THE HANGAR PILOT

THE MIAMI INDOOR AIRCRAFT MODEL ASSOC. MIAMA

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MIAMI, FLORIDA USA

THE HANGAR PILOT SALUTES

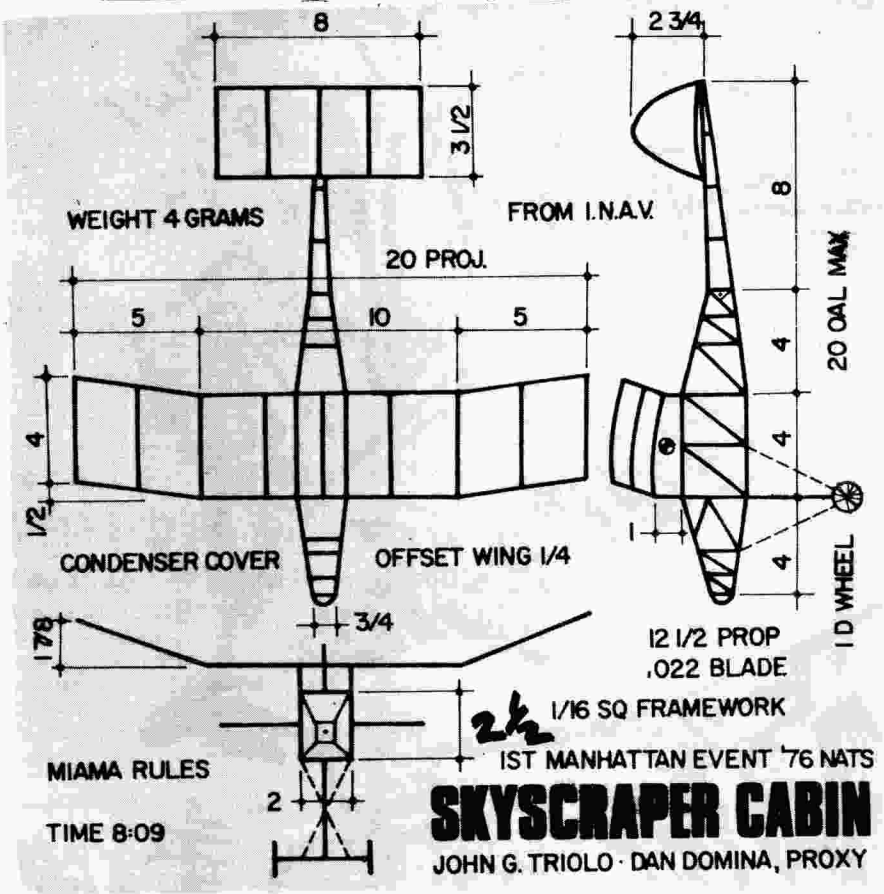
SAM GOODYEAR



FLYING FEMUR

GOODYEAR BLIMP HANGAR HELPER

The Hangar Pilot is published by Miami Indoor Aircraft Model Association, AMA Club # 986, the only active all indoor club in the USA, and one of only two indoor clubs of over 1,000 AMA Clubs. Editor/President Dr. John Martin Jr. 3227 Darwin St. Miami, Fla. 33133. Secy/Treas. is Jim Whelan 8830 Sunset Drive Apt. B-305 Miami 33173. Youth Committee..Delta Dart Program: Ernie Clark, Dave Linstrum, and Mike Arak Chairmen. Members: Alan Honey, Kevin Smith, Charles Slater, Duke Donovan, Bill Hiscock. Scale Judges: Dan Kilgore, Kevin Smith, Ernie Clark. Retrieving and Penny Plane and Manhattan Judge: Jim Stewart. Contest Directors: Roman Szymula, Jim Whelan, Howard Heminger, John Martin, and Dave Linstrum. Timers: All of us who pitch in.



Manhattan Rules:
Wing: Max. projected span..20" Chord 4" Monoplane only
Stab: Max. 8" X 3½"
Overall length: Max. 20" n.i.c.prop
Min.Wt. less motor: 4 grams
Single motor enclosed and supported by body.
Body must enclose a box 2"x2½"x4"
Body must have a windshield of at least 2" sq. One sq. in. on sides.
Prop must be an all balsa EZB type. No gadgets.
Takeoff gear must be fixed, rigid with 2 wheels min. 1" diam.
Covering must be paper(Tissue or condenser paper).
No polycarbonate except on windshield.

NEXT MEET: SUN JAN 22

MIAMA PROXY-MANHATTAN CONTEST

Hoo boy, big doins in Manhattan. If this were an earlier era we'D call it a gasser!!... A proxy Manhattan Contest limited to everyone in the World. All of the MIAMA folks will fly all the entries at the 75 foot blimp hangar on April 23rd 1978.

Box up your entry and send in care of : See coupon below. Aircraft will be flown proxy, according to your instructions, by Mike Arak, Dave Linstrum, Doc Martin, Fulton Hungerford, Ernie Clark, Wild Bill Hiscock, Roman Szymula, Speedy Arthur, Jim Stewart, Jim Whelan, Et. al. FIRST PRIZE IS expected to be: purported to be: Hopefully: A round trip to Miami for two which will include an all day fishing expedition in the Gulf Stream (Courtesy of Bill Hiscock), A guest of honor appearance at the MIAMA annual banquet on Father's day June 18 1978, and a Blimp ride for 2 courtesy of Goodyear, if the Blimp is still in town. In case MIAMA cannot make the above travel arrangements, we will provide suitable trophies to the winners. Itis suggested your plane should have as many detachable parts as possible for easy shipping.

CLIP COUPON ALONG DOTTED LINE

MANHATTAN MIAMA

OFFICIAL ENTRY FORM

MODELS SHOULD BE SECURELY PACKED AND SHIPPED VIA PREPAID U.S. MAIL OR UPS TO ARRIVE NO LATER THAN APRIL 14, 1977. SHIP TO DR. JOHN B. MARTIN 3227 DARWIN MIAMI FL 33133 INCLUDE A CHECK OR M.O. FOR RETURN POSTAGE, INSTRUCTIONS FOR PROXY, AND THIS ENTRY FORM.

NAME (PLEASE PRINT) _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

I CERTIFY THAT MY MODEL MEETS MIAMA RULES FOR MANHATTAN FORMULA AND AGREE TO HOLD MIAMA HARMLESS FROM ALL CLAIMS AS A RESULT OF ENTRY

SIGNATURE _____

FROM THE HORSE'S MOUTH + OTHER ORFICES:

This month's bigpage one story is the withdrawal of Romania as host to the forthcoming 1978 World Indoor Championships that were to be held in the salt mine in Slanic. If it weren't for the fact that the cancellation came before, I'd blame it on Jimmy Carter's insistance on human rights during his trip to Poland. Three gueses why the Romanians are sore. Ready? (1) They are mad at the Italians for making bad Pirelli?(No) (2) The salt mine is already full of political prisoners? (No). (3) They are afraid the bigoted South African nation will field an indoor team, and enter(RIGHT)!! As absurd as this seems , that is the reason for withdrawing sponsorship of the meet. The Romanian government wanted assurances that South Africa would not enter. I'm sure the indoor flyers in Romania, who are very skilled and good sports, are pained and embarrased by the absurd action of their government in introducing politics where it does NOT belong. Hasty preparations are now being made for a new host. The meet will either be at Cardington,UK the 3rd week in Aug.(Bank Holiday), or at Lakehurst, N.J. Stay tuned for the latest in governmental beaurocratic idiocy.

Frank Fong, who won the 1938 Model Airplane News 3-view contest we mentioned in the last issue, came out to our Dec.18 meet. He was impressed by the state of the art after all these years.

Ex NFFS "Free Flight" editor Bob Meuser has decided that this year it's no more Mr. Nice Guy. He refuses to publish the details of our MANHATTAN PROXY contest because of our disclaimer on the entry form agreeing to hold MIAMA "Harmless from all claims as a result of entry". He would do very well as Commisar of Model Aviation in Romania. He also didn't know the MIAMA Manhattan rules so we refer him to page [illegible], this issue.

We got a letter from Fulton Hungerford, who acknowledged his "onion" award for being absent from all last season's meets. He says he'll be at the Jan. 22 meet with a batch of Peanut Scale models to trim out before sending 'em to Cal. for the Model Builder proxy peanut contest. Come out to see what he is up to. He said his wheels business has kept him from building of late. His new wheel catalog, all spoked, is available: FH Wheels 1770 Lilac Circle, Titusville, Fla. 32780

Another letter arrived from indoor cabin enthusiast, RON GANSER. We recall that he set the Cat.II cabin record at the SNIRT last year in West Baden. He did it again (New record). This time in the AMA Cat III Goodyear hangar in Akron.

CONTINUED

CONTINUING UNEXPLAINED MYSTERY - CONTEST 3

(4)

Suppose we gave a contest and nobody came? It almost happened on Dec 18th, 1977. There were at least 30 people in the Hangar and only FOUR signed up for the contest. C'Mon gang, this is getting rediculous! Among the missing: Roman was driving a 17 hour round trip to pick up his daughter after her car broke down. Mike Arak is recovering in Tampa after major surgery, and was not present to give John Arthur a hard time in glider. By the way, MIKE, all the Hangar Pilots send their best wishes for a speedy recovery. Jim Stewart got lost on the way to CpaLocka, Bill Hiscock went fishing, Duke Donovan showed for 10 minutes, Dave Linstrum, Jim Whelan, Allen Honey, Ernie Clark, and Dick Kelso were so busy helping kids build their Delta Darts that they had no time to fly. I guess the rest of the pilots were Christmas shopping.

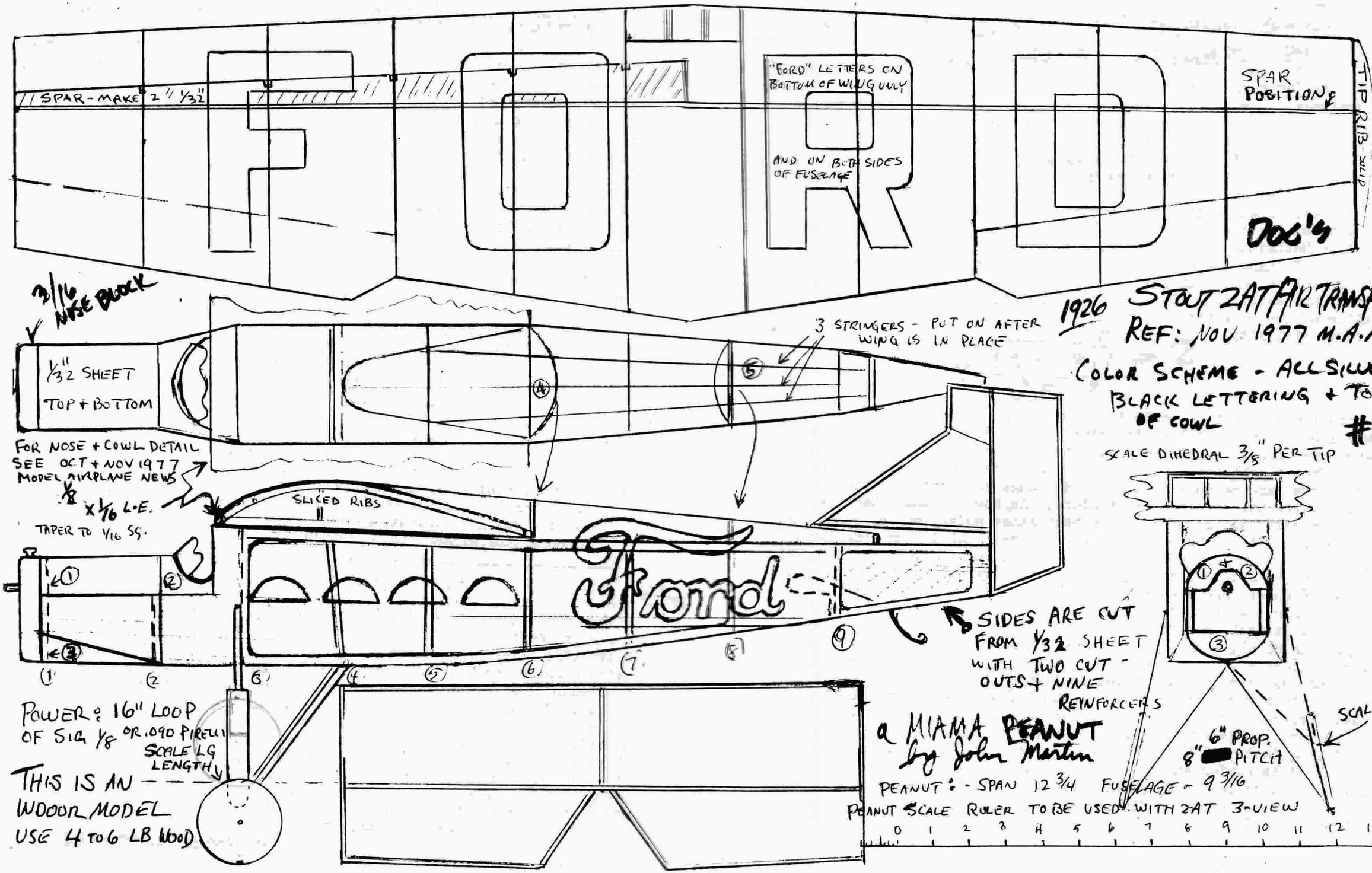
The bright picture is seeing all those kids competing with their Darts for the merchandise prises donated by Orange Blossom Hobbies. The times are close , and the competition keen. There was even a fly-off for second place.

RESULTS, DELTA DART : 1.Jim Whitford 22 Sec.
2.Tracy Norris 21 Sec.
3.Chris Norris 21 Sec.
4.Jeff Norris 20 Sec.
5.Billy Norris 18 Sec.
6. Leon Harris 18 Sec.
7.Bobby Barnett 17 Sed.
8.Vernice Harris 12 Sec.

OTHER SCORES: Ernie Clark,Manhattan 2:38
John Martin ,Kalinin Peanut (1:01)(53.0),Scale 54.0
Jeff Everson No Flight,Nesmith Cougar
John Arthur,Glider (40.0)(39.1)

We quote from Ron's letter:" It was cool,about 60 degrees in the Hangar and the air warming up outside caused an inversion of heavy air to hang at about 75 to 125 feet inside the hangar. It took a larger cross section of rubber to get up through the layer of heavy air. After a short test flight we gave it a try. The model climbed rather steeply to about 40 ft. after a nice take off, but stalledand lost about 20 ft. before recovering,and then went on a steady, beautiful climb to about 165 ft. still 15 to 20 ft. clear of the ceiling, and leveled out to a great cruise. At this point the question was whether we had enough turns for a 30 min. flight. Dick Obarski said to get the prop R.P.M. count but,hell, up at150 to 160 ft. it's hard to see a 16" prop. I was sure we lacked the turns when the prop stopped and I think my heart did too at about 28 min., and I was sure the tail boom and prop would fall because rubber tension holds them in place. Well,somehow they stayed in placeand the

CONTINUED LAST PAGE


SPAR - MAKE 2 // 1/32"
"FORD" LETTERS ON BOTTOM OF WING ONLY
AND ON BOTH SIDES OF FUSELAGE
SPAR POSITION
TIP RIB - SOLID
FORD
Doc's
3/16 NOSE BLOCK
1/32 SHEET TOP + BOTTOM
3 STRINGERS - PUT ON AFTER WING IS IN PLACE
FOR NOSE + COWL DETAIL SEE OCT + NOV 1977 MODEL AIRPLANE NEWS
1/8 X 1/16 L.E.
TAPER TO 1/16 SQ.
SLICED RIBS
Ford
SIDES ARE CUT FROM 1/32 SHEET WITH TWO CUT-OUTS + NINE REINFORCERS
POWER: 16" LOOP OF SIG 1/8 OR .090 PIRELLI
SCALE LG LENGTH
THIS IS AN INDOOR MODEL USE 4 TO 6 LB WOOD
1926 STOUT 2AT AIR TRANSPORT
REF: NOV 1977 M.A.N.
COLOR SCHEME - ALL SILVER. BLACK LETTERING + TOP OF COWL
#195
SCALE DIHEDRAL 3/8" PER TIP
6" PROP.
8" PITCH
SCALE LG
a MIAMA PEANUT
by John Martin
PEANUT: - SPAN 12 3/4 FUSELAGE - 9 3/16
PEANUT SCALE RULER TO BE USED WITH 2AT 3-VIEW
0 1 2 3 4 5 6 7 8 9 10 11 12 13

(1)

SOME THOUGHTS ON SCALE MODELING, OR IS SANITY REALLY NECESSARY?

As far back as I can remember I have been building model airplanes. I still have a letter I wrote when I was in first grade discribing a model I had built. A HL stick model circa 1933 called a "Mosquito" and offered to those who sold enough subscriptions to LIBERTY (Five cents a copy). My second model was a Megow ten cent S.E.5 that was beyond my skill. My dad built it for me. Yellow and green tissue, balsa disc wheels, single surfaces, and it flew!! I was hooked on scale models for the rest of my life. Oh, sure, I get a kick out of all free flight..outdoor and indoor. I like Manhattan, and HL stick, and Penny but I confess I'm a scale freak. I think I know why. I was once scared to death in 1943 by a book on model aircraft theory by Charles Hampson Grant. Even that impressive name scares me a little bit. I don't remember the title of the book but I think I remember one of his postulates for spiral stability:

$$S = \sqrt[3]{\frac{R+2RT}{3d}} \times R^{T}$$

Actually I made this whole thing up but it gives you some idea of why I was scared. All of the stuff in the book looked like that, and I was lousy in math anyhow. The thought that I couldn't build a good free flight model without knowing a bunch of equations like the above made me want to turn to HO Gauge railroading, which I did for a while but that's another story. Anyhow all that theory kept me from designing an efficient rubber stick model, or any other kind of model. I took the easy way out. I just scaled down some 3-view plans of some real airplanes from JANE'S ALL THE WORLD AIRCRAFT. Bob Meuser objects to calling scale models"realairplanes" because other types of models are "real" too. Bob has some funny ideas. Anyhow I'ld pick out a plane that looked like it might fly, made a scale model of it without any formulas, and tried like hell to get it to fly. The model, being a scale model, had many inherant problems.. insufficient stab area, not enough dihedral, nose moment too short, landing gear too short, etc.,etc. I knew it was a lousy design. The fun was in several things. One is that I had built a model of a real airplane (Yes,Bob) with some romance in its past. A world war I fighter, an historic record breaker, a speedy racer. The fun was in trying to trim a bad design to get it to fly at all, and maybe get a little performance out of it. Therefore I give you the first rule of the scale freak, (Repeat after me) (1)"I know that this plane is probably not going to fly because it is a terrible design for a model, but I'm going to build it anyway because IT TURNS ME ON."

Now that we have established the fact that the scale freak is completely irrational because he builds a model, not because it will fly well, but because he LIKES it, we go on to further revelations. The second rule of the scale freak is (2)"I enjoy the challange of trying to trim a completely unairworthy design to get it to stagger around in the air for at least fifteen seconds." I am sure that Mr. Charles Hampson Grant would go crazy if he saw the rotten planes I got to fly a little bit. When we fail, when hours are spent changing props, power, thrust lines, incidence, clay ballast, etc. ...all to no avail.... I just say:"It wouldn't fly", put a cherry bomb in it, and give it the classic scale model farewell....boom. My files are full of notes on such models. At least one hundred scale models I couldn't get to fly at all.

This brings me to item three:(3)"I may get lucky and build a classic scale model that will go down in history as a flying, incredible, winning, scale sensation." This is what happened to the first scale modeler who built a J-3 Cub, a Fike E, a Lacey M-10, a Pilatus Porter, or a 1910 Cessna. Just like panning pure gold from a Klondike stream. Eureka, a find, a bonanza, a winner.. We page eternally through **vintage** books and magazines in an ongoing search for another Fike. I am sorry to say I contributed a lot to the Lacey M-10 craze that I hope has gone full cycle. It sure does fly, though. I also confess I am envolved in a further search through the nations aircraft archives for another nugget of pure gold like the M-10....a true scale freak.

One last aspect of scale modeling must be brought to light to round out this expose. It is the matter of the scale competitor. What is so rare as the competition scale modeler?? Other than Tom Stark in gas and rubber free flight, and Dave Platt in RC they practically do not exist. I know I will hear about scale competitors including our own Fulton Hungerford, but they will deny the charge. Why? Let's face it ,modelers, in the entire history of model airplane publications, and kits, and plans, there is one type model that has had more popularity than any other.. The free flight rubber scale model. In the 1930's and 40's there was never an issue of Model Airplane News, or Air Trails, or Flying Aces that would dare to appear on the newsstands without featuring a rubber powered scale model of an airplane that was currently in the news. Names, like Walter Eggert, Harold McEntee, Allen Boonton, Nick Limber, Herb K. Weiss,Earl Stahl, Henry Struck, and Bill Winter gave us scale nuts our monthly fare of unflyable and untrimable models..overweight, underpowered, and headed for the cherry bomb treatment. Actually I'm sure these were tested designs that I had trouble with(With the exception of the 1938 MAN Chester Lanzo Puss Moth).

The point is that dispite the fact that more rubber powered free flight scale model plans have appeared in this nation in the history of model aviation, the free flight scale rubber competition at all contests, and at the Nats in particular, is traditionally one of the poorest attended of the events. Why, oh why?? Want to know my theory? If you don't you're in trouble,'cause here it is: The scale model freak is the least competitive of all model builders. He doesn't give a crap, he doesn't enter contests, and he just messes around. He couldn't care less for trophies, or duration or competition designs. He admires Tom Stark, but he is the true sport modeler. He builds a plane that appeals to him in the hopes it will fly. He is intrigued by color schemes, by history, by looks, gimmicks, pendulums, gears, multi-engines, etc. His challange is to get his creation to fly, he is not intrigued by trophies. At heart he is a true loner, a romanticist, and a non-competitor. He is a solo flyer, but he is not alone. There are thousands of scale freaks out there right NOW...building their Peck Peanut or their Ford tri-motor that won't fly worth a damn. We salute your grand futility, keep on trimming. You can always resort to the cherry bomb.

Hey, though, how about signing up for your next local contest? It doesn't hurt to support the free flight movement, fellow loners!!

NEXT CONTEST: JAN 22

BLIMP HANGAR, OPA LOCKA. 9 TO 5

REMAINING CONTEST DATES: FEB 19, MAR 19
APRIL 16 AND MAY 21

ENTRY FEES: JR/SR $1.50 + 50¢ per event
Open 2.00 + 50¢ per event
Delta Dart $1.00 (INCLUDES KIT + supplies)
Sun. Sport Flying License: $2.00

FINALLY - FULL NATS MANHATTAN RESULTS & (10)

The unofficial MIAMA Manhattan Contest held at the Nats was very poorly attended in California, but we shouldn't feel bad.. so was every other event connected with this meet. Below are the complete results and I think any student of the event can learn something from the data presented. We congratulate BOB CLEMENS on his victory, and not only that , we will even send him his trpphy soon.

		Prop Diam.	pitch	power.	Wt. in Gms.
1.Bob Clemens N.Y.	6:23.6	9 3/8"	25"	30" of 2 mm Pirelli (Loop)	5
2.Lou Sutter Tex.	4:56,5	12 3/8"	20"	20" loop 1/8 FAI	4.2
3.Chas. Sottich	2:24.0	12"	22"	20" loop 3mm Pir.	5.5
4. Clarence Davis		5 1/2"	6"	12" loop 1/8	10

NEW LOCAL PEANUT RULE!

Are you tired of seeing nothing but Fikes, Laceys, Cougars, and Cubs? So are we!! In order to broaden the scope of competitive Peanut Scale models HERE IS OUR NEW LOCAL RULE: YOU CAN BUILD A MIAMA PEANUT TO EITHER OF TWO SCALES: (1) 13" SPAN OR (2) 9" OVERALL LENGTH (NOSE HUB TO REAR)

We all know a 13" span Bonzo, Goon, Folkerts,or Cauldron has a fuselage of about 15", In an effort to see more diversity you can now build a Westland Pterydactyl, a Vickers Wellsley, a Spirit of St. Louis, or a Cessna AW WITH A 9" FUSELAGE LENGTH. With the above aircraft this will result in spans of 15 to 17 inches, but still Peanut Planes because of the short overall length..see? Now, get out all your old 3-views and re-examine all those long winged, or short fuselaged planes that could never be considered for a 13" span peanut model, and see how they scale up to a 9" fuselage. You will discover that most peanut plans will NOT need revision. Most long-winged planes have never been modeled in peanut size for obvious reasons. Send THE HANGAR PILOT YOUR LATEST PEANUT PLAN!!

GANSER'S LETTER: model went into a beautiful glide. It came in dead stick from about 50 feet and the timers were calling out the timme. It landed with a new record flight of 30:28.4 beating Bob Randolph's record by almost 1/2 minute. This was the only attempt to beat the record because it was getting late in the afternoon, and dark in the hangar."

NEXT MEET: SUN JAN 22 9 TO 5

1ST CLASS

TO:

THE HANGAR PILOT
EDITOR: DR. JOHN B. MARTIN MIAMA
3227 DARWIN ST. MIAMI FLORIDA 33133

CLIP COUPON ALONG DOTTED LINE

MANHATTAN MIAMA

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NAME (PLEASE PRINT) _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

I CERTIFY THAT MY MODEL MEETS MIAMA RULES FOR MANHATTAN FORMULA AND AGREE TO HOLD MIA HARMLESS FROM ALL CLAIMS AS A RESULT OF ENTRY

SIGNATURE _____