THE HANGAR PILOT

INSCRUTABLE

17TH YEAR OF PUBLICATION

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

ISSUE 121

- RESULTS OF MEET FOUR
- DON MACE PISTACHIO BLERIOT
- ALAIN PARMENTIER-FRENCH 3-VIEWS
- JOHNSON CITY FEDERATION ROG CHALLENGE (+RULES)-COCONUT RULES



THIS WEEKEND APRIL 30 + MAY 1 / DAWN TO DUSK TO DARK TOO WINDY & DARK

BIG FLA KEYS ROW MEET- SEE PAGE 3

MAY 21+22 - MIAMI DADE SOUTH COLLEGE 9TO5 WORLD PROXY PISTACHIO INTER-GNATS

(1)



THE HANGAR PILOT

Is published 8 (or 9) times a season for a bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association,) AMA Club 986, is one of two active all indoor free flight clubs in AMA. Our Mottos: "It must be fun.", and "Indoor isn't for everyone." For $10.00 a year you will receive all copies. We solicit your contributions since we are always running out of material. Letters, plans, 3-views, articles, gripes, and Money to: Dr. John Martin Pres./Editor. 2180 Tigertail Ave. Miami, Fla. 33133 USA Phone: 305-858-6363 We want to hear from you!!! Send material!!!

SHOOT OUT AT HANGAR FIVE

All the principle combatants were present (except Ed Berton) at meet #4 on April 16 & 17. After all the balsa dust and Pirelli lube was swept up we find Millard Wells still clinging to a slim lead over at least five other hangar pilots who can overtake him in the last meet. Almost as good as last year when we went into, and came out of, meet five in a tie!

This was not an uneventful meet. For a little while on Saturday, and regularily on Sunday the hangar doors had to be opened (And thanks to Col. Bill Criss closed again) to admit aircraft, and transport Navy men! The meet was extended 1 hour but still did not last long enough for all flights to be recorded. The air was fine during the closed times.

Rich MacEntee set a new Cat III Peanut record with his immaculate Fike , while his equally beautiful Farman Postale remained untrimmed in the box. Doc Martin got third in FAC scale with his old MO-1 to which he had affixed floats in anticipation of the Big Keys ROW meet. Millard Wells Fokker triplane, fresh from a first place in the Japanese Nagoya proxy meet won the FAC WW I mass launch. Nancy Beitz' unfinished SE-5 still earned enough points for a fourth in peanut to prove that her earlier win over Charles Slater was not a fluke. We welcome W. Schlesinger who flew the first time with his pretty, but heavy, Fokker D VII in FAC Scale and mass launch. We also welcome Russ Dorsey back after many years away from the hobby. Another first time flyer after many years is Rog.Laudati. Welcome back!

Thanks to Obarski and Becker we have a great new aluminum Helium tank and filler. Until it is paid off there will be an extra buck for contest fees for the Helium fund.

The final meet is planned for June 18 & 19..Father's Day at MacDill. This is just two weeks after Johnson City, and four weeks after the Inter-Gnats so there is plenty of activity coming up. Next..Big Keys ROW.

RESULTS MEET 4 - MAC DIZZ APRIL 16, 17

CD DOC MARTIN

Peanut Scale Event: 8 entries

		2 best flight	Total
1.Rich MacEntee	Fike 92.4 Static,	1:31.7, 1:29.6	183.0
2.John Martin	POlish Canard 82.8	1:16.8, 1:18.4	160.4
3Millard Wells	Fokker Tripe 90.1	47,0, 47.0	137.1
4.Nancy Beitz	S.E. 5 71.2	1:06.1, 1:03.7	135.7
5.Charles Slater	14-Bis 84.0	45.4, 47.5	129.4
6.Dave Linstrum	-Bristol Scout 85.6	37.5 40.4	124,5
7.Bill Criss	Fike 62,7	58 58	120.7

Also entered: Rich MacEntee-Farman Postale 92,4' and Bob Laudati.

Flying Aces Scale event: Nine entries

1.Millard Wells	Waco E 68.0	61.2	128.6
2.George Leffler	Hellcat 58	72.0	124.0
3.Doc Martin	MO-1 Seaplane 70.5	49.5	120.0
4.Charles Slater	APE 71.0	38.6	109.6
5.Rich MacEntee	Tabloid seapl. 87.5	13	100.5
X Doc Martin	B./Dunne Seapl. 90.0	13	103.0
6.W. Schlesinger	Fokk. DVII 62.2	8.0	70.2
7.Dick Obarski	C. Robin 30	40	70.0
X.Millard Wells	Vultee Vengeance 54.0	27.4	81.4

NEW RECORD

OLD RECORD 172- MACENTEE, LACEY- SET NOV. 15 '86

MANHATTAN: 1.Millard Wells 5:13
2.Tony Becker 3:09
3.Walt Everson 2:49

EMBRYO: 1.George Leffler
2.Rich MacEntee
3. Doc Martin

PENNY: 1.Tony Becker 8:36
2.Rich MacEntee 7:51
3.Charles Slater 7:31
4.George Leffler 6:37
6.Doc Martin 5:16
5.Dick Obarski 6:27
7.Millard Wells 4:47
8.Walt Everson 2:40

Fed. ROG: 1.Tony Becker 3:27.5
2.Dick Obarski 3:24.8
3.Millard Wells 2:51
4.Frank Barerra 2:40
5.Doc Martin 2:27
6.Walt Everson 1:22

EASY B: 1. Dick Obarski 14:00
2.Charles Slater 11:13
3.Millard Wells 7:53
4.George Leffler 6:13

BOSTONIAN: 1.Dick Obarski
2.George Leffler
3.Rich MacEntee
4.Doc Martin

INTERMEDIATE STICK:
Dick Obarski: 9:16

FAC WWI MASS LAUNCH:
1.Millard Wells Fokker Tripe
2. Doc Martin Nieuport 10
3.Dave Linstrum Bristol Scout
4.W.Schlesinger Fokker D VII

Fed. ROG Mass Launch
1. Becker
2.Linstrum
3.Martin



FROM THE HORSES MOUTH

AND OTHER ORIFICES

There is a really big Spring and Summer coming up for indoor and all free flight flyers. The back cover has a lot of dates for the future meets.

WHY ENTER MEETS? This was the subject for a lengthy editorial by Tom Winter in "Wing Tips". This article will not be very long... Hangar Pilot goes out to about 250 subscribers. The names that appear here number about 40 guys and gals who participate in meets and are listed in results - out of 80 Florida subscribers. So about half of our readers are active in the meets. I wish it were more, but 50% ain't bad, in fact it's very good considering most sport flyers are loners. Even if you don't build so well, or have much success with your models you will benifit by entering. New friends and contacts...new knowledge by observing others work and trimming....inspiration to build for a new, and specific purpose, an ROW, a canard,etc.(I built my first floatplane last month)....improved building skills through motivation.... satisfaction in improved flying times by keeping records to record data and achieve your own "Personal Best" achievements. You may be correct that you don't have a chance to win, but no one will laugh and you will become more prolific and more skilled. Also you will see YOUR name among the oh,so familiar ones in meet results.

Speaking of Florida readers...about a year ago Dean McGinnes stopped publishing his fine SWAMP SQUADRON NEWS. It is sorely missed. He gave me his mailing list. I wrongfully assumed that these Fla. flyers were also on Hangar Pilot. Boy, was I wrong. Just recently checking the list and found 74 modelers who didn't get Hangar Pilot, of which there are 15 from Florida. So this copy of HANGAR PILOT is going out to all those who don't get it in the hope they will be interested and join the FUN.

George Honda sent me some great materials from California. Thin Aluminum, even thinner wood veneer, and some funny looking Japanese rubber (made by Dunlop) that is only .020 thick...less than half the usual thickness. Dick Obarski tested it at 35,000 ft. lbs. but comments that it takes about 10% fewer turns than FAI before it breaks.

I just thought of another reason for going to meets. It supports and encourages your club and makes it easier to obtain and keep sites. The other thing that supports MIAMA is contributions to Hangar Pilot. We want to do a canard issue but the appeal for material had little response.

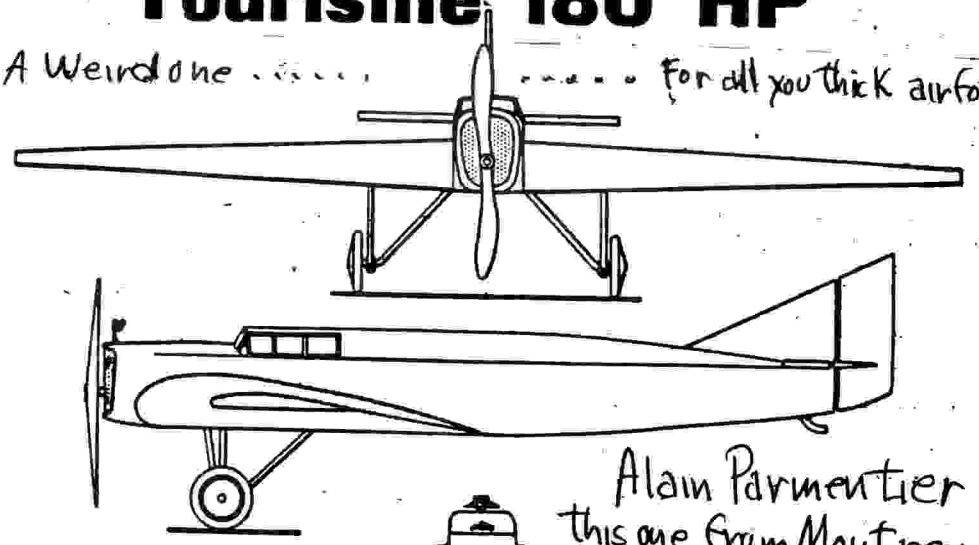
★ The Big Fla. Keys ROW meet is this week end...Islemorada at dawn.. how romantic..then again at sunset over Fla. Bay. Hope winds are 10 MPH or less..the less the better. HERE IS A MEET FOR THE FAN OF THE UNUSUAL. Bring your cameras and water wings. Millard says it is best to wear a pair of old sneakers with laces. The silt sucks 'em off, and the coral and spiny urchins can cut your bare feet. GO TO MILE MARKER 86 — IN 1/2 MILE MORE - TURN RIGHT ON DIRT ROAD AT "RAINBARREL"

LES AILES S'OUVRENT

Just when you thought you had seen all the Farmans: (4)

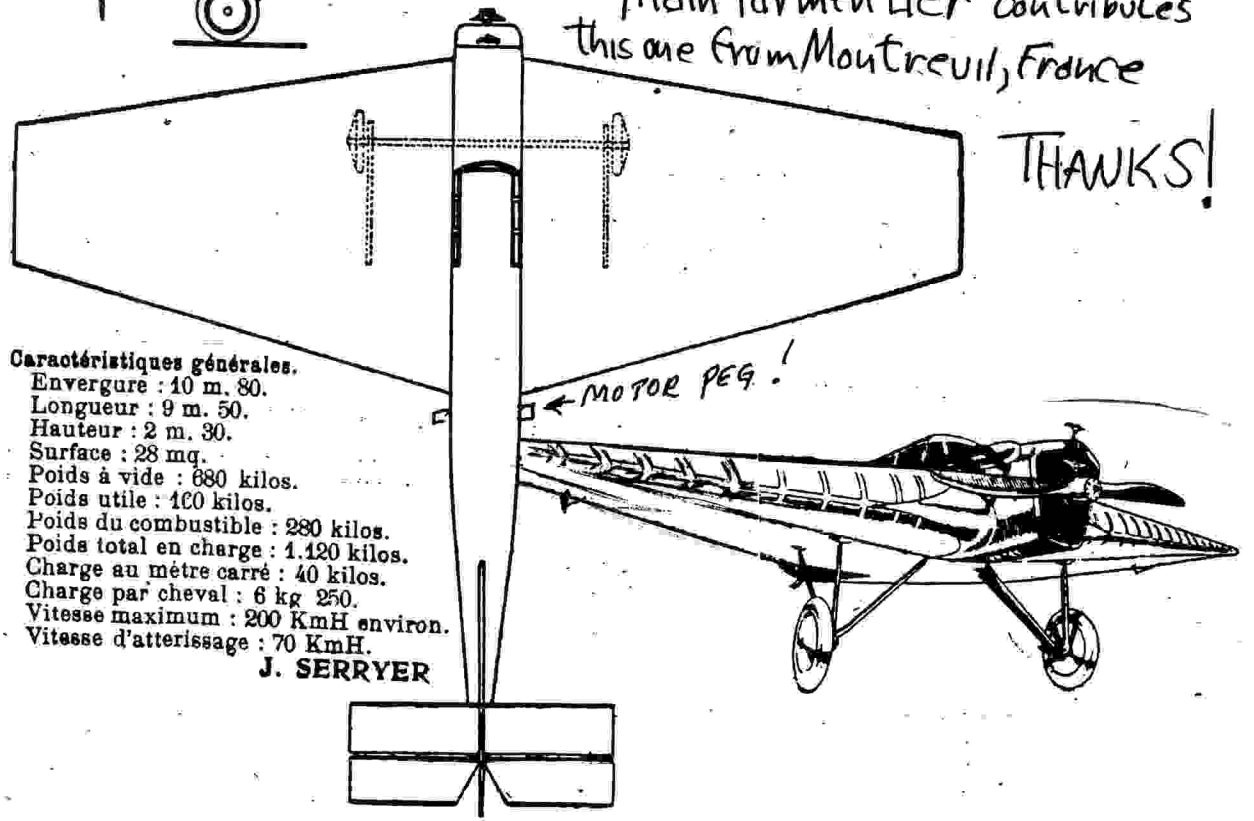
LE MONOPLAN FARMAN
Tourisme 180 HP

A Weird one .... For all you thick airfoil fans.



Alain Parmentier contributes this one from Moutreuil, France

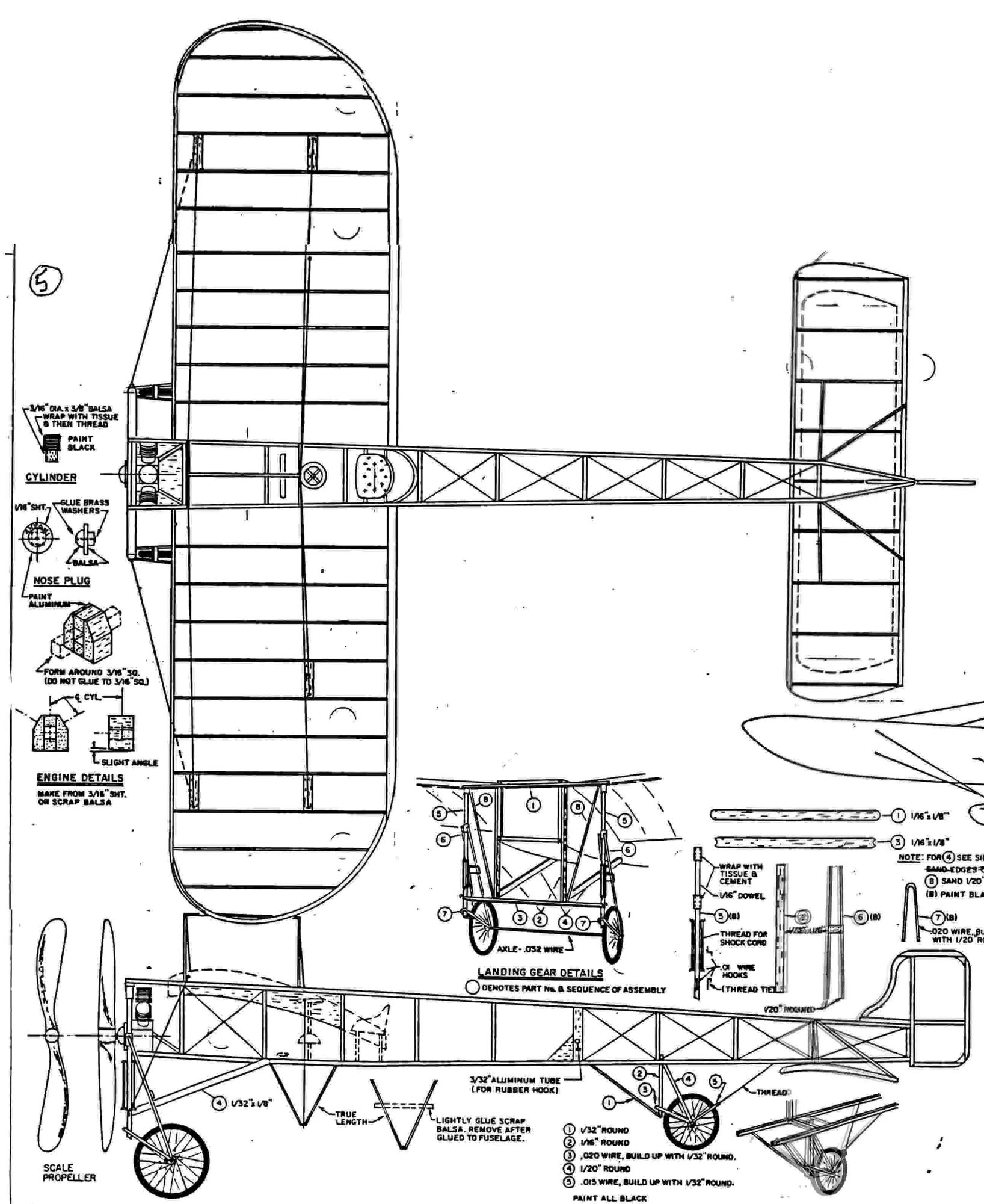
THANKS!



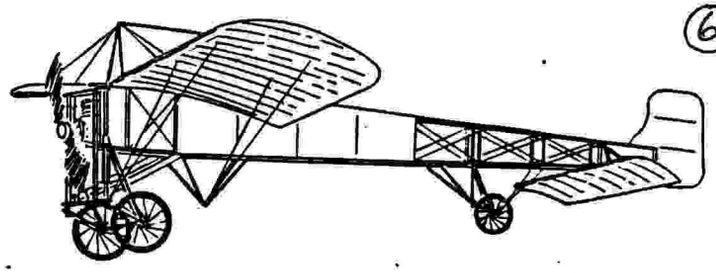
Caractéristiques générales.
Envergure : 10 m. 80.
Longueur : 9 m. 50.
Hauteur : 2 m. 30.
Surface : 28 mq.
Poids à vide : 680 kilos.
Poids utile : 100 kilos.
Poids du combustible : 280 kilos.
Poids total en charge : 1.120 kilos.
Charge au mètre carré : 40 kilos.
Charge par cheval : 6 kg 250.
Vitesse maximum : 200 KmH environ.
Vitesse d'atterissage : 70 KmH.

J. SERRYER

(5)

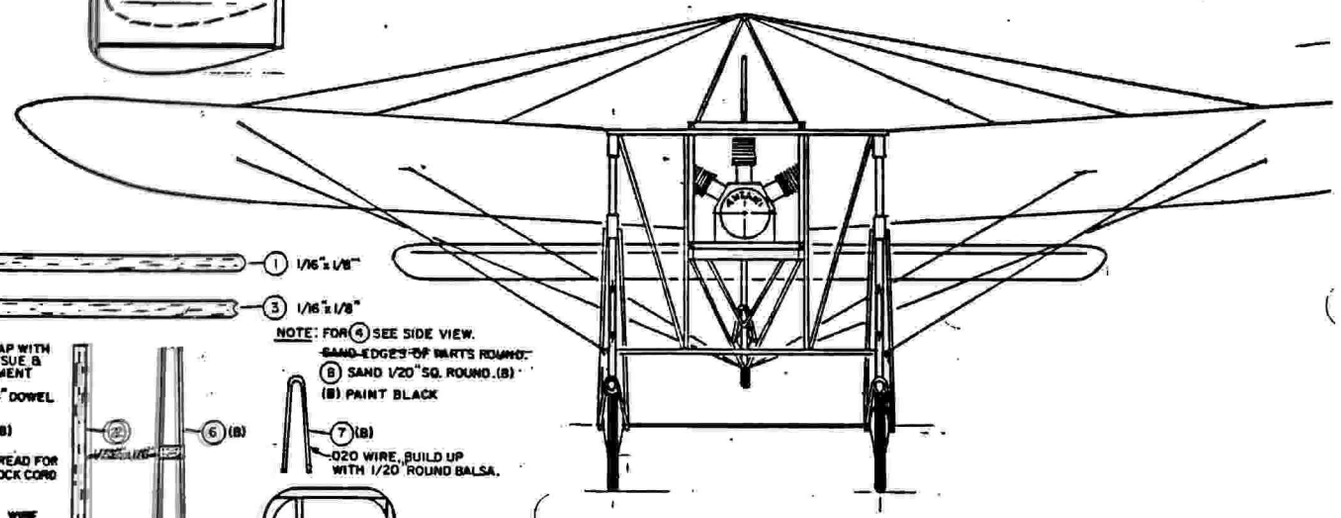


(6)



MACE MODEL AIRCRAFT CO.
359 SO. 119th EAST AVE.
TULSA, OK 74128

BLERIOT CHANNEL CROSSER



ANOTHER FINE OFFERING FROM DON MACE
THIS IS HIS LATEST PEANUT - REDUCED
TO PISTACHIO FOR HANGAR PILOT
SEND FOR HIS CATALOG OF FINE PLANS
& KITS - 359 S. 119TH EAST AVE
TULSA, OK 74128

L'AVION "PIPISTRELLE" M.B.-50

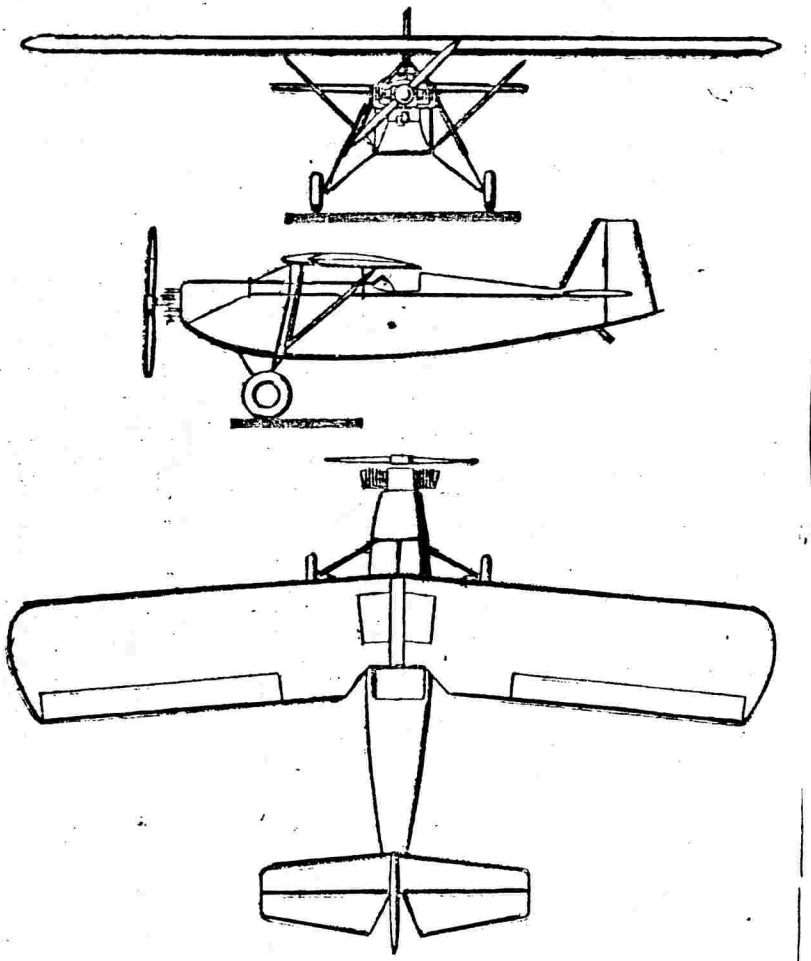
Avec 50.000 francs de matériaux, un amateur ou un atelier de club pourra construire ce petit appareil. Il s'y ajoutera le moteur, l'hélice et les instruments de bord... Aux prix de 1947, ce n'est pas cher. Et cet avion vole fort bien !

La construction aéronautique artisanale possède avec Maurice Brochet un technicien - praticien de premier ordre, depuis longtemps spécialisé dans la production d'avions légers et de planeurs, domaine dans lequel il a acquis une juste renommée.

Maurice Brochet était donc tout particulièrement qualifié pour établir la petite machine, simple, robuste et facile à reproduire par des amateurs ou de petits ateliers de clubs.

Cette légère machine, le monoplace «Pipistrelle» vole, comme on le sait, parfaitement bien avec un moteur Poinsard de 25 C.V. seulement. Des pilotes fameux, Gasnier, Nessler, Charron, Deschamps, d'autres encore, l'ont essayée dans toutes les positions et à tous les régimes. A leur avis — nous dit le constructeur de Neauphle-le-Château — la « Pipistrelle » est nettement réfractaire à la vrille; elle ne supporte pas de « contrariétés » et se remet toujours en ligne de vol. La maniabilité est bonne ainsi que la stabilité dans tous les axes.

L'appareil, rappelons-le, est calculé pour recevoir un moteur de 25 à 50 C.V. Maurice Brochet a délibérément équipé le prototype avec un 25 C.V., non pas pour [illegible] mais,



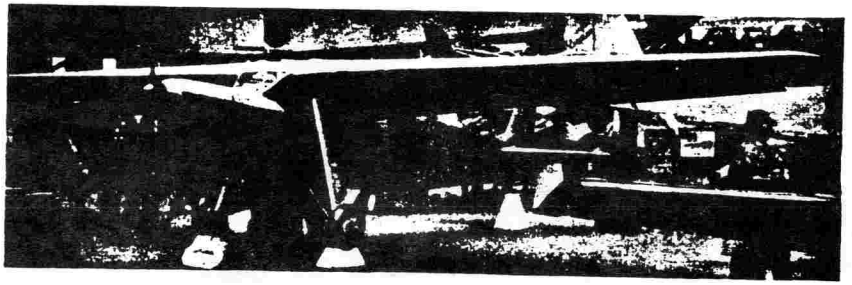
CARACTERISTIQUES ET PERFORMANCES

Envergure	8 m.
Longueur	5 m. 35
Hauteur	2 m. 20
Surface portante	9 mq. 40
Puissance	25 CV.
Poids à vide	180 kg.
Charge mobile	120 kg.
Poids total	300 kg.
Charge par mq.	32 kg.
Charge par CV.	12 kg.
Puissance par mq.	2 CV. 6
Vitesse maximum	85 km.-h.
Vitesse de croisière	75 km.-h.
Vitesse de décollage	50 km.-h.
Vitesse d'atterrissage	45 km.-h.
Vitesse ascensionnelle	1 m./sec.
Autonomie	4 h.
Décollage en	80 m.

André FRACHET.

Another Golden Age Xerox from Alain Parmentier Montreuil, FRANCE.

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LE TRIPLACE DE TOURISME FARMAN 400 120 CV (FRANCE)

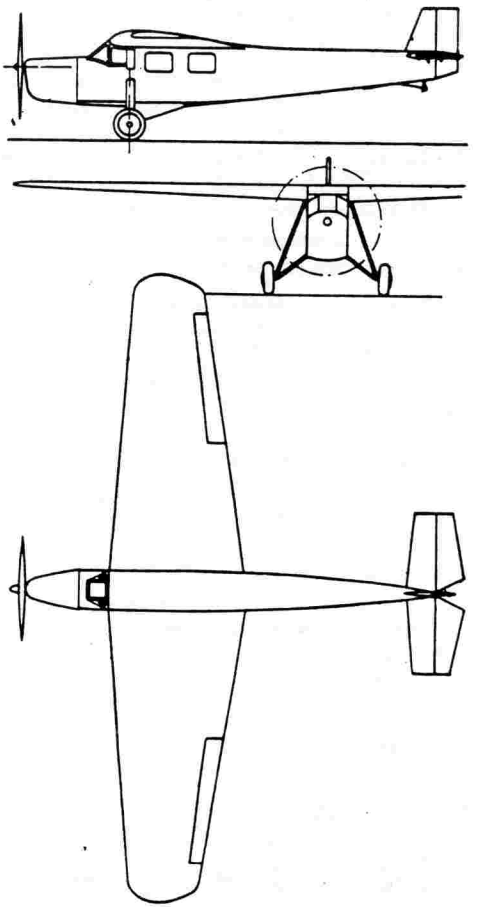
Le triplace de tourisme Farman 400 est construit entièrement en bois avec revêtement en contre-plaqué; il est muni d'un moteur Renault inversé à quatre cylindres en ligne 120 CV. Démarreur à cartouches Farman.

Ailes parasol fixées au fuselage par axes et boulons de serrage. Structure à revêtement travaillant.

Train d'atterrissage s'attachant par ses jambes élastiques aux ferrures de conjugaison d'ailes, ce qui permet le démontage rapide de celles-ci. Amortisseurs oléo-pneumatiques Farman, freins sur roues avec répartiteur; pneus ballons.

Commande des ailerons, du stabilisateur et du gouvernail de direction par volant et manche attaché au plafond. Aux pieds, frein et accélérateur. Le dispositif de commande habituel peut d'aillleurs être monté à la place de celui-ci.

Soute à bagages intérieure.



Caractéristiques :

Puissance	120 CV
Envergure	11 m. 700
Longueur	8 m. 250
Surface	21 m² 500
Poids à vide	614 kgs
Poids enlevé	426 kgs
Poids total	1040 kgs

Performances prévues :

Vitesse maximum	195 km/h
Vitesse de croisière	170 km/h
Rayon d'action par vent nul	800 kms.

Submitted by Alain Parmentier

(9) FEDERATION ROG RULES

RULES - see Model Aviation, May 1987, p. 186

1. The model must be rubber-powered
2. All flights must rise-off-ground
3- The model without rubber must weigh 3.1grams OR MORE
4- The propeller must be one-piece molded plastic. Diameter 6 inches or less, bushing OK,, sanding OK, no cut-outs
5- Projected wing area 30 in sq. or less
6- Projected stab area 50% of wing area of less
7- Landing gear must have 2 wheels and support model, ½ inch diameter or more, turn free, subject to gear & wheel test
8- Except as noted, any type of covering.
9- All ballast for weight or balance must be permanent affixed

COCONUT SCALE RULES FROM DAN SRULL

"For the last two years the D.C Maxecuters have been running Coconut Scale events at our Spring and Fall indoor contests at the Patuxtent Naval Air Station, as well as our local indoor fun-flys. Professor "Bud" Carson proposed the event in an article in our club newsletter, "Max-Fax" in 1986.

"The rules are quite simple, in keeping with the fun, low pressure nature of the event"

1. Scale models with wing spans of at least 36" for monoplanes and 30" for multiwings.
2. Model minus rubber must weigh at least 1 ounce.
3. Flight score is the best time of 3 official flights. All flights are R.O.G.
4. Mooney-type scale ranking is done from a distance of ten feet.

"Interest seems to be high and growing, with a wide variety of scale aircraft types being built - not just the usual high wing cabin monoplanes. In a large site the models are majestic in flight and great fun for both contestants and spectators."

There is a growing interest in these 2 events. Try one + see why.

DAN SRULL'S (BUD CARSON) RULES ARE LIFTED FROM ED WHITTEN'S N.Y.I.T.

A JOHNSON CITY REMINDER -

WED JUNE 1 TURN IN SCALE (JUDGE)

THURS JUNE 2 - AM - EZB 2 → 6 PM. AMA SCALE + PEANUT SCALE

2 PM → ? MIAMA GRAND PRIX FOR PISTACHIOS OF ALL 5 CLASSES

SEVERAL MASS LAUNCH EVENTS TO BE FLOWN CONCURRENT W/ AMA SCALE + LATER GLIDER EVENT

LETS HAVE FUN

(10)

A JOHNSON CITY UNOFFICIAL EVENT SPONSORED BY MIAMA.

IMPORTANT MEMO

TO: ALL INDOOR MODEL ENTHUSIASTS

FROM: TONY BECKER

SUBJECT: YOU ARE CHALLANGED TO A SPECIAL EVENT AT THE U.S.I.C. AT JOHNSON CITY, TENN.

EVENT: DELAWARE VALLEY FEDERATION R.O.G.

THE GREAT STATE OF FLORIDA AND ITS INDOOR MODEL BUILDERS (MOST OF WHOM BELONG TO M.I.A.M.A.) CHALLANGES THE GREAT STATE OF (FILL IN YOURS) TO A TEAM EVENT AT JOHNSON CITY, TENN., ON FRIDAY, JUNE 3, 1988, from 2 P.M. to 4:30 P.M.

PLEASE NOTE: This will be a team event; as many contestants from each State can enter. The two highest times of five attempts will count for each contestant. The two highest totals from each state will count.

Flight Schedule

All flights will be timed from our official table
All models must be registered and processed before flying and all flights over 4 minutes will be weighed after the flight

COST - $1.00 per model

LETS HAVE SOME FUM AS SEE HOW MANY CONTESTANTS YOU CAN HAVE FROM EACH STATE.

If you have any questions contact

Tony Becker
2108 Harringay Street
Sun City Center, Fl. 33570
Phone- 813-634-8572

WHAT'S HAPPENING:

APRIL 30, MAY 1...GREAT FLA. KEYS ROW MEET.

MAY 15 Melbourne Fl. Outdoor FF Record Trials. CD Ron Sharpton
MAY 21,22 Miami Dade South College..WORLD PROXY PISTACHIO INTER-GNATS - 305-858-6363
MAY 28,29 Jaxonville Fl. Rebel Rally
MAY 28-June 4 JOHNSON CITY,TENN...INDOOR WEEK
JUNE 5 Melbourne Fl. Outdoor FF Record Trials.

MAY 15-16 ROME, GA. EARLY BIRD SAM + AMA FF 404-365-8655

JUNE 18,19 FINAL FATHER'S DAY MIAMA INDOOR MEET..MACDILL AFB, TAMPA FLA 305-858-6363

June 18,19 Pensacola Fla. Fiesta of Five Flags FF Meet 904-438-5372
JULY 2,3 Melbourne Fl. Outdoor Fla. FF Champs Ron Sharpton 904-767-6138
JULY 9,10 Geneseo NY..Flying Aces Nats
JULY 19 to 22 Lawrenceville Ill, SAM Champs & NFFS Nostalgia Champs.
JULY 16 F.A.R.T. II MIAMA Indoor Cat.I Trials. TENTATIVE
JULY 23 to 31 AMA Nats.

THREE CLASSES OF R.O.W. - RUBBER POWER STICK, FUSELAGE + SCALE. UNDER 5 SEC. IS AN ATTEMPT

✓ LIST: TOWELS, BATHING SUIT, SUNSCREEN, CAP, SNEAKERS

THE HANGAR PILOT

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33133

MIAMI FL
APR 25
PM
1986

Earth
Domestic USA