DROP EVERYTHING -
HERE'S

THE ONE AND ONLY! HANGAR PILOT

THE MIAMI INDOOR AIRCRAFT MODEL MEET

ISSUE 86
APRIL '83
AMA CLUB 9FG "E"

NEXT MEET: APR 24
M/D SOUTH 9-5 SUNDAY



IT'S THE '83 GNATS

DETAILS INSIDE

(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 receive all 8 additions, and for an additional $10.00 you are a member of this famous, far out, club. (Indoor isn't for everyone.!) We solicit your contributions, plans, comments, contributions, funds, 3-views, articles, gripes. We particularly want to hear from those who have not seen their particular interest in print..... Fly powered mike jobs, paper gliders, etc. LET'S HEAR FROM YOU!!!! Dr. John Martin 2180 Tigertail Ave, Coconut Grove Florida, USA 305-858-6363 → AMA GD 712

★ NOTE NEW ADDRESS FOR HANGAR PILOT!

INDOOR UPDATE:

After three outstandingissues (If we do say so ourselves), this issue has been slapped together with a little help from our friends. Let's face it — we can't do a Pulitizer every time. Let's have some more material from you, pilots!

We thank Fred Komlosy for the Nieuport Tripe Pistachio from Feb. '48 Air Trails. He built this, and the Dolphin (In last issue) back then.

Also we thank Dick Hardcastle for his Easy B plan. Dick made the fly-in at Coral Shores in the Keys, and submitted this plan using the Swiss F1-D moments. This is the current hot set-up, and in England this long fuselaged, almost tandem plane is getting fantastic times. Try it.

Reason for this hasty issue is that MIAMA headquarters is now moved to 2180 Tigertail Ave...same phone. Try moving a dental office some time if your life has been too serene. You can accumulate a lot of crud in 11 years.

Also in this issue we take delight in announcing the "1983 GNATS".. an added event to be flown concurrent with the World Peanut Gran Prix in June. We are interested in seeing how well you can get the world's smallest scale models to fly. PISTACHIO SCALE: 8 inch max. span, or overalllength 6".

Apparently the Megow Boing, and the Kawasaki biplanes proved irresistable and we have seen many local built peanut models of them.

Dean McGinnes 5275 Wm.Clark Road Lakeland Fla. 33805 is looking for scale data on the Gypsy engined Comper Swift, and also the monoplane Loening submarine Scout, and the Martin Kitten fighter. Give him some HELP.

This issue contains points after 6 meets for this indoor season. Mike Arak compiled these totals. All issues are in doubt...remember you score only the scores from your BEST 5 meets. Two meets remain..April 24 is meet 7, and the last meet is on May 22. Try to make both meets whether you have a chanc or not. Most of MIAMA club revenue comes from entry fees. We will initiate a policy that, if you chose to fly your models, and not enter the meet the fee is $3.00 for the day. Fair enough?

MEET 6 - MIAMI DADE SOUTH 3/13/83

PEANUT EVENT:

1. MIKE ARAK 5 PTS (14 BIS 34.2) 2 STAT., 3 FLY (34.2)(33.4)
2. JOHN MARTIN 5 PTS (KALINAN 26.8) 3 STAT, 2 FLY (26.0)(33.8)
3. DAVE KIEFER 8 PTS (SOP. TRIPE. 38.0) 1 STAT, 7 FLY (15.0)(14.5)
4. M. WELLS 8 PTS (VAGABOND 15) 7 STAT., 1 FLY (44.1)(41.4)
X. M. WELLS 8 PTS (KAWASAKI BIPE 23.5) 4 STAT., 4 FLY (23.2)(33.4)
5. CARL HEDLEY 9 PTS (CNA PM-1 23.5) 4 STAT., 5 FLY (25.5)(25.0)
6. DICK KELSO 12 PTS (JENNY 23.0) 6 STAT., 6 STAT (17.0)(16.5)

SCALE EVENT:

1. JOHN MARTIN (MARTIN MO-1 69.2) STAT 63.6 FLY 132.8
2. MIKE ARAK (14 BIS 70.2) 34.3 FLY 104.5
3. DAVE KIEFER (LACEY M-10 82.2) 19.2 FLY 101.4
5. DICK KELSO (JENNY 60.0) 16.5 FLY 76.5
4. MILLARD WELLS (SE-5 62.5) 35.7 FLY 98.2

MIAMA

GLIDER EVENT

1 DON BAL (40.7)(34.6)

JUNIORS (1) DAVID BAL (29.9)(27.2) ☆ - SITE RECORD!
2. STEVEN BAL (23.0)(23.0) FLA. JUNIOR RECORD

OLD TIME R.O.G.

1. MIKE ARAK 4:16
2. MILLARD WELLS 3:21.5
3. DAVE KIEFER 1:52
4. JOHN MARTIN :54.5

PENNY

1. MIKE ARAK 1:11

EASY B

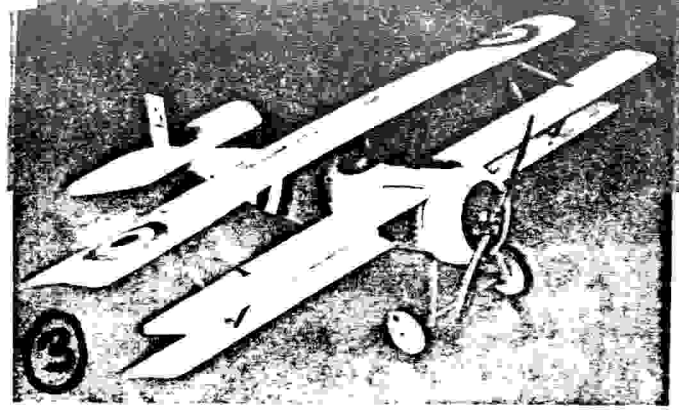
1. MIKE ARAK 4:58.1
2. DAVE KIEFER 4:38
3. M. WELLS 3:26
4. ED SHAW 1:43.5

CONCURRENT WITH WORLD GRAN PRIX

ANNOUNCING: 1983 GNATS

FOR PISTACHIO/GRAPENUT SCALE MODELS (JUNE 17 WEST DADEN)
SPONSORED BY MIAMA - TO PEANUT RULE 51 B/AMA

EXCEPTIONS: SINGLE SURFACE O.K.
MAX SPAN 8", OR MAX OVERALL LENGTH 6"
MUST HAVE 10 STATIC POINTS TO QUALIFY

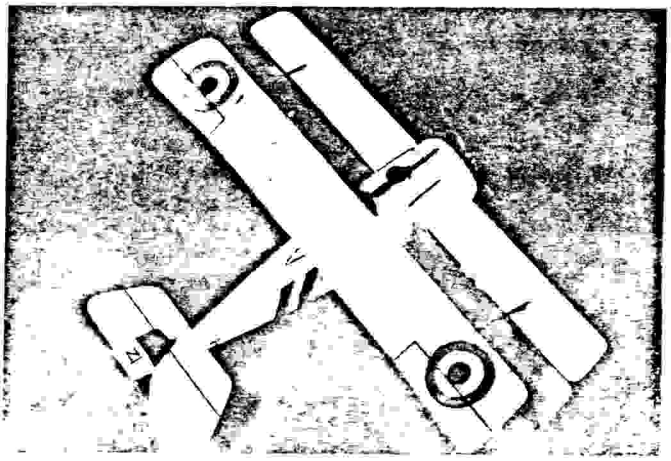


NIEUPORT TRIPLANE

by JOSEPH H. WHERRY

A SAM PISTACHIO

HERE'S AN HISTORICAL SCALE MODEL WHICH SERVES AS A RUBBER-POWERED JOB, GLIDER OR FINE EXHIBIT



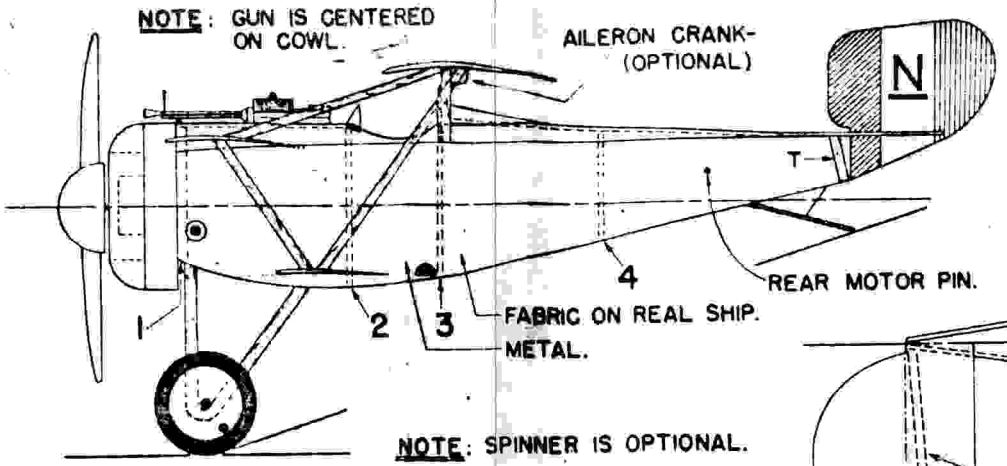
● The Nieuport Tripe looks good from any angle, and like its full-size prototype, has features which make it stand out.

DURING 1916 and '17 there was a great scurry in triplane design. The advantages of these somewhat curious aircraft were quick take-off, good climb, and great maneuverability. Tom Sopwith's triplane fighter, immortalized by Colonel Raymond Collishaw of the British Royal Flying Corps, really started off this three-winged merry-go-round. Before very long the designers of Germany and France were following suit; as a matter of fact, Italy developed several versions of the famous Caproni bombers with triple wings. Finally the U.S.A., chiefly through the Curtiss Company, got into the swing of things. (The last serious triplane effort in this country was the giant Barling long range night bomber.) Fokker, Pfalz, Albatross, Roland, Sablatnig, and others designed and built varying numbers of triplanes for the Imperial German Air Service. Fokker's "Tripe" was the most used in that country; in England the Sopwith "Tripehound" was for a time standard equipment. Eventually Austin and others gave the triplane a try. When World War I ended Sopwith was experimenting with the Cobham and Rhino bombers and the Snark fighter.

Probably the least known of all the various triplanes were those manufactured by the Nieuport firm of France. (The name of Nieuport is synonymous with French aviation.) The little triplane herewith presented is, to the author's way of thinking, the most interesting of all. Nieuport built other triplanes too, the two-place type is said by some authorities to have been placed in limited service with squadrons at the front. Our little *avion de chasse* was an experimental model. It is believed that few, if any single-place Nieuport triplanes saw active combat service.

Points of special interest to note begin with the peculiar wing arrangement, which seems to be the result of an effort on the part of the designer to produce, in effect, a double biplace force setup. The fuselage is interesting in that it is an almost exact duplication of the familiar fuselage of the Nieuport models 17 and 24. Finally we come to the armament. Apparently extra Vickers machine guns were difficult to obtain, for here we find the unusual use of a Lewis gun as a cowl piece; when most fighters were carrying two guns, we see here a single piece of ordnance. Sources in the author's aviation library show two types of wing design for this ship: the one used on the model, is without cut-outs for visibility because of the greater amount of strength; other sources show the ship to have cut-outs near the fuselage on all wings. For those modelers who wish to include this feature, dash lines have been added to the plans for these visibility cut-outs.

Secure plenty of straight-grained, light weight 1/32" sheet balsa. Sand it on each side so that it is smooth as silk. 1/64" sheet has been found to be just a bit light for these small models; similarly 1/32" sheet is a bit heavy, so here is where the sanding comes in—it accomplishes two purposes: smoothing and lightening the sheet stock. All parts may now be cut out. Steam the airfoils to the correct shape. The front edge of the fuselage side panels should also be steamed to a circular shape for later fitting to the front (no. 1) bulkhead. Cut the bulkheads to shape; the grain should run from side to side rather than vertically. If you plan to power your model with the tiny rubber motor

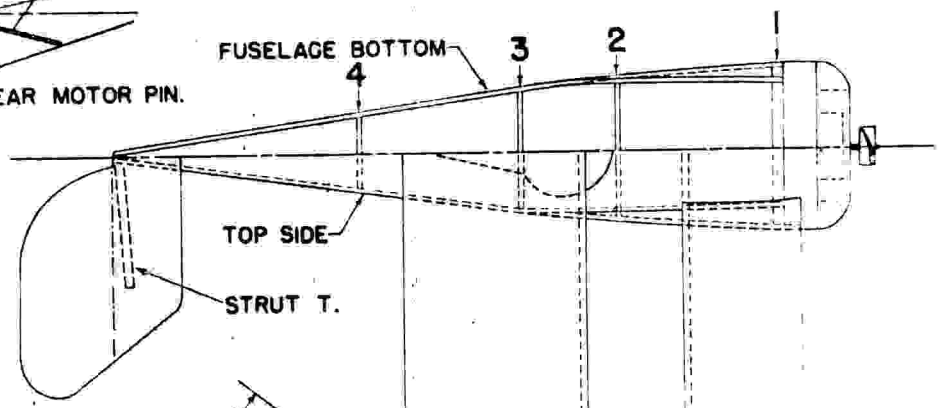


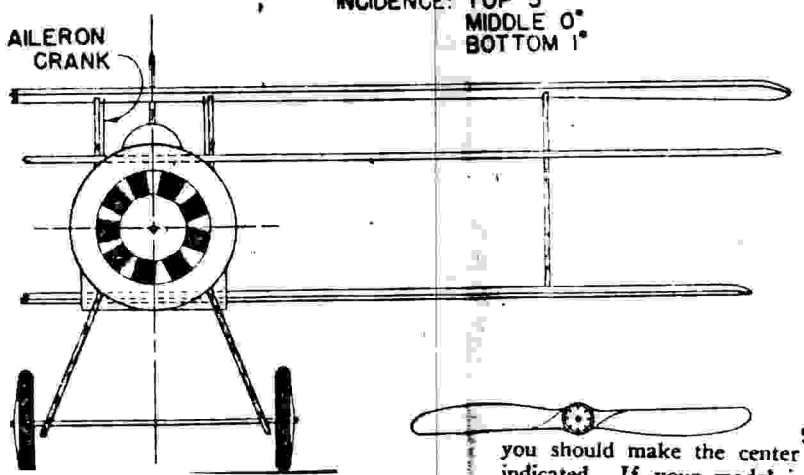
NOTE: SPINNER IS OPTIONAL.

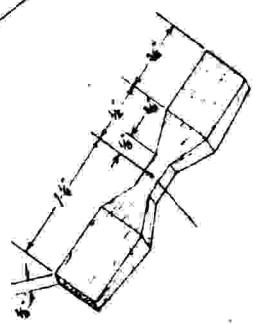


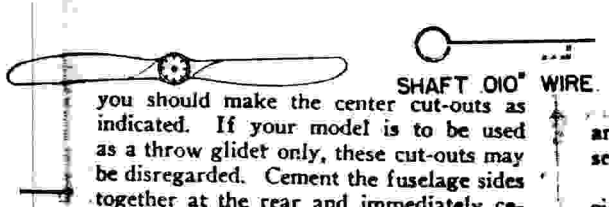
ASSEMBLY VIEWS - FULL SIZE. (4)

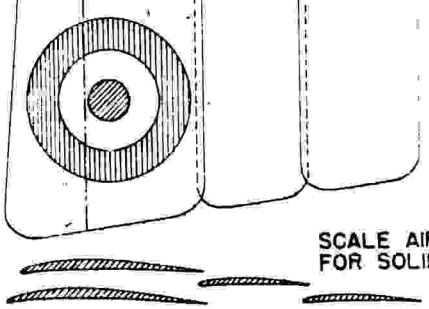
INSIGNIA: WINGS- BLUE CENTER, RED OUTSIDE. RUDDER- BLUE FRONT, RED TRAILING EDGE.











followed this procedure, is the Lewis gun, which is mounted on the cowl in the exact center. It may now be mounted if you intend to leave the model in its natural wood color. However, if you plan to dope the model, leave the gun until later.

The author's model was left un-doped for flying with power. Later, two coats of cream-colored dope were added for the sake of appearance. Tires, gun, cowl front, etc., are black. India ink was used to mark the control surface outlines and other details. Standard French insignia was applied. The fuselage stripes may be omitted in favor of roundels, at the

you should make the center cut-outs as indicated. If your model is to be used as a throw glider only, these cut-outs may be disregarded. Cement the fuselage sides together at the rear and immediately cement the no. 4 bulkhead in place. When this much has dried, cement bulkheads 3, 2, and 1 in place in the order given. A small rubber band may be used to hold the sides together until dry.

The cowl comes next and is built of two layers of balsa: the rear layer is solid, the front layer must first be cut out before cementing it to the rear layer. The small center piece represents the crankcase. If details interest you, add cylinders made by cutting a small dowel of the correct diameter in half. Carve and sand the dowel to shape and rub in several coats of clear dope.

By now the fuselage should be sufficiently dry to add the top surface of sheet balsa. Care in cementing the top in place will produce a fuselage which will have the appearance of a solid model. Cut the cockpit to shape; carve the little head-rest to shape and cement in place. Now set the fuselage aside for the present.

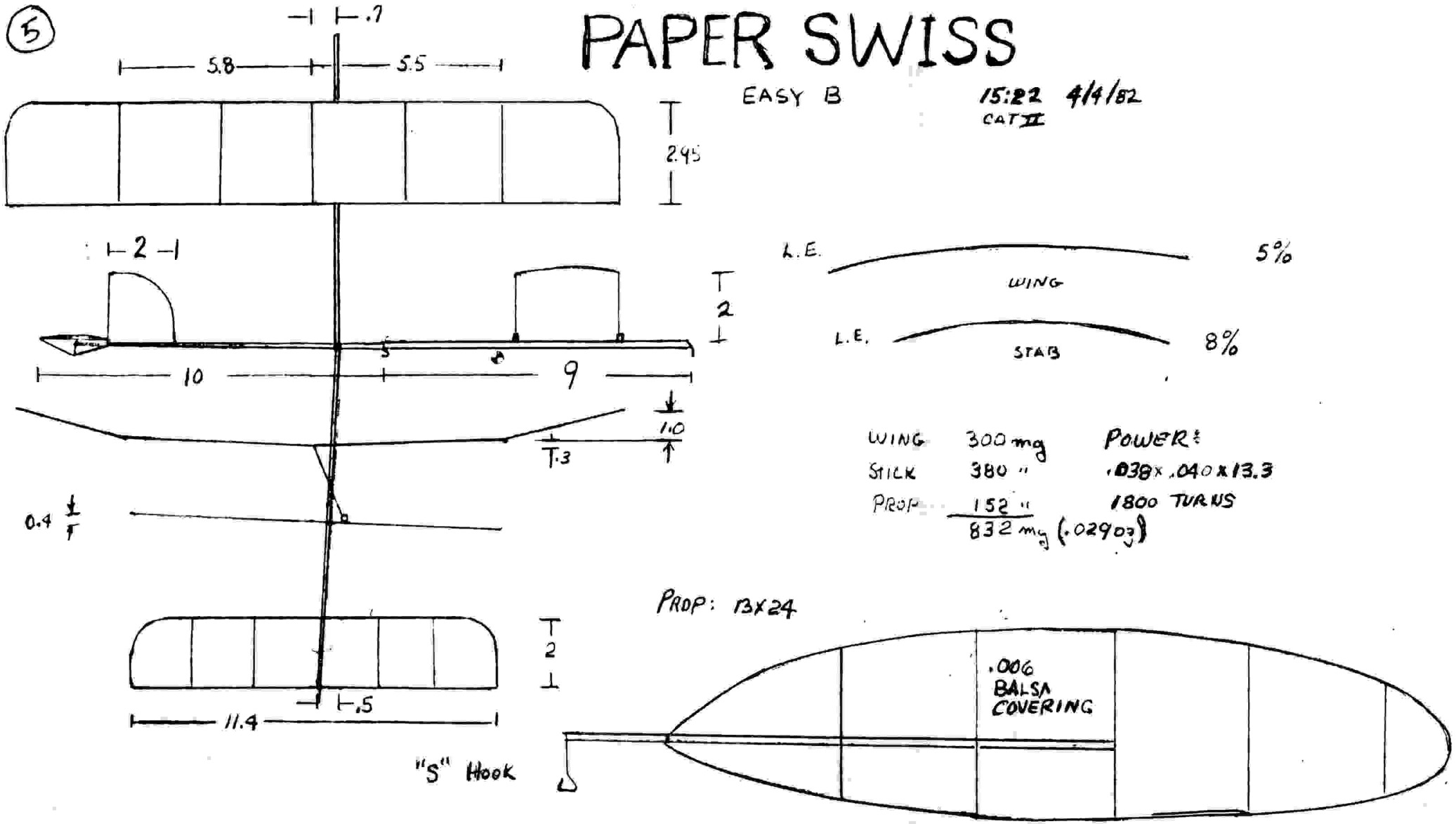
Note on the side view the small dotted lines behind the middle and forward of the bottom wings. These dots represent the extension of the slots that are cut in the fuselage to admit the wings, which are now slipped into place and cemented.

(5)

PAPER SWISS

EASY B

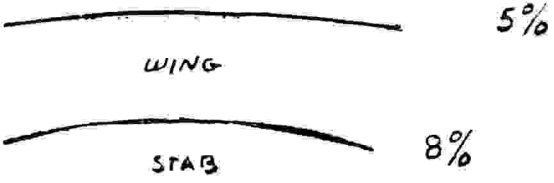
15:22 4/4/82
CAT II



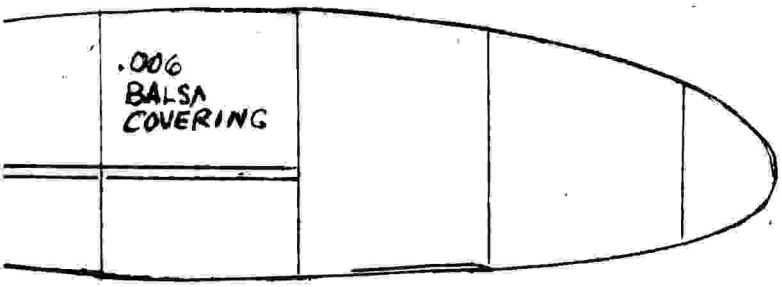
Dick Hardcastle
12/81

ISS

15:22 4/4/82
CAT II



G 300 mg POWER:
C 380 " .038 x .040 x 13.3
P 152 " 1800 TURNS
832 mg (.02903)



Dick Hardcastle
12/81

Note that the middle wing's leading edge overlaps the cowl and that the bottom wing's notch allows it to rest against the no. 2 bulkhead. When the wings have been installed the fuselage bottom is covered with bond paper to a point ⅛" forward of the rear landing gear strut. This opening will allow access to the rubber motor. If no power is to be used the entire bottom of the fuselage is covered. If power is to be added, now is the time to slip the small propeller shaft into place from the back of the cowl; hook one loop of the smallest rubber available (in no case larger than 1/16 inch flat) in place on the shaft and install the rear hook which is merely a short length of straight pin. Equip the cowl center with a small washer and place one or two small beads on the front of the shaft; carve and sand the little flying propeller and cement it in place on the shaft. The addition of the tail skid (1/32" sheet and a bamboo sliver) will complete the fuselage for the present.

The landing gear struts are of bamboo. A correct width piece of bamboo is prepared, then heated over a candle and bent to the correct side elevation; then the bamboo is split so that two identical struts result. If desired, the struts may be made of separate pieces. The small glass bead in the crotch of the strut acts as a bearing for the axle. Cement the struts in place; when dry, slip the .040 steel wire axle in place and cement the wheels to the axle ends. For best results the wheels should be painted before installation. These little wheels are cut from 3/32" sheet balsa, or they may be purchased at your model dealer.

All the wing struts are of bamboo. Cement the center section (cabane) struts now, one to each side of the fuselage at the rear of the cockpit. Allow these to dry thoroughly. The aileron cranks add an interesting bit of detail; they may be bent from music wire and cemented in place at this time. The model illustrated omits these because of the extra weight involved. The tail surfaces are now cemented in place, as are the two tail struts. By now you may cement the top wing in place. Because the top wing is first cemented only to the two center section struts, you will have to block or hold it in place until dry. Take care that the incidence is as indicated. The remaining struts are installed as soon as the top wing is dry.

The only remaining detail, if you have

followed this procedure, is the Lewis gun, which is mounted on the cowl in the exact center. It may now be mounted if you intend to leave the model in its natural wood color. However, if you plan to dope the model, leave the gun until later.

The author's model was left un-doped for flying with power. Later, two coats of cream-colored dope were added for the sake of appearance. Tires, gun, cowl front, etc., are black. India ink was used to mark the control surface outlines and other details. Standard French insignia was applied. The fuselage stripes may be omitted in favor of roundels, at the

builder's option. A scale propeller adds to the models looks; this addition should be doped brown to represent the old wood propellers.

Flying these little ships is great sport A large room may be used for testing. The author's model required the weight of two straight pins stuck into the cowl for balance when powered by one loop of very fine rubber. When used as a glider after color doping, three pins were used for balance. Built very lightly and left undoped, these little ships will make two or three circles of an average size living room when properly adjusted. As a throw glider they will cut many a realistic caper when flown outside. Loops, rolls, or spins at the top of a stall, are a few of the stunts which these midgets will perform.

A few pleasant hours are all that is required in the way of time to turn out this little job. The amount of material is negligible, but a bit of skill is required to fashion these tiny flying scale models. However, any reasonably successful model builder can turn out one in a few hours. The resulting fun with the model is well worth the time spent. When retired from flying duty, these little jobs can take their place on the mantel with your collection of small solids.

Happy Landings!

(8)

MEET POINTS TOTALS

	1	2	3	4	5	6	7	8	BEST -5-
MARTIN	13	12	14	8	7	10			
HISCOCK	13	11	10	0	0	0			
HEDLEY	11	0	9	0	0	2			
KIEFER	12	8	10	9	13	11			
WELLS	5	2	3	5	9	18			
EVERSON	9	10	6	9	7	0			
ARAK	7	12	10	14	13	18			
PRESSET	2	0	1	0	0	0			
KELSO	2	2	0	2	0	0			
SHAW	0	0	0	0	3	1			
LINSTRUM	0	0	1	0	0	0			

TOTAL ANNUAL POINTS BY CLASS
← AFTER 6 MEETS →

PEANUT SCALE

	1	2	3	4	5	6	7	8	
MARTIN	9	7	8	5	4	5			
HISCOCK	8	6	7	-	-	-			
HEDLEY	7	-	6	-	-	2			
KIEFER	6	4	5	2	5	4			
WELLS	5	2	3	3	2	3			
EVERSON	4	3	2	6	1	-			
ARAK	3	5	4	4	3	6			
PRESSET	2	-	1	-	-	-			
KELSO	1	1	-	1	-	1			

AMA SCALE

	1	2	3	4	5	6	7	8	
HISCOCK	5	5	3	-	-	-			
KIEFER	4	2	1	4	4	2			
MARTIN	3	4	4	2	2	4			
ARAK	2	3	2	3	1	3			
KELSO	1	1	-	1	-	1			
WELLS	-	-	-	-	3	-			

PENNY PLANE

	1	2	3	4	5	6	7	8	
EVERSON	1	1	-	-	2	-			
ARAK	-	-	-	-	1	1			
SHAW	-	-	-	-	3	-			

JUNIORS

EZB	1	2	3	4	5	6	7	8	
HEDLEY	4	-	3	-	-	-			
STEWART	3	3	2	-	-	-			
KIEFER	2	2	4	1	2	3			
EVERSON	1	4	-	-	-	-			
ARAK	-	1	1	3	3	4			
OBARSKI	-	-	5	-	-	-			
WELLS	-	-	-	2	1	2			
SHAW	-	-	-	-	-	1			
OLD ROG	1	2	3	4	5	6	7	8	
EVERSON	3	2	4	3	4	-			
ARAK	2	3	3	4	5	4			
MARTIN	1	1	2	1	1	1			
LINSTRUM	-	-	1	-	-	-			
KIEFER	-	-	-	2	2	2			
WELLS	-	-	-	-	3	3			
ENDURO	1	2	3	4	5	6	7	8	
ARAK, S.	1	1	-	1	2	-			
ARAK, H.	-	2	-	-	1	-			
ROG	1	2	3	4	5	6	7	8	
ARAK, S	1	1	-	1	2	-			
ARAK, H	-	2	-	-	1	-			
HLG	1	2	3	4	5	6	7	8	
ARAK, S.	1	-	-	-	-	-			
BAL, D.	-	-	2	1	2	2			
BAL, S.	-	-	1	-	1	1			

THE LATEST INDOOR NEWS INSIDE

THE HANGAR PILOT

EDITOR: DR. JOHN B. MARTIN MIAMA

2180 TIGERTAIL, MIAMI FLORIDA 33133

← NEW ADDRESS!

TO:

1ST CLASS

FROM FLYING ACES



"JUDGES APPRECIATION", BUTCH?

..AND IS POINTS FOR THE LIVE TORPEDO!