THE ONE AND ONLY! HANGAR PILOT

THE MIAMI INDOOR AIRCRAFT MODEL ASSOC. MIAMA

ISSUE 82
DEC. 82

AMA CLUB 986 "E"



MIAMA RECORDS

CAT I

SEE P. 8

NEXT MEET: DEC. 12 M/DADE SOUTH

(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 $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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Secy./Illustrator-Reporter: Dave Linstrum Awards and Archives: Terry Rimert
Peanuteer: Carl Hedley Retrieval: Jim Stewart, DON BAL
Overseas Correspondant: Butch Hadland UK Youth Activities:
Technical Articles: Bill Hiscock Mike Arak, and Ernie Clark

SECOND MEET - NOV 14 1982

Two meets into the season, and the 27 foot high gym at Miami Dade South isn't bad. It isn't the blimp hangar, but it isn't BAD. The big score board has been moved up on its cables and this helps a lot. Also the big mobile tower to lift planes off the girders by hand sure beats poking them down with sticks and balloons...less damage.

A lot of interesting activity. Both Wells and Everson showed up with almost identical autogiros and trimmed them so fast they made it look easy, and it isn't. BOth had rotors offset to the left a lot, and both flew on the rotors, not on the little wings as so many autogiros do.

Millard also got his WW I Caproni trimotor bomber flying (23 sec) Not just fluttering about, but flying a nice left pattern. He had a rooting section with him.. a lot of his old soaring glider pals came up from the Keys to observe our madness. Maybe they'll try it.

Mike Arak showed up with a 14-Bis to challenge Martin's (The Lacey of the biplanes). It looked a lot better, but did less time for 3rd pl. 4 of the first 5 places were biplanes. Hiscock is getting 1:07 out of his Waco E, and to squeeze more scale points for it, he's building floats for it now (& skis, and a dog sled). Ed Shaw came with his son for his first meet with some models built from Ron Williams indoor book,.

NEXT ISSUE - AUTOGIROS!

MEET 2, M/DADE SOUTH 11/14

(2)

PEANUT SCALE EVENT:

1. John Martin	5 pts.	(14-Bis 32.5)	2 static,	3 flight	(48.9)	(50.2)
2. Bill Hiscock	6	(Waco E 28.8)	5 static,	1 flight	(67.5)	(65.0)
3. Mike Arak	8	(14-Bis 34.3)	1 static,	7 flight	(30.7)	(35.8)
4. Dave Kiefer	11	(Vagabond 31.3)	3 stat.,	8 fl.	(31)	(31.3)
5. Walt Everson	13	(Bucker 26.8)	*6	, 8	(32.0)	(32.0)
XJohn Martin	11	(Kalinan K-5 26.8)	6,	5	(42.0)	(39.0)
6. Millard Wells	13	(Wee Bee 25.5)	7	, 6	(35)	(37.3)
X " " "	14	(Stalwerke 15)	12, 2	(Grapenut)	(51.0)	(51.0)
X " " "	16	(Caproni Trimotor 31)	4	, 12	(23.0)	—
X " " "	15	(Stinson 125 17.6)	11 stat.,	4 fly	(46)	(43)
Dick Kelso	18	(Curtiss JN-4 23.0)	8	,10	(21.4)	(22.9)
" "	20	(Stinson 105 23.0)	8	,12	20.5)	(20)

SCALE EVENT:

1. Bill Hiscock	(Waco 65.8)	Flight 61.5		127.3
2. John Martin	(Alco 79.5)		45.3	124.8
4. Dave Kiefer	(Vagabond 83.2)		18.0	101.2
3. Mike Arak	(14-Bis 70.2)		40.8	112.0
5. Dick Kelso	(Curtiss JN-4 60.0)		23.3	83.3

EASY B:
1. Walt Everson 5:39.9
2. Jim Stewart 4:28
3. Dave Kiefer 4:25
4. Mike Arak 3:44.5

GLIDER:
1. Don Bal (33.6) (35.3)
2. Jim Stewart (26) (25)

PENNY: W. Everson 1:03

OLD ROG:
1. Mike Arak 4:36.7
2. W. Everson 3:58.8
3. J. Martin 2:08

Junior Enduro:
1. Heather Arak 75.0
2. Susie Arak 41.0

Junior old ROG
1. Heather Arak 45.3
2. Sue Arak :07

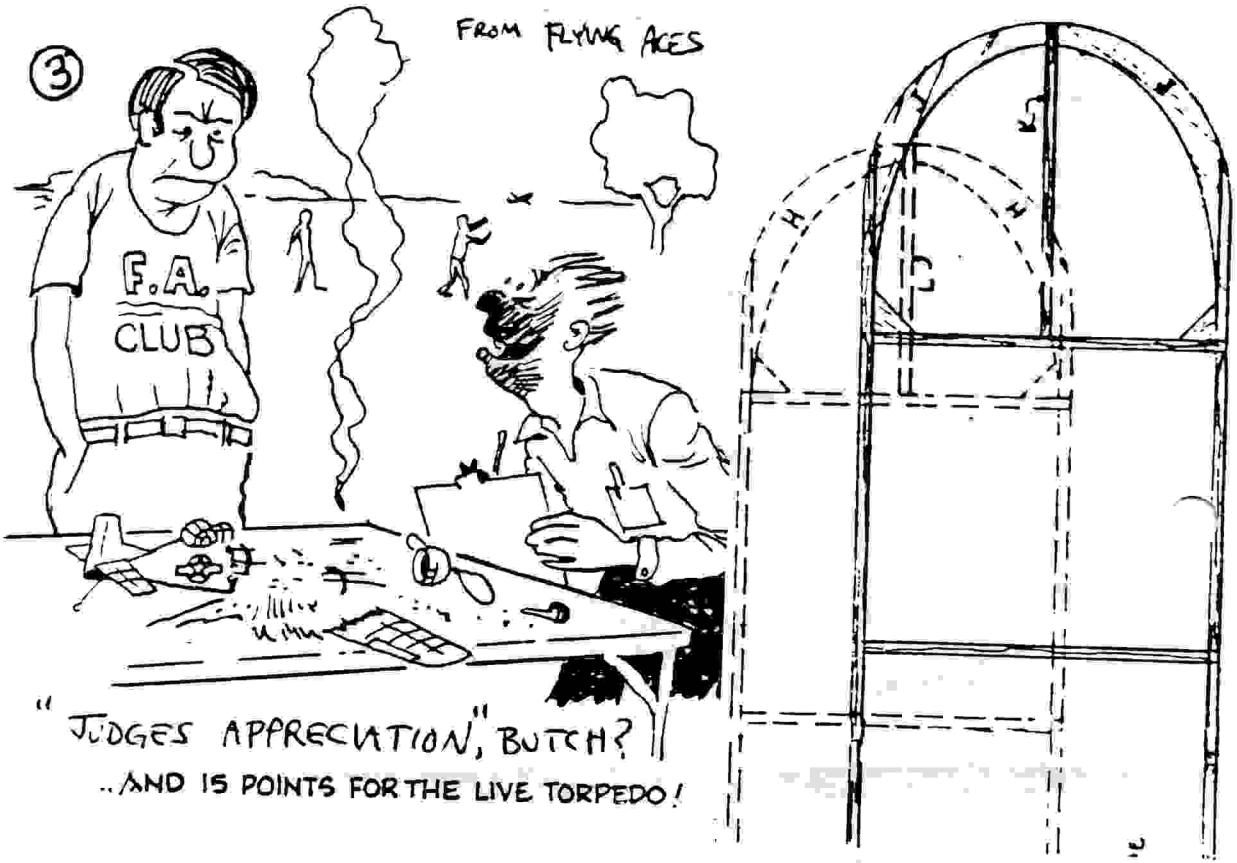
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† Word from Tony Sutter sadly notes the death of fellow Texan, and MIAMA member George (Little Toot) Meyer on Oct. 28 1982, of cancer. George was the most ardent biplane advocate in the world, and had published many rubber scale plans, mostly in FLYING MODELS. Remember the Ryan M-1, The Waco Taperwing, and the Elias Airsport? Goodbye, George.

INDOOR WEEK 1983 - JUNE 12-18 WEST BADEN

POSSIBLY THE LAST EVENT EVER AT NORTHWOOD!

1. 3, 14 - EITHER NFFS AAAA MEET OR AMA NATS, 15, 16 NIMAS TIME TRIALS (ENART) (VIII) 17 - SCALE DAY + 24 HR 4TH WORLD PEANUT GRAND PRIX. PEANUT PROXY: WRITE TO MIKE ARAK 10900 SW 61 CT. MIAMI FLA. USA.



MILLER'S MODERATELY MODIFIED MEGOW MODEL

BOEING P-12E — SEE CENTER FOLD

CAPT.?

Lt. That master of manipulation is at it again, gang! Yep, Bill Miller has made just the right subtle changes in the old 10¢ Megow Boeing plan to bring her up to a passable state of "scale". And look how he does it.....all in good taste, as well as in the style of the original work. Boy fellas, what a swell crate to do up in the all yellow scheme of the Taipan of the Dragon Squadron, Battlin' Nord Grogan, hero of China skies long befor Chennault got there to give the Nips a jab in the shortribs for Chiang Kai Shek and democracy. Of course, Nord was only a fictional hero from the pages of the Flying Aces magazine of old. But to a true FAC, he was as alive as one Phineas Pinkham.

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PLAN NOW FOR INDOOR WEEK '83

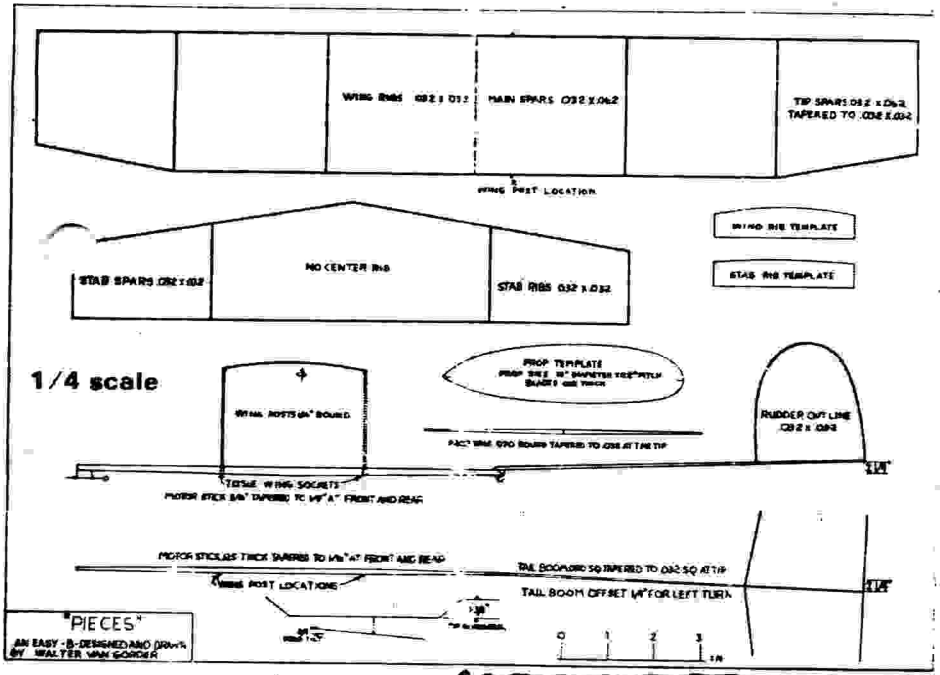
Walt van Gorder's EZB

As a contrast to EZB in Britain at the moment I have to hand a drawing of Walt's EZB which demonstrated its (and his) potential to great effect at West Baden after the 1980 World Champs. The principal problem on EZB day there at the time was the CG shift due to hornets taking unauthorised rides on the tailplane of more than one model!

The model is tissue covered, unrestricted weight (0.85g) and features a relatively small low pitch prop which really cuts down the required rubber size and in turn permits the weight to be reduced further because of the lower power requirements.

Results in 1980: 1st AMA Open 65ft site 16.44, 2nd West Baden 96ft site 19.10, 3rd Akron 180ft site 19.58. An unbraced film covered version at 0.68g has done 21.12 at Akron.

FROM AEROMODELLER
Bob Bailey OCT.'82









Swedish Rubber Stripper

At last another source of these invaluable instruments for indoor fliers but for Coupe or Wigan 70, 'fine turning' of number of strands or strand width can be done. The strippers come from Ulf Carlsson, Nova Gubberogatan 26, S-41633 Goteburg, Sweden. Cost 690 DKR = £46.

The stripper features a top slide for adjustable thickness of rubber and like the Polish version cuts by rotary action of two circular cutters by turning the handle.

Ulf points out that the top slide will require some adjustment since the rubber is stretched to make the cutter work perfectly (presumably to produce the precise desired width). However, measuring the width accurately with an ordinary micrometer is extremely difficult and for me not reliable enough. Length and weight are much easier to measure.

Ulf's other reminders are to avoid talcum powder and dirt. Pack the cutter away carefully next time.

Good Blades!

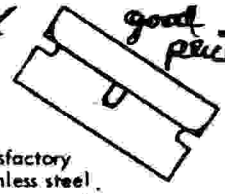
Cobbie's Gifts

P. O. BOX 2
DEAL, N. J. 07723

ORDER BY MAIL

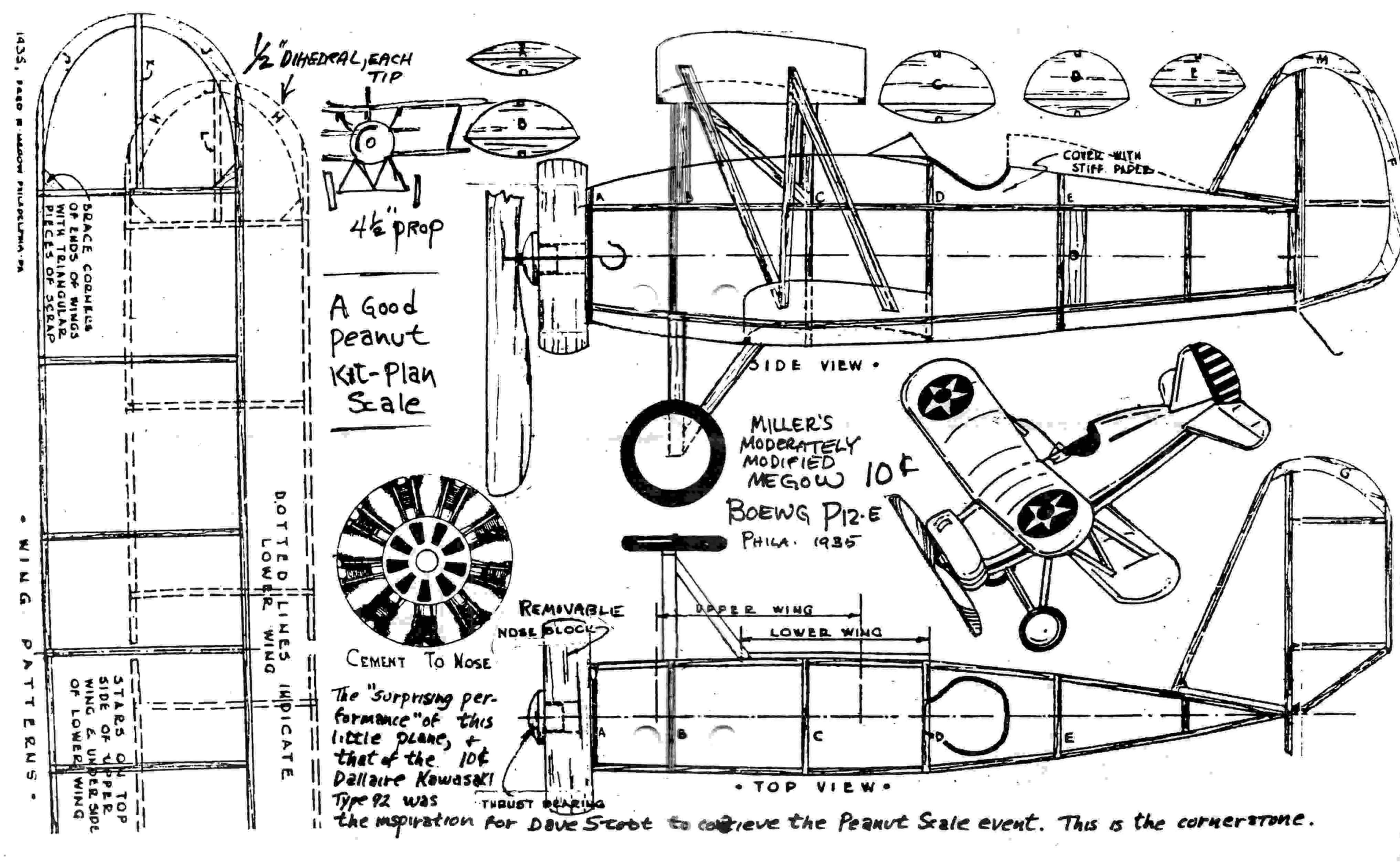
CARBON STEEL
MODELLING BLADES

Stiffer and more satisfactory for cutting than stainless steel.



7-11 RAZOR BLADES
POSTPAID USA —
CANADA + 10%
FOREIGN + 40%

50 — $2.75
100 - 4.25
200 - 8.00
300 - 11.75
400 - 15.50
500 - 19.25
1,000 - 37.50


1/2" DIHEDRAL, EACH TIP
4½" PROP
A Good peanut Kit-Plan Scale
BRACE CORNERS OF ENDS OF WINGS WITH TRIANGULAR PIECES OF SCRAP
DOTTED LINES INDICATE LOWER WING
STARS ON TOP SIDE OF UPPER WING & UNDER SIDE OF LOWER WING
• WING PATTERNS •
COVER WITH STIFF PAPER
SIDE VIEW •
MILLER'S MODERATELY MODIFIED MEGOW 10¢
BOEWG P12-E
PHILA. 1935
REMOVABLE NOSE BLOCK
UPPER WING
LOWER WING
THRUST BEARING
• TOP VIEW •
CEMENT TO NOSE
The "surprising performance" of this little plane, + that of the 10¢ Dallaire Kawasaki Type 92 was the inspiration for Dave Stott to conceive the Peanut Scale event. This is the cornerstone.

(7) ONE MORE P-NUT PROPOSAL

SC-84-11—Equal weights to static and flight scores in Indoor/Outdoor Peanut. This proposes to combine Peanut Scale rules 51.A and 51.B, and to revise the scoring rules—static and flight. The proposed new, unified Peanut rules would be as follows:

SC-84-11: Proposed score sheet.

Peanut Scale Score Sheet

Name _____ AMA No. _____

Address _____

Type Aircraft _____

Scale Score Judging Criteria

A. Workmanship

Great	5.0
Good	4.5
Better than average	4.0
Average	3.5
Below Average	3.0

B. Authentic Color and Markings

Excellent	3
Good	2
Lax	1
No 3-view or photo	0

C. Details and Accessories

All there	3
Mostly there	2
A few there	1
No 3-view or photo	0

D. Flying Surfaces

All double covered	3
Sheeted or partially sheeted.	1
Any single-covered surface not on original.	0

E. Type Covering

Clear or color doped tissue.	4
UnDoped tissue	3
Colored condensor paper.	2
Uncolored condensor paper or Microlite.	0
Microfilm prohibited	

F. Landing Gear

Scale length	3
Enlarged no more than ½"	2
Enlarged more than ½" or no 3-view.	1

G. Dihedral

Scale	3
Slight increase	2
Gross increase	1
No 3-view	0

H. Stabilizer Outline

Scale	3
Enlarged	2
No 3-view	0

I. Bonus Points for Type of Aircraft

Low wing or canard	1
Biplane	2
More than one working propeller.	3
Flying boat or floats	3
More than two wings	4
Helicopter or autogiro	5

J. Minus Points. Deviations from scale to aid flying performance, i.e., lengthening nose or tail moments, moving wing back, simplifying fuselage cross section or outline grossly, leaving off struts or flying wires, and all other non-scale aids. Each −2

Scale Score

Items B through I Minus J × Workmanship = Total Scale Score

Flying Section

1	2	3	4	5	6	7	8	9

Total Scale Score

Average of two best flights (May not exceed scale score)

Total Points

Rule 51.A. FF Peanut Scale—Indoor and Outdoor (Provisional).

1. Applicability. All pertinent AMA regulations (see sections titled Sanctioned Competition, Records, Selection of National Champions, and General) shall be applicable except as specified below.

2. General. Open to "scale models" as defined in Paragraph 2 of Unified Scale Judging. The model can be built to either of two scales. The wingspan may be 13", or the overall length of the model, exclusive of the Propeller(s) may be 9". No stick or profile type fuselages permitted, unless same as prototype. Rubber powered only.

3. Documentation. Three-view drawings are not required, but are necessary for maximum scale points. A scale ruler will be provided as prescribed in Paragraph 4c of Unified Scale Judging Regulations.

4. Flying. Each entry is permitted nine flights. Each attempt is an official flight. Flights will be timed to the nearest .1 second. The average of the best two flights count. Hand launch is permitted, but any flight that is ROG receives 10 seconds bonus. No flight, plus 10-second bonus for ROG, may exceed the Total Scale Score.

5. Scale Section. The "Judging Criteria" on the score sheet is used to determine the scale score. Models will first be judged as to Workmanship (Item A). This number will be used as a multiplier of the criteria in Items B through I, minus any points lost in Item J.

6. Scoring. Scale score plus the average of the best two flights (neither flight to exceed the scale score) is totalled. Highest score wins.

7. Ties are broken by a fly-off, the average of the two best flights out of three determines the winner. No limit to flight times in the fly-off.

8. Multiple entries are allowed each entrant. Only the best score counts.

9. Re-entry. The same ship may be re-entered separately if another entry fee is paid.

James I. Miller of Cincinnati, OH can't see any good reason to have two sets of FF Peanut rules. He notes that Rule 51.A favors flying time over Scale, while Rule 51.B requires too much scale detail. He wants to combine the rules to take advantage of the good points of each. He believes that Rule 51.B strays too far from the original Peanut concept (pp. 75-77, paras. 51.A and 51.B).

COMMENTS BELOW ↓

THE PERFECT PEANUT RULES? NOT YET!

BUT ALMOST!

O.K. gang, here are Jim Miller's proposals, submitted to AMA for consideration. Using MIAMA rules as a basis, Jim has done a fine job of updating them. This proposal, with the following additions, and corrections, is ready to be submitted to FAI for a WORLD PEANUT CLASS, in our humble opinion. (1) OK (2) We permit profiles. Some juniors build 'em. They lose a lot in J, so why not? (3) Scale ruler is out of keeping with peanut idiom. Judges can just "eye ball" a stab as to "scale", or "enlarged". (4) OK (5) OK as far as it goes, but needs K. Judges Appreciation points (5 max.) Since Jim has dropped bonus points, we must add this to be fair. These are the details that add weight, and decrease flight time. In this manner we can award points for difficulty of subject (Spitfire hollowed from blocks), CONT. P. 8

unique construction techniques, retracts, bomb or parachute dropping, rigging, scale ribs, hinged control surfaces, wheel pants, oval or round fuselage,, 3 dimentional pilot, radial engine(s) etc. Judges are prepared to offer extra points for these details & difficulties.

To speed up judging, contestants can score themselves from D to J. Judges will score A, B, C, and K. At completion of contest, winners sheets willbe double checked for accuracy.
(6) OK (7) This can be dropped. With this system there will almost never be a tie. Give higher place to best static score. In a fly off one ofthe contestants has already gone home. (8) OK and good. (9) OK
ALSO ADD: (10) Proxie entries are OK providing proxy flyer is in the same age group as entrant.

How do these rules grab you, pilots? The Dec 1982 issue of Model Aviation tells you how to get involved and express your opinion.

AMA CAT. I RECORDS:

Here are the Catagory I (26' 3") records as of November 1982. If none is listed it means there is none established as yet.

ROG Stick	Junior	1:01
Paper Stick	Open	13:39
HL Stick	Open	23:24
Autogiro	Open	2:32
Helicopter	Junior	1:38
	Senior	2:00
	Open	3:15
Ornithopter	Junior	1:29
	Open	2:04

Glider	Junior	:37
	Senior	1:00
	Open	1:18.8
FAI Stick	Open	12:13
Penny	Junior	6:05
	Senior	6:45
	Open	1:48 : :
Novice Penny	Junior	6:05 - -
	Senior	6:45
	Open	6:23

Easy B	Junior	3:43
	Senior	6:32.8
	Open	14:13

Look over these records, Boys and girls, ladies and gentlemen, and see if you can exceed one at our Cat.I record Trials this Sat. at the Elizabeth Virrick Boxing Gymnasium on Bayshore Drive in Coconut Grove from 9 to 2. Unlimited flying, two watches per flight.

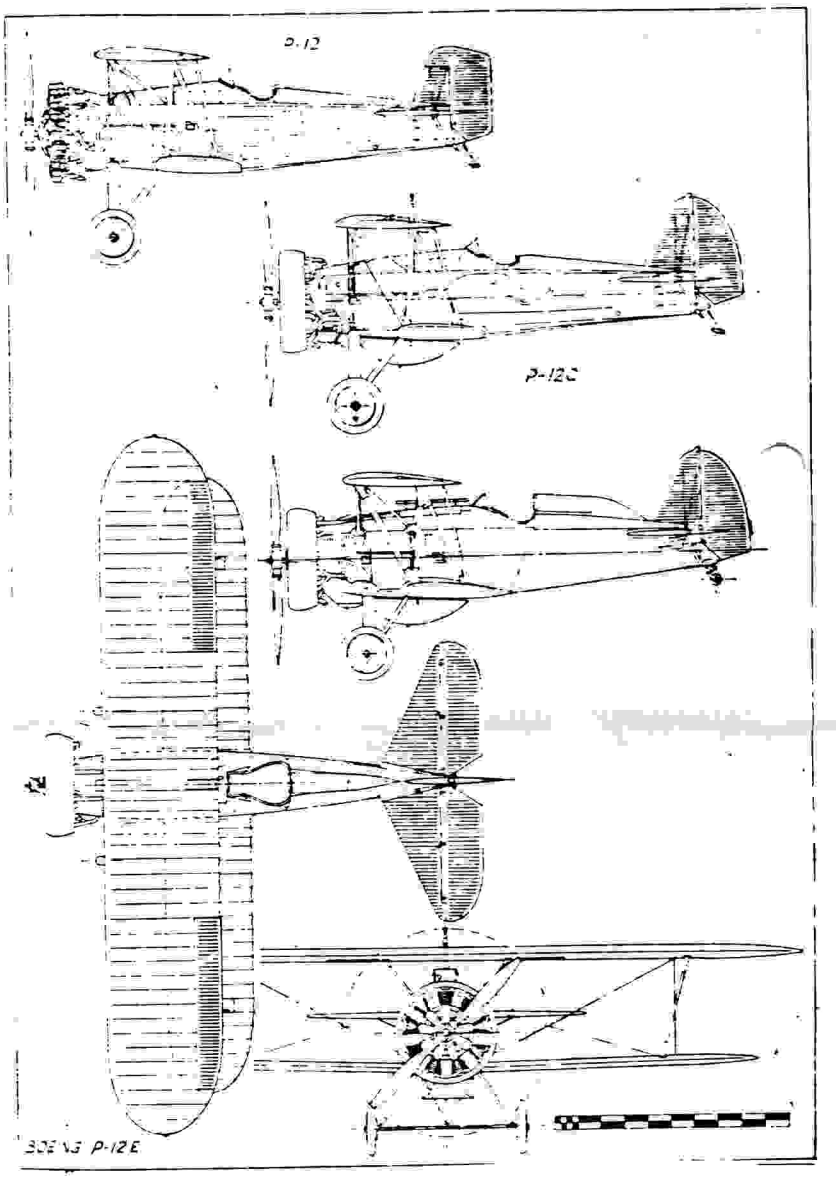
RECORD TRIALS

THIS SAT. 9 TO 2 [NOV. 20]

AVIATION AVE & S. BAYSHORE DRIVE
COCONUT GROVE - VIRRICK BOXING GYM.

MORE P-NUT RULES & DISCUSSION NEXT ISSUE

NO ROOM FOR HORSES' ORIFICES THIS ISSUE



QUOTE OF THE MONTH - ALAN DERSHOWITZ - PROFESSOR OF LAW AT HARVARD + DEFENSE ATTORNEY:
"ALMOST ALL THE CLIENTS I DEFEND ARE GUILTY - THE LAST THING I WANT IN COURT IS JUSTICE - I JUST WANT TO WIN.

INDOOR ISN'T FOR EVERYONE!
(NEITHER IS JUSTICE)



OUR MAN OUTSIDE

Terry Rimert

Well, the Jim Kloth Memorial and gathering o f the turkeys meet came off with the usual great weather and the usual great fun. It was a little warmer than usual, and there were a few more old timers than usual, and a few more Old Time models than usual. Dan Dougherty had made arangements with the Pensacola Free Flight Team to furnish some of the prizes, sb the O.T. flyers could have three classes in pylon and in cabin. Dan won a whole lot of his prizes back. The "Thermal Thumbers of Metro Atlanta'" were there in great numbers. These guys have a lot of Old Timer planes that fly great. Dougherty has the first Buccaneer that I ever saw which will fly good. Any I'd seen before were always underpowered, or trimmed badly, or something or all three, and they never really got going good. Dan's plane took off and climbed really well, and when the engine quite, went right into a fairly decent glide.. Very rare for a Buccaneer. Joubert has a new "Megow Flying Eagle" that flys like an eagle with its Ohls 9. He entered it in Cabin, because it didn't have a pylon on it, and outflew Jim Walstons Arden powered Cabruer. That takes some doing. Merl Shammo turned his Bantom powered pylon model loose without tripping the timer, just to show us how well it was trimmed. Had a great power pattern all the way up to a little dot in the sky. Due to the nice weather it came down on the field, and he had no trouble recovereing it, and he went on to put in three flights without overrunning, and won A pylon. Shows why Kerswaps are becomming so popular for the small class engines. Nostalgia is really a great drawing event. It has to be to get Bob Junk flying again. Bob built a couple of identicle ½A Spacers, and won ½A Nostalgia, and ½A team events with them.. Used Baby Bee engines on them instead o fD's. Had an easy time trimming them out. The big event of the weekend, The Jim Kloth Memorial .020 O.T. Replica event, was won by Merl Shammo. Merl took home the Jim Kloth Perpetual Award for a year, and is dareing anyone to try and take it away from him next fall. For full results of this meet read the Nov/Dec. issue of the Florida Modelers Association newsletter. Any of you who don't make it to this meet are really missing a great meet. It isn't just for Old Time flying, There is AMA gas, AMA rubber, open glider, special HLG, and team ½A, and FAI power also, [illegible] for the turkeys..

The King Orange International meet will be held at Whitehouse Naval Auxiliary field in Jacksonville, due to our inability to come up with a place to fly controline near the good new field we have available for free flight near Melbourne. Maybe with a bit more work, we can move it next year. Lee and Shirley Campbell, one of the local hobby shop dealers, and the mayor of one of the nearby towns put in quite a bit of work trying to come up with something suitable, maybe next tieme. All you scale buffs would do good to show up for this meet. The peanut and rubber scale events will be according to "Flying Aces" club rules, AMA gas scale, and then there are three FAC mass flyoff events. WW1, WW2, and Thompson/Greve Trophy.. These events will be flown off at noon each day. Dean McGinnes is going to head up the scale events this year, and will be scale judge. Bring lots of scale models and keep him so busy judging that he can't fly. Really teach him to volenteer for anything!!! Any of you who want to get on the Flying Aces organizational chart should start building now to get going in these events. Any win whill make you a first lieutenant. Then more wins can move you up the ladderto become a big wheel. Flying Aces probably has more generals than our US Air Force.

WHE OU RENEW YOUR LICENSE' OR FILL OUT THE AMA SURVEY FORM' BE SURE TO TELL THEM YOU FLY INDOORS AND KEEP YOUR RC MODELS A SECRET' we need to show AMA that we are being ignored when we shouldn't be. Just remember you are all indoor modelers first, free flight modelers second, and scale modelers third. Not general interest modelers, and for sure not RC modelers. Even scale doesn't need much help from us, cause half the RC modelers are scale modelers.

THE LATEST INDOOR NEWS INSIDE
THE HANGAR PILOT
EDITOR: DR. JOHN B. MARTIN MIAMI
3227 DAPHNE ST. MIAMI FLORIDA 33133

MIAMI, FL
NOV 23
1982

USA 20c

TO:

JIM MILLER
827 YORKHAVEN RD
CINCINNATI OH 45240

1ST CLASS
NOT JUNQUE MAIL

RECORD TRIALS - NOV 20 - THIS SAT -

SURE, it's a lousy site. There is a boxing ring right in the middle of the floor. It's drafty. It's full of boxers. There are a lot of bleachers, and seats all around.... but who said Cat I is easy? Why do you think Cat. I times are less than the others? Quit complaining and FLY. You guys are a bunch of prima donnas! GREAT ATMOSPHERE!

DEC.12 Meet 3/CD Dave Linstrum/Miami Dade South College 9 to 5
JAN.16 Meet 4/ CD Doc Martin / Same above.
FEB.27 Meet 5/ CD Mike Arak / Same above.

DEC. 31, JAN 1 + 2 - 29TH KING ORANGE (JAXONVILLE)
EMBRYO, FAC SCALE, FAC P-NUT, WWII COMBAT, FAC RACES
C.D. SHIRLEY CAMPBELL 1785 64 TERR. S.
W. PALM BEACH FLA. 33406