EMBARRASSED...

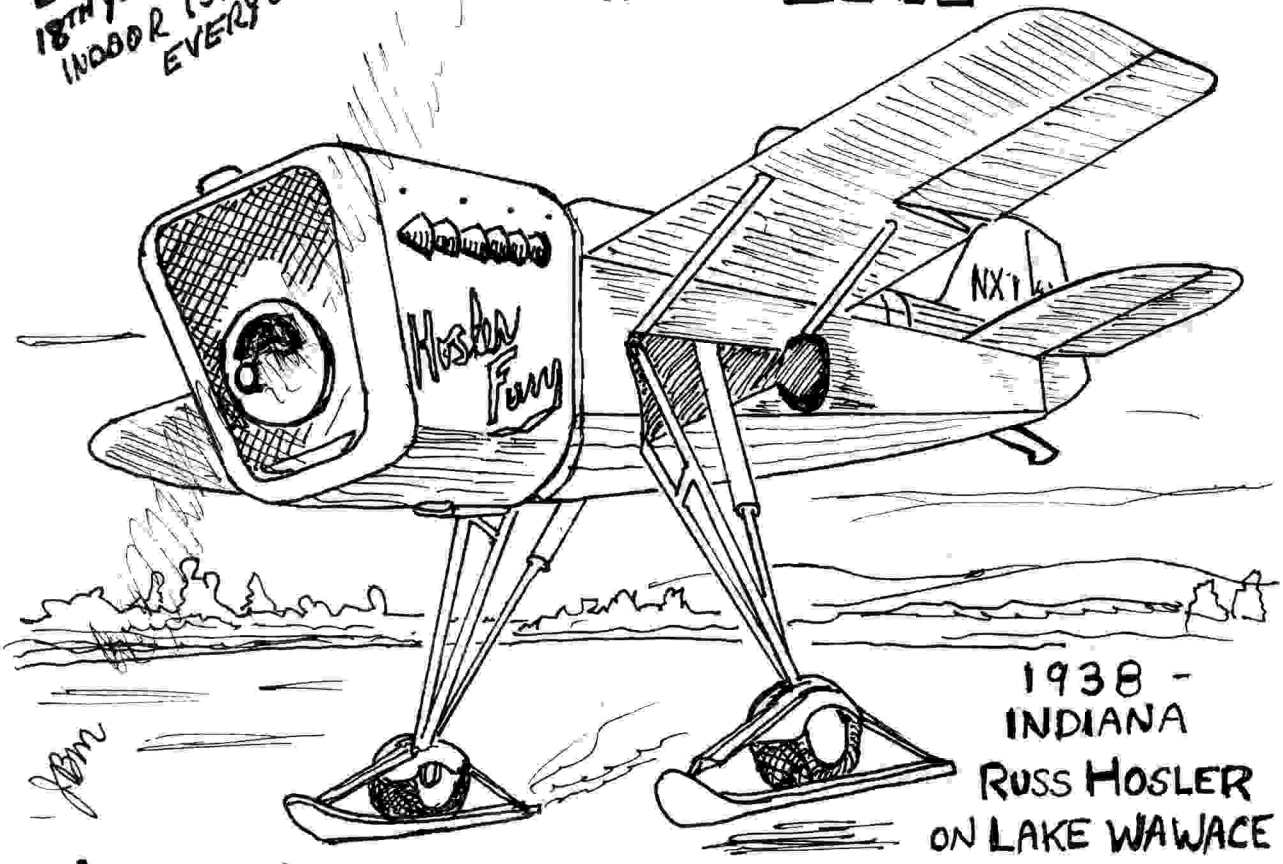
THE HANGAR PILOT

18TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

ISSUE 125

- HADLAND'S HOSLEY FURY
- KING ORANGE RESULTS
- LOST MAILING LIST- AGAIN!
- ARONSTEIN'S NO-CAL 727

FLY DELTA!



1938 - INDIANA RUSS HOSLER ON LAKE WAWACE

NEXT EVENT: JAN 29 MIAMI DADE SOUTH COL.

NEXT MEET: MIAMA #3 MacDILL AFB FEB 18,19 9-5



"LIKE A LETTER FROM HOME" WHELAN

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 three active all indoor free flight clubs in AMA. Our Motto: "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!!!

DELTA KING ORANGE MIAMA MEET 2

Ontario, Ohio, Seattle, Pittsburgh, Mercerville, and various cities in Florida contributed contestants to our annual KING ORANGE MIAMA indoor meet...for three days, without a moments boredom. With sixteen events there was surely something for everyone.

WE WISH TO THANK DELTA AIRLINES FOR THE FOURTH YEAR OF PROVIDING THEIR EXCELLENT HANGAR FOR OUR MEET, AND THE DELTA PERSONNEL THAT MAN THE MEET.

Once again flyers set their personal best flights, and Canadian, Fla. State, and World records were established.

Dick Obarski set the Florida State record in Easy B with a sensational 19:05 in the 70 foot Delta Hangar. Dave Aronstein set the WORLD RECORD by recording the first, and only Federation ROG flight over FIVE MINUTES at 5:06 Sort of like Roger Bannister breaking the 4 minute mile. They will NEVER do six minutes I say. Nathan Miller, a JUNIOR, won Catapult Glider over a field of 9 grizzled vets, and, to prove it was no fluke, won the Catapult Glider Mass Launch over a field of six. Doc Martin won the Golden Age mass launch (6 entries) over Rich MacEntee by less than an eyelash.

Federation ROG continues to grow in popularity and duration. Dave Linstrum will feature Aronstein's record breaked in a future INSIDERS column. Five ROG's exceeded 4 minutes which was once considered impossible. Even Doc built his first glider in a decade..a modified Bal Eliptic 30, to get a 4th in Catapult...the other indoor event attracting new converts. TRY ONE!

Twenty contestants flew in 16 events with 86 entrants over a three day period. I thought Mon. Jan. 2 would be sort of a blah anticlimax, but the entire crew showed up at MacDill and no one left early..WE HAD FUN. GET YOUR MODELS READY FOR MEET THREE at MacDill AFB on FEB. 18 & 19. The mass launch events will be at 5 PM. Sat. RACE PLANES Sun..Bostonian.

WE HAVE HAD TO CANCEL PLANS FOR A DIST V INDOOR CHAMPS AT EGLIN. We were offered a hangar identical to the Hangar 5 at MacDill, but their big hangar is not obtainable so new plans will be made. Cancell the March 18,19 dates.

RESULTS: MIAMA/DELTA KING ORANGE MEET # 2 Delta Airlines Dec.31,Jan1
MacDill AFB Jan. 2

CD,s Dick Obarski/ Doc Martin

(2)

PEANUT SCALE EVENT: 7 entrants

	Static	2 best flight		Av. fly	total
1.Rich MacEntee Alco Sport	88.2	77.6	81.6	79.6	167.8
2.John Martin Astra Tandem	93.2	72.2	69.9	71.0	164.2
3.Carl Hedley Farman 400	82.4	45.3	44.6	45.0	127.4
4.Wayne Trivin Fokker DVIII	84.4	39.9	40.0	40,0	124.4
5..Walt Schlesinger Corbin Ace	67.2	o9.0	10.0	09.5	76.7

Did not fly: Mik Mickelson DH-6,Dave Linstrum Fike

FLYING ACES SCALE EVENT-6 entrants

1.Dave Aronstein Fiat G-55	59.5 stat.,	78.3 fly,	137.8
2.Ken Groves Bristol Scout	75.0	57.0	132
3.John Martin Micro Veloz	61.5	65.5	127.0
4.Rich MacEntee Fike	58.0	64.1	122.4
5.Dave Linstrum Dornier Komet	50.2	69.5	119.7
6.Walt Schlesinger Piper Cruiser	48.5	23.0	71.5

★= NEW RECORDS

BOSTONIAN EVENT: 9 entrants

	CHARISMA	2 best fly		Total
1.Dave Aronstein Sea Slug Canard	1.15	2:54	2:54.6	400.8
2.Rich MacEntee Grim Reaper	1.13	1:37	1:36	218.0
3.Dave Linstrum Observer	1.09	1:13	I:22	168.9
4.Wayne Trivin Jet Black	1.14	1:13	1:15	168.7
5.Carl Hedley Bosty Sport	1.10	1:13	L:08	163.9
6.John Martin Bosto Veloz	1.17	49.7	1:00	128.3
8.Ron Ganser Varient Canard	1.12	1:22	--	91.8
7.Roger Laudati Cabinaire	1.10	56.0	54.0	121.0
9.Wm. Stoutenburg Observer	1.08	:23	:26	52.9

Also Aronstein FLATS 291.0, and Linstrum STEALTH (1.15)

EMBRYO EVENT:

L.George Leffler	273
2.Dave Linstrum	208
3.Walt Schlesinger	97

Also Russ Dorsey

COCONUT SCALE :

1.Dave Linstrum	:51

PENNY PLANE EVENT:

1.Walt Van Gorder	10:55
2.Wayne Trivin	6:24

MANHATTAN EVENT:

1.Walt VanGorder	9:32
2.Ron Ganser	9:28

INTERMEDIATE STICK:

1.Dick Obarski	14:08
2.Ken Groves	13:25

EASY B EVENT:

1.Dick Obarski	19:05
2.Walt Van Gorder	16:27
3.Ken Groves	15:23
4.Gary Underwood	13:57
5.John Barker	12:28
6. George Leffler	
7. Wayne Trivin	

HELICOPTER

1.Dick Obarski	9:34
2.4:40 Gary Underwood	

ROG Stick

1.Dick Obarski	3:02

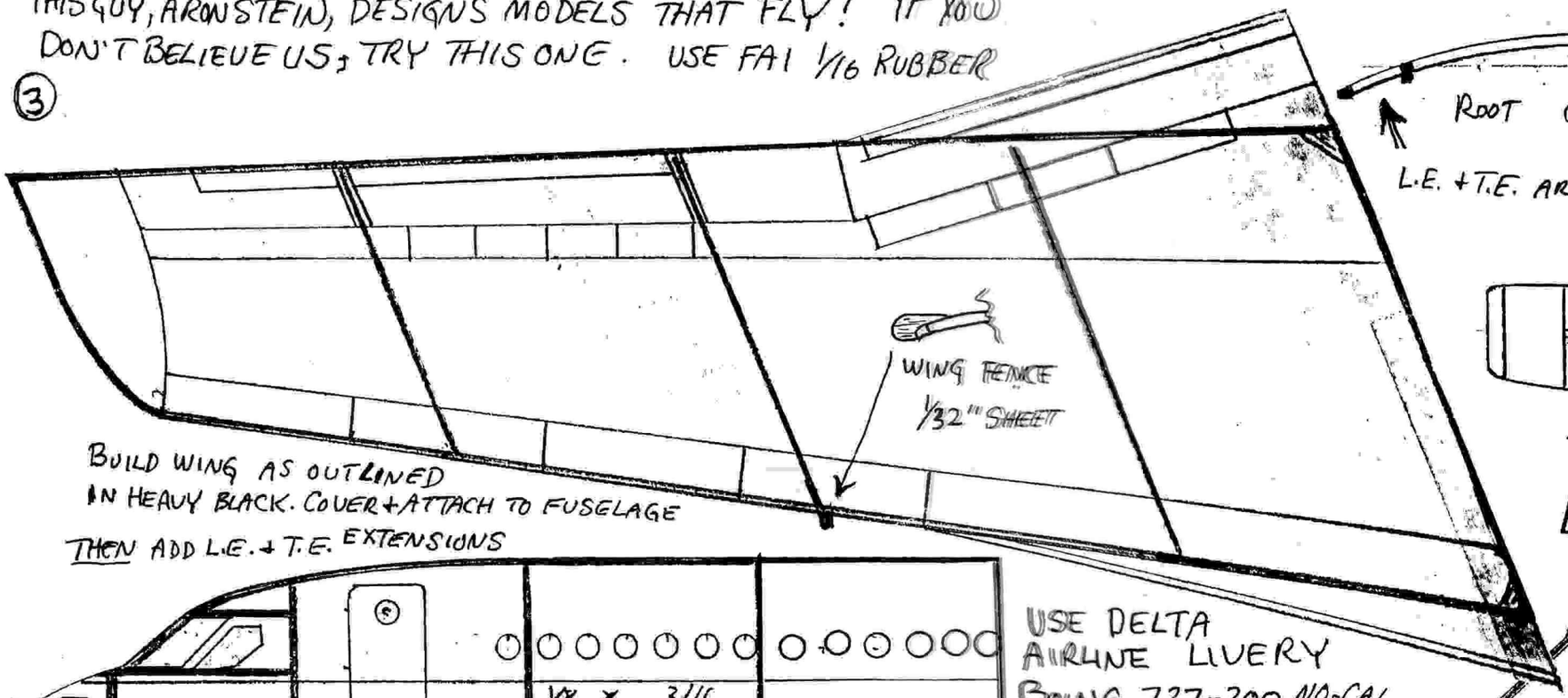
FEDERATION ROG

1.Dave Aronstein	5:06
2.Gary Underwood	4:34
3.Tony Becker	4:33
4.Dick Obarski	4:23
5.George Leffler	4:04
6. John Martin	3:08
7. Wayne Trivin	
8. Ron Ganser	

RESULTS CONT. P.13

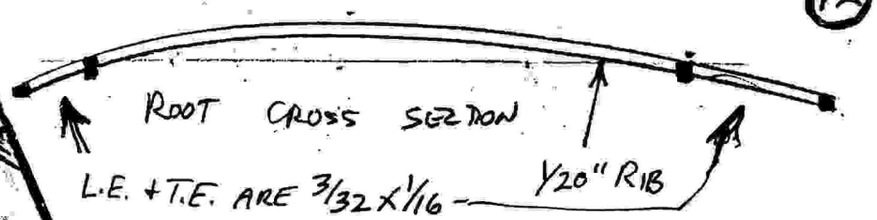
THIS GUY, ARONSTEIN, DESIGNS MODELS THAT FLY! IF YOU DON'T BELIEVE US; TRY THIS ONE. USE FAI 1/16 RUBBER

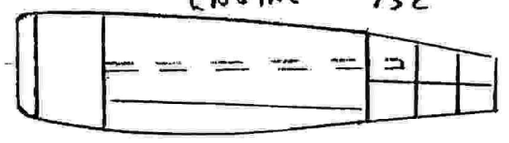
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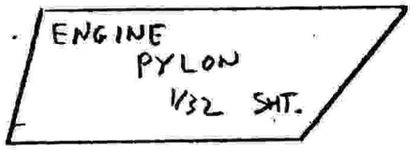


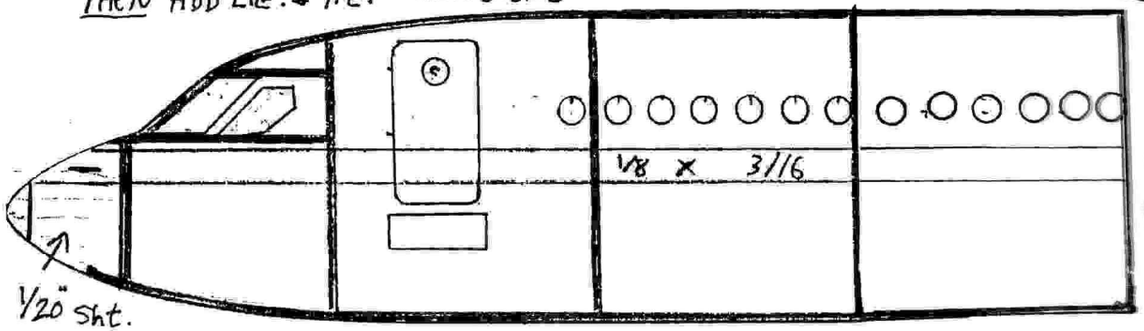
BUILD WING AS OUTLINED IN HEAVY BLACK. COVER + ATTACH TO FUSELAGE

THEN ADD L.E. + T.E. EXTENSIONS

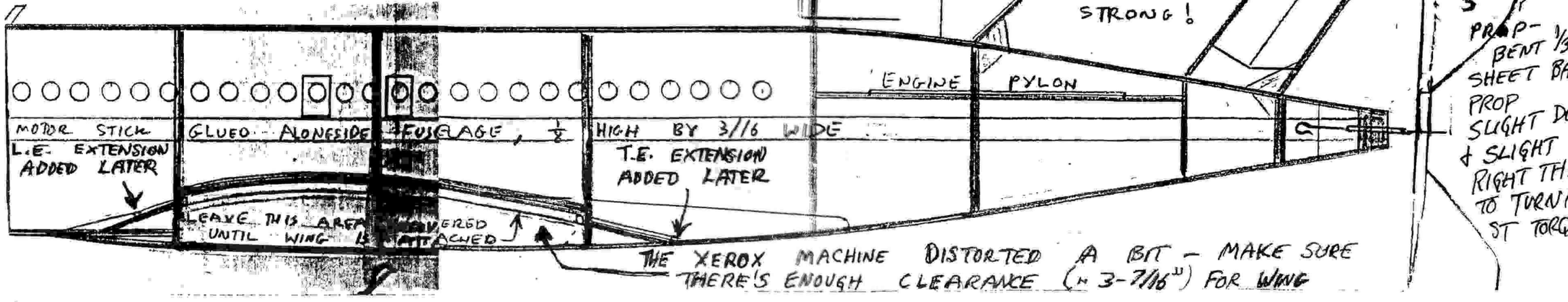








USE DELTA AIRLINE LIVERY
BOEING 727-200 NO-CAL
REMEMBER TO WIND BACKWARDS



THE XEROX MACHINE DISTORTED A BIT - MAKE SURE THERE'S ENOUGH CLEARANCE (≈ 3-7/16") FOR WING

(4)

By Capt. Truman C. Weaver, USAF

HARD LUCK "HOT ROD" HOS LER



Hostler "G & G" Special, built for 1930 Cirrus Race.

Russell A. Hosler was born at Huntington, Ind. on July 28, 1902, to Mr. and Mrs. Milo Hosler. At a very young age Russ had a burning ambition to become a flyer. At the age of 15 he built his own aircraft and taught himself to fly. When he was 21 he was hired as test pilot and designer for Woodson Aircraft Company of Bryan, Ohio.

In 1926 he entered a Woodson 3A in the Ford Reliability Tour. For this tour he was given race No. 13 and Ford serial No. 13; a number which the superstitious-minded would have you believe caused the hard luck later in his life.

After the tour, in which the Woodson was not too successful, Hosler left the company.

The following year he was asked and had made plans to fly Charles Lavine's Bellanca "Columbia" across the Atlantic, but Clarence Chamberlain, who had originally been scheduled to fly it, reconsidered and took the job as pilot. The rest is history!

During the 30's Hosler worked for several companies as test pilot; Stinson and Sikorsky being two of the better known—but he also found time to build a racing aircraft.

This was a low wing monoplane with 75 sq. ft. wing area. It was equipped with a single landing wheel located just ahead of the pilot. Outriggers or skids, (similar to the present U2), were used to protect the wing tips during take-offs and landings. To further streamline and cut down wind resistance, Hosler designed a telescoping windshield for the racer. It was cleverly designed so that he could raise it for take-off and landing as well as lower it to any degree desired during flight. The ship was also equipped with flaps. All in all it was a very advanced design for a racer of 1930.

The ship was built for the American Cirrus Derby and the little 90 hp Cirrus engine pulled the plane through the air at speeds nearing 200 mph. Russ almost missed the deadline for entry into the Cirrus Derby as he was late getting construction started. However, once work began the ship was amazingly completed in just 28 days! Licensed R-954W and with race No. 18, the "G & G Special" was ready for the Cirrus race. The "G & G" initial came from the financial backers of the racer.

Hosler was up among the leaders until they arrived at Cincinnati on July 23, 1930. It was here on a take-off attempt he blew a tire. The aircraft swerved, hit a pile of dirt and nosed over, pinning Hosler under the racer. He was taken to the hospital unconscious with serious injuries.

Russ recovered and repaired the racer before



Hostler "G & G" Special after skillful forced landing. Plane caught fire in the air enroute to 1930 National Air Races, Chicago.

FROM: GOLDEN AGE OF AIR RACING PRE 1940
BY EAA INC.

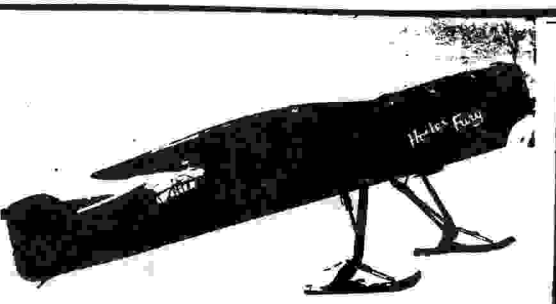
the 1930 National Air races at Chicago. Enroute to these races, while cruising at 2,000 ft., Hosler's engine caught fire. He was not wearing a parachute so there was only one way down and that had to be fast! He dove for the ground, slipping all the way to keep smoke and flames out of the cockpit. Close to the ground he sighted an open field just outside the town of Defiance, Ohio. Setting her down fast he quickly jumped out and extinguished the flames with dirt. Although not completely destroyed the racer was damaged too much to be repaired before the National Air races and so once again Russ Hosler was out of race competition and his share of the winnings!

Hosler once again rebuilt the racer and in early 1931, a speed pilot from Detroit was flying it. No one knows what happened, but the ship and pilot plunged through the roof of a building killing the pilot and destroying the Hosler Cirrus racer.

Russ tried his luck again in 1934 — this time in the MacRobertson London to Melbourne race. However, this only developed to the model stage. It was an interesting design that he developed, looking much like a flying saucer or pancake. Its wing span was to be 25 ft., length 36 ft., and with gross weight at 4,800 lbs., a projected cruise speed of 325 mph and a range of 1,650 miles was expected. Power plant was to be a Curtiss D-12 engine. Wind tunnel models proved the feasibility of the design but lack of funds stopped the project.

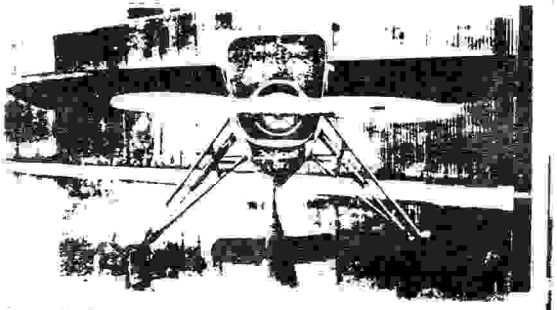
Again in 1938 the race bug bit Hosler. This time he wanted to build a long range attack plane suitable for the Army Air Corps. He hoped for a top speed of 450 mph and a 6 hour coast to coast flight was planned. This transcontinental flight and the publicity as an entrant in the Thompson Trophy race at the National Air races were headline events that would gain recognition for his racer so that he could attempt to sell his design to the Air Corps.

Once again Hosler emerged with an advanced and radical design! The 16 ft. racer was fitted with a knifed-edge low aspect wing. It was only 4 in. thick at maximum chord. The shoulder wing was built with eight spars running from wing tip to wing tip. The racer's length was 28 ft. and was equipped with a hydraulic retractable landing gear that folded rearward into the fuselage. Powerplant was a 450 hp chemically cooled Curtiss D-12 with a fuel capacity of 500 gal. The long, slim fuselage gave the ship nice lines with the exception of the large radiator necessary for the D-12. This stuck on the nose like a sore thumb and Hosler never made any attempt to do anything with it. Plans may have called for later modifications, however. The aircraft was painted light red, carried license No. NX-14Y, and was named "Hosler Fury". Construction on the racer



ABOVE—Hostler "Fury" in 1938. Gear folded rearward into fuselage.

BELOW—"Fury" equipped with skis for test flights on Lake Wawace.

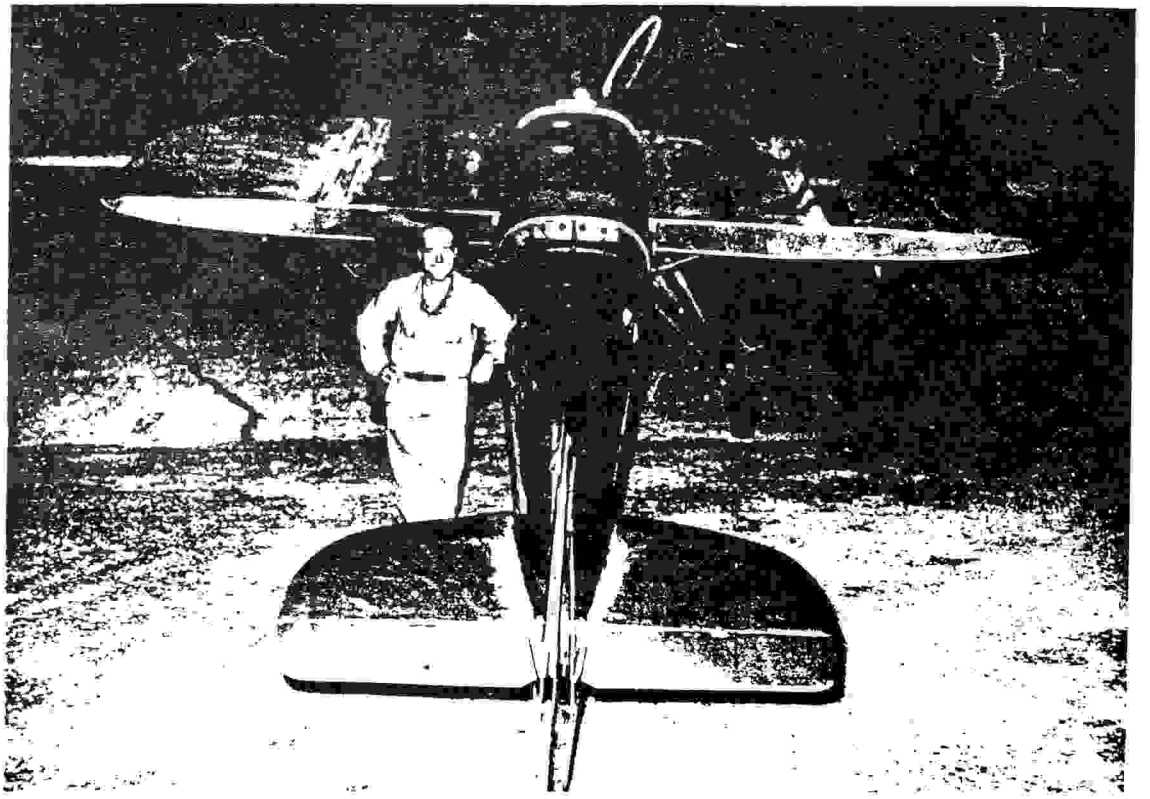


began in Long Island, N.Y., but because of heavy traffic at that airport, as well as money problems, the racer was shipped to Huntington, Ind. where it was completed. Landing speed was estimated at 100 mph and Hosler felt that there was no airport large enough to test it in the area. As the racer was completed during the winter, Russ equipped it with skis and planned to do his test work on ice covered Lake Wawace, located near Fort Wayne. Tests were run and several lift-offs were made, some of considerable distance and height, but the aircraft was never actually flown around a traffic pattern. The "Fury" was not complete in time for the 1938 races. Money problems and the gathering war clouds curtailed the 1939 prospects.

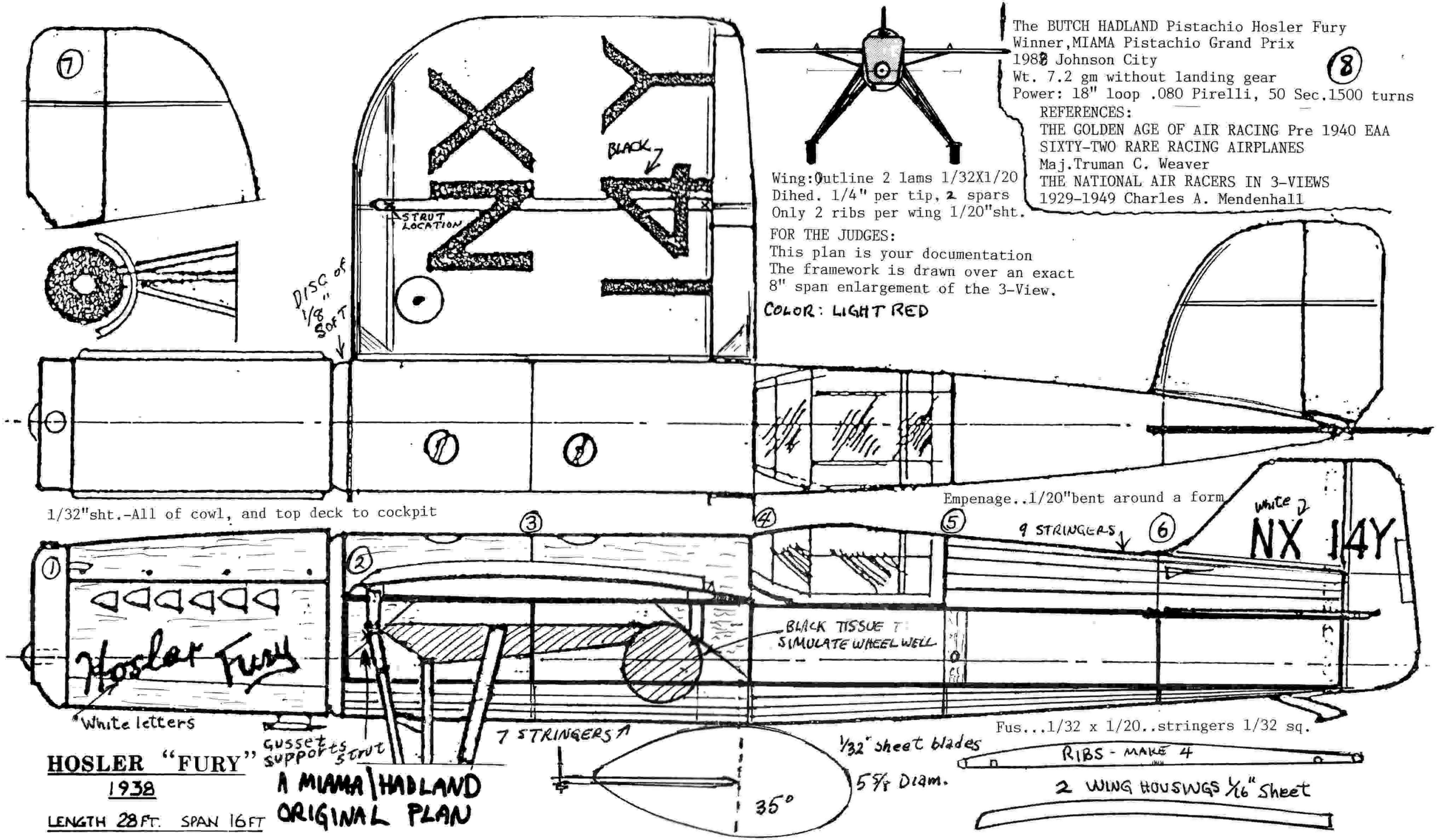
During the war years Hosler flew with Pan-American and TWA Ferry Lines and did some test work on the B-29's for Bell. After the war he again tried to get the "Fury" ready for the 1947 Nationals but was not successful and had to settle for a clipped-wing war-surplus P-63. The '63 was dogged by hard luck and did not participate — and once again Russ did not score.

Hosler now operates his own company — The Tubeweld Inc. — located at Avilla, Ind. The race bug is not gone, however, as you can find Russ each year at any air race or other aviation exhibition. ●

HATS OFF TO DELTA

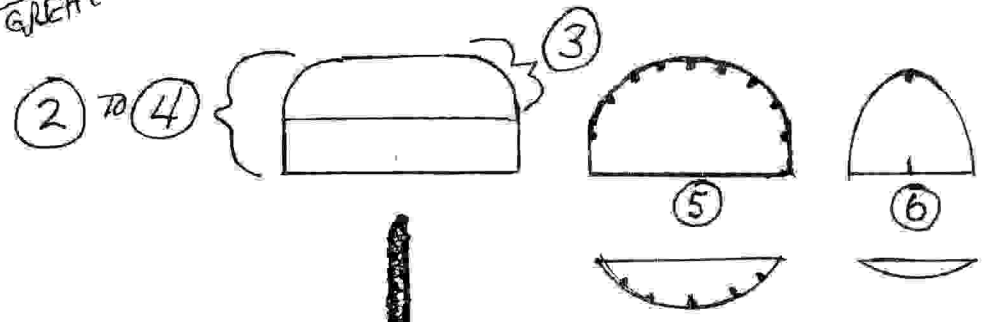


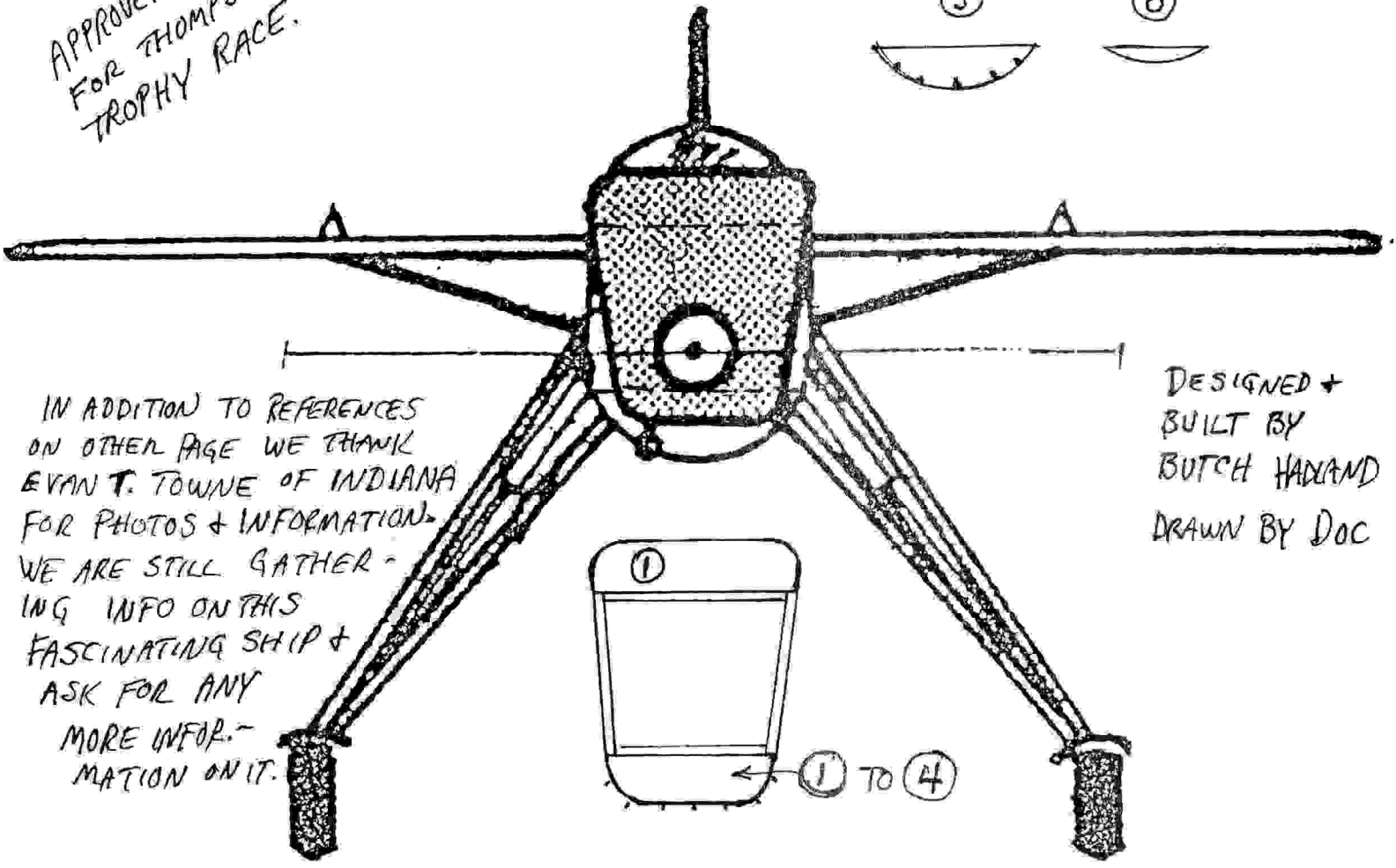
HOSLER "FURY". Hosler, who had been dogged by bad luck in his 1930 racer, attempted to finish a racer for the 1934 MacRobertson Race but again ran out of both time and money. In 1938 it was the Hosler "Fury," built with ideas of a racer (long-distance or pylon) or a fast pursuit job for the Army Air Corps. This radical racer was designed with a knife edge (4 inches thick at maximum chord), low aspect wing. The wing contained 8 spars and measured 16 feet in span. Overall length of the Fury was 28 feet and it was equipped with a hydraulic operated retractable landing gear. Its powerplant was a chemically cooled 450 horsepower Curtiss D-12 Engine. Painted red, the Fury carried license number NX-14Y. The racer was not completed in time for the 1938 races and war talk in 1939 curtailed any prospects that year. The ship was test flown with skis in place of wheels on a frozen lake. (Photo: Russell Hosler.)


⑦
STRUT LOCATION
BLACK
DISC of 1/8" Soft
Wing: Outline 2 lams 1/32X1/20
Dihed. 1/4" per tip, 2 spars
Only 2 ribs per wing 1/20"sht.
FOR THE JUDGES:
This plan is your documentation
The framework is drawn over an exact
8" span enlargement of the 3-View.
COLOR: LIGHT RED
The BUTCH HADLAND Pistachio Hosler Fury
Winner, MIAMA Pistachio Grand Prix
1988 Johnson City
Wt. 7.2 gm without landing gear
⑧
Power: 18" loop .080 Pirelli, 50 Sec. 1500 turns
REFERENCES:
THE GOLDEN AGE OF AIR RACING Pre 1940 EAA
SIXTY-TWO RARE RACING AIRPLANES
Maj. Truman C. Weaver
THE NATIONAL AIR RACERS IN 3-VIEWS
1929-1949 Charles A. Mendenhall
1/32"sht.-All of cowl, and top deck to cockpit
Empenage..1/20"bent around a form
White
NX 14Y
9 STRINGERS
BLACK TISSUE
SIMULATE WHEEL WELL
Hosler Fury
White letters
Fus...1/32 x 1/20..stringers 1/32 sq.
7 STRINGERS
1/32" sheet blades
5 5/8 Diam.
35°
RIBS - MAKE 4
2 WING HOUSWGS 1/16" Sheet
HOSLER "FURY"
1938
LENGTH 28 FT. SPAN 16 FT
gusset supports strut
A MIAMA/HADLAND ORIGINAL PLAN

WORLDS BIGGEST PISTACHIO
A GREAT ONE TO START PISTACHIO

APPROVED BY FAC
FOR THOMPSON
TROPHY RACE.

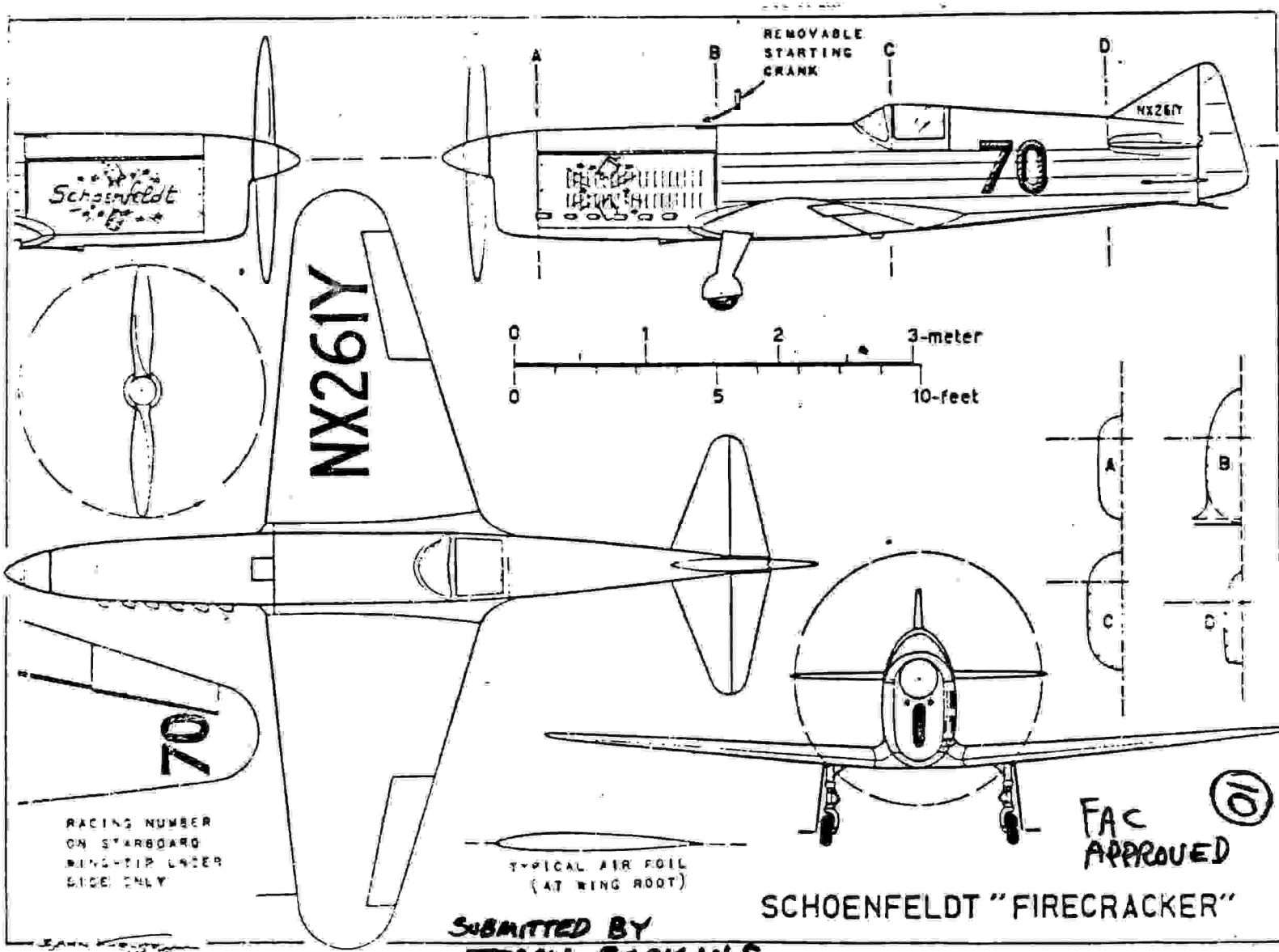




IN ADDITION TO REFERENCES ON OTHER PAGE WE THANK EVAN T. TOWNE OF INDIANA FOR PHOTOS & INFORMATION. WE ARE STILL GATHERING INFO ON THIS FASCINATING SHIP & ASK FOR ANY MORE INFORMATION ON IT.

DESIGNED & BUILT BY BUTCH HADLAND

DRAWN BY DOC


REMOVABLE
STARTING
CRANK
A
B
C
D
NX261Y
70
Schoenfeldt
0 1 2 3-meter
0 5 10-feet
NX261Y
70
RACING NUMBER
ON STARBOARD
WING-TIP LACER
SIDE ONLY
TYPICAL AIR FOIL
(AT WING ROOT)
FAC
APPROVED
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SCHOENFELDT "FIRECRACKER"
SUBMITTED BY
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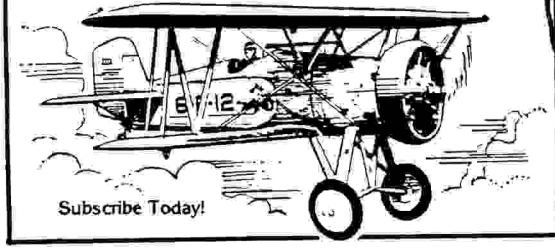
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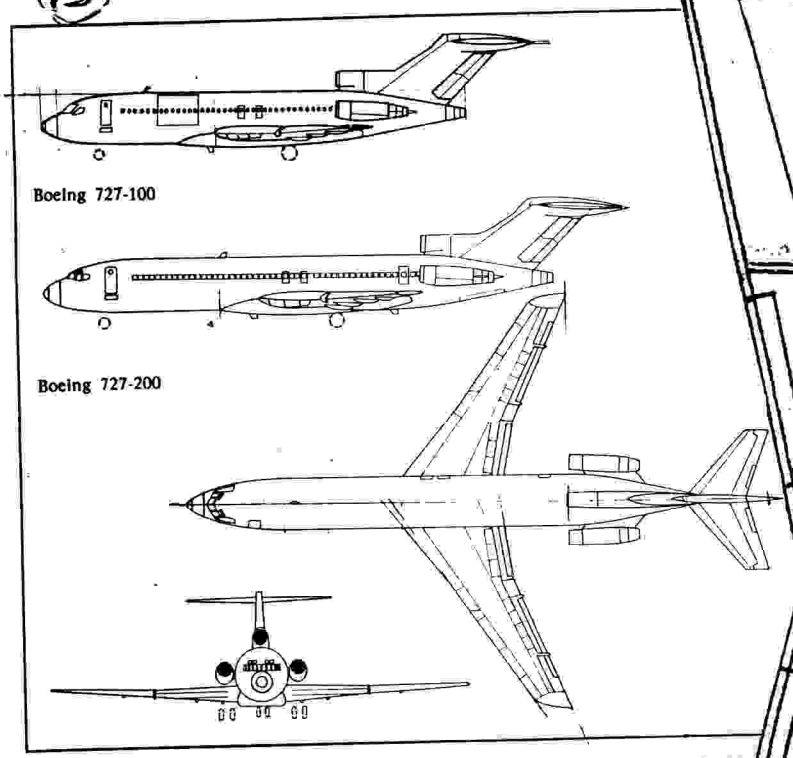
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KWG ORANGE RESULTS (CONT.)

NOVICE PENNY PLANE

1.	Ken Groves	10:19
2.	Dick Obarski	9:58
3.	Tony Becker	9:57
4.	Walt VanGorder	9:33
5.	Rich MacEnree	7:44
6.	John Barker	7:22
7.	George Leffler	6:52
8.	Wayne Trivin	5:52
9.	John Martin	3:37

CATAPULT GLIDER EVENT:

1.	Nathan Miller	85.0
2.	Tony Becker	84.3
3.	Wayne Trivin	76.9
4.	John Martin	75.5
5.	Ron Ganser	72.4
6.	Rich MacEntee	70.4
7.	Mike Arak	66
8.	Dick Obarski	60
9.	Dave Linstrum	44

THREE CHEERS FOR DELTA!

MAILING LIST FIASCO. (AGAIN!)

A few years ago my dog Poozer ate the mailing list. This time my cleaning service "offed" the 1988 list. Since YOU were a Pilot before that, you are still on my list BUT, here is who is not getting this issue: (1) Everyone who was a new subscriber in 1988. (2)Every one who changed their address in 1988. (3) Those who renewed their subscriptions in 1988..I've lost these renewals. A lot of ex-pilots ARE getting this issue anyhow, and a lot of guys who changed their address probably won't get it. I guess by March or April I will be getting irate letters from those who are missing these Hangar Pilots.

BY THE WAY, PILOTS, there are still a lot of procrastinators out there who have NOT RESUBSCRIBED to your favorite nose thumbing publication. YOU KNOW WHO YOU ARE!

Thanks for all those notes and contributions that you Pilots have been sending in. It's great to hear from you at least once a year. All you lone eagles will appreciate the next issue dedicated to YOU, the lonesome flyer.

Oh, yes, this issue is going out to all those who saw the Hosler Fury plan offer in Linstrum's "Insiders" column (All 32 of them!) Dave must have a heck of a following to get this kind of response. Let's hear from you about the success or failure of your FURY, pilots!

NFFS MEMBERSHIP AND RENEWAL APPLICATION

Mail to:
NFFS
6146 East Cactus Wren Rd.
Scottsdale, AZ 85253

Make checks payable to the National Free Flight Society

Subscription rates include annual fee of $.50 for membership in the National Free Flight Society. The balance of the fee in each category is for Subscription to FREE FLIGHT, the NFFS Digest. Subscriptions are not available without membership.

MEMERSHIP FEES AND SUBSCRIPTION RATES (1 and 2 yr.)

Age 19 & over and residents of foreign countries.	1 yr. $15.00 ($.50 membership fee plus $14.50 subscription)
	2 yr. $27.00 ($1.00 membership fee plus $26.00 subscription)
Age 18 & under.	1 yr. $7.50 ($.50 membership fee plus $7.00 subscription)
	2 yr. $13.50 ($1.00 membership fee plus $12.50 subscription)

Subscriptions are not available without membership.

Ages are as of July 1 of the current year. Please circle applicable fees.

New member ☐ Renewal ☐ Address change ☐

Current expiration date: Mo. Yr.

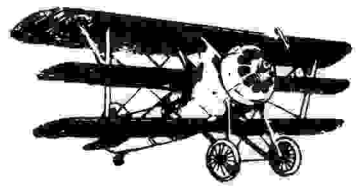
Name AMA#

Address

City, State Zip

SIGN UP NOW, PILOTS... We're an endangered species.

NEXT EVENT. JAN 29



MIAMA INDOOR FLY-IN

Here's the opportunity for all the locals to get in some indoor flying. WE will have some impromptu mass launch flying..Y'all come!

MIAMI-DADE SOUTH COL.
9 TO 5

WHAT'S ON IN FREE FLIGHT ?

JANUARY 29 (Sun.) Miami Dade South College.MIAMA Fun Fly and trim session. Impromptu mass launch flying. 9 to 5. Come out and get some help in trimming. (CONFIRMED)

FEBRUARY 18,19 MIAMA INDOOR MEET #3 Sat.& Sun. 9 to 5 MacDill AFB,Tampa..As always call 305-858-6363 before the meet in case of last minute changes.

MARCH 18,19..Dist.V Indoor Champs..CANCELLED. More on the March event later.

MARCH 12. MIAMA Fun Fly..M/D South College (Tentative) – CONFIRMED

APRIL15, 16. MIAMA INDOOR MEET #4 US COAST GUARD HANGAR St.Pete/Clearwater Airport CAT.II

APRIL 22,23.OUTDOOR FREE FLIGHT MEET C/D Don Brimmer 5924 16th La. St. Petersburg Fl Melbourne,Fla. Many Scale events:FAC gas & rubber scale,O.T.rubber scale

APRIL 22,23 WORLD PISTACHIO PROXY INTER-GNATS. Two days of Pistachio flying – CONFIRMED

MAY 13,14 Final MIAMA INDOOR MEET #5 MacDill AFB, Tampa (Tentative)

MAY 20 M?D South College trim session. (Tentative) last time to get your models in shape

JUNE 1,2,3,4; for THE BIGGIE JOHNSON CITY NFFS U.S. CHAMPS

JULY 1,2...FLORIDA STATE OUTDOOR FREE FLIGHT CHAMPS.

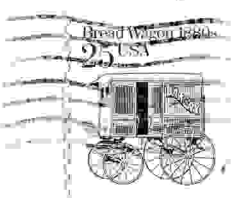
JUNE 19-23 NFFS U S OUTDOOR CHAMPS LAWRENCEVILLE (AMA NOSTALGIA SAM)

ALWAYS CALL 305-858-6363 before meets in case of last minute changes. Message on recording.

THE HANGAR PILOT

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