VACATION PLANS IN —

# THE HANGAR PILOT

BY AIR MAIL FROM MIAMI, FLORIDA

THE MIAMI INDOOR AIRCRAFT MODEL ASSN.

MIAMI

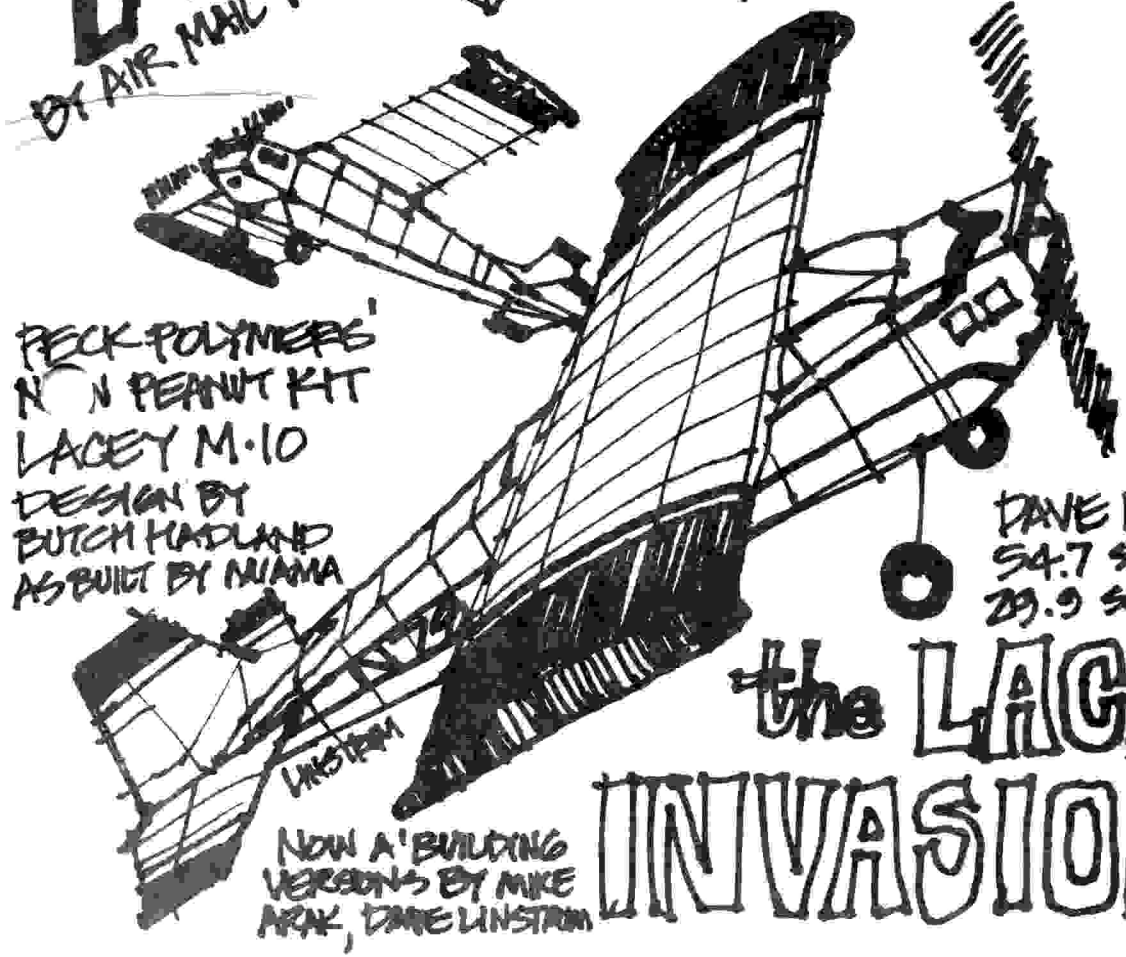
ISSUE 68
JANUARY 1981
AMA CLUB 986
"E" FOR EXCELLENCE

INDOOR IS BACK IN THE HANGAR AGAIN!

— HAPPY NEW YEAR —

NO IT AIN'T! (ED.)

CARL HEDLEY'S MODEL
57.8 SEC / 29.7 SCALE FT.



PECK-POLYMERS' N'N PEANUT KIT
LACEY M-10
DESIGN BY BUTCH HADLAND
AS BUILT BY MIAMA

DAVE KIEFER
54.7 SEC FLT.
29.9 SCALE FT.

LINSTROM

NOW A'BUILDING VERSIONS BY MIKE ARAK, DAVE LINSTROM

# the LACEY INVASION!

# 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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## BAD NEWS - GOOD NEWS DEPT:

Here we go again, indoor sports fans. MIAMA HQ has just been advised by the Dade County Port Authority, that the State of Florida has leased, from the County, "Our" Blimp hangar to be used for "Processing Refugees." This, I believe, includes Cubans, Haitians, Mexicans, and fugitive indoor flyers. I am given to understand by Mr Bill Cinco, and Mr Phil Davis, Florida State Facilities Service Coordinators(377-5147), that the lease will commence on Jan. 14th, and will "Only be for 4 to 6 weeks" (If you believe THAT) so that MIAMA will be back in the hangar, with sufferance, for meet 6 which WAS scheduled for MARCH 1. So...

CANCEL MEET 5 AT THE BLIMP HANGAR We will have meet 5 at the Cat I site..Miami Dade South...on FEB. 15. REPEAT, REPEAT::: No NOTHING on FEB 1, which was previously scheduled for the hangar. Too bad.

Bear with us, stalwart hangar pilots. Let us welcome with open humanitarian arms our bretheren from these politically troubled islands. Let us not question how they got into the leftist, liberal, Keynesian, pickle they are in, but rather let us find jobs in Miami for 150,000 degenerates and fellons and illiterates and try to avoid being mugged on our way home tonight. (My dental office was robbed Christmas eve... very sentimental). As a small suggestion may I say that during the election of 1982 we should consider changing the CONGRESS OF the USA.. that's the STATE representatives, if you didn't get me the first time, who RUN THE COUNTRY, and are, I believe, running it rather badly.

Where is the Griffon when we really need him?? No doubt fooling around in Long Island Sound when he should be in Biscayne Bay. Hero's with feet of clay. Pass the O'Doul's Dew!! Schedule on Back Page!

# MEET 4 - OPA LOCKA

JAN 4 1981 (2)

Cool weather, hot gliders, and old friends were the story at meet four at the Hangar.

Once again Don Bal shattered his own Florida State Cat II glider record by about 8 full seconds! I predict that the record will get so hard to beat that even Don will have trouble changing it. He has developed an undercamber gauge to measure his airfoil at any given place on the wing. He has also laminated his leading edge out of basswood AND bamboo which really resists the nicks from the girders. On a mighty heave on his second series he totally demolished his record setting glider in about six pieces (But the leading edge was perfect!). Don's goal is two 1 minute flights which is pretty tough in a tight 68' hangar.

Our cover story is BUTCH HADLAND'S Lacey M-10 kitted by Peck. As predicted it is a winner, and two showed up already, with many more being built by all and sundry. Hedley's and Kiefer's models flew beautifully "right off the board" pushing the minute mark. Both tied for first place in peanut with Doc's "new" 14-Bis (With no leading or trailing edges) so the static score determined the first three places. That ugly plane flies SOO good!, and NO dihedral. Brace yourself, gang, you are going to see a lot more of this square eagle. Peck has a real winner!

It was great to see dad and son McCallums (Fred and Cliff) out flying agin after a long, long time. Cliff got his dad's Peck Zero and AMA scale Cub flying beautifully!! Hope to see you both back in Febru ary.

**It finally happened...** Look who won Easy B! Yep, Pittsburgh's loss is our gain as both Mr and Mrs DICK OBARSKI, new Florida residents, showed up at meet 4. Welcome to the club, guys and gals, we're proud to have you in MIAMA! It's a three hour drive from Ft.Myers but, wht the heck. Peck was really impressed with the old blimp hangar. (We hope we get back in soon). Bill Miller missed the meet, and Bob Clemens is due in town this week. Let's have a little better timing, guys.

We're not neglecting the social side either. More than a dozen hangar pilots gathered after the meet at a new Cuban restaurant in Opa Locka (Right next to the flight's End Pub on Fisherman's Rd.)called AMADOR. It features sea food, but all the items are good, and CHEAP. A popular dish with the hangar pilots is Boliche (Rib eye of beef) with black beans on a bed of rice with a glass of Sangria. Total $3.75. You can't beat that except at West Baden! I give this joint 4 stars. No one in the place speaks English but it doesn't matter..the food's good. Now we have to find a joint near Miami Dade South with similar character. The search is on...Come to the next Fly In on Jan 18 and we will try to find a proper bistro for post meet gathering.

MEET RESULTS - PAGE 14

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# SENIOR R.O.G.

DESIGNED AND DESCRIBED BY ELDRICH J. WILLIS, JR.,
AUBURN, NEW YORK.

THIS model (Plan 45) was designed for endurance, without the landing gear, but that may be added afterward, only then less time may be expected. The plane is capable of from four to four and one-half minutes if it is built as light as the plans call for and the adjustments are right. Care must be taken to make the wing and tail surfaces extremely light and yet strong.

MATERIALS REQUIRED

Propeller—$\frac{5}{8}$ inch by $\frac{7}{8}$ by $7\frac{1}{2}$ soft balsa
Fuselage—$\frac{1}{8}$ inch by $\frac{3}{32}$ by $8\frac{1}{4}$ medium balsa
Wing—$\frac{1}{16}$ inch by 2 by 20 sheet balsa
Empennage—$\frac{1}{32}$ by 1 by 20 sheet balsa
Landing gear—Bamboo.

The wing spars are cut $\frac{1}{16}$ inch square from the $\frac{1}{16}$ inch sheet balsa, with a ruler and razor. These are then planed and sanded smooth so at the center they are slightly over $\frac{1}{32}$ inch square, and slightly less than $\frac{1}{32}$ inch square at the ends. The ribs are formed to the shape on the diagram and cut to size. Now mark the spars at the places where the ribs join and set them the proper distance apart on a board. The ribs are glued in place with the spars held down by small weights. The wing tips of $\frac{1}{32}$ inch square are bent to the proper form and glued to the ends of the spars. One-inch blocks are placed under the ends of the wing and the center glued to form the dihedral angle. The frame is now covered with paper fastened to the frame with banana oil and trimmed with a razor blade. When the wing tips are fastened to the center of the spars with glue the wing is complete.

CONTINUED - PAGE 12

ANOTHER IN HANGAR PILOT'S OLD TIMER R.O.G. PLANS REPRINTED FROM CARL CLAUDY'S BOOK. THE INSTRUCTIONS REFLECT THE STATE OF THE ART 50 YRS. AGO.



# LET THE SUNSHINE IN

by our man outside - Terry Rimert (4)

At the Fort Lauderdale contest last month I heard a few south Florida free flighters advocating withdrawing from the AMA. Their argument that free flighters don't get very much for their $25.00 was a bit off base, but maybe not a whole bunch. A couple of them said the AMA magazine was not worth much because it was full of RC. I happen to like the magazine, and feel it has more stuff in it for the free flighter than any other model magazine, with the exception of the NFFS newsletter , or some of the club publications.

Most free flighters couldn't care less if they have AMA insurance because they fly so far away from crowds, or have such small, slow, light planes that they couldn't hurt anything.

A modeler of average activity might go to 4 or 5 contests a year. This means that he is probably paying more for AMA membership than he is paying in entry fees. This seems rediculous. How about the guy who goes to the NATS to fly a peanut model, and pays ten times the model's worth for entry fees? And this guy is ALREADY a MEMBER of the club!

AMA is making a big deal about its PR work. I would rather have the manufacturers do this work and pay for it in increased cost of model supplies.That way you pay in ratio to the amount you are useing.

AMA sanctions our clubs, and contests and tries to avoid conflicts by coordinating contests for us, and lists the meets in the magazine so we can tell what is coming up. We would have a hard time doing all this without the AMA. But a lot of contests are not sanctioned now. We could promote these in the FFFliar,the Hangar Pilot, and the FMA Newsletter.

Maybe we could get a lot more for our money if we worked through a different activity or club.I'm not about to try to start one myself, Iknow how much work it would be. Besides we still have to go to the AMA for international stuff, and qualifying for FAI, and all that. On the other hand, the president's poll to see why people belonged to AMA showed that a large number of them HAD to in order to fly models on local fields, or to get insurance, or a lot of other reasons besides the reasons set forthin the by laws and charter of the AMA. We are supposed to be a scientific organization, doing research in a scientific manner, not a bunch of nuts boring holes in the sky, back and forth in front of us, and digging divots in the ground. I guess even scientific researchers do a lot of that divot digging, but not nearly with the force of RC sport flyers. This is probably the reason that most free flighters would like another organization. Maybe we WERE here first, and the sport flyers should organize a club to give them insurance, and frequencies to fly on, etc. and leave the AMA to the people it was meant for in the first place. We could sure have a good argument over where the line is drawn,& who should go into what club.



# FROM THE HORSES MOUTH AND OTHER ORIFICES

As all you Hangar Pilot readers can see by all the applications etc. in this issue the big news this month is the full week of indoor at West Baden this June. It is the best vacation "buy" in the nation in 1981. For $240 bucks you can spend 8 days & nights in Indiana, eat 24 meals & attend 3 banquets !!!!!! If you prefer you can spend $365 and spend THREE days at Disney World.

JACK CARTER of Wisconsin has not missed a NART, and is hard at work developing a series of indoor models of progressive difficulty to act as a training program so the US supremacy in FAI indoor will remain when Richmond is in his wheel chair. He has consulted <u>all</u> our top indoor flyers for advice (and I mean all) so that the plans he's developing will have considerable technical merit. We hope to report more on this project in the near future.

Please note our Awards Dinner date has been moved up a week to June 14th.

MASH:"Lt Col. Henry Blake's plane was shot down over the Sea of Japan. There were no survivors."

MR GEORGE HONDA, who managed the Japanese team at the WC's last year has sent HP a fine new book on indoor modeling called "The 30 minute Challenge" It has allready been read by Doc, Walt Everson, and Carl Hedley. We all liked this beautifully illustrated hard backed book packed with plans & photos. The plans and dimensions are all metric and understandable, but the text is Japanese. For you hard core FAI endurance types this is just what you want dispite the text. Send $12.00 to George Honda, 2905 Wellington Rd. Los Angeles, Cal. 96016. A beginners book on indoor now out of print is being considered for reprinting. If you are interes ted in the beginners book...let George know.

JIM MILLER was in town recently. He built the Buhl old timer ROG from Hangar Pilot, and did 4:52 under a low ceiling , which was a lot better than Mr. Buhl did with it in 1930. Jim's weighed 7/10 gram and used a loop of .029 Pirelli. We have received quite a bit of favorable commentary on our Old Timer ROG series. Try one, it will be a special extra event at West Baden. They only take a few hours to build.

MOST PEOPLE WHO "JUST WANT WHAT'S COMING TO ME" WOULD PROBABLY BE $20,000 IN DEBT. DOC

# THE ANNUAL INDOOR EXTRAVAGANZA (6)

## JUNE 23-27 1981

## WEST BADEN, INDIANA

THIS YEAR - 1981 - FOUR (4) MEETS IN ONE WEEK!

This is the sixth year that the National Indoor Model Airplane Society returns to West Baden for their favorite annual attempt to set records, to see old friends and to make new ones, and to just have fun. Most indoor modelers all over the world are now aware of the food, flying and comraderie to be had at Northwood Institute, due, particularly, to the 1980 World Champs Meet held there last June, followed by the SNART Record Trials, and the First World Peanut Grand Prix.

This year there is another unique FIRST. The first time the AMA indoor NATS has been held at a separate time and place from the "main" NATS. Indoor modelers, for a long time, have felt this would be a good idea. Not that we are snobs, but that ideal indoor sites are rare, and recent NATS indoor sites were far from ideal. Details of the AMA part of this full week of indoor flying are obtainable from AMA Hearquarters. Please send them an SASE BEFORE MAY 31. This is their cut-off date.

We make the same request for the SNART...May 31 for entry... For the 2ND WORLD PEANUT GRAND PRIX we request you enter by MAY 15 because there is much more to be done to process and proxy fly a nut.

## OFFICIAL SNART ENTRY & GRAND PRIX ROOM + MEALS

PLEASE SUBMIT BY MAY 31

ENTER EARLY - ONLY 200 BEDS AVAILABLE.

NAME:_____ AMA No. & Age Class_____

STREET ADDRESS_____

CITY_____ STATE_____ ZIP_____

CLASSES I WILL ENTER_____

EXPECTED TIME OF ARRIVAL(DAY & HOUR)_____ NO. OF PEOPLE_____

STAYING HOW MANY NIGHTS?_____ NUMBER ATTENDING BANQUET(S)_____

TOTAL NUMBER OF DAYS WE WILL BE EATING MEALS?_____

TO FIGURE COSTS SEE OTHER SIDE FOR SCHEDULE.

SEND TOTAL AMOUNT TO: Dr. John Martin, 3227 Darwin St.
Miami Fla. 33133, USA

(7)

## THE SNART:

Most everyone will be glad to know the ceiling height controversy has been resolved, and the FAI method of measuring height has been adopted officially by the AMA. West Baden..height 98', Cat II. In the record trials (June 24-26)every type of indoor model is flown and recognised. This is all 12 AMA classes, and 7 other unofficial typ You will be scored according to your "Index of Performance" in the 12 official classes, which is a comparison of how well your best flight compares with the national record. Individual trophies to Manhattan, Bostonian, Scale (AMA and CO 2, and Peanut -Rule 59) Easy B old rule, (New rule is under "index"),Peanut speed, and possibly some "Flying Aces" type mass launch events. All classes NOT named are in the "Index" event, and are eligible for the famous glass bottom pewter mugs. There are no limits to the number of flights you make, and no limit on the number of classes you enter. AMA rules apply to all classes except the rules printed in this brochure.

NORTHWOOD INSTITUTE , West Baden Indiana, 1-812-936-9971 is an old college, and not plush, or air conditioned. Bring many of the creature comforts you will be wanting with you. There is plenty of activity for your entire family at nearby French Lick.

AIR CONDITIONED MOTEL:Lane's Motel, Box 244, French Lick 47432
1-812-936-9919

West Baden Springs Motor Inn Box 38 West Baden 47469 1-812-936-9995

Plush Accomodations: Sheraton Hotel, French Lick, Indiana

## SNART - 6TH NIMAS ANNUAL RECORD TRIALS (JUNE 23 TO 27)

ENTRY FOR SNART & LODGING/MEALS FOR ALL WEEK JUNE 23-27 1981 - INCLUDING P-NUT G-P * SEE CALENDAR OF EVENTS TO HELP FIGURE

| | | Number of times | Figure Costs here: |
|---|---|---|---|
| LODGING; Per person, each night | $10.00 | | X $10.00 = |
| BREAKFASTS, | $2.50 | | X $2.50 = |
| LUNCH | $3.00 | | X $3.00 = |
| Dinner | $4.50 | | X $4.50 = |
| BANQUETS | $8.00 ( 3 scheduled) | | X $8.00 = |
| | | | = |
| | | | TOTAL |

ENTRY IN SNART (Open/Sr.) $20.00
(Junior 10.00)
(Glider or Scale only $10.00)
PLUS 1.00 FOR EACH ADDITIONAL CLASS ENTERED

Figure the number of people coming, the number of nights, the meal costs and the entry fees, and send total to address on other side. THIS IS AN HONOR SYSTEM. PLEASE DECLARE DIFFERENCE IF YOU STAY LONGER, OR EAT MORE THAN PLANNED!

* P-NUT GRAND PRIX ENTRY- SEPARATE SHEET

# SNART CALENDAR OF EVENTS

• 12 HOURS OF FLYING PER DAY

| | | | | |
|---|---|---|---|---|
| TUE - JUNE 23 | CONCLUSION OF AMA NATS ..... | AMA LUNCH PD. | --> 8:00 PM - NIMAS NATS BANQUET | |
| WED JUNE 24 | ALL 'HEAVY' MODELS - MANHATTAN BOSTONIAN, PENNY, MONICE PEN. 'OLD' EZB. 9:00 AM ..... | LUNCH 1 TO 1 | ....9:00 PM | 5-6 DINNER |
| THURS JUNE 25 | BY 10:00 AM TURN IN ALL SCALE MODELS - FOR FRI + SAT EVENTS ALL "LIGHT" MODELS - 7:00 AM - | | -----> 7:00 PM | 8:00 NIMAS SNART BANQ. |
| FRI JUNE 26 | GLIDER + SCALE DAY 9:00 AM ----- | LUNCH 1 | ..... 9:00 PM | 5-6 DINNER |
| FRI NITE 7:00 - START P-NUT G.P | SAT ALL DAY - JUNE 27 WORLD P-NUT G.P. #2 | | 7:00 END 24 HRS. W.P.G.P. | 8:00 SAT. PEANUT BANQ. |

**SNART ENTRANTS - BRING STOP WATCHES, + BE PREPARED TO HELP - VOLUNTEERS NEEDED!**

## NOTES:

The AMA portion of WEST BADEN WEEK..June 19 to June 23...includes the AMA NATS, and the FAI Regional Team Trials. Send to HQ for details. AMA activity terminates after lunch on Tue.,June 23. Dinner that evening is an AMA awards banquet sponsored by NIMAS for those who wish to have their NATS trophies presented at an old fashioned type awards dinner.

The NIMAS awards banquet will be on Thurs. night when the INDEX OF PERFORMANCE mugs will be awarded.

Friday June 26 will be glider and scale day with these events alternating all day long. Awards for these flyers on Friday night, and after dinner the 2nd World Peanut Grand Prix gets going...for 24 hours!!

We hope to have the Club MIAMA cash Bar open, and fill the evenings with symposia, movies, and bull sessions.

ARE YOU GONNA STAY HOME AND MISS ALL THIS ???

WEAR YOUR MOST COMFORTABLE ADIDAS OR HUSH PUPPY SHOES 'CAUSE THE HARD TILE FLOOR REALLY 'GETS' TO YOUR FEET AND LEGS!!

ALSO BE WELL RESTED, AND BRING YOUR NO-DOZ WHEN YOU ARRIVE; 'CAUSE YOU WON'T GET MUCH SLEEP!

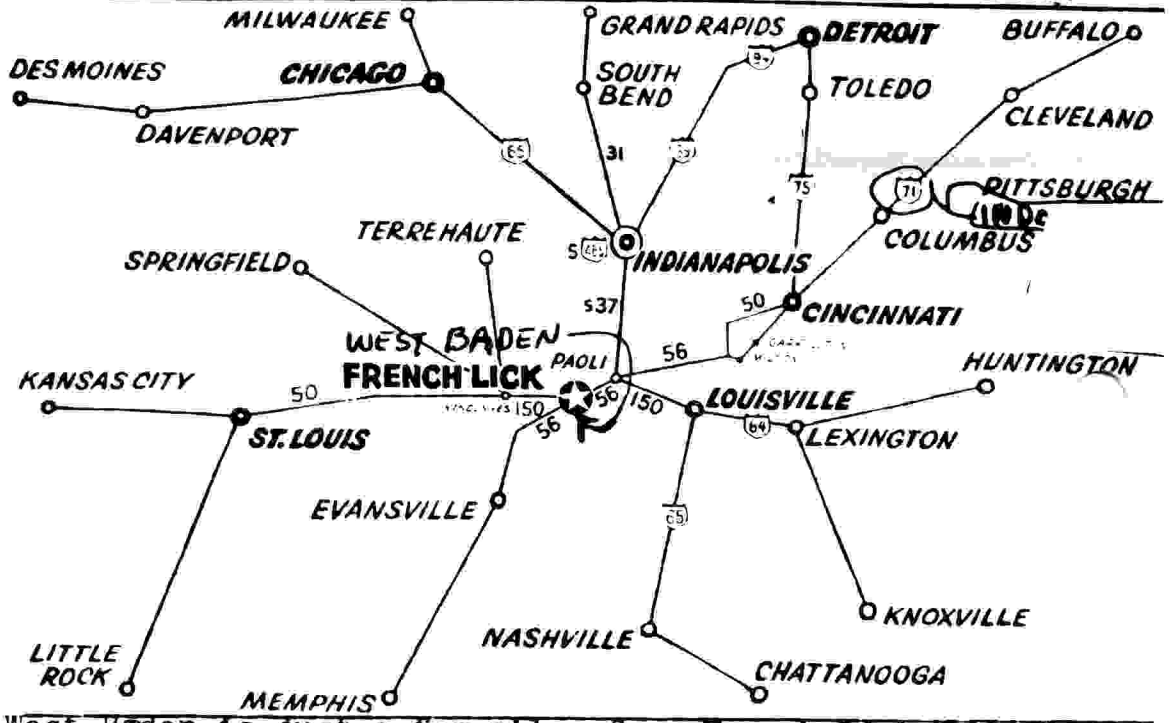
(9)

BOSTONIAN RULES:
Wing: Max. 3" chord, 16" span.
Prop.:Max 6" diam.Rubber power
Weight: Min.,~~7~~0 grams (TEN)
Overall Length: 14" from prop . bearing. (Or less)
Fuselage: Min. box 1 1/2x 2 1/2 x 3 inches.
No motor sticks.
Windows: 1" sq. Front & both sides.
Rigid & fixed L.G. 3/4" diam.wheels.
R.O.G. unlimited flights.
Charisma factor 1 to 1:2 to be multiplied by 3 best flights.

The OFFICIAL Manhattan Formula Rules

1) Airframe weight, less rubber...minimum 4 grams.
2) Overall Length...20" maximum measured from front of prop bearing aft.
3) Fuselage: (a) Must support and enclose a single motor. No motor sticks.
(b) Must include or excede a 'box' 2½" x 4" x 2".
(c) Must have a windshield of 2 sq. inches minimum area, plus a window on each side of 1 sq. inch minimum area covered with cellophane or similar transparent material.
4) Prop...All wood, direct drive, fixed pitch.
5) Wing...Monoplane with maximum projected span of 20" and maximum 5" chord. Wood bracing allowed.
6) Stab.... Monostab with maximum projected span of 8" and maximum 3½" chord. Wood bracing allowed.
7) Landing Gear...Rigid and fixed with at least 2 wheels of 1" diameter. Must be able to support airplane.
8) Covering...Except for windshield and windows, only paper (condenser paper included) allowed. No film nor microlite.
9) Flying...All flights at least two point R.O.G. Best single flight counts of unlimited number of official flights (or of limited number of flights if desired).

## DRIVING ROUTES TO THE NORTHWOOD INST. IN WEST BADEN/FRENCH LICK:




West Baden is just a few miles from French Lick, Ind. Here ar the distances from the principle cities: Chicago 275 miles, Detroit, 397 miles, Cincinnati, 142 miles, Cleveland 390 mile St. Louis 208 miles, Nashville 240 miles, Indianapolis 108 miles, Louisville airport(Nearest airport with car rental facilities) 68 miles.






# SECOND ANNUAL WORLD P-NUT GRAN PRIX

## 24 HOURS OF FLYING!

Open to all modelers around the world....All nations, ages, and sexes, either in person, or with your model flown by proxy.

THE CONTEST will be from 7:00 PM Fri. June 26 to 7:00 PM June 27 followed by an awards banquet and a midnight awards ceramony.

There are 5 classes of peanuts, (I) PIONEER (Up to WW I), (II) Warplanes (Combined WW I & WW II aircraft excluding liaison, sky cycles & personnel planes that were civil aircraft of the period...You KNOW the ones we mean) (III) Golden age (Between WW I & II) (IV) Modern (After WW II) (V) Weirdo, This new class includes multi-engined planes, flying boats (not Cubs on floats) amphibians, autogyros, helicopters, triplanes, or quadraplanes. NO canards, pushers, or flying wings unless they are also one of the above weird types . (Planes entered in Weirdo class can also be entered in its other class... Pioneer, Modern, etc.)

AWARDS: There will be engraved glass bottom mugs for 1st, 2nd, & 3rd, a Grand Peanut, Best static score, Best flight score, and some Flying Aces Type mass launch event awards. ALL ENTRIES will receive a souvenir and complete results down to umteenth place, so you can improve for next year.

PROXY ENTRIES will be sent to Northwood Institute directly, and kept on the college grounds throughout. Fill in both sides of the entry blank below:

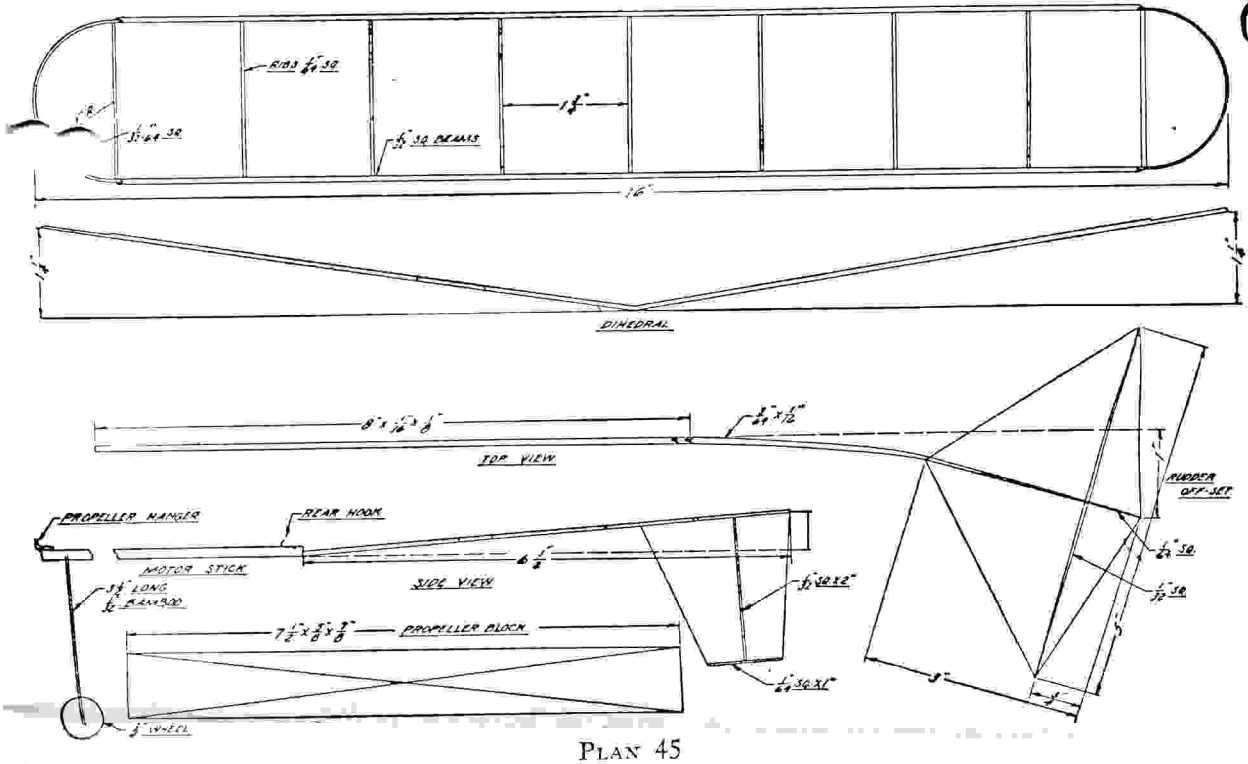
(1) TO ENTER: All entries, Whether you will be at West Baden's NORTHWOOD INSTITUTE, Indiana, or whether you are sending a proxy entry, or whether you will be present to do some proxy flying of other entries, please send in the entry with your entry fee to Mike Arak, 10900 SW 61 Ct. Miami, Fla. 33156, USA. PLEASE SEND IN ENTRY BY MAY 15, 1981 Don't put this off because it seems so far away..You have lots to do before then! Make out check to MIAMA ;Dr.John Martin

FLY FUN!

WHEN WE RECEIVE YOUR ENTRY AND FEE YOU WILL GET AN INSTRUCTION SHEET CONTAINING:(1) Methods of safely packing your proxy, (2) Flight check list to aid your proxy flyer get the best from your model, (3) A SELF-SCORING judging sheet...(Yep,you rate yourself), and return aircraft post-contest instructions. Build your model to AMA rule 59,(page 82,rule book). This permits either a 13" span, or a 9" overall length peanut. A copy of these rules will be included when your entry is received.

PLEASE SEND IN YOUR ENTRY AS SOON AS POSSIBLE; WHETHER YOU NEED A PROXY FLYER; OR ARE COMING YOURSELF . IF YOU DON'T FINISH YOUR MODEL, YOUR FEE IS RETURNED.

PLAN AHEAD...THOSE OF YOU WHO ARE COMING REMEMBER THE 2ND WORLD PEANUT GRAND PRIX COMES AT THE END OF A FULL WEEK OF INDOOR FLYING. Three other events preceed it, namely the Regional FAI Team competition for a position on the 1982 USA indoor team, THE USA 1981 INDOOR NATS, and the famous 6th NIMAS Annual Record Trials. This last event also has AMA scale,peanut scale,C02 Scale, and peanut speed . Plan to be in Indiana June 20 to 27. or if your only interest is scale, June 25,26,27.
FOR NATS DETAILS WRITE: Academy of Model Aeronautics, 815 15th St.NW Washington D.C. 20005...For SNART: Bud Tenny Box 545 Richardson, Tex 75080
TURN IN TIME FOR PEANUTS- 10:00 A.M. JUNE 25TH - THURS.
MAKE OUT ENTRY FEE TO M.I.A.M.A. % DR JOHN MARTIN




PLAN 45



For the fuselage, sand smooth the $\frac{1}{8}$ inch by $\frac{3}{32}$ by $8\frac{1}{4}$ piece and glue the propeller hanger to the front and the rear hook 8 inches from it. The extension is sanded from $\frac{3}{32}$ inch—$\frac{1}{16}$ where it joins the motor stick to $\frac{1}{32}$ inch square at the end of the tail surfaces. Cut $\frac{1}{32}$ inch square balsa into two $2\frac{1}{2}$ inch pieces and glue on each side of the small end of the extension stick $\frac{3}{4}$ inch from the end, according to the diagram of the tail surfaces. The front extension end is sharpened and glued to the motor stick slotted to receive it. Before this is dry it should be slanted upward, the rear end $\frac{3}{8}$ inch above the motor-stick level. The elevator is covered with tissue and trimmed to the proper size with ruler and razor. The rudder is built from a $\frac{1}{32}$ inch by 2 balsa stick glued to the bottom of the extension, downward, with a $\frac{1}{64}$ inch by 1 piece glued to end. This is now covered

(13)

with tissue and trimmed to shape. The extension is bent over steam to the proper curve for turning its circle. Be careful to keep the tail surfaces away from the steam.

The propeller is carved from a $\frac{5}{8}$ inch by $\frac{7}{8}$ by $7\frac{1}{2}$ block of balsa, marked diagonally from corner to opposite corner on both flat surfaces. The center is drilled by a pin pressed through the block. With a sharp jack-knife, cut along the lines, leaving $\frac{3}{32}$ inch in the middle with the shaft-hole through it. The blade is cut to $\frac{1}{16}$ inch and sanded to $\frac{1}{32}$ inch at the tips, slightly more at the hub. With very fine sandpaper it is taken down to $\frac{1}{64}$ inch thick and left at $\frac{1}{32}$ inch at the hub. With a knife shape the tips perfectly round and carve the trailing edge toward the leading edge so that a $\frac{1}{8}$ inch hub is left. The propeller is now balanced with a pin through the shaft-hole, on two razor blade edges embedded in wood. Sand the heavy end until it balances. The shaft through the hole is bent over and glued.

The wing is placed under the fuselage and the wing clips snapped in place. The propeller shaft is threaded through the propeller hanger with a small bead between. A strip of .045 inch square rubber is tied into a loop seven inches long and hooked on the propeller shaft and rear hook.

The plane is now assembled and ready for a test. Glide it in the largest room possible. If it glides too steeply, place the wing forward; reverse the process if the nose goes up into a stall. After it glides to your satisfaction, put on a few turns by hand and try it. After the necessary adjustments have been made, go to a large hall, put one thousand turns on the rubber with a winder, then sit down and watch the fun, for if it is constructed properly it will certainly satisfy.

John Lennon , just prior to his death, was composing a song to his four year old son. He was working on the lyrics. The last line he wrote was "LIFE IS SOMETHING THAT HAPPENS TO YOU WHILE YOU ARE PLANNING SOMETHING ELSE":

# RESULTS - MEET 4

JAN 4 1981 OPA LOCKA TEMP 66° (14)

PEANUT SCALE EVENT:

6 Points John Martin (14-Bis 33.0) 1 static, 5 flight (29.0)(32.8)
Dave Kiefer 6 Points (Lacey 29.9 ) 3 static, 3 flight (52.2)(54.8)
3.6 Points Carl Hedley (Lacey 29.7 )4 static, 2 flight (55.2)(57.8)
10 Points John Martin (Junkers 26.5)6 static, 4 flight (36.0)(43.8)
4.12 Points Walt Everson (Found 16.5 ) 11 static, 1 flight (1:09)(1:18)
5.15 Points Fred McCallum (Zero 23.0) 8 static, 7 flight (08.5)
16 Points Fred McCallum (Tailwind 18.7)10 static, 6 flight (18.5)(18.3)

NO FLIGHTS: Dave Kiefer, (Ganagobie 30.2) 2 static, Walt Everson (Waco29.0) 5 static, Carl Hedley (Vagabond 24.5) 7 static, Jim Stewart (Eaglet 22.5) 9th

AMA SCALE EVENT:

| | | | | | | |
|---|---|---|---|---|---|---|
| 1. John Martin | (Martin MO-1) | Static 67, | 2 Flight | average, | 63.5 | 130.5 |
| 2. Dave Kiefer | (Lacey M-10) | " 76, | " | " | ,50.6 | 126.6 |
| XX Dave Kiefer | (Ganagobie) | " 78, | " | " | ,33.6 | 111.6 |
| 3. Jim Stewart | (Church Midwing) | " 79, | " | " | ,16.7 | 95.7 |
| 4. Dick Kelso | (Cessna 172) | " 65, | " | " | ,20.5 | 85.5 |
| 5. Fred McCallum | (Piper S:C:) | " 50, | " | " | ,28.7 | 78.7 |

Walt Everson, Waco 80 static; Doc Martin Weyman-LePere 76 static

OLD TIMER BABY ROG
1. John Martin 2:02
2. Ernie Clark 1:42
3. Carl Hedley :57

BOSTONIAN CABIN
1. Walt Everson Waco X :57

PAPER STICK
1. Dick Obarski 7:00

NEW GLIDER RECORD!

HAND LAUNCHED GLIDER EVENT:
1. DON BAL (59.3)(58.9) NEW RECORD TOTAL 118.2
2. JIM STEWART (30.8)(39.2)

BABY B: 1. DICK OBARSKI 11:06
2. WALT EVERSON 7:50
3. JIM STEWART 7:11

PENNY PLANE1
1. Walt Everson 7:14
2. Carl Hedley 4:37

1st JUNIOR: John Houtenbrink :56

Here's how Martin got 33 points on his 14-Bis: 3.5(of 5) for workmanship, zero for single covered wings & tail, 4 for Jap tissue, 2.5 for details, 2.5 for color and markings, 3 for scale dihedral (10 degrees!), 3 for scale length landing gear, 3 for scale area tail, 4 for two wings with scale rib spacing, 1.5 for scale rudder & elev. ribs, and another 1 for hinging the tail, 1 for 3 dementional pilot, 1 for being a canard, and 3 for being a biplane.....a real point getter!

INDOOR ISN'T FOR EVERYONE

NEXT FUN FLY - JAN 18 - MIAMI DADE SOUTH

NEXT MEET: FEB 15 CAT MIAMI DADE SOUTH 9-5

BUILD; FLY; ENJOY !!

0.....Start of WEST BADEN WEEK

JUNE 14 FLAG DAY MIAMA ANNUAL AWARDS DINNER.. This is a change! NOT Father's Day.
May 17 Last Fun Fly...Miami Dade South
MAY 3 Last Meet Opa Locka
APRIL 5 Meet 7 ~~at~~ Opa Locka (Same)
MARCH 15 Fun Fly at Opa Locka Hangar (We hope!)

CHANGES!

the night before the meet.
More news on this later. Always confirm Meets by calling 305-858-6363on
be available as it is past the "Lease" the State is taking on the Hangar.
MARCH 1 MEET 6 Opa Locka Hangar..... Very unsure...We HOPE this date will
FEB. 15 is MEET 5..Formerly scheduled for a Fun Fly...NOW MEET 5!! M/O S.
FEB 1 MEET 5 CANCELLED See Story.

JANUARY 18 ~~Fun Fly~~ MIAMI DADE SOUTH COLLEGE 9 to ~~5~~ Confirm 858-6363

SEE PAGE ONE STORY INSIDE COVER !!!!

# NEW MEETING SCHEDULE!


# THE HANGAR PILOT

EDITOR: DR. JOHN B. MARTIN MIAMA
3227 DARWIN ST. MIAMI FLORIDA 33159








TO:

Jim Miller [redacted] 1/81
827 Yorkhaven Rd.
Cincinnatti, OH 45240

JIM - SUBSCRIPTION RUNS OUT ~~Dec~~ > O.K - 1/81 !!!

1ST CLASS
NOT JUNQUE MAIL