THE INDOOR RAG

ONE AND ONLY!

THE HANGAR PILOT

MIAMI, FLORIDA USA

THE MIAMI INDOOR AIRCRAFT MODEL MAFIA

MIAMI

ISSUE #56
OCT. 1979

NEW SEASON STARTS!
CLUB 1986



GOOD BYE, GOODYEAR BLIMP!

CLUB MEETING: SUN OCT 14TH, 2 TO 8 AT
DAN KILGORE'S

THE HANGAR PILOT

is published eight times a season by MIAMI INDOOR AIRCRAFT MODEL ASSOC., AMA club NO. 986 The only all indoor club publication in USA. For $5.00 a year you get all 8 publications, and for $10.00 you get the Pilot, and a membership in MIAMA, providing you are already an AMA member. For $1,000,000 we will send you the Blimp, ready to be inflated. We currently sponsor 8 monthly meets at which members earn points toward annual awards. We also have fly-ins for fun and learning. We have a Youth Committee of ERNIE CLARK; DAVE LINSTRUM, AND MIKE ARAK et. al. who run Delta Dart and outher beginner oriented events to encourage young builders to develope indoor skills. MIAMA, and NIMAC (National Indoor Model Airplane Soc.) proudly sponsor the annual Time Trials in West Baden every year. We are indebted to the GOODYEAR TIRE AND RUBBER CO: for letting us use their hangar at Opa Locka for our meets.....So, next time, GO GOODYEAR. MIAMA also sponsors the unofficial Manhattan Cabin event at the Nats annually, and has, in the past, sponsored both Peanut Scale, and Navy Scale since 1973.
EDITOR/PRES.:John Martin. ARTIST/ILLUSTRATOR/SECY. Dave Linstrum CHIEF SCRUTINEER: Dan Kilgore KEEPER OF THE GREAT SEAL (And Other Pets):Terry Rimert PEANUTEER: Carl Hedley Properties:J.Stewart. Kindly send all comments, letters, plans, contributions, and MONEY to MIAMA, 3227 Darwin Street. Coconut Grove, Miami, Fla. 33133

THE 1979/1980 SEASON OCT 1979 - MAY 1980

CLUB MEETING - SUN OCT 14 - DAN KILGORE'S 2-8

CONTEST #1 - SUN OCT 21 - GOODYEAR HANGAR OPA-LOCKA - 9 TO 5

CONTEST #2 - SUN NOV. 18 - SAME TIME & PLACE

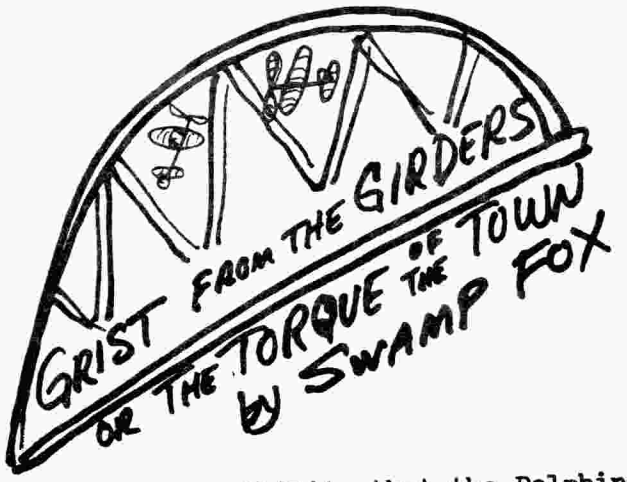
CONTEST #3 - SUN DEC 9 - SAME AS ABOVE

MIKE ARAK'S "INDIAN SUMMER" OUTDOOR MEET

SUN. SEPT 30 8:30 A.M. TO 4:00

NEXT

DELTA DART - JUNIOR ONLY
PECK R.O.G., EMBRYO ENDURANCE
AMA SCALE, PEANUT, HL GLIDER
TAMIAMI PARK - FIU GROUNDS 1.00 PER EVENT
MIKE ARAK 666-9479



Attention all Hangar Pilots. Once more our pasty faced group of individualists finds itself in dire peril. Once more we must resist the forces of darkness and dissolution.

There are four symbols that Miami is famous for: The beautifull Biscayne Bay, the lovely moon over it, the Goodyear Blimp, and the football Dolphins. Recently, due to the fine progressive attitude of our Dade County Commissioners, we find that the Blimp is leaving for Pompano Beach, and there is a good possibility that the Dolphins will be going to Los Angeles. I feel that with a little more effort, the Commissioners will be able to get rid of the moon and the bay. The above comment is called satire, and presupposes that the reader has prior knowledge of all the circumstances. Otherwise you won't laugh. I'm not laughing, either. This leads me to comment that the Swamp Fox is voting IN FAVOR of the Tax Referendam on the grounds that we can do without all this "progress", and with a few less county **bureaucrats.** Just call me a sore head. At any rate here is the latest news from Goodyear: They are moving to Pompano Beach, and have signed a 30 year lease with that cit; It will take between one and two years to build a new hangar to house the blimp In the meantime we will play it by ear.. the dates inside the front cover are for the first three meets, and require future confirmation...Don't forget to call 305-858-6363 the night before the meet for a Go, No Go report. At this writing we hope to continue to have our contests as we did last year, and eventually move up to Pompano to the new facility, if GOODYEAR will H AVE us. There is also a good possibility that we will have fly-ins at JFK gym at Miami Dade Jr. College, and also a good chance that we will havea Cat I time trials.... possibly at the Coconut Grove Exhibition Center... so,you see, all is not dismal and bleak dispite the obtuse polititians in this town.

MORE HAPPY NEWS: We now quietly and modestly mention an event,that, if it ever comes off, will undoubtedly be the finest indoor meet in the history of model aviation. EIGHT DAYS of indoor flying including four days of WORLD CHAMPIONSHIP F1D flying, one day of WORLD PEANUT CHAMPS, and three days of the V NART (5th NIMAS Annual Record Trials). All of this to take place at Northwood Institute in West Baden ,Indiana from Friday June 20 to Sat. June 28,1980. Plan ahead on this one for your summer vacation. Don't miss it. We will need workers and contestants. The MIAMA proposal for the World Champs has been accepted at a preliminary vote of the AMA executive Council at the Nats, and will now be submitted to CIAM in Paris in Dec. We understand that Romania will also submit a bid. Keep tuned for further exciting developments.

OTHER CLUBS + COLUMNS, PLEASE COPY

MIAMA HALL OF FAME - LAST YEAR'S TROPHY WINNERS ★

FINAL OVERALL STANDINGS 1978/1979 SEASON :

1.Jim Stewart	89
2.Ron Sharpton	83
3.Bill Smead	77
4.John Martin	57
5.Roman Szymula	53
6.Jim Smead	39
7.Carl Hedley	38
8.Mike Arak	34
9.John Arthur	30
10.Walt Everson	23
11. Terry Rimert	18
12.Dan Kilgore	16
13.Jeff Everson(Jr)	11
14.Dick Kelso	10
15.Nick DeCarlis	7
16.Dave Linstrum	8
17.Blaine Miller	6
18.Dave Hagen	5
19.Dale Elder	5
20.Heather Arak(Jr)	3
21.Ray Harlan	3
22.Nathan Miller	2
23.Lang Hiscock(Jr)	2
24.Harry Grogan	2
25.Scott Willis	2
26.Charles Slater	2
27.Carl Linstrum(Jr)	2
28.Ernie Clark	1
29.Kevin Smith	1

MANHATTAN CABIN:

1.Walt Everson	12 ★
2.Dan Kilgore	10 ★
3.John Martin	5
2 more	

Junior Penny:

1.Jeff Everson	7 ★
2.Heather Arak	3 ★
3.Carl Linstrum	2
4.Lang Hiscock	2

FINAL POINTS BY CLASS:

PEANUT:

1.John Martin	38 ★
2.Jim Stewart	30 ★
3.Carl Hedley	29
4.Mike Arak	27
5.Bill Smead	18

Four more.....

SCALE:

1.John Martin	12 ★
2.Dick Kelso	4 ★

Four more.....

GLIDER:

1.Bill Smead	32 ★
2.John Arthur	30 ★
3.Jim Stewart	18
4.Jim Smead	17
5.Terry Rimert	15

Six more.....

EASY B:

1.Jim Stewart	25 ★
2.Ron Sharpton	24 ★
3.Roman Szymula	23
4.Jim Smead	11

Six more.....

PENNY PLANE:

1.Roman Szymula	22 ★
2.Ron Sharpton	16 ★
3.Bill Smead	11
3.Dave Linstrum	11

Four more.....

HL Stick:

1.Roman Szymula	5 ★
2.Ray Harlan	3 ★
3.Dave Linstrum	2

PAPER STICK:

1.Ron Sharpton	16 ★
2.Bill Smead	9 ★
3.Jim Smead	8
4.Roman Szymula	6

Three more.....

COME TO MIKE'S OUTDOOR MEET ON SEPT 30

SEE DETAILS ON PAGE ONE!

STATE CHAMP - JIM STEWART
STATE JR/SR CHAMP: JEFF EVERSON!

LOOK OVER THE STATS AND DO BETTER THIS YEAR.

RESULTS OF OUTDOOR MEET - JUNE 3 '79, FIU

This may seem like ancient history. It does seem like a long time since the last issue of Hangar Pilot, but for the Editor it is a lovely vacation. Last June 3rd was probably the finest day for Free Flight in the history of this county. We expected the wind to pick up after a beautiful calm morning, but it never did blow. Two and three minute flights were coming down within 100 feet of where they were launched. Mike Arak was so enthused that he volunteered to run another outdoor meet.....Details for this are seen inside the front cover. Do come out on Sun, Sept. 30th.

SCALE:
1. John Martin Dornier 67 Static, 86.5 flite 153.5
2. Dick Kelso Stinson 72 26 98
3. Dan Kilgore Bellanca 85 8 93

PEANUT:
1. Dan Kilgore Davis DA-3A 2 looks, 1 flite (70.2) 3 Points
2. Mike Arak Nieuport 1 4 (43.0) 5
3. Jeff Everson Cub 3 3 (47.0) 6
4. John Martin Eastbourne 4 2 (48.0) 6

EMBRYO ENDURANCE:
1. Walt Brookins 3:14
2. Carl Hedley 1:30.9
3. Jim Stewart 1:22
4. Dan Kilgore :46
5. Walt Everson :42

DELTA DART:
1. John Brookins 2:44
2. Dave Jackson 1:06

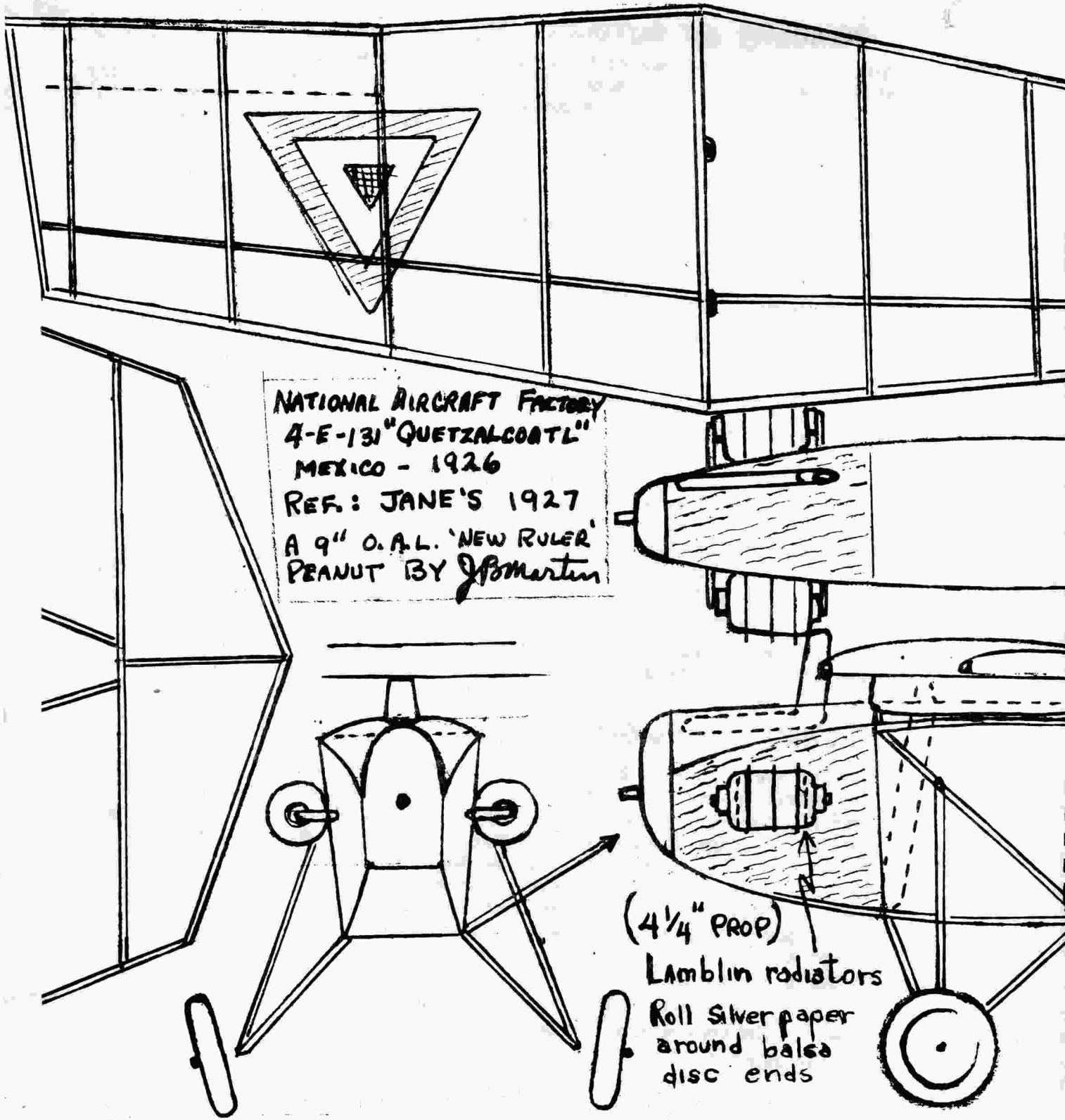
GLIDER:
1. Mike Arak 1:31
2. John Arthur :58

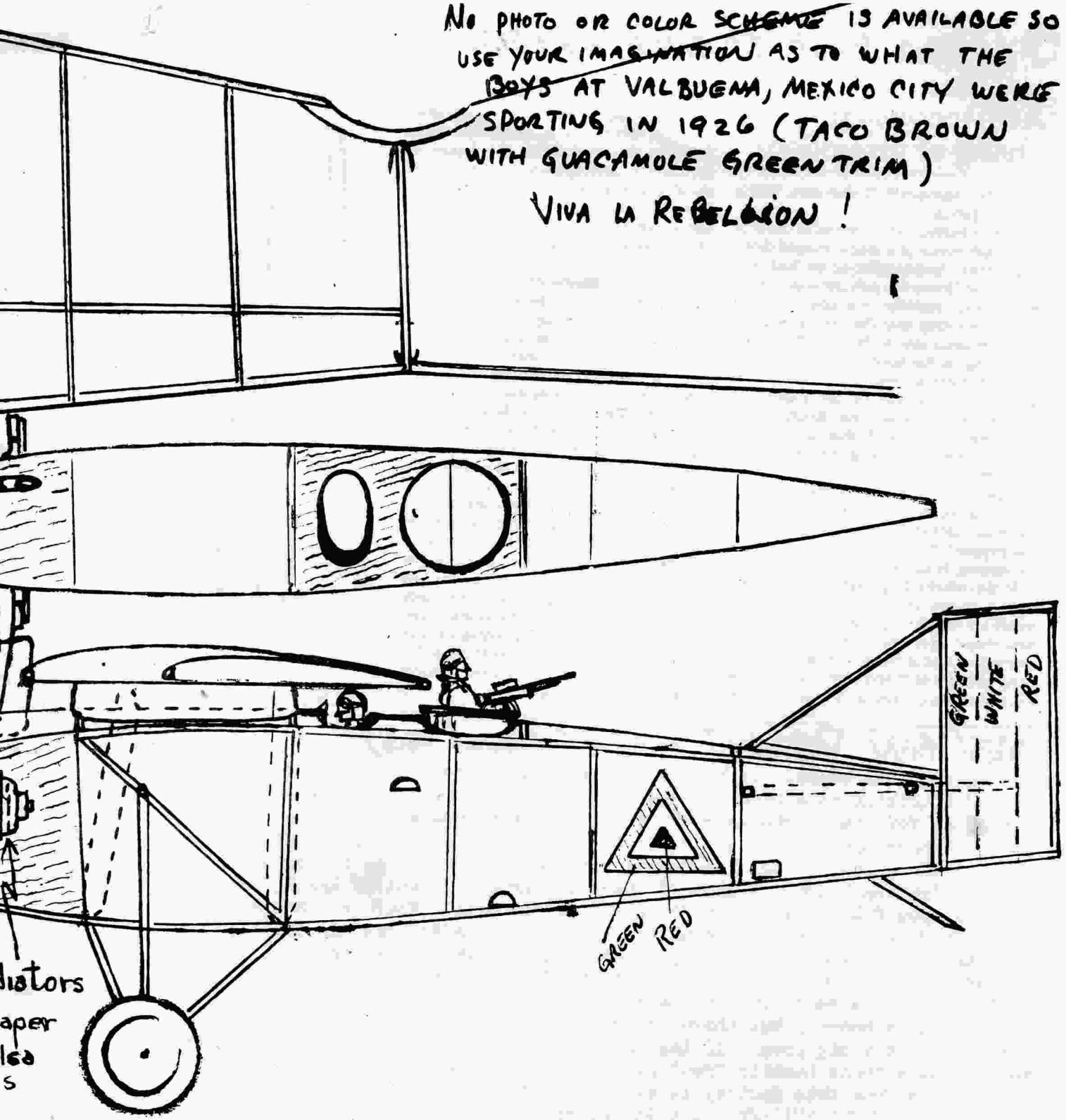
PECK POLYMERS R.O.G.:
1. Mike Arak 3:12
2. Art Moore 2:33
3. John Martin 1:29

This meet was ideal, and we only hope the next one will be as fine. There is one sad note. New member Walt Brookins who won Embryo was fatally injured on his job shortly after the June contest. None of us got to know him well, although he and his son John were at our awards banquet. We hope John will continue to build and fly free flight models.

AWARDS BANQUET JUNE 10 UNIVERSITY INN C.G.

This year's Awards Banquet was a great success, even if the State Champ, Jim Stewart forgot the date and wasn't there to accept his many trophies. Just for that I'm gonna beat him this year. JOHN ARCHIBALD was our speaker, and our honored guests were Mr. and Mrs. BOB CLEMENS from Rochester, N.Y. John Archibald is Associate Professor in the Aviation Dept. at Miami Dade Community College. His material is right up our alley. He has been teaching for 14 years such subjects as: large aircraft systems, Flight physiology & psychology, Reciprocating & turbine engine theory, and Flight engineer preparation. As a member of EAA (Experimental Aircraft Ass.) he built a homebuilt Stits Playmate (in 6 years), and flew it to Oshkosh in 1976. The construction, and the flight were the subject of his interestin talk. The custom made ceramic mugs (By Mary Grabill) were awarded to all the winners listed on page three of this issue. CONGRATULATIONS!


NATIONAL AIRCRAFT FACTORY
4-E-131 "QUETZALCOATL"
MEXICO - 1926
REF.: JANE'S 1927
A 9" O.A.L. 'NEW RULER'
PEANUT BY J.B.Martin
(4 1/4" PROP)
Lamblin radiators
Roll silver paper
around balsa
disc ends



NO PHOTO OR COLOR SCHEME IS AVAILABLE SO USE YOUR IMAGINATION AS TO WHAT THE BOYS AT VALBUENA, MEXICO CITY WERE SPORTING IN 1926 (TACO BROWN WITH GUACAMOLE GREEN TRIM)

VIVA LA REBELION!

① HANGAR PILOT SCIENCE + RESEARCH DEPT.

Archaeopteryx: Flying or grounded?

It came, Harrison B. Tordoff says, "like a bolt of lightning."

He was looking with a friend at casts of fossil specimens of a small, winged dinosaur called Archaeopteryx; he had just heard Yale University paleontologist John H. Ostrom describe his controversial theory asserting that the creatures must not have been able to fly. Tordoff's friend, remarking on the specimens, pointed out that they were so well preserved that the asymmetrical shape of the individual feathers was quite obvious. To University of Minnesota's Tordoff, that asymmetric feather meant one thing: Archaeopteryx could fly.

In the March 9 SCIENCE, Tordoff and Alan Feduccia of the University of North Carolina explain their reasoning: The central support that runs the length of a typical feather is called the rachis; on either side the interlocking barbs form a sheet that is known as a vane. When the two vanes are identical or nearly the same size and shape, they are called symmetrical; when one vane is much reduced, as in the wing feathers of modern flying birds, they are called asymmetrical. The asymmetry is important in the wing's aerodynamics — the narrow leading edge gives each feather an airfoil cross-section. In modern birds, Feduccia and Tordoff say, the degree of asymmetry corresponds to their flying abilities. The feathers of very strong fliers have extremely narrow leading-edge vanes; in poor fliers, the asymmetry is less obvious and the feathers of flightless birds are symmetrical.

When they examined Archaeopteryx specimens, the researchers found that the feathers are "clearly asymmetric with the outer vanes reduced as in modern flying birds." The shape of the feathers "seems to show that Archaeopteryx had an aerodynamically designed wing and was capable of at least gliding." If the Archaeopteryx could not fly, the authors assert, their feathers, like those of modern flightless birds, would have reverted to a symmetrical shape.

The finding counters the controversial theory by Yale's Ostrom, which is based on other structural aspects (and "a paleontologist's viewpoint," says ornithologist Feduccia) and which claims the animals could not fly but instead used their wings to capture insects. Say the researchers: "Any argument that Archaeopteryx was flightless must explain selection for asymmetry in the wing feathers in some context other than flight." □



MEXICAN PEANUT - OLE' (CENTER FOLD)

Here's a Golden Oldie. It has been on my drawing board since 1944! In 50 years of looking at aircraft 3-views this month's presentation has the best potential for fine performance from an UNMODIFIED scale model of any I've seen. I came across it while still in high school in Philly. With a large span it was a poor choice for Peanut until our new rules so it languished off the drawing board. With a 9" overall length it spans 17 1/2 inches. Look out you Fikes and Laceys for the "Quetzalcoatl" (Feathered Serpent). Vaya con Hung!! Vamos a thermal!! Let's put this Mexican jumping bean into the ozone, and put down any revolution in sight. Señior Angel de Lascurain y Osio, director general of the Mexican National Aircraft Factory must have been a model builder cause his Quetzalcoatl is just a big model. There is no dihedral, but there is ample stab area, and plenty of ground clearance for a big prop. If the nose moment isn't sufficient for ballance, you can make those Lamblin "Pot" radiators heavy enough for ballast. The other plane from this factory is Walt Mooney's MICROPLANO VELOZ..a biplane in July 1973 MODEL BUILDER. Una Paloma Blanca! (One big kick).

NEXT PAGE >

FROM THE HORSE'S MOUTH AND OTHER ORIFICES

As the new indoor season starts all is not tranquil at the drome of the pasty faced indoor flyers. We will have to play out this season by ear, better known as "winging it". Last issue we thanked the County Government for saving the locals $ 80.00 a year by NOT publishing the Hangar Pilot. This issue we REALLY have a lot to be thankful for. In July our progressive, civic minded, foreward looking County Commission got rid of BLIMP POLLUTION by seeing to it that the GOODYEAR CO. did not rip up a lot of beautiful mangrove trees on Virginia Key in order to build their ugly old(New) hangar, and blimp landing field. The other scenic delights on Virginia Key, in addition to the threatened mangroves, is a delightful DUMP, a lovely incinerator, and a bunch of rats that run back and forth between these two landmarks. It is duly noted that family groups go out en mass every week end to observe these lovely Dade County scenic facilities. The blimp folks, when confronted with this County negativisim, merely snapped shut their brief cases and walked out of the meeting. As they were departing (After over 30 years) Mayor Maurice Ferre piped up:"We'll miss you". Sweet? Well, Mayor Ferre, we WON'T miss you. Nice work. Ecology nuts 100,MIAMA 0.

A LITTLE LOCAL COLOR: The last meet was over, the supreme effort made, many dies cast, and many a broken heart or elated hangar pilot. The famished, tired crew, many with miles of driving ahead of them, wanted to tank up with food and beverages at a new stop now that the MIAMA post meet hangar sessions could no longer be held at LUM'S due to their Sunday closing. Where to go? Who better to ask but JOE NICK, retired Goodyear ground crew chief who knows Opa Locka like an indian guide? Shades of Kerry Keen...acting on a tip from Joe, the MIAMA hangar pilots decended on an obscure bistro known as THE FLIGHT'S END PUB: in beautiful downtown Opa Locka. For anyone who has seen the movie DEER HUNTER you know what the Flight's End decore and clientell are like... very similar to the little bar depicted in that film where the steel workers would tarry on their way home from the night shift for a few games of billiards and a brew or two. The roar from the Pub's pool room was loud and steady, and the telling of jokes and anecdotes equally loud. Great atmosphere to rehash the days events. Pinkham had his Bar LeDuc, Kerry Keen his posh Manhattan country clubs, but MIAMA has its FLIGHT'S END PUB, and it is all your imagination conjures up. (Beer and wine license only) Talk about haut cusine for the hungry pilot! I heard Ron Sharpton order a BLIMP BURGER and it sounded good to me, something fat and thick, so I ordered mine "all the way" which turned out to be with grilled cheese and bacon, lettuce, and tomatoe with relish, mustard and ketchup . A sumptious repast. Joe Nick, who had accomplished us, recommended the TEXAS FRIES, not to be confused with the French (Bar LeDuc) Fries, andcautioned me to order 'em "well done". I followed his advice and was not disappointed. I got a huge plate of potatoes that

(over)

had been sliced like very thin watermellon slices, the skin still on,and done to a turn with seasoned salt and paprika. I give this joint 4 stars!

Near leaving I noticed a T shirt with the motto "I got bombed at the flight's end pub" with a nice rendition of a 500lb. demolition bomb on its way down. Naturally I had to have one, even though I'm swimming in the Extra Large, which was the only size left. I've been assured "they shrink a size" when laundered so then it will be only one size too big. The real bonus here is that when you appear at the FLIGHT'S END PUB wearing your official T shirt, your first beer is FREE! Now there's a deal for these inflated times. I can hardly wait for the meets to start again in October. I advise those who don't care to build to just come out to the post meet sessions about 5:15 on contest day, for some sparkling repartee.

CONTEST REPORTS. The FNART was a booming success, and a fine account of the meet by BUD TENNY is in the October MODEL AVIATION. I have not seen MODEL BUILDER's latest issue, but I suspect that it,too, will have an account of the proceedings since JOSE TELLEZ took many notes and photos. Any details these write-ups dont cover I will reveal next issue.

Two MIAMA troops were at the Nats...I mean three. Terry Rimert ran our Manhattan event, plus a whole lot of other NFFS unofficial events. DAVE LINSTRUM, and son Carl were also on hand. Among Carl's many trophies were two fine firsts: A-2 towline, and outdoor Peanut.

MANHATTAN RESULTS: Bob DUNHAM 4:51
2.Charlie Sotich 3:59
3.Bob Boyer

BOOM →

Sad to say the Manhattan entry was so poor as to cause us to drop this event ....Not enough interest. TONY SUTTER'S Manhattan trophy-pewter mug- went out to Lincoln in the hope that he would be there to get it. It is now back in Miami....things sure move slowly indoors, Tony.

OUR MAN IN PITTSBURGH: Obarski report: "I will move to Fla. for sure no later than Jan. 1981, the Good Lord willing". O K Dick, we're waiting.

DAVE LINSTRUM is out at the Free Flight World Champs in Taft,Cal. He has been compiling the most comprehensive contest journal ever published as it will contain almost 100 3-views of the competing models and their airfoils, trim details, and construction information. (More than 100?) Next issue.....Inside Taft, by eye witness informant .

MIAMA is, once again,asked to have a booth at the HARVEST COUNTRY FAIR: Nov 17 & 18, Youth Fair Grounds. Here is our opportunity to spread indoor madness to a sane world. WHO WILL VOLUNTEER??? We need people who are properly dissoriented with the ability to explain to a layman just what indoor is all about. Are YOU the one for this job?? Contact Doc!!

INDOOR IS NOT FOR MIDDLE AMERICA.

STOP PRESS - U.S. WORLD INDOOR TEAM PICKED!

(10)

Of the three man team that represented USA in the World Indoor Champs in 1978 at Cardington, England, none remain on the 1980 team. Richmond, Hulbert, and Domina have been replaced by Harlan, Andrews, and Rodemsky. All new faces, but all seasoned veterans, and all members of previous US world teams. Domina could have repeated on this year's team as he qualified third in the competition finals held Labor Day week-end in Akron Ohio, but he chose to give his place on the team to Irv Rodemsky, who had qualified in 4th place. It was a week end of sensational flying with six flights of over 40 minutes, and 33 flights of over 35 min.! Jim Richmond, in a very late (Between 8 & 9) flight set a new world class D (Unlimited) record with a flight of FIFTY TWO MINUTES;SIXTEEN SEC. The one hour indoor flight seems to be looming strong. Hey,Jim..sell me a piece of that rubber,huh? Top dog was RAY HARLAN, who has been working very hard and very long to get his craft performing up to and beyond world standards. THREE CHEERS for the US team, and for the many, many others who made the effort to qualify. Lets hope we will all convene at WEST BADEN next June 20 for the best W:C.'s ever.

TOP FINAL RESULTS:	1.Ray Harlan	40:57	43:48	84:45
	2.Pete Andrews	38:57	44:59	83:56
	3.Dan Domina	40:19	42:25	82:44
	4.Irv Rodemsky	41:28	37:48	79:16
	5.Bill Hulbert	38:33	38:10	76:43

ENGLAND PICKS WORLD INDOOR TEAM TOO:

And from old Blighty Butch Hadland sends word of the UK team that will represent England in 1980. Laurie Barr is the only one remaining of the 1978 team. Ron Green and Derl Morley being replaced by Dave Pymm, and Bernard Hunt. Their finals were held in Cardington on Aug. 26 & 27, under only "fair" conditions, and here are the results:

1. Dave Pymm	40:40	36:36	77:16
2. Bernard Hunt	36:45	35:26	72:11
3. Laurie Barr	35:38	35:44	71:22
4. Martin Shepherd	33:19	35:05	68:24
5.Derl Morley	35:03	30:00	65:03
6. Geoff Lefever	31:30	33:30	65:00
7. Ray Monks	32:00	30:33	62:33
8. Bernard Aslett	31:27	30:19	61:46
9. Ron Green	30:31	30:19	60:50
10. Reg Barham	27:27	30:28	57:55

CALL 587-1688 TO GET ROUTE TO KILGORE'

MIKE'S MEET FIU - SEPT 30

ORGANIZATIONAL CLUB MEETING 871 SW 49 TERR PLANTATION

BRING PLANS ETC