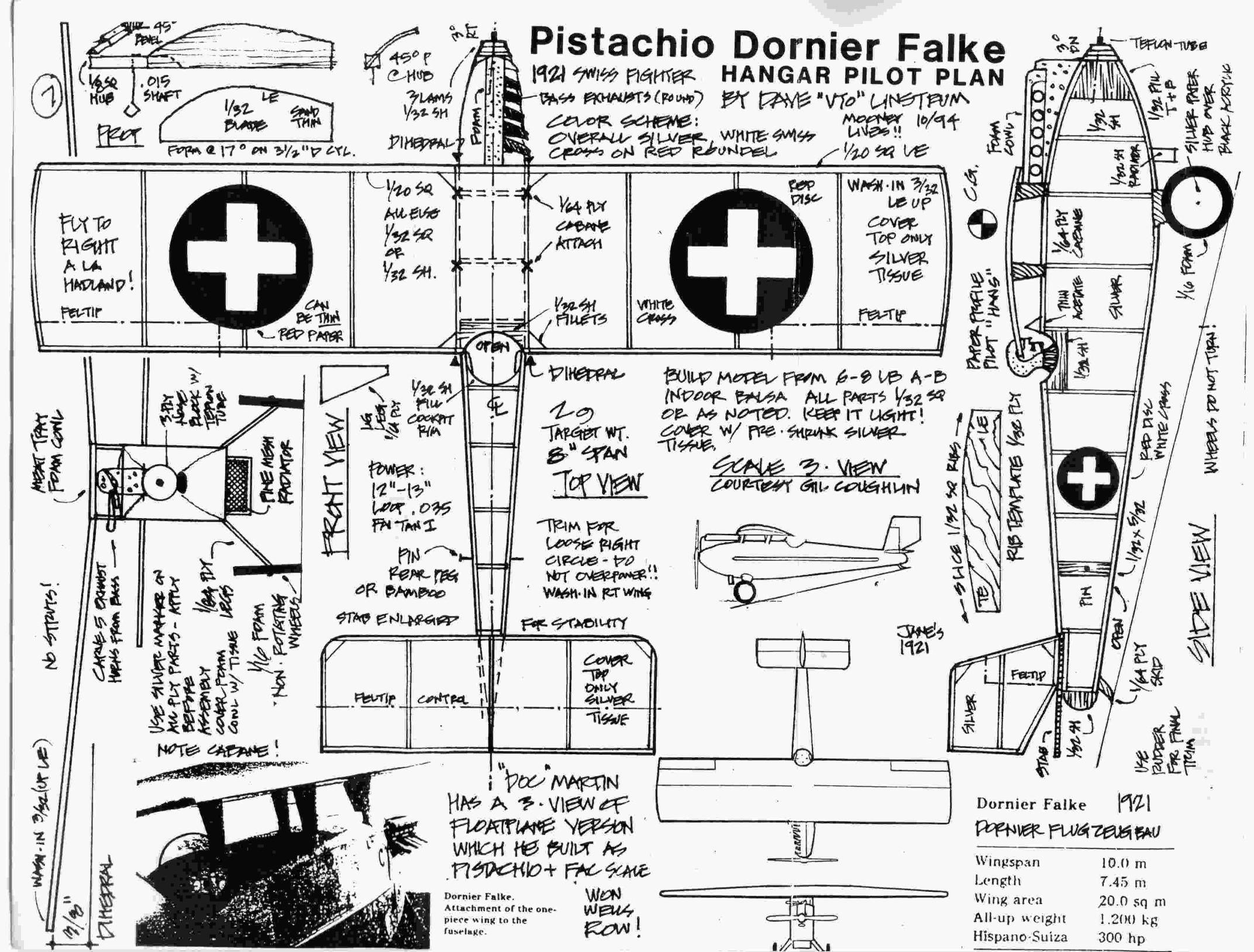
RESULTS CONT. P. 8

Pistachio Dornier Falke

1921 SWISS FIGHTER — HANGAR PILOT PLAN

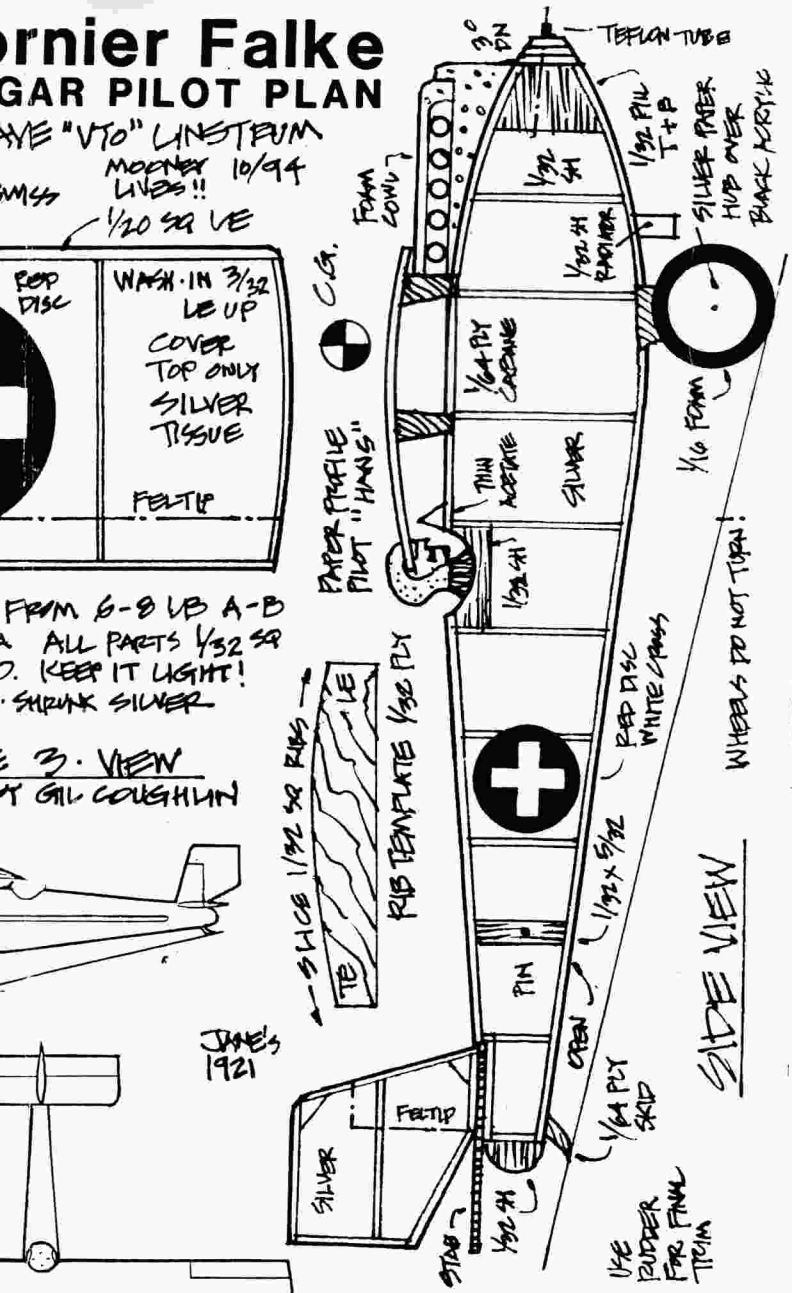
BY DAVE "VTO" LINSTEUM

MOONEY LIVES!! 10/94



Dornier Falke. Attachment of the one-piece wing to the fuselage.

Dornier Falke	1921
DORNIER FLUGZEUGBAU	
Wingspan	10.0 m
Length	7.45 m
Wing area	20.0 sq m
All-up weight	1.200 kg
Hispano-Suiza	300 hp



Unlimited Catapult Glider

1.	Stan Buddenbohm	94.5	94.1	188.6
2.	John Marett	88.4	85.9	174.3
3.	Bill Schlarb	85.6	83.2	168.8
4.	Bernie Boehm	86.5	81.5	168.0
5.	Ralph Schlarb	82.9	81.7	164.6
6.	J. Plassman	83.4	80.5	163.9
7.	Rob Romash	78.8	78.5	157.3
8.	R. Peterson	79.1	77.7	156.8
9.	Peter Nishanian	78.4	75.5	153.9
10.	Jim Buxton	76.9	76.9	153.8
11.	Artie Jessup	68.9	63.4	132.3
12.	Tem Johnson	66.4	64.3	130.7
13.	Kurt Krempetz	65.2	63.7	128.9
14.	Stu Weckerly	57.7	56.9	114.6
15.	Bill Henderson	28.4	26.7	55.1

Standard Catapult Glider

1.	Ralph Schlarb	82.9	82.7	165.6
2.	Stan Buddenbohm	82.1	81.6	163.7
3.	Bill Schlarb	80.9	80.5	161.4
4.	Lee Person	80.0	79.6	159.6
5.	Rob Romash	78.5	78.1	156.6
6.	J. Plassman	79.0	75.7	154.7
7.	John Marett	77.9	76.0	153.9
8.	Tem Johnson	70.0	67.5	137.5
9.	Peter Nishanian	69.0	68.4	137.4
10.	Artie Jessup	65.8	65.4	131.2
11.	R. Warmann	63.1	59.7	122.8
12.	Kurt Kremetz	61.2	60.8	122.0
13.	Stu Weckerly	61.9	59.4	121.3
14.	Pete Olshefsky	51.3	50.2	101.5
15.	P. Peterson	54.4	43.7	98.1
16.	Bob Champine	44.0	41.0	85.0
17.	Bill Henderson	40.3	38.1	78.4
18.	Tom Vallee	34.7	28.3	63.0

Helicopter

1.	Tom Vallee	8:51
2.	Mike Thomas	8:22
3.	Larry Loucka	7:44
4.	Stan Buddenbohm	6:04
5.	Ed Ripley	5:38
6.	Rob Romash	3:48

Ornithopter

1.	Ed Ripley	13:28
2.	Larry Coslick	12:14
3.	Mike Thomas	10:18

Autogyro

1.	Mike Thomas	15:58
2.	John Diebolt	8:16
3.	Fred Rash	8:05

Round the Pole

1.	Tony Italiano	3.81
2.	Jack Boone	4.77
3.	Jack McGillivray	5.19

RESULTS CONT. P 9

(9)

Race to the Roof

1.	John Whittles	7.6
2.	Rob Romash	9.7
3.	Dave Linstrum	25.4

Straight Line Speed

1.	Jack McGillivray	2.68
2.	Richard Peterson	3.56
3.	Tom Sova	4.04

Cabin ROG

1.	Larry Loucka	32:05
2.	Mike Thomas	5:36

Ministick

1.	Larry Cailliau	12:20
2.	Walt Van Gorder	12:15
3.	Stan Chilton	12:12
4.	Mike Thomas	11:51
5.	Fred Tellier	11:47
6.	Larry Loucka	11:46
7.	Rob Romash	11:34
8.	Emil Schutzel	11:14
9.	John Diebolt	10:43
10.	John Marett	10:24
11.	Rob Warmann	10:19
12.	Joe Kehr	10:01
13.	Len Singer	9:44
14.	Tom Sova	9:38
15.	Colin R.-Jones	9:04
16.	Jim Grant	9:04
17.	Lee Person	8:53
18.	Jim Clem	8:41
19.	John Whittle	7:43
20.	Pete Olshefsky	7:42
21.	John Kagan	7:32
22.	Vern Hacker	7:05
23.	Jim Buxton	7:04
24.	Bill Henderson	6:07
25.	Bill Duke	6:07
26.	John Barker	5:44
27.	Carl Bakay	5:27
28.	Jim Kelly	4:58
29.	Parker Parish	3:31

Manhattan

1.	Walt Van Gorder	13:37
2.	Larry Coslick	13:36
3.	Jim Grant	13:10
4.	Emil Schutzel	11:46
5.	Mike Thomas	11:29
6.	John Marett	11.22
7.	Joe Kehr	10:21
8.	Fred Tellier	8:51
9.	Stu Weckerly	7:57
10.	Bill Duke	6:59

F1D (new rules)

1. Larry Cailliau	24:14	25:41	att	26:14	27:57		54:11
2. Rich Doig	24:25	26:48	27:10	25:49	26:43	26:52	54:02
3. Tom Sova	18:12	21:22	24:32	26:03	26:24		52:27
4. Fred Tellier	18:52	23:20	23:22	25:40	4:57	26:11	51:51
5. John Kagan	22:05	26:49	11:03	11:06			50:58
6. Colin R.-Jones	23:14	25:29					48:43
7. Pete Olshefsky	18:05	21:59	20:35	23:56			45:55
8. Mike Thomas	16:39	19:38	19:15				38:53
9. Tom Vallee	15:53	18:13	14:06	11:38			34:06
10. Ed Ripley	16:39	10:16	16:38	14:07			33:17
11. John Barker	13:13	14:56	18:13	12:39			33:09
12. John Whittles	13:21	13:34	12:19	14:27	14:48		29:15
13. Joe Kehr	?						27:30
14. Jim Clem	14:38						14:38

ROG Stick

1.	Larry Loucka	19:44
2.	Tom Sova	18:22
3.	Mike Thomas	17:53
4.	Fred Tellier	15:09
5.	Stan Chilton	13:19
6.	Joe Kehr	12:25

Limited Pennyplane

1.	Larry Cailliau	16:25
2.	Larry Coslick	15:39
3.	Mike Thomas	15:25
4.	John Kagan	15:23
5.	Jim Grant	15:12
6.	Walt Van Gorder	15:07
7.	Richard Miller	15:00
8.	Tom Sova	14:53
9.	Steve Gardner	14:49
10.	Phil Hartman	14:00
11.	Robert Warmann	13:30
12.	Pete Olshefsky	13:23
13.	Brian Johnson	13:17
14.	Rob Romash	13:12
15.	John Barker	13:09
16.	Dan O'Grady	13:08
17.	Dick Hardcastle	12:50
18.	Gord Wisniewski	12:12
19.	John Whittles	12:12
20.	Wayne Johnson	12:07
21.	Nick Leonard Jr.	11:53
22.	Tony Italiano	11:31
23.	Billie Landrum	11:30
24.	Chester Wrzos	11:24
25.	Noel Kirby	11:23
26.	Alex Johnson (Jr.)	11:22
27.	Ed Sullivan	11:18
28.	Stu Weckerly	11:17
29.	Jack Boone	11:12
30.	Vern Hacker	11:03
31.	Mike Kent	11:01
32.	Len Singer	11:00
33.	Nick Leonard Jr.	10:42
34.	John Marett	10:39
35.	Bill Gowen	10:33
36.	Colin Raymond-Jones	10:20
37.	Lee Person	10:03
38.	Fred Tellier	10:06
39.	Jim Clem	9:49
40.	Jim Zufelt	9:43
41.	Tem Johnson	9:38
42.	Ed Ripley	9:26
43.	Bill Duke	9:20
44.	Parker Parrish	5:44
45.	Jim Kelly	5:17

Hand Launched Stick

1.	Larry Coslick	44:56
2.	Stan Chilton	42:38
3.	Fred Tellier	39:41
4.	Mike Thomas	35:54
5.	Dick Hardcastle	34:35
6.	Nick Leonard	29:28
7.	Gene Joshu	29:04

35 cm

1.	Tom Sova	25:47
2.	Larry Loucka	25:27
3.	Bill Henderson	20:59
4.	Tom Vallee	20:51
5.	Fred Tellier	19:57
6.	Rob Romash	18:44
7.	Colin Raymond-Jones	18:12
8.	Pete Olshefsky	16:17
9.	John Whittles	14:22

F1L (Int'l EZB)

1.	Gene Joshu	20:57
2.	John Kagan	20:52
3.	Tom Vallee	19:08
4.	Larry Loucka	18:48
5.	Fred Tellier	17:45
6.	Jim Grant	17:31
7.	Colin Raymond-Jones	17:28
8.	John Whittles	17:25
9.	Tom Sova	17:04
10.	Joe Kehr	16:41

11. Len Singer	16:28
12. John Barker	16:13
13. Bill Henderson	15:17
14. John Diebolt	15:05
15. Ed Ripley	14:44
16. Rob Romash	14:26
17. Monot Tomasz	13:41
18. Chet Wrzos	12:55
19. Bill Duke	12:53

Bostonian

1. Larry Coslick	904
2. Mike Thomas	884
3. Richard Miller	781
4. Steve Gardner	668
5. Emil Schutzel	646
6. John Kagan	576
7. John Marett	533
8. John Barker	529
9. Stan Buddenbohm	491
10. Mike Kent	409
11. Richard Peterson	197

Pennyplane

1. Dan O'Grady	18:23
2. Fred Tellier	17:55
3. Peter Olshefsky	17:53
4. Phil Hartman	17:50
5. Mike Thomas	17:38
6. Stu Weckerly	16:39
7. John Kagan	16:37
8. Larry Coslick	16:33
9. Gord Wisniewski	15:31
10. Robert Warmann	15:24
11. Jim Clem	15:11
12. Colin R.-Jones	14:34
13. Tom Sova	14:32
14. Rob Romash	14:26
15. Jim Grant	13:46
16. John Whittles	13:28
17. Joe Kehr	13:18
18. Jim Buxton	12:30
19. Mike Kent	11:43
20. Nick Leonard Sr.	11:42
21. Dick Hardcastle	11:39
22. Nick Leonard Jr.	10:53
23. Len Singer	10:53
24. Tem Johnson	10:51
25. Joe Falconberry	10:27
26. Robert Stevens	10:25
27. Vern Hacker	10:20
28. Rachel Petty	9:51
29. Tony Italiano	9:43
30. Jim Zufelt	9:29
31. Chester Wrzos	8:09
32. Parker Parrish	7:43
33. Tyler Irwin	7:04
34. Spencer Cefalo	7:00
35. Noel Kirby	6:00
36. Jonathan Smith	5:01

Intermediate Stick

1. Larry Coslick	41:38
2. John Kagan	38:00
3. Stan Chilton	37:12
4. Fred Tellier	34:36
5. Tom Sova	29:36
6. Pete Olshefsky	28:45
7. Dan O'Grady	28:21
8. Jim Grant	27:58
9. Dick Hardcastle	27:56
10. Mike Thomas	27:41
11. John Barker	26:56
12. Rob Romash	20:30
13. John Whittles	17:26

Easy B

1. Larry Cailliau	31:05
2. Larry Coslick	29:17
3. John Kagan	26:42
4. Mike Thomas	26:27
5. Steve Gardner	24:59
6. Stan Chilton	24:09
7. Dan O'Grady	23:27
8. Gene Joshu	22:51
9. Tom Sova	22:27
10. Fred Tellier	22:22
11. Rob Romash	21:39
12. Thomosz Monet	21:39
13. Dick Hardcastle	21:20
14. John Whittles	20:07
15. Walt Van Gorder	19:56
16. John Diebolt	19:54
17. Jim Grant	19:36
18. Pete Olshefsky	17:50
19. Len Singer	17:33
20. Colin R.-Jones	17:14
21. Jim Zufelt	15:35
22. Tony Italiano	14:48
23. Chester Wrzos	12:53
24. Vern Hacker	12:30
25. Lou Leifer	12:22
26. Anthony Lincoln	12:21
27. Bill Duke	11:35
28. Billie Landrum	6:35
29. Jim Clem	5:50

F1M
(F1D Beginner)
(total best two of six flights)

1. Fred Tellier	31:28
2. Tom Vallee	27:59
3. Joe Kehr	27:46
4. Bill Henderson	27:28
5. Billie Landrum	27:23
6. Fred Rash	25:08
7. John Diebolt	24:37
8. John Whittles	24:32
9. Bill Duke	22:30
10. Colin R.-Jones	21:28
11. Pete Olshefsky	3:22

Unlimited Rubber Speed

1. Larry Coslick	6.3 secs
2. John Diebolt	10.4 secs

High Wing Monoplane

1. Stu Weckerly	Stout 2-AT	415.5
2. Rich MacEntee	Lacey M-10	415.0
3. Jim Lee	Lacey M-10	390.0
4. Ken Anderson	Ord-Hume	338.5

FAC Scale

1. Jack McGillivray	SE5	159.5
2. Rich Miller	Currie Wot	151.0
3. Rich MacEntee	Waco SRE	148.0
6 Jim Lee	Lacey M-10	110.0
4 Doc Martin	Waco SRE	137.0
5. Dave Linstrum	Stout 2AT	129.0
7. John Blair	Curtiss P6E	110.0

FAC Peanut

1. Jim Buxton	Miss Ashley II	154.5
2. Rich MacEntee	Waco SRE	145.5
3. Doc Martin	Gotha Float	141.0
4. Jim Lee	Lacey M-10	140.5
5. Rich Miller	Volksplane	134.8
6. Doug Oleson	Ganagobie	65.0
7. Ken Anderson	ME-109	60.0
(Ineligible for additional placing)		
Doc Martin	Macchi M-7	138.5
Rich MacEntee	Piper J-3	131.0

Golden Age Scale

1. Mike Thomas	Piper Cub	9:10
2. Jack McGillivray	DEH 94	7:23
3. Rich MacEntee	Stout 2-AT	7:03
4. Jim Lee	Taylorcraft	6:49
5. Bill Henderson	FWulf A17A	6:33

Modern Civil Production

1. Jack McGillivray	Cub J-5B	220.0
2. Rich MacEntee	Turbo Beaver	151.0
3. Ken Anderson	Ord-Hume	104.0
4. T. Lavender	Spirit of St. Louis	71.0
5. Billie Landrum	L-19 Bird-Dog	42.0

No-Cal

1. Mike Thomas	Hosler Fury	7:54
2. Chuck Slusarczyk	Cassutt	7:05
3. John Diebolt		6:57
4. Larry Loucka		6:34
5. Joe Nuszer		5:05
6. Fred Rash		5:02
7. Stan Buddenbohm		4:37
8. Bill Henderson		4:16
9. Abram Van Dover		2:59

No-Cal (cont.)

10. Richard Peterson		2:21
11. Robert Warmann		2:21.
12. Jack Boone		2:18
Bill Duke		1:13

Pioneer Aircraft

1. Emil Schutzel	Santos 14-Bis	166.0
2. Mike Thomas	Voisin Hydro	163.5
3. Tim Lavender	Wright Flyer	156.5
4. Rich MacEntee	Bleriot VII	152.3
5. Jim Grant	Voisin Hydro	149.5
6. Bill Henderson	Bleriot VII	147.5
7. Doc Martin	Bleriot Canard	65.0
8. Doug Oleson	Gallaudet Bullet	57.0

Pistachio

1. Emil Schutzel	BIS	4
2. Ed Ripley	Goldwing	4
3. Doc Martin	Goldwing	6
4. Rich Miller	Sperry	6
5. Ed Ripley	Kit Fox	5
(Ineligible for additional placing		
Ed Ripley	Wee Bee	8)

Tie score position is resolved by static placing.

Peanut Scale

1. Mike Thomas	1911 Voisin	261
2. Jim Buxton	Courtaulds	245
3. Rich MacEntee	Waco SRE	202.5
4. Doc Martin	Gotha Ursus	190.1
5. Jim Lee	Lacey M-10	180.0
6. Rob Romash	Infinity	147.25

Coconut Scale

1. Richard Miller	Zlin	3
2. Rich MacEntee	Farman 400	6
3. Jennifer Smith	Stout 2-AT	7
4. Stu Weckerly	Found	7
5. Ken Anderson	Air Sedan	9
6. Tim Lavender	Buhl	9

(Ties are resolved by static position score)

Dime Scale

1. Jack McGillivray	Arado	384
2. John Blair	Cessna Airmaster	374
3. Mike Thomas	Miles M-5	320
4. Doc Martin	Caudron	240
5. Bill Henderson	S'marine Sparrow	105

Kit Plan Scale

1. Mike Thomas	Miles M5	300
2. Rich MacEntee	Daphne	300
3. Jim Lee	Daphne	300
4. John Blair	Rearwin Speedster	300
5. Glenn Campbell	Pilatus P-6	266

(places determined by fly-off)

AMA Rubber Scale

1. Mike Thomas	Miles Sparrow	191
2. John Blair	Alco Sport	191
3. Doc Martin	Bleriot 25	173

(Places determined by fly-off)

✔ Following the death of Bob Oppegard (famed for the superb rubber stripper which he designed, manufactured and distributed world-wide) the Minneapolis Model Aero Club initiated the Oppegard trophy, to be awarded annually for the best official time, irrespective of age, in the Pennyplane event at the US Indoor Nationals.

The first award of the Oppegard Trophy was made to Dan O'Grady at this year's indoor Nats. The trophy is to be retained and displayed in the AMA museum at Muncie. My suggestion that I go into the museum instead was rejected out of hand for some reason. I'm a lot older . . .

✔ Joe Nuszer left the contest abruptly. It was rumoured that a young person had stepped on a box of Joe's models. Whew!

^ ^ ^

○ Pete Olshefsky was 3rd in Pennyplane (always a bridesmaid, Pete) and 6th in Intermediate Stick - a personal best.

○ Dan O'Grady placed 1st in Pennyplane and did a personal best in both Intermediate Stick and EZB.

Results

Mass launch winners:

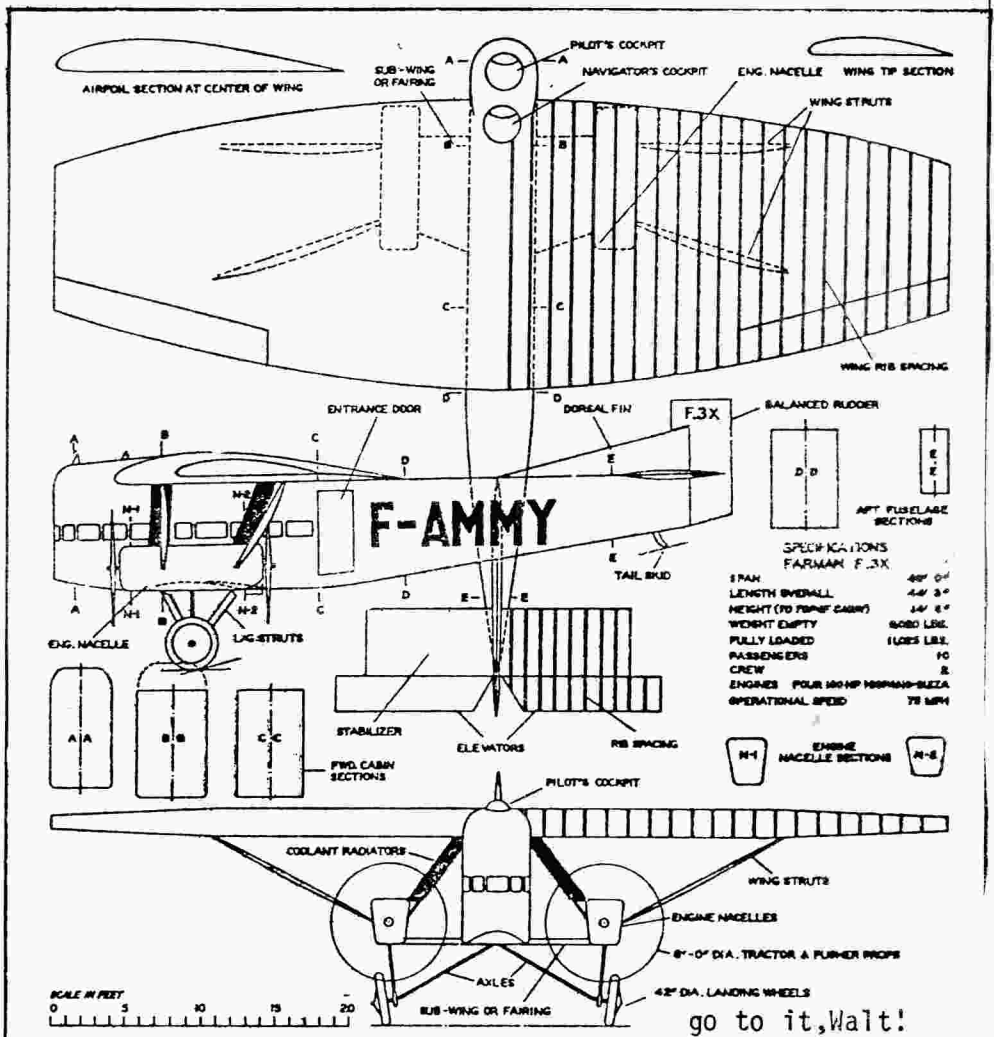
WWI - Jack McGillivray - Junkers (low wing)
WWII - Jack McGillivray - P51B Mustang
Bostonian - Richard Miller
Coconut Scale - Richard Miller - Zlin
P24 - John Kagan
Ministick - Walt Van Gorder - 12:15

Hand Launch Glider

1.	Jim Buxton	165.9
2.	Ernie Boehm	149.7
3.	Len Surtees	147.8
4.	John Whittles	129.5
5.	Rob Romash	125.1
6.	Stan Buddenbohm	97.5
7.	Artie Jessup	71.9
8.	R. Peterson	69.0

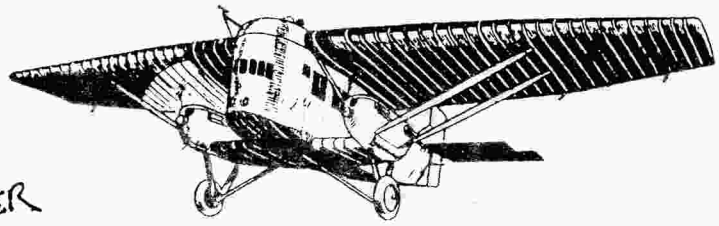
WHO'S GOT THE GUTS TO BUILD THIS ONE?

(12)



go to it, Walt!

submitted by Frank Beatty out in Illinois- ZZZap!



BILL WARNER

FARMAN "JABIRU" Four 180-h.p. Hispano-Suiza engines. 10-passenger air liner produced by the pioneer Farman Company in 1924.

From Douglas Rolfe Airplanes of the World

(13) JOHN WORMLEY SAYS - NO-CAL IS POPULAR, MASS LAUNCH IS POPULAR... LET'S GIVE IT A TRY!

Anyone who has built a scale combat model airplane has fantasized about flying that plane in a dog fight against the enemy's aces. To satisfy the "Walter Mitty" in us, a mass launch event for NoCal WWII fighters would be a fun solution. As building time is minimal those who shy away from flying FAC scale models in mass launches would be more inclined to join the excitement. Should be good for beginners, too. The following rules are suggested for such an event.

New Event

A. WWII Combat!.. a mass launch event for NoCal models of WWII fighters.

B. Existing NoCal rules apply with the following additional rules:

1. WWII fighters only. No high wing observation, utility, STOL or experimental types allowed. Keep length of fuselage to wingspan ratio scale-no extended fuselages to gain motor length. Any plane in dispute for scale proportions should have 3 views or actual plane measurements for proof. CD's decision final.
2. Proof of color scheme and markings required.
3. Must use commercial plastic propeller, thinning and reshaping OK.
4. Fly as many "missions" as practical for number of planes entered. C-D will make determination prior to first round.
5. Any plane winning 3 events will be retired for the remaining season. Add a flag, victory bar, roundel etc. to keep score!

MIAMA INDOOR LEGAL EAGLE (14)

THE INDOOR LEGAL EAGLE EVENT

DRAWING REQUIREMENTS

1. Drawing must fit on one side of one sheet of legal size (8-1/2" x 14") paper.
2. No component parts drawing may be superimposed or overlap another and must clear one another and the edge of the paper by at least 1/8 inch.
3. Wing(s) and stabilizer must be drawn full span, tip to tip and fuselage drawn in its full length from nose through tail in one piece.
4. Fin(s) may be drawn where space allows and not necessarily attached to the side view.
5. Landing gear must be drawn in its place on the side view showing its full length.
6. No top or front view is required.
7. Drawing must be presented to C.D. on demand.

DESIGN REQUIREMENTS

1. Smallest wood size to be 1/16 inch square except for propeller.
2. Fuselage measured to its outside surface must contain a space 1" x 1.5" x 3".
3. Fuselage must have a cabin or open cockpit with a raised windshield of at least 30 degrees of clear or translucent material. Cockpit must be actually open, with a headrest or canopy.
4. Flight surfaces; Leading and trailing edges cannot parallel each other.
5. Tip outlines must have no straight lines except for stabilizer where a twin fin is used.
6. If twin fins, or two wings are used in the design, parts may be built in duplicate over the same drawing.
7. Jap tissue required on all non-sheeted, open framework surfaces except for fuselage surfaces covered by a flying surface directly attached to the fuselage and areas involved in an open cockpit or minimum access area to the motor. No ultra light film covering to be used, unless used for windshield or windows. Flight surfaces may be single or double covered.
8. Landing gear must use at least one 1 inch diameter wood wheel.
9. Use of motor stick(s) or tube(s) O.K. and if used, must be shown on the side view in one continuous length in the proper position.

FLYING

1. Models must R.O.G. from floor or any solid place designated by C.D. on contest day.
2. Total of best 3 flights out of 5 wins and delay timing of 20 seconds with two delays in succession as one official, per AMA rules.

Updated: June 28, 2000

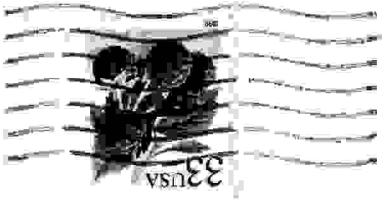
After a Summer of deliberation, letters, E-mail and efforts of many interested pilots, we have come up with these MIAMA RULES FOR INDOOR LEGAL EAGLE ONLY. Outdoor rules remain unchanged as penned by Dave Stott

WHAT'S ON IN FREE FLIGHT? HOT LINE 305-858-6363
BEGIN 30TH INDOOR SEASON - ARE YOU READY FOR SOME INDOOR? SEPT 9,10 PALM BAY - LAST FAC SUMMER SERIES.
CANCELLED-SEPT 16&17-MACDILL IS FULL OF AIRCRAFT
MEET #1 - USCOAST GUARD ST. PETE OCT 28,29 9 TO 5
PEANUT MASS LAUNCH SAT 2:00, COCONUT M/L 5:00 SUN NOON - FAC LOW WING
* NOV 18,19 - TAMPA. MIAMA #2 MACDILL AFB. FAC-BIPLANE
DEC 30,31 - TAMPA - INTERNAT. AIRPORT - DELTA HANGAR
MIAMA #3 INDOOR KING ORANGE - FAC M/L - GOLDEN AGE
DEC 29,30,31 - PALM BAY - OUTDOOR KING ORANGE - FAC EVENTS
NOV. 11,12 - PALM BAY · SAM 46 - DON BRIMMER MEET

THE HANGAR PILOT

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PM
SEP
2000



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