LEARN TO FLY



The Wright-Curtiss rivalry, which bore on for years and resulted in several lawsuits and a great deal of ill will, eventually resolved itself into a top-notch flying school.

SUMMER ISSUE 1986

THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

MIAMA

27TH YEAR OF PUBLICATION

INDOOR ISN'T FOR EVERYONE

- WELLS ROW FAC MEET — FIRST LIGHT ISLAMORADA SAT. JULY 25
- MIAMA SUMMER SERIES FAC PALM BAY AUG 8, 9



"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 [redacted] 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, 3-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

LAST MEET + MIAMA CLUB NEWS

The 27th season is history with a fine final Armory Meet. Ideal, though very warm, flying conditions. Barker and Obarski duelled back and forth for 2 days. New flyer Steve Noriega had Barker really worried in Penny Plane. Unlike previous seasons, MIAMA pilots did some very serious flying right up to the last meets. We're very pleased with the sustained interest of our flyers. Now we've got to do all the nit-picking, point counting chores to find out who won what. We feel this is important to reward effort with classy trophies as a memento of the season. We would also like a first class awards dinner this year as the last couple of years have been disappointing turn outs. It is quite a while to November but give some thought to where and when we should have the dinner, and also plan to attend with the wife, even if you're not getting an award. It is MIAMA's only social get together. Should we have it with the King Orange?

If you liked season 27, wait till you get a LOAD of season 28! We are working hard on new sites, and a schedule that will get you off your couch and into the air.

WELLS ROW MEET JULY 25

PLANTATION YACHT HARBOR..MILE MARKER 87 WELLS ROW FAC MEET JULY 25 from 6 AM to 10 AM. The beach is open to the public after 10. You can fly longer at your own risk but official flying ceases at 10. Three classes..FAC..Peanut, and Coconut. Wells Watercolor painting to first overall, Kanones to others.

Flight Score:

1 to 10 points..Take off	Plus 1 point per sec, flight
1 to 10 Flight charisma	duration,
1 to 10 Landing approach	BEST SINGLE FLIGHT OF UNLIMITED ATTEMPTS. NO MAX. FLIGHT

ANY FLIGHT THAT TAKES OFF IS OFFICIAL. NO MINIMUM TIME.
Millard reminds you to bring Mosquito repellant. (Cutter)
Breakfast and awards after meet at LORELI . BRING VIDEOCAM

MIAMA MEET #7 Last Meet Season 27. Tampa Armory June 20,21,1998 C/D Rich MacEntee

(2)

FAC PEANUT		Stat.	Flight	TOTAL
1.Rich MacEntee	Lemberger bipe	72	1:40	149.5
2.John Wormley	Fike	61.2	1:27	134.2
3.Newt Bollinger	Cougar	61.2	1:25	133.7
4.,Don Brimmer	Cougar	61.8	1:18	130.8
5.Sidney Gilbert	Lacey	51.0	1:39	128.3
6.Ric Choate	Pottier	52.5	1:31	127.3
7.7.Bob Shaw	Dayton Wright	46.0	44.9	90.9
8..John Polento	Hardly Ableson	59	:24	83

AMA MINI STICK	
1.John Barker	7:54
2.D. Obarski	7:19

AMA EASY B	
1.D. Obarski	15:24
2.J.Barker	13:51

AMA PENNY PLANE
1. John Barker 8:54
2.Steve Noriega 8:16

FAC SCALE				
1.Doc Martin	Vance Flying Wing	73	:59	132
2.Don Brimmer	Aeronca	61.0	1:07	125.5
3..Sidney Gilbert	Curtiss Robin	46	1:20	116
4.John Polento	Fokker D VII	61.5	:46	105.5

MIAMA PISTACHIO SCALE

1.Ric Choate	Citabria	1	1:02	1:00	1	2
2.Don Brimmer	Cougar	1	1:07	:43	2	3
3.Doc Martin	Stabiloplan	2	:27	:22	4	6
4.Sid Gilbert	Komet	3	:49		3	6

PISTACHIO MODEL OF A MODEL

1.Rich MacEntee	Lil Mavis	1:41	1:37
2.Don Brimmer	Boston Found	1:08	:59
3.S. Gilbert	Pussey Cat	1:02	1:01

FLYING ACES NO-CAL

1.Dick Obarski	Farman Postale	3:16
2.R. MacEntee	Lacey	3:14
3. Doc Martin	Dayton Wright	2:10

MIAMA COCONUT SCALE

1.Ric Choate	Found	1	1:59	1	2
2.John Polento	Pilatus Turbo	2	1:36	2	4
3.Doc Martin	M20b	2	:54	3	5

FLYING ACES EMBRYO ENDURANCE

1.Newt Bollinger	Colt 50	6	6:40
2.Barker		9	6:10
3.Obarski	Junker	6	4:31
4.Polento	Mr. Malcom	9	3:50
5.S, Gilbert	Colt 50	6	3:38
6.Don Brimmer	Hornet	9	2:21

AMA BOSTONIAN Charis.

1.John Barker	Romulus	1.03	3:04	3:03
2N. Bollinger	Colt 48	1:05	2:05	2;13
3.S.Gilbert	Road Runner	1.05	I:54	2:00
4. Polento	Pacific Ace	1.05	1:09	1:09

MIAMA/FAC LEGAL EAGLE 3 flight total

1.D.Obarski	Simple Eagle	10:15
2.John Wormley	Bronco	10:03
3.N.Bolinger	Pro Bono	9:45
4.J. Barker	Jury Rig	9:17
5.S. Gilbert	Pro Bono	3:35

MPAMA DIME SCALE:

1.Rich MacEntee	Megow Aeronca floatplane	40	1:45	1:46	1:39
3.John Wormley	Megow Nieuport Baby Scout	30	1:19	1:19	1:25
2.Ric Choate	Comet Curtiss Robin		1:25	1:18	L:38
4.Sidney Gilbert	Comet Curtiss Robin		1:08	1:20	1:09
5.J. Polento	Comet Stratoplane	10	:38	:45	:47
6.Dick Obarski	Comet Tiger Moth	30	:54	::50	-

PEANUT MASS LAUNCH 1. BOLLINGER 2. CHOATE 3. GILBERT. 3 MORE

FAC MEET #3 - PALM BAY AUG 8, 9.

KEEP YOUR ROW MODELS IN SHAPE FOR FALL FAC MEET IN TAMPA AREA. DETAILS IN #197

(3)

FLORIDA FLYING ACES SUMMER SERIES MEET #2 C/D J. Polento

PALM BAY "FLORIDA IN FLAMES" MEET

FAC PEANUT SCALE

★1.	Rich MacEntee	Lemberger	72	1:15 139.5
2.	Doc Martin	Curtiss SO3C	63	1:02 124
3.	J, Polento	Hardy Ableson	59	:26 85
4.	C. Nelson	Pietenpol	48	:22 70

FLA. STATE FF MEET PALM BAY

FAC SCALE

★1.	Doc Martin	Vance flying wing	73	1:17	141.5
2.	R. MacEntee	Cub	60.2	1:36	135.4
3.	J. Polento	Farman Stratoplane	57	:38	65

FAC DIME SCALE

★1.	Doc Martin	Megow Seamew	331	
2.	J. Polento	Stratoplane	128	
3.	J.Tudor	Dayton Wright	101	
4.	C. Nelson	C. Robin	64	
5.	R. MacEntee	Taylorcraft	:58	

FAC EMBRYO

★1.	J.Polento	Mr.Malcom	205.5	
2.	R.MacEntee	Wasp	55	
3.	C.Nelson	Yellow Fellow	50	

GOLDEN AGE

★1.	R.MacEntee	Bellanca YO5-O	6:00	
2.	Doc Martin	M20b	4:12	
3.	J. Polento	Fokker	:44	

★ = KANONE

OLD TIME RUBBER

1.	J. Polento	Ms.Canada	3:57	
2.	R.MacEntee	Dyna-Mo	3:00	

NO-Cal

1.	R. MacEntee	Lacey	:46	

JUMBO SCALE (Coconut)

1.	Doc Martin	M20b	1:44	
2.	R, MacEntee	YO5-O	1:42.8	

GIANT SCALE

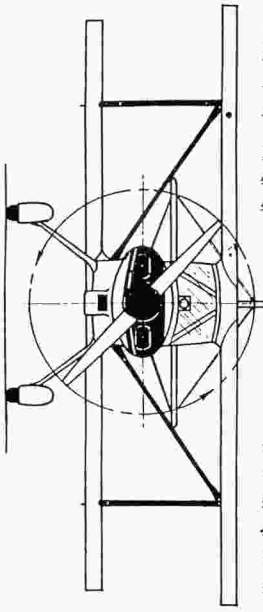
1.	J. Polento	Taylorcraft	2:29	
2.	R. MacEntee	Aeronca	1:43	

POWER SCALE

1.	Polento	REARWIN	2:04	

On July 4 and 5 we flew the above Flying Aces events under the strangest, and, we hope, never duplicated conditions. The State north of Brevard County was on fire. Hundreds of firemen mobilized, 2 counties evacuated, and the air full of smoke and haze. Not a whole lot could be done except wait for rain and a change of wind direction. Oblivious to the surrounding chos the model meet proceeded apace and a good time was had by all.

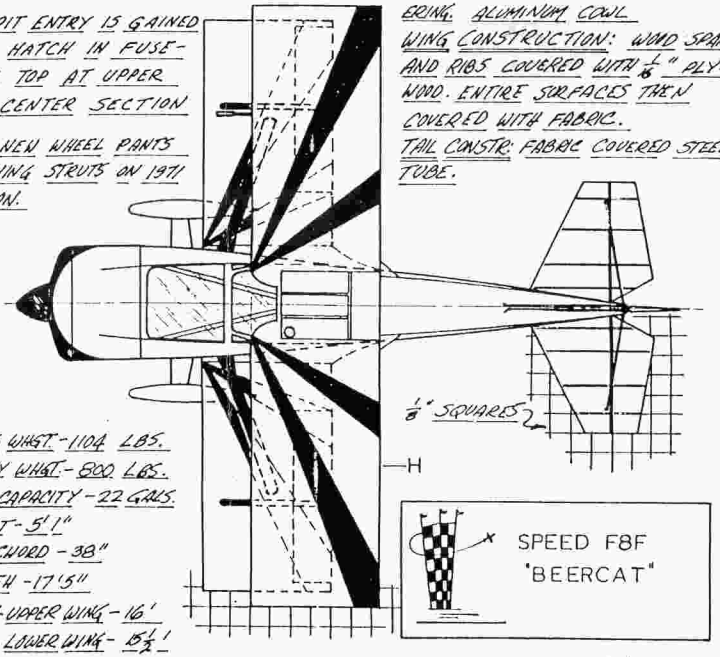
SCALE 1/4" = 1'



COCKPIT ENTRY IS GAINED THRU HATCH IN FUSELAGE TOP AT UPPER WING CENTER SECTION

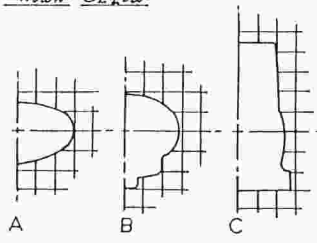
NOTE: NEW WHEEL PANTS AND WING STRUTS ON 1971 VERSION.

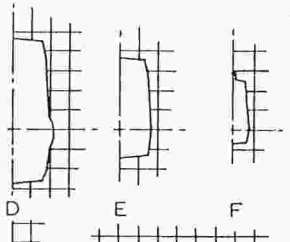
FUSELAGE CONSTRUCTION: WELDED STEEL TUBING WITH FABRIC COVERING. ALUMINUM COWLING. WING CONSTRUCTION: WOOD SPARS AND RIBS COVERED WITH 1/8" PLYWOOD. ENTIRE SURFACES THEN COVERED WITH FABRIC. TAIL CONSTR: FABRIC COVERED STEEL TUBE.

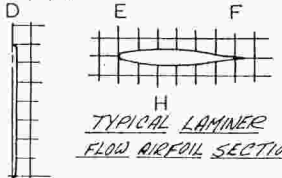


GROSS WHGT - 1104 LBS.
EMPTY WHGT - 800 LBS.
FUEL CAPACITY - 22 GALS.
HEIGHT - 5'1"
WING CHORD - 38"
LENGTH - 17'5"
SPAN-UPPER WING - 16'
SPAN-LOWER WING - 15½'

FUSELAGE CROSS-SECTIONS SHOWN BELOW



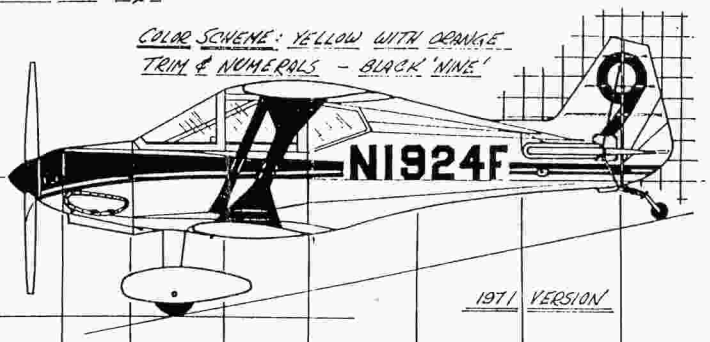




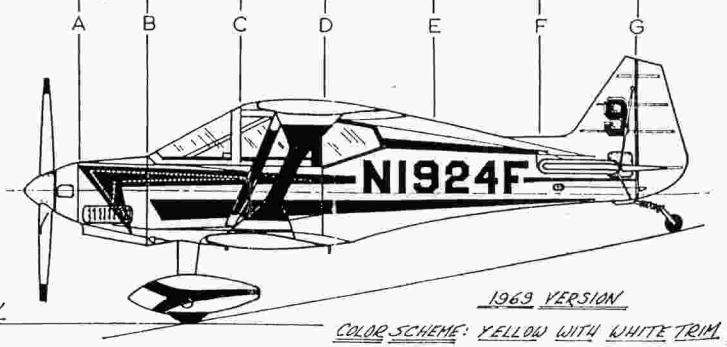
TYPICAL LAMINER FLOW AIRFOIL SECTION

G

COLOR SCHEME: YELLOW WITH ORANGE TRIM & NUMERALS - BLACK 'NINE'



1971 VERSION



1969 VERSION

COLOR SCHEME: YELLOW WITH WHITE TRIM

DESIGNED & BUILT BY RONALD JOHNSON AND ROBERT E. SPEED. "BEERCAT" WAS RACED BY SPEED AT RENO '69 - TOOK 3RD IN CONSOLATION BIPLANE RACE.

CH

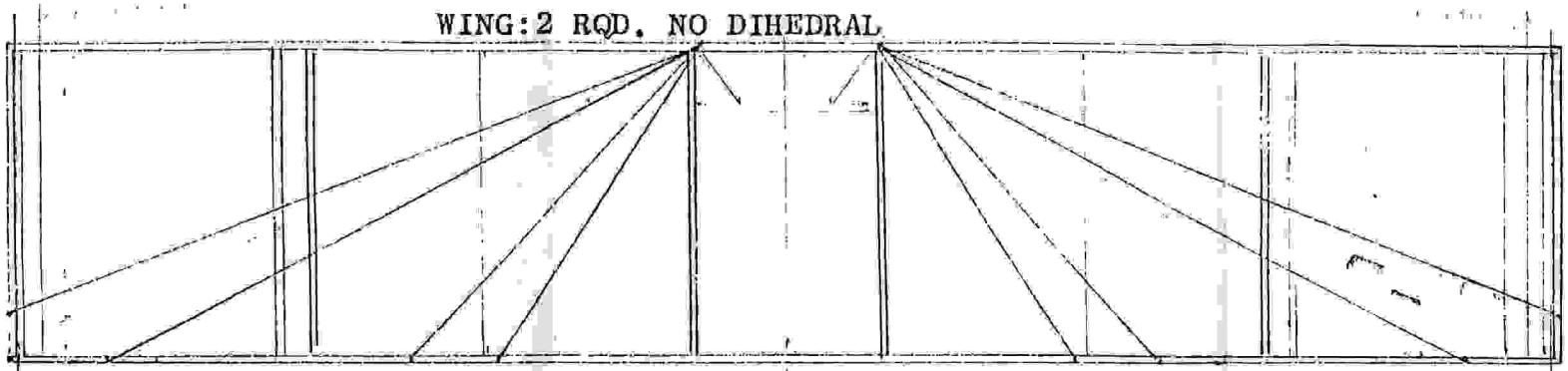
"BEERCAT" RACER
GRAPENUT SCALE
©1982 DAVID ARONSTEIN

SPAN: 8"
WEIGHT: 1.5GRAMS

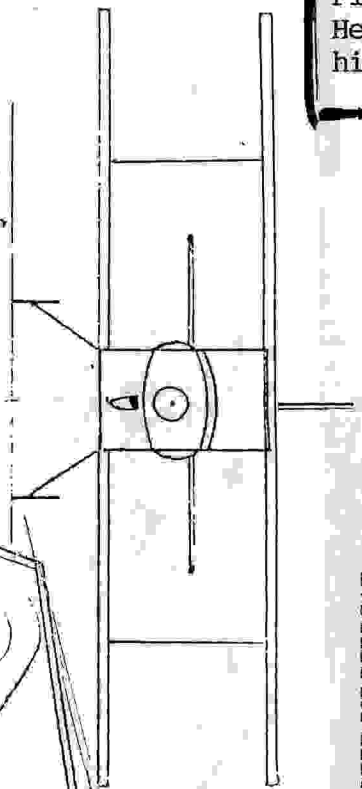
ALL STICKS ARE 1/32" SQ.

5

WING: 2 RQD. NO DIHEDRAL

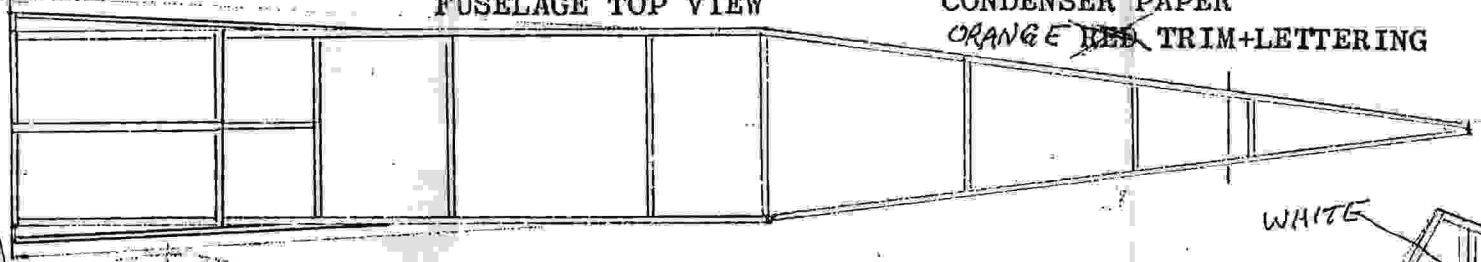


FRONT VIEW
(1/2 SIZE)



NOSE BLOCK IS REMOVABLE
FOR WINDING.

FUSELAGE TOP VIEW



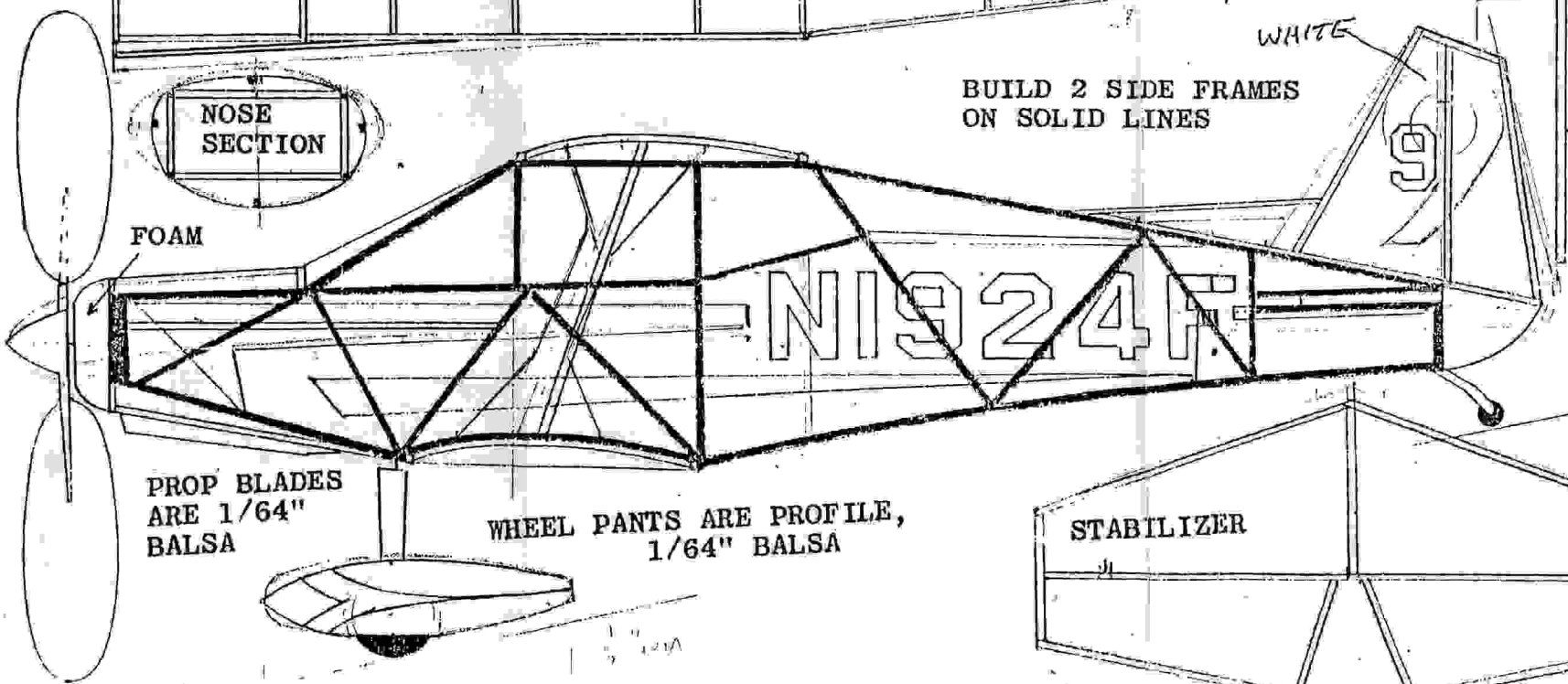
COVER WITH YELLOW DYED
CONDENSER PAPER
ORANGE ~~RED~~ TRIM+LETTERING

WHITE

BUILD 2 SIDE FRAMES
ON SOLID LINES

NOSE
SECTION

FOAM



PROP BLADES
ARE 1/64"
BALSA

WHEEL PANTS ARE PROFILE,
1/64" BALSA

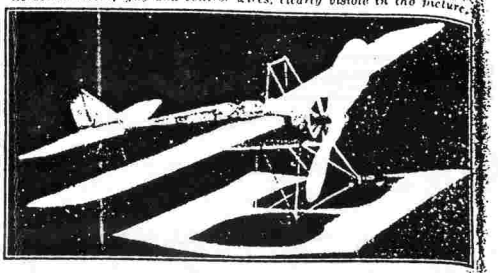
STABILIZER

We
EAR
Fly
Fle
He
his

SPEED F8F BEERCAT

A FAMOUS EARLY SEAPLANE

In this fourth article of his series on ships that have made flying history, Henry Struck presents "Old Dep," the original of which was the single survivor of seven that had registered for the first Schneider Cup Race. In the pioneer days just before the World War, Deperdussins held many of the world's speed records. Your "Trail Blazer" model museum won't be complete unless a prominent position is occupied by—



Here's our model of the speedy, pre-war Deperdussin, a ship that might easily be mistaken for a later-day seaplane were it not for its abundance of guy and control wires, clearly visible in the picture.

JULY, 1937

Deperdussin's Cup Racer

TRAIL BLAZERS OF THE AIR—No. 4

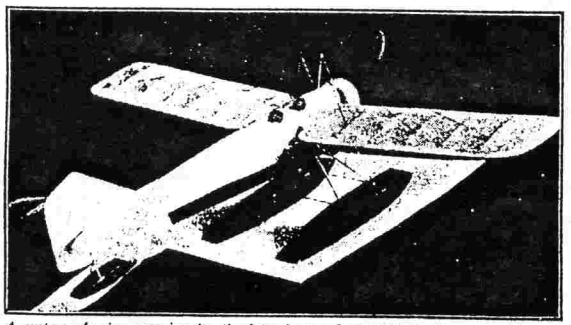
By Henry Struck

THE early biplanes, with their attendant wires, booms, and motors and their pilots exposed to the airstream, were beginning to lose place to the monoplanes by 1913. The chief reason for this was the great number of air races then being held, which were proving the superiority of the latter type in speed, climb, endurance, load carrying, and similar requirements. At the same time, aeronautical engineers were increasing in number, and airplane designs were consequently being improved through keener competition.

Ten years of experience had, by that time, established the principles of aerodynamics, thus permitting designers to concentrate almost entirely upon bettering the airplane itself. The development of lighter and more powerful motors made it no longer necessary to build "just a crate," but left leeway for strengthening and cleaning up motor mounts, landing gears and fuselages.

During the early period of development, the Deperdussin company of Paris was one of the leading concerns specializing in racing planes, and it was seldom indeed that their product failed to place near the top in the various meets.

The Deperdussin motor was cowled, and the pilot was seated in a rounded and completely covered fuselage. The "Dep" tail assembly was entirely without external bracing. Instead of ailerons, the "wing warping" system was employed for lateral control of the plane. Armand Deperdussin invented the arrangement. It consisted of a column which, when moved back and forth, rotated a wheel that in turn pulled the wing warping wires. In spite of his invention, however, Deperdussin, more or less, was only the financial backer of the company. The designing seems to have been mostly the work of one Bechereau.



A system of wing warping for the lateral control of "Old Dep" accounts for the absence of ailerons in the ship's straight wings. Note the old-time step-less floats.

In 1912, a British group bought rights to produce the Deperdussin at Highgate, England. Their chief engineer was the same Koolhoven who today is exciting the aviation world with his sensational new pursuit ship.

The first major victory proving the worth of the Deperdussin was the winning of the Gordon Bennett Aviation Cup, by the company's famous racing pilot, Vedrines. At one time or another, this man and his Deperdussins held most of the world's speed records. He was the first to fly faster than 100 miles per hour, using a beautifully streamlined job featuring a round, plywood monocoque fuselage, with a 14 cylinder, twin-row rotary engine. Incongruously enough, though, the wings of this otherwise splendid plane were still braced with the usual quota of wires.

In 1912, the British government had held a competition to select an airplane for the army. About twenty-five airplanes went through the exacting tests, and a month later it had been announced that the Cody biplane was the winner. Nevertheless, the monoplanes took most of the remaining awards. The Deperdussins in particular performed well, the French built job finishing a close second, and the English Dep coming third.

Interest in aviation seems to have been greater in Europe than in the United States at this time. The annual aviation expositions held in Paris were attended by huge crowds. But the success in America of Glenn Curtiss, in rising from the water, brought a flood of seaplane designs. European experimenters never hesitated to try anything once, the result being that many weird float and hull types were produced. The impractical ideas were soon weeded out, however, and the seaplane became somewhat more commonplace.

REALIZING the potential value of the seaplane, and the almost unlimited advances possible in its speed and efficiency, Jacques

(7)

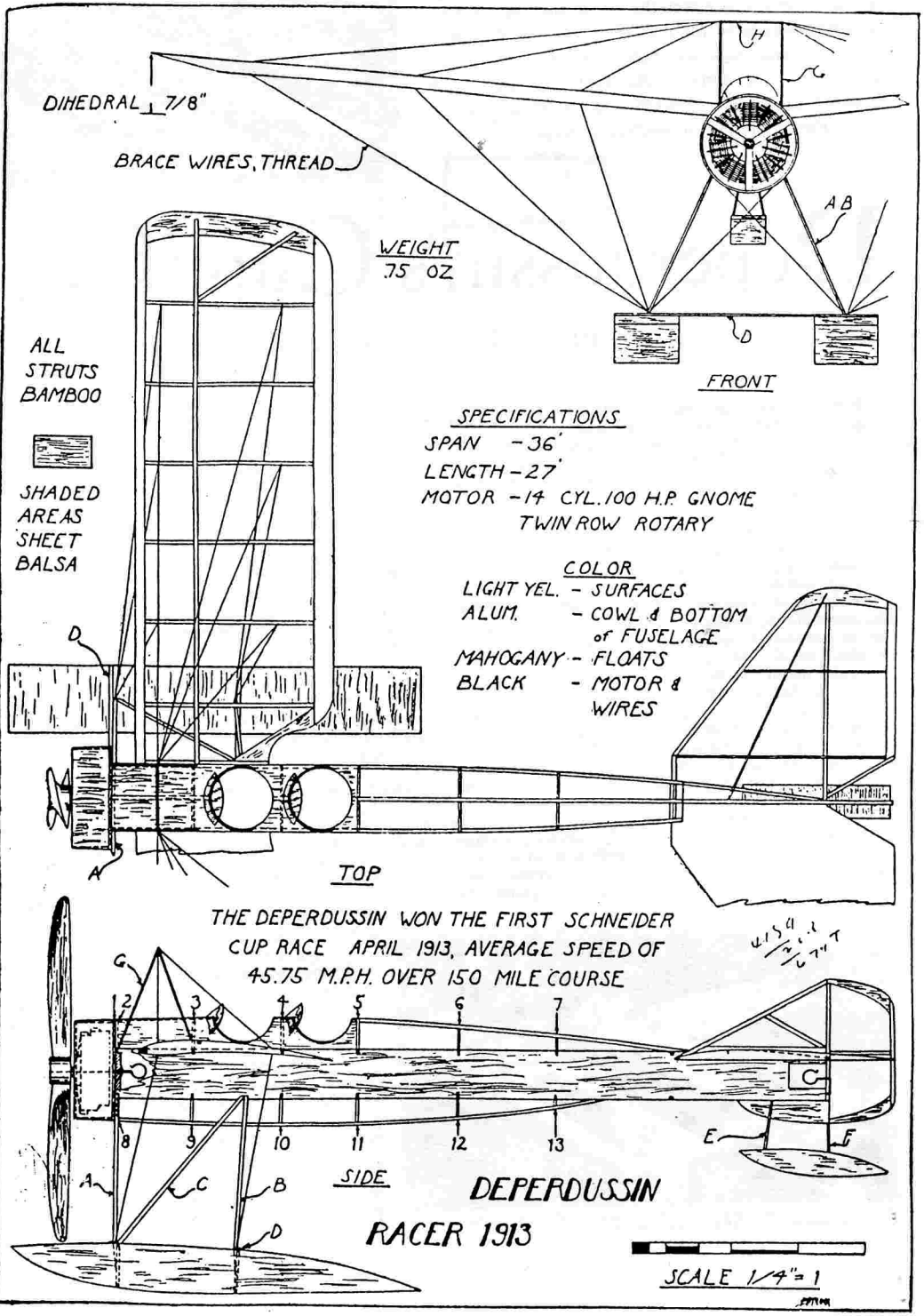
LOOKS GOOD FOR THE WELLS ROW MEET

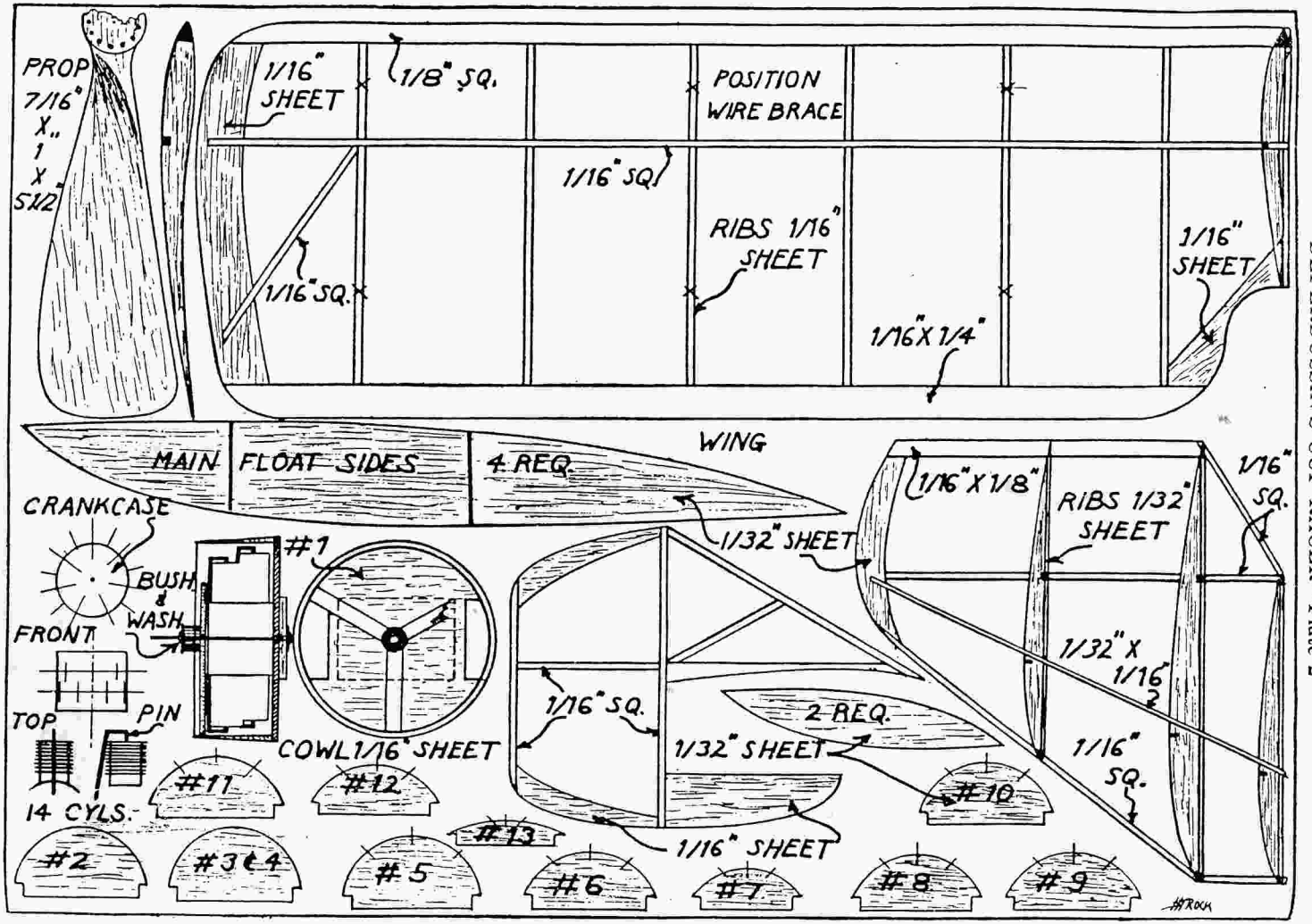
ALSO GOOD FAC BONUS POINTS:

SHOULDER WING 5

FLOATS: 5

DEPERDUSSIN'S CUP RACER—Plate 1





DEPERDUSSIN'S CUP RACER—Plate 2

Deperdussin's Cup Racer

Schneider, a wealthy French aviation enthusiast, donated to the Aero Club of France a valuable trophy to be competed for annually by aircraft of this type. Any nation was entitled to enter into the race, the first country winning the cup three times within five successive years gaining its permanent possession. It was not until 1931, however, that this great feat was accomplished, when Flight Lieutenant J. N. Boothman completed the trick for Great Britain. He reached a new world's record speed of 340 m.p.h.—approximately 7½ times faster than the first winner!

The original Schneider Cup Race was held as part of the seaplane meet at Monaco, France, in April, 1913. Seven planes were entered, but only four made an actual start—for a severe storm that had swept the anchorage had damaged the others. The starters included a Deperdussin with Prevost at the controls; a Morane, piloted by Roland Garros who later won glory in the World War; two Nieuports, flown respectively by Espane and the lone American, Weyman.

A wind of 35 m.p.h. made the handling of the planes a delicate matter. One by one the Morane and then the Nieuports were forced to drop out. If Prevost could avoid motor trouble, the race was as good as won. Flying at a speed calculated to strain his motor the least, he succeeded in covering the 150-mile course in 3¼ hours. His average speed of 45.75 m.p.h. is hardly impressive, yet allowance must be made for the poor weather and the total lack of competition the latter part of the race.

The victorious Deperdussin seaplane was quite similar in design and construction to the previous "Dep" land planes. Wood framework, fabric covered, was used throughout. The motor cowl and the bottom of the fuselage were formed of aluminum sheet, while the floats were built up of mahogany. The rudder area had to be increased to counterbalance the main float, so accordingly the rudder was extended under the fuselage. This increase in fin area can be seen on most modern landplanes that have been equipped with pontoons.

Our Model

OUR model is scaled to the usual half inch to the foot, in accordance with the other ships in this series. The three-view plan is drawn half the size of the actual model, while the layout page is full size. Soft balsa should be used when you build the Deperdussin.

The simplest way to make the fuselage sides is to cut them from soft 1/16" sheet balsa. They are ¾" wide, and only a recess for the stabilizer is required to complete them. Make the formers of 1/32" sheet. Connect the sides with formers 2 and 8, 5 and 11. When the cement is thoroughly dry, line up the fuselage and pull the sides together at the rear. Add remaining formers. The top of fuselage is then covered with 1/64" sheet balsa back to the rear of cockpit. Three stringers of 1/16" sq. are cemented on top and bottom formers.

The cowling is of 1/16" sheet. Soak a strip, ⅝" wide, in hot water and bend it around a can or bottle. Be sure the grain runs as shown on the plans, or it will be impossible to bend the wood. To get the required length of 7½", it will be necessary to glue several strips together. Cut former No. 1 from 1/16" sheet. A rectangle to fit the front of the fuselage is cemented to the rear of this former. When cowling is dry, cement it to front of former No. 1.

The motor is next. The crankcase is ½" in diameter, and of the same depth. Round a 6" length of ¼" sq. balsa for the cylinders. Wind heavy black thread around this dowel, and apply a coat of dope to stick the thread in place. Fourteen cylinders, ⅜" long, are cut and cemented to the crankcase in two rows of seven each. The rear row of cylinders is placed behind the open spaces in the front row, for perfect cooling. Paint the motor black with India ink or dope.

The tappet rods are reproduced with bent pins, forced into the top of each cylinder and the crankcase. Cement the engine to Former No. 1. A trio of 1/16" by ⅛" strips is glued in front of the engine, forming a "Y." Drill the hole for the propeller shaft. Washers, with bushings inserted, are cemented to the front and rear of the motor and cowl assembly to serve as bearings.

Cut the float sides from 1/32" sheet balsa. Connect by gluing them to the bottom of 1/64" sheet. Insert rectangular formers of 1/32" sheet to which the struts are later anchored. The top, also of 1/64" sheet, is then added. Note that the grain of the top and bottom runs crosswise, for greater strength.

Wings and Tail

THE wing requires twelve full size ribs, and two smaller root ribs. Shape the leading and trailing edges of ⅛" sq., and 1/16" by ¼" balsa.

Assemble the wing by pinning the trailing edges to a board. Cement the second and tip ribs to the trailing edges. The leading edges are then glued to the rib noses. Insert the remaining ribs, and the 1/16" sheet balsa tips. The center ribs and the spar of 1/16" sq. completes the frame.

The stabilizer ribs are of 1/32" sheet. The trailing edges are 1/16" by ⅛", the leading edge is of 1/16" sq. and the tips are of 1/32" sheet. The front spar is 1/32" by 1/16" and the rear spar 1/16" sq.

The rudder is flat in section, and is constructed entirely of 1/16" balsa.

Upon completion of the framework it should be sandpapered, to remove any bumps that might protrude through the covering.

Assembly

THE entire ship is covered with yellow tissue, using dope for adhesive. The curve of the fuselage top will necessitate applying the paper in small strips. The cowl and the bottom of the fuselage are covered with strips of silver tissue. Spray the covering lightly with water, then apply a thin coat of dope when dry. The floats are doped twice, and very lightly painted with mahogany stain or brown dope.

The landing gear struts are all 1/16" sq. bamboo. A and B are 3" long. The ends are pointed, and forced into the bottom of the fuselage. The lower ends are coated with cement and pushed into the floats against the formers. Cross-struts D are cemented on top of the pontoons. The diagonal member, C, completes the assembly of the undercarriage.

The stabilizer and rudder are attached to the fuselage in their proper position. The rear float is connected to the bottom of the rudder by four short struts of 1/64" sq. bamboo. The front pair, E, are ⅞" long, while the rear are ½".

The wings are glued to the sides of the fuselage at an incidence angle of 3 degrees—that is, the leading edge is ⅛" higher than the trailing edge. Pins may be used to hold the center ribs to the body, and books or bottles are handy to keep the tips raised the ⅞" required for dihedral. The cabane struts G are of 1/64" sq. bamboo, and 1¾" long. They are forced into the top of the body and the center rib, and connected at the apex by a 1" length of 1/64" sq. bamboo, H.

The propeller is carved from a block 7/16" by 1" by 5½". Proceed carefully, as much of the success of this model depends on the prop's efficiency. Shape the blade to an airfoil section, undercambering the back about 1/16". After sanding, dope the prop for strength and smoothness.

The rear hook is formed of .020 piano wire, imbedded in the rudder post. Only one side of the fuselage need be cut away to permit access to the rubber. The propeller shaft is bent of .020 wire. After passing through the motor and prop, it is bent over and cemented to the hub. Do not forget to include a couple of washers between the propeller and bearing.

Flying

FOUR strands of 3/32" brown rubber supply the power. Glide the model, adding a little modeling clay inside the nose of the fuselage if the tendency is to stall, or add the weight in rear if the glide is too steep. The rudder should be turned slightly so that a right circle is made. One hundred turns will be enough for the first hop. With a winder and lubricated rubber, 500 turns are possible, allowing great increase in endurance and climbing power. The original model exhibited unusual stability because of the extremely long moment arm, the large positively cambered stabilizer, and the low centers of resistance and gravity produced by the mid-wing design and the large floats.

Water take-offs require much more power than a rise off ground. About 200 turns will get her into the air. The thrust available through a good winder winding makes short work of this task.

The brace wires are not needed for a flying model, but they can be included for exhibition purposes. Black thread is excellent. Use the best balsa you can obtain when building this model to keep the weight as low as possible and make the most of the power available. For a model of this size, ¾ ounce, or .75 stock is about right.

We are sorry to report the death of EARL VAN GORDER, columnist for Flying Model's "Flying Things For Fledglings", after a brief illness. He enjoyed corresponding with his fellow flyers until the end.

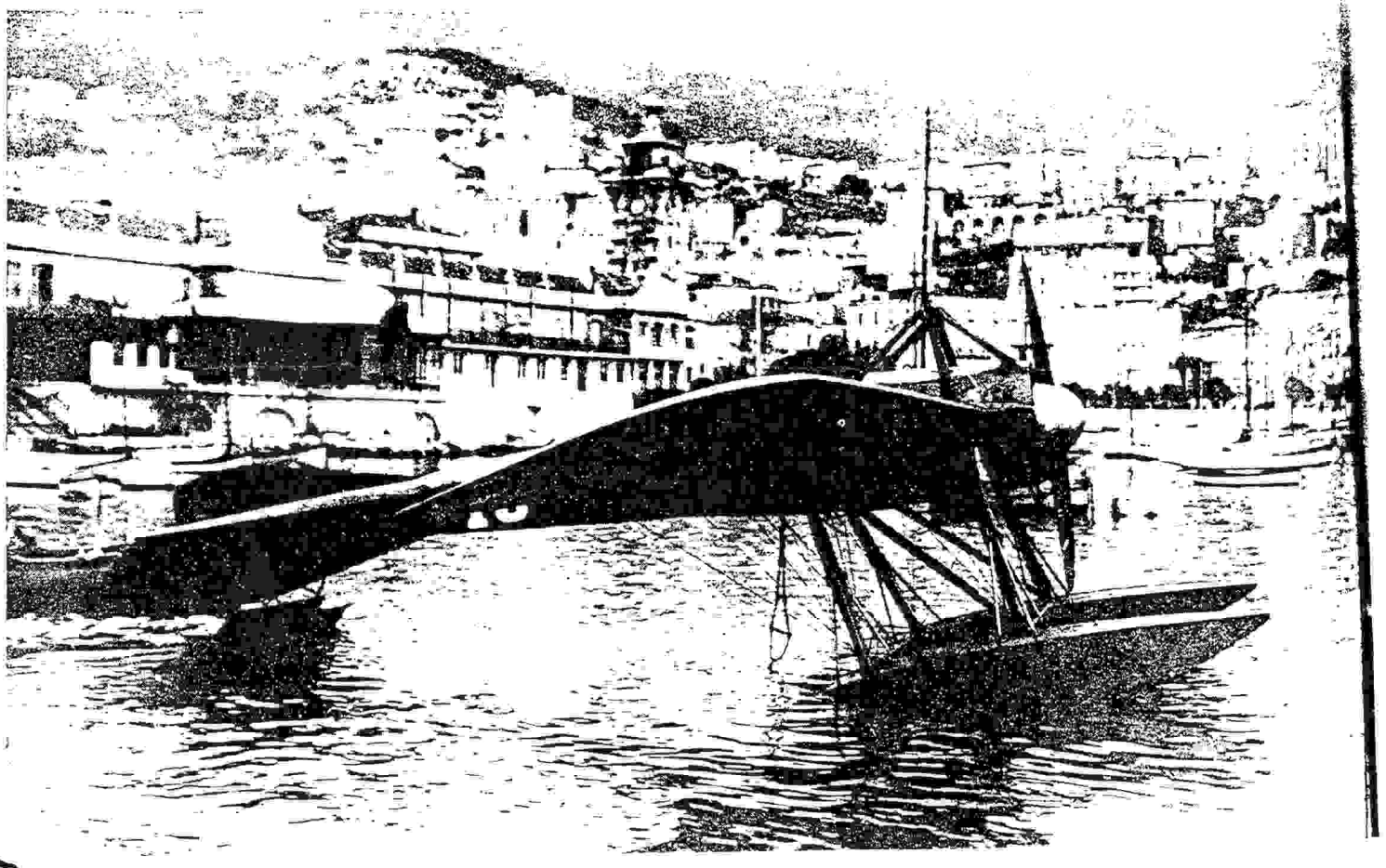
SPEED F8F BEERCAT

Pistachio Scale Model Built by Nick Peppiatt, MIAMA, UK

Your esteemed editor has been chasing me for a some information on the Speed Beercat which I entered in last year's Miama Postal Pistachio Inter-Gnats. This pistachio is based on David Aronstein's grapenut scale drawing from 1982. To make it slightly closer to scale I made the lower wing slightly shorter than the upper, the nose somewhat broader and used dummy wing struts of doped airmail paper attached to a balsa spar. The covering is condenser paper dyed with yellow ink and the trim applied using Staedtler Lumocolor pens. It is very similar to the model I sent over to Miama for proxy flying some ten years ago, the main differences being that the wheel spats are 3-d in foam rather than profile in balsa and it has a vac-formed pilot (one of Lindsey Smith's). The prop is 4" dia and 5" pitch with a Butch Hadland blade profile (as used on his Lacey M-10 pistachio). This second model was originally built when the British Model Flying Association (BMFA) saw the light and introduced a pistachio class for the British Nationals. Despite the weight being a relatively heavy 2.8g it has regularly flown for 90 sec on around 2400 turns which is a significant improvement over the previous model. I can only attribute this to the use of Tan II rubber. If only I could build one to 1.5g as quoted on the original drawing!

N. Peppiatt, 52 Mount Pleasant Close, Lightwater, Surrey, GU18 5TR England

Maurice Prévost's Gnome-powered Deperdussin seaplane, winner of the first race for the Schneider Trophy. (Smithsonian Institution)



Wright Patent Expires This Year

THE WRIGHT patent expires May 22, 1923, after 17 years of an up-and-down career, with the brothers Wright battling for their reward for almost a decade. It seems but yesterday when we were trying to tell the world the Wrights had flown, yet a score of years will soon have passed since Kill Devilians saw the birth of a new transportation, a transportation even now in its American swaddling clothes.

On May 23, the airplane manufacturing field will be free to all comers, American and foreign, save, perhaps for the Montgomery patent, which, however, expires September 18, 1923, though this still remains to be adjudicated. (No. 831,173, issued Sept. 18, 1906).

Its adjudication is now a possibility. Both sides in the litigation now pending in the Court of Claims between the heirs of Prof. J. J. Montgomery and the Government for payment of royalties on war-built airplanes, have completed testimony-taking.

If the Montgomery patent, by any chance, is held valid, and the Federal court's opinion overthrown as to the value of the patent in the Wright-Curtiss suit, the Government may pay a royalty fee on the 13,894 airplanes built or purchased during the war, and on those bought subsequently as well. The manufacturers may then be called on in another suit to pay royalty on all other machines constructed since. The Montgomery claims total 45, beginning with one covering "a curved wing with means for changing its curvature," followed by others in modification.

Montgomery's Glides of 1905 Beat Hentzen's of 1922

Hentzen's glides are overshadowed by the acrobatic feats of Maloney, Wilkie and Dofolco, daredevil airplane riders of 1905, employed by Montgomery in testing and subsequently in a series of exhibitions in a number of California cities.

"On one occasion, Maloney in trying to make a very short turn during rapid flight pressed very hard on the stirrup which gives a screw shape to the wings and made a side somersault," wrote Montgomery in 1909 to the author of this article. *

"The course of the machine was very much like one turn of a corkscrew. After this movement, the machine continued on its regular course. And afterwards Wilkie, not to be outdone by Maloney, told his friends he would do the same, and in a subsequent flight, made two side somersaults, one in one direction and the other in an opposite, (witnessed by thousands of people), then made a deep dive and a long glide, and when about three hundred feet in the air, brought the airplane to a sudden stop and settled to the earth. After these antics, I decreased the extent of the possible change in the form of wing surface so as to allow only straight sailing or only long curves in turning."

During his work Montgomery offered to cover a thousand dollars to send the airplane up upside down and if the machine did not immediately right itself, make a flight and come safely to the ground, with a sack of sand in the rider's seat, the money would go to the opposite side. The bet was never taken.

On April 29, 1905, from the college grounds at Santa Clara, Calif., Montgomery sent up an ordinary hot-air balloon, to which was attached a 45-pound glider, with Daniel Maloney, an old-time parachute jumper, in the seat.

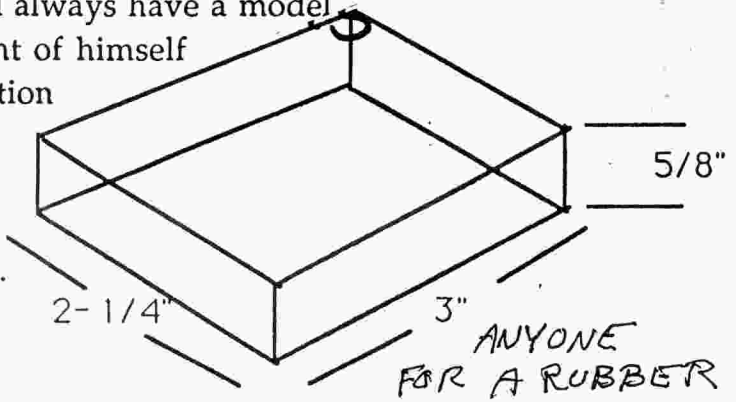
At a height of about 4000 feet the airplane was cut loose from the balloon and commenced to glide to the ground. "In the course of the descent the most extraordinary and complex maneuvers were accomplished—spiral and circling turns being executed with an ease and grace almost beyond description, level travel being accomplished with the wind and against it, figure eight evolutions performed without difficulty, and hair-raising dives were terminated by the abrupt checking of the movement by

(*Concluded on page* 142)

AERIAL AGE MARCH 1923 * LATER KNOWN AS A ROLL

ANY "SUCRETS" BUILDERS?

A real model aircraft fanatic should always have a model airplane with him for entertainment of himself or others, whenever a suitable location is found. Here are the rules for the "Sucrets" class of indoor gliders which must be carried in a Sucrets box or size equivalent box.



ANYONE FOR A RUBBER POWERED SUCRET?

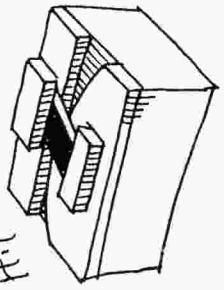
Pete Van Dore July 24, 1997

Scale Old Timers Society
%Bill Hiscock
975 Sunset Hollow Rd.
West Chester PA. 19380

I'd like to comment on the laminated wing rib bit. I've been laminating wing ribs for some time now and they **are** vastly superior to sliced ribs. (It's hard to find anything new -- I've sent off descriptions of molding laminated wing ribs to a number of newsletters over the years, to Larry Kruse and included directions and sketches in a construction article in Flying Models -- originality is the art of concealing your sources.) I find that cutting the form out of the center of a block of wood, and sandwiching the laminate between the two halves under a weight is easier than trying to hold the laminates down with a rubber band. I also use a small modified balsa stripper to slice the ribs off the finished blank. Note that the top guide is straight and the bottom one is curved.

I hope you have an extra 193. I'm looking forward to 195.

Keep 'em flying,

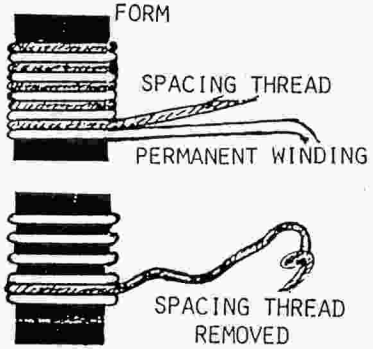


TO 194 - MIKE COLLINS

TOO H.P. SIZE RIBS IN

USE THIN PETERS SUCRETS

Here's Paul McIlrath's "Old trick" addendum to Tony Peter's thread on the cylinders tip from last issue. Make sure the thread is straight across on the front of the cylinder stick and the "bias" on the back side. Paul uses TWO coarse button threads at the same time, neatly in contact, and white glue. When the glue is partly dry, unwind one thread, carefully, leaving accurately spaced "fins".



GREAT TIPS FROM MAMA PILOTS.

HEY, DOC!



I,m Dick Harker, and you left me out of the INTER-GNATS results in your last issue. My Hi-Max was a pig to trim but I got it to fly 43 sec.
Appologies,Dick!! Your efforts got you into a 12th place tie with Penna.'s Bill Hiscock,s Stinson Reliant....Sorry.

For applying UHU stic to indoor models.
Dip a brush into propyl alcohol (you can use rubbing alcohol for this) then work the brush on the end of the glue stick to pick up some glue. Paint it on the balsa framework and apply pre-shrunk tissue. If the glue dries before you get the covering stuck down, reactivate it by brushing alcohol through the tissue. You can do the job this way with much less glue than if you were to use the glue stick in the normal way and you can do it on framework which would otherwise be too flimsy to use UHU stic. The propyl alcohol dries quickly, does not warp the frame, and causes less shrinkage in tissue than do dope thinners or water.

MORE LA-LA LAND POSTALS (14)

JIM MOSELEY"S WORLDWIDE POSTAL COMP FOR VINTAGE/OLD TIMER DURATION AND SCALE. from plans of models before Dec.31, 1950. Dates:Outdoors from Aug.1 to Oct. 31.

Four official flights..all count. 20 sec. is an attempt..2nd flight is official even though less than first flight.
Vintage O.T. flown in 3 divisions: Span 10" to 25",Span 25" to 30",Span 30" to 36". Max flight for 10'' to25" is 4 times wing span.(13" is 52 sec. Max)
Max flight for 25" to 30" is 100 sec.
Max flight for 30" to 36" is 120 sec.
In case of 4 maxes you fly once more for a target time.
Target time for 10" to 25" is 40 sec.
Target time for both larger models is 60.
These models are sport, duration, and scale. Be sure to give full name and source of model when reporting results.
Give wing span,time of four flights, and target time (If you maxed)

Send to JIM MOSELEY
19 banner Crescent
Ajax' Ontario, L1S 3S8 CANADA
ENTRY FEE $2.00 plus $1.00 per model

ANOTHER EVENT: ALONZO CABIN 1933 only 3 flights. 150 sec max. Target 75 sec. Time all flights to 1/10 sec.

FROM:
MIKE NASSISE
22 GREENFIELD STREET
SO. EASTON, MA 02375

The Bay State Squadron's next postal contest is now underway. It is for FAC Scale models of all types and it will run through august 31, 1998. Clubsters may compete in one or both of two separate divisions, Civilian and Military. Once again, we'll be using the secret target time approach (anywhere from 30 through 120 seconds) that worked quite well before. All contestant will be limited to one model in each division and a maximum of three flight times on each ship. The contestant closest to the secret target time in each division will be declared the winner. Get those those crates airborne, amigos, we expect to hear from you real soon!

WHAT'S ON IN FREE FLIGHT?

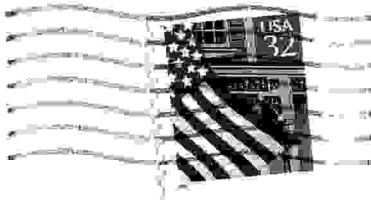
JULY 25- WELLS ROW FAC MEET
GET THERE EARLY- SEE P. 1 FOR DETAILS

JULY 25 WORLD FAMOUS MILLARD WELLS ROW MEET. Islamorada ,Keys. MILE MARKER 87
AUG. 8,9 Palm Bay, DIXIE NATS FAC Summer Series 3 MASS LAUNCH - RACE PLANES
AUG. 29,30:Palm Bay : Dist. V Champs CD Jim Juhl Flying Aces Summer Series 4 M/L WWII
NOV. 14,15 Don Brimmer's SAM 46, Flying Aces Summer Series 5. M/L LOW WING

TO CONFIRM MEETS CALL INDOOR HOTLINE THE NIGHT BEFORE
305-858-6363

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