THE HANGAR PILOT

THE ONE AND ONLY!

AMA CLUB 9806

ISSUE NO. 73
NOV 1981

THE MIAMI INDOOR AIRCRAFT MODEL ASSOC.

MIAMA

BY AIR FROM MIAMI, FLORIDA USA

INDOOR NEWS-



PEANUT SPECIAL ADDITION

Texas International
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SPECIAL PEANUT ISSUE

RULES - PLAN - DISCOURSE - WHERE TO ?

NEXT MEET:

NOV 8. OPA-LOCKA
BLIMP HANGAR

- P-NUT
- SPEED
- E2B
- PENNY
- GLIDER
- CABIN
- SCALE
- ROG



THE HANGAR PILOT

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Scale Judge: Dan Kilgore
Awards and Archives: Terry Rimert
Retrieval: Jim Stewart, DON BAL
Youth Activities:
Mike Arak, and Ernie Clark

SCHEDULE

OPA-LOCKA MONTHLY MEETS 9 TO 5

Nov. 8	Meet	2
Dec. 6		3
Jan 10		4
Feb 14		5
Mar 14		6
Apr. 11		7
May 9		8

Nov. 15	Special Event: Paper Glid
Dec. 13	" "" " Linstrum's Peck RUG
Jan. 17	Special event to be announced.
Feb. 21	
March 21	
Apr. 18	
May 16	

9 TO 5 MONTHLY FLY-INS M/D SOUTH COLLEGE

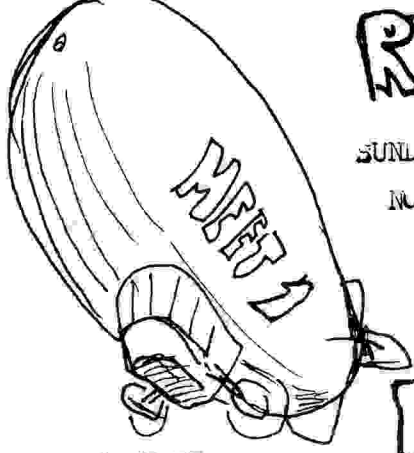
OTHER FREE FLIGHT EVENTS IN FLORIDA:
King Orange Int. Jan. 1,2,3 CD John Parmenter 1914 Blair Rd. Jax. Fla. 32221
Markam Park Free Flight Meet Oct. 31, Nov 1 Contact Brytton Barron 33024 x 7710 NW 8th St. Pembroke Pines
Nov. 22: Wellington Free Flight meet. Lee Campbell PO Box 5996 Lake Worth Fla. 33461 HLG, P-30, A-1, 1/2 A gas, .020 Replica, Peanut Scale.

OCT 11 : MEET NUMBER ONE

It felt good to be back in the old Hangar at Opa Locka agin. As to the future we know not, but for now we will play it by ear, month to month..So..next monthly meet will be Nov. 8th, 9 to 5. LETS NOT FORGET OR NEGLECT THE FLY-INS AT MIAMI DADE SOUTH on the Sundays following the monthly meets. If we do not have many flyers there, we may lose this site, and if something happens to the Hangar we may be without any kind of flying site!

Boy, with all the ropes and cables removed from the hangar it seemed twice as big as it used to..and fewer hang-ups.

At meet one the big event was peanut..10 guys entered 14 models. Poor old Doc; 2nd in World Peanut, and FIFTH in a local club meet..Youse guys are getting too good.!! Dick Kelso had his Monocoupe flying better than any of his previous efforts. Millard Wells has made us a pair of checkerboard pylons for our Peanut Speed course. They are soft and will not hurt your model. THANKS A LOT, MILLARD!!! Dave Kiefer has a real threat with his point grabbing Sopwith Triplane..a weirdo with all the goodies. We flew Peanut Speed for the first time with rules similar to Peanut...Low point total wins.



RESULTS- MEET 1 (2)

SUNDAY OCT 11 1981, Blimp Hangar, Opa Locka

NOVICE PENNY:
Walt Everson 4:58 (Not Novice)
1.Carl Hedley 4:40
2.Mike Arak 4:25.2
3.Carl Linstrum Jr. (Proxy, Heather Arak) 2:43.7

MANHATTAN 1. MICK OBARSKI 6:32 ★NEW FLA. RECORD

PEANUT EVENT:
1.Mike Arak 5 Pts.(Lacey M-10 34.5) 2 static, 3 flite (34.0)(51.9)
2.Walt Everson 7 Pts.(Waco Bipe 28.0) 5 Static,2 flite (53.4)(46.6)
3.Dave Kiefer 8 Pts.(Triplane 39.5) 1 static,7 flight (37.0)(36.8)
4.Carl Hedley 8 Pts.(Lacey M-10 29.8) 3 static,5 flite (41) (37.5)
5.John Martin 8 Pts.(Dayton Racer 26) 7 static,1 flite (54.8)(46.2)
XJohn Martin 10Pts.(Alco Sport 28.3) 4 static,6 Flite (47)(31)
XJohn Martin 14 Pts.(Bloch Bomber 26.8)6 static,8 flite(24)(26)
X.Walt Everson 14 Pts.(Taylorcraft 21.0) 11 static,3 flite(57.5)(39.2)
6.Millard Wells 17Pts.(Solar Chal. 26.8) 6 static,11 Flite(15.0)
7.Bill Hiscock 19Pts.(Bede-4 22.0) 10 static,9 Flight(28)(21)
Proxy flown by Earl Pressett
8.Jim Stewart 21Pts.(Paglett 22.5) 10Static,11 Flight(21)(22)
XCarl Hedley 22Pts(CNA 23.5) 9 static,13Flite (12.7)
9.Carl Linstrum(Jr.)22 Pts. 12 static,10 Flight (7.8)(26.4)

SCALE EVENT: 1.Kiefer(Lacey 80 Pts) 63.9 143.9
2.Arak (Lacey 82.0) 51.0 133.0
3.Martin (Alco P-Nut 78) 46.0 124.0
4.Dick Kelso(Monocoupe 67) 29.0 96.0

GLIDER: 1.Don Bal (52.7)(51.4)
2.(JR)Dave Bal (20.1)(20.4)
3.Steve Bal (JR) (6.3)(7.5)

OLD TIME RUG:
1.Ernie Clark 3:18
2.Martin 1:18
3 Dick Kelso :32

NEW EVENT : PEANUT SHELL
[illegible] Martin [illegible] Speed [illegible]
2.Arak 1 looks,3 speed (16.5)
3.Kiefer 3 looks,2 speed (15.6)

Easy B: 1.Jim Stewart 8:26
2.Walt Everson 4:58.3
3.Mike Arak 1:27

NICE TURN-OUT ! CONGRATULATIONS PICK OBARSKI !!

(3) # PEANUTS FOREVER —

I've been involved in rules controversies for many years. I think, when I back way off from the details, and look at the big picture, it is this: There are those who would like to formulate a set of rules whereby the guy who does not build well, and does not fly well still has a chance of doing well in a "fun" event. Not wishing to discourage this guy, we wish to divise some formula to keep him interested. IT CAN'T BE DONE. Unfortunately competitive events favor the skillful.

The closest we've come to realizing this theory is in the MIAMA Peanut Rules where appearance (static) points are awarded for various weight producing goodies dispite the workmanship, such as oval fuselages and wheel pants, and also for unusual aircraft such as triplanes, helicopters, and autogyros. Thereby the not-so-hot builder can outpoint the well built Cougar in static score. I'm afraid it won't outfly it, but it is a moral victory since we give equal weighht to looks & flying. That is why I like our rules. They have served us well these past ten years and have produced the kind of model you picture in your mind when you hear "Peanut".

Peanut movement keeps growing, world wide, and many more rules suggestions are in the hopper...particularly since Peanut is going international, and MIAMA is wanting a WORLD SANCTION for the next Peanut Grand Prix. (III) In this article we present some suggestions, and hope the readers will submit suggestions of their own to resolve this problem. PLEASE SEND COMMENTS TO HANGAR PILOT.

Bill Warner once said that once any event gets into the rule book it ceases being fun. It may well be impossible to put a "fun" event into a rule book. We're going to try. Before I go on I have one suggestion about the ultimate in pure "Fun" events, where everyone, no matter how inept has a good chance. All contestants should be numbered and at the end of the meet a cute girl in hot pants should draw a number from a hat to determine the winner. This would be the ultimate "FUN".

The World Peanut Grand Prix has been run on MIAMA rules with 2 exceptions. Additional static points were given for "Judges appreciation" for anything not covered in the rules, and a "A"factor which was a multiplier of the total points, based on the difficulty of the subject. This set up worked quite well and the winners did,indeed, deserve to win.

BUTCH HADLAND has done a lot of thinking, and has had a lot of "heat" from his compatriots on the G/P rules. Major criticism is that certain museum quality models still are not competitive under "our" ru . Bill Warner does not like our ROG requirement, but that can be waived by any CD on outdoor meets in case of breeze,etc. — CONT. ON P. 12

THE SEARCH FOR THE "IDEAL" PEANUT FAI RULES

HADLAND 'WORLD' PROPOSAL:

What I propose therefore does away with individual bonus points - the emphasis being placed on realism of the aircraft, when viewed from a distance of 5 feet (1.5 metres).

This viewing distance enables the judge(s) to have a 'general impression' of the accuracy of outlines, moments, dihedral, u/c length etc. and also to assess the finish, colour and markings. (It also means less handling of the competitors model!)

The workmanship points are assessed 'hand held' so that correct points can be accurately given.

'Complexity', or difficulty of subject is a means of determining overall bonus points i.e. a three engined, octagonal fuselage flying boat with separate ailerons, will get more complexity points than a high wing slab sided monoplane with lined control surfaces.

Penalties would be imposed for gross deviation from scale i.e. wrong colour, no pilot, increased moments, gross increase of dihedral or T.P. outline etc.

The Flying section would consist of as many flights as required in the time allowed for the flying section of the competition, the average of the best two to count. This average flight score to be added to scale score to determine winner.

The flight score average cannot exceed points accrued for scale (therefore modeller's scale score decides maximum average duration). All scoring flights will be R.O.G.

Attached is a sample score sheet.

Keep The 13"/9" Rule.

I hope that this proposal generates thought and constructive criticism from active Peanut participants worldwide, so that we (the modeller) can fly to a universal set of rules and really enjoy ourselves in our unique past-time.

Please get general views of your compatriot flyers on these proposals so that scale committees everywhere, throughout the world, can formulate a proposal to the F.A.I. to get Peanut flying accepted and ratified - quickly!

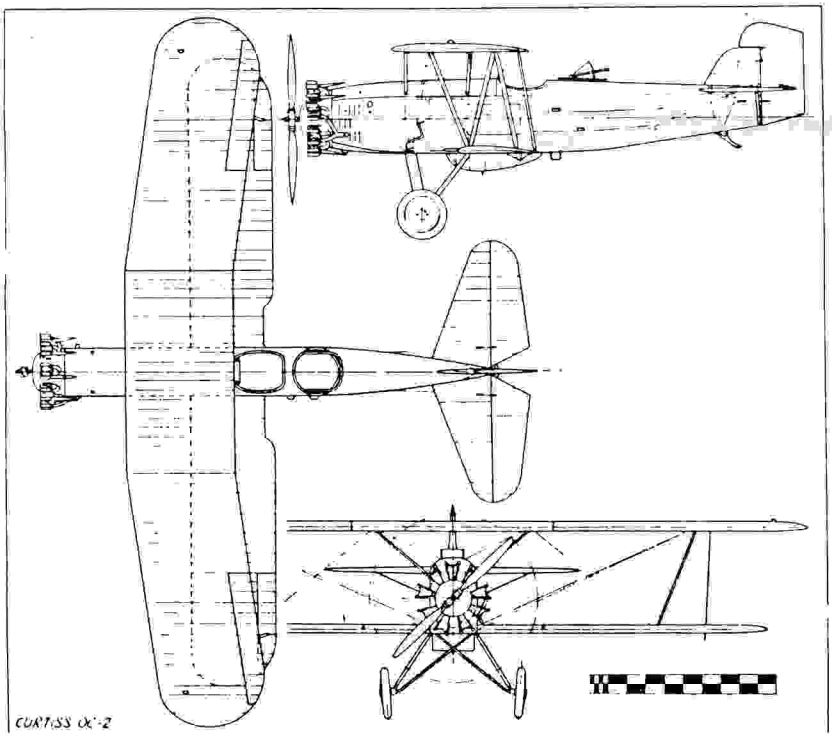
(MORE OVER)

One thing is certain, whatever set of rules we utilise, someone, somewhere, will find an aeroplane (airplane) that outscores and outflies its rivals!

(13)

Butch would give a max of 80 points on static. Looking at the model from five feet away he would give 25 points for general impressions of scale accuracy, 25 more for finish, color and markings, and 10 more for complexity of model. Minus points would be deducted for gross deviations. After picking up the model 20 points max for workmanship. In the flying portion: Unlimited flying. Best two flights are averaged. Gives a multiplier of 10 per cent to biplanes and triplanes, and 20 per cent to low and mid wing. That should get us started thinking about good rules.

I feel that the way we have been scoring the World Grand Prix is still a good way to go, because ANY flaws in static judging can be made up by points awarded in "Judges appreciation" and the K factor multiplier. There are many virtues in these old rules that should not be overlooked. One of the pluses is in viewing the sort, and variety of model that appears on the judging tale on contest morning....Good...Fantastic! O.K. youse guys..lets have a little mail (I refuse to say "input") on thi



TECHNICAL DATA (OC-2)

Manufacturer: Curtiss Aeroplane and Motor Co, Inc, Buffalo, NY.
Type: Fighter-bomber and observation biplane.
Accommodation: Pilot and observer/gunner.
Power plant: One 432 hp Pratt & Whitney R-1340.
Dimensions: Span, 38 ft; length, 27 ft 11 in; height, 11 ft 8 in; wing area, 350 sq ft.
Weights: Empty, 2,515 lb; gross, 4,191 lb.
Performance: Max speed, 144 mph at sea level; initial climb, 1,010 ft/min; service ceiling, 16,130 ft; range, 650 st miles.
Armament: Two fixed forward-firing 0·30-in guns; one 0·30-in gun on Scarff ring in rear cockpit.
Serial numbers:
XF8C-1: A7671–A7672. F8C-1 (OC-1): A7945–A7948.
XOC-3: A- F8C-3 (OC-2): A7949–A7969.

IS THIS YOUR LAST HANG. FLIM?

FROM THE DESK OF LARSON E. WHIPSNADE; CIRCULATION MANAGER.

A lot of you are getting this issue even though your subscription has expired. We have had a crummy response to our last issue's notice for renewal. No doubt indoor is not for everyone. All you bums out there who have not sent in their lousy fiver, please do so for another year of this quality publication. Even if you are not overdue we could use the bucks 'cause postage is up AGAIN. Where else can you get stories of sex ,violence,politics, religion, unpopular viewpoints, and indoor modeling? If you choose to become MIAMA members we hope you will send in a model to be proxy flown in the old blimp hangar.

IF THERE IS A RED X IN THIS BOX: THIS IS YOUR LAST PILOT

ANNUAL POINTS EARNED IN MEET ONE:

	ike Arak	16
2.	Dave Kiefer	12
3.	John Martin	12
4.	W. Everson	10
5.	Carl Hedley	9
6.	Jim Stewart	5
7.	Millard Wells	4
8.	Ernie Clark	3
9.	Bill Hiscock	3
10.	Dick Kelso	2
11.	David Bal(Jr)	2
12.	C. Linstrum(Jr)	2
13.	Don Bal	1
14.	Steve Bal(Jr)	1
15.	Dick Obarski	1

REMINDER:

Annual points are earned in the best 5 meets you fly in, and in the best 5 (of 8) events you fly per meet.

We awarrd trophies in L & 2 in each event, and to overall Champs, Jr/Sr & Open.

SUPPORT FLY-INS

NOV. 15 SPECIAL EVENT

PAPER GLIDER DURATION

DEC 13 - PECK ROG

M/D SOUTH 9-5



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TO:

THE LARGEST INDOOR NEWS INSIDE
THE HANGAR PILOT
EDITOR: DR. JOHN B. MARTIN MIAMA
9227 DORMAN ST. MIAMI FLORIDA

NEXT MEET:

Nov 8 OFF-LOCK: 4-5

CONFIRM SAT NITE 305-558-1363

NEXT FLY IN - Nov is M/D Sou

NEXT MTG: LAKE HURST