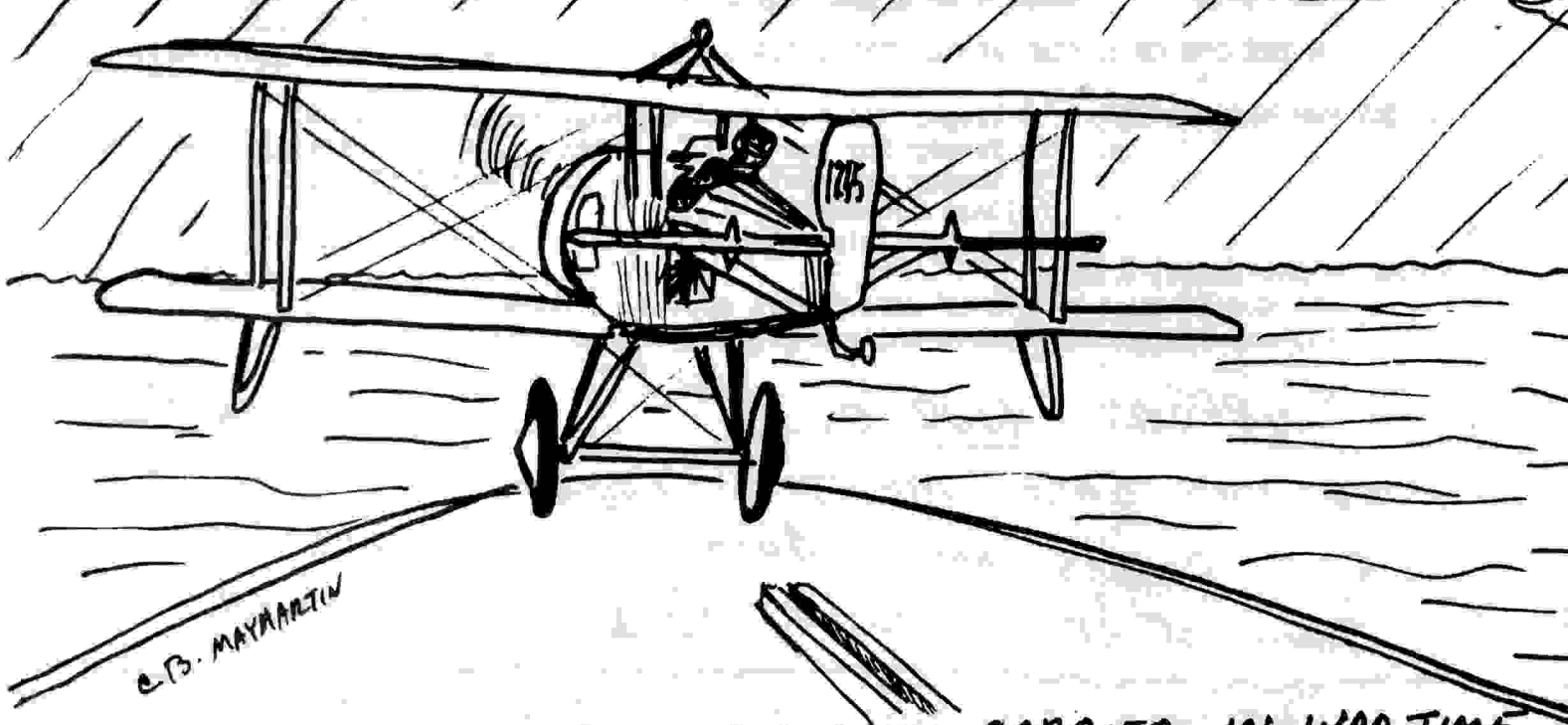
THE HANGAR PILOT

SORRY, BUT NO LONGER

+ MAY
APRIL 1976
ISSUE # 33
PUBLISHED BY DADE COUNTY PARK + REC. DEPT FOR MIAMA AMA CLUB 986



FIRST TAKE OFF FROM AIRCRAFT CARRIER IN WAR TIME
3RD NOV 1915: LT. H.F. TOWLER, BRISTOL SCOUT C

RETURN ADDRESS:
MIAMA CLUB 986
DR JOHN MARTIN
3227 DARWIN ST
MIAMI FLA. 33133

THE HANGAR PILOT IS NO LONGER PUBLISHED BY THE DADE COUNTY PARK AND RECREATION DEPT DUE TO THE RECENT DECISION OF THE DADE COUNTY BUDGET COMMITTEE TO CEASE FUNDING FOR OUR NEWSLETTER. Editor/Pres. Dr. John Martin 3327 Darwin St. Miami 33133 Secy/Treas. Jim Whelan 8830 Sunset Drive. Apt. B-305, Miami 33173. Recording Secy. Julias Sirilo. Scale Judges: Dan Kilgore and Ernie Clark. CONGRATULATE YOUR COMMISSIONER!

REMAINING DATES: CONTEST #8 MAY 23 OPA-LOCKA.
ANNUAL AWARD DINNER: FATHER'S DAY JUNE 20TH.

LAST CONTEST: MAY 23

OPA-LOCKA 9 TO 5

REMEMBER THE ONE OF A KIND ADDED EVENT: DAN KILGORE'S MULTI-MOTOR PEANUT CONTEST!!

PRIZES FOR DAN'S EVENT: (1) Trophy for best looking multi-engined Peanut
(2) Trophy for best single flight. (Not necessarily the longest)
(3) Trophy for best flight total. (Best 2 of 9).
(4) Best crack-up.
(5) Most models entered by one contestant.

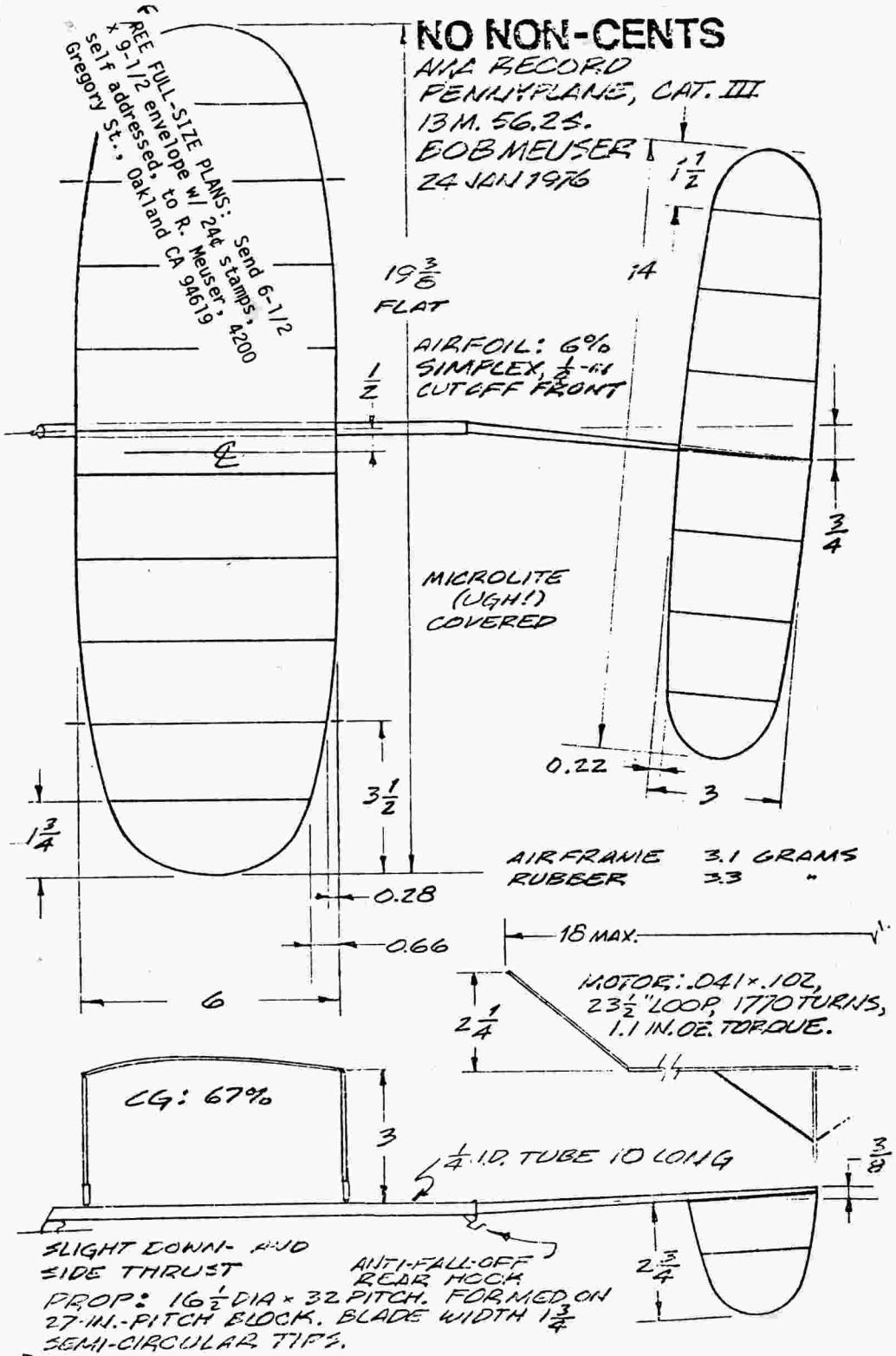
RULES: MIAMA PEANUT RULES.
(2) Models must have 2 or more motors providing thrust.
(3) Any recognized multi-engined prototype from 1920 to present.

SUPPORT YOUR CLUB. COME OUT AND FLY IN THE LAST MEET THERE ARE 785 R.C. CLUBS AND JUST TWO INDOOR CLUBS — THINK OF IT. INDOOR ISN'T FOR EVERYONE.

WHO WILL FLY THE FIRST 4 MINUTE MANHATTAN?

EDITORIAL: A TRIBUTE TO JIM WHELAN. Our Secretary/Treasurer deserves some special praise. He has been through some job changes and tough times lately, but has always been able to find the time to plug MIAMA, put in some publicity for our activities, reply to enquiries about our club, and promote MANHATTAN CABIN throughout the country. In fact there is hardly an issue of a model magazine that does not have some mention of our club, particularly in regard to our Manhattan event at this years Nats. We have had lots of inquiries about the rules, etc. SO, FROM ALL THE PILOTS: THANKS, JIM!!

SEE: HELL'S ANGELS ON FATHER'S DAY JUNE 20TH — THE FINEST AVIATION MOVIE EVER FILMED — SEE BACK PAGE



STOLEN FROM FREEFLIGHT

WELL, HERE GOES DOC CUTTIN' UP HIS 'DIGEST' AGAIN TO BRING YOU THIS FINE PENNY PLANE

YOU BUMS BETTER GET A SUBSCRIPTION SOES I CAN KEEP MY ISSUES INTACT, AND YOU CAN BUILD SOME OF THESE GEMS. ALLEN HONEY HAD THIS MODEL FLYING AT OUR LAST JFK FLY-IN AND IT REALLY GOES!

Free Flight, the National Free Flight Society Digest, is published monthly at 707 2nd Street, Davis, California 95616. Subscription rate of $6.00 per year, or $11 per two years. Change of address, orders for subscriptions, and mail pertaining to orders for subscriptions should be sent to 707 2nd St., Davis, CA 95616. Mail pertaining to Editorial content should be sent to 4200 Gregory St., Oakland, CA 94619.

PENNY PLANE AT NATS: SUN AUG 1
ALSO - SAME DAY:
MANHATTAN CABIN
PEANUT SCALE (+ NAVY)
AMA SCALE
EASY B + GLIDER
A BUSY DAY!

WHAT HAPPENED TO OUR MONTHLY AWARDS?

A GOOD QUESTION . As has been common with many public services, the County Park and Recreation Dept. has cut back on available funds and the felt jacket patches that were designed for this year have NOT been funded. We were running out of MIAMA badges that had been presented along with Blue, Red, White, and Yellow ribbons, and most monthly winners had enough anyhow, of this item. We do still have a few badges left, and monthly winners are entitled to them along with the place ribbons. Please get in touch with awards secy. Julias Sirilo for yours. Needless to say, the annual trophies will be very impressive , and the contests in these catagories are as yet undecided, so come on out to the last two contests and give it the old college try.

INDOOR ISN'T FOR EVERYONE --- SUPPORT YOUR CLUB. WERE NUMBER ONE! (AND ONLY)

WITH ONLY ONE CONTEST TO GO!

ANNUAL POINT STANDING, BY CLASS, OF MIAMA MEMBERS: OPEN AGE DIVISION:

Peanut Scale: 1.John Martin 26
2.Al McAdam 18
3.Jim Stewart 11
4. Rick Cordery 8
5.Jim Whelan 4
6.Kevin Smith 3
7.Fred McCallum 3
8. Dick Kelso 4
9.Bill Hiscock 2
10.Ken Wolfinger 0

GLIDER: 1.John Arthur,Sr. 22
2.Jim Stewart 13
3.Julius Sirilo 8
4.Jim Whelan 6
5.Ron Sharpton 4
6.Dan Belieff 3
7.Fred McCallum 2
8. Leroy Young 2
8. ROMAN SZYMULA 3

Scale: 1.John Martin 29
2.Jim Stewart 12
3.Al McAdam 10
4.Fred McCallum 8
5.Dick Kelso 8
6.Jim Whelan 7
7.Rick Cordery 1
8.Ken Wolfinger 0

AMA Stick:
1.Roman Szymula 6
2.Dan Belieff 2

PAPER STICK:
1.Roman Szymula 13
2.Jim Stewart 7
3.John Martin 3
4.Dan Belieff 3
5.Fred McCallum 1

Easy B: 1.Roman Szymula 24
2.Jim Stewart 17
3.Al McAdam 14
4.John Martin 6
5.Jim Whelan 5
6.Fred McCallum 4
7.Bob Myers 1

PENNY PLANE:
2.Jim Stewart 9
1.Roman Szymula 10
3.Ernie Clark 7

MANHATTAN CABIN:
1.Jim Whelan 8
2.Ernie Clark 2
3.Fred McCallum 1
4.Al McAdam 1

Junior/Senior Members

SCALE: 1.Kevin Smith 10
2.Charles Slater 6
3.Cliff McCallum 3
4.Allen Honey 2

Easy B: L.Charles Slater 7
2.Allen Honey 4

Glider: 1.John Arthur Jr. 8
2.Tom Sirilo 7
3.Kevin Smith 4
4.Cliff McCallum 1

Penny: 1.Allen Honey 8
1.Kurt Gawor 6
3.Kevin Smith 5

OVERALL STANDING, TOP BANANAS:

OPEN
1. Jim Stewart 69
2. John Martin 64
3. Roman Szymula 56
4.Al McAdam 42 → 22
5. Jim Whelan 6.Fred McCallum 19

JR/SR Class: 1.Kevin Smith 19
2. Chas. Slater 13
3.Allen Honey 12 → TOM SIRILO - 7
4.John Arthur,Jr. 8
5.Kurt Gawor 6

THE CHRONICLE HISTORY OF MIAMA - PART III

We left the "Hangar Nine" at the conclusion of our firstever fly-in on Halloweem in 1971 at the 7th Ave Armory. By the way, Ric Choate won Glider with a very respectable 57.2 and Doc Martin's best peanut flight was 57.2 for a tissue version of his MO-1. After this we had a few more fly- ins at the Armory, but in the Spring of 1972 some more good news occurred. The Youth Fair had moved to the old Tamiami Airport site to the campus grounds of the new Florida International University, and through the efforts of Martin and Darwin Fuchs, we had a brand new AMA Cat I indoor site. On April 16th 1972 we had our first meet in the new building (4th meet overall) in the main exhibit hall of the Fair Grounds with some notable newcomers. DICK HARDCASTLE set Penny, Easy B, and Glider records that still stand as Fla. Cat.I records. Gary Myers flew his first indoor model at this meet.. a Jenny Monoplane scale model. Fulton Hungerford also made his first appearance in Miami with a Fokker Spyder.

After a few more informal fly ins this embryo group held a charter meeting in the Grove, and decided on a n 8 contest indoor season to commence on Oct. 15 1972. We had suggested to the Dade County Park and Recreation Dept. that our club would put on the model meets as part of a County recreation program. Director BOB FANKHAUSER o.k.'d the idea and also provided badges and ribbons for monthly awards, and another milestone the publishing of our club newsletter...THE HANGAR PILOT. In July 1972 issue #1 of the HANGAR PILOT rolled off the press, and that issue is now worth considerably less than issue #1 of Action Comics. It was certainly NOT the magnificent, polished publication as is this 34th issue.. it was just a little 2 page newsletter. (NEXT PAGE) →

NOTES ON THE SIXTH CONTEST

The most notable thing at contest #6 was that the last 80 minutes were wiped out due to the arrival of the Goodyear ground crew. Moral: get in your flying early. About three models were inthe air when the hangar doors flew open and about 2 dozen guys came in with a truck, sand bags, shovels, nets and other gear. Luckily all the planes got down safely. It seems that the caternary cables that hold the gondola to the envelope had loosened, and repairs had to be made to the Blimp. This alsoH[redacted] scrubbed our 3rd attempt for a Blimp ride scheduled March 31.

Suppose we gave a contest, and nobody came? It almost happened in JR/Sr class at contest 6. We had TWO ENTRANTS. I don't know where the younger modelers are hiding.

New Manhattan Cabins keep appearing, this timeIN the contest. Ernie Clark, and Alan McAdam chased Jim Whelan at this meet. Hiscock's ,Kilgore, and McCallum's Manhattans have not recorded official flights as yet. Kevin Smith's HL Glider with a built up wing showed potential. Martin had sent 4 peanut planes to Cal. for Model Builder's Proxy Contest, and dragged out some of his old ships for the contest including his old Peanut Cessna AW.I'd forgotten how well that little rascal still flies. It's gotta be the smallest peanut in the world with an overall length of 7" but it flies almost a minute and is very stable without any dihedral. Jim Stewart added to his leading point total, and won scale the 1st time this year. Al McAdam won Peanut again, and Ernie Clark got 2 second places. Allen Honey showed up with a huge roll of heavy condenser paper (About the weight of Superfine tissue). The roll was at least three miles long before all the MIAMA members came home with yards of the stuff. Thanks Alan.

RESULTS OF CONTEST #6 March 28 1976 Opa Locka Jim Whelan CD 25 Entrants

OPEN CLASS EVENTS:

Peanut Scale:1. Al McAdam 3 points (Cougar 24.7) 1 looks, 2 flight (44.0)(42.0)
2. John Martin 3 Pts (Cessna AW22.5) 2 looks, 1 flight (53.8)(55.1)
3.Jim Stewart 6 Points(Reliant 22.0) 3 looks, 3 flite(29.0)(27.0)

Scale:1.Jim Stewart Cessna C-54 68 looks, 1:03 flight 131
2.John Martin Stahlwerke R-2 83 looks 37 flight 120
3.Al McAdam Cougar 65 looks, 41.0 flight 106

EASY B 1.Roman Szymula 10:22.1
2.Jim Stewart 8:25.8
3.Al McAdam 6:28
4.John Martin 4:04

PENNY PLANE:
1.Roman Szymula 7:16.2
2.Ernie Clark 3:41
3.Jim Stewart 3:37

MANHATTAN:
1.Jim Whelan 2:52
2.Ernie Clark 2:33
3.Al McAdam 2:28.5

AMA STICK: 1. Roman Szymula 16:05.4

PAPER STICK: :1.Roman Szymula 9:15.6
2.John Martin 4:27

JUNIOR/SENIOR CLASS... WOW!

SCALE: 1. Kevin Smith 29.2

Easy B 1.Allen Honey 1:40.9

Glider: Kevin Smith (21.2)(24.0)

Penny Plane: 1.Kevin Smith 2:55.0

GLIDER, OPEN CLASS:
1.Jim Stewart [redacted] (31.0) (32.1)
2.Jim Whelan 11.0 18.1

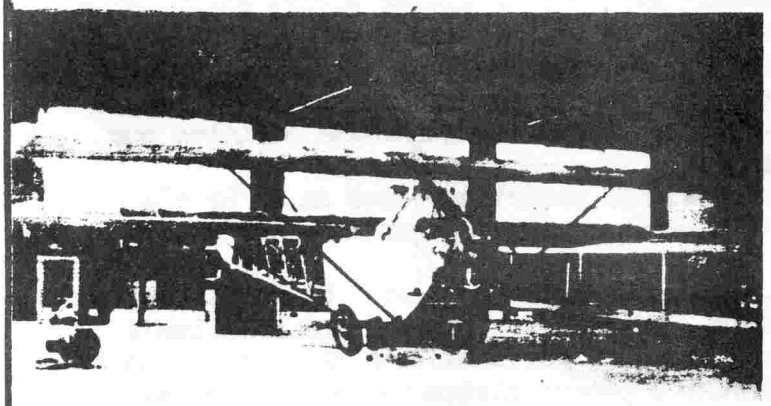
The Park and Recreation Publicity dept. under CHRIS WARREN went into high gear with sensational publicity in the papers and radio. By the time our first official contest rolled around in Oct. 15 1972 there was considerable public interest.All during that meet there was a row of wooden benches that were filled all day long with spectators that came and went and asked questions and watched. 27 aircraft made official flights that...Bob Myers was the CD. It was on this day we will all remember the arrival of a slouched over, pasty faced kid with the fastest HOT GLUE GUN in the South..... Kevin Smith. MIAMA was on its way at last.

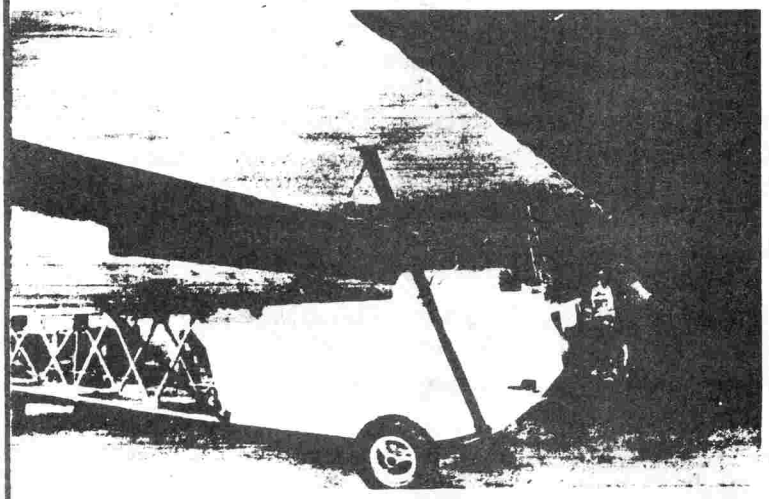
MIAMA, PART III CONT.

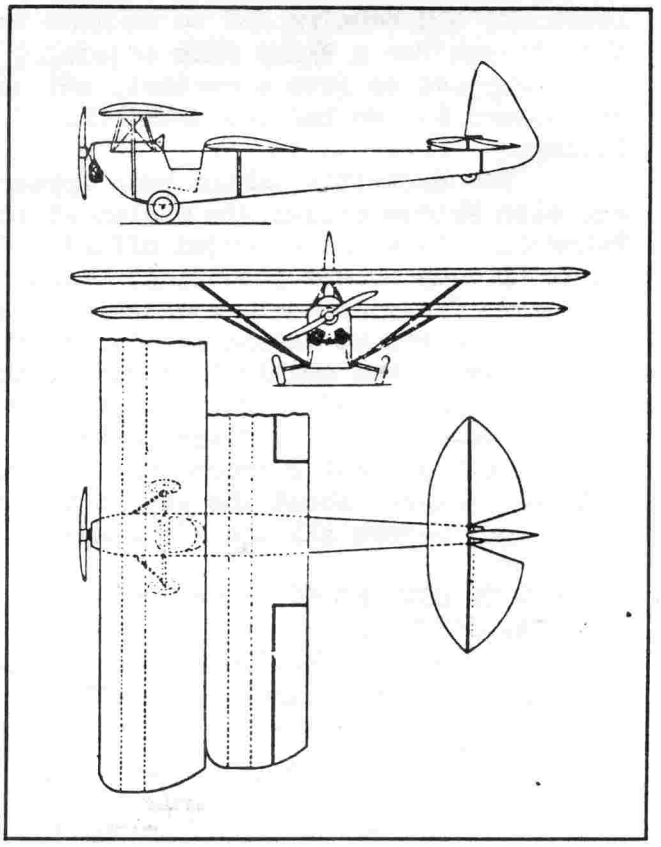
SUPPORT YOUR CLUB! FLY THIS YEAR [ANYTHING!]

LUTON PLANES WORTH PEANUTING: (5)

FROM MAY 1975 AEROPLANE MONTHLY







Left, two views of the little-known tandem-wing LA2 Minor under construction in 1936. Above, a three-view drawing of the LA2. Below, the prototype LA4 Minor was a more conventional LA2 re-design.

factured and tested, it became obvious that the programme involved would be beyond our slender capital means: instead, a snap decision was made to go no further with the design, to cut our losses, and stick to more orthodox designs.

This decision having been made, work on a new monoplane wing commenced on January 8, 1937, and for expediency it was decided initially to make use of the LA2 fuselage, somewhat modified and with engine installed, for the LA4 prototype, for which the name "Minor" was to be retained. Generally, the LA4 Luton Minor followed the design of the successful Halton HA2 "Minus" (described in *Aeroplane Monthly*, August 1974), being a parasol-wing single seater, the high wing position being chosen for maximum stability. A pair of lift struts—coming to a single fuselage attachment point on the prototype, but roughly parallel, with cross bracing, in the final version—supported the wing on each side.

Aerofoil section RAF 48 was selected for its excellent aerodynamic qualities and, in particular, its gentle stall characteristics, together with a low wing-loading—despite the accompanying large wing area—for the sake of low minimum speed at some expense of top speed. A smallish aspect ratio was chosen for ease of building and hangarage, as it was intended that the design would be made available to amateur builders.

The philosophy behind the structural design followed that of First World War military aircraft, in which "flying" and "landing" wires, control cables etc, were duplicated in case of failure of one. Thus, the Minor wing had internal drag bracing as well as the inter-strut bracing; the elevator spar was continuous with two control levers and two sets of control cables running externally for ease of inspection; whilst the fuselage was of girder construction, with plywood skinning, each of which could carry the loads, but to a reduced factor. The wing structure was based on simple plank spars, with plywood covering forward of the front spar.

The design, both aerodynamically and structurally, was intended to be as fool-proof as possible—the prototype bore a red triangle on the rudder with the legend "Safety First"—

