# THE HANGAR PILOT

ISSUE # 31
FEB 1976




There are trails that a lad may follow
When the years of his boyhood slip,
But I shall soar like a swallow
On the wings of a silver ship,

Guiding my bird of metal,
One with her throbbing frame,
Floating down like a petal,
Roaring up like a flame;

Winding the wind that scatters
Smoke from the chimney's lip,
Tearing the clouds to tatters
With the wings of a silver ship;

Grazing the broad blue sky light
Up where the falcons fare,
Riding the realms of twilight,
Brushed by a comet's hair;

Snug in my coat of leather,
Watching the skyline swing,
Shedding the world like a feather
From the tip of a tilted wing.

There are trails that a lad may travel
When the years of his boyhood wane,
But I'll let a rainbow ravel
Through the wings of a silver plane.

SILVER SHIPS... M.P. Merryman 1930

NEXT CONTEST: SUN FEB. 22ND
GOODYEAR BLIMP BASE
OPA-LOCKA FROM
9 TO 5 - GLIDER:
12 TO 2:30

NEXT FLY-IN
JFK GYM AT MIAMI-
DADE NORTH COLLEGE
9 AM TO 2 PM
SUN MAR 7TH

THE HANGAR PILOT ISSUE # 31 FEBRUARY 1976 (1)

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## THE CHRONICAL HISTORY OF MIAMI INDOOR AIRCRAFT MODEL ASSOC.

PART THE FIRST: How far back do you want to go? Let's try Phila.,Pa. in 1936 (Pretty far back.),where young Doc, already an ardent Megow 10¢ model builder, was making weekly trips downtown to Walnut St. for guitar lessons at Wurlitzers. Money was a bit short in those days as anyone knows who was around then (or who watches the Waltons on TV). Flying Aces was 15¢, and Model Airplane News was 20¢,Bill Barnes' Air Trails was 15¢ and that was IT, except for the Pulps.

Each week the route to Wurlitzers took the young modeler past a big Whelan drug store on Market St. where a fascinating book caught his eye: 'THE PRIZE WINNER'S BOOK OF MODEL AIRPLANES by Carl H. Claudy', Wow! It was already 5 years old, and marked down and on sale for $1.50 instead of the original $3.50. Well, even that bargain was big money to a 9 year old in the 1930's, so I started saving up coins. I visited the drug store every week to marvel at the "Prize Winners", and to hide it way down beneath the other books where it wouldn't be purchased by some peasant. To save you suspense, I bought the book after about two months of saving, still have it and cherish it after almost 40 years...it is the cornerstone of the Miami Indoor Club. It has 242 pages about the indoor aircraft of the period (1931..No microfilm) with small plans on every page and full size "plans packs" behind the covers. I have built many of the planes; baby R.O.G.s, pushers, tractors, commercials, helicopters, and a flying wing. The record holders of the day were from Atlantic City, Phila., and Washington D.C, New York City, Norfolk, Va.,and Detroit.

The book came to Florida with me. From 1945 to 1970 I had built only one or two models and none at all since 1952, but in going over my books I came across 'Prize Winners' and,Pow, The old bug bit and I started on the construction of the FAIRCHILD CABIN FLYING SCALE MODEL by Page Hoggard Jr. of Norfolk. He assured me "it had a duration of one minute or more indoors". A couple of weeks of the old romance with Ambroid and Superfine tissue, and I had, in my home in Coconut Grove, an indoor scale model with a 33 inch span and an 11 inch prop weighing about 1¼ oz. Now where the hell am I going to fly THAT? Unknown to the world MIAMA was tapping its way out of the egg.

A few blocks awa y from my home in the Grove, is the old Pan-American World Airways terminal and hangars built in the glamerous China Clipper flying boat era about the same time Mr. Claudy was writing his model book. The old terminal is now known as 'Miami City Hall', and the hangars have been converted to 'Dinner Key Auditorium', a down at the heels exhibit hall for flea markets, auto & boat shows, and an occasional religious meeting. In between these gala events, in and around the wooden bleachers, a shadowy figure was dimly seen outside the glare of the single unshaded light bulb. It was none other than old Doc looking for a place to fly his '33" Fairchild cabin monoplane. The grinding sound of an indoor winder is known to very few people, and certainly not to the roustabouts assemblying the podium for the next rock concert, and when the sound died, the 'flip,flip' of the 11" prop quietly pulled the Fairchild through the ghostly hangar, and sure enough, it did "60 seconds or more". What a thrill. The workmen stared but were unimpressed. Unfortunately the old hangar was rarely open, almost never empty of exhibits, full of unsympathetic human types, and had so many broken window panes that it felt like a wind tunnel by Biscayne Bay...pretty unsatisfactory for indoor flying. Where else can I fly? How can I get permission? Why must I sneak around? Who gives a damn? MIAMA was peeking out of its egg shell. Tune in next Hangar Pilot for spine tingling "Part the Second"

## MEANWHILE, BACK AT THE BLIMP HANGAR - CONTEST #4

Manhattan Cabin is really catching on although there have not been too many official flights, at least 5 members have built them and I know of at least 3 more on the drawing board. Check the last issue for the specs. Our announcement to have an unofficial Manhattan event at the Nats has met with good early acceptance. JIM WHELAN raised his Fla. record to 3:14.0. TINY FOULK had the most spectacular flight with a vertical take off, a climb to the rafters, and a flight well over 2 minutes. FRED McCALLUM had an original design with a back porch.

AL McADAM won peanut scale with his J-3 Cub and won the special prize donated by ERNIE CLARK. A Vintage Aero peanut kit of the 1912 Nieuport Monoplane designed by Bill Hannan, and perchased by Ernie. By the way, both McADAM and MARTIN are taking advantage of the peanut rules which allow more than one entry per contestant, but only the best entry counts. Elsewhere is the point standing after 4 contests.. the half way mark, and all can see that there are very few clear cut leads in any class.

RESULTS OF MEET NUMBER FOUR..OPA LOCKA... JAN 25 1976 ERNIE CLARK SCALE JUDGE

Open peanut Scale: 32 entries...

1. Al McAdam 5 points (Cub 23) 3 looks, 2 flight 74.4
2. John Martin 5 pts. (Lacey M-10 [illegible]) 22.5) 4 looks, 1 flight 110.8
3. John Martin 6 pts. (14 Bis 26.5) 1 looks, 5 flight 30.2
4. Al McAdam 6 pts. (Cougar 24.7) 2 looks, 4 flight 32.5
5. Jim Stewart 8 pts. (Reliant 22) 5 looks, 3 flight 48.7

OPEN,SCALE: 1. John Martin (Stahlwerke) 83 looks, 41.5 flight [illegible] 124.5
2.Jim Stewart (Cessna) 68 looks,51.5 flight 119.5
3.Alan McAdam (Cub) 76 looks,34.0 flight 104.0
4.Dick Kelso (Monocoupe) 72 looks, 18 flight 90.0
5.Fred McCallum (Eindecker) 64.5 looks, 21.3 flight 85.8

JR/SR SCALE 1.Kevin Smith (Lacey) 67.0 looks, 40.2 flight 107.2
2.Allen Honey (Cub) 52 looks, 35.0 flight 87.0

EASY B, OPEN 1.Roman Szymula 9:18.5
2.Al McAdam 7:26.8
3.Jim Stewart 6:45
4.John Martin 6:20.8
5.Fred McCallum 3:02.6

Easy B,JR/SR: 1.Chas Slater 8:51.0

Penny Plane, JR/SR
1.Kurt Gawor 1:22

PENNY PLANE, OPEN: 1.Jim Stewart 6:10.1
2.Roman Szymula 5:41.6
3.Ernie Clark 5:12.0

AMA STICK: 1. ROMAN SZYMULA 12:55.3

MANHATTAN:1.Jim Whelan 3:14 ★
2.Fred McCallum 1:37.3

PAPER STICK: 1.Roman Szymula 10:14.6
2.Jim Stewart 9:22.6
3.John Martin 6:23

GLIDER, OPEN: 1.John Arthur,Sr. (44.5)(44.5)
2.Jim Stewart (20.0)(21.9)

GLIDER JR/SR 1.John Arthur,Jr. (30.0)(29.0)—— ★
2.Kevin Smith 3.2 3.9

★ = NEW FLA. RECORDS

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## NATS INDOOR SITE SELECTED, AUG 1+2 1976

PLAN YOUR VACATION NOW!

(3) State of Ohio Fairgrounds Colesium, Columbus. The site is approximately 60 miles from Wright Field - 1 1/2 hours driving time. The site is 65' high to a ceiling of open truss work. Lights hang down approximately 1' from the rafters. Attached is a copy showing general layout. To those familiar with the Detroit Colesium, this site is nearly exactly the same except there are no speakers or scoreboards overhead. The ceiling is essentially clear and the building is in excellent repair. 225' LONG, 111'10" WIDE - 60 MILES FROM FREE FLIGHT AREA.)

# INDOOR....

CHOOSING AN INDOOR RUBBER MOTOR
by Emanuel Radoff

A well known Indoor Modeler and Physicist computed that an indoor rubber motor should weigh 1.3 the model weight (without the rubber) for optimum flight time. In practice I have seen the weights vary from 1.0 to 1.27 on winning models. If these numbers are strange to you, you must be a beginner. Then you should use the rubber size and length as recommended by the designer of the model you are flying. If you are flying your own design then previous experience will enable you to know where to start. Propellors can be changed to accomodate each motor, but we will assume that you are using your best prop and simplify the choice process by limiting it only to the motor. Also this discussion will be limited to high ceiling flying where it is believed that at the end of a flight the model should land with a half row of knots or less after being wound to capacity for the flight.

There are two problems that occur with rubber motors if you are not lucky enough to guestimate just right. Either the rubber is too strong or too weak. If you are deadsticking and your motor is underweight, increase the length about one half inch at a time. If you are up to weight, then go down in width about .002" at a time while keeping the same motor weight. If you are comin down with too many winds and you are up to motor weight ask yourself if you put in all of the turns possible without hitting the top. If you didn't then it is possible for the extra winds to take you all the way up and you will use up the winds on the long cruise down. If you have tried that and your model is capable of withstanding the extra torque, then add about .002" width to each successive motor, keeping the same weight, till you come down with the half row of knots. If you model is fragile in spots and the extra torque would cause problems, then decrease your motor length about 1/2" at a time. The decrease in weight will let your model reach a greater height and have a better and longer cruise down, to use up all of your winds.

These are the basic rubber techniques with sizes cut from the one skein you bought. If your different rubber sizes are commercially cut, than these techniques are not exact, as the sizes may well be from different batches with different torques.

Low ceiling rubber choice is a whole other thing, even winding techniques are different. Low ceiling flying is not in my area of expertise. Will somebody send me a paper on the subject for publication in this column.

## FOR OUR EXPERIMENTERS HOW ABOUT A H.L.G. OF "ALLSA"?

BALSA SUBSTITUTE

We received a letter from the Envoy Corp., P.O. Box 15917, Phoenix, Arizona 85060. The letter is too long to print here, but here is the gist of it. Envoy has a new material up it's corporate sleeve which, it says; "...has all of balsa's merits and then some. Cost should be half or less than half of current balsa prices!" The material is called "Allsa." The material is claimed to be uniform, flawless, properties other than just density can be specified and programmed for production, can be die cut and multi-color printed, formed sheets will hold their shape, etc. Envoy is asking for an expression of opinion, thoughts, ideas, etc. regarding applications, and as an incentive, it promises free samples for evaluation when it becomes available. If you are interested you might ask for more info. Hmmm....

HEY! FREE FLIGHTERS ALL OF THE ITEMS ON THIS PAGE ARE FROM THE NFFS DIGEST, INCLUDING THE GOOD NEWS. HOW ABOUT SUBSCRIBING SO DOC DOESN'T HAVE TO CUT UP HIS ISSUES EVERY MONTH?

## FLORIDATION....

Dear Bob, (MEUSER)

I would like you to forward some information to anyone interested in the Miami area.

I have located a field in the Miami area which is almost too good to be true. It consists of about 100 acres of pasture land and we have permission for its use from the owners. Part of it is high grass and the rest is cut grass, plus there is all sorts of open land adjoining the field.

We already have resurrected 5 former Free-Flighters who were inactive due to the site problem here in So. Florida and we hope to bring a lot more of them out of mothballs.

I would appreciate it if you would print a notice of some kind in the Digest informing any interested parties to contact me at the following address and phone #. Thanks for whatever help you can give.

Irv Stein
(305) 651-6030
835 N.E. 178th St.
North Miami Beach, Fla. 33162

**CONTRIBUTORS:** We welcome photos, articles, news, notes, sketches, three-views, ideas, opinions . . . Send to the appropriate Contributing Editor, or to the Editor. Photos may be black-and-white or color prints, glossy jumbo to 5 x 7 size. Supply caption information. Photos cannot be returned. Text may be handwritten, but it helps if it is typed double spaced. Contributions are assumed to be on an exclusive basis unless you state otherwise. No payment can be made.

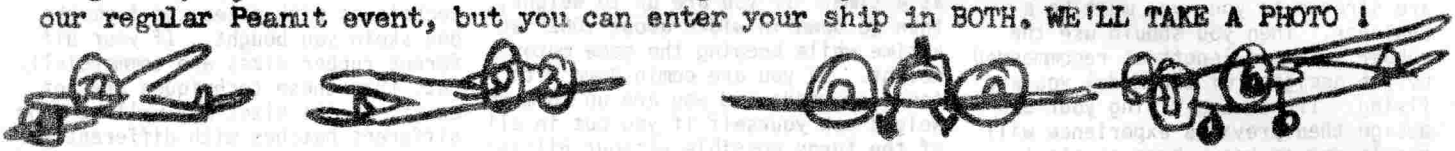
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INDOOR WORLD CHAMPIONSHIPS FID CARDINGTON ENG. AUG. 28-30

UNOFFICIAL NATS EVENTS SPONSORED BY MIAMA
(1) MANHATTAN CABIN (2) NAVY PEANUT (INDOOR)
PLEASE PUBLICIZE IN YOUR BULLETINS! THANKS!

# AMAZING + BIZARRE! CONTEST PRO-POSAL BY DAN KILGORE FOR LAST CONTEST MAY 23

YEP, On the last meet of the year we will have a most unusual Peanut contest to MIAMA rules. Dan Kilgore, our scale judge will provide the awards fo the FIRST EVER MULTI-ENGINED PEANUT EVENT (FEMEPE) open to peanut planes with two or more operating engines. We have seen multi-rubber engined planes here before, but I'm looking foreward to seeing what the field looks like on May 23. Hungerford has flown a Wright Baby, and a Wright Flyer, and Hiscock has flown a Douglass Dolphin. This will be in adition to our regular Peanut event, but you can enter your ship in BOTH. WE'LL TAKE A PHOTO !



REMAINING SCHEDULE OF MIAMA EVENTS FOR 1976:

FEB 22 BLIMP HANGAR, OPA LOCKA CONTEST # 5
MARCH 7 FLY IN JFK GYM
MARCH 21 GOODYEAR HANGAR CONTEST #6
Confirm contests, call 858-6363.
APRIL 11 FLY IN JFK GYM
APRIL 25 GOODYEAR HANGAR CONTEST #7
MAY 9 FLY IN JFK GYM
MAY 23 GOODYEAR HANGAR..LAST CONTEST AND MULTI-ENGINED PEANUT EVENT.

ANNUAL POINTS AT THE HALF WAY MARK...AFTER FOUR CONTESTS..... OPEN CLASS:

| | | | | | |
|---|---|---|---|---|---|
| 1.Jim Stewart | 46 | 8.Rick Cordery | 10 | 15.Leroy Young | 2 |
| 2.John Martin | 39 | 9.Dan Belieff | 8 | 16. Bob Myers | 1 |
| 3.Alan McAdam | 29 | 10.Dick Kelso | 7 | | |
| 4. Roman Szymula | 27 | 11.Bill Hiscock | 4 | | |
| 5. Jim Whelan | 21 | 12.Ron Sharpton | 4 | | |
| 6.Fred McCallum | 19 | 13.Ernie Clark | 3 | | |
| 7.John Arthur Sr | 14 | 14.Julius Sirillo | 3 | | |

POINT TOTALS, JR/SR CLASS:

| | |
|---|---|
| 1.Kevin Smith | 13 |
| 2.Charles Slater | 13 |
| 3.Allen Honey | 11 |
| 4.John Arthur, Jr. | 8 |
| 5.Cliff McCallum | 4 |
| 5.Tom Sirillo | 4 |
| 5.Kurt Gawor | 4 |

POINT TOTALS,BY CLASS,AFTER 4 MEETS:

PEANUT SCALE:
1.John Martin 16
2.Al McAdam 11
3.Jim Stewart 8
4.Rick Cordery 5
5.Fred McCallum 3
6.Kevin Smith 3
7.Jim Whelan 3
8.Bill Hiscock 2
9.Dick Kelso 1

SCALE, OPEN:
1.John Martin 20
2.Fred McCallum 8
3.Alan McAdam 7
3.Jim Stewart 7
5.Dick Kelso 6
5.Jim Whelan 6
7.Bill Hiscock 2

SCALE,JR/SR:
1.Kevin Smith 7
2. Charles Slater 6
3.Cliff McCallum 3
4.Allen Honey 2

EASY B,OPEN:
1.Roman Szymula 14
2. Jim Stewart 10
2.Alan McAdam 10
3.Jim Whelan 4
3.Fred McCallum 4
6. John Martin 2
7.Bob Myers 1

EASY B, JR/SR:
1.Charles Slater 7
2.Allen Honey 3

PENNY PLANE, OPEN:
1.Jim Stewart 7
2.Ernie Clark 3
3.Roman Szymula 3

PENNYPLANE, JR/SR:
1.Allen Honey 5
2. Kurt Gawor 4

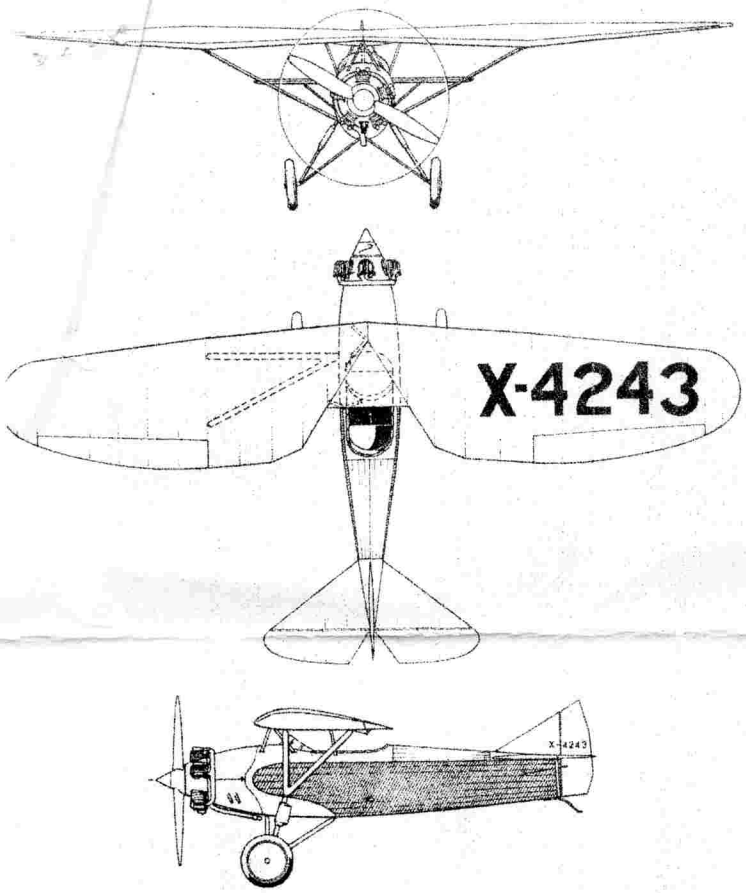
AMA STICK, OPEN:
1.Roman Szymula 3
2.Dan Belieff 2

GLIDER,OPEN:
1.JOHN ARTHUR, SR. 14
2.Jim Stewart 9
3.Ron Sharpton 4
4.Dan Belieff 3
4.Julius Sirillo 3
4.Jim Whelan 3
7.Fred McCallum 2
7.Leroy Young 2

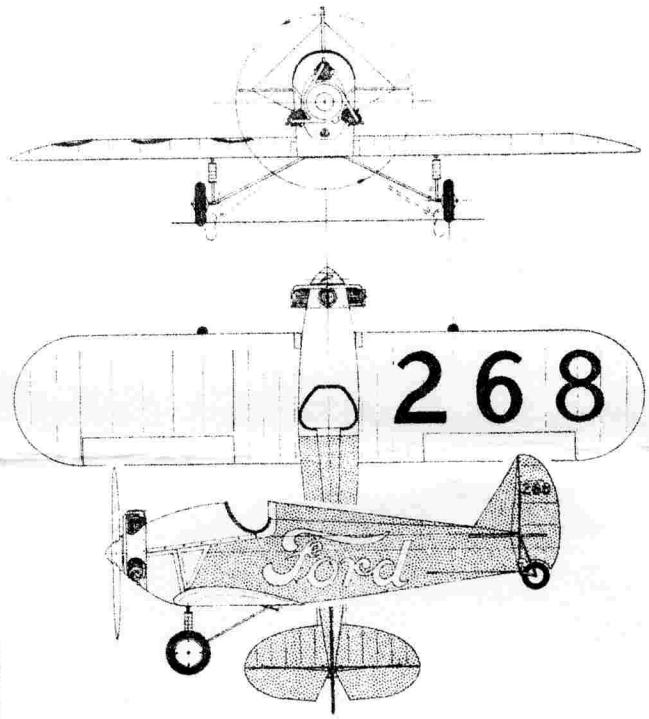
GLIDER, JR/SR:
1. John Arthur, Jr. 8
2.Tom Sirillo 4
3.Kevin Smith 2
4.Cliff McCallum 1

MANHATTAN CABIN:
1. Jim Whelan 4
2. Fred McCallum 1

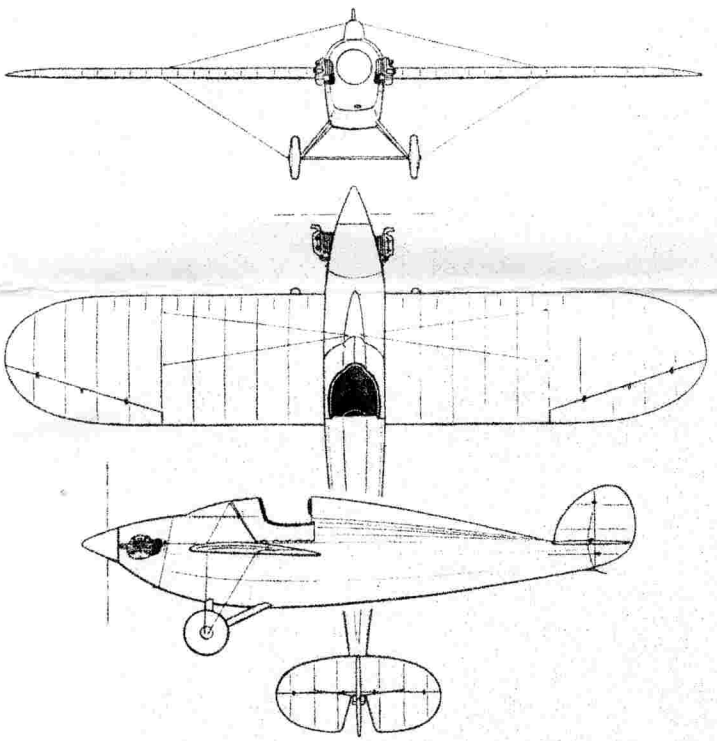
PAPER STICK,OPEN:
1.Roman Szymula 7
2.Jim Stewart 5
3.Dan Belieff 3
4.Fred McCallum,John Martin 1



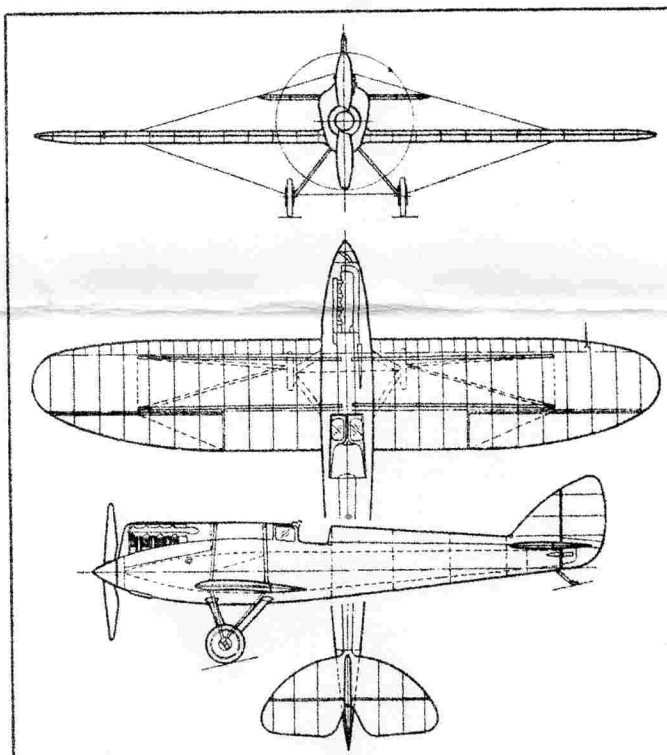

**Vulcan American Moth V1:** *60-hp Detroit Aircat; span, 30 ft; length, 18 ft; area, 142 sq ft; empty weight, 660 lb; gross weight, 1,200 lb; top speed, 95 mph; climb rate, 700 fpm.*




**Ford Flivver:** *35-hp Anzani; span, 22 ft; length, 16 ft; wing area, 100 sq ft; empty weight, 350 lb; gross weight, 580 lb; top speed, 85 mph; range, 250 miles.*

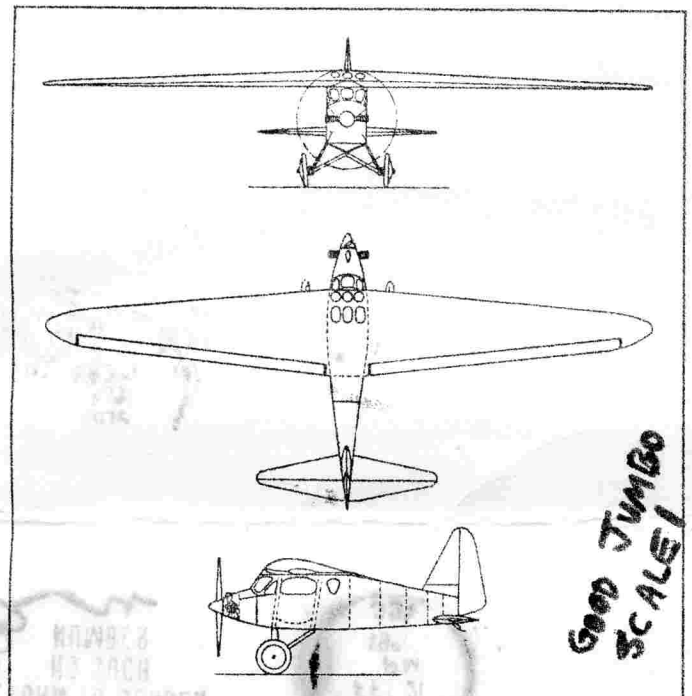


**Heath Baby Bullet:** *32-hp Bristol Cherub; span, 18.6 ft; length, 14.9 ft; wing area, 60 sq ft; empty weight, 235 lb; gross weight, 535 lb; top speed, 150 mph; stall, 55 mph.*

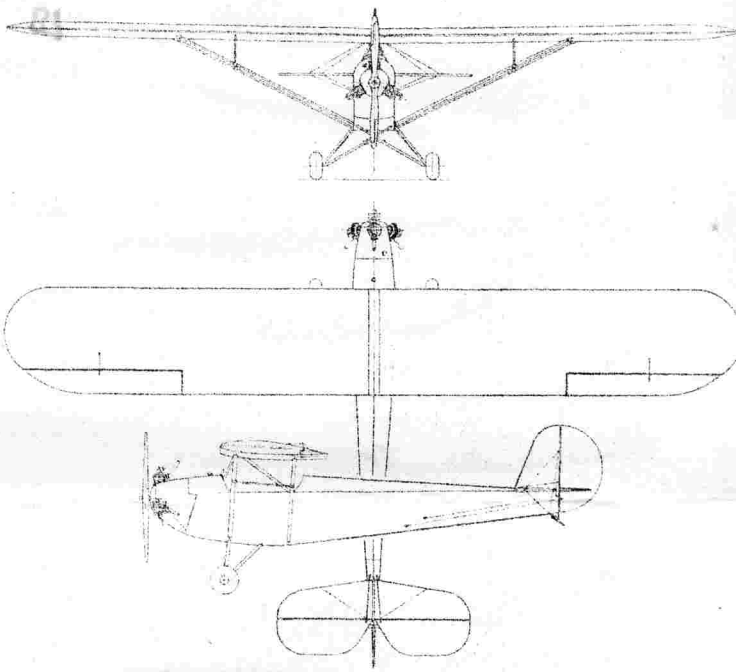


**deHavilland DH.71 Tiger Moth:** *130-hp DH Gypsy; span, 18.7 ft; length, 22.5 ft; area, 76.6 sq ft; weight empty 618 lb; gross wt, 905 lb; top speed, 190 mph.*

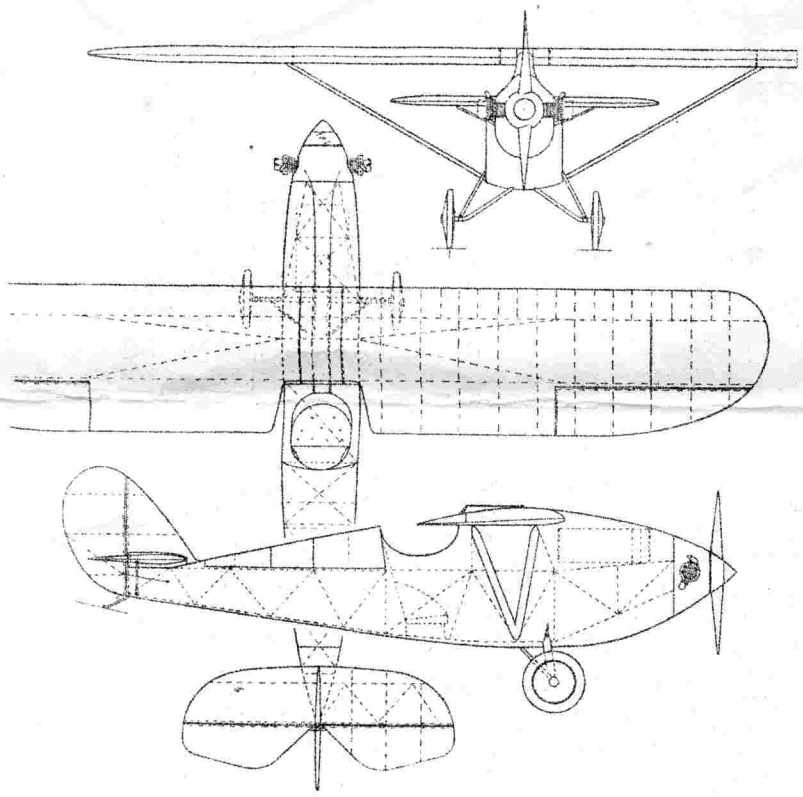
LIGHTPLANE 1909-1969" HERITAGE PRESS-A FINE BOOK! (6)



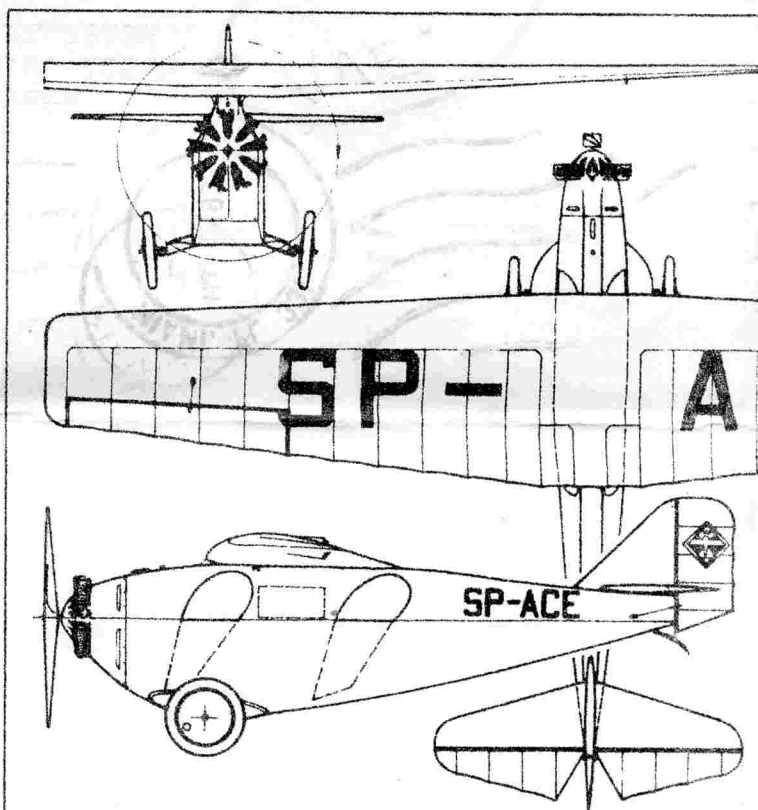
**Mauboussin PM.X:** *34-hp ABC Scorpion; span, 32.8 ft; length, 14.5 ft; wing area 107.6 sq ft; empty weight, 407 lb; gross weight 660 lb; maximum speed, 96 mph.*



**American Eagle Eaglet B-31:** *45-hp Szekely; span, 34.3 ft; length, 21.6 ft; area, 164.4 sq ft; empty weight, 509 lb; gross weight, 922 lb; top speed, 80 mph; climb, 600 fpm.*



Comper **CLA7 Swift:** *34-hp ABC Scorpion; span, 24 ft; length, 18.7 ft; area, 90 sq ft; empty weight, 350 lb; gross, 670 lb; top speed, 100 mph; climb, 500 fpm; range 360 mi.*




**RWD-2:** *40-hp Salmson; span, 32.2 ft; length, 20.2 ft; area, 146 sq ft; empty weight, 550 lb; gross weight, 1,250 lb; top speed, 96 mph; climb rate, 450 fpm; range, 250 miles.*