GOOD NEWS IN

FULL OF GOOD STUFF -

THE HANGAR PILOT

ISSUE 66
NOV. 80

THE MIAMI INDOOR AIRCRAFT MODEL ASSOC.

AMA #986

"E" FOR EXCELLENCE

MIAMI, FLORIDA USA

THE BLIMP HANGAR'S BACK!

NEW CONTEST DATES!

FLASH - SEE PAGE ONE ①



+ IT'S BETTER THAN EVER!!

① THE HANGAR PILOT



Is published 8 (or 9) times a season by Miami Indoor Aircraft Model Association (MIAMA) AMA Club 986, the only active all-indoor club publication in the AMA. For $5.00 a year you will receive all 8 editions, and an additional $5.00 makes you a member of MIAMA (Indoor isn't for everyone!) Send contributions, letters, plans, 3-views, articles, gripes, and MONEY to:
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Mike Arak, and Ernie Clark

GOOD NEWS!

Yes, Hangar Pilots, thanks to the Dade Aviation Dept.'s Chief of Properties, MR.GLENN KEY, we are now able to FLY AGAIN at the Goodyear Blimp Hangar at Opa Locka Airport. The 69 foot high site is better than ever since the blimp support equipment (Ladders, tanks, cars, etc.) have been moved out, and the ropes and guy wires have been removed giving more floor space, and overhead room. There are numerous broken windows, though, from vandalism, which we should be able to repair, and debris on the floor.

The future of the hangar is in doubt, so we will have to "play it by ear" from month to month. Meanwhile, lets ENJOY!! Thanks again, GLENN !

Because of this fine development, and until further notice, M.I.A.M.A. CONTESTS WILL BE HELD ON THE FIRST SUNDAY OF EACH MONTH, and the days scheduled at MIAMI DADE SOUTH for the 3rd Sunday of every month will be for FLY-INS, and informal trim sessions.....strickly low pressure FUN. Come out for both. Remember that beautiful college pool isopen from 1:00 to 5:00 for 50 cents and lots of family fun at M/D South. 258-6363

NEW SCHEDULE (SAME) 9TO5 - CONFIRM ON SAT.

Dec. 7 Meet No. 3, Opa Locka Hangar

Dec. 14 FUN FLY No. 1 Miami Dade South

Jan. 4 Meet No. 4 Opa Locka Hangar

Jan 18 FUN FLY No. 2 Miami Dade South

Feb. 1 Meet No. 5 Opa Locka Hangar

Feb. 15 FUN FLY No. 3 M/D South

March 1 Meet No. 6 Opa Locka Hangar

March 15 FUN FLY AT OPA LOCKA HANGAR !!

April 5 Meet No. 7 Opa Locka

April 19 FUN FLY M/D South

May 3 LAST MEET Opa Locka

May 17 LAST FUN FLY M/D South

JUNE 21 ANNUAL AWARDS BANQUET

O.K. You Guys..There it is.. NINTY SIX HOURS of indoor flying time. Let's see you enjoy it, because, after all:

INDOOR ISN'T FOR EVERYONE

JAK zalétávat

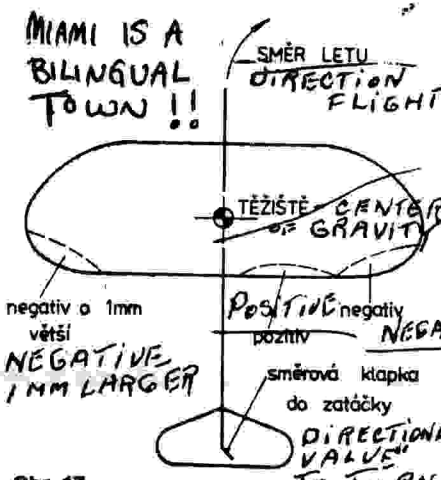
(Pokračování ze str. 5)

Při zalétávání postupujeme stejně jako v předešlém případě. Překroucení křídla se však při vyhazování modelu projevuje opačně. Pokud letí model po hození doleva nebo se snaží udělat levý výkrut, je pozitiv příliš velký. Obecně lze konstatovat, že optimální hodnota pozitivního překroucení křídla je 1 až 1,5 mm v místě přilepení ucha (náběžná hrana je oproti odtokové zdvižena o 1 až 1,5 mm). Nevýhoda nebezpečí přechodu do spirály je vyvážena velmi dobrým kluzem a ustřeďováním modelu v termice.

Velmi důležité pro úspěšné soutěžní létání je správné hození modelu. Za bezvětří lze model hodit velice strmě vzhůru. Se zesilujícím větrem je nutno úhel hození snižovat až na téměř vodorovný hod. Počáteční směr letu musí být vždy proti větru! Tréninkem si musíme vycvičit pohybový návyk, aby byl jeden hod jako druhý – jedině tak lze dosáhnout úspěchu. Závěrem připomínám, že seřízení a zalétání házedla bylo popsáno pro praváky. Pro modeláře, kteří házejí levou rukou, platí vše „zrcadlově". Model musí v kluzu kroužit doprava a pozitivy na střední části křídla modelu musejí být opačně.

Házedla pro létání v hale

se staví velmi lehká, většinou s klenutým profilem a bývají i menší než modely pro létání venku. Obvykle létají v „motorovém" letu i v kluzu ve stejném smyslu tzn. vpravo-vpravo nebo vlevo-vlevo. Lze je ale zalétat stejně jako „venkovní" házedla. Létají však s větším úhlem seřízení; stabilního letu se dociluje překroucením křídla. Obě koncové části křídla mají negativy, střední části křídla na vnitřní straně zatáčky má pozitiv, který vznikne prohnutím odtokové části dolů *(obr. 17)*. Zatáčka se seřizuje vychýlením klapky na SOP a úpravou negativů na křídlech.



Obr. 17

MIAMI IS A BILINGUAL TOWN !!

TRANS:

TRIMMING INDOOR GLIDERS

(2)

FROM CZECH. MODELAR

THIS ARTICLE WAS KINDLY TRANSLATED BY MY FRIEND MRS MIL BOUMA WHO IS NOT A MODEL BUILDER + IT SHOWS.

IN OUR ONGOING ATTEMPT TO KEEP "PILOT" READERS ABREAST OF WORLD DEVELOPMENTS WE PRESENT THIS DATA IN THE HOPE IT WILL MAKE ALL YOU GLIDER DIRECTIONAL PILOTS SMARTER — FOR WHAT IT'S WORTH.

" Is built very easily, mainly from (klenutym - don't know just what this word means, perhaps you can figure it out through association) profile and sometimes even aller than models for flying out of doors. Customarily ey fly in a 'motorized' flight but also in a glide in the same way - "right-right or left-left". It is possible to fly the same as "out of doors" projector. They fly however with a larger angle adjustment; stabilized flight is reached with twisted wings. Both end parts of wings are negative, middle part of wing to inside bends are positive, which rises with moving pipe part down (picture 17). The turning is cut off with variations o valve to SOP and adjustment negative on wings.

A model with turn to RT is used more often indoors. Basically while flying indoors is to find yourself "your parket" (which seems to me would mean to find your spot on the floor) and arrange a circle so that there would be complete use of the entire room that is available. "

③ MEET #2 AT MIAMI DADE SOUTH 11/16/80

We are beginning to see what happens to an indoor club that flies in a Catagory I site most of the time, especially a site where the ceiling is full of retracted basketball backboards, badminton nets, score boards, lights, and girders. The very light stuff disappears, and is replaced by lots of Penny, Scale, and Peanut. Gliders are also a challange. A ceiling where everything "hangs" and nothing "bumps" is discourag ing to say the least.

It looks like all this is going to change, however, since it's back to the Blimp Hangar for as long as we can stay there, and it's easy to get spoiled in the nice 69' height of the hangar.

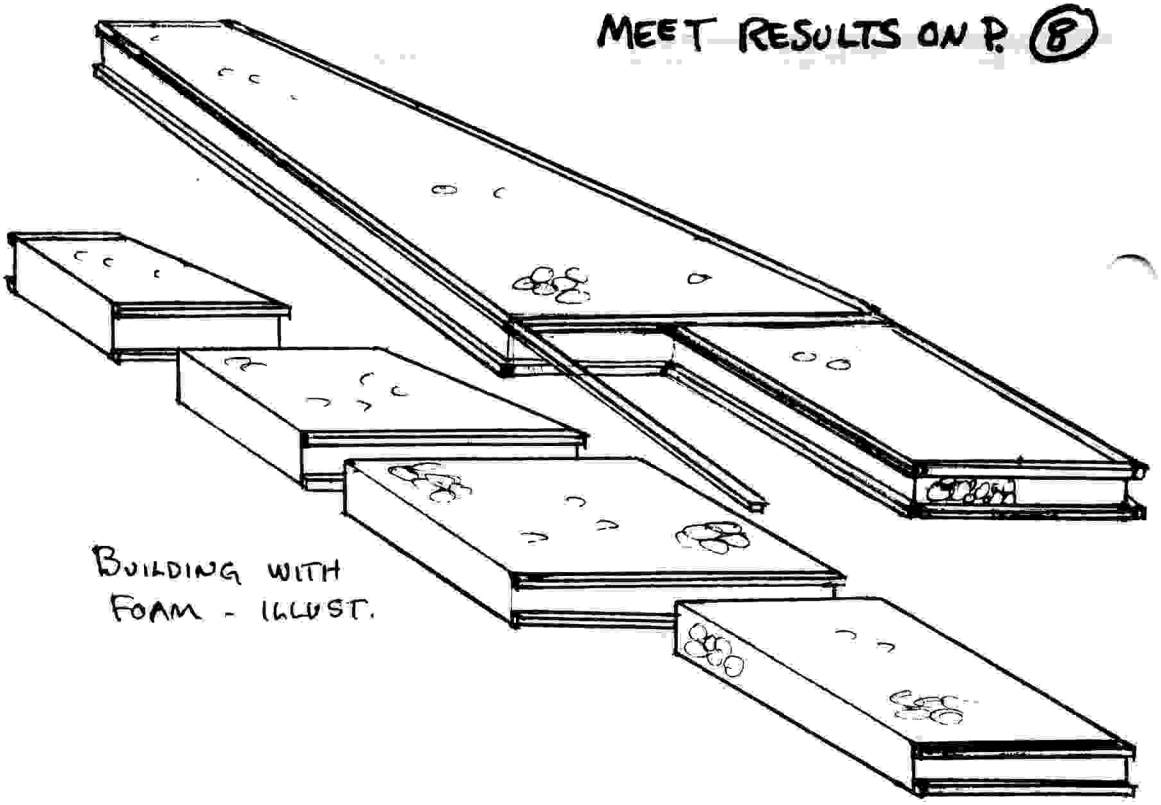
Our Bostonians, Old Timer ROG's should really perform there.

Never before have we seen such Scale, and Peanut activity. Kelso, Martin, Stewart, Kiefer, Arak, Everson, and Hedley are all engaged in scale activity, also Fred McCallum.

Don Bal racked up a new Fla. glider record, and his two boys flew, and flew their Peck R.O.G.'s.

Let's see you at the Blimp Hangar on Dec. 7th, and a week later at Miami Dade South for a Fun Fly.

MEET RESULTS ON P. ⑧



BUILDING WITH FOAM - ILLUST.

BUILDING WITH FOAM by Perfesser Bill Hiscock (4)

Styrofoam by itself leaves much to be desired as a construction material, but when it is used with balsa or even spruce or bass wood, it has some interesting properties which may be useful to the rubber scale builder. The foam I refer to is not the type used for packaging food in super markets but the lighter stuff with less density and a bead size of about 1/8" that is molded into package shapes and used to protect electrical products and camera equipment. If you have trouble finding it, buy a new zillion channel R.C. set with the automatic take-off, landing and cold drink buttons, keep the stuff that it's boxed in and send me the discarded contents.

All sanding should be done with blocks; 80 grit is good for rough work and 220 for finishing. The Peanut BD-4 in Bill Hannon's "Peanut Power" has all straight lines and is perfect for a starting project. What we are trying to build is a fuselage structure of 1/32" square balsa which is filled in with 1/32" sheet foam. Sand a flat side on a block of foam, then cut it to side view of the fuselage. The foam may be cut with a razor blade, hot wire or saw and should be squared off with a sanding block on the sides. This piece is now cut at the positions for the 1/32 square inch uprights. Square these cuts and use white glue to attach the uprights in place, flush with the flattened side. The sides are now assembled and the edges trued with a sanding block. Finish edging the foam with 1/32" and cut the two sides apart. Now, with the flattened side down on a flat, clean surface, use a block with 220 paper to sand

CONT. ON PAGE (7)

(5)

R.O.G.

DESIGNED AND DESCRIBED BY WALTER BUHL,
UTICA, NEW YORK.

HEY BOB CLEMENS - WHAT BECAME OF MR BUHL? (1930)

THE rules for R.O.G. should be scrutinized before building a model, in order to use all the advantages which the rules allow. This R.O.G. (Plan 36) was built to the rules listed below:

1. Eight-inch motor stick (front bearing to rear hook).
2. Must rise off ground.
3. Wheels at least one-half inch diameter.
4. Wheels must turn.

A very efficient design is a wing with a high taper (4-1) and round wing tips. On small models many model builders do not find it advantageous to use round tips as for the same weight a square tip has more area. To have both the advantage of the square and the round tip, let the paper overhang, as in the drawing; this cuts down drag and saves weight. The high taper is of no proved value in such a small ship.

In constructing, follow the drawings and taper everything as much as it will stand. Sand all parts down to size. The duraluminum bearing is a standard size (carried by most supply companies) filed down as small as possible.

By lengthening the rubber motor to nine inches and using a lubricant you can make this little ship do some remarkable flying.

This design is an improvement on two ships: one did four minutes, twenty seconds in a rather small place; in a contest the other made three flights over two hundred seconds, remarkable for a room twenty feet high.

To make a real job, build this plane with a hollow tube one-eighth-inch motor stick and a one-sixteenth-inch tube tail boom.

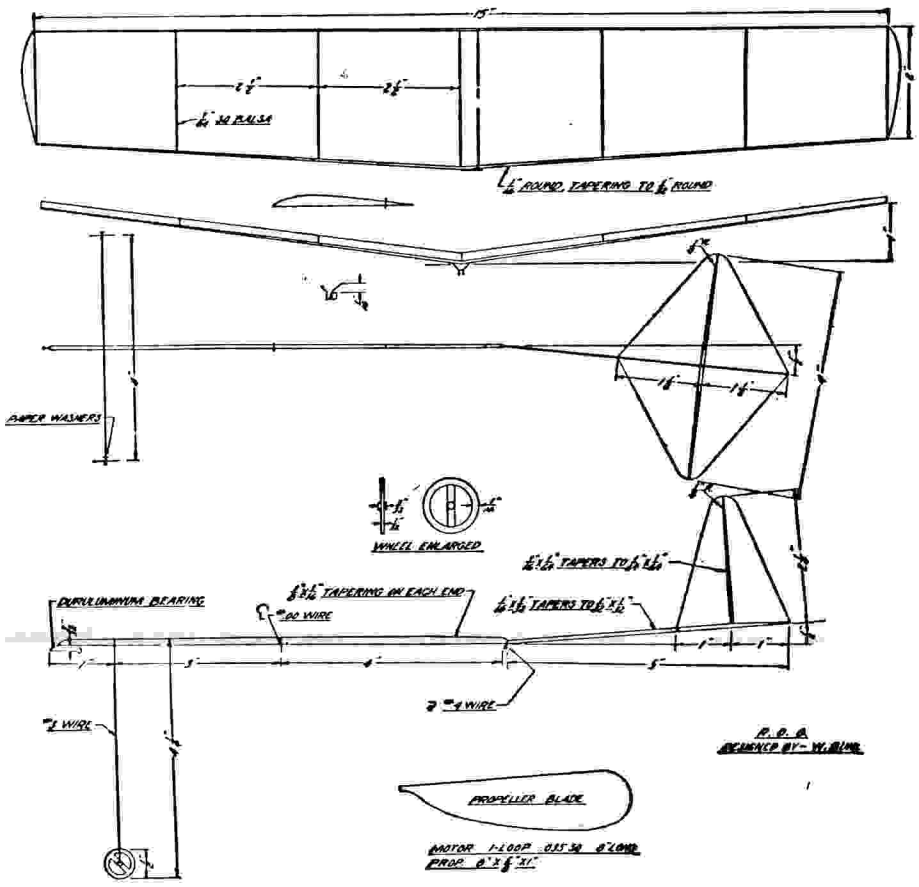
M

CO

HERE IS ANOTHER PLAN FROM "PRIZE WINNER'S BOO
NOTE OLD RULES - VERY SIMPLE. CAN YOU GET

MENS -
OF
(1930)

A 'S.A.M. INDOOR MODEL (6)



PLAN 36

M.I.A.M.A. RULES PROHIBIT MICROFILM OR MICROLITE-
CONDENSER O.K.

'S BOOK OF MODEL AIRPLANES (1930)
GET 4:20 FROM YOURS? → BY CARL CLAUDY

the foam down flush with the balsa. The top and bottom are made the same way, but the balsa is cut off the outside edges before final assembly and the plane is assembled like a sheet balsa model.

This type of construction has the appearance of a tissue covered framework and is much stronger. Most of the balsa can be eliminated to save weight, but the foam must be edged with wood during the sanding to provide a thickness guide and to protect the edges from feathering or tearing. These edges may be cut off after the sanding and the foam sheets used to cover a light balsa framework. With practice, the foam may be sanded thinner than 1/32. Any water based paint or dye can be used for color and details may be drawn with drafting tools before final assembly. If the final sanding is done with a block made with strips of sandpaper spaced on it, a corrugated appearance results. (How about that, Fulton? How about a corrugated Dornier Bostonian, Doc?)

Tail surfaces are simply shaped and outlined with wet 1/32" balsa and sanded down. Wings may be built and covered with 1/32" foam, or by another method which I will describe when we discuss the way I made the round fuselage for the F3F biplane I am working on.

It would be wise to take precautions against breathing the dust from the foam. (It may be harmful to your health--almost everything is!)

One last advantage of this building method is that it destroys a lot of the non-biogradable material which threatens to cover the earth by June 9, 3061!

NEXT ISSUE - PART II

RESULTS OF MEET Nov. 16 M-D SOUTH

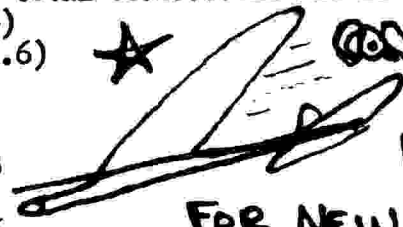
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PEANUT SCALE EVENT:
1. John Martin 4 pts.(14-Bis 32.0) 2 Static, 2 flight (41.0)(41.6)
2. Walt Everson 5 pts.(Waco E 29.0) 4 Static, 1 flight (44.7)(45.5)
3. Dave Kiefer 8 pts.(Ganagobie 30.2) 3 static,5 flight(32)(30)
4. XXJ Martin 8 Pts.(Junkers 26.5) 5 static,3 flight (33.0)(44.6)
5. Mike Arak 11 pts.(Cub-YO-59 32.5)1 static,10 flight(18)(14.7)
6. Carl Hedley 11 pts.(Vagabond 24.5) 7 static,4 flight(31.5)(32.0)
7. XXDave Kiefer 12pts.(Cougar 26.0) 6 static,6 flight (29)(29)
8. XXDave Kiefer 16 pts.(BD-4 22.7) 8 static, 8 flight (20)(21)
9. Jim Stewart 17 pts. (Church 22) 10 static,7 flight (18.8)(24.6)
10. Dick Kelso 20 Pts.(Acroduster 22.5)9 static,11 flight(12.6)(12.7)
11. XX D. Kelso 20 pts.(Cessna C-34 19.5)11 static,9 flight(17.3)(17.8)

AMA RUBBER SCALE EVENT:

1. John Martin	Martin MO-1	67 static	53.9 flight	120.9
2. Dave Kiefer	Ganagobie	77 static	32.6 flight	109.6
3. Jim Stewart	Church Midwing	79 Static	28.7 Flite	107.7
4. Carl Hedley	Found	80 Static,	18.8 flite	98.8
5. Dave KieferXX	BD-4	75 Static,	19.7 flite	94.7
6. Mike Arak	Cub YO-59	88 Static	5.8 flite	93.8
7. Dick Kelso	Fairchild 24-C	70 Static	19.1 flight	89.1
8. Dick Kelso	Cessna C-32	65 Static	13.7 flight	78.7

HL GLIDER EVENT: NEW STATE RECORD!!
1. Don Bal (33.0)(35.2) total 68.2....OLD RECORD 67.4 By John Arthur.
2. Mike Arak (22.9)(23.4)
3. Jim Stewart (22.7)(21.6)



CONGRATULATIONS TO DON BAL FOR NEW FLORIDA STATE CATI RECORD! (RIMERT, PLEASE NOTE)

EASY B EVENT:
1. Roman Szymula 7:01
2. Jim Stewart 5:01.8
3. Mike Arak 4:07
4. Carl Hedley 3:49.5
5. Walt Everson 3:43

JUNIORS: 1. Steven Bal 20.2
2. David Bal 19.0

PENNY EVENT: 1. Roman Szymula 6:01
2. Walt Everson 4:18
3. Carl Hedley 3:29

OLD BABY ROG: 1. Walt Everson 2:21
2. John Martin 2:16.4

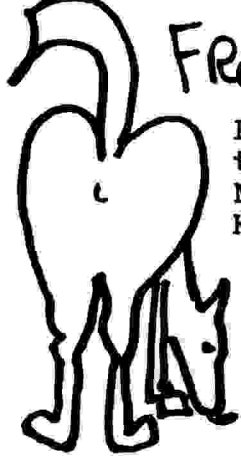
BOSTONIAN: 1. Carl Hedley 48.8
2. Walt Everson 39.5

NEXT MEET DEC 7

9 TO 5 OPA LOCKA CONFIRM 858-6363. (MEET at 9)

PROXY FLYING IS ENCOURAGED!

NEXT FUN FLY - Dec 14/9-5/ MIAMI DADE SOUTH CAMPUS



FROM THE HORSES MOUTH, & OTHER ORIFICES -

By Cripes!! I don't know what I'm more excited about, the election results, or getting the Hangar back !!! Needless to say, things are looking up here at MIAMA HQ, and we are drinking toasts to practically everything.

RUSS BROWN has supplied HQ with the complete run-down on results for the FLYING ACES NTS, not seen anywhere in print. Thanks for the data, RUSS

FRED KONLOSY is a new member of MIAMA. I don't want to get him in trouble, but I will just hint at some of his problems...He is newsletter Ed of one of the biggest R/C Clubs in the state...but confesses he is A CLOSET PEANUTEER !! Come out of the closet and be counted, Fred, I say !

LOTS OF NEWS FROM BUTCH HADLAND: There is still a good possibility that Butch can make it back to West Baden again this year to CD the World 24 Hr. Peanut Grand Prix, and fly in the full week of indoor. He is rehearsing lots of new jokes. He enthusiastically favors separating the indoor Nats from the main event, and holding them in June just prior to the SNART.

As usual, Butch has been cleaning up in English meets with his 1" to the foot CO2/Rubber Lacey M-10. His famous Lacey model WILL SOON BE AVAILABLE IN PEANUT SIZE FROM BOB PECK'S PECK POLYMER KITS. It should be on the market in late Jan. 1981, and I'm predicting that it will become the winningest peanut of all time. Be the first in your neighborhood to own one! Boo.

Butch says he's heard a rumor that there will be a new model magazine on the market to rival AEROMODELER in UK. Send them the flyer on the Peanut Grand Prix, Butch, and to Ron Moulton too. Can't get too much publicity y'know.

Styrofoam..(Polystyrene) models. It seems there are some making appearances in England. Butch reports on a Winnie May, a Micro Veloz, an SE-5, and a tiny 8" span Lacey (Pistacio Scale) that flys 40 secs! See the article in this issue by Professor Hiscock on construction details. In England they are "nicely decorated with felt pens". I was always worried about the color trim. The peanut models weigh 4 to 5 grams, very light. There is a suggestion to have a meet ONLY FOR STYRENE MODELS. I recall a foam Cub at the 1974 Nats at Lake Charles that flew over a min.

One last glider note from Butch..his Cat I "30 Ft." model modified COOT does 30-31 sec "every time", and weighs 3.2 grams. Send us the plan!

It looks like DICK OBARSKI is really gonna live in Fla. after all. It's going to be tough cheering for the Dolphins, after the Steelers. He will arrive 5 days before Christmas. Welcome to the Sunshine Squadron, Dick, and be prepared to do a little flying. New address : 2349 Barcelona Ave S.E. Ft. Myers, Fla. 33905. He's already checking out Ft. Myers for an indoor site.. now THAT'S the way to go! When is Ganser going to move??

HAVE YOU SEEN KEN JOHNSON'S NEW INDOOR COLUMN? EVERY OTHER MONTH IN R/C MODEL BUILDER. INDOOR'S COMIN' BACK!

So you think indoor is big nowadays eh? Well here is a quote from an article by Glenn Reichman, Humberstone, Ontario: (10)

"The National contest in 1930 was held in the great dirigible hangar in Grosse Ile Detroit. This hangar is ideal for an indoor contest. It has a ceiling of 110 ft., and plenty of floor space. Model builders from all over the US and Canada were here trying to beat the record of 8 min., 33 sec. made by Joe Culver of Oakland, Cal. I placed 18th in the contest NOT SO BAD CONSIDERING THERE WERE ABOUT 300 CONTESTANTS !! My best flight was 8 Min.,35.8 sec. The World's record was set at 11 min. 47 sec. by Ray Thompson, a Detroit boy." Three hundred contestants, Wow!

By the way - What ever happened to that 'Great dirigible hangar?'

NEXT ISSUE



- ☆ A NEW COLUMN BY MAMA'S MAN OUTSIDE (IN THE FRESH AIR) TERRY RIMERT
- ☆ "FOAM" PART II (Better than Jaws)
- ☆ MYSTERY PEANUT PLAN
- ☆ PITHY COMMENTARY-FAMILY FUN



SEX



VIOLENCE

DON'T MISS IT IF YOU CAN!

CHRISTMAS WISHES

OUT ON NEWSSTANDS IN DEC.

MAMA SALUTES: TA TA !

THE RETIREMENT OF TWO FAMOUS, HARD WORKING NEWSLETTER EDITORS:

BILL WARNER- FLIGHTMASTERS SCALE NEWS AND VIEWS (CAL.)

DAVE STOTT- FLYING ACES (CONN.)



Finland's King Gustof on the death of Paavo Nurmi:

"When a great man dies we search the horizons for his successor, but no one comes"

How're we gonna replace these guys !

THE HANGAR PILOT

EDITOR: DR. JOHN B. MARTIN
3227 DARWIN ST. MIAMI FLORIDA 33133

The National Air and Space Museum has completed production of the seventh poster in the Aviation Relic Series. The Albatros D. Va, a World War I fighter, has been completely restored and is exhibited in the World War I Gallery of the Museum. The original fabric, removed from the aircraft during restoration, has been cut into squares and is available to the public mounted on handsome 15" X 20" posters suitable for framing.

Five other posters in the series are still available. These are the Douglas World Cruiser, the Curtiss NC-4, the Fokker T-2, the Vin Fiz, and the Lockheed Vega 5B. The posters are produced in limited editions determined by the quantity of fabric available. Their historic value combined with the limited number make them unique collector's items.

NATIONAL AIR AND SPACE MUSEUM
SMITHSONIAN INSTITUTION
WASHINGTON, D.C. 20560

Please send me the following poster(s):

____	DOUGLAS WORLD CRUISER poster(s) at $12.00 ea.	$ ____
____	CURTISS NC-4 poster(s) at $12.00 ea.	$ ____
____	FOKKER T-2 poster(s) at $12.00 ea.	$ ____
____	VIN FIZ poster(s) at $12.00 ea.	$ ____
____	LOCKHEED VEGA poster(s) at $12.00 ea.	$ ____
____	ALBATROS D. Va poster(s) at $12.00 ea.	$ ____
TOTAL AMOUNT ENCLOSED, Check or Money Order		$ ____

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Original Fabric

Use $2.00 now to purchase certain photos which appeared in previous issues of the Hangar Pilot. Only two months of the offer remain. Quantities are limited and will be sold on a first come first serve basis. Please refer to the photo number when ordering. Thank you.

PLEASE MAIL EARLY FOR CHRISTMAS

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Jim Miller 12/79
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Cincinnati, OH 45240

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NEXT MEET:
DEC 7
BLIMP HANGAR!

OPA LOCKA.