

ISSUE 80
OCT. 82

UR 12TH SEASON
STARTS:
MODEL MANIA

① THE HANGAR FLAT



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 $10.00 a year you will receive all 8 editions, and an additional $10.00 makes you a member of MIAMA (Indoor isn't for everyone!) Send contributions, letters, plans, 3-views, articles, gripes, and MONEY to: MIAMA Dr. John Martin 3327 Darwin St. Miami, Fla. 33133

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Retrieval: Jim Stewart, DON EAL
Youth Activities: Mike Arak, and Ernie Clark

OUR COVER STORY →

UNTIL FURTHER NOTICE MEETS, NOT FLY-INS WILL BE AT MIAMI-DADE SOUTH COLLEGE (STORY INSIDE) 11011 SW 104 ST. ↙

① OCT. 24
② ~~NOV. 28~~ ★
③ ~~JAN. 23~~ ★
④ FEB. 27
⑤ MAR. 27
⑥ APR. 24
⑦ MAY 22

SUNDAYS FROM 9 TO 5

CONFIRM BY CALLING 305-858-6362 ON SAT. BEFORE MEET.

★ NOV. + JAN. MEETS TO BE RESCHEDULED — OTHER DATES ARE CONFIRMED.

FRANK ZAIC DOES IT AGAIN!

Ever since the 1930's, Frank Zaic has been publishing books on all aspects of free flight modeling. It is probably difficult to estimate Frank's beneficial influence on free flight design and his encouragement of methodical experimentation and flight testing to improve free flight modeling.

Frank's latest book is a complete collection of model airplane articles, hints and ALMA (the forerunner of A.M.A.) news as published in AMERICAN BOY magazine between september, 1927 and August, 1934. This one source may well have been the most important source of modeling information and one of the most influential factors in the high level of model airplane activity during the time after Lindberg's dberg's famous flight. This book is a "must" for anyone who has even a faint interest in the early development of our sport. Order the book from Model Aero Publications, Box 135, Northridge CA 91328; the cost is $9.

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THIS YEAR - SEASON 82

(2)

O.K. gang, crack out your low ceiling ships and techniques, and build some new ones, 'cause it's the Miami Dade South gym for us for our meets until further notice. See the Horses' Orifices column for further details on how we got in this pickle. So here is season 12:

Meets are conducted as follows: Points are awarded for the best 5 meets you fly. Proxy flying is encouraged for out of state MIAMA members, and for you too, if you have to miss a meet . Points are totalled at the end of season for overall and class awards. You must be a MIAMA member. YOU MUST BUILD YOUR OWN MODEL . Dates for meets are listed on page 1, but there is always a possibility of last minute changes.

Manhattan & Bostonian will not be flown on a monthly basis, nor will peanut speed. Either we had too many events, or their appeal was limited. Glider,too, is in jeapordy with few entrants.

For Open class flyers we have:(1)AMA Scale powered by either Rubber Or CO2.
(2)Peanut scale- combined with Grape-nut on a handicap basis.
(3)Glider-Lack of interest will further limit flying time.
(4)Old time ROG- 8" front bearing to rear hook, 2x1/2" wheels, no mike.
(5)Penny..Full bore, big boy Penny, NOT NOVICE.
(6)EZB

For Junior/Senior we have:(1)Old time ROG.
(2)Plastic prop endurance..Any duration model with a p.p.
(3) Glider

CO-2 remains an enigma. Everson has proposed a separate trophy for the event, but that was before we lost the hangar again. CO-2 in the gym might end up in the badminton net every time. The many members of MIAMA kept their A-2's in the box last year and the class did not develop. ROW drowned and vandals destroyed Lake Wells. Glider died, indoor cabin dryed up, and even speed had few fans. Peanut BOOMED, and so did Scale. Penny and Easy B remained popular.

FREE FLIGHT

by TOM HUTCHINSON

PHOTOS BY AUTHOR

THE ABOVE LOGO WILL BE SEEN NO MORE. MIAMA SADLY NOTES THE PASSING OF MODEL BUILDER'S VETERAN COLUMNIST, OF CANCER, AUG. 82



IS THERE A ★ IN THIS BOX? YOUR MIAMA DUES ARE DUE!!
$20 - MEMBER + PILOT
$10 - PILOT ONLY.

THE THIRD WORLD PEANUT GRAND PRIX

REPRINTED FROM INAV, Tenny-writ by Doc

It is hard to improve on a good thing, but it happened again. This 24 hour Grand Prix was the best yet--Boy, what planes, what flying, what insomnia, what FUN! From 7 pm June 18 to 7 pm June 19 we flew and flew. It is hard to wreck 73 planes in 24 hours, but we tried.

This year the scale part of VIINART was flown concurrently with the Grand Prix. Extra events--Jim Miller's Flying Aces Lo-Cal Scale, Martin Varney's Kit/Plan Scale and Charlie Sotich's Peanut Speed and Unlimited Speed events provided plenty to do--even if we did have 24 hours to do it in. As usual, with a few minutes remaining, we still had a few trying to get in their last flights.

M.I.A.M.A. was the host club and Doc Martin was C.D. this year with Mike Arak as Proxy Chairman. The field was larger, better looking and better flying than ever before. The proxy entries, from five nations, were particularly fine and well trimmed. Of 73 entries only a dozen didn't or couldn't fly. This year you could R.O.G. or hand launch, with a 10 second bonus for R.O.G. This plan worked very well. The proxy planes arrived in much better shape than usual. The judging tables were a beautiful sight--four triplanes, three twin-engined jobs, three autogyros, one annular ring and almost as many biplanes as monoplanes. First places were won by a canard biplane, a twin motor, an autogyro, a biplane and a Fike. How's that for variety? How did that Fike get in there?

We thank the two moguls of indoor supply, who were there--Jerry Skrjanc and Lew Gitlow, for donating many kits and supplies both for the Peanut Grand Prix and for the M.I.A.M.A. Junior program. Also Jack Little for his donation of his Aircraft Yearbook reproductions.

After all this you would think we would be satiated with models and flying. Instead, the atmosphere inspired all of us to do better next year, and most of us are probably back at the drawing board right now. Remember the second week in 1983-PLAN AHEAD!!

Mike Arak's 38th birthday coincided with the awards banquet and our dessert was his big birthday cake. Earlier, a profile model flew in the Atrium towing a large Happy Birthday banner behind it.

GRAND PRIX RESULTS

General Note: Scores are designated thus: (static score) time+time.

Pioneer Class

The Pioneer is always a good class; we had more of them this year. They are hard to trim, and hard to get duration with. The 14-bis is the Lacey of this class.

1.	John Martin; 14-bis	(211.25)	60.0+58.0
2.	Ranier Lotz/Bigge; 14-bis	(206.4)	66.0+69.0
3.	Mike Arak; Chiribiri	(256.5)	6.0+7.0
4.	Ken Groves; Tabloid	(176.0)	58.8+57.0
5.	Tom Sutter; Annular	(205.0)	17.2+25.0
6.	Jim Miller; Ponnier	(190.9)	48.0+52.4
7.	Bob Clemens; Niewport IV	(163.8)	57.7+58.1

Warplanes (I & II)

Combining WWI and WWII didn't seem to hurt this class, although the older models seem to do better.

1.	Dave Kiefer; Sopwith Tripe	(306.0)	4 32.2+50.0
2.	Jack McGilvray; SE-5	(234.0)	108.3+106.0
3.	Mike Arak; *??;	(326.61)	6 20.1+20.6
4.	John Martin; Niewport 17	(253.5)	7 17.0+22.0
5.	Tony Sutter; Heinkel 100	(195.5)	2 53.3+54.1
6.	Alfred Genther; Douglas A-2	(258.0)	3.0+3.0
7.	Walt Everson; P-51	(159.9)	3 54.7+52.0
8.	Bill Hunter; Fokker Tripe	(224.0)	8 19.3+16.4
9.	Stephen Oxley; Hellcat	(232.0)	2.5+2.0
10.	Jack Little; M. Saulnier n	(211.2)	3.0+2.6
11.	C. E. Roth; P-51	(142.5)	5 35.0+35.0
12.	Millard Wells, P-38	(175.0)	14.0+0

DID NOT FLY:
Tony Sutter; Zero, (156.0)

*Blame John Martin; he scratched it out!

JUNIORS

1.	Mike Escalente; Bristol Scout	(292.5)	37.0+37.0
2.	Chris Scott; Martinside S-1	(195.2)	25.0+25.0

Golden Age

The planes from the between-the-wars era make ideal Peanuts. Jack Little's reproduction of three-views of both planes and motors from the 1929 Aircraft Yearbook was donated by Jack as awards, 76 3-views and 31 of engines of the period. (Send $11 to him at Littlecraft, 1414-B Brewster Ave., Redwood City CA 94062).

1.	Alfred Genther; Bucker BU131	(283.5)	53.0+47.0
2.	Bob Clemens; Farman Moustique	(207.0)	54.7+53.4
3.	John Martin; Dornier Merkur	(182.0)	75.0+101.0
4.	Millard Wells; Winnie Mae	(216.0)	44.6+45.4
5.	Bill Hannan; Autogyro,	(322.0)	20.3+19.9
6.	Warren Shipp; AVRO 612 Gyro	(285.2)	29.0+30.0
7.	Millard Wells; Curtis Tripe	(192.0)	44.6+45.4
8.	Jim Miller; Piper Cub	(170.5)	89.9+72.0
9.	Phil Cox; Buttercup	(165.7)	71.0+74.0
10.	Walt Everson; Jungmeister	(180.0)	42.0+37.2
11.	Millard Wells; Micro-Velez	(120.0)	122.2+122.0
12.	Millard Wells; Wee-Bee	(64.0)	134.0+155.0
13.	Jack Little; Fairchild 24	(189.0)	3.0+12.0
14.	Phil Cox; Drurine T.	(176.0)	35.4+0
15.	Millard Wells; Huntington H-12	(61.6)	76.5+72.0
16.	Walt Everson; Waco E	(161.0)	35.0+37.8
17.	Bill Criss; Bellanca	(119.0)	29.5+29.2
18.	Jerry Skrjanc; Moustique (no documentation) 171.0+175.0		

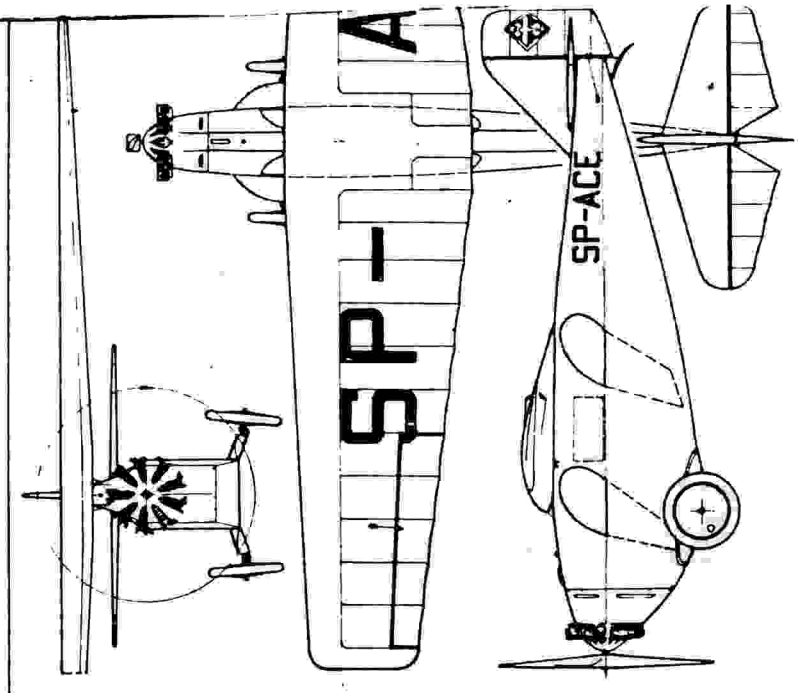
DID NOT FLY:

Bob Clemens;	AVRO 560	(199.5)
John Martin;	Cessna A-W	(172.2)
	Kalinan	(163.1)
	Mitsubishu Tripe	(143.5)
Phil Cox;	Miles M-18	(151.2)
Walt Everson;	Taylorcraft	(335.0)

CONTWUED - PAGE 8

3-VIEWS OF RWD-2 FROM 'THE LIGHT PLANE' by JOHN UNDERWOOD (ALSO PHOTO IN BOOK)

PLANS FOR THIS 9" O.A.L. PEANUT BY CARL HEDLEY

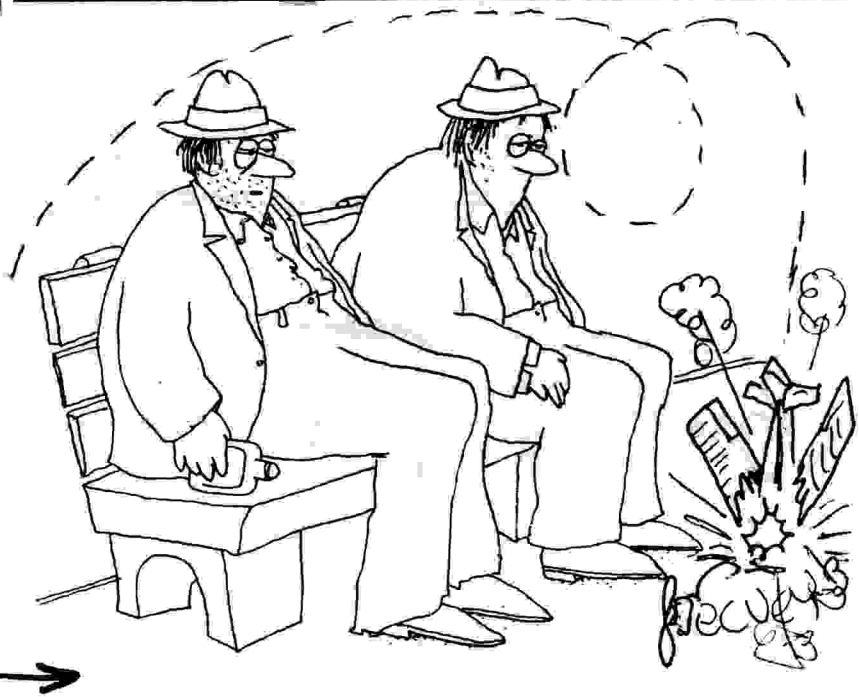


RWD-2: *40-hp Salmson; span, 32.2 ft; length, 20.2 ft; area, 146 sq ft; empty weight, 550 lb; gross weight, 1,250 lb; top speed, 96 mph; climb rate, 450 fpm; range, 250 miles.*

I HAVE ONLY 2 WORDS TO SAY TO THE NFL FOOTBALL PLAYERS:
"AIR CONTROLLERS"

INDOOR ISN'T FOR EVERYONE

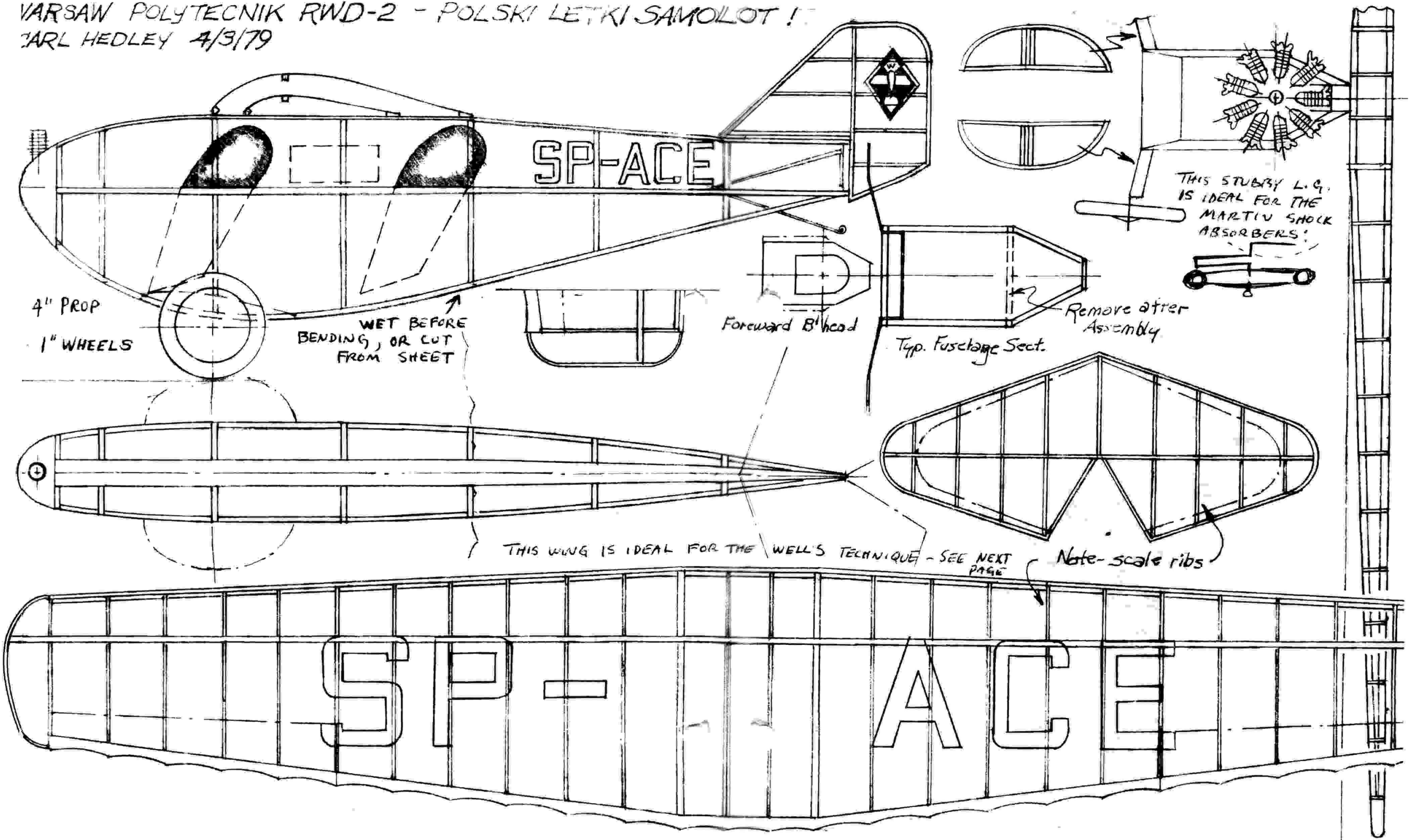
BEFORE NEW AMA RULE →



"Well! I think this calls for a little drink."

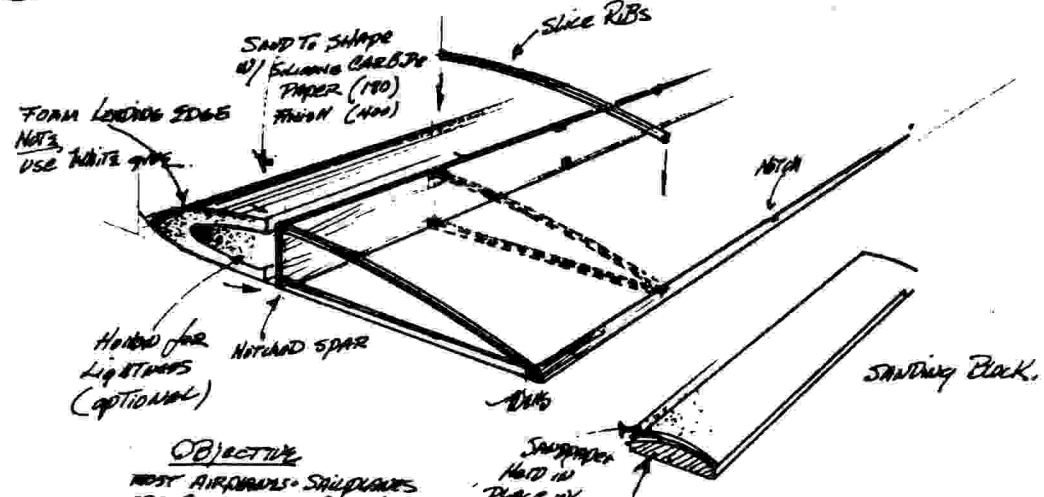
VARSAW POLYTECNIK RWD-2 - POLSKI LETKI SAMOLOT !

CARL HEDLEY 4/3/79



CONSTRUCTION TIPS FROM M. WELLS:

(7) LIGHT WEIGHT (SCALE WING) CONSTRUCTION — FOAM/BALSA/TISSUE

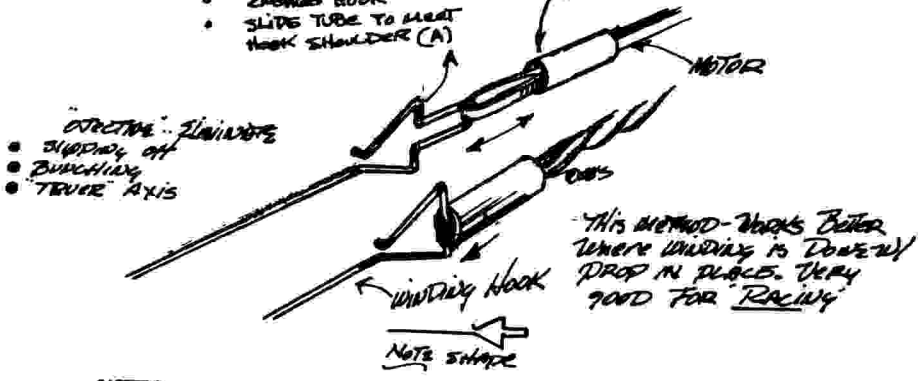


OBJECTIVE

MOST AIRFOILS - SKILLFULNESS ARE OBSTRUCTED W/ A "D" TUBE LEADING EDGE. THIS IS A SIMPLE LIGHT WAY - TO ACHIEVE SCALE CONSTRUCTION. AND TRUE AIRFOILS

NON-CLIMBING MOTOR HOOK.

- SLIDE TUBE OVER MOTOR
- ENGAGE HOOK
- SLIDE TUBE TO MEET HOOK SHOULDER (A)



OBJECTIVE: ELIMINATE
- SLIPPING OFF
- BUNCHING
- "TRUER" AXIS

THIS METHOD - WORKS BETTER WHERE WINDING IS DONE W/ DROP IN PLACE. VERY GOOD FOR RACING

GARFIELD — Jim Davis



Wierdo Class

A lot more interest was shown in this class; some are able to get these unorthodox ships flying. It sure is great to see a little twin, or autogyro or helicopter actually flying, not just staggering around. The autogyros actually R.O.G.'d with a two man crew; one held the plane and released it after the other spun the rotor. There were all kinds of innovation and new techniques.

1.	Warren Shipp; AVRO 612 Gyro	(285.2)	27.0+31.0
2.	Bill Hannan; Autogyro	(322.0)	22.0+22.8
3.	Dave Kiefer; Sopwith Tripe	(306.0)	22.0+27.0
4.	Jack McGilvray; Yugoslav Twin	(222.4)	72.0+79.0
5.	Millard Wells; Curtis Tripe	(192.0)	36.6+39.2
6.	Alfred Genther; A-26 Twin	(258.0)	3.0+2.5
7.	Bill Hunter; Fokker Tripe	(224.0)	17.1+17.5
8.	Tony Sutter; Annular	(205.0)	17.8+25.0

Lacey/Fike

Since we created a separate class for these models we didn't see as many--last year these ships won 13 of 1st places in Modern. Note the times.

1.	Ken Groves; Fike	(261.0)	118.0+123.8
2.	Jim Miller; Lacey	(236.0)	109.0+131.0
3.	Butch Hadland; Lacey	(274.5)	59.0+57.0
4.	Don Lockwood; Fike	(176.0)	80.5+77.5
5.	Don Lockwood; Fike	(124.0)	63.1+74.5

VIINART Scale Day

These flights were made while the last half of the Grand Prix was winding down, and lots of black coffee was being downed.

AMA Scale Class

1.	Jack McGilvray; SE-5	84.0	static +90	=	174.0
2.	Ken Grover; Jungmeister	86.2	st. + 74.9	=	161.1
3.	John Martin; Alco Sport	76.0	st. + 66.7	=	133.4
4.	Ken Groves; Fike E	76.0	st. + 45.0	=	128.2
5.	Tony Sutter; Dumont 14-bis	58.5	st.+ 60	=	118.5
6.	Bob Clemens AVRO 560	82.0	static + 36.3	=	118.3
7.	Jim Miller Lacey M-10	78.6	st. + 23.5	=	102.1

CO2 Scale

Bob Clemens got his old French Airliner--Farman Jabiru--flying better that it ever did before, and it was perfectly programmed for the Atrium--all the way to the top and a smooth glide down. Phil Cox's huge Wittman Buttercup looked like a 1/4 scale outdoor R/C job beside the other entries, but it flew beautifully to second place.

1.	Bob Clemens; Jabiru	90.8	static + 90	=	180.8
2.	Phil Cox; Buttercup	82.0	static + 84	=	166.0
3.	Bob Clemens; Porterfield	90	st. + 37.7	=	127.7
4.	Mike Arak; Lacey M-10	79.8	st. + 29	=	108.8

Special Events

Martin Varney of the Calumet Modelers offered an event that should appeal to younger modelers if there are any (I'm kidding). The only documentation needed in Kit/Plan Scale is the printed plan from any publication or kit; nothing else. Simple, huh? Few magazines in the 30's, 40's or 50's that didn't have a rubber scale plan, plus the zillions of kits produced over the years.

KIT/PLAN RESULTS - 9 ENTRIES

1.	John Martin; Curtis Robin	1:23
2.	Millard Wells; Voyager	1:15
3.	Bill Criss; Cougar	0:58

Bill Miller introduced the Flying Aces event; Low-Cal Scale. This is a profile model of 16" span and remarkable flying qualities; a very simple, low pressure event.

1.	Lou Leifer; Fike	3:53
2.	Walt Van Gorder; Pilarus Porter	3:15
3.	Charley Sotich; Pilatus Porter	2:45

Special Awards

Best Proxy fliers; Scott & Lindley for their autogyro R.O.G. technique.

High Time; Millard Wells for his 2 1/2 minute flights on his Wee Bee.

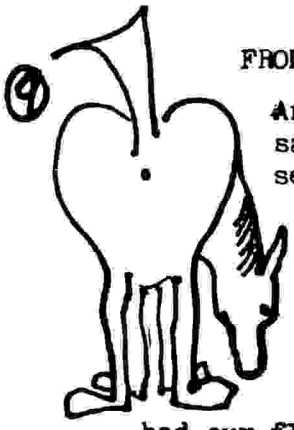
Best Static Score: Mike Arak's Newport 17 at 326.6 points, just beating out Hannan's autogyro at 322.0.

Best Achievement: Jack McGilvray's remarkable twin engine Yugoslav 45T. The hand-carved props rotated upward and away from the mid line. The 12" loops of rubber were enclosed in nacelles no longer than 4 1/2"; the best flight was 1:57 on 1500 turns! The model was tissue covered and air brushed, weighing about five grams. It astonished everyone who saw it fly.

GRAND PEANUT: Warren Shipp's AVRO Gyro.

NOTE FROM JOHN MARTIN: I hope that all these results didn't bore you, but they don't bore me. You never see this type of contest reporting or all the contestants listed in the "big" important magazines. You never know what model was flown, or see a breakdown of score, time, etc. The results from a big scale meet with many contestants are usually very brief; if you don't like this kind of reporting, we can save a lot of space!

MODERN CLASS PEANUT RESULTS
LAST PAGE



FROM THE HORSES MOUTH AND OTHER ORIFICES

Another season starts, and once more we are shot out of the saddle at the old blimp hangar. We were fortunate, last season, to have eight meets there, but not so this year. At first we were told that an artist would be assembling miles and miles of pink plastic in there in order to cover Watson Island in an artistic pink froth. Now we learn that Eagle Army & Navy stores have leased it to assemble a million store show cases. SO, the hangar is out indefinitly, and our meets will be held, instead, at Miami Dade South College's 27 foot high gym where we have had our fly-ins the past few years. There are a lot of good things there- ceiling height not included. It is a good place to bring the family because of the fine pool facilities, it is easy to retrieve the frequently hung up models, and also has a nice clean Loo. If we ARE to have fly-ins this year we have to come up with a new site, any suggestio.

★ Ernie Clark, our man in Pompano, sent us the Goodyear hangar progress report. The administration building is finally completed and there was a big ceremony and celebration. It's only two and a half years behind schedule. The way things are going you would think it was a U:S: Government project. A newspaper article said the hangar would be finished in a year and a half. Looks like 1985 at the earliest. Since they have cancelled their Blimp ride program, the administration building has lost a lot of its meaning.

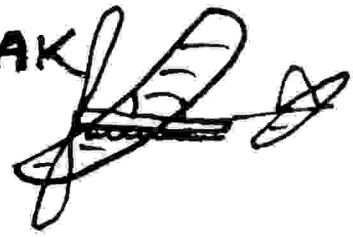
★ We knew the AMA would some day go too far! In case you are not aware, there is a new rule permitting a CD to expel a contestant who has been imbibing. (A six-pack of Coors, perhaps) However, there is no provision for the contestants to expel the CD if he were in the bag... A loophole I hope will be corrected before it is too late. Hedley, you are going to blow up a balloon at the next meet!

★ Stan Chilton has been very active in promoting help for Northwood Institute. He has been appointed to the Board of Directors for restoration of our favorite indoor site, and wants your help. I can't think of anything that will help indoor and yourself more than your support of Stan's efforts. He has personally donated considerable funds. Your check should be made out to "West Baden Springs Hotel Restoration", Northwood Inst. West Baden Ind 47469 Stan suggests $25. It is nice to know we have a man in the front office...Only 9 months left befor ENART!

★ Terry Rimert, keeper of the MIAMA state archives, is cranking out our state record certificates again. He had a great time at this year's Nats. We hope he'll be doig "Our man outside" column again.

MAMA HALL OF FAME - (10)

WINNERS OF THE 1981/82 INDOOR SEASON



STATE CHAMP: MIKE ARAK
RUNNER UP - WALT EVERSON

JR CHAMP: HEATHER ARAK
RUNNER UP - DAVID BAL

EASY B: JIM STEWART, 2ND CARL HEDLEY

PENNY: MIKE ARAK, 2ND CARL HEDLEY

PEANUT: MIKE ARAK, 2ND CARL HEDLEY

SCALE: JOHN MARTIN, 2ND DAVE KIEFER

SPEED: MILLARD WELLS, 2ND DAVE KIEFER

GLIDER: DON BAL, 2ND JIM STEWART

OLD TIME ROG: MIKE ARAK, 2ND W. EVERSON

MANHATTAN: WALT EVERSON, 2ND CARL HEDLEY

JR. WINNERS - GLIDER: DAVID BAL
PENNY, EASY B, ROG:
HEATHER ARAK

CONGRATULATIONS TO DAVE LINSTRUM! HIS VTO COLUMN IS ALIVE + WELL IN MODEL AIRPLANE NEWS.... THANKS TO THE BAGS OF IRATE LETTERS FROM Y'ALL.

Modern Class

This year we removed the Fikes and Laceys from this class (with no objections) and the results were quite different--a twin motored job was first! However, Volksplanes and Vagabonds are moving in.

1.	Jack McGilvray; Yugoslav 45T	(222.4)	117.0+112.0
2.	Jim Miller; Piper Vagabond	(192.0)	113.3+112.0
3.	Lou Leifer; Volksplane	(162.5)	74.8+82.0
4.	Seigfried Glockner Fred	(176.4)	67.0+77.0
5.	Jim Miller; ITOH	(136.0)	126.5+126.5
6.	Dave Kiefer; Pitts	(319.5)	38.8+38.2
7.	Mike Arak; Vagabond	(271.4)	38.3+40.0
8.	Bob Clemens; BD-4	(147.6)	72.5+78.5
9.	Bill Criss; Cougar	(136.5)	58.0+63.0
10.	Millard Wells; Vagabond	(74.7)	74.0+66.0
11.	Bill Hunter; Vagabond	(124.0)	58.2+56.2

DID NOT FLY:
Jack McGilvray; Volksplane (145.6)

JUNIOR:
Brian Varney; Cougar (147.0) 66.0+0

NOTE: Check the times in this class: well over one minute is very common and over two minutes can be done. Remember when a 35 second flight was considered sensational? These are not ghost ships!

MIAMI - DADE SOUTH 9 TO 5

MEET-OCT 24

THE LATEST INDOOR NEWS INSIDE

THE HANGAR PILOT

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

SEP 29 1982

USA 20c

TO:

JIM MILLER
827 YORKHAVEN RD
CINCINNATI OH 45240

1ST CLASS
NOT JUNQUE MAIL