LATEST INDOOR NEWS!

THE HANGAR PILOT

MIAMI, FLORIDA USA

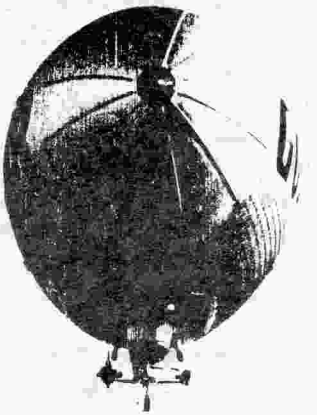
THE MIAMI INDOOR AIRCRAFT MODEL ASSN.

MIAMA

ISSUE # 50
A MILESTONE!
NOVEMBER, 1978
AMA CLUB 986

M.I.A.M.A.
WE FLY INDOORS IN THE SUNSHINE!





COMIN' ATCHA!

BYE BYE BLIMP!



UNSTOPPABLE

FOR MIAMI

HOW TO MAKE A SUPER BLIMP

1. CRASH THE OLD ONE (SEEN ABOVE) IN GEORGIA
2. DECIDE TO RECYCLE SALVAGEABLE PARTS
3. BUILD A NEW ONE IN HOUSTON, AND MAKE IT 30' LONGER WITH A "SUPER-SPECTACULAR" BIG SIGN.
4. NAME IT "MAYFLOWER II" AND HOUSE IT IN A NEW HANGAR

(1)

THE HANGAR PILOT is published 8 times a season by Miami Indoor Aircraft Association (MIAMA), AMA club 986, the only active all-indoor club in USA, and also the only indoor club publication.
For $5.00 a year you will receive all 8 publications, and for $10.00 a year you will get Both the Hangar Pilot and a membership in MIAMA, providing you are also a member of AMA. For $1,000,000 we will send you the blimp (ready to be inflated). MIAMA currently sponsors 8 monthly indoor contests at which members earn points toward annual awards. We also have an indefinite number of Fly-Ins for comraderie and low pressure fun. We have a Youth Committee of ERNIE CLARK, MIKE ARAK, & DAVE LINSTRUM et. al. who run Delta Dart and associated tyro events to encourage our young builders in indoor arts. MIAMA and NIMAS (National Indoor Model Airplane Association) co-sponsor the annual Time Trials at Northwood Institute in West Baden, Ind.
We are indebted to the GOODYEAR TIRE AND RUBBER CO. for letting us use their hangar at Opa-Locka...so next time ...BUY GOODYEAR.
MIAMA also sponsors the Manhattan event at the Nats each year.
EDITOR/President: Dr. John Matin. Artist, illustrator, Secy/Treas.: Dave Linstrum. Properties: Jim Stewart . Judge: Dan Kilgore. We also steal material from other newsletters, and old magazines. We also publish some fresh plans and materials that are contributed by our readers....HOW ABOUT YOU ???

FLYING SCHEDULE:

Meets are on Sundays from 9 to 5 Goodyear Hangar, Opa Locka

THESE DATES ARE SUBJECT TO LAST MINUTE CHANGE. TO PREVENT DISAPOINTMENT CONFIRM BY CALLING 858-6363 ON SATURDAY NIGHT.

NOVEMBER 19 JANUARY 21 FEBRUARY 18 MARCH 25

APRIL 29 MAY 27

FLY-INS:

Still nothing definite on fly-ins...Many leads and suggestions, but no action as yet.

MEET ONE - MANY NEW MODELS (2)

On October,22nd after four months away from the hangar, we got together for the first indoor meet of the new season, with seven delightful sessions still ahead of us. Check out the dates for our next meet elsewhere in this issue. (Meet #2 is on November 19th) AMA SANCTION The Summer months were used by many members to build up some or many new aircrfft. The plan for a "new ruler" peanut Udet U-2 that is reproduced in this issue is one of the new planes. This is a fine flying and good looking low wing light plane from the 1920's. * SEE BELOW

Mike Arak built a beautiful Pietenpol Peck kit and prodeded to win the event with it, followed by Carl Hedley's new Udet. Kevin Smith had a very accurate but not too long flying Avro F monoplane, also new. Charlie Slater on the other hand was flying his 1976 Nats 14 Bis of Santos Dumont, and the hangar was almost too low for his spectacular flight of 1:10 that dead sticked in from the roof. The Eversons have been building too. Father Walt was 2nd in Penny,2nd in Manhattan,and 4th in EZB, and son Jeff won the hero of the day award. He did some nifty manhattan flying from his wheel chair. The fact that his leg was in a cast did not spoil his fun. Dave Linstrum was busy instructing some neophytes in the fine art of model building. Kristen, Damon ad Clinton Thompson built Jasco Flash X-18 s.

MEET RESULTS, OPA LOCKA GOODYEAR HANGAR, SUN. OCT 22,1978.MEET #1

Peanut Scale:

1. Mike Arak (Pietenpol 20.3) 2nd looks, 1st flight, 54 sec. 3 pts.
2. Carl Hedley(Udet U2 21.5) 1st looks,3rd flight, 43 sec. 4 pts.
3. Jim Stewart(Cessna c-46) 4th looks, 2nd flight, 52.3 sec. 6 pts.
4. John Martin (Kalinan K-5) 3 looks, 4 flight 15 sec. 7 pts.

Scale:

	Static:	Flight:	Total
1. John Martin(Weymann Lepere)	79	85.2	164.2
2. Charles Slater(14 Bis)	60	70.0	130.0
3. Kevin Smith (Avro F)	70	13.0	83.0

EASY B:

1. Roman Szymula 10:13.5
2. Jim Stewart 6:46.4
3. Charles Slater 6:26.0
4. Walt Everson 2:13

PENNY PLANE:

1. Roman Szymula 8:42
2. Walt Everson 5:20

JUNIOR PENNY: 1. Heather Arak 25.0

MANHATTAN:

1. John Martin 2:45
2. Walt Everson 2:25
3. Jeff Everson (Jr) 1:37 (1st Jr.)

HL STICK: 1. Roma Szymula 11:59

GLIDER:

1. John Arthur 89.3
2. Jim Stewart 66.5
3. Mike Arak 66.0

INDOOR ISN'T FOR ALL!

* WE WILL HAVE THE U-2 IN THE NEXT ISSUE.

SEE PAGE 8

Tři modely kategorie F1D



BUD ROMAK

Halové modely jsou opět na výsluní zájmu modelářů na celém světě. I u nás se objevuje na soutěžích řada nových tváří, kterým jistě přijdou vhod informace o úspěšných modelech.

Grand Gram úřadujícího mistra světa Bud Romaka z USA (na snímku) je zcela obvyklé koncepce. Jeho vítězství bylo překvapením, bylo však přesvědčivé – lety o trvání 39 min. 22 s a 39 : 36.

Trup o průměru 6,4 mm má dvojité vyztužení drátem; výztuhy křídla jsou z drátu o průměru 0,012 mm.

Vrtule má průměr 559 mm a stoupání 813 mm. Gumový svazek ze dvou vláken Pirelli o délce 457 mm a hmotnosti 1,36 g byl natočen na 2350 ot.

Rozbor hmotnosti: křídlo 0,284 g, vrtule 0,179 g, trup 0,567 g, celkem 1,021 g.

Cat Walker exmistra světa Jima Richmonda z USA dosáhl zatím vůbec nejdelších letů v historii: 7. května 1976 v Akronu 41 : 32 a později při výběru družstva USA na MS ve stejném hangáru o výšce 55,8 mm 40 : 23 a 42 : 06.

Model je zajímavý šikmým dvojitým vyztužením trupu, vyklopenými posty křídla (při pohledu zpředu) i vyztužením výškovky a zadní části trupu přes směrovku.

Vrtule o průměru 538 mm a stoupání 914 mm měla při letu o trvání 41 : 32 otáčky 47 1/min., při sestupu pak 40 1/min. Údaje o použitém gumovém svazku chybí.

Rozbor hmotnosti: křídlo 0,3 g, vrtule 0,14 g, přední část trupu 0,3 g, zadní část trupu 0,2 g, dovážení 0,06 g, celkem 1 g (!).

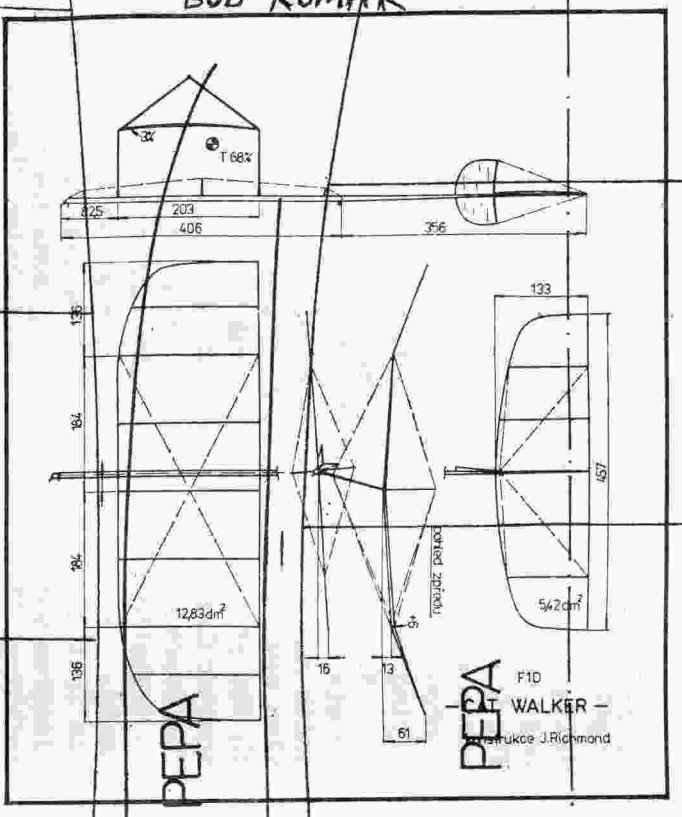
Pepa Jiřího Kaliny zatím není ověnčen takovými úspěchy jako předcházející modely, drží však rekord brněnské „zetky" (34 : 46) a byl úspěšný na soutěžích ve Wroclavi, Brně a Slanicu.

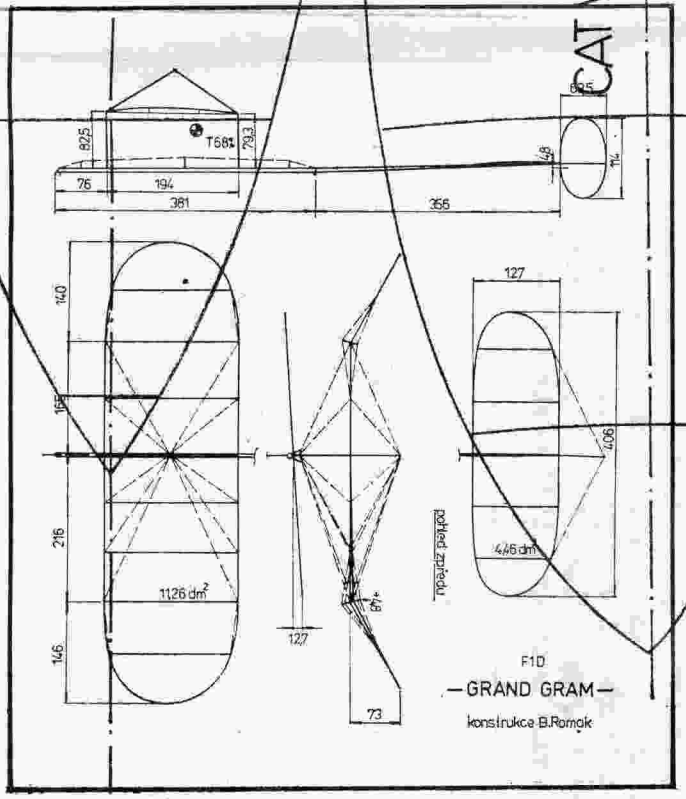
Model jednoduchého uspořádání lze postavit v přijatelné letové hmotnosti i u nás z dostupného materiálu. Přední část trupu je navinuta z balsy tl. 0,3 mm na trh o průměru 8 mm, je vyztužena drátem o průměru 0,035 mm. Dvojité ložisko hřídele vrtule je potlačeno o 1° a vychýleno doleva o 2°. Křídlo s „banánovým" profilem je vyztuženo drátem o průměru 0,025 mm.

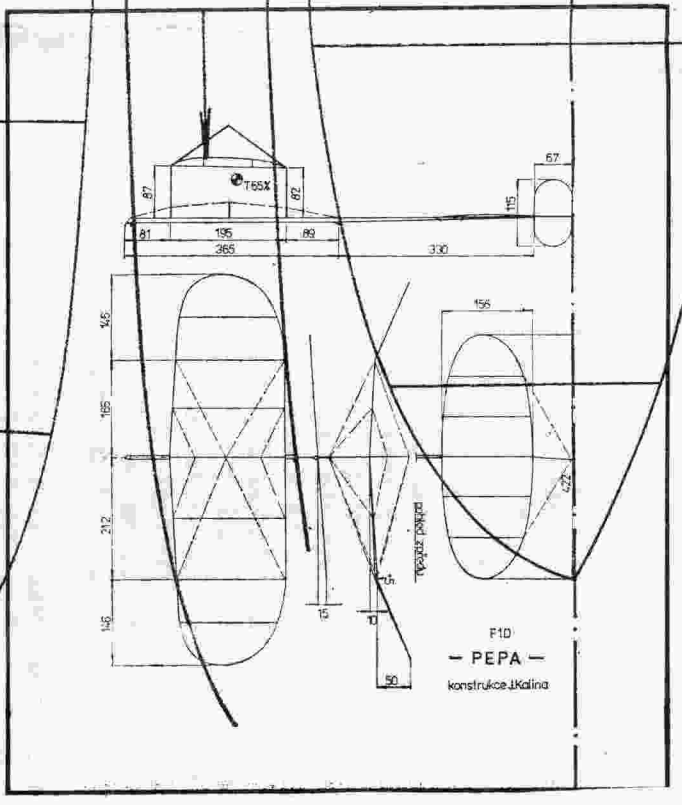
Vrtule o průměru 540 mm má stoupání 900 mm. Gumový svazek ze dvou vláken Pirelli o délce 430 mm a hmotnosti 1,32 g byl natočen pro let o délce 34 : 46 (v Brně) na 1800 otáček.

Rozbor hmotnosti: křídlo 0,349 g, vrtule 0,15 g, přední část trupu 0,35 g, zadní část trupu 0,21 g, celkem 1,05 g.

JIŘÍ KALINA







HURRY WE NEED VOLUNTEERS ④

TO MAN THE MIAMA BOOTH AT "THE HARVEST" COUNTRY FAIR.

Yep, Hangar Pilots, old MIAMA is going public even if "indoor isn't for everyone". After all, there may be a few out there we missed who might like to get in on the quiet, relaxed, weather free, intriguing world of indoor models. We are going to have a booth at the Historical Assoc. of Florida's "Harvest" country fair. We'd like some volunteers to man the booth on November 18 & 19. HURRY!! Call 858-6363. Dave Linstrum is chairman and we need some Deltas, some A-6's, some Easy B's, some PC-9's (Helicopters) to fly around our booth to get the nerds all excited. Also some planes to put on display and hang from the ceiling to be looked at but not grabbed. Blue prints and plans needed also, and any big photos. Meet the public and expla in what we are doing if you can figure it out yourself. Unfortunately the 2nd day conflicts with our Contest #2 at the Blimp Hangar. HOW ABOUT SOME OF YOU NON-CONTEST TYPES MANNING THE BOOTH ON SUNDAY NOVEMBER 19 ?? HURRY, TIME IS SHORT. CALL 858-6363.

THIS IS THE 50TH ISSUE OF THE HANGAR PILOT



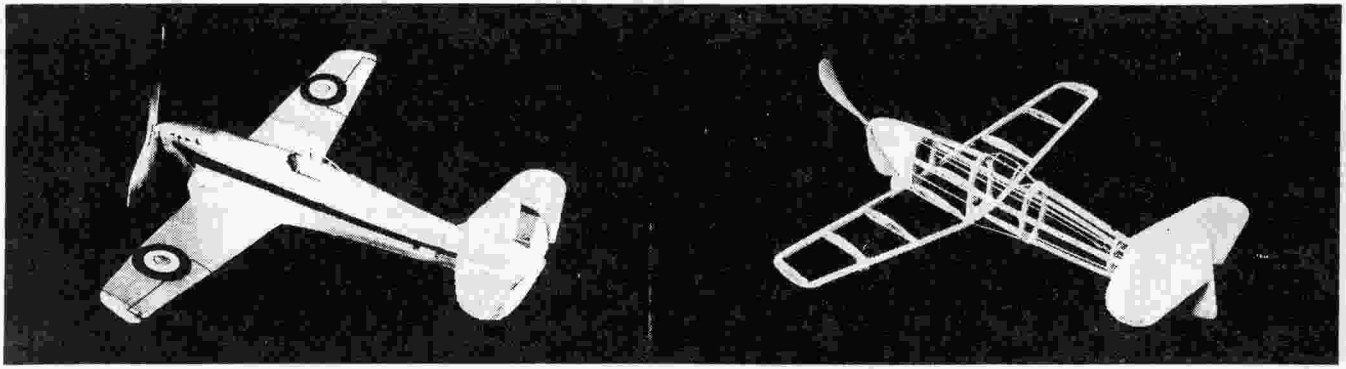
THEN AGAIN HAVING YOUR ROOM RIGHT NEXT TO THE ATRIUM DOES HAVE SOME DRAWBACKS.

(5)

Build A Minute Model of the Nieuport 161

A Realistic Plane Easily Built by the Novice in Half the Time Required to Build the Regular Type of Flying Scale Model

REPRINTED



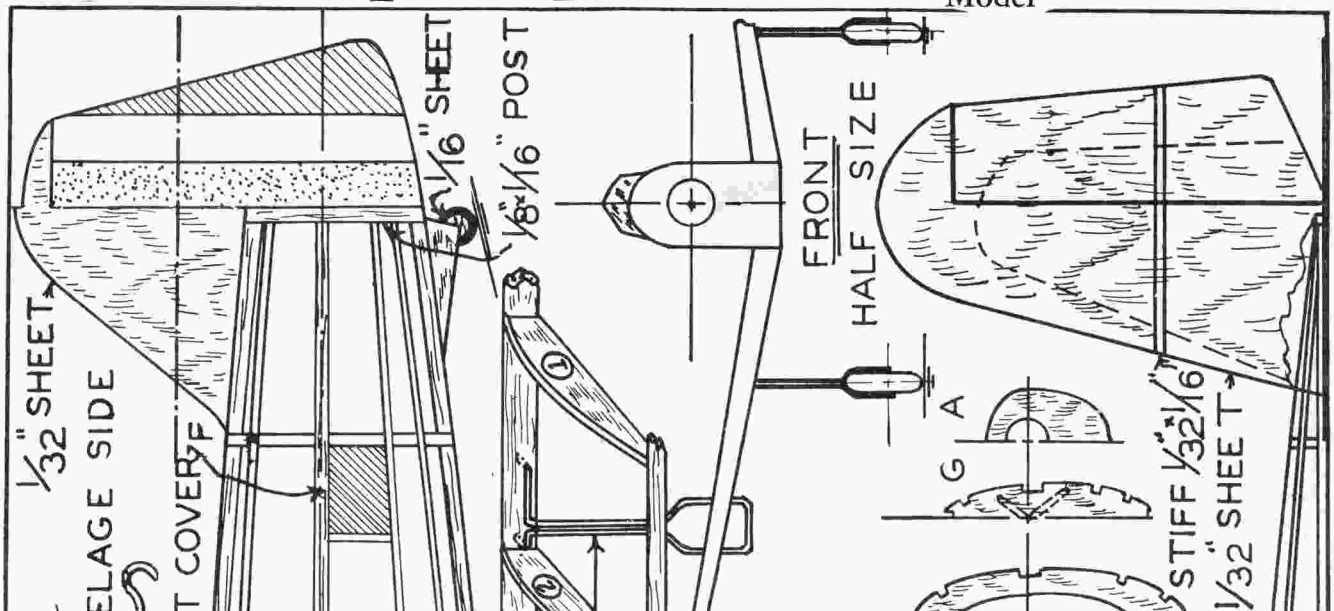
The plane before and after covering. Note the simple construction but realistic appearance.

REPRINT FROM JUNE 1938 MODEL AIRPLANE NEWS

(6)

Build A Minute Model of the Nieuport 161

A Realistic Plane Easily Built by the Novice in Half the Time Required to Build the Regular Type of Flying Scale Model



By HERBERT K. WEISS

ONLY a few years ago two hundred mile an hour fighting planes were considered the ultra-experimental ships of any service. Today there is hardly a military air service in the world without several types of fighters in the 300 mile an hour class.

France's latest is the Loire-Nieuport 161, which hits 480 km. per hour at 13,000 feet, or almost 300 miles per hour. Of all metal construction, the 161 is powered by an 860 horsepower Hispano Suiza Ycrs "moteur cannon."

While of essentially simple construction, the model retains the trim lines of the original, and its flying ability reflects the high performance of its big brother.

Wing

The wing is made in one piece. Cut out two of each size ribs from 1/32" sheet balsa. The leading edge is 1/8" square balsa shaped to correct section after assembly, and the trailing edge is 1/8" x 1/16" balsa. After the frame has been assembled and cemented, put blocks under the wing tips to give one inch of dihedral at each tip. The wing tips are cut from 1/16" sheet to fit.

Fuselage

Cut two halves of each bulkhead and cement the halves together. Bulkheads A, B and C are 1/8" balsa, and D, E, F and G are 1/16" balsa. Cement bulkheads D and E to the wing center section. Then add the two 1/16" square side stringers, and to these add the rest of the bulkheads and the tail post. Add the remaining stringers. The top and bottom stringers are 1/16" square and the rest 1/32" square bamboo. Fill in the nose with scrap balsa and sand smooth.

Tail Surfaces

Trace the rudder and stabilizer outlines on 1/32" sheet balsa and cut them out. Sand smooth, cut slots as shown to permit the parts to lock together, and cement them together. Note the 1/32" x 1/16" stiffener on top of each side of the stabilizer.

Propeller

Carve the propeller from a block of hard balsa. A ready formed prop may be used



The little plane has a fine climb. Here it is in full flight.

but is likely to prove unsatisfactory because it is too high pitched for this type of model.

Landing Gear

Bend two forks, put the wheels in place and cement the assembly to the leading edge as shown. Thin hardwood wheels are preferable. All wire parts are No. 14 wire (1/32" steel may be used). Bend a rear hook and prop shaft. Note that part of the rear hook projects out of the rubber installation opening to facilitate handling. Two wire cross-braces strengthen the bulkhead G and prevent the hook from pulling through.

Covering

Cover carefully with silver tissue. Spray with water and allow to dry. Add tail wheel. Tail insignia is, reading from front to back, blue, white and red stripes. Wings' circles are red, white and blue, red circle outermost.

Flying

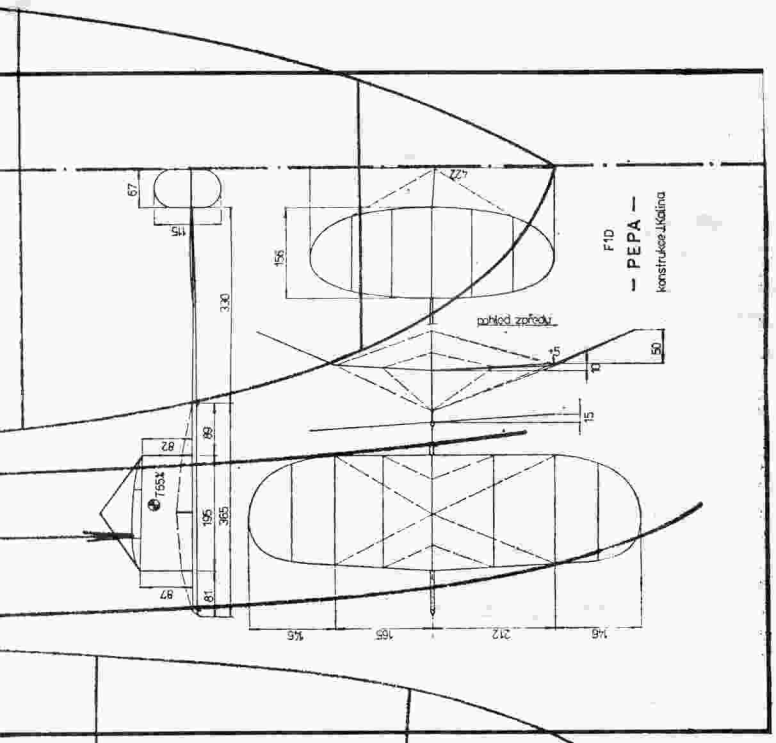
Dope nose and prop or add lead until center of gravity is at position shown on plan. Test for location of the C.G. by balancing on finger tips. Vertical position is not important but the model must *not* balance in *back* of the position shown or flights will be unsatisfactory. Use two strands of 1/8" flat rubber. Adjust for flying by warping elevators up or down. Because of its small size the model is tricky to adjust, but once its tendencies are learned it is a steady flyer.

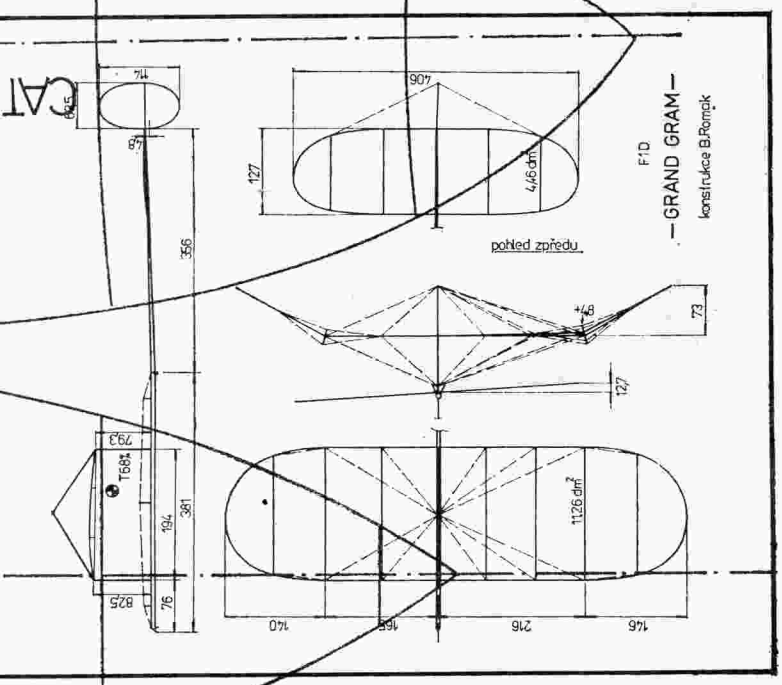
We will appreciate hearing from model builders, whether or not they like this type of scale model more than the more elaborate and detailed type published in previous issues of MODEL AIRPLANE NEWS.



The large propeller provides a big flight for a small plane.

REPRINT FROM JUNE 1938 MAN.





FID MODELS: (8)

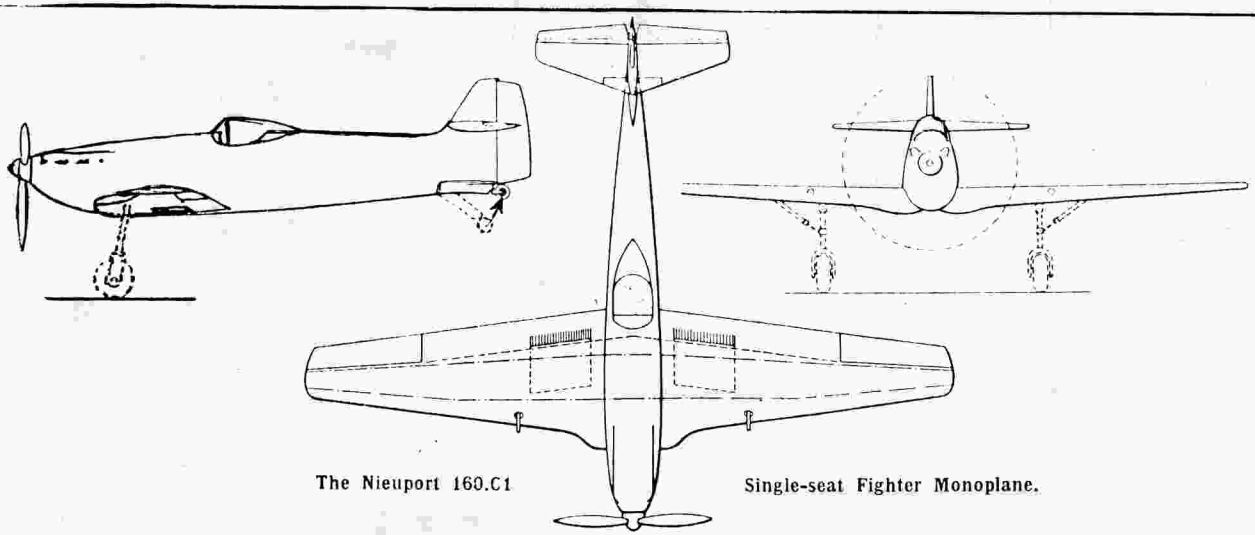
From our good friends in Czechoslovakia comes this "State of the art" plan of current world class, one gram indoor models. You will note that two of the plans are of US designs, and one is Czech. This appeared in the latest issue of MODELAR. All of these types saw action at Cardington this year. I don't know if the full size prop outlines will reproduce because they are in rather faint red ink in the magazine. Do we have any members who can translate the text ??? SKOL

BRING A FRIEND TO THE NEXT MEET (NOV. 19)

VINTAGE PEANUT

For our 50th issue of Hangar Pilot we present a 40 year old plan from the June 1938 issue of Model Airplane News. A month before, the plans of a Mauboussin tandem light plane had been presented by the same Herbert K. Weiss, and following this issue of MAN were at least 8 or 9 more plans for what he called "Minute Models". I never knew whether he meant they would fly for a minute, or could be built in a minute, but I do know that they were the first of the Peanut Planes, except, of course the little 10¢ kits available in 1938. One thing for sure..Mr. Weiss' models flew a lot better than Mr. Megow's. They were well designed although he admits they were "tricky to adjust". Note in the original article the Editor of MAN (At that time it was Charles H. Grant) asks for readers comments on this little Nieuport . The response was obviously favorable since the series went on for more than a year. From time to time Hangar Pilot will present more of these vintage "Minute Models".. all of them peanut size or less. I found the three view plans of this obscure French fighter in the 1936 issue of Jane's All The World Aircraft. Please lighten it up a lot if you are going to fly it indoors.. especially that part in the fuselage construction that says "the rest (of the stringers) are 1/32" square bamboo".!!

By the way, in this same issue of MAN was the announcement of an Essay Contest..300 words on the subject "WHAT DO YOU THINK OF THE AIRPLANE AS A MEANS OF NATIONAL DEFENSE?" Wow! In those days modelers could even read and write, as well as build. First prize was a round trip to Hollywood to meet Clark Gable, Myrna Loy, Spencer Tracy, and Lionel Barrymore, all stars in MGM's "Test Pilot"...Wow! Geez! I wonder how many entries MAN would pull in a 1978 essay contest? ✶



The Nieuport 160.C1 Single-seat Fighter Monoplane.

✶ WHAT'S AN ESSAY?

FROM THE HORSES MOUTH AND OTHER ORIFICES

DAVE and MRS STOTT dropped by MIAMA HQ last month and got a tour of the Sunshine Squadron's facilities, hangars, and archives. They were duly empressed by our JAPANESE ENCYCLOPAEDIA OF AIRCRAFT with its many 3-views of almost every Nipon craft. Dave was recently honored by National Free Flight Society for having originated the Peanut Scale event.

TERRY RIMERT is the new Council Chairman For the N.E. Fla. Flying Model Council. He's very active and quite interested in eliminating meet conflicts by doing some VERY EARLY planning as to the dates, a good idea. He's planning to be at meet #2 Nov. 19th, and threatens to bring something other than gliders. At our first meet I noticed his glider is still stuck up on the girders from last season.

RON SHARPTON is recuperating from a severe auto accident. His truck was demolished when some one ran a stop sign at 60 MPH. We hope you will be up and around soon, Ron. Meanwhile you have a lot of leisure to build.

Member CHARLIE ROTH who submitted the Loening Kitten plan we ran last year(And was built successfully by Dan Kilgore) has moved to San Dimas, Cal. where he plans starting some Manhattan activity.

Long time member and MIAMA secretary JIM WHELAN has moved to Denver and is now servicing airplanes for FRONTIER AIRLINES.

DICK OBARSKI thought he would be retired in Florida by now but is still living in Pittsburgh. Its a shame we all have to make a living. I envision a home for elderly retired indoor flyers with a huge domed recreation area.

BONNY JENKINS, FF contest board member has dropped a note to say how she will vote on Dec. 1 unless she hears from you otherwise. The proposals were in Model Aviation in Oct. Nov. ,& Dec. Of the 29 proposals submitted she will vote against all but five. Those that will get a YES vote are: 3. Permit 2 models to be entered in all FF events. 5.Change Cat 1 engine run to allow for VTO. 3.Eliminate AMA A-1.(Glider) 25. Add a CO-2 duration event. 29. Add P-30 to rule book. Any comments for Bonny should be sent to: B. Jenkins, 3112 E. Raines Rd., Memphis, Tenn. 38118 } DIST V FF CHAIRPERSON

SPEAKING OF RULES: In the SCALE catagory there are no less than sixty seven new proposals for 1980!!! See the Oct, Nov.,and Dec. Model Aviation. Some guy named WILLIAM F McCOMBS is personally trying to rewrite the rule book in peanut and rubber scale, and gas scale. He gets the MIAMA Chutzpah award because he has personally submitted no less than THIRTY FOUR RULES CHANGES. Bob Clemens has also submitted a peanut rule permitting a nine inch length, or a thirteen inch span.