LATEST BIZARRE HAPPENINGS IN

THE HANGAR PILOT

ONE AND ONLY!

UNCENSORED!

THE MIAMI INDOOR AIRCRAFT MODEL ASSOC.

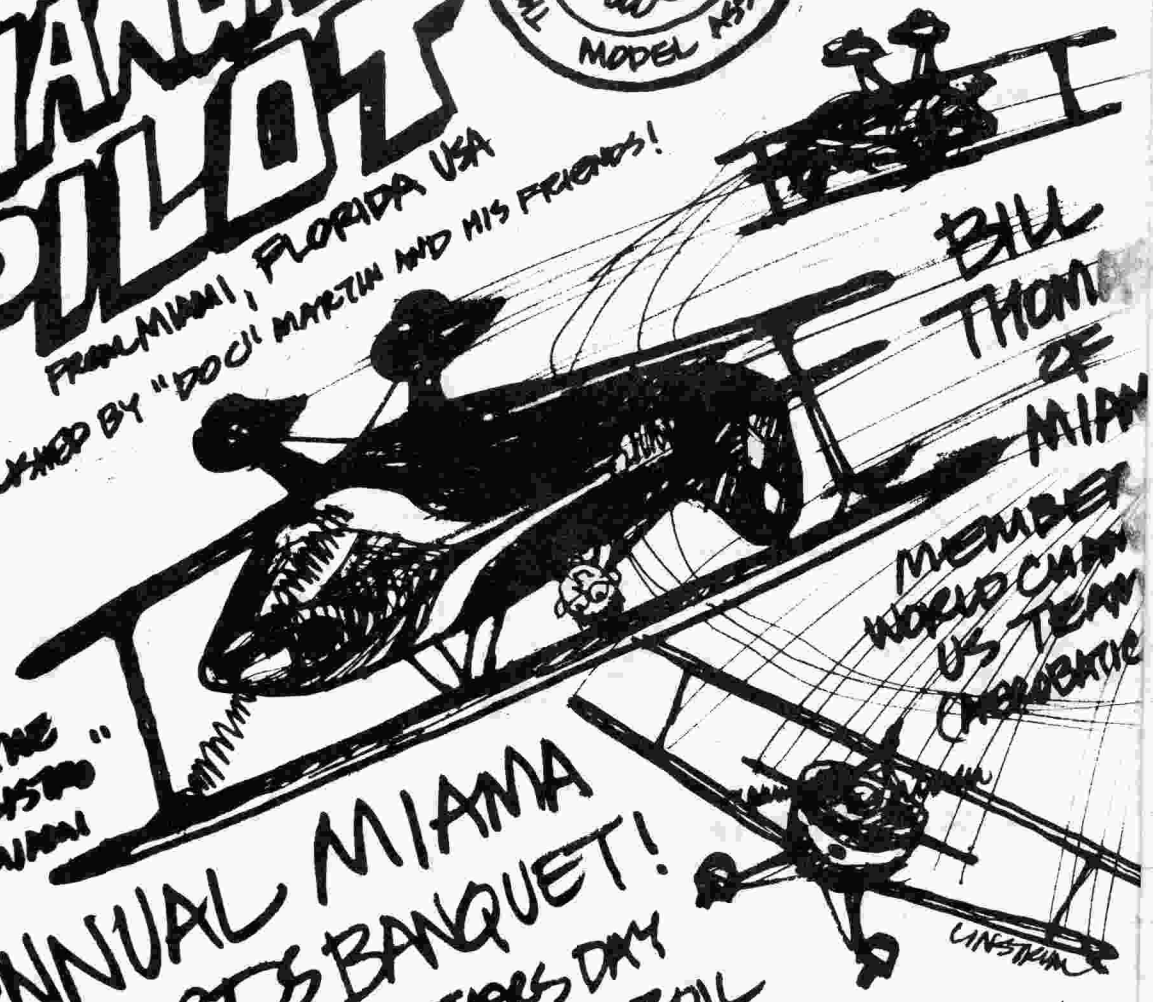
MIAMA

ISSUE #48
MAY 1978
AMA CLUB 986

MIAMA!

FROM MIAMI, FLORIDA USA

PUBLISHED BY "DOC" MARTIN AND HIS FRIENDS!



BILL THOM
OF MIAM
MEMBER
WORLD CHAM
US TEAM
AEROBATIC

AT THE "LE BISTRO" S. MIAMI

ANNUAL MIAMA AWARDS BANQUET!

JUNE 18 FATHERS DAY

FEATURING PENN 2011 FILMS OF U.S. AEROBATIC TEAM FLYING TWO PITTS SPECIA

NARRATION BY BILL THOMA

The Hangar Pilot ~ Issue #48 MAY '78

The Hangar Pilot is published by Miami Indoor Aircraft Model Association, AMA Club # 966, 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.

ANNUAL AWARDS DINNER

ON FATHER'S DAY JUNE 18TH AT THE

CAFE BISTRO

BUFFET DINNER $3.95

FEATURING MOVIES AND GUEST SPEAKER:

BILL THOMAS (MEMBER OF USA WORLD AEROBATIC TEAM)

The Cafe Bistro is in the Quality Court Motel in deepest South Miami (Just North of Perrine). See article elsewhere for particulars. It is At 14405 S. Dixie Hwy, just South of Coral Reef Dr.(144 St.SW)
TO GET THERE from the North like Lauderdale,etc. go South on Florida Turnpike, get off and go East on 152 St., and make a left on S. Dixie, OR Come down I-95, go South on '826-S' and continue S. on Dixie HWY. If lost call 251-2000.

See movies made by Pennzoil of the US Aerobatic team's win in 1972 in France, and 2nd place finish in 1976 in USSR. Meet one of the 5 man team members, and hear him narrate the films. Applaud the annual trophy winners9And maybe pick up an award yourself. Call 858-6363 to make reservations for a fine evening.

AVOID THE ONION

COCKTAILS	4:30
DINNER	5:30
AWARDS	6:30
MOVIE	7:00

DUAL MEET #7 - PROXY + MIAMA - APRIL 23 1978

(2)

One week late, due to the blimp being in the pocket, we had confusing meet #7. This was the scheduled date for the Manhattan Proxy contest so both were held together. A not too great arrangement, but it made for a novel meet. Fortunately the number of postal entries was small or the whole day would have been a fiaco. As it was most of the regular contest flying, with the exception of Glider, Delta, and Manhattan was foregone to help Roman do his proxy flying. Ernie Clark's crew of Delta flyers was active as usual, and as a result of the Proxy contest we had a record Manhattan entry.

MEET 7 RESULTS:

Easy B 1. Ron Sharpton 6:22.8
Manhattan: 1.Dan Kilgore 4:45
2.John Martin 3:55
3.Carl Hedley 2:27
4.Jeff Everson(J) 1:53
5. Ernie Clark :28
Walt Everson ---
SCALE 1.Dick Kelso, Wittman VW
GLIDER: 1.John Arthur (43.5)(47.2)
2.Mike Arak (41.8)(41.6)
3.Ron Sharpton(40.0)(42.2)
4.Terry Rimert (32.4)(34.5)
5.Jim Stewart (28.5)(27.0)
PENNY: 1.Ron Sharpton 4:05.6
DELTA DART: 1.Chris Norris 30.8
2.Heather Arak 29
3.Lisa Mega 26.8
4.Tracy Norris 23.3
5.Cliff Shaw
6. Steve Newberry 21.7
7.Julie Newberry

CLUB POINTS - 1 MEET TO GO!

1.Roman Szymula	31
2.John Martin	28
3.Jim Stewart	25
4.John Arthur	18
5.Mike Arak	15
6.Dan Kilgore	12
6.Ron Sharpton	12
8.Ernie Clark	10
9.Blane Miller	9
10.Dick Kelso	8
11.Terry Rimert	7
12.Bill Smead	5
13.Fulton Hungerford	5
14.James Smead (S)	4
15.Walt Everson	3
16.Carl Linstrum(J)	2
17.Heather Arak (J)	2
18.Billy Hiscock(J)	2
19.Nick DeCarlis(S)	2
20.Bob Willis	2
21.Carl Hedley	4
22.Allen Honey(S)	1
23.Charles Slater(S)	1



LAST MEET : 9705

SUN MAY 21 OPA-LOCKA

AVOID THE ONION!

FROM THE HORSES MOUTH + OTHER ORIFICES.

(3) A letter from England from John O'Donnell, 36 Marina Drive, Marple, Stockport, Cheshire. He never finished the Manhattan he intended sending us for the Proxy. In England they have a 6 Gm. minimum weight and require the wing mounted directly to the fuselage. All other rules are the same. In view of the difficulty of safely sending a 4 gram model through the mail, and also the difficulty a beginner or outdoor free fligh fan building a 4 gram model, I feel that 6 gm. might be a worthwhile change. I have never built a Manhattan less than 5.5. The wing mount rule merely takes away 8 square inches of wing area and makes it a lot tougher to break 4 minutes. How about comments.

BOB MYERS ran afree flight meet on Mother's day, but the PILOT came out too late to plug it. Their Markham Park flying field, 16001 W. State Road 84, Ft. Lauderdale encourages maxes in the two minute range. For more info on local free flight flying write Bryton Barron (Secy) 7710 NW 8 St. Pembroke Pines 33024.

JOHN TRIOLO of New Jersey, who won Manhattan at the 1976 Nats in Ohio comments on raising the weight to 6 grams. He would prefer to either limit prop diameter , or shorten the fuselage. He feels that a ratio should be established between wing span and prop diameter. John frets that there are no multi-winged Manhattans and speculates on a way to introduce them. (John Triolo 195 Parsippay Rd. Whippany, N.J.) John also comments he has no quarrel with our present rules.

THINK THNIRT... If publicity can make a meet successful, the THNIRT is gonna be a Barnum and Bailey circus. You can hardly lift a model mag these days without reading about it. Dave Linstrum had mention of it in VTO; it's listed in Competition Newsletter in Model Aviation along with our Ad. Bob Meuser mentioned it in his Free Flight column, Bill Hannan had it in his "Hangar" in Model Builder, and Ed Whalley mentioned it in his "With the Model Builders" in Flying Models. Also Bud Tenny is including 5oo'flyers' in the next issue of INAV, if it ever comes out..(Sorry, Bud). Did we miss anyone? Bucky Servaites is going to bring the cylinder of Helium, and shroud the obstruction in the roof. MICRO-X IS DONATING MANY INDOOR SUPPLY PRIZES.

Some bad news reported by BILL HANNAN. That beautiful EAA reproduction of the Spirit of St. Louis that visited 6pa Locka airport last October is no more. The Ryan NYP was consumed along with many other vintage aircraft in afire that destroyed the San Diego Aero Space Museum. Also lost was the aircraft library with many volumes to delight the historian and scale builder. The plans to restore the museum by Dec. are well underway. All contributions are welcome.... funds, vintage books, photos, or memorabilia. ED LEISER Aero Space Museum Emergency fund Rm. 203 Casa Del Prado Balboa Park San Diego Ca 92112.

(CONT. NEXT PAGE)

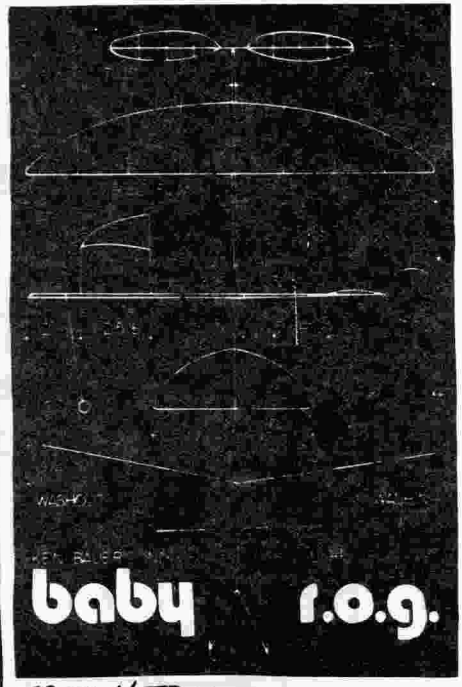
HORSES . . .

Besides the enfusion of enthusiasm brought on by our youthful Delta Dart pilots, we've gotten some more older modelers interested indoor. Terry Rimert and Ron Sharpton have travelled va st distan to become regulars at the meets, and at meet #7 Col.(Ret) Bob Shaw down from Clearwater with his wife, flew some peanuts, took some photos, and seemed to be having agreat time.

If you guys wonder why I don't build more, try putting out this newsletter. Betcha Walt Mooney could build two Hergt monoplanss while I mistype one PILOTon this old ROYAL. The "A" key was broken last month but that didn't deter old Dave Linstrum from using it a few days to type his VTO column. I didn't know how he could type with the A missing but he said it was easy. He just left spaces ad then went bak and hand lettered them in. As you can see from the last sentence the A key is still not working too well.

A PEANUT 'NEW RULER' (NEXT PAGE)

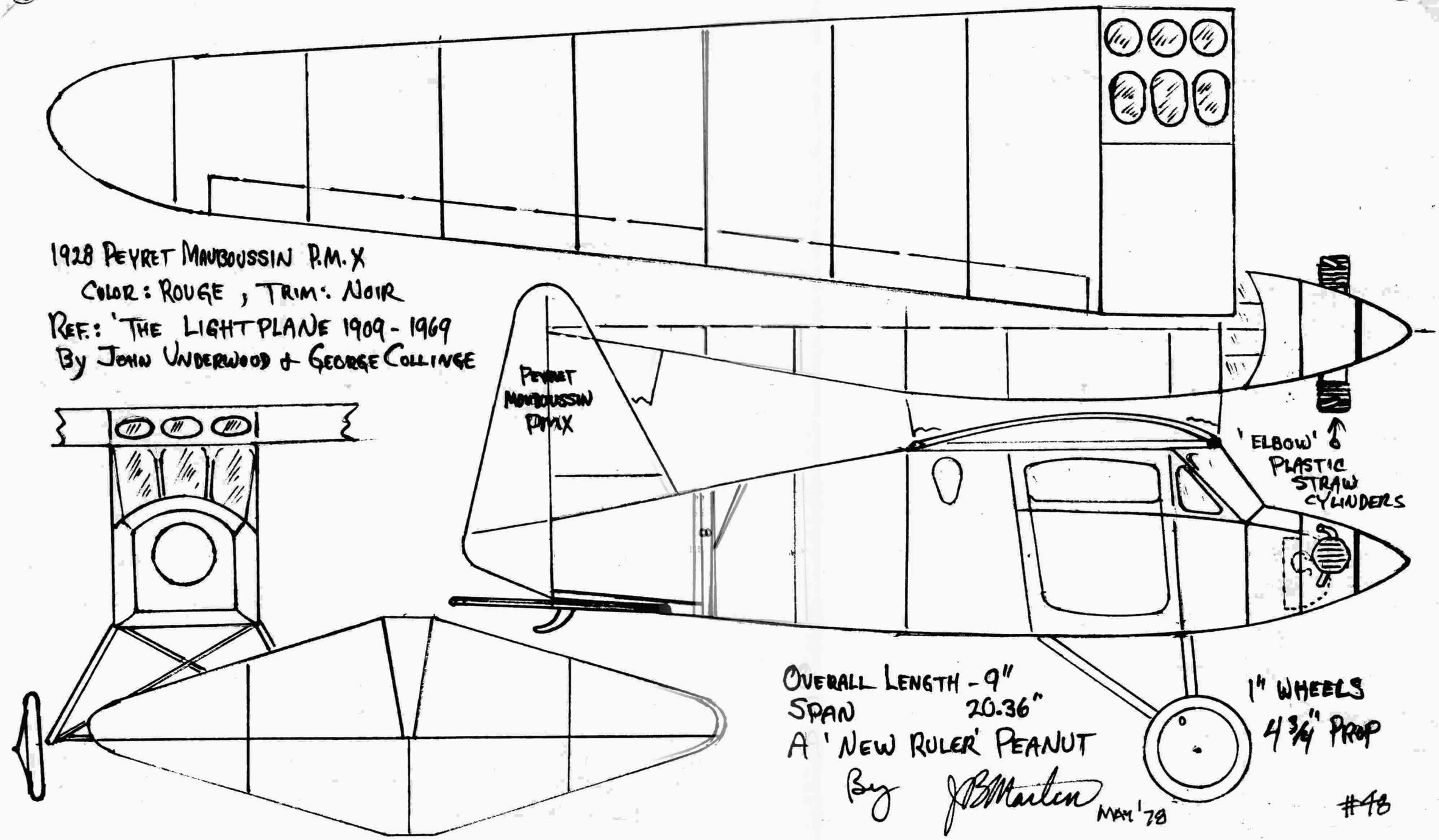
The Peyret-Mauboussin FM X. As soon as a rule change is made some idiot really takes advantage of a good thing. If the overall lenght of a peanut is scaled to 9 inches (Our new rule) then some spans get quite big. Witness this 1928 little French record breaking light plane. With only a 34 HP ABC motor it set many a speed and distance record. A 3-view can be seen on p. 40 of John Underwood's "The Lightplane", and a photo on P. 37. With a length of 9 inches it spans 20.36" !! This could be a Fike eater. "Could be" 'cause I haven't built it yet. I did make a 36" jumbo scale model of it which flew very well, and the fuselage was no doubt the shortest ever built on a "jumbo". As with all my plans I assume the builder is just as brilliant as I and therefore I don't trouble you or myself with trifling details like the shape of each rib or nose section. Just use your favorite method to achieve these goals. You would a nyhow despite what the plan calls for..I know you guys.



FROM VTO -
MODEL AIRPLANE NEWS • November, 1976

1977-1978 Season

LAST MEET: THIS SUN. MAY 21



1928 PEYRET MAUBOUSSIN P.M.X

COLOR: ROUGE, TRIM: NOIR

REF: 'THE LIGHTPLANE 1909-1969
By JOHN UNDERWOOD & GEORGE COLLINGE

OVERALL LENGTH - 9"
SPAN 20.36"
A 'NEW RULER' PEANUT

1" WHEELS
4 3/4" PROP

By J B Marten MAY '78

#48

(7)

We are indebted to Charlie Sotich for this fine adjustment article from the Illinoise Model Aircraft Club, which no longer has a publication.

ADJUSTING THE INDOOR MODEL

by Charles Sotich

The real trick to getting the most time out of an indoor rubber model is finding the best combination of propeller and rubber motor. The only way to find this combination is through a lot of test flying. If you intend to do any contest flying, don't wait until the day of the contest to try out a new model.

The basic steps in adjusting the flight trim are as follows:

1. Locate the CG in the correct position relative to the wing with the motor in place. Adding weight to the nose may be necessary.
2. Preset the wing incidence. It should be adjustable.
3. Have the fin built for left turn.
4. Have wash-in built into the left wing panel.
5. Make a test flight with the motor wound to about ½ turns to check wing incidence and fin setting.

After you launch the model, walk slowly behind it on the inside of its circle. By staying close you will be in a good position to catch it if it should dive or stall. Observe to see what adjustments are necessary. Reduce the wing incidence if it stalls, give it more left rudder if the turn is too wide, etc.

Some models seem overly sensitive to wing incidence, stalling or diving if only very slight increase/decrease changes are made. To overcome this, add some weight to the nose (clay or a piece of tape) to move the CG forward. When building your next model, keep the tail lighter and/or place the wing farther back.

On successive flights, increase turns by 100 or 200 each flight. Best flights are usually made when a model climbs to the maximum possible altitude, yet has only about 10% turns left when it hits the floor.

I. If the plane will not climb high enough and has
   a) many turns left - Shorten motor and/or use larger size rubber
   b) very few turns left - lengthen motor and " " " "
II. If the model climbs to the ceiling and has many turns left, shorten the motor and use a smaller size rubber.

Rate of climb and altitude reached can be controlled to some extent by the winding procedure. By unwinding 50-100 turns when you finish winding you can eliminate some of the initial power burst. At the sacrifice of this procedure will reduce stresses on the model, and also enables you to use a larger rubber size if the correct size is not available.

The size of circle a model turns in depends on these factors:

1. The size of the building and available floor space
2. Drift due to air currents
3. Shape of the ceiling, and location of obstructions (lights, beams)

When flown with full turns, some models tend to fly straight, losing their normal left turn. This is caused by insufficient rudder area, needed to counteract the torque effect. If rudder area is increased the model will hold normal turn path during its initial climb phase.

Newcomers to indoor flying often have difficulty getting their models to climb. Most articles and plans for indoor models show prop and rubber combinations which work well on light versions, but are very unsuitable for the heavier models beginners are likely to build. The heavier model must fly faster to stay up. We can get the extra air speed by using larger rubber and/or reducing prop diameter, pitch and blade area, resulting in a faster prop. It is a good idea to make extra props of various configurations and compare the way your model behaves as the props are changed. If you have only one prop and the model won't climb, try cutting off the blade tips bit by bit.

NATS

UNOFFICIAL MANHATTAN EVENT FOR THE MIAMA TROPHY

SUN JULY 30

LAKE CHARLES

CONCURRENT WITH INDOOR RUBBER SCALE

MANHATTAN PROXY CONTEST-Local boy makes Good!

Roman flew them all!! How fair can a proxy meet be? Because we had so few out of town entries, and just 9 Manhattans it was considered very fair to have one pilot fly all the pla nes. Roman had his hads full repairing shipping damage,replacing blown motors, trimming and flying. He didn't get to fly any of his own planes in contest #7, but he was way ahead in points anyhow and,Besides, what an education. In particular he had a bad time with JIM MILLER's beautifully built "Red Baron". It seema the Filatti that Jim had included kept breaking and breaking. The flights finally made on local rubber were far less than should be expected. His .085 broke at 60 winder turns, and the .090, after one 3 minute flight, broke next time at 90 turns. At just 4 grams it was the lightest plane, and had a strange pendulum-like stability possibly due to the poly-hedral stab,and tiny rudder. DAVID HAGEN's model arrived from Oregon in a box that looked like it came from Lithgow. It weighed a ton and we soon discovered why. Dave had written a book of instructions that took Roman two hours to read(Ten pages of legal size paper).I understand MGM is going to make a movie from his book. He had never flown his model outside of his 7 foot living room, but it flew very,very well for second place. It was a light, delicate ,and complex model from an unpublished BOB MEUSER design..The Grasshopper. It should do well at the THNIRT. JOHN O'LEARY, Pres. of the Minneapolis M.A.C. sent a model thatcame in fourth place and seemed capable of more than the 3:33 achieved. DOC MARTIN finally broke the 4 minute barrier as his yellow and blue checkerboard Gotham Bummer flew 4:01 for 3rd place. CARL HEDLEY, JEFF & WALT EVERSON had all built their first Manhattans for the occasion and they flew very well indeed.

PROXY MANHATTAN RESULTS -Best of 5 flites

1.	Dan Kilgore Plantation Fla.	4:49.1
2.	David Haggn Oregon City Or.	4:17.0
3.	John Martin Coconut Grove Fl.	4:01.0
4.	John O'Leary Minneapolis Mi	3:33.2
5.	Jim Miller Cincinnati Oh	3:19.0
6.	Carl Hedley Miami	2:27
7.	Jeff Everson Coral Gables	1:53
8.	Ernie Clark Pompano Beach	....
9.	Walt Everson Coral Gables	....

Last but not least-the local hero and boy model builder.. young DAN KILGORE, The WINNAH!! He copied almost all the design and features of the TRIOLO Skyscraper except the L.G. His model was modestly called "Number 3", and was no light weight. Roman really got it to perform. It weighed 6.5 grams, had a 10½" prop, and a 22" loop of FAI 3/32" rubber(.093). On the winning flight it dead sticked in from 10 feet up. Congratulations,DAN, wait till BILL HISCOCK hears he has to take YOU out fishin' as part of your winnings. Also a trophy, and a free dinner at our banquet on Fathers Day. I can't stand it.

AWARD BANQUET TREAT

In 1972 th U.S. Aerobatic Team flew in competition at Salon-de-Provence, France. They stunted their little red Pitts biplanes so well that they won the world competition. Four years later the 5 men and 2 women flew again in Russia, and the memory is painful to aerobatic fans. They finished in a disputed 2nd to USSR in a meet similar to the basketball game between these na tions in the 1976 Olympics. Now a member of both these teams, Miamian BILL THOMAS, will show the Pennzoil movies of these exciting air meets to MIAMA members and guests at our annual Father's Day awards banquet. He will narrate the movies and give a competitor's insight into their problems and training. Bill teaches aerobatics at Tamiami Airport and in years past has flown some peanut scale models with MIAMA. Come on out to the dinner on June 18 at the Cafe Bistro even if you haven't done any flying this year. The directions to get there are inside the front cover.

A word about the Cafe Bistro. It is a bit remote in far south Miami, but that is the only negative fact. It is newly opened by the former chef at the Brasserie in the Coconut Grove Hotel. The cusine is excellent, the selection at the buffet is huge, and the price is definitly right ($3.95). Good food at a good price. We will have to adhere to the time schedule because our banquet room is used after 9 for musical entertainment. Hence the rather early start for the festivities. Call 858-6363 for reservations..bring a friend.

COCKTAILS 4:30 DINNER 5:30 AWARDS 6:30 MOVIE 7:00

CALL THE OFFICE, DUMMY !

Boy,have you ever driven over 1,000 miles to get to a LOCAL contest? That's what Ron Sharpton and Terry Rimert did for meet #7..TWO round trips from Daytona!! They showed up on April 16 for the meet that had been postponed to the 23rd because the Blimp was in the pocket. (That is insider-blimp-ta lk for being in the hangar for maintainance) Old Doc puts a message on his Answerphone every contest week end as to the go, no go status of the meet. We have flyers coming from Jax, Gainesville,Daytona, Pompano,Lauderdale,Sarasota, and Orlando..all are a fur piece, so for meets OR fly-ins invest in a phone call and save a drive. Call the office, day or nite on the week end.

305 - 858 - 6363

AVOID THE ONION !

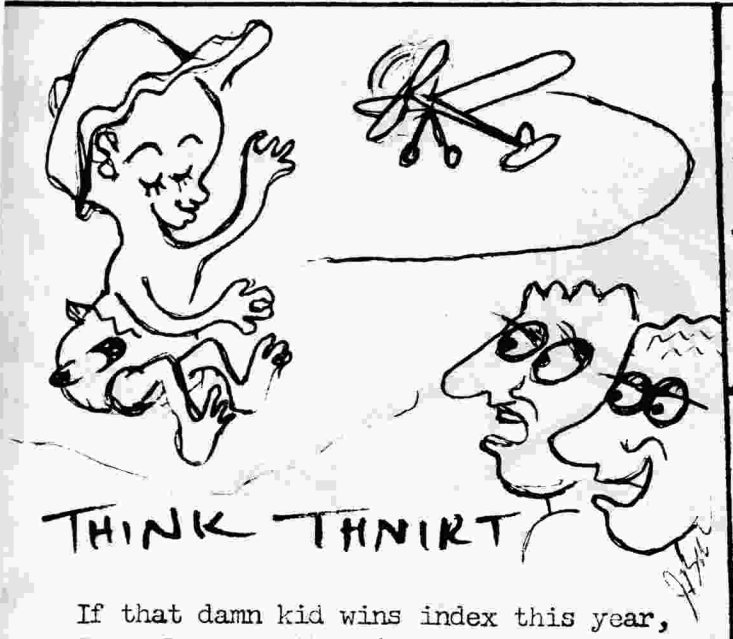


Ah, yes HANGAR PILOTS in the next issue we will present our ONION award to those members of MIAMA who have earned it.

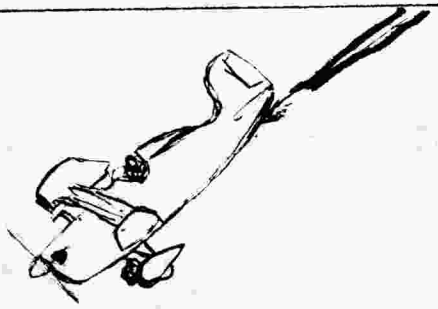
To all the goof offs, and back sliders, and shirkers, and klutzes out there who have done absolutely NOTHING to keep indoor from going the way of the Passenger Pidgeon.

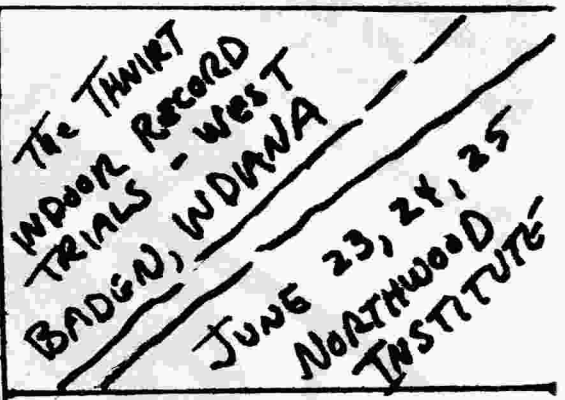
You Know who you are, so lets get to it. There is one meet left on this Sunday May 21. Last chance to get on the list, and avoid the onion. Just come out a say Hello.

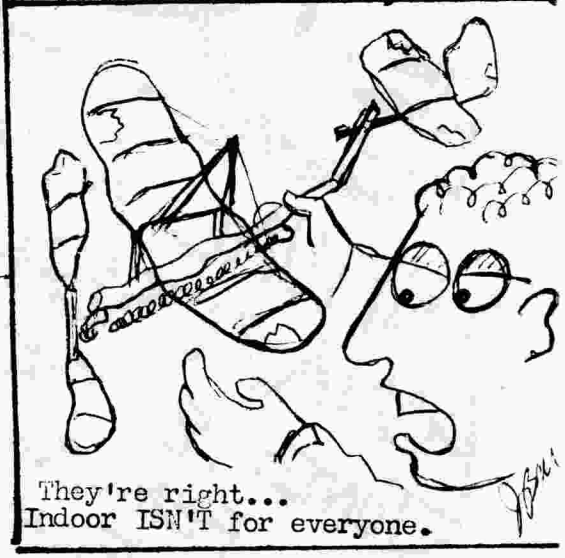
By the way, you active flyers. Here is your last chance to earn a few points to improve your standing, and to perhaps pick up an annual trophy at the Cafe Bistro. The Jr/Sr situation this year is very sparse with the exception of the Delta program.



If that damn kid wins index this year, I'm THROUGH with indoor.







They're right... Indoor ISN'T for everyone.

1ST CLASS
NOT JUNQUE MAIL

48

TO:

THE HANGAR PILOT
EDITOR: DR. JOHN B. MARTIN MIAMIA
9227 DARWIN ST. MIAMI FLORIDA 33133