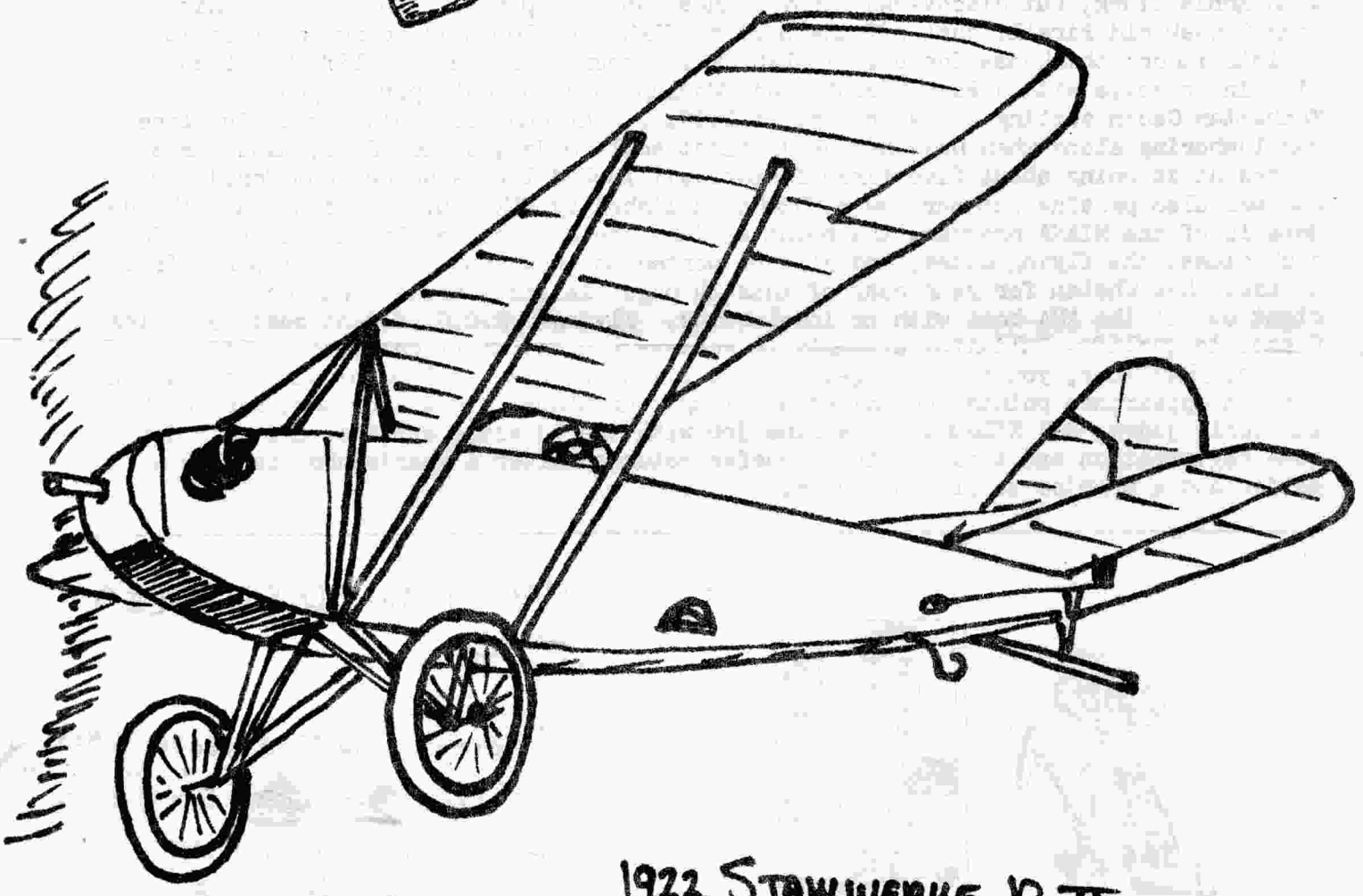
THE HANGAR PILOT

NOV. 1975
ISSUE # 28

PUBLISHED BY
DADE PARK + REC.
DEPT. FOR MIAMI
INDOOR AIRCRAFT
MODEL ASSOC.
AMA CLUB 986



1922 STAHLWERKE R II

NEXT FLY IN @ JFK
NOV. 9TH - 9 TO 2:00

NEXT CONTEST (#2)
GOODYEAR HANGAR NOV 30
9 TO 5. (CONFIRM 858-6363)

Published by the Metropolitan Dade County Park and Recreation Dept. for the Miami Indoor Aircraft Model Assoc. Editor/Pres. Dr.John Martin 3227 Darwin St Miami,33133 Fla. Secy/Treas. Jim Whelan 9110 SW 77 Ave. Miami.

RECORD ENTRIES IN FIRST CONTEST OF FOURTH SEASON: Seventeen different entrants flew thirty four entries at JFK Gym on Sun Oct 26 as the ever growing indoor bug seems to be affecting more and more victims. On a day so calm that we could have flown outdoors (and a couple of guys did) we welcomed some new hangar pilots at meet #1. Julius Sirilo's son Tom brought a HL Glider, and in his first indoor meet won a first from perennial winner, John Arthur, Jr. John Sr., won Open Glider as usual, but was pressed by newcomer Leroy Young, flying in his first meet. We were glad to see Bob Myers back in action with an Easy B model. It may seem pretty tame after Wakefield, but even an Easy B can misbehave. Kurt Gawor came down from Pompano with Ernie Clark, but discovered Penny Planes can act up too. Ernie Clark donated some 2 week old Pirelli just off the boat to MIAMA and Roman is going to slice it up into indoor thickness for us. THANKS ERN! Congratulations to Cliff McCallum on his win in scale with a Peck "Zero". Jim Whelan was the only participant in Manhattan Cabin setting a Fla. record of 2:09.5. At one point his big cabin plane was lumbering along when Duke Donovan's first scale model, a Peck Zero, made three passes at it going about five times faster...it looked like a scene from World War II. Jim was also passing out our new HANDBOOK published by P&R Dept. It contains all the details of the MIAMA program, the point system, the classes we fly and the rules for each class, the flying dates, and all you wanted to know about indoor but were afraid to ask. See Whelan for your copy of this 14 page classic. Scale event was flown right out of the AMA book with no local rules. Flying- R.O.G. flight must be at least 5 sec. to qualify. Unlimited attempts to achieve 4 official flights..no pushing on launch. Remember, you can only get as many flight points (at 1 point per sec) as you earn in appearance points, no matter how long your plane flies. Our new, hard working scale judge, DAN KILGORE did a fine job with the 13 scale entries, and also did some registration and timing. Art Schaefer returned after a year's absence with a glider and a promise to fly this year.



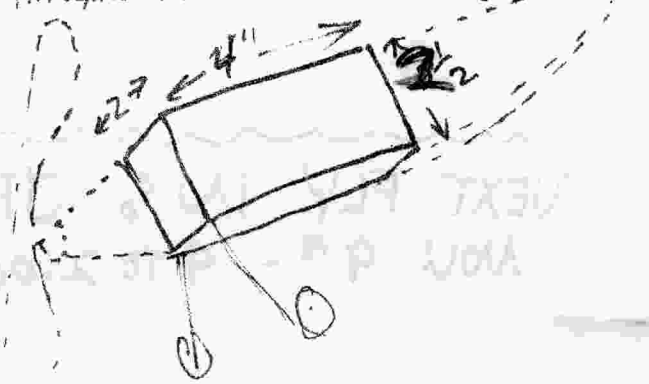
FROM MAD COMIX

MANHATTAN CLASS RULES

~~Goof~~:

FUSELAGE MUST ENCLOSE A BOX 2"x4"x2½" ~~Alert~~ (2"x4"x2½")

AS MENTIONED IN LAST HANGAR PILOT + HANDBOOK



RESULTS OF CONTEST # 1 JFK Gym

34 entries

PEANUT SCALE: OPEN
1. John Martin 2 points (Lacey M-10 22.5) ist looks, 1st flying 1: 58.2
2. Jim Stewart 4 Pts.(Cessna Airmaster 21.5) 2 looks,2 flite 1: 18.7
3. Fred McCallum 7 Pts.(Piper Voyager 17.5)3 looks, 4 flite :31.8
4. Bill Hiscock 7 Pts.(DH 6 bipe 15.5) 4 looks, 3 flite 1:11.2
5. Dick Kelso 10 pts.(Airmaster 10) 5 looks, 5 flite

SCALE,OPEN: 1. John Martin (Stahlwerke RII) 83 looks, 34.1 flite 114.1
2. Fred McCallum (Doug.Dauntless) 70 looks,21 flite 91.0
3.Dick Kelso(Cessna Airmaster) 53 looks, 12 flite 65.0
4.Bill Hiscock (DH 6 bipe) 17 looks, 31 flite 34.0
5.Jim Stewart (Stinson Voyager) 8 looks, 40.8 flite 16.0

SCALE JR/SR 1.Cliff McCallum (Zero) 61 looks, 16.5 flite 77.5
2.Chas. Slater (Santos Dumont 14-Bis) 40.5 looks,32 fl.72.5
3.Kevin Smith(AVRO F) 63 looks,7 flite 70.0

EASY B OPEN:Jim Stewart 6:02.6
2. Jim Whelan 4:28.5
3.R. Szymula 3:05.8
4.Bob Myers 2:32.0

EASY B JR/SR 1.Chas. Slater 6:19.5
2.Allen Honey :49.2

PENNY PLANE,OPEN: 1. Jim Stewart 5:29.6
2. Ernie Clark 5:12

PENNY,JR/SR: 1.Allen Honey 3:10.8
2. Kurt Gawor 1:30

PAPER STICK: 1.Jim Stewart 2:42.5
2.Allen Honey :48 (Sr)
3.R. Szymula :21.7

MANHATTAN: 1.Jim Whelan 2:09.5

GLIDER,OPEN:1.John Arthur (30.2)(28.3)
2.Jim Stewart (28)(24.8)
3.Leroy Young (23.5)(22.5)
4.Jim Whelan (7.1)

GLIDER,JR/SR:
1. Tom Sirilo (23.2)(23.1)
2. John Arthur Jr.(19.0)(18.4)

MODELLERS NEWS: Gary Myers reports the arrival of a new hangar pilot...Jay Myers born on Sept. 6th at 11:49 A.M. Congratulations to the California wing of MIAMA. Gary is at 416C W. Fairway Dr. Orange,Calif 92666 "Just a five minute drive from Model Builder mag."

Congratulations also to Tom Vallee who flew FAI catagory I record trails at the NASA auditorium in Greenbelt ,Md. on Aug.22, '75 And has submitted claims for both an AMA record (22:21), and a world record (22:45) flying his low ceiling "Boojum" FAI stick model. This ship is reproduced next page for those contemplating record attempts. Tom's letter describes the thrills, agonies, nerves, and paperwork involved in setting a recognized national or world record...great stuff.

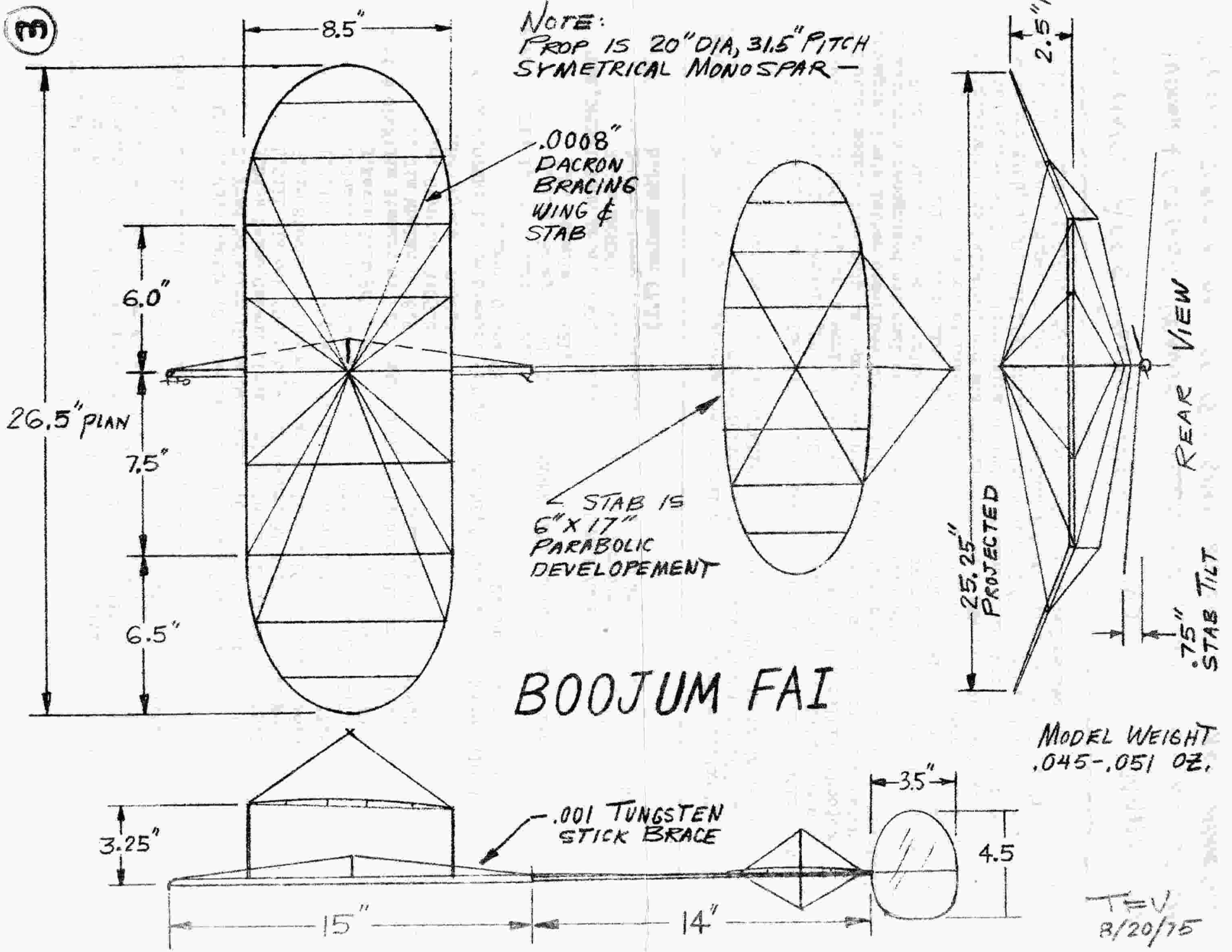
Butch Hadland has been tearing them up in U.K. ever since returning home. He was the envy of all his modelling buddies with the stock of indoor sig wood, and HO railroad basswood he got at Lake Charles. He won Peanut at the indoor Nats at Cardington with his Tailwind, and was 3rd in scale with the 1911 Cessna.

New source of fine quality balsa including "Peanut Scale Wood" in 18" sheets 2" wide and 1/64, 1/40, and 1/32 thick. Also sticks 1/20 x 1/20, 1/20 x 3/32, 1/20 x 2/20. etc. Superior Aircraft Materials POB 8082 Long Beach Calif. Mike Taibi. Min. Order $10.00. 25% discount on a club order before Dec. 31

FLYING ACES POSTAL MEET NOV 1 TO MARCH 17

INDOOR + OUTDOOR PEANUT, INDOOR + OUTDOOR NO-CAL SCALE (PROFILE SCALE MODEL OF 18" SPAN OR LESS) CALL MARTIN 658-6363 FOR DETAILS, OR CHECK AT OUR CONTESTS.

APPARENT FAI CAT I WORLD RECORD 22:45 2 AUG. 1975



TEV
8/20/75



FLORIDA CHAMP JIM STEWART RECEIVES CONGRATULATIONS FROM TRANSATLANTIC ROUND-TRIPPER DICK MERRILL AT ANNUAL BANQUET - TORUS RESTAURANT, JUNE 1975
ALL PHOTOS BY ROMAN SZYMULA.



DICK MERRILL WITH ALL THE MIAMA ANNUAL TROPHY WINNERS. L. TO R.: A. HONEY, C. SLATER, MERRILL, E. CLARK, B. HISCOCK, MARTIN (KNOBLING) J. STEWART, K. SMITH (PERSONALITY AWARD) JOHN ARTHUR JR, + J.A. SR., ROMAN SZYMULA.



MARTIN AND ALLEN HONEY AT LAKE CHARLES CIVIC CENTER. 1975 NATS

1" TO FOOT LACEY M-10 WAS 2ND INDOOR SCALE + 1ST OUTDOOR., PENNY PEARL

HANGAR SCHEDULE: CONFIRM 858-6363

FLY INS - JFK GVM 9 TO 2

NOV 9	MARCH 7
DEC 14	APR 11
JAN 11	MAY 9
FEB 8	

CONTESTS GOODYEAR HANGAR 9-5

NOV. 30	MAR 21
DEC 28	APR 25
JAN 25	MAY 23
FEB 22	

AROUND THE STATE: DEC. 27-29 JACKSONVILLE WHITEHOUSE NAS 22ND KING ORANGE CL & FF
JOHN KRUTZ, 76 KENILWORTH AV. ORMOND BEACH, FL.

SITUATION NORMAL - PEANUT RULES ALL SCREWED UP FOR ANOTHER TWO YEARS.

Brace yourselves, hangar pilots, for another two years of "Official" peanut rules favoring ghost ships indoors, and small Wakefield models outdoors. There is absolutely no scale requirements AT ALL in the peanut scale rules, and flying is favored over looks about five to one, or to the extent that it is possible to get zero appearance points and still win the contest with flying ability alone. Even microfilm is permitted, and unpenalized if you double surface it! This is a capsule summary of the Learoyd rules that are now official. There is more that is bad about them, but I won't go any further.

In the Sept issue of Model Aviation some genius made a"summary" of our rules that was totally WRONG, and totally MISLEADING, and missed the main point that our rules balance looks and flying on a 50-50 basis. Instead this genius said that results would be based on either looks or flying score ,whichever is LOWER. I didn't know where the hell THAT came from becouse it wasn't in our rules, but in looking back I see that Clarance Mather HAD made such a proposal for Rubber Scale, and somehow it got included in our peanut rule summary. The Mather proposal failed miserably, and so did our peanut rules dispite the fact that they are now the official rules in England, Australia, and a are in use in Czechoslovakia. I am anxious to see how the results were on this M.A. questionnaire, because with the distortion of our rules I would have voted for the other set myself. I am concerned that the Scale board judged the rules on the basis of this "Summary". OUT OF ELEVEN SCALE BOARD MEMBERS NOT ONE PREFERRED OUR RULES TO THE LEAROYD RULES DISPITE THE FACT THAT I SENT LETTERS TO EACH MEMBER POINTING OUT THE WEAKNESSES OF THESE RULES. P.S. I never received one reply, or inquiry to the eleven letters I sent out last Feb. Hows that for boaard interest on the fastest growing free flight evat in AMA?

SCALE CONTEST BOARD

I: Richard Sherman, 408 River Rd., Tewksbury, MA 01876
II: Lou Perretti, Box 166, Lincolndale, NY 10540
III: Edward Wisser, 1521 Summit St., McKeesport, PA 15130
IV: Hurst Bowers, 1649 Birch Rd., McLean, VA 22101
V: Lee F. Webster, 1000 Sycamore Cir., Manchester, TN 37355
VI: F. Beatty, 2556 Pontoon Rd., Granite City, IL 62040
VII: Claude McCullough, Box 40, Montezuma, IA 50171
VIII: J. Casburn, 6508 Normandy Rd., Fort Worth, TX 76112
IX: Dean Copeland, 7817 Seward St., Omaha, NB 68114
X: Russ Barrera, 139 B St., Lake San Marcos, CA 92069
XI: Earle Moorhead, 275 S. View Pl. S., Salem, OR 97302

SEND THESE MEN YOUR COMMENTS



Livingston and the 1932 Monocoupe.

(6)

FROM EAA'S THE GOLDEN AGE OF AIR RACING PRE 1940

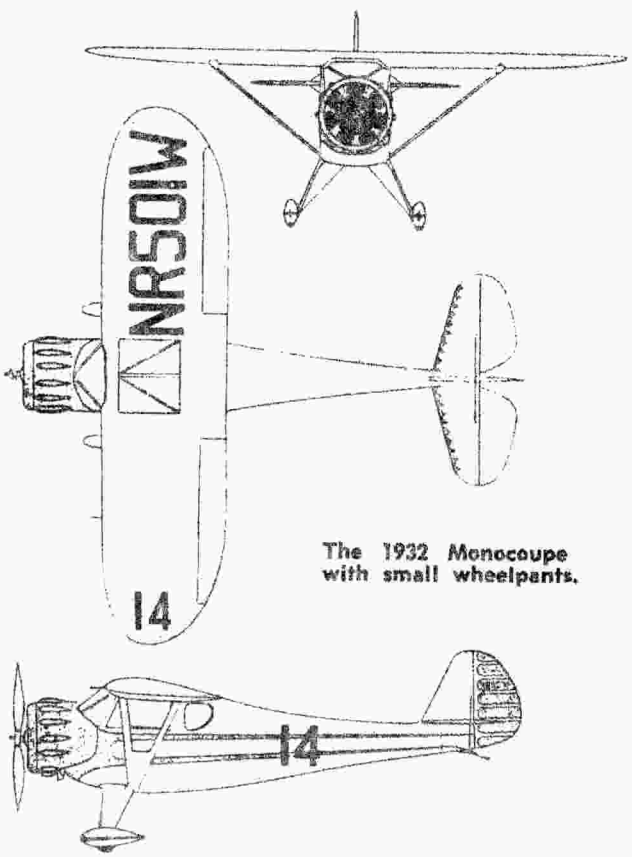
John Livingston's (SEAGULL?) Short Wing Monocoupe

By Capt. Truman C. Weaver, USAF

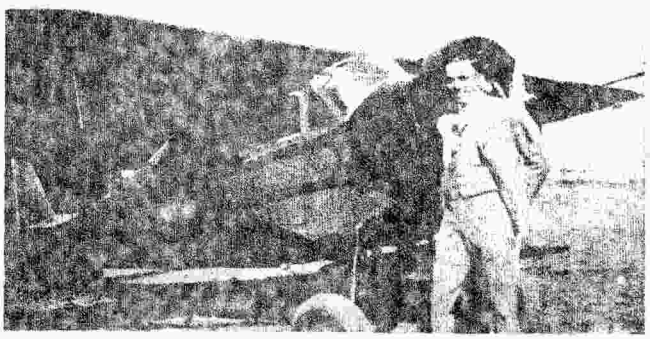
John Livingston's racing Monocoupe was built in the early part of 1930. It was powered with a 110 hp Warner engine and carried the license number NC-501W. The paint job was a bright yellow with red trim, with the race number 14 added later. The engine was cowled by a Townend ring and the gear was the normal oil spring shock design with unspatted wheels.

The 'Coupe turned in a remarkable first season, but Livingston was not satisfied and began streamlining it. He would whitewash the aircraft and then fly through a rain cloud, thus using it for a wind tunnel. After landing, he could determine any air flow disturbance by examining the whitewash finish.

The 'Coupe appeared at the Miami Air Races in 1931 sporting a shock cord gear which was completely streamlined. Pants covered the wheels and the V-type wing struts were also of a streamlined section. By the time



The 1932 Monocoupe with small wheelpants.



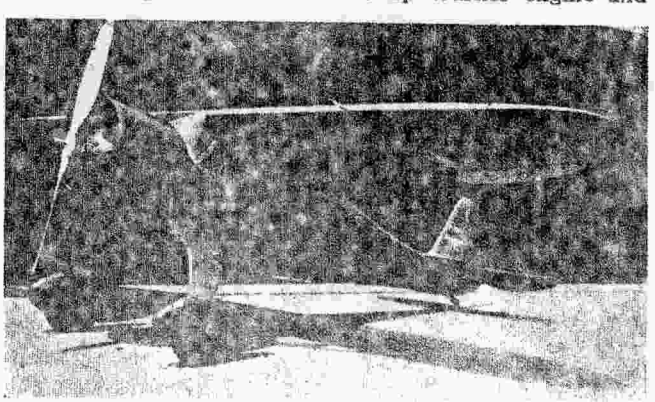
John Livingston and the 1930 Monocoupe

the National Air Races rolled around, the 'Coupe had been fitted with a new engine cowl. It was a cross between an NACA cowl and a Townend ring.

This was the 'Coupe's finest year and many a race pilot received a good look at her tail. Out of 65 starts it was never out of the money, chalking up 41 firsts, 19 seconds, 4 thirds and one fourth. Officials stated that Livingston's consistent winning was becoming almost monotonous.

Early in 1932 Livingston clipped the wings of the 'Coupe from 32 ft. to 22 ft. in span. At that time the license became NR-501W, and the aircraft was listed by CAA as a Short-Wing Monocoupe. He continued to use the smooth cowl and the 110 hp Warner, which had been upped to 125 hp. Two different size wheels and pants were used on the 'Coupe. A midget set was provided for closed course racing and a larger set for cross-country flying, since the smaller set could not be fitted with brakes.

The speed of the 'Coupe had been increased far beyond the original design. Just prior to the National Air Races Livingston installed a 145 hp Warner engine and



Clipped-wing, smooth cowl version of the Monocoupe in early 1932.