THE HANGAR PILOT

21ST YEAR OF PUBLICATION

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

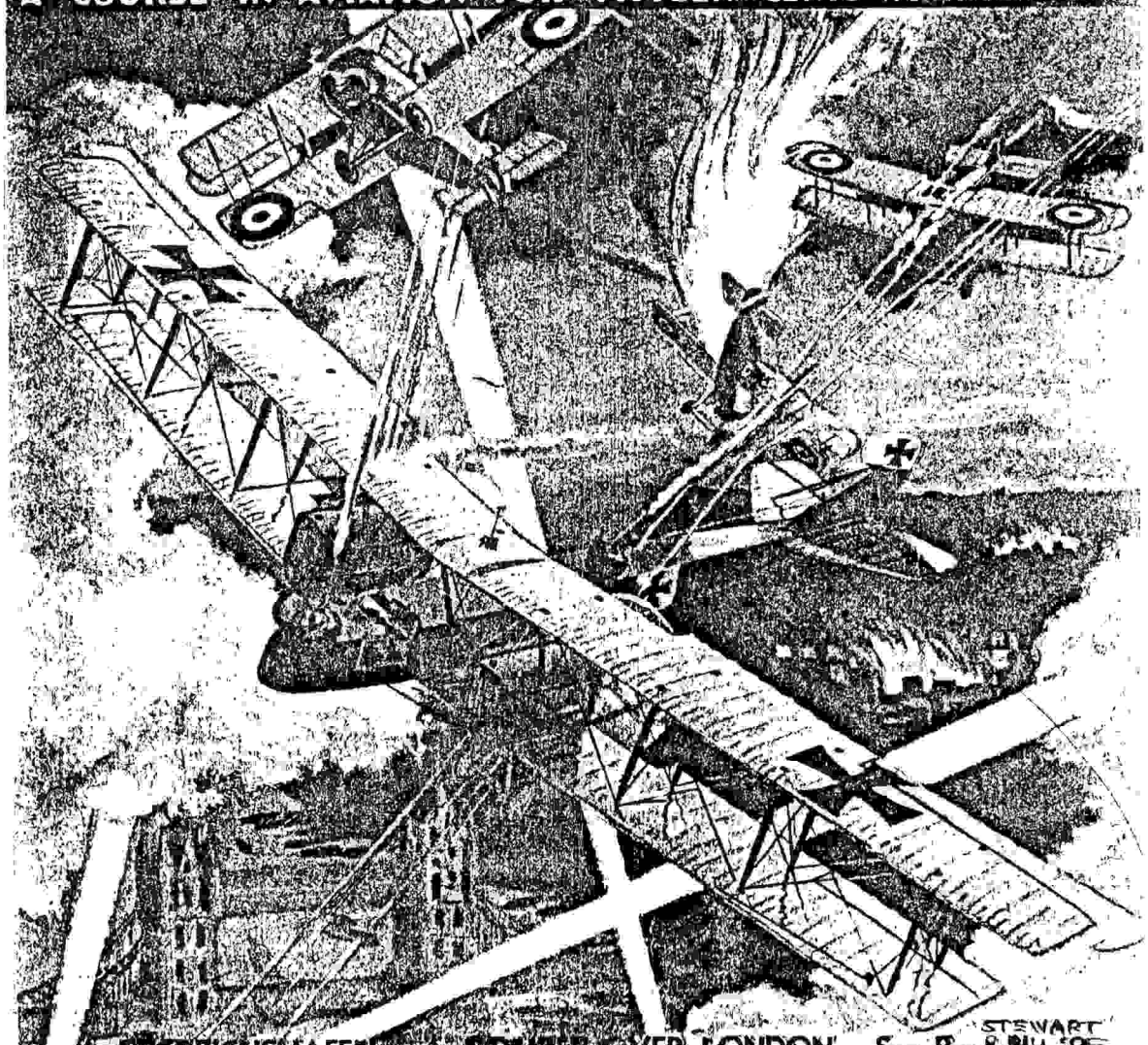
MIAMA

ISSUE 152 HOLIDAY ISSUE

AIRPLANE NEWS

NOV. 15¢

A COURSE IN AVIATION FOR FIFTEEN CENTS A MONTH



A FRIEDRICHSHAFEN BOMBER OVER LONDON. STEWART '29

See Page Nine



"LIKE A LETTER FROM HOME" Whelan

THE HANGER PILOT

The Hanger Pilot, edited by John Martin Jr., who is solely responsible for its content, is published 8 or 9 times a season for bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association) - AMA club 986. One of two active all indoor free flight clubs in AMA. For a mere $12.50 you will receive all of the published issues that year. We encourage reader contributions because, frankly, we need the material. Letters, plans, j-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

UNITED TILE - LOCAL MEET #1 OCT 18 1992

DIME SCALE TAKES OFF: At our first local meet..delayed because of our hurricane..there were remarkable dime scale models in the air. We are hoping to get the local Miami scene active again. Mike Arak and Karen showed up after a 2 year sabbatical and were impressed. 2 other events were scored:

FAC WORLD WAR II Mass Launch: Great flying! Times were over a minute in the 35' site.

1. Juergen Kortenbach Curtiss P-40
2. Millard Wells Brewster Buffalo
3. George Garrett Spitfire - A BENTON FOAMIE FLEW GREAT!
4. George Nunez Vanguard
5. Doc Martin Wildcat

NO-CAL Scale:
1. RalphSqueglia Cessna C-34 1:17 — RALPH'S FIRST KANONE!
2. Doc Martin Wight Mono 1:10

DIME SCALE: Total of best three flights of unlimited flying, plus "type" bonus

1. Doc Martin Megow 12" Puss Moth 209
2. Juergen Kortenback Comet Hawk P-6E 206
3. George Nunez Comet Consolidated BT-7 201 (16")
4. Millard Wells Peerless Rearwin S. 162

X. Wells,Megow Waco- 138, Comet Curtiss Falcon 147

Here are some notes on the spectacular new dime scale models. George Nunez built a 16" Comet Consolidated BT-7 biplane. It featured a radial cowl,blue and yellow double surfaces with opaque Floquil finish tissue. It weighed only 10 grams and flew over a minute on a loop of .090" rubber. Another beauty is the Comet Curtiss Hawk P-6E 16" biplane pursuit by Juergen.. GAMPI tissue sprayed dark blue and yellow,double covering,wheel pants and full 1930's squadron markings. Amazingly light at 8 grams it also flew over a minute on a loop of .080" FAI. These are two beauties!. Doc built Megow's not-too-scale-to-say-the-least Puss Moth.A tiny ,12" span,double covered but very light at 5 grams. A 4 1/8" Sleek Streek prop and 3,000 turns of new Sig .062 gives flights over 1:10 (1:13.3 best so far). Millard's 12" Dallaire Sopwith Camel has a motor stick, a penny plane type prop, single covering and weighs 7.5 gm. Flights of over 50 sec. are standard. Pilots..use these parameters when building YOUR dime scale model.

AS A RESULT OF OUR RESULTS SNAFU.②

To Fly MIAMA events..Pilots, there must be some confusion..Here's HOW:

PEANUT SCALE: Average of best TWO flights plus static score. More than one plane can be entered. Static score LIMITS flight time. I.O sec bonus for R.O.G.
COCONUT SCALE: Best flight of 4. Must R.O.G.
NO-CAL: Best flight of 5,hand Launched.
FLYING ACES SCALE: Scale score plus best flight of 4. → H.L. Over one min.: reduced.
BOSTONIAN: R.O.G. Best two of five flights,times charisma. time.
EMBRYO: R.O.G. Best three flight total of four, plus bonus points.
MINI-STICK, EASY B, PENNY PLANE,,FED ROG: All best flight of 5, H.L. ALSO PISTACHIO
DIME SCALE: Total of 3 best of unlimited flying...plus bonus for type of model: Parasol-1, Shoulder-2, Low-3, Mid--2½, Bipe-4,Tripe-6, Floatplane-6. No scale points.

CORRECTED SCORES: IN ISSUE 151 a few of the events were NOT scored right:
1: Doc Martin,Waco E, 149.9 2.Sidney Gilbert Lacey M-10 144.0
3.Millard Wells, Parakeet, 142.6 4.Walt Everson, Curtiss Robin, 122
5.Jim Baker, Stinson Reliant, 116.5 6. Walt Schlesinger Cougar 93.7
The above peanut changes because flight times were not limited to scale score.

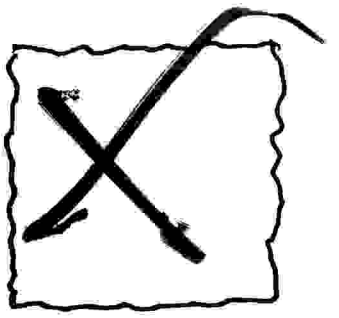
BOSTONIAN SCORES: Was only scored on one flight, instead of 2. Only changes are that MacEntee was 8th (Only one flight), and Wells,Criss & Everson pick up a point.

BIG CHANGE IN EMBRYO: Only counted one flight instead of totalling 3:
1. Wayne Trivin 398, 2.Dave Linstrum 236.5, 3.Bill Criss 170.0
4. Sidney Gilbert 163.1 5.Walt Schlesinger 79.1 6.Rich MacEntee 73

RESULTS OF MEET 1 NOT INCLUDED IN H.P. 151: DIME SCALE:

1. Doc Martin 12" Megow Puss Moth.	1:09	1:07.3	1:02.4		198.7
2.Millard Wells Peerless Rearwin Speed.	:58	:56	:54.8		168.8
3.Walt Everson Curtiss Robin	:32				
X. M.Wells Megow Waco Cabin	:40	:44	:46.4	12	142.4
X. " " Comet Curtiss Falcon	:47.3				





THE MIAMA HANGAR PILOTS AS OF DEC '92

HANGAR PILOTS. Here's how the membership works. All Hangar Pilot subscribers are MIAMA members..a distinguished group of individualists and innovators. All dues are due in Dec., the end of the year. If you joined in the middle of the year you either got all the back issues of that year, or were carried for a year and a half, or both. We currently have 270 members, including 15 exchanges and 25 overseas members. On the average,every year,50 pilots don't renew,4 die,and about 60 new members sign up. ...so we grow a bit every year. We hope you reup in Dec., and don't die. INDOOR ISN'T FOR EVERYONE. IT MUST BE FUN.

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SEND US A NOTE WITH YOUR DUES. WE LOVE TO HEAR FROM YOU

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JOIN NFFS

JOIN FAC

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IF YOU SEE ANYONE NEAR YOU - CALL UP AND START AN INDOOR OR FAC CLUB IN YOUR AREA.

CONGRATULATIONS TO FLYING ACES CLUB. They now have over 1,000 members and have thirty five squadrons. MIAMA is squadron # 11, and we encourage all MIAMA members to join FAC. Send $9.00 to Flying Aces C/O Lin Reichel 3301 Cindy Lane, Erie, Pa. 16506 for 6 plan- packed issues.

Lt.Col. Steve Bacom is the commanding officer for the very active Flying Aces Squadron #14 who fly at all the Palm Bay, Fl. meets, both AMA and SAM.. 836 Banbury Drive, Port Orange Fl. 32119 904-788-7309 for more details, and to get on the newsletter of outdoor FF flying . BIG FAC MEET AT KING ORANGE

MIAMA has SIX members who have won the highest FAC award...the revered BLUE MAX. It takes 16 FAC Kanones to get this award...no easy matter. So here's to Dean McGinnes, George Leffler, Wayne Trivin, Doc Martin, John Tudor, and Jim Miller. Many other MIAMA members are earning many FAC Kanones.

NEW YORKERS: INDOOR FLYING AT BLUE NOSE HANGAR - FLOYD BENNET FIELD, NOV 14+15 + LATER.

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WALT SCHLESINGER
2715 37th Ave. No.
St.Petersburg,FL 33713

MIAMA 1992

① RESULTS OF MIAMA MEET 2:

..... SORRY TO REPORT THERE ARE NO RESULTS FROM MEET 2.....

In a disaster similar to the time Poozer ate the mailing list, or when we lost the key to the Delta Hangar. WE HAVE LOST THE RESULTS TO MEET 2. What is missing are 5 sheets of 8½ x 15" paper crammed with times and flights of the 12 entrants who are going to be real disappointed when they get this news. Sometime between 5PM on Sun. Nov. 8 when CD Rich MacEntee gave these papers to Everson, and Tue. when Doc got the box of stuff from MacDill they mysteriously disappeared. We have contacted 5 people who might have known anything, and Col. Bill Criss went back out to Hangar 2, but all in vain. Do YOU know their whereabouts?

WHAT TO DO ABOUT THIS? Unless the results show up, this week end will go down as a two dAY fun fly. ALL WHO ENTERED WILL BE ADMITTED FREE TO THE NEXT MACDILL MEET ON MARCH 13 & 14. We have added another State meet so we will still have 6 official meets. See the revised calendar of events on the back cover. DON'T use the old dates! OTHER NEWSLETTERS WHO LIST OUR EVENTS...PLEASE MAKE THE CHANGES.. Apologies ,again, to the 12 flyers who were working for annual points.



PILOTS - IF YOU WANT OUR WONDERFUL HOBBY TO SURVIVE - PARTICIPATE

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WE SALUTE OUR WINNERS

NOV. 7 1992 (8)

One of our best awards banquets ever at the MacDill Officer's Club. This went off without a hitch with good food, good company, good surroundings, and good entertainment.. a very classy event. Doc Martin missed his first awards banquet in 21 years- he was under the weather with a case of severe vertigo. Dave Linstrum M.C.'d the awards and Charter member Lt.Col. Rick Choate made the arrangements and gave us a talk about the Stealth, and the Gulf War. The pilots in the Tampa area got to see a great Video of the last Millard Wells R.O.W. meet in Islamorada. We hope this will inspire some of you R.O.G. types to make the treck to the Keys next Aug. and R.O.W. There was a lot of taxing around, but a lot of exciting take offs too.

Wayne Trivin did an unprecedented hat trick to be the first flyer ever to win the Florida State Championship THREE YEARS IN A ROW! Nice going! First time MIAMA awards winners were Sidney Gilbert, John Voorhees, John Barker, Walt Schlesinger, and Dick Hardcastle. Press on, pilots, press on.

NEXT MEET- UNITED TILE WAREHOUSE NOV. 29 9:30-?

NEXT STATE MEET - KING ORANGE - DELTA AIRLINES DEC 26,27 - FAC MASS LAUNCH, SAT 2 PM

GOLDEN AGE

SOME NEWS FROM SIDNEY GILBERT:

Doc its time to put in the information on my mass launch peanut/coconut trophy qualifications. I.e. trophy stays in state and belongs to the club. At end of season of flying trophies to be returned to you, where at the annual banquet top winner in each event receives his or her trophy. No out of state person can take the trophies out of state.

Eileen and I will present an "award" to any flyer who hits the Big X Flag in Hanger No 2 at any of our events. I'd like to leave ~~xxxx~~ out the ultra-lights. The hits have to be accidental! After a confirmed hit flyer must report to me for the award(prize). The first man to hit per day(one award per day(Sat/Sunday). I just have so many awards to offer.

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(9)

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MIAMA 1992

(10)

THIS ARTICLE, REPRINTED FROM ENGLANDS SAM 35 YEARBOOK #4, GIVES THE INDOOR SCALE MODELER A LOT OF GOOD ADVICE - BY BUTCH HADLAND

AS we all know, small FF scale jobs can be tricky little beasts to fly. So, since many vintage designs fall into this category, we asked indoors ace BUTCH HADLAND to pass on a few of his secrets. Our advice: Read, mark, learn, inwardly digest - and then beat the minute at Crawley!

INDOOR TRIM

MY indoor flying scale models have been very successful in the past, mainly due I think, to my previous freeflight duration experience. Other contributory factors are flying competitively in the United States, membership of the Flying Aces Club, and letters to and fro across the "pond" to my bosum pal Doc Martin of the Miami Indoor Modelers Association. Of course, watching and listening to other scale modellers is also a superb passtime for furthering one's information and experience libraries.

I should stress that the following is my way of trimming and flying. You may have other ideas, but I can guarantee that my way will get your models flying satisfactorily, and that's what it's all about.

The main difference between indoor and outdoor flying is that indoor we don't glide! The whole flight is "power on", although towards the end of the flight the propeller is in a "no-man's land" condition; that is to say that thrust and drag just about cancel each other out, so a "powered glide" may be the correct phraseology. Another factor to be considered is that in calm indoor conditions the model does not become unstabilised by changes in air speed, as can happen outdoors with gusts and general turbulence, so that generally a scale-sized stab will suffice. To overcome the small stab syndrome I usually locate my C.G.s far further forward than usual. This effectively lengthens the tail moment and makes the stab more effective. I use this technique on all my models, both rubber and CO-2 and have found it to be safe and pretty-well foolproof.

My high-wing types (rubber) are flown either left or right depending on the type of competition entered! If the model is to be judged for "SMAE flight" then I fly right. This involves a straight take-off, and as the torque dies off, the model settles into a right-hand cruise and eventual descent. The model's trim is as follows:

1. Slight wash-in (1 deg.),right-hand wingtip.
2. 2 - 3 deg. downthrust.
3. Right rudder, 2 - 3 deg.
4. Slight up-elevator to counter (6).
5. Corresponding wash-out, left-hand wingtip.
6. C.G. position approximately 10 - 15% from L.E.

Incidentally, most of my models are built with separate elevators and rudders. The weight penalty is negligable, but the control that can be effected on the model

NEXT PAGE

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is immeasurable. I don't like Sellotape or masking tape trim tabs.

Flying high-wing models left is very exciting. Take-off is usually followed by a very tight left-hand turn, gradually widening out until the model assumes circles of wall-banging proportions: OK outdoors, but frowned upon indoors.

High-wing rubber: F L Y S A F E, F L Y R I G H T!

My low-wing rubber ships, on the other hand, always fly left. Flying right against the torque is suicidal and should be avoided at all costs. My current stable of low-wingers includes a Heinkel HE 100 V8 (the 1939 world speed record holder), a Mew Gull, and Howard Hughes's H.1. in short-wing configuration. All utilise the same trim and all fly really well (all are Peanuts). The set-up is:

1. 1/8in. - 3/16in. wash-in, left-hand wingtip.
2. 1.16in - 1/8in. wash-out, right-hand wingtip.
3. 2 - 3 deg. left rudder.
4. Forward C.G. (10 - 12%).
5. Up elevator (1.16in. - 3/32in.).
6. 3/32in. - 1/8in. downthrust.
7. Some models may need 1 deg. left thrust.

If you examine the above you will see that virtually every "tweak" works in opposition, resulting in a constant diameter left circle under full power, and approxiamately the same diameter circle under cruise and approach conditions. Very safe and predictable. Using this trim is for power-on complete flight only. If your motor becomes non-productive at altitude (above ground!), then your model will spiral to the right, coupled with deep stalls. I cannot comment on low-wing CO-2 as yet because I haven't built one. However, high -wing and biplanes I have.

Always turn left with CO-2. Trying to fly right, fighting all that torque from a relatively high-pitched prop, is a tremendous waste of energy. I still use the forward C.G. coupled with up-elevator configuration on CO-2, once again because it is so safe. This set-up was discovered accidentally when I built a Sig. Mr. Mulligan with standard Telco power. What used to be a fairly willowy flight pattern was transformed after the model hit the wall. The CO-2 bottle on board moved forward about two inches due to the impact and was (of course!) innacessible. To offset this change in C.G. - now about 10% - the elevators were adjusted up about 1/8in., and the model flew great, indoors or out. It has now worn out two Telcos, and is flying as well as ever.

As there is no power burst with CO-2, trimming is less tricky than with rubber models, but unfortunately nearly every charge differs, changing power and weight. However, my models seem to cope with these changes, and provided that you gas cylinder is on or near the C.G., no significant flight changes should occur. My low-wing CO-2 models have the following trim:

1. Slight wash-in, left-hand wing.
2. Slight wash-out, right-hand wing.
3. Forward C.G., 10 - 15%.
4. Up elevator to counteract (3).
5. 2 deg. right thrust - to counteract torque.
6. 1 - 2 deg. downthrust.
7. Straight, or slightly left rudder.

This trim gives constant diameter left-hand circles on power and "flight idle".

CO-2 rubber biplanes are trimmed in a similar fashion except that wash-in and

wash-out are applied to the lower wings only. When setting biplane rigging angles I use the American method. Only the leading wing has incidence; the trailing wing is set at zero. This method and a forward C.G., coupled with elevator, will cure the average biplane's tendency to be over-elevated and crazy.

Do not forget to charge your gas cylinder, or to put enough turns on your rubber motor to make it taut, before you adjust for C.G. position. A charge can weigh up to 6gm (Brown twin, 6cc tank) which in my Lacey's case is 20% of the model weight, and I should think that rubber is comparable. Keep sparklet cylinders in your pocket to generate some heat for they dispense gas much more efficiently when warm. Use no other method, though, to warm cylinders.

Use as long a rubber motor as is practicable. This minimises high initial power bursts, gives a more even power curve, and allows many more turns for longer flights. My Peanut Lacey uses a 24in. loop of .083in. rubber and 2,100 turns, resulting usually in a 60 - 70 second flight. My Heinkel HE (with 6in. Peck Polymer propeller trimmed to 5½in) flies about 45 seconds on 17in loop of .110in. rubber. The Mew Gull is similar. As a comparison, an inch-to-the-foot Lacey with dual noseblocks (rubber and CO-2) uses four strands of .100in. in a 36in. loop and flies for 70 seconds, while the Brown twin with tank has flown 2min. 24sec. in the Lacey at West Baden, Indiana, in 1980. Sig. Mr. Mulligan flies about 1 minute with the standard Telco.

I hope that this information has given food for thought and clubroom discussion, and that should you use any of my methods that they will work as well for you as they have for me. I would welcome any comments or hints (tell me your methods) on Maidenhead 72402 almost any evening.

Have fun, and good, safe flying...

Bucky Haddad

NEW (12) HANGAR PILOT!

JONATHAN JEORGE NUNEZ

ARRIVED 10/9/92

BUILT BY: JUDI NUNEZ

CD GEORGE NUNEZ —

CONGRATULATIONS

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FRANK B. KIESER
1921 - 1992

A 1941 graduate of New York University he was an active athlete, competitive rowing extending to 1973. An aeronautical engineer he was a long time employee of G.E. From '73 to '83 he was research adviser to the Mechanical Development Lab at Nelo Park OH. Frank defined the modern Indoor ornithopter. His biplane canard pusher held CAT I, II, III, and IV records as of 5-92. He gave credit to others for its' elements but it was Frank who made it all work. Committed to the structure that supported competition he was editor of Indoor News And Views prior to his illness. Our sympathy is extended to his wife of 48 years, Elizabeth and other loved ones.

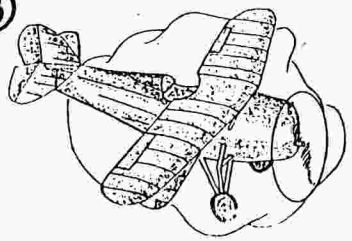
Superfine cream-colored tissue is available again, but the price is stiff. You can get it from Aiko's Art Materials, 3347 N. Clark St., Chicago, Ill. 60657, 312-404-5600. There are two kinds of tissue available. One is Cat.# GANPI E-81. This is a 20 X 32 sheet for $5 + 1.75 p+h. The second is Cat.# GANPI E-82. It is an 18 X 24 sheet for $4 + 1.75 p+h. There is a difference in color between the two types. My advice is to call before ordering. From Stan Fink

THE LIGHTEST INDOOR TISSUE



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NEW RELEASE !

Once again, It was our privilege to capture the continuing legend of the Flying Aces Club on Video. The fine folks at the National Warplane Museum at Geneseo were our hosts at the flying field and provided a great historical backdrop for our activities. The State University of New York at Geneseo provided living space, meals, and meeting areas. We give them our thanks.

This is our third FAC NATS Video. Because of a wedding in the family (my Son), I was unable to attend. My good friends, Richard and Shawn Theiss handled the camera and narration, with additional film footage supplied by Tom Hallman and Mark Houck.

This year, electric came into its' own, as typified by Dave Rees' magnificent A-10 "Warthog", and the venerable but stately Dornier DO-X by Don Srull. Our cameras managed to capture a so-so flight by Dave and a great one by Don. Dave later managed a 70 second flight!!

I have a little surprise waiting for you. Since I am the chief cook and bottle washer of this lash-up, I engaged in a little "Editorial License". Hint--watch closely during the Thompson Trophy event. You might find yourself transported back to 1932 or thereabouts.

There is probably a Flying Aces Club "Squadron" near you. The first step is to join the FAC by sending $9.00 to:

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Dean C. McGinnes
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KING ORANGE (14)

NOT JAN 2,3

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ALWAYS CALL INDOOR HOT LINE THE NIGHT BEFORE MEET

AND THEN... THE NEXT WEEK:

OUTDOOR KING ORANGE -

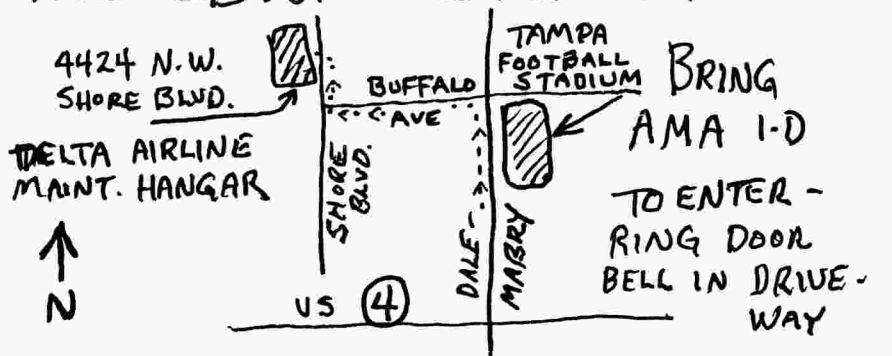
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EDITOR: DANIEL MARTIN, JR.
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THE HANGAR PILOT

WHAT'S ON IN FREE FLIGHT ?? : LOTS!

Nov. 21-22. SAM 46 FALL MEET. Outdoor FF. LOTS OF FAC EVENTS. CD Don Brimmer 813-525-6667
Nov. 29. MIAMA LOCAL MEET #3 TILE WAREHOUSE Dime Scale, NO-Cal Mass launchMini-Stick.
JAN. 1,2,3, OUTDOOR FF KING ORANGE, Palm Bay. MIAMA INDOOR King Orange, DELTA
JAN.16. MIAMA LOCAL MEET #4 UNITED TILE W. CORRECT DATES - DEC. 26,27
FEB 13,14. MIAMA FLA. STATE MEET #3 Cat.II U.S.Coast Guard Clearwater/St. Pete Airport
MARCH 7. MIAMA LOCAL MEET #5 TILE WAREHOUSE
APRIL 17,18 MIAMA FLA. STATE MEET #5 MacDill AFB Tampa MARCH 13,14 MACDILL MIAMA STATE #4
APRIL 24,25 WORLD INTER-GNATS PISTACHIO PROXY MEET, AND FART VI. YOUTH FAIR,Miami.Cat.I
MAY 15,16. Last MIAMA Fla. State Indoor Meet #6 MacDill AFB,Tampa.
May 30. Last MIAMA local Meet #6 Tile Warehouse. Aug. 7 Annual Millard Wells ROW Meet.

NEXT MEET TILE WAREHOUSE NW 87 AVE & 13 ST NOV. 29 9:30 - 3:00

NOTE BIG CHANGES TO SCHEDULE

CALL INDOOR HOT LINE