THE HANGAR PILOT

ISSUE # 34
SEPT 1976
OCT
AMA CLUB
986
"MIAMA"



THE NEW IN DOOR SEASON IS UPON US!
1976-77

FIRST CONTEST
OCT 17
OPA-LOCKA

(1) The Hangar Pilot is published by Miami indoor aircraft model assoc. AMA Club # 986, the only active all-indoor club in the USA, and one of only 2 indoor clubs of over 1,000 active AMA clubs. Editor/pres. Dr. John Martin Jr. 3227 Darwin St. Miami 33133 Fla. Secy/treas. is Jim Whelan 8830 Sunset Dr. Apt.B-305 Miami33173. Recording Secy. Julius Sirilo. Scale Judges:Dan Kilgore, Kevin Smith, Ernie Clark. Retrieving and Penny plane and Manhattan scrutineer:Jim Stewart. Contest Directors:Roman Szymula, Jim Whelan,Howard Heminger & J.Martin Chief Timers: Duke Donovan, Tiny Foulk. Chairman, Youth Committee: Ernie and Mrs. Clark. Youth Committee: Alan Honey, Charles Slater, Kevin Smith,Duke Donovan, Tiny Foulk. Fund Raising Committee: Alan McAdam (Donated by Bill Hiscock).

MIAMA'S 5TH SEASON • 1976-77 FLYING SCHEDULE

FLY-INS SUNDAYS 10:00 to 2:00

Location to be announced, or call 858-6363

Catagory II 68' ceiling CONTESTS, AMA "A"",SUNDAYS 9:00 to 5:oo Goodyear Blimp Hangar, Opa Locka Airport

[redacted]

Nov. 7

Dec. 5 6

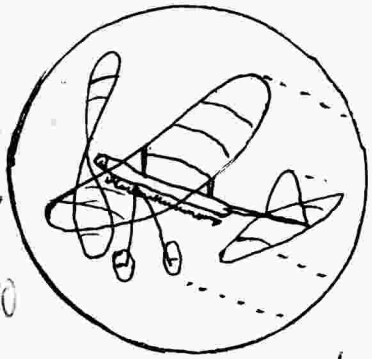
Jan. 2 3

Feb. 6 10

March 6

April 3 4

May 8 9



October 17 J. Martin CD

November 21 Jim Whelan CD

December 19 Roman Szymula CD

January 16 J. Martin CD

February 20 Jim Whelan CD

March 20 Roman Szymula CD

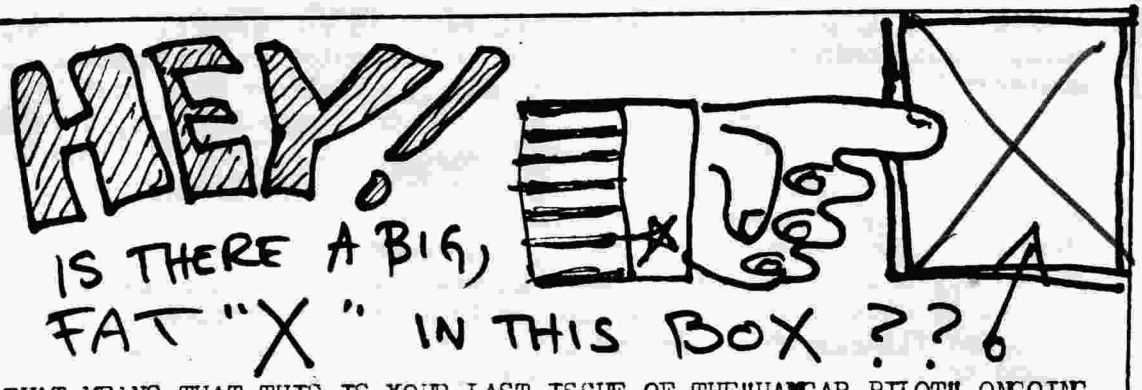
April 24 John Martin CD

May 22 Jim Whelan CD

Watch for announcement of our Cat. I record trials, Roman Szymula CD

Monthly contests are subject to last minute changes if the blimp has to be in the Hangar. Confirm by calling 305-858-6363 to avoid diasapointment.

Points are earned at monthly contests in 7 different classes of indoor models. Ribbons and/or jacket patches are won monthly. MMM Trophies are awarded at banquet in June to all class winners, runners-up and Open Class Champion, and Jr/Sr Champion



THAT MEANS THAT THIS IS YOUR LAST ISSUE OF THE"HANGAR PILOT" ONGOING VOICE OF INDOOR EVERYWHERE, AND ADMITTEDLY NOT FOR EVERYONE.

YOU CAN AVOID BEING CUT OFF FROM ALL THIS IMPORTANT GOOD STUFF BY SENDING $4.00 to J.B. MARTIN 3227 Darwin St. Miami 33133, Fla.

IF THERE IS NOT A BIG "X" IN THE BOX, THAT MEANS YOU ARE A LOYAL, TRUE BLUE, DEDICATED INDOOR NUT WHO IS GETTING READY TO RENEW HIS AMA AND MIAMA DUES FOR 1977, RIGHT?

FOR THOSE WHO DO NOT CHOSE TO RENEW, GOODBYE, AND MERRY XMAS FROM MIAMA.

SOME MONEY MATTERS: As you know by now, the Dade Park & Rec Dept. no longer prints the "Pilot" and the burden falls on our slender, rounded shoulders. 8 issues plus postage costs MIAMA about $250.00, and although we send out 75 issues, we have but 26 members in MIAMA. Contest entry fees make up the difference, and pay for our annual awards, and also pays for our trophies at the NATS that have helped further the cause of free flight and indoor. As a point of pride MIAMA has sponsored the following trophies and events at the NATS:

1. Four Navy Scale trophies 1972 1st Won by Tom Stark
2. Four Navy Scale Trophies 1973 1st Won by Keith Ward
3. Four Navy Scale Trophies 1974 1st Won by Tom Stark
4. Three Navy Scale paintings 1975, 1st Won by Tom Stark
5. Five Peanut Scale Trophies 1975, 1st Won by John Martin
6. Five Manhattan Cabin Trophies 1976 1st Won by J. Triolo
7. Navy Peanut Award Won by Tom Stark

With the exception of the Chicago Aeronauts, who carried Penny, and rubber speed events annually, no other club has sponsored so many unofficial events. All but Manhattan entry fees were FREE and the cost of the trophies born by little MIAMA..a proud record guys and gals. (Manhattan cost a big $2.00) P.S. We lost money.
WE MUST NOW PAY $5.00 PER HOUR FOR OUR FLY INS AT JFK GYM. A VERY CHEAP PRICE, BUT LAST YEAR IT WAS FREE. NOTHING IS FOR NOTHING NOW.

WHAT I DID THIS SUMMER BY CAPT. MIAMA (3)

Well, I got Roman to put my model box and trophies in his wagon so I wouldn't have to argue my way on and off the airliner with that big base fiddle case,..what a relief. A flight to Louisville Ky., a rental car, and I hit the road for Indiana. After getting lost 27 times I found Northwood Institute a mere 2 miles from French Lick(No cracks, wiseguys.), and staggered up to the main entrance where I saw a sign, "Model Airplane People..See Tiny" on the door. Well, fellas, I really perked up, especially when I saw that beautiful Atrium, Pompean Court, AMA Cat II site supreme, etc. It was full of teeny boppers playing Tubas and flinging frizbees and cavorting about.As the great Cat II record trials commenced, the big Indiana band bash disbanded.

Well down to business...Put up the score board, raise the confederate flag. put out the trophies, etc. etc. Get out the hot coffee and no doz for the all night sessions, and prepare to do without sleep for the next four days. If there was a common element it was lack of sleep, (to go with the incessant model talk and whirring of winders). No one ever went to bed..How could you? Your model box was down on the Atrium floor (No need to move it), there were 2 dozen people flying planes, and it was 4 A.M. After all, if you got really tired, your room was 50 paces up the steps, and down the hall, but who wants to sleep? Sleep is for ordinary folks. Out on the floor Mather was testing a Peanut plane Ken Johnson was trimming his autogyro, Servaites was flying his first Manhattan cabin plane, and Richmond was trying his paper stick model... could YOU go to sleep? After 2 days there were 5 new Cat II records for the record books. This was the first NIMAS get together EVER, but only the first of a series of annual get togethers. PLAN TO MAKE IT NEXT YEAR. It is a truly MM unique experience. Since NIMAS is not an AMA club, MIAMA had the honor of being the sponsor of the meet, and the following MIAMA members participated, along with Bud Tenny, in making the meet a success: Tiny Foulk, Duke Donovan, Alan McAdam, Roman Szymula Charles Slater, Kevin Smith, and CD John Martin. Joining MIAMA members already listed were Julius and Tom Sirilo, and Manhattan CD Jim Whelan, and Jim Stewart. A grand total of 11 MIAMAS at the Nats.

How did we do? Martin was 2nd in Peanut, and 7th in indoor scale with the same plane he won 2nd with last year. Charles Slater was 2nd in indoor scale with his 14-Bis that was a real crowd pleaser. The competition was tough, and we all learned what National class standards require of a contestant...just a bit more than local standards.

At our recent club meeting we decided to continue the same classes and foremat for this year's contest season as we did last year. We have a youth committee headed by Mr and Mrs Ernie Clark whose purpose it is to encourage the young, and particularly the handicapped young to build and fly DELTA DARTS in monthly competition. All interested in helping please get in touch with Ernie 1-943-3299

Doc Martin's Capsule Political Analysis:

(1) IF YOU WANT 6% TO 12% INFLATION — VOTE FOR JERRY FORD

(2) IF YOU WANT 15% TO 25% INFLATION — VOTE FOR JIMMY CARTER

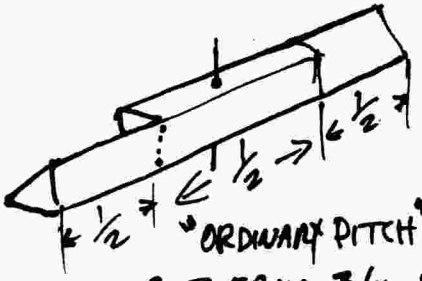
(3) IF YOU DON'T WANT ANY INFLATION — IT'S TOO LATE, REAGAN IS NOT RUNNING.

MIAMA NATS MANHATTAN CABIN EVENT: I sure wish all you clubsters out there would get both Bob Meuser's FREE FLIGHT, and Bud Tenny'S INDOOR NEWS AND VIEWS because it would save this editor a lot of writing to keep you informed. Much of what appears in the "PILOT" appers in both these publications in much greater depth, and fewer mispelled words. Our Manhattan event, for instance, are in both publications, so look inside the cover of your next copy of [redacted], and send in your subscription to these fine mags. — MODEL AVIATION
For those who haven't heard, the Manhattan cabin event was a big success with absolulely no thanks at all to indoor director HARDY BRODERSON, who adopted the typical Nats Official non-helpful attitude when confronted with a problem. The problem: So many EZB and Penny planes in the air, and entered, that there was too little room to fly Manhatten concurrently. HARDY'S SOLUTION: Stick Manhattan up your butt. (For those who think this too harsh , He didn't actually say that, He merely said we could NOT fly Manhattan concurrently with EZB,& Penny.) After much delay and dismay, we were finally able to get permission from Ralph Keunz, and George Lewis who were running SCALE at the other end of the Fair Ground Hall to fly MANHATTAN along with the scale models, and the contest got started, very late but for real. Now, why couldn't Hardy have thought of that? The Scale judges were very accomodating in permitting Charles Slater and Kevin Smith to enter 3 hours late. JOHN TRIOLO won the event with a 4 gram model and setting the current Manhattan record of 8:09.7 This was a proxy flight by Dan Domina. BOB [redacted] CLEMENS was second , and Bob Meuser was third (Proxy flown by Hardy Broderson!) There were 13 entries; 9 of which flew. Dave Linstrum's Big Apple never arrived from Saudi Arabia. Ed Whitten, the originator of the class, kept a record of aircraft weight for posterity, or a future article. This event has stirred considerable interest and correspondence. NEXT YEAR MIAMA WILL AGAIN SPONSOR MANHATTAN

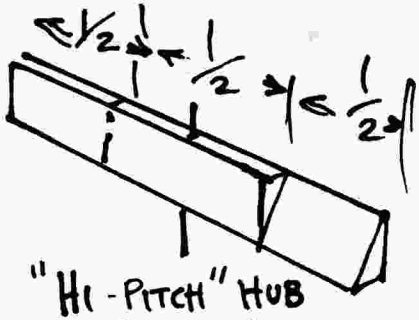
PEANUT POWER: OR, HOW TO GET YOUR PEANUT UP + KEEP IT UP AS LONG AS POSSIBLE

This article is inspired by Dave Linstrum, who got me into this mess by mentioning in one of his VTO Columns that I had discovered some fantastic rubber that was idealfor flying peanut planes. At the time I talked to him, over a couple of drinks at the Miami Airport as he changed planes for Arabia, I thought I had come up with something, but this has proved disappointing, but the quest goes on. As a matter of fact Butch Hadland writes from England about a 'lead' in Nippon that has great promise so the search for the Holy Grail is endless. This article is for all those who were promised some of the super peanut power elastic, who would otherwise be disappointed. Instead of rubber, here are some of the hard facts I've learned. This article is more imperical than scientific, but give it some consideration.

It is no secret at all that the major consideration for indoor peanut performance is weight... or rather lack of it. Some of us seem to have the knack of building LIGHT, and some have to work very hard to keep the weight down. The best I can manage is a plane of about 3 grams, and when I get it trimmed with enough nose clay to balance it, it gets near 4 grams. Since our rules require planes to ROG our props are $3\frac{1}{2}$ to $4\frac{1}{2}$ inch diameter, and I use 2 kinds of hubs to achieve 2 pitches:

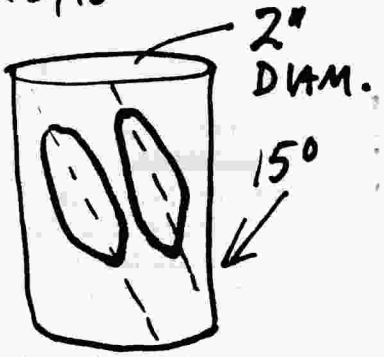


"ORDINARY PITCH" HUB
CUT FROM 3/16 SQ.



"HI-PITCH" HUB
1/8 x 3/16

I use the prop hubs above in combination with blades bent on a 2" diameter breakfast juice can. After soaking the blades 15 min. in water I put a layer of tissue over them when I fasten them to the can at a 15 degree angle using masking tape to press them tightly to the curved surface. Then into a 250 degree oven for 1/2 hour. Make up several props of varying diameters & pitches for your model since you do not know which will be the most successful until you try 'em. Don't be afraid to experiment by changing props. Also Don't be afraid to make them from



hard balsa for strength, because lightness is never a factor in a scale model prop. Show me a scale model, and I'll show you a plane that needs nose weight (Except canards). As long as you're making blades, try varying the area. In small props like these the prop pitch has far more affect on duration, than area, so you can try some different hubs too, to change the pitch. When all was going well with my models I could achieve ROG flights from 55 sec. to I:05 with peanut planes that weighed $3\frac{1}{2}$ to $4\frac{1}{2}$ grams. The props varied in diameter from $3\frac{1}{2}$ to $4\frac{1}{2}$ inches, and the power was a 15 or 16 inch loop of .050 to .065 Pirelli rubber. Maximum turns achieved was 1,600 or a bit more if I was brave. To achieve these light weights I used either dyed condenser paper, silver microlite, in combination with jap tissue on fuselage only. Naturally, with such a long loop of rubber, there must be a corresponding use of ballast on the nose to achieve balance.

The lightest tissue covered peanut I've made was the one I built for the last Nats, was covered on both sides by some good superfine, and was lightly built with good 4 lb. indoor wood. It weighed $4\frac{1}{4}$ grams, but by the time I got it balanced was over 5. Since this was a hand launched event, I used a 5 3/4 inch prop and a 19 inch loop of Sig 1/8. With 1600 turns it did 1:33 on its best flight. Incidentally I've found that Sig 1/8 (.120) rubber produces about the same power as good .080 Pirelli, but can take more turns and is over 1/4 heavier.

The average indoor peanut, if double covered with Japanese tissue, and reasonably detailed will turn out to be between 7 and 9 grams. If a $4\frac{1}{2}$ to 5 inch prop is built using these hubs, a 16 inch loop of Sig 1/8 will fly your model overa minute/, or a 17 inch loop of .090 Pirelli. If your peanut is over 10 grams, fly it outside, you're a menace to the local EZB's. Remember, the higher the pitch the longer the motor run, but the heavier the cross section of rubber need ed, the heavier the overall weight, and the harder to trim. The lower the prop pitch, the smaller and lighter the rubber needed, the shorter the motor run, but the easier it is to trim (Less torque). Some are trying low pitch props with a motor length 3 to 4 times the distance from prop hook to tail post. It is hard to get going right but try it to see if you can get results. See if your results fall within the framework of the above data, and be sure to let the HANGAR PILOT know of your results.

Make up a lot of motors from your supply of rubber, of varying cross section and loop length. Stretch them 4 times their length between 2 nails for a couple of days. They are now broken in and ready for maximum winds. Once wound to maximum your motor will not produce maximum torque again for many hours, so replace it in your contest model with another similar, and broken in motor. Have several proper size rubber motors ready to produce maximum endurance for your contest peanut.

VINTAGE AERO has some exciting new Japanese rubber. Send $1.00 for their catalog: 1 the Glen Tenafly, N.J. 07670. Looks like the best substitute for Pirelli.

MIAMA. JOHN MARTIN
3227 DARWIN ST
MIAMI FLA. 33133

RETURN TO WRITER
MOVED, NOT FORWARDABLE
NAPLES, FL 33940

Allen Szabo
1962 46th St.
Naples, FL

TROPHY WINNERS - 1975-1976 SEASON

JIM STEWART FLORIDA INDOOR CHAMPION 1975-1976
2nd Scale 2nd Easy B 2nd Penny Plane 2nd Paper Stick 2nd Glider

John Martin -Runner up 1st Scale 1st Peanut Scale

Roman Szymula 3rd overall
1st Easy B 1st AMA Stick 1st Penny Plane 1st Paper Stick

Al McAdam 4th Overall 2nd Peanut Scale

Jim Whelan 5th Overall 1st Manhattan Cabin

Ernie Clark 2nd Manhattan Cabin John Arthur 1st Glider

KEVIN SMITH FLORIDA JR/SR CHAMPION 1975/ 1976
1st AMA Scale 2nd Penny Plane

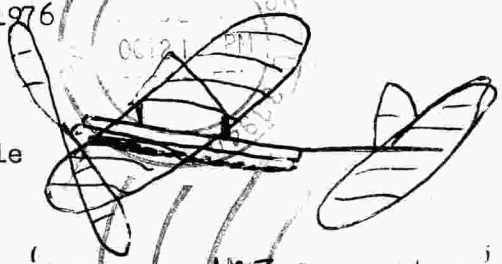
Allen Honey Runner up
1st Penny 2nd Easy B

Charles Slater 1st Easy B 2nd AMA Scale

Tom Sirilo 1st Glider

John Arthur, Jr. 2nd Glider

Kurt Gawor 2nd Penny Plane



INDOOR IS NOT FOR EVERYONE

All of the above trophies were presented at our annual dinner last Dad's Day (June 20th) at the University Inn. Over 40 people attended and saw the WWI Howard Hughes' film Hell's Angels. Mr. Lons, we thank you.

FIRST MEET

SUN. OCT 17
- GOODYEAR
- BLIMP BASE
OPA-LOCKA 9 TO 5