BIZARRE HAPPENINGS IN ONE AND ONLY!

THE HANGAR PILOT

THE MIAMI INDOOR AIRCRAFT MODEL ASSN.

MIAMA

ISSUE #47
MARCH 1978
AMA CLUB 0986
M.I.A.M.A.
+APRIL
THE VOICE OF INDOOR IS CALLING TO YOU!
READ THE FLYING SIGN

FROM MIAMI, FLORIDA USA

PUBLISHED BY "DOC" MARTIN AND HIS FRIENDS!



IT'S A GOOD YEAR!

FOR FABULOUS "FLY-INS"!

MIAMA SPONSORED AT DEERFIELD BEACH SR. HIGH
A 36' CLG. GYM SIMILAR TO JFK BUT BIGGER!
12 NOON - 5 pm SUN APRIL 2, MAY 7, '78

NEXT MEET: APRIL 16 OPA LOCKA - 9 TO 5

(1)

APRIL 23
MANHATTAN
PROXY
MEET

INDOOR CALENDAR

APRIL 16 OPA LOCKA
MEET #7 9-5

MAY 7 FLY-IN
DEER FIELD MIDDLE SCHL.

MAY 21 LAST MEET
OPA LOCKA 9-5

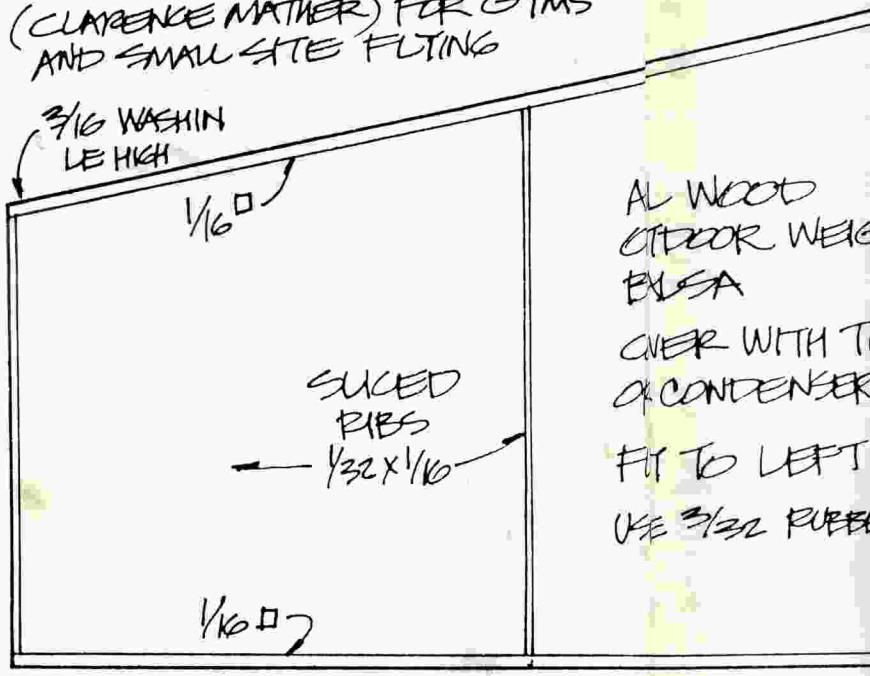
JUNE 18 - FATHERS
DAY - MIAMA ANNUAL
AWARDS DINNER

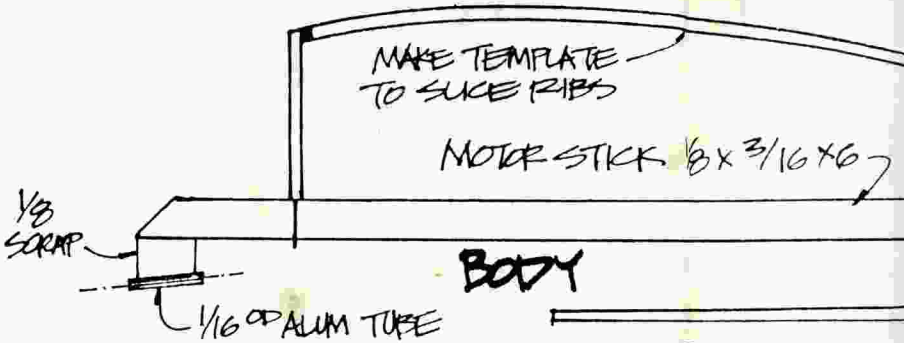
JUNE 23, 24, 25
3RD RECORD TRIALS
THE THNIRT

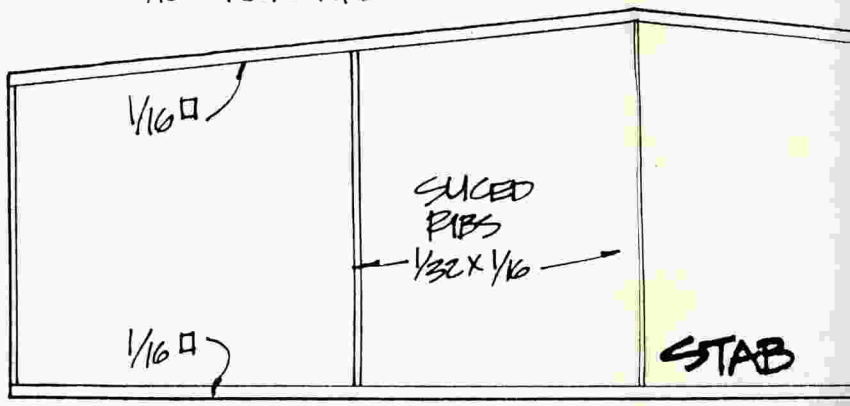
JULY 30, 31 LAKE CHAS.
INDOOR NATS

AUG 26, 27, 28
CARDINGTON ENG
WORLD INDOOR CHAMPS

"A-6" CLASS DEVELOPED BY
SAN DIEGO ORBITEERS
(CLARENCE MATHER) FOR GYMS
AND SMALL SITE FLYING







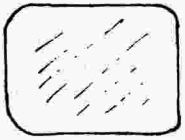
THE HANGAR PILOT ISSUE #47

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.

CLUB POINT STANDINGS WITH 2 MEETS REMAINING

1. Roman Szymula	31	11. Terry Rimert	5
2. John Martin	26	12. Bill Smead	5
3. Jim Stewart	24	13. Fulton Hungerford	5
4. John Arthur	13	14. James Smead(S)	4
5. Mike Arak	11	15. Walt Everson	3
6. Ernie Clark	9	16. Carl Linstrum (Jr)	2
7. Dan Kilgore	9	17. Heather Arak (Jr)	2
8. Ron Sharpton	7	18. Billy Hiscock (jr)	2
9. Blaine Miller	9	19. Nick DeCarlis(S)	2
10. Dick Kelso	7	20. Bob Willis	2
		21. Carl Hedley	2
		22. Allen Honey (S)	1
		23. Charles Slater(S)	1

ENTER YOUR MANHATTAN BY APRIL 14 TO BE PROXY FLOWN



WHAT TO DO ON YOUR NEXT TRIP TO THE DENTIST —

Ichiro Sugioka, of Flushing, N.Y., sent us this useful idea...and it gives you something else to think about on your next visit to your good friend, the dentist.

See that little shape there...what does it remind you of? Ah, yes...the X-ray film...the painless part of your visits... next time...comes der blitz!

Anyway, ask your dentist to save them for you...they're normally just thrown away, you know. Get rid of the paper, etc., and you have a neat little piece of lead foil that weighs about 0.7 grams. Shears cut it like paper.

It's just right for balancing your models. Cut it to fit, and cement it to the back of your scale job's nose block. Or cut a little strip to fold over and cement to the front of your Pennyplane's motor stick. Or use a bigger piece on your Hand Launched Gliders...using clay for final trim. It's just the thing.

Doc Martin must have a whole pile of these things.

STOLEN FROM ED WHITTEN

RESULTS OF MEET #5

3

I know this is rediculous. Thank goodness I don't make my living predicting how many people will show up at a monthly contest...I'd go broke. For instance..the December contest had just 4 contestants (Plus the DELTA DART folks), but the Februrary event had sixteen (16) entrants plus 13 in Delta Dart. So much for Jimmy the Greek.

Of course the contingent that drove six or seven hours all the way down from Daytona Beach had SOMETHING to do with it..It was good to see RON SHARPTON, TERRY RIMERT, JAMES SMEAD, BOB WILLIS, and NICK DeCARLIS at our meet. None the less MIAMA has not had such a fine turn out in many a year, DAN KILGORE does not enter for months, and then suddenly goes crazy, and enters five ships in one meet, and proceeds to fly the wings off them. Last meet there was not ONE entry in H L Glider, and suddenly we have SEVEN. Same with scale. Seven entries, and newcomer Nick DeCarlis took a first in Scale, and a second in peanut scale with his beautifully built and documented Fike E.

It was good to see MIKE ARAK back again competing in the very tough HL Glider event, and to see his wife and daughters Susan and Heather having a good time in the Delta Dart contest. Fred McCallum almost got hooked on our last peanut//the Reynard. We gotcha!! SPEEDY ARTHUR won glider again but this time it was NO push-over....six other guys were chasing him.
Ernie Clark and crew(All his helpers) did another great job in the Delta Dart event. He had only enough time to put up a couple of flights in Manhattan, but they were good enough to nose out Kilgore. WALT EVERSON finally got on the scoreboard with some good penny plane flights.....congratulations, Walt. I do believe that there were more people and more models in action at this meet than at any of our meets the past six years. I sorta get all choked up at such fine sights. I also choke on 3 foot puts for the money. The Delta Dart gang under ERNIE CLARK was in full cry/JILL ROSE won again, followed by Chris Norris and Julie Newberry.

REMEMBER: MIAMA NATS
UNOFFICIAL MANHATTAN EVENT
SUN JULY 30 CONCURRENT W/ INDOOR SCALE

RESULTS OF CONTEST # 5 OPA LOCKA AIRPORT FEB. 19, 1978

PEANUT SCALE:	AIRCRAFT LOCKS SCORE	APPEARANCE STANDINGS	FLIGHT TIME	FLIGHT STANDINGS	TOTAL POINTS
1.John Martin	Kalinan K-5 23.8	3rd	89.3	1st	4
2,Nick DeCarlis(Sr)	(Fike E 24.0)	2nd	78.4	3rd	5
3.Dan Kilgore	(Fike E 21.8)	4th	82.9	2nd	6
4.Dan Kilgore	(Loening Kitten 24.5)	1st	24.2	7th	8
5.Jim Stewart	(Ryan NYP 21.5)	5th	27.5	6th	11
6.Dick Kelso	(Wittman 16.0)	7th	53.1	4th	11
7.Dan Kilgore	(Pietenpol 20.5)	6th	52.0	5th	11

(4)

SCALE:	AMA STATIC	Flight:	Total
1.Nick DeCarlis (Fike E)	(5) 96	39.2	135.2
2.John Martin (Kalinan K-5	75	50.0	125.0
3,Dan Kilgore (DH Moth)	88	26.0	114.0
4.Dick Kelso (Monocoupe 90A)	72	13.5	85.5

EASY B 1.Roman Szymula 9:19.5
2.Jim Stewart 8:28
3.James Smead(Sr) 2:43

HL STICK:
1.Roman Szymula 7:54.5

PAPER STICK:
1.Roman Szymula 10:45

GLIDER RESULTS:
1.John Arthur (39.8)(44.3)
2.Ron Sharpton(39.5)(38.0)
3.James Smead(Sr)(37.5)(38.0)
4.Mike Arak (34.0)(28.0)
5.Jim Stewart (29.6)(26.5)
6.Terry Rimert (07.6)
7.Bob Willis (Sr)(04.0)

PENNY PLANE
1.Roman Szymula 7:14,8
2.James Smead(S) 4:17.5
3.Walt Everson 3:35.0
4.Bob Willis 2:04.2

MANHATTAN CABIN:
1.Ernie Clark 3:15
2.Dan Kilgore 3:03

DELTA DART RESULTS: Prizes donated by Orange Blossom Hob.

*1.	Jill Rose	35 seconds
*2.	Chris Norris	32
*3.	Julie Newberry	30
*4.	Heather Arak	29
*5.	Jeff Rose	28
*6.	Bill Norris	
*	Cliff Shaw	26
8.	Steve Newberry	24.5
9.	Susan Arak	22
10.	Jeff Norris	18.8
11.	Tracy Norris.	18.2
12.	Larry Andrews	18.0
13.	PaulG,	16.8
14	Lee Andrews	15.8

* PRIZE WINNERS

(5) FROM THE HORSES MOUTH + OTHER ORIFICES:

As the old mail bag slaps down on the tarmac it occurs to us here at MIAMA, Hq of the Sunshine squadron and leaders of the pasty faced indoor movement, that we would like to hear from all you folks out there in the various gyms, living rooms, auditoriums etc. Some of you pilots have been getting this newsletter for over five years, and we never hear a peep out of Y'all. Let's hear from you, and while you're at it...send in an article, a plan, or a contribution.

We did get a fine letter from Walt Schroder, Pres. and Publisher of Model Airplane News, in response to our questioning whether the Nats should be all at one time, or whether the separate interests should conduct their own Nats. I knew the suggestion (For a separate Nats) wasn't new, and Walt said he was hooted down over twenty years ago for suggesting the same thing. He likes the idea but is afraid of insufficient funds and insufficient manpower to put on four separate Nats a year. How do you feel about this matter? Walt was very complimentary to the HANGAR PILOT.

We also heard from member Al McAdam who is now at RT 1, Box 24 Navarre Fl. 32569. He wants to know when Bill Hiscock will be in Destin. Al's phone is: 904-939-2188. He feels he can get some indoor started at a local Air Force hangar. Good luck at the new campground, Al.

If you haven't done so, kindly read the article on "THE FATE OF OUR FLY-INS" We have only one last fly in date, and the planning for next year is based on the response.

DENNIS NORMAN has been doing a super job as editor of "CROSSWINDS", the publication of the Cleveland Free Flight Soc. His newsletter is filled with scale free flight plans and articles. He is going at such a pace that he can never keep it up(I say after 47 issues). Feel free to lift any material you wish out of HANGAR PILOT, Dennis, and keep up the good work.

THUPPORT THNIRT

JUNE 23-24-25

THINK ZHNIRT!

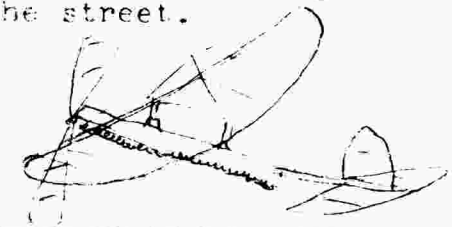
THE 3RD INTERNATIONAL NMAS RECORD TRIALS

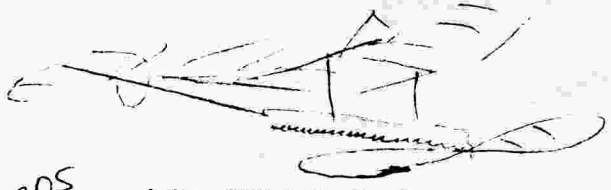
WEST BADEN INDIANA, JUNE 23, 24+25

Although you may have missed the first and second recordtrials (FNIRT & SNIRT), I'm sure you heard a lot about them. Those present had such a fine time that they have spread the word to fellow indoor modelers, and a tradition has been established in just two years. This may not be the BEST meet in the nation but it is certainly the CHEAPEST. Just check those room and food rates if you care to argue. We fly in the Atrium, a magnificent domed room at the Northwood Institute in West Baden, Indiana. It is 98' high and over 200' in diameter. All of our rooms surround the atrium, and overlook the flying activity. Meals are also served at the site so no time is lost eating.

$15

WHAT YOUR FAMILY CAN EXPECT AT NORTHWOOD: There is plenty for the gang to do. In nearby French Lick the Sheraton will honor guests from Northwood for swimming, golf, tennis, mineral spa, or a tour of Kimball's piano factoryY You are reminded that you will be housed in dormatory rooms in a very old college, and NOT plush hotel rooms. No air conditioning. Linens(Beding) and towels will be provided, but other creature comforts should be brought. The college has a policy of no alcohol on campus, and also requests that the dorm rooms be left in good order. For those desiring air conditioning, there is a motel across the street.





INDOOR AMA CEILING CATEGORY II

3.2. Record Trials. Competition conducted solely for the purpose of providing opportunity and facilities for attempts to establish or surpass existing official model aircraft records, with no awards provided for the winners. In attempting to establish records, flyers in Record Trials competition shall be permitted as many flights as possible. Where flights are scored according to the highest or fastest single flight time, no limitations shall be placed on the order of flights. In categories scored on the basis of the total flight time for three or more official flights, each attempt to establish a record shall consist of a complete series of three or more official flights, so that no flight or flights of one series shall be combined with a flight or flights of another series for scoring purposes. The first flight of a contest series is assumed to be the start of a record attempt. The start of any other record attempts (at a contest or record trials) must be declared prior to the first flight of each attempt.

THE RECORDS AS OF JAN. 1978 - PICK A CATAGORY AND BEAT THE OLD RECORD

Indoor, AMA Ceiling Cat. II

	Junior	Senior	Open
ROG Stick	5:29.6	11:09.0	15:53.2
Paper Stick	15:13.2	19:34.2	24:16.0
HL Stick	18:21.2	29:31.0	35:08.4
ROG Cabin	11:41.8	15:42.2	25:19.8
Autogiro	0:55.0	5:20.2	6:32.8
Helicopter	6:20.8	4:47.8	7:31.8
Ornithopter	0:30.0	1:30.2	5:15.2
HL Glider	2:10.4	2:32.6	2:22.8
FAI Stick	18:21.0	29:31.0	32:40.0
Pennyplane	10:05.8	10:03.8	13:42.0
Nov. Pennyplane X	9:31.4	3:07.1	8:31.3

X NOT INCLUDED IN 1978 INDEX

NIMAS AWARDS: Beautiful pewter mug trophies will be awarded from 1st to 10th overall based on the Index of Performance of the 11 recognised indoor classes in the indoor record list. What is Index of Performance? This index is how well the best flight of your type of model compares with the national record for that type of model in your age group. In addition to index of performance mugs, there will be trophies for Easy B, Manhattan, Scale, and Peanut Scale so you see there will be something for everyone, ★THINK THINRT

WORKERS NEEDED: Even if you don't intend to enter we recommend that you would have a very good time helping, socializing, and spectating, and meeting these top notch indoor aces. You can time, compute index, or help scale judging. We need watches, and pocket computers so don't leave yours at home. Volunteer to the CD or his associates. Where else can you stay 3 days for $

AIR CONDITIONED MOTEL: Just across the street. Please make your own arrangements. West Baden Springs Motor Inn. 812-936-9995 POB 38 West Baden, Ind 47469 $9.95 single 14.50 Dbl.



THE ONE AND ONLY THINRT OFFICIAL ENTRY FORM

NAME _____ AMA # _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP _____

CLASSES I WILL ENTER _____

NUMBER OF PERSONS IN MY PARTY ____ HOW MANY NIGHTS? ____

NUMBER ATTENDING BANQUET ____ TO FIGURE COSTS, SEE OTHER SIDE OF FORM

TOTAL BREAKFASTS ____ TOTAL LUNCHES ____ TOTAL DINNERS ____

TOTAL AMOUNT ____ SEND TO: DR. JOHN B. MARTIN CD
3227 DARWIN ST.
MIAMI FL 33133

THE FATE OF OUR FLY INS:



I have just returned from our April2 fly-in and have been threatened by all the female members of my household for neglecting to do a lot of stuff I should have done instead of running off on a 100 mile round trip to Pompano (Deerfield) beach etc, etc, etc,. The poor attendance is probably due to lack of publicity rather than great distances from Miami, but in either case it is a great discouragement to Earnie Clark who has promoted this site at Deerfield Middle School. The other discouragement is that the few who have shown up have had to share the $25 dollar fee for the facility, and with only 4 hangar pilots in attendance it gets more expensive than bowling. We do have one last fly-in scheduled for this year onMay 7th. This is a nice 25 foot gym with lots of floor space and the kind of rafters you can bounce a plane off of without hanging up. We do pass the hat to make up the $25 fee.

Getting there is a bit much but lucky for me I have a Civic. GO NORTH ON I-95 TO SAMPLE ROAD EXIT. GET OFF & GO EAST TO THE SECOND LIGHT (DIXIE HWY.) LEFT HERE TO DEERFIELD, AND GO RIGHT AT TENTH ST. LEFT AT SIXTH AVE. FOR ABOUT ONE BLOCK. TIME IS 12 to 5 PM on MAY 7th. If in doubt call Earnie Clark at 1-943-3299. Call him anyhow and tell him he's doin' a good job, 'cause he is...'Y otta see all those kids with their Deltas.

BE AT OUR LAST FLY-IN → MAY 7 1978 ←



HOW TO FLY IN A SALT MINE

The above headline is not humor. I doubt if any of us will be in Slanic, Romania to fly FAI FlD models in competition, but I suggest any of our readers who try out for the world FAI USA team find themselves in this famous site, they would be wise to clip out this article for future reference. I take these excerpts from a letter from our friend in Czechoslovakia, Mr. Lubomir Koutny. He builds all types of indoor models, and does some excellent photography of models as well. Here is his letter with his advice on H OW TO FLY IN SLANIC:

"As to flying in Slanic I think the success could be riched only by very thorough preparation. This information is according to my experience there in 1975.

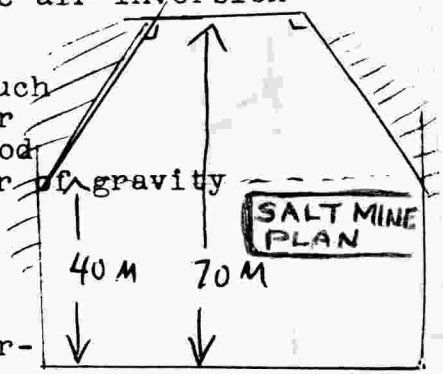
Indoor temperature: By the floor plus 5 degrees C, by the ceiling, plus 15 degrees C., and relative humidity is OVER 95%! That is why you must do the following:

a. The propeller must be painted because of waterproofing. In another case the propeller pitch will be 20% more after landing and won't be suitable for the next start.

B. Select the rubber that can return an optimal performance at these temperatures: Plus 5 degrees at start for 5 minutes. plus 15degrees C. for cruising at ceiling for 15 min., plus 10 degrees C. descending flight if rubber has many turns.. it is all OK for 15 min.

The model should be stable and shouldn't be responsive to air circulation at the height of 40 meters where air inversion will take place.

If you have no possibility of training in such conditions I recommend to use hard propeller with symetrical blade shape. It is very good if the model and rubber have the same center of gravity. You will have to test many kinds of rubber in Slanic to find the best one.



THE SLANIC DECALOGUE: (1) The model must climb up to the ceiling.

(2)The revolutions(Turns in rubber)are important, also for descending flight.

(3)You needn't the lightest plane, but this plane must be steady enough to keep the rubber for victory flight.

(4)You must have warm dress, warm boots, and lamp.

(5)The walls of space for competition aren't smooth. The model may hang on the wall, maybe break it, or you lose it.

REPRINTED FROM MARCH '78 HANGAR PILOT.

HOW TO FLY IN A SALT MINE (Cont.)

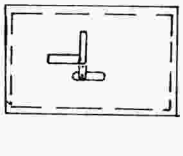
(6) If you lucky you can clear wall on descent by make use of thermal stream (Warm from lamp) and very to better your fly.
(7) After you have drink the tenth brandy you feel better yourself, but in this case you wouldn't be able to fix the rubber properly.
(8) If you train much you have many models hanged on the walls and only a few models in a box.
(9) Don't waste the time with the Romanian girls. It is better to repair models. If you nothing to repair it is better to discuss with the friends and drink a little brandy. It is necessary prevention for your metabolism against reaction to their food.
(10)Only two best flights are included in results. That is why you shouldn't give up your hope after some unsuccessful flight. Try to do your best up to the end of competition.

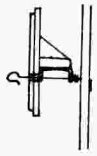
We would like to thank Mr Koutny very much for his advice.

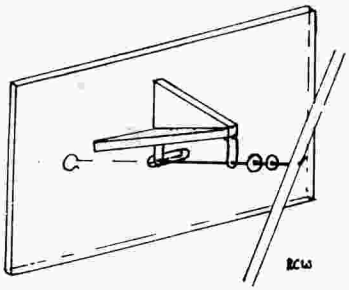
A CZECH FLY-IN TYPE HELI-COPTER:

STOLEN FROM STAR SKIPPERS:

INTERCHANGEABLE PROPELLER BEARING FOR MANHATTANS







This nose block allows modelers who are not sure of the propeller configuation to experiment. It is especially good for beginners, who may not consistently make adequate propellers, to try a heavy EZB prop.

The noseblock is light; the one constructed weighing only 0.12 grams. It consists of four pieces of balsa wood and a commercial dual bearing, reinforced by Japanese tissue.

Cement together the two retangular pieces with crossed grains so that the larger forward piece has the grain running the long dimension and the smaller inside piece's grain running the short dimension.

Cement the bearing to the vertical triangle and reinforce with tissue. While drying, drill center hole, and elongate hole as in drawing. Attach vertical triangle and bearing to front rectangle. Attach second triangle, and, when dry, reinforce with tissue by wrapping tissue around entire assembly of both triangles and bearing.

Note: Slot in nose block must be on same side as slot in rear bearing. If bearing is of 'pig-tail' type, slot must be appropriately placed to suit.

Note: Prop shaft must have a hook for the rubber as in the illustration in order to assist putting on the prop.

(13) MARCH 19 1978 - CONTEST 6 OPA - LOCKA.

Meet #6 was as well attended as #5 with frantic activity in Glider and Delta Dart. The visiting contingent from out of town (Rimert, Jim & Bill Smead, Miller and Sharpton) really flew some great glider flights. Blaine Miller recorded only the third flight of over fifty seconds in the hangar with a 51.1 (51.6 and 101.9 are the Florida State Cat II records) Bill Smead was flying VERY well too, Ernie Clark, Mike Arak, Dave Linstrum and crew had 13 very enthusiastic Delta hangar pilots turning in some fine times. Roman was CD for this meet, the last one for SAM PENROD. We are certainly going to miss SAM..Good luck, good retirement, and good fishing...from all of the MIAMA hangar pilots!!

PEANUT

1. John Martin (Cessna AW 24) 1 100ks, 1 flight 32.6,43.5
NYP)23.5)2 looks 3 flite 23.0,22.6
W 16) 3 looks,2 flite 35.8,35.4
sna 79 looks, 53.5 flite 132.5
ail 68 looks,12.5 flt. 80.5
Robin 59 lks.,17.5 Flt. 76.5

:49 MANHATTAN:
:05 1. Earnie Clark 2:35
:26 PAPER STICK:
:43.9 1. Roman Szymula 8:49
:13.8 2. Jim Stewart 7:04
:04.5
:12.0
51.1)(49.2) 100.3
45.0)(47.5) 92.5
41.4)(37.0) 78.4
38.9)(36.6) 73.5
(35.5)(34.5) 70.0
(31.6)(34.4) 66.0
(29.5)(31.0) 60.5

LINSTRUM IRT WORK

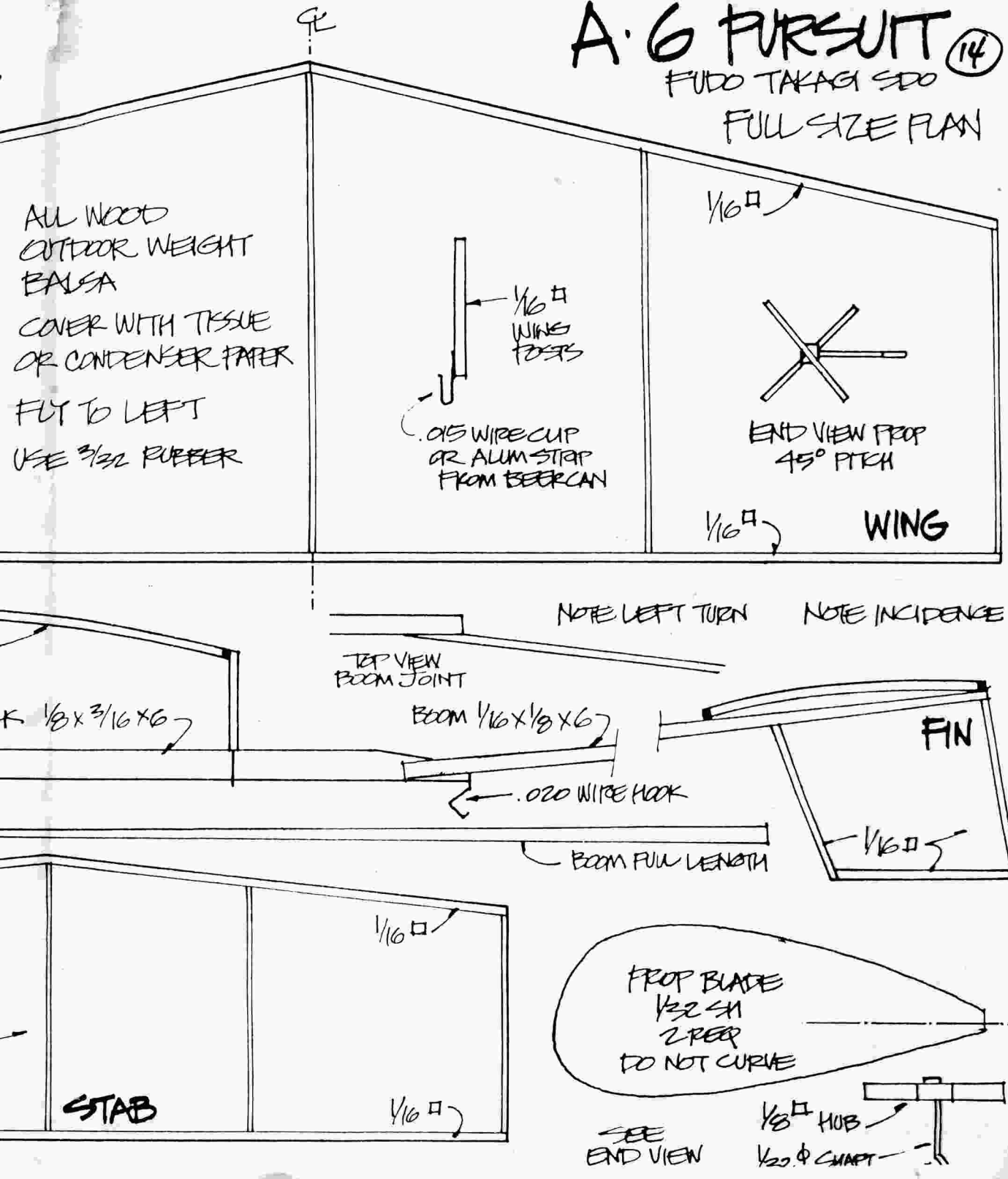
DELTA DART

1. HEATHER ARAK 31
2. JEFF NORRIS 29.6
3. TRACY NORRIS 28
4. CLIFF SHAW 26.8
5. BILLY NORRIS 25.8
6. SUSAN ARAK 24.6
7. DON JACOBS 24.0
8. CHRIS NORRIS 21.0
9. SCOTT JACOBS 20.6
10. LARRY ANDREWS 20.2
11. JULIE NEWBERRY 19.8
12. NAT MILLER 18.0
13. STEVE NEWBERRY

A·6 PURSUIT (14)

FUDO TAKAGI SDO

FULL SIZE PLAN



1ST CLASS
NOT JUNQUE MAIL

TO:

THE HANGAR PILOT
EDITOR: DR. JOHN B. MARTIN MIAMIA
1227 DARWIN ST. MIAMI FLORIDA 33133

BUILD A "P.30" FOR SUMMERTIME!

SAN DIEGO ORATEERS P.30 RULES:
30" MAX PROP SPAN, 30" MAX CHL INC PROP
MUST USE STOCK, UNMODIFIED 9½" PLASTIC PROP
10 GRAMM MAX RUBBER WEIGHT (CdH)
120 SEC MAX FOR SMALL FIELDS!

Pea Three-Oh

P-30 CLASS RUBBER
JACK O'LEARY MMAC

COURTESY MODEL AIRPLANE NEWS VIA