JOY TO THE WORLD - IT'S

THE HANGAR PILOT

FROM MIAMI, FLORIDA USA

THE MIAMI INDOOR AIRCRAFT MODEL MIAMI

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AMA CLUB 986



MERRY CHRISTMAS, PILOTS

① THE HANGAR PILOT



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NEXT MEET SUN JAN 4 BUMP HANGAR 9-5

NEXT FUN FLY - JAN 18 - MIAMI DADE SOUTH

DEC 27,28,29 - 27TH KING ORANGE MEET, JACKSONVILLE. CALL 904-751-1364 FOR DETAILS

SCOOP:

IT'S OFFICIAL! AMA 1981 INDOOR NATS TO BE AT WEST BADEN BEFOR THE SNART + WORLD PEANUT G.P.

INDOOR SCHEDULE:

ALL MEETS 9 TO 5
CONFIRM BY CALLING 305-858-6363

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
NO! ~~April 19 FUN FLY M/D South~~ CANCELLED
May 3 LAST MEET Opa Locka
May 17 LAST FUN FLY M/D South
JUNE 21 ANNUAL AWARDS BANQUET

FLY!

BUILDING WITH FOAM - PART 2

by Bill Hiscock

If you read the first installment of the epic saga about converting foam packaging into scale models and carefully followed the directions, you now have a house full of foam shavings, dust, and a fuselage. No wing, of course!

The simplest way to make a wing from foam is to glue a root and tip rib to the ends of a foam block which has been cut to the plan view of the wing, and then use sanding blocks to shape it. The sanding block must be long enough to reach between the two ribs; wash-out is added by angling the tip rib. A balsa leading and trailing edge should be added before sanding to protect the edges of the foam. The principle is the same as hot wire cutting, but sanding is more practical for peanut size wings--at least for the finishing stages. The drawback to this type wing is that although it is about the same weight as a built up and tissue covered wing, it is heavier than it has to be. To make it lighter, I sanded the bottom surface with a curved block to 1/32" and added another bottom surface of 1/32" foam or condenser paper. On a WW-I type plane, which needs ribs for appearance, I sanded a 1/32" groove into the top surface at rib locations and glued in wet 1/32" balsa before I sanded the bottom. This results in a wing with the characteristics of sheet construction, but since the foam is sculptured rather than bent into shape, it will not warp, and since there is no sag between the ribs, the appearance of the foam wing is more realistic and scale-like on aircraft which did not have fabric covered wings.

CONT. ON PAGE 7

③ BACK IN BUMP HANGAR - MEET 3

Boy, it sure felt good to have 7 stories of room over my head as I launched. For some reason it seemed roomier than ever..so much so that we can remove restrictions on glider time, and heavy stuff like sleek streaks and delta darts. In the future the gliders and kid's planes will fly at one end of the hangar, and the light stuff at the other.Are we spoiled?

The big story from meet three is that Don Bal really creamed the Cat II State Glider Record by a mere 8 seconds. He was out to prove that his Cat I record set last meet was no fluke. His 57.1 flight was by far the best ever in the hangar, and now he's out to do a minute! Don promises to have plans for his record breaker for the next issue of the Hangar Pilot. The lack of those big old ropes sure helps the glider event,& all others too.

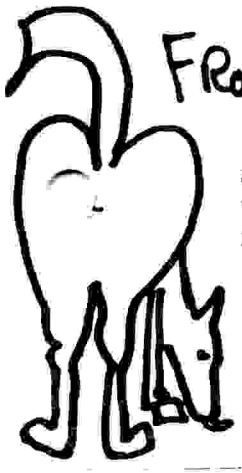
Doc Martin showed up with a "Waco Beater" in peanut...A WW I Nieuport 17C. At 8 grams with ballast it was in the 35-40 sec range with a 16" loop of .093 and 1400 turns. 4 1/2" Peck plastic Jap Prop. A "point getter" with scale ribs, and hinged empenage,etc. it managed a tie with Walt's Waco E, but won with higher scale points. His other new peanut, the 1930 Junkers Stratoplane finally got flying for 4th place, and a best flight of 44.8 sec. This low wing job is a 9", 15" span peanut with a climb better than the original. Unfortunately the glide is as steep as the climb!Kiefer's Ganagobie and Kelso's Acroduster are two outstanding peanuts. Mike Arak finally got his 14-Bis to fly. Anyone REALLY know how to trim a canard??

Observations on our peanuts. We are in the eighth year of our peanut rules, and are quite satisfied with them. They have produced the sort of contest model that the event was originally all about...namely the ten cent kit of the thirties. In last contest the first five planes included three biplanes and a low winger, and one conventional cabin mono. Flights are R O G and in the 35 to 50 sec. range. Walt Everson does a min. with his Waco, but it is super light (4.5 grams). Most models are 7 to 11 grams (1/4 to 1/3 oz.). Any ROG flight with a model this heavy, over 40 sec.,is a darn GOOD flight, so keep trying, pilots, and let us know what results YOU are getting out there in Indoor-land!! Speaking of 10 cent kits.. My Nieuport was built from a Peerless dime kit that said "Exact Scale model" on the box, and it almost WAS. I had to deepen the fuselage a bit, change the rake of the lower wing tip, and widen the rear of the fuselage some, but THAT WAS ALL: it truley WAS an exact scale model, especially in the important areas of landing gear length, dihedral, and stab outline. I had built one in 1938, and this was a real nostalgia trip. My 1938 model NEVER did 39.2..in fact it didn't fly at all until I made it a glider.

The OLD TIMER BABY ROG event is really taking off with 9 entries this time. One of the reasons is that it appeals to the Juniors since the Peck ROG fits the rules if you move the rear pin back about 3/4" to conform to the 8" motor stick rule. Same applies to the Phantom Flash. One small mod and you are all set for the old timer event.

Pg 4-5-6-7 M-2 Mail plane in File

FROM THE HORSES MOUTH, & OTHER ORIFICES - (8)

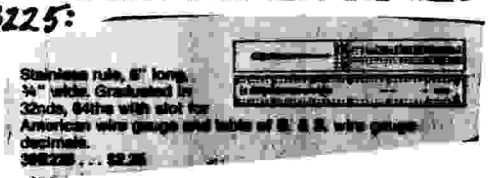


Yep, hangar pilots, it's official. The Scoop inside the cover about the Indoor Nats being held separate from the rest of the Nats. The free flight Nats, and all the rest will be held from August 2 to 8 in San Antonio, Texas at Seguine Airfield where ever that is. I have been informed it is a Cat II field, at best, and a Cat III field when the wind is blowing hard, or from the wrong direction. FF from Mon. to Sat.

The indoor nats will be at West Baden June 21-23 (!) followed by the SNART June 24-26 and the 24 hour World Peanut meet June 27. So it looks like another full week of indoor this year very similar to last year's world champs. PLAN AHEAD The two main reasons for this departure is that there is no indoor site in San Antonio, and there was a great deal of muttering about last year's site at the field house in Cincinnati as being very inferior.

In regard to the above news, OUR MAN OUTSIDE...TERRY RIMERT'S COLUMN arrived just in time to NOT have enough room to be included in this issue as this Horses column is being typed LAST. Exerpts from his column include a prediction that the West Baden event will draw a large crowd now. (Wait till Terry sees that field at Seguine!)Terry bemoans the lack of outdoor sites and repeats his request for information if any of our readers have a possible site in their area. Please, Please!! Help! O.K. Terry, see ya at King Orange, and lets have column 2 by Jan 4.

DON LINDLEY, the moving force behind the West Baden Nats sends along the following GREAT SUGGESTION. Instead of using a micrometer to measure rubber or wood dimensions, he uses a simple WIRE GAUGE, puts the item in the V shaped slot, and reads off the dimension where the item comes to rest. Send $2.50 to Jensen Tools Inc.,1230 S. Priest Drive,Box 22030, Tempe,Arizona 85282. for their "Stainless Steel Rule with slot for wire ge". (And get one for MY stocking)#39B225:



FRANK ZAIC,Model Historian, is collecting material to reprint the model section from the old AMERICAN BOY magazine. He is looking for old A.B. issues. If you can help..Zaic, Box 135 Northridge,California 91328.

Nice to see the big mob that the lure of the Blimp Hangar brought out for meet three, even DAVE LINSTRUM was flying an Easy B and a Sherman Gillespie model. The CAMPBELL family was out in force..LEE, SHIRLEY & TARA. Also the HOUTENBRINKS, and ERNIE CLARK & CLIFF SHAW. DAN KILGORE & DUKE DONOVAN got in some sidelining. Anyone I missed? Oh,yeah EARL PRESSETT!

DAVE HAGEN is threatening to send a Penny and a Baby ROG from Oregon for proxy entries. Send to MIAMA Hq. Dave & we'll get 'em flown. Dave has been very big in F1D this year in the FAI team program.

(9)

ENDURANCE R.O.G.

DESIGNED AND DESCRIBED BY GLENN REICHMAN,
HUMBERSTONE, ONTARIO.

THE wing (Plan 42) is constructed and covered in much the same manner as in my Indoor Tractor wing (see page 105) except that the spars made from balsa $\frac{1}{20}$ inch square are solid instead of hollow. The ribs and tips are made from balsa $\frac{1}{32}$ inch square. An important detail of this plane is that the wing fits underneath the motor stick instead of on top.

The motor stick is a hard straight-grained piece of balsa $\frac{1}{8}$ inch by $\frac{1}{16}$ by 9. The rear hook and can are made from .016 music wire. The landing gear, made from .016 wire, fits over top of the motor stick; the ends of the landing gear are 4 inches apart. The wheels are made from balsa $\frac{1}{32}$ inch thick and are $\frac{1}{2}$ inch in diameter. The outrigger or tail boom is made from balsa $\frac{1}{16}$ inch square which may be tapered and rounded. It is set up $\frac{1}{4}$ inch from the horizontal. The rudder is made from balsa $\frac{1}{32}$ inch square and is built by crushing the wood around a form.* Very neat curves can be produced in this way. The stabilizer is made in the same manner. The tail boom is set over $\frac{1}{4}$ inch to make the ship circle.

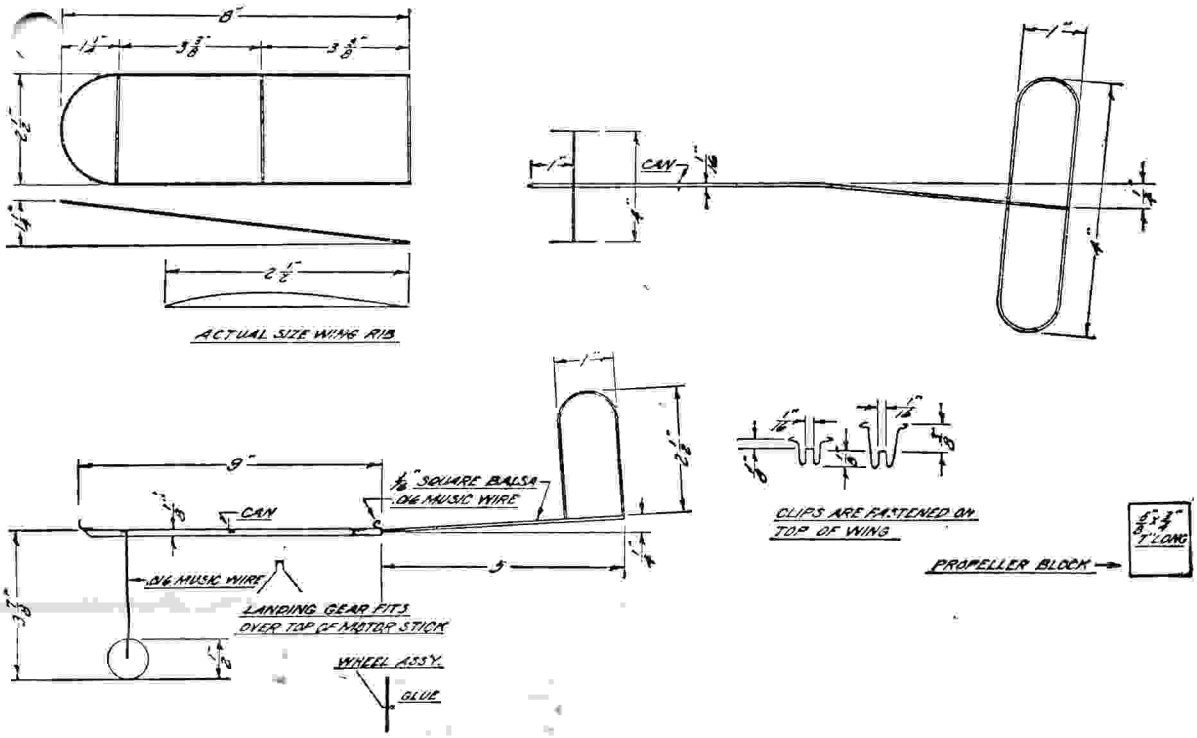
The wing clips made from .016 wire must be bent accurately so that the wing fits squarely on the motor stick.

Carve the propeller from a block of balsa $\frac{5}{8}$ inch by $\frac{3}{4}$ by 7. In making this propeller do not give it as much camber as the big propeller, just described. The propeller should have rounded tips and be cut away at the hub. Its shaft is made from .016 wire. (1/64)

With a motor of rubber .045 inch square and about sixteen inches long, this Endurance R.O.G. is exceptionally light. It should do at least ninety seconds and with a little more care it is possible to raise this duration considerably and even double it.

* WE HAVE LEARNED IT HELPS TO SOAK THE WOOD IN WATER FIRST!

REPRINTED FROM "PRIZE WINNER'S BOOK OF MODEL AIRPLANES" CARL H. CLAUDY 1930



PLAN 42

"FOAM" CONCLUSION:

have flown it by the time Chapter 3 of the continuing saga of one man's attempt to destroy the world's supply of superfluous styrofoam is ready for publication.

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9-5

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Jim - Doc
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Subscription time

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