Best of

COMPILED BY DAVE LINSTRUM 1994

THE HANGAR PILOT

Vol 3: 1987-90

YOU'VE COME A LONG WAY, BABY!

NOTE: VOL 4 + 5 TO BE PUBLISHED SOON!
A 1993 READER SURVEY BY EDITOR DOC MARTIN SHOWS PREFERENCE FOR PLANS, SCALE DOCS, HOW-TO AND FUNKY FORMAT-DOC'S ORIGINAL LO-TECH DESKTOP PUBLISHING! IN USE SINCE 1972

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VOLUME UNBOUND TO EASE COPYING PLANS!

Best of the HANGAR PILOT

Vol 3: 1987-90

COVER 90% TRUE SIZE ARTIST: DOC MARTIN

BE WATCHING FOR VOL 4 (1991-92) AND VOL 5 (1993-94) TO BE PUBLISHED SOON!

EVERGREEN

ISSUE 116

JUNE/JULY 1987

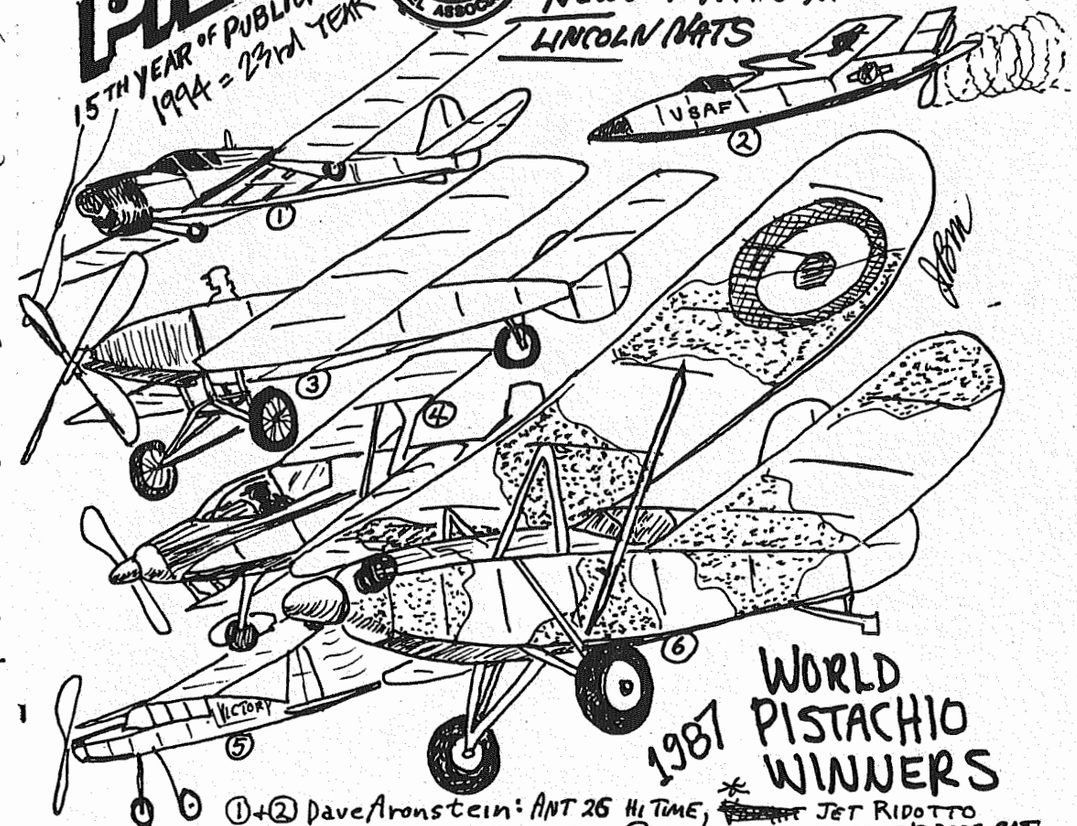
THE HANGAR PILOT

15TH YEAR OF PUBLICATION
1994 = 23rd YEAR

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

Shocking World INTERGNATS Results !!! New Records.

News of NFFS NATIONAL MEET LINCOLN NATS



1987 WORLD PISTACHIO WINNERS

① + ② Dave Aronstein: ANT 26 HI TIME, * ~~FIRST~~ JET RIDOTTO
③ KEVIN SMITH - 1ST CAT I BLERIOT VII ④ 1ST CAT II PEPPIAT'S BEER CAT
⑤ 1ST MODEL OF MODEL: LONGSTRETH KORDA VICTORY ⑥ 1ST CAT III MARK ALLISON'S FLEA

DOC MARTIN DRAWING

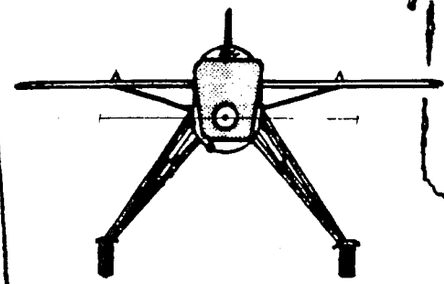
* Republic F-105 Thunderchief

PLAN DRAWN BY DOC MARTIN 1989 YES SPAN IS CORRECT!

7 5/8" SPAN FULL SIZE PLAN!

The BUTCH HADLAND Pistachio Hosler Fury
Winner, MIAMA Pistachio Grand Prix
1988 Johnson City
Wt. 7.2 gm without landing gear
Power: 18" loop .080 Pirelli, 50 Sec. 1500 turns

REFERENCES:
THE GOLDEN AGE OF AIR RACING Pre 1940 EAA
SIXTY-TWO RARE RACING AIRPLANES
Maj. Truman C. Weaver
THE NATIONAL AIR RACERS IN 3-VIEWS
1929-1949 Charles A. Mendenhall



Wing: Outline 2 lams 1/32X1/20
Dihed. 1/4" per tip, 2 spars
Only 2 ribs per wing 1/20"sht.

FOR THE JUDGES:
This plan is your documentation
The framework is drawn over an exact 7 5/8" span enlargement of the 3-View.

COLOR: LIGHT RED

ISSUE # 125 1989

HOSLER "FURY"
1938

LENGTH 28 FT. SPAN 16 FT

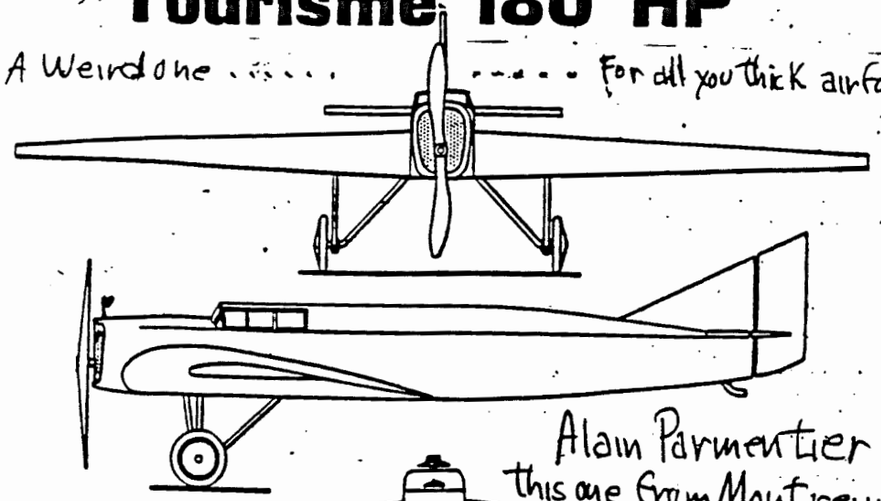
A MIAMA HADLAND ORIGINAL PLAN

LES AILES S'OUVRENT

Just when you thought you had seen all the Farmans

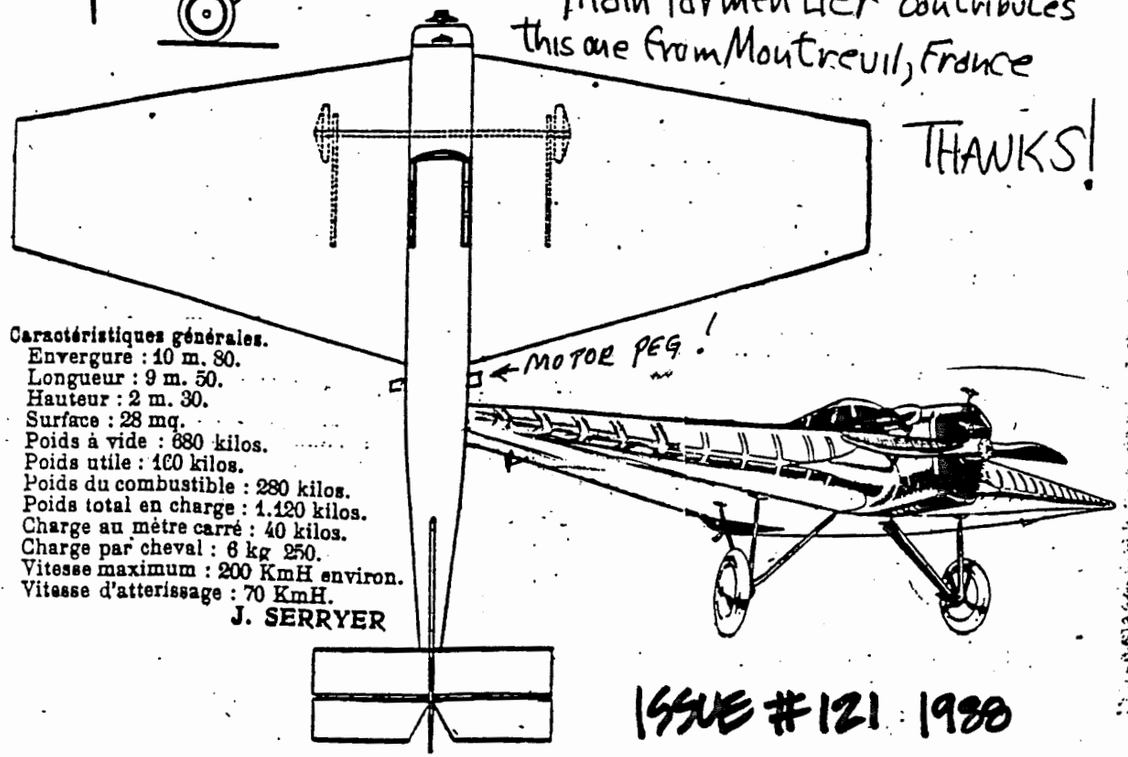
LE MONOPLAN FARMAN
Tourisme 180 HP

A Weird one ..... ----- For all you thick airfoil fans, who ALSO LOVE SHORT HOSES!



Alain Parmentier contributes this one from Montreuil, France

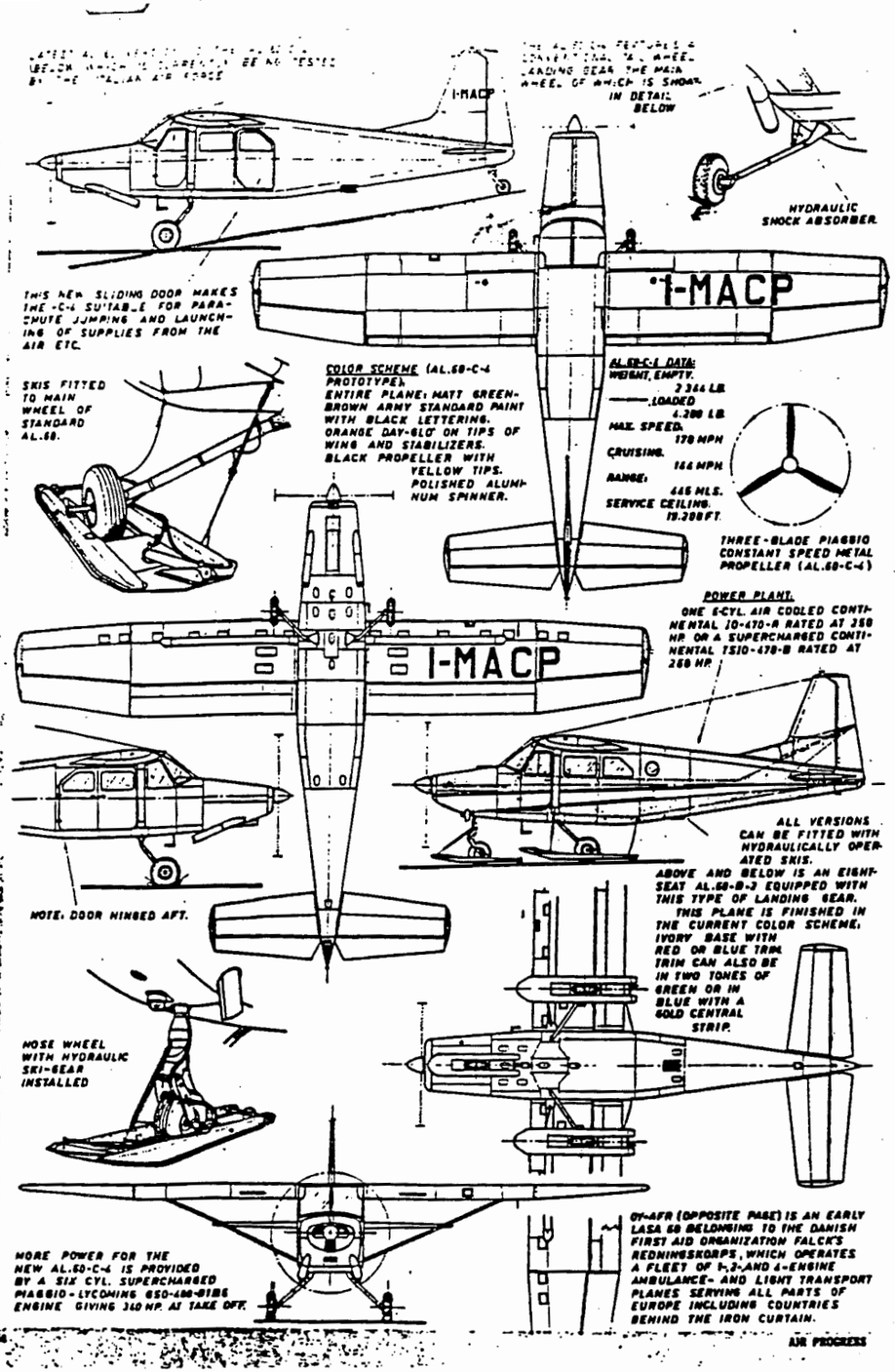
THANKS!



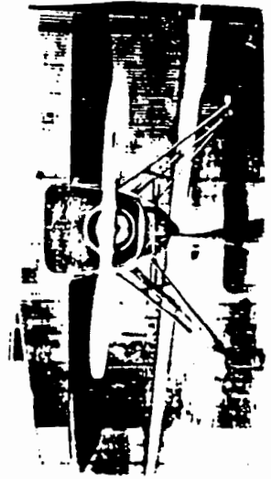
Caractéristiques générales.
Envergure : 10 m. 80.
Longueur : 9 m. 50.
Hauteur : 2 m. 30.
Surface : 28 mq.
Poids à vide : 680 kilos.
Poids utile : 160 kilos.
Poids du combustible : 280 kilos.
Poids total en charge : 1.120 kilos.
Charge au mètre carré : 40 kilos.
Charge par cheval : 6 kg 250.
Vitesse maximum : 200 KmH environ.
Vitesse d'atterissage : 70 KmH.

J. SERRYER

ISSUE #121 : 1980



ABOVE IS SCALE DATA FOR CARL HEDLEY PNUT AERMACCHI LASA 60

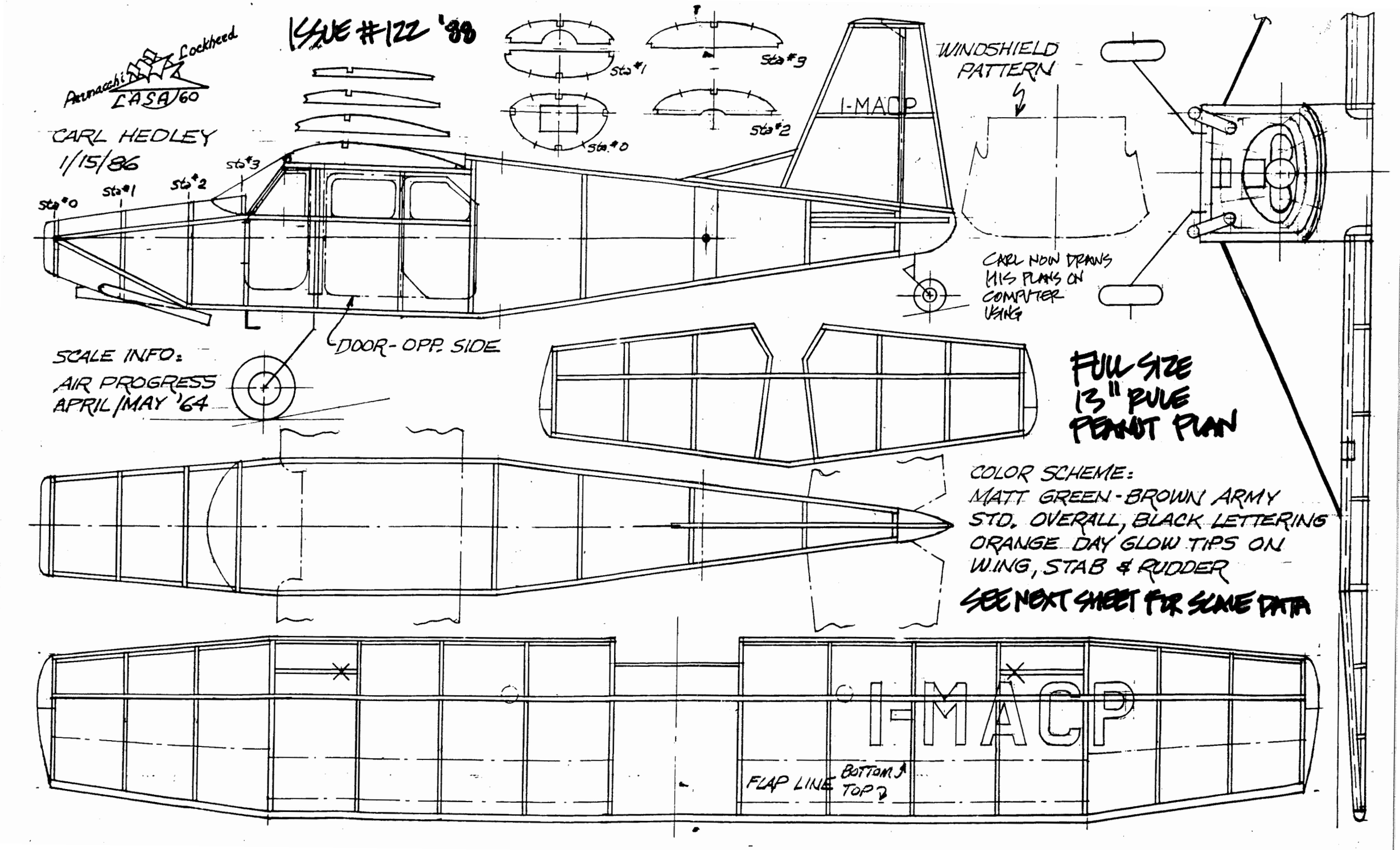




SEE HAPLAND PLANS NEXT SHEET

1938 PHOTO ON SKIS - LAKE WANAKA

DUE TO UNORTHODOX LOW ASPECT RATIO AND/OR OTHER FACTORS, THE 1938 HORNER FURY RACERPLANE HAD TO BE TEST FLOWN ON SKIS OFF ICE !!

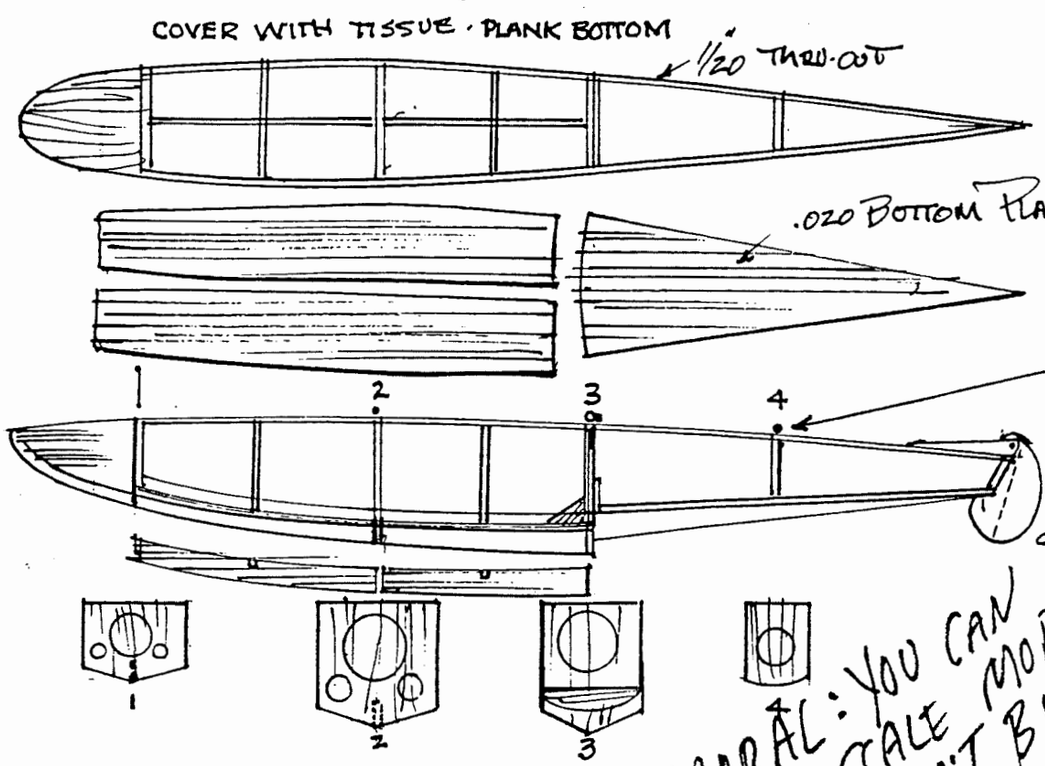

ISSUE #122 '88
Aermacchi Lockheed
LASA/60
CARL HEDLEY
1/15/86
Sta #0
Sta #1
Sta #2
Sta #3
I-MACP
WINDSHIELD PATTERN
CARL NOW DRAWS HIS PLANS ON COMPUTER USING
DOOR - OPP. SIDE
SCALE INFO:
AIR PROGRESS
APRIL/MAY '64
FULL SIZE
13" RUDE
PENNUT PLAN
COLOR SCHEME:
MATT GREEN - BROWN ARMY
STD. OVERALL, BLACK LETTERING
ORANGE DAY GLOW TIPS ON
WING, STAB & RUDDER
SEE NEXT SHEET FOR SCALE DATA
I-MACP
FLAP LINE
BOTTOM
TOP

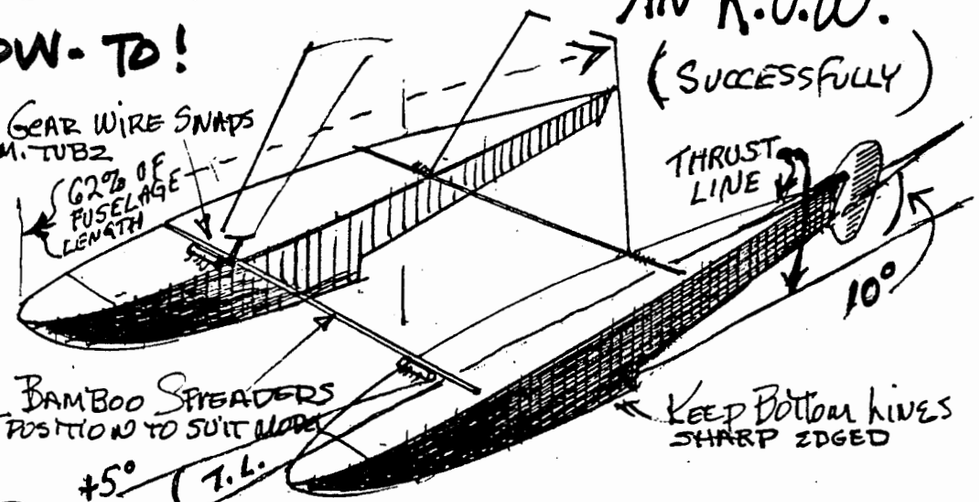
MILLARD HOSTS THE ANNUAL PUNTA KEYS R.O.W. EVENT AT HIS HOME IN ISLAMORADA EVERY JULY

NOTE: THIS BASIC PONTOON DESIGN MAY BE ENLARGED · REDUCED AS NEEDED

CONVERT ANY LAND PLANE TO AN R.O.W. (SUCCESSFULLY)

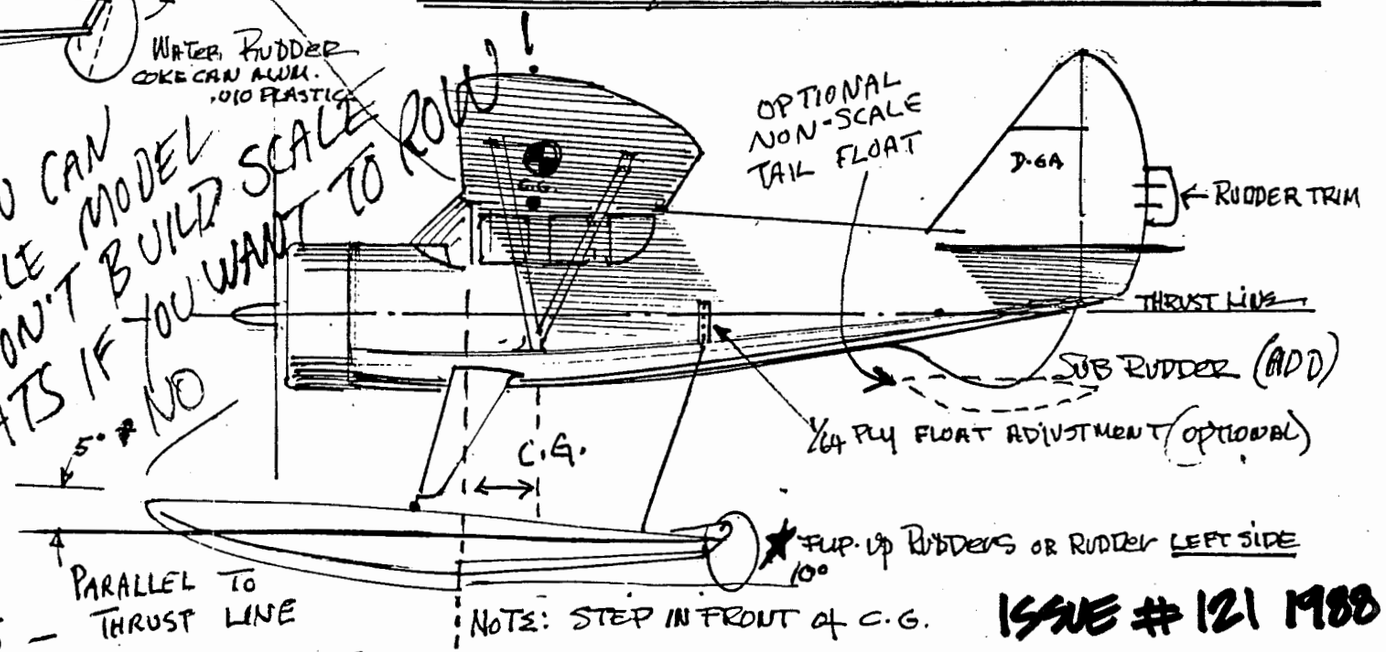
PEANUT PONTOON (ACTUAL SIZE) ANOTHER M. WELLS HOW-TO!





2 OR 3° + WING INCIDENCE

SCALE / EMBRYO · FLOAT · PONTOON 62% FUSELAGE LENGTH.



MORAL: YOU CAN BUILD A SCALE MODEL BUT DON'T BUILD SCALE FLOATS IF YOU WANT TO ROW!

ESSENTIALS

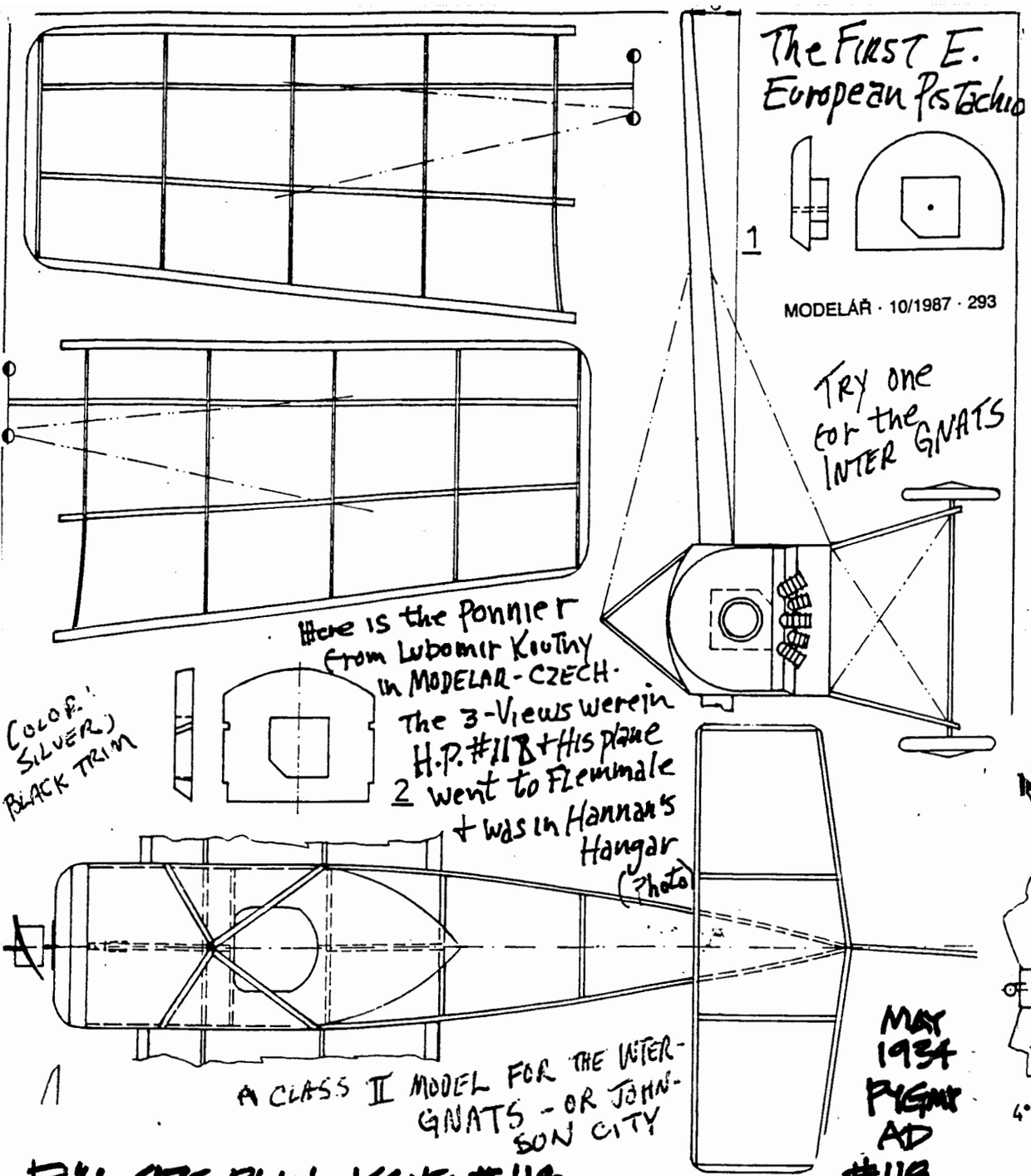
- SUB-RUDDER - TO SUIT DESIGN of AIRPLANE —
- USE SALT WATER FISHING LEADER FOR ALL WIRE PARTS.. SALT WATER EATS REG. METALS
- WATER RUDDER · ADJUST FOR STRAIGHT TAKE-OFF PATH.
- UNLESS YOU ARE AN OLYMPIC SWIMMER, ADD A RUDDER TRIM TAB.

AN ORIGINAL MIAMA ARTICLE BY MILLARD WELLS — ISSUE #121 1988

NOTICE · WE WANT TO DO A CANARD ISSUE "SIMILAR TO THIS ROW ISSUE, PLEASE CONTRIBUTE ANYTHING ABOUT RUBBER GUARDS!

TYPICAL PONTOON: PLACEMENT ON A SCALE OR EMBRYO.

ANOTHER IMPORTANT POINT — FROM STEP THE PONTOON SHOULD SLOPE 10° UP TO REAR OF FLOAT.



The First E. European Postcho

1

MODELÁŘ · 10/1987 · 293

Try one for the INTER GNATS

Here is the Ponnier from Lubomir Koutny in MODELAR-CZECH. The 3-Views werein H.P. #118 + His plane 2 went to Flemmale + was in Hannan's Hangar (Photo)

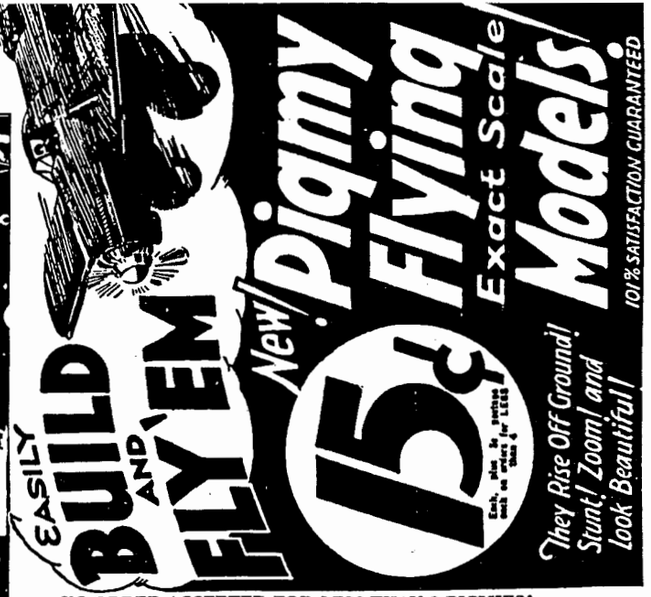
(Color: SILVER, BLACK TRIM)

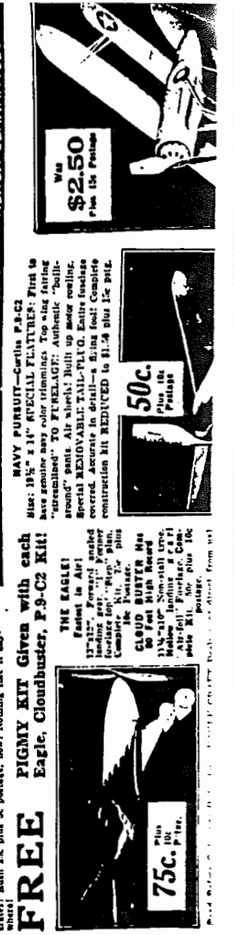
A CLASS II MODEL FOR THE INTER-GNATS - OR JOHNSON CITY

MAY 1934 PIGMY AD #118

FULL SIZE PLAN ISSUE #118





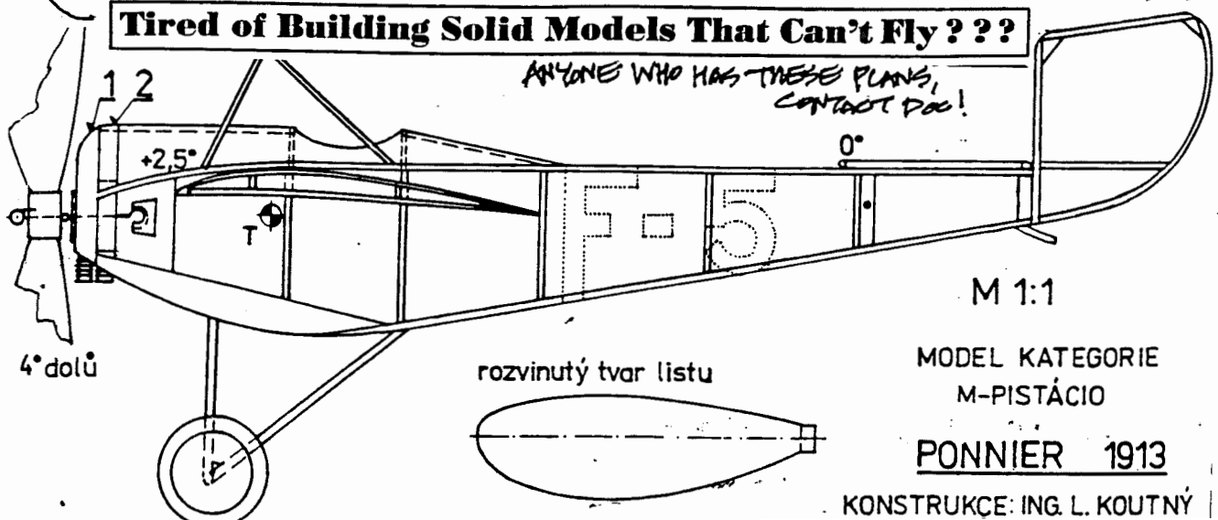


UNIVERSAL MODEL AIRPLANE NEWS MAY 1934 37

MAY 1934

Tired of Building Solid Models That Can't Fly???

ANYONE WHO HAS THESE PLANS, CONTACT DOC!



rozvinutý tvar listu

MODEL KATEGORIE M-PISTÁCIO

PONNIER 1913

KONSTRUKCE: ING. L. KOUTNÝ

DE HAVILLAND DHC-2 MK III TURBO BEAVER.

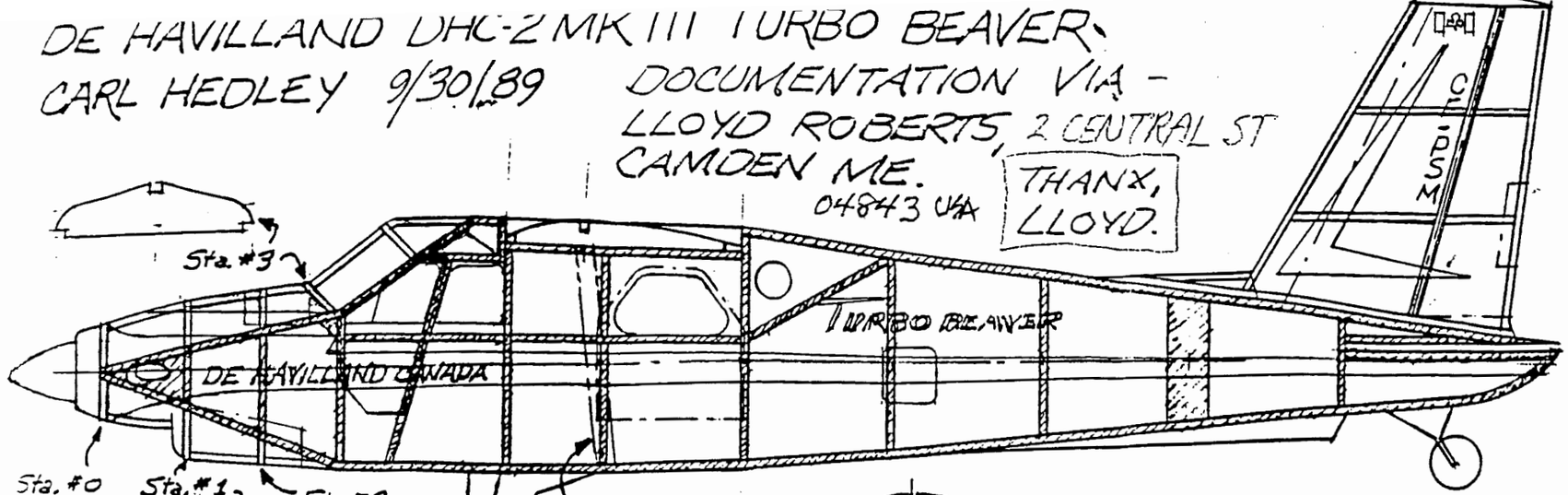
CARL HEDLEY 9/30/89

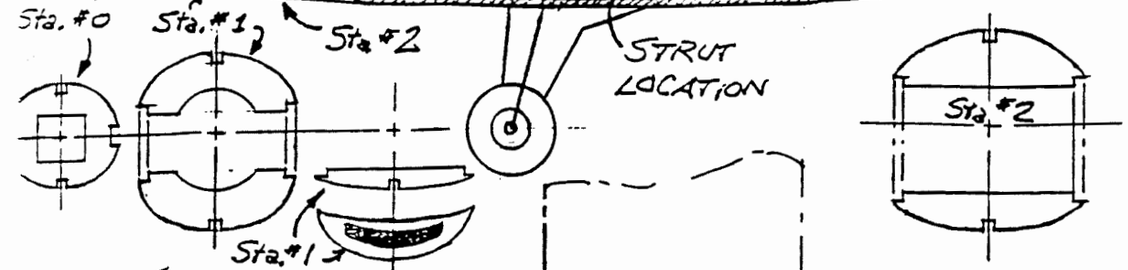
DOCUMENTATION VIA -
LLOYD ROBERTS, 2 CENTRAL ST
CAMDEN ME. 04843 USA

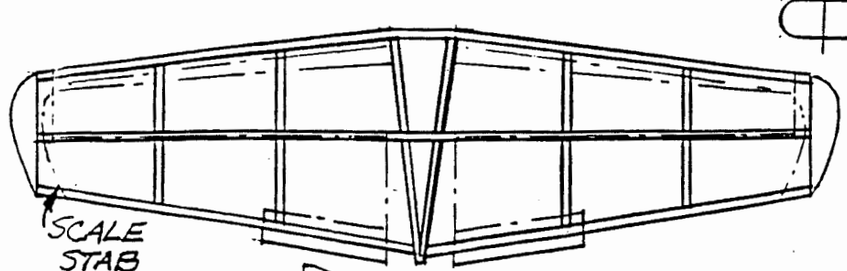
THANX, LLOYD.

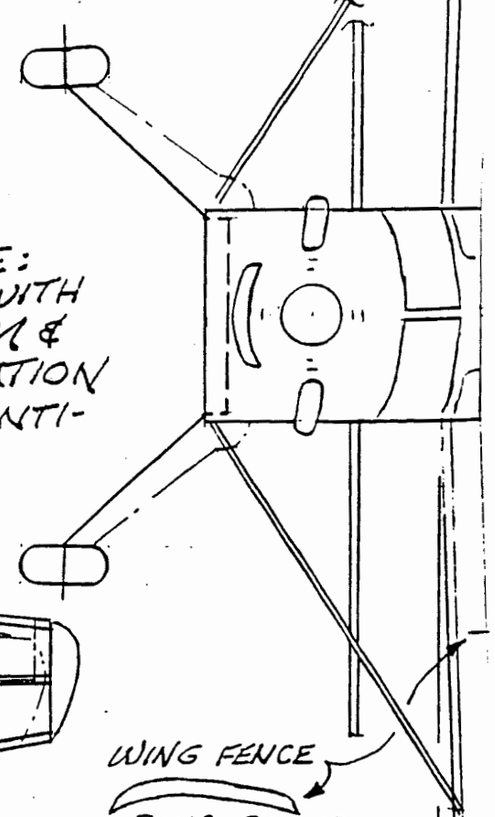
ISSUE # 131 1989

COLOR SCHEME: WHITE WITH RED TRIM & REGISTRATION BLACK ANTI-GLARE PANEL.

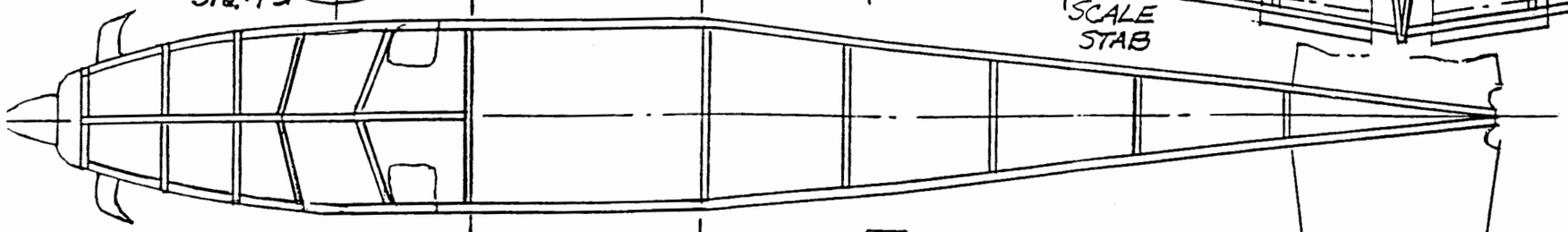




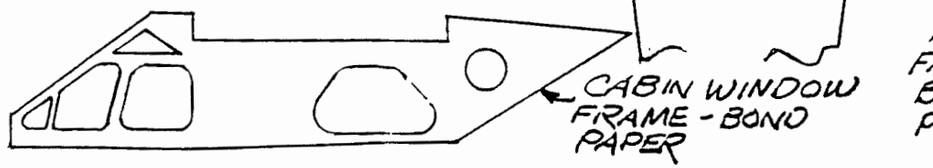


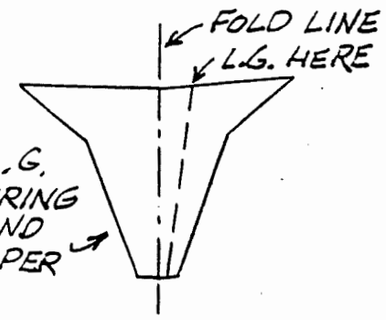


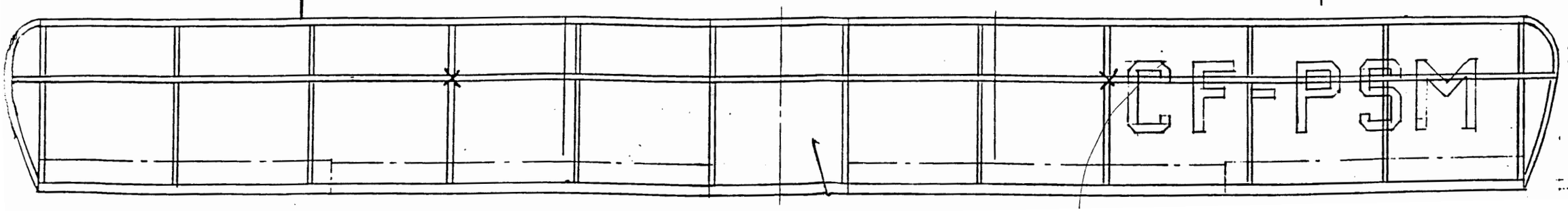
WING FENCE
BOND PAPER



FULLSIZE PLAN
13" PENNY





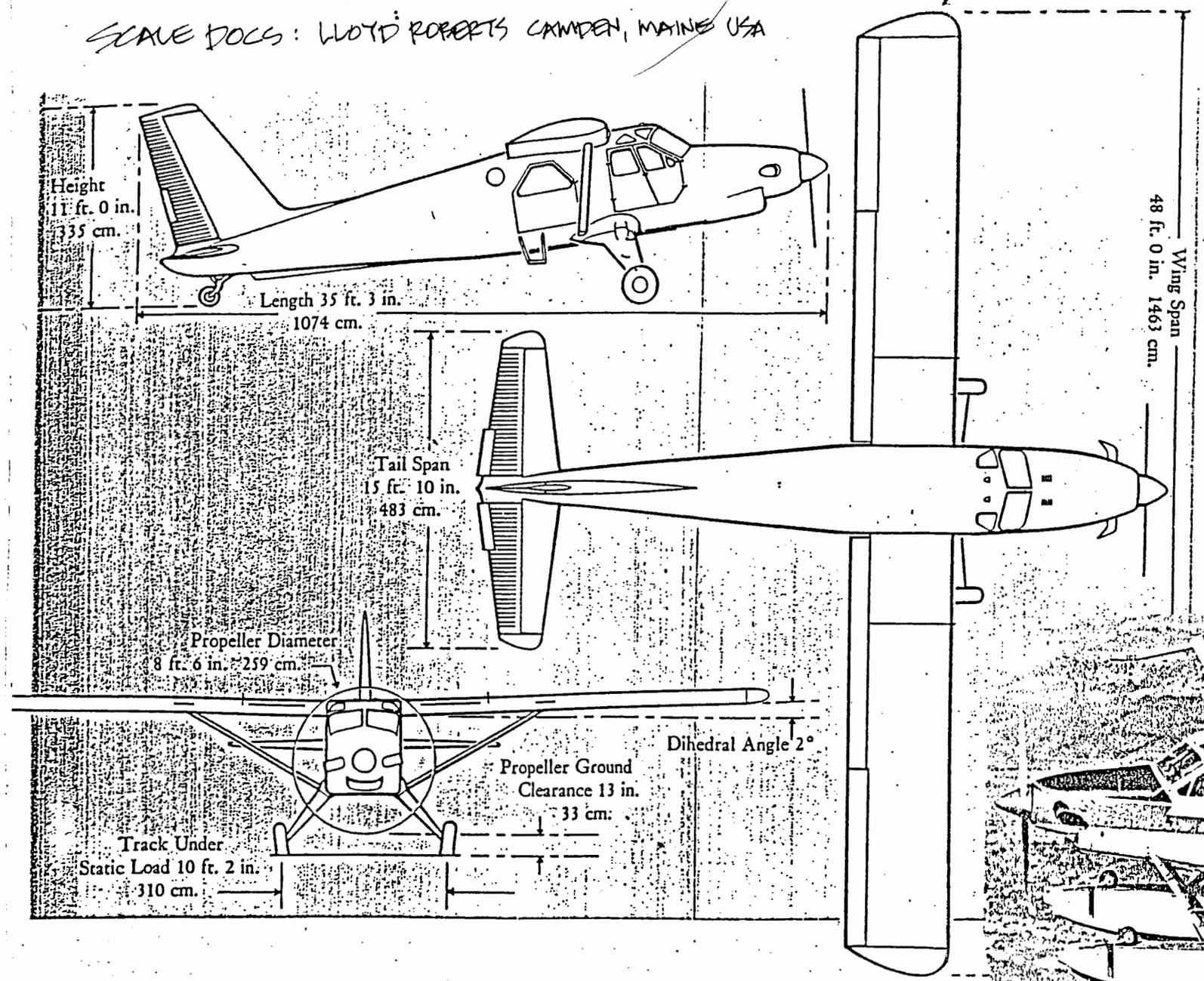


SCALE DIHEDRAL

ISSUE #131 1989 DOCUMENTS FOR CARL HEDLEY'S CANADIAN DEHAVILLAND TURBO-BEAVER.

EXTRACT OF ORIGINAL DEHAVILLAND BROCHURE

SCAVE DOCS: LLOYD ROBERTS CAMDEN, MAINE USA



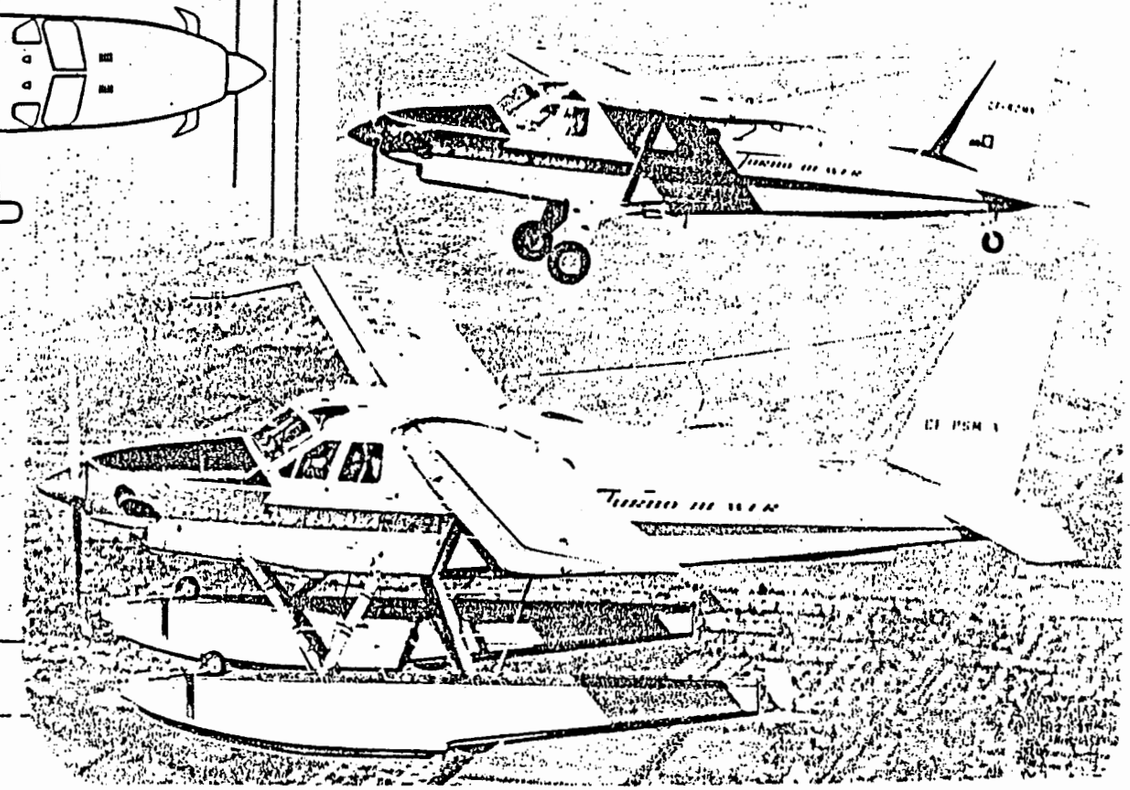
The DHC-2MK111 Turbo-Beaver is a rugged, versatile utility aeroplane providing maximum work capacity at minimum cost for a wide range of missions.

It is the product of the application of an advanced turbine powerplant to an advanced concept in S T O L (Short Take off and Landing) aerodynamics. The S T O L concept, which began with the DHC-2 standard Beaver, has been applied to six original de Havilland Canada designs over the past eighteen years.

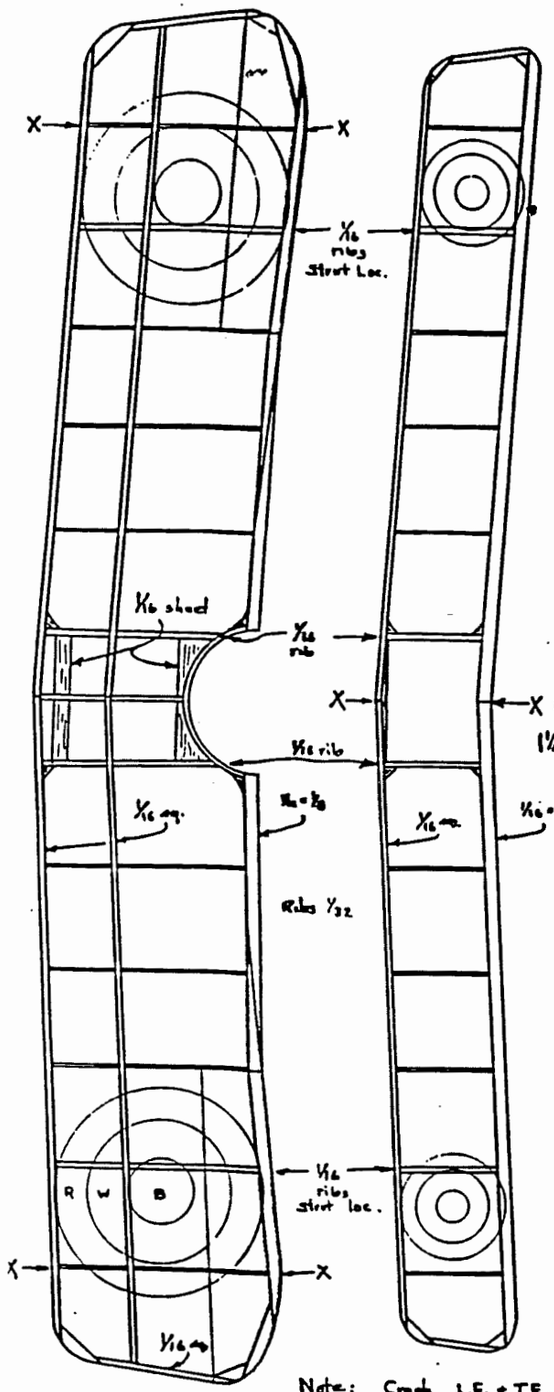
The standard Beaver was initially designed to meet the special and rigorous needs of the Canadian bush operator. The design was a pioneer venture in S T O L aerodynamics, a venture that established de Havilland Canada as one of the world's leading aircraft designers.

The exceptional short, rough field take-off and landing capability was the prime concept in the design of this aeroplane. Reliability, structural simplicity to permit ease of maintenance away from base, and versatility of utilization were the other prime objectives achieved.

The standard Beaver won immediate and enthusiastic acceptance from Canadian operators and soon rated as an important Canadian export item. The S T O L performance, reliability, and work effectiveness, suited so well for the Canadian hinterland, proved to be equally applicable in the tropics and remote regions of the world. Today, some 1,600 standard Beavers have been delivered for employment on a wide range of missions in some 65 countries.



SEE MILLARD WELLS FLOAT CONVERSION HINTS →

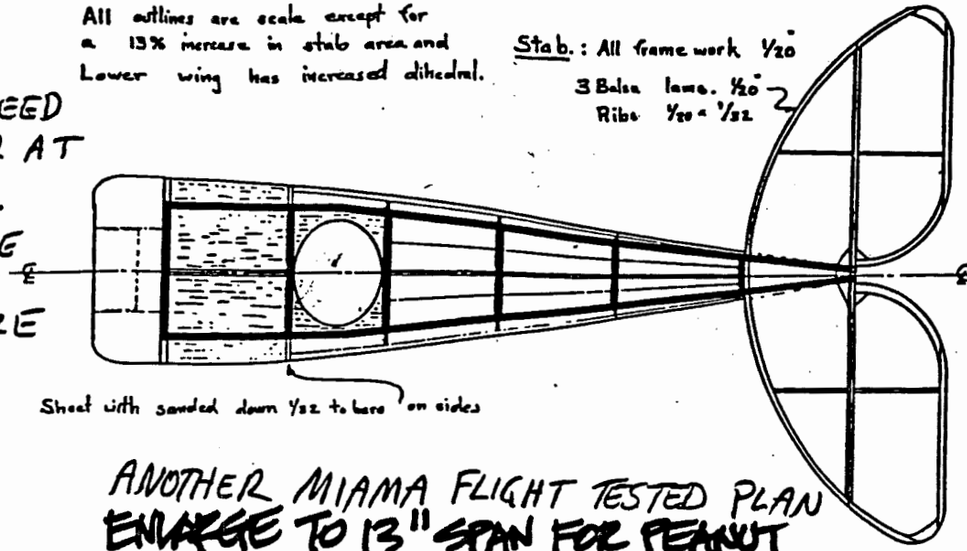


PILOTS - HERE IS GEO. NUNEZ' PEANUT SPEED 2ND PLACE WINNER AT JOHNSON CITY 1989. IGNORE THE WOOD SIZE CALL OUTS IF BUILDING IT IN PISTACHIO SIZE LIKE THIS



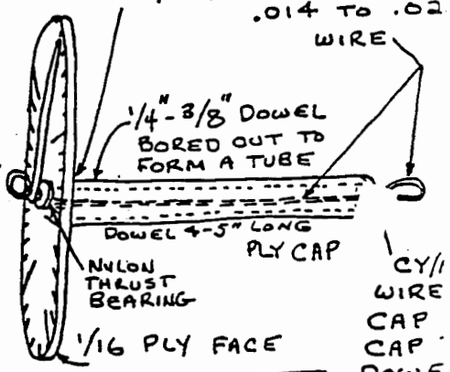
All outlines are scale except for a 13% increase in stab area and Lower wing has increased dihedral.

Stab.: All framework 1/20
3 Balsa lams. 1/20
Ribs 1/20 x 1/32



A QUICKY TORQUE METE

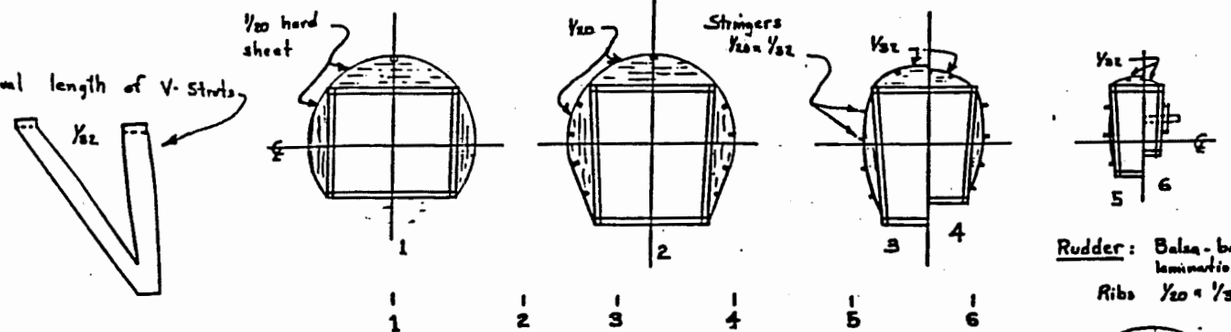
ISSUE #12



USE .014 WIRE FOR MOTORS UP TO .100, .020 FOR LARGER.

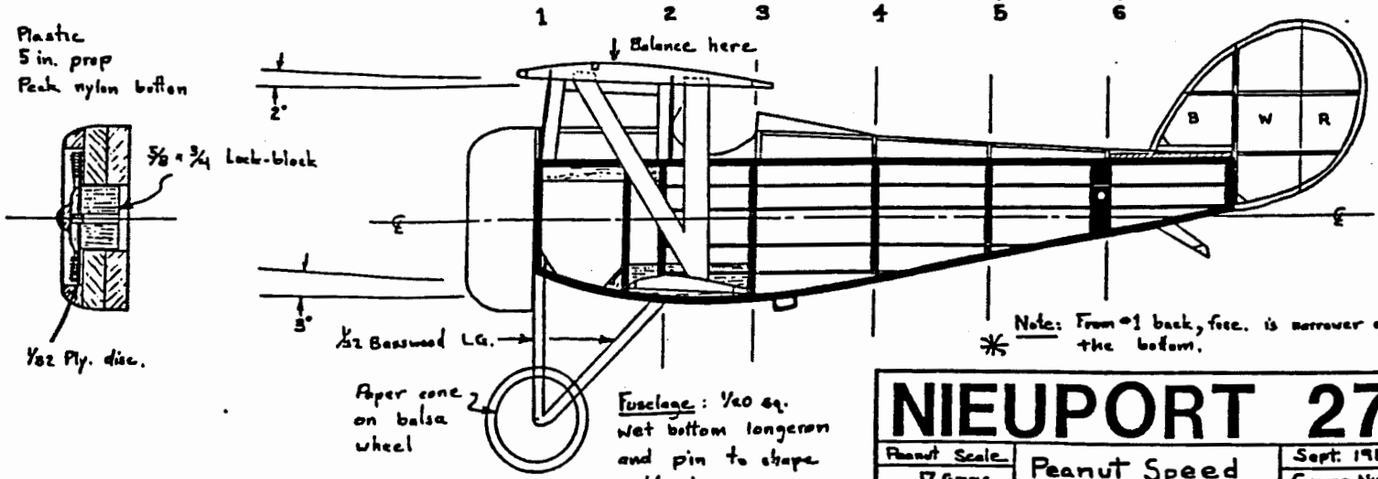
TORQUE METER FOR USE ON MODELS HELD IN STOOGE. USE BETWEEN WINDER AND FRONT OF MOTOR.

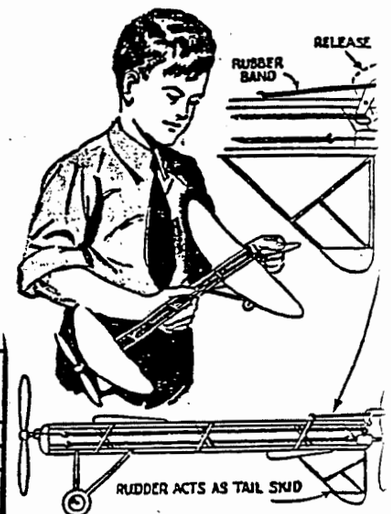
ANOTHER MIAMA FLIGHT TESTED PLAN ENLARGE TO 13" SPAN FOR PEANUT



Rudder: Balsa-base. lamination 1/20
Ribs 1/20 x 1/32
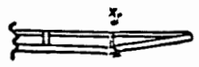
Twin Propellers Double Flig
Time of This Model Plane





FROM "BOY MECHANIC" EARLY

Note: Crack L.E. + T.E. of top wing at X and bend up to meet wing spar. No dihedral except for tips.



NIEUPORT 27

Peanut Scale 17 Grams	Peanut Speed	Sept. 1988 George Nunez

Power: 16 in. loop FAI Tan 1/8" 900 turns
Flies left - left for about 40 sec. indoors

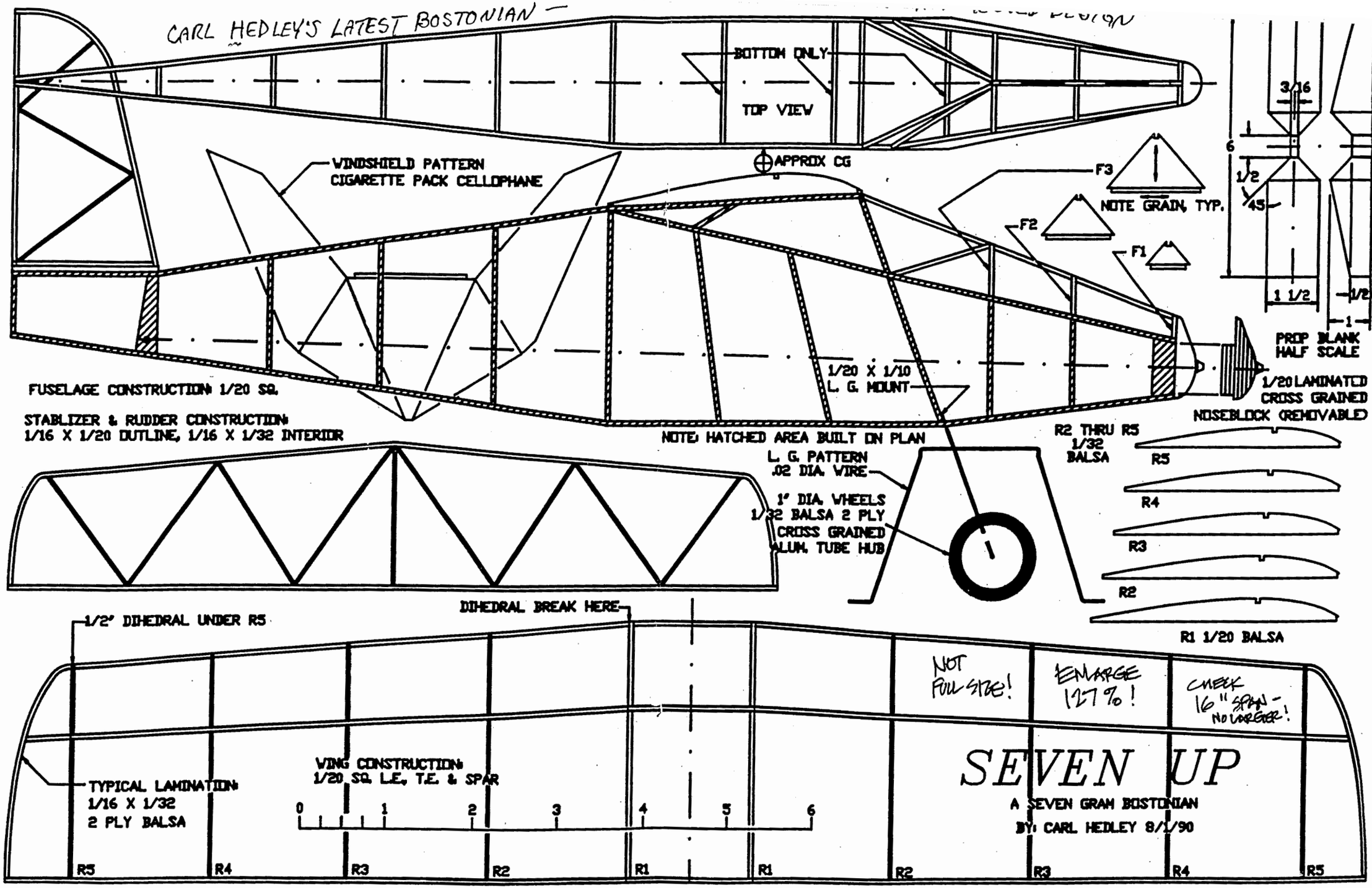
Ref: Feb '85 MODEL Aviation

ISSUE #135 SEPT 1990

ENLARGE 127% TO MAKE FULL SIZE PLAN ISSUE #137 NOV 1990

NOTES: PROTOTYPE WAS NOSE HEAVY, KEEP NOSE LIGHT.
ENLARGEMENT FACTOR FOR FULL SIZE PLAN IS 1.276

CARL HEDLEY'S LATEST BOSTONIAN —



SEVEN UP

A SEVEN GRAM BOSTONIAN

BY: CARL HEDLEY 8/1/90

TRACING OF ORIGINAL DRAWING AND REVISED

MF #137 NOV 1990