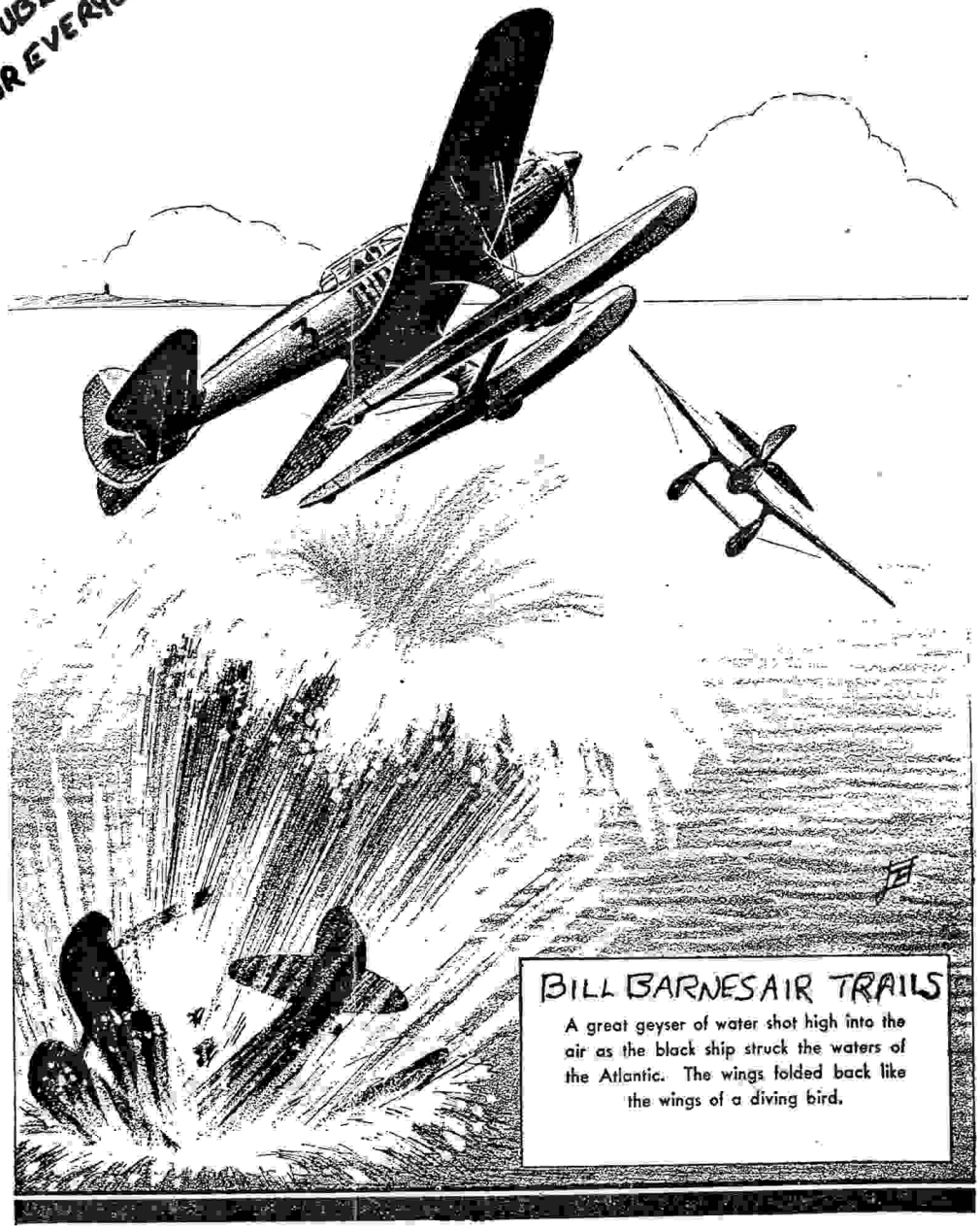
THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

ISSUE 213

30TH YEAR of PUBLICATION
INDOOR ISN'T FOR EVERYONE

MIAMA #7
USCG
APRIL 21-22
ST. PETE



BILL BARNES AIR TRAILS

A great geyser of water shot high into the air as the black ship struck the waters of the Atlantic. The wings folded back like the wings of a diving bird.



FAC CLUB #11

"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.

3624



FROM THE HORSES MOUTH AND OTHER ORIFICES

Veteran hangar pilots will remem.this logo. In an effort to elevate the literary quality of Hangar Pilot we are reviving this column and soliciting printable letters from all subjects, model or otherwise. Which wing of a biplane should have more incidence, the upper or lower? Are the Chinese really our buddies now that they have nuclear parity? Are the Russians still sore at us? Should Fidel get the Peace Prize? Is a lifting stab a good idea for scale models?? Is getting old hell?. What about electrics, indoor R/C and other heavy weights? We hope you sound off in LETTERS TO HORSES ORIFICES for all you irascible iconoclasts,mavens,bards, savants, and misguided red necks with something to say. Let's hear from you. Do you have a thought, an idea, an opinion, a point of view? Send it in. We're gagging for some real material.

THE INDOOR MODELER'S BIBLE: GET COTTAGE WINGS ON THE NET @ http://www.gj.net/~regiaero/cottagewings.htm/ THIS IS KEPT CURRENT BY FERNANDO RAMOS AND IS A SOURCE FOR ALL SUPPLIES.



NEXT MEET: MIAMA #7 USCG ST PETE/CLEARWATER AIRPORT 9-5
2:00 PEANUT MASS LAUNCH APRIL 21-22
3:00 NO-CAL WWII M/L
SUN 2:00 COCONUT M/L CALL HOT LINE FRI.

MIAMA MEET 5

TAMPA ARMORY Feb, 24.35 2001
C/D LINSTRUM,Bollinger,Obarski,MacEntee

(2)

FLYING ACES PEANUT SCALE

		Static	Fly	
1.R. MacEntee	Bleriot VII	69.6	1[46	146.6
2.N.Bollinger	Cougar	61.2	1:09	125.7

DIME SCALE
1.N. Bollinger Taylorcraft 3:47

FLYING ACES SCALE-MacEntee,Cub 59.5 1:22 130.5

MIAMA COCONUT- MacEntee- Citabria 1:40

AMA Mini Stick
1.1.Stan Chilton 9:20
2.D. Obarski 7:28
3.R. MacEntee 5:37

PISTACH Model of a Model

1.D.Obarski	Snuffy	2:04	1:43
2.C.Nelson	P. Cat	:20	:21

AMA Easy B 1. Vince Sadwick 5:17

CATAPULT GLIDER C. Nelson 24.7 22.3

AMA LIMITED PENNY PLANE

1.D. Obarski	8:02
2.R. MacEntee	8:02
3.S. Noriega	6:21
4.V. Sadwick	6:12
5.J. Wormley	4:14

PENNY PLANE-MacEntee 5:30

AMA BOSTONIAN

1.N.Bollinger	Colt 50	2:03	2:18
2.S. Gilbert	7-Up	2:07	2:01
3.Bob Shaw	7-Up	1:18	1:22
4.J.Coughlan	Pacific Ace	:42	:43

FLYING ACES NO-CAL

1.J. Wormley	Hamp	2:10
2C. Shaw	Zero	2:01
3.D. Obarski	Farman	1:51
4. S. Gilbert	MIG	1:35

FAC EMBRYO

1.N.Bollinger	Colt 50	8:29
2 .J. Coughlan	P.Bird	2:16
3..S.Gilbert	Hornet	1:37
4.C.Nelson	Pup	1:25

MIAMA LEGAL EAGLE

1.D. Obarski	SE-4	4:49	5:02	5:43
2,V. Sadwick	SE-4	3:49	3:47	4:22
3.N. Bollinger	CHAD	3:59	3:59	3"59

WW II NO-CAL MASS LAUNCH
1.J,Wormley
2.N.Bollinger
3.R. Shaw
4.S. Gilbert

MIAMA MEET 6 MASS LAUNCH:
March 24

FAC KANONE

NO-CAL WWII
1.John Wormley
2.Newt Bollinger
3.Rich MacEntee
4,Sidney Gilbert
5.Doc Martin

PEANUT SCALE M/L
1.Sidney Gilbert
2.Randy Osborne
3.Newt Bollinger
4.Eric Osborne

We welcome new MIAMA members Leonard Elswick of Haines City,FL, Jim Carden of Peru,IN,Ken Horne,Alberta Canada,,,Lloyd Shales. Ontario,Canada, We met Bill Barr and his wife who drove over from Sebring to enter his first meet at MacDill. Welcome to MIAMA,pilots!

(3)

An Introduction to Catapult Gliders

by John Marett, Markham Indoor Flyers

As a teenager and almost 50 years ago, I loved to fly hand launched gliders for fun and competition, so when the Catapult category first appeared at the USIC in Tennessee in 1988 I was much intrigued. However, with so many other classes of interest in Indoor I stayed clear until Bill Henderson suggested Indoor Catapult Glider for one of the 96/97 MAAC postal contest events.

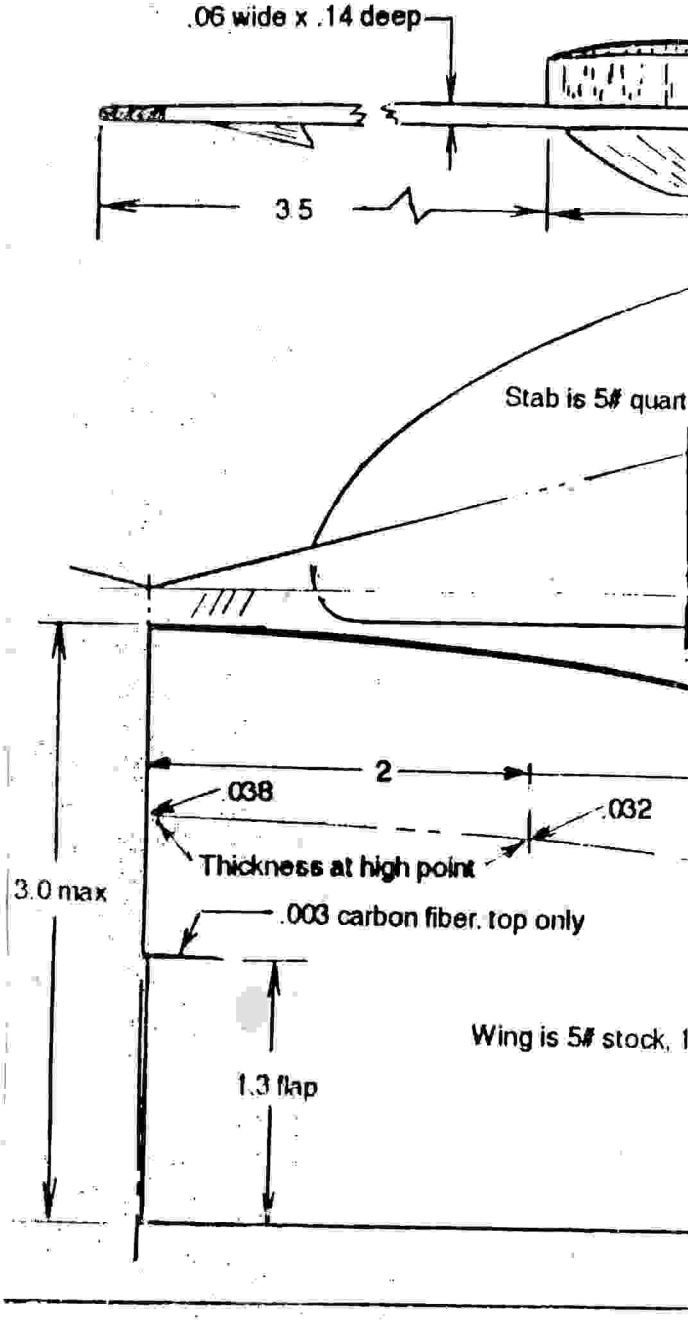
I built a couple of 'Feather Shooters' (INAV Jan '96) for our 21' gym, and soon after a heavier standard class and an unlimited version for experimenting in the 75' Air Canada hangar. Since neither could reach the rafters in the hangar I designed and built two originals for Tennessee, where I got lucky and set a Canadian record with my unlimited model. In 1998, with improved versions, the unlimited record was surpassed and a personal high and new Standard Class Canadian record were also set. Significant in this is that my times were less than 90% of the US winning times! The fact is that Catapult Glider is another class very open for improvement by Canadian flyers, and I'd like to see a few more of us doing just that.

First of all, the rules are fairly simple and can be found in both the AMA and MAAC rulebooks, but for simplicity here the standard class has a projected span of 12" and 3" chord, with stabilizer not to exceed 50% of wing area. It is also limited to monoplanes. Unlimited class allows up to 100 sq in wing area + 50% stab. Although there is no restriction on rubber used for launching, the handle, including attachments, may not exceed 6 inches.

Since there are four different height categories for indoor, everything is based on what you want from the launch. This works back to the weight and strength of the model and its drag forces. Some simple statistical studies from drawings, records, contests and experience based on the standard class with 30 sq in of wing area indicated to me that models needed flying weights (F.W.) of close to 8 grams for a 150' site, 5.8 grams for 100', 3.6 grams for 50', and 2.1 grams for 25'. If a lighter model could get higher, a better time was possible. In the quest to attain this through reduced drag in Tennessee where the best models reached 110' I found finishes (wing only) ranged from finely sanded bare wood to several coats of sanding sealer and dope with a wax finish. I read that 'Vista' car wax was good, but others claim that ordinary wax paper rubbed on the wings can do the job.

Unfortunately, the launch is only the first part of a successful flight. The second very important piece is the recovery, and then the glide. The transition from launch to glide with no loss is like artistry - a joy to behold, and only comes from understanding the physics and knowing your model. Subtle adjustments to the trailing edge

GOT GLIDER ?
ADVICE FROM SAM 86
+ JOHN MARETT
CANADIAN CHAMP



MIAMA MEET 6

MACDILL AFB HANGAR 3 Mar 24,25 2001
C/D Doc Martin

(4)

FLYING ACES PEANUT SCALE

				Fly	
* 1.R.MacEntee	Bleriot 7	69.6	1:33		140.7
2.N.Bollinger	Cpugar	61.2	1:37		136.7
3.S.Gilbert	Cougar	56.7	1:39		133.9
4.Doc Martin	Gotha	80	:44.5		124.5
XX Doc M.	Macchi	82.5	:40		122.5
5.Randy Osborne	Found	47.5	1:32		123.0
6.Eric Osborne	Cougar	46	1:08		110

DNF:Choate, Pottier

FLYING ACES SCALE

* 1.Doc Martin	Waco E	73.5	1:16	141.5
2.Dave Linstrum	Ford 2-AT	59.0	1:29	133.5
3.R.MacEntee	Waco E	76.0	:57	133.0
4.S.Gilbert	Comper	59.4	1:24	131.4

DNF:Jake Larson, SE-5a

MIAMA PISTACHIO SCALE

1.Doc Martin Goldwing 1:21
2.S.Gilbert Fike :34 DNF: Choate, VTO

MIAMA COCONUT

1.R.MacEntee	Citabria	2:26
2.Dave Linstrum	M20b	2:19
3.Doc Martin	Storch	1:58
4.R.Osborne	Rebel	1:16

MIAMA MODEL OF A MODEL

1.D. Obarski	Snuffy	2:09	1:54
2.R. Osborne	Puma	1:42	1:32
3.D,Linstrum	Pussy Cat	1:27	1:30
4.C.Nelson	Pussy Cat	:31	:21

FLYING ACES NO-CAL

* 1.R. MacEntee	Fike	3:13
2.N.Bollinger	Hamp	2:21
3.J.Wormley	Hamp	2:11
4.Bob Shaw	Zero	2:01
5.Doc Martin	Heinkel	1:46
6.S.Gilbert	MIG	1:41

AMA CATAPULT GLIDER: C.Nelson :29 :24

AMA MINISTICK

1.John Barker	6:10
2.Dick Obarski	5:20
3.Dave Linstrum	2:45
4.Bill Barr	1:48

AMA EASY-B

1.Vince Sadwick	10:47
2.Bill Barr	1:42

International FlL 1.2 gm.

1.J. Barker	10:08
2.D.Obarski	8:40
3.Bill Barr	1:55

AMA PENNY PLANE -LIMITED

1.Rich MacEntee	6:18
2.J.Barker	6:15
3.J. Wormley	5:59

FLYING ACES DIME SCALE

* 1.R.Choate	Comet Fokker D-7	8:18
2.N.Bollinger	Com. Taylorcraft	4:21
3R.Doc M.	Continental Grumman	1:48
4.C.Nelson	Fokker F-2	:21

AMA BOSTONIAN

1.J.Barker	Romulus 1.03	3:08	3:42	3:41
2.Bollinger	Colt 46	2:23	2:39	2:21
3.R. Osborne	" "	2:43	2:17	2:17
4.Bob Shaw	7-Up	1:41	1:35	1:25
5.Doc m.	30 Yrs.	30	:28	

FLYING ACES EMBRYO NEW NATIONAL RECORD !

* 1.R. MacEntee	Thing	11:31
2.Bollinger	DNA	10:24
3.J.Barker	Marlin	9:12
4.Randy Osborne	Puma	8:57
5.Eric Osborne	Puma	7:27
6.C.Nelson	Pup	2:43
7.S.Gilbert	Hornet	1:19

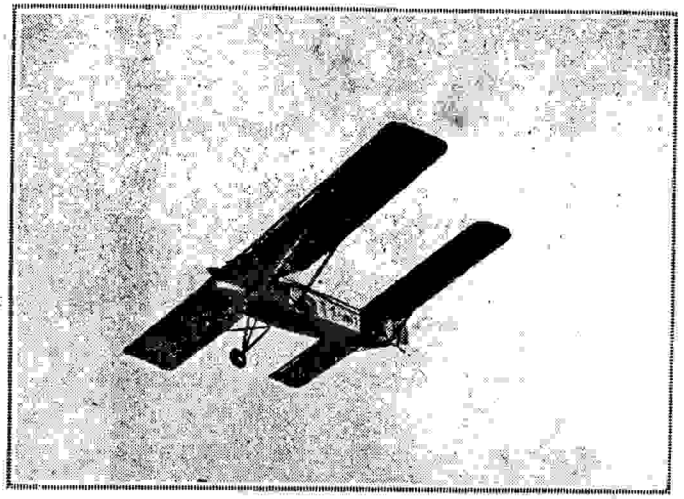
* = FAC KANONE

MIAMA LEGAL EAGLE

1.D. Obarski	SE-III	4:44	4:54	4:01
2.N. Bollinger	Chad	4:30	4:19	4:06
3.R.MacEntee		3:56	3:56	4:02
4.J.Wormley	Esquire	4:04	3:34	3:05
5.				

5.S.Gilbert Maxi 2:15 2:35 2:27
6.D.Linstrum Aronstein 2:55 - -
7.C.Nelson Wht. Bronco :42 :28

(5)

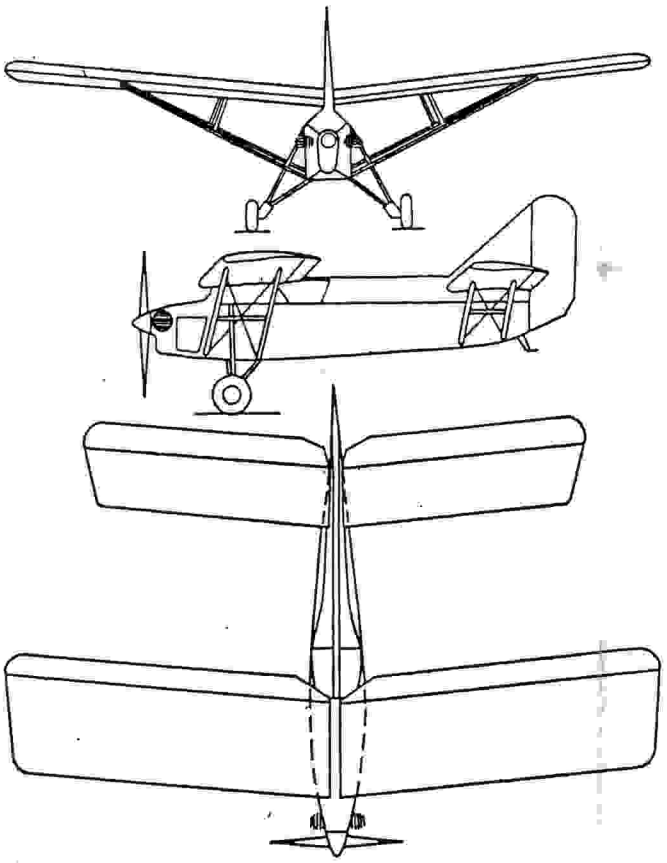


Mono. = Monoplace
Bi. = Biplace
Tri. = Triplace

●

PEYRET-TAUPIN

Ci-contre, appareil supérieur



A COUPLE OF FRENCH GOLDEN AGE AIRCRAFT WORTH MODELING FROM ALAIN PARMENTIER

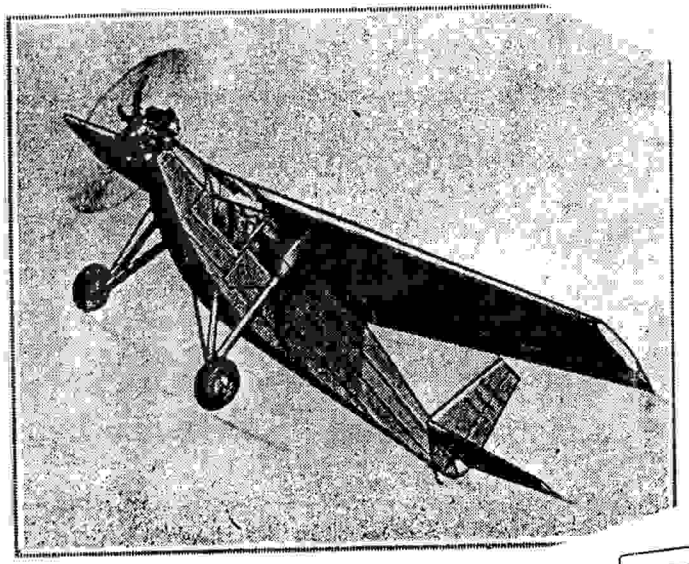


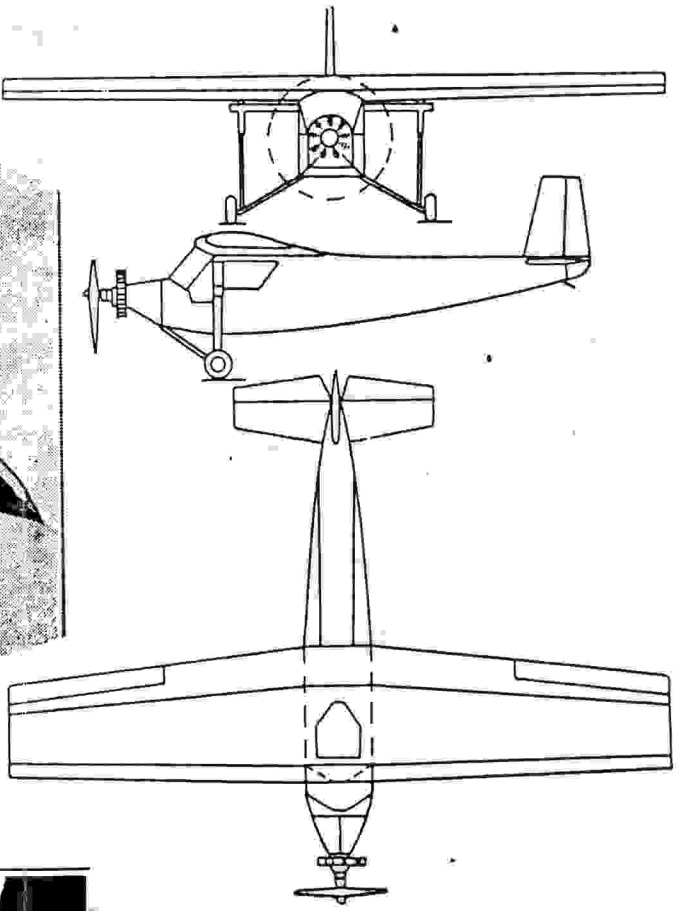
B = Bois
M = Mixte (bois et métal)

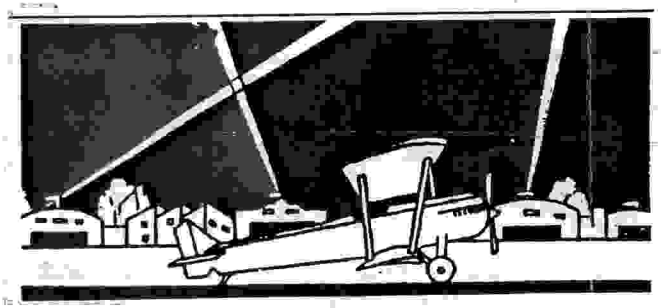
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C. A. P. R. N. type 10

Ci-contre, appareil inférieur







(7)

HEADREST MADE FROM PAPER BENT AROUND TO FIT FORMER "C6"

STIFF PAPER

FIRST STEP MAKE 2 SIDES

SECOND STEP PUT IN CROSS STRUTS C AND E

FORMERS A10 AND B11 ARE ADDED AFTER WING IS MOUNTED IN PLACE

POSITION OF WING

STRINGERS

BOTTOM STRINGERS

THIRD STEP: FIT IN ALL REMAINING CROSS STRUTS

STABILIZER IS MOUNTED HERE WHEN COMPLETED

FOURTH STEP ADD ALL REMAINING CROSS STRUTS

WING PLATFORM

COMPLETE FRAME READY FOR COVERING

FUSELAGE

COMPLETE INSTRUCTIONS AND DRAWINGS ARE CONTAINED IN THIS PART OF THE MANUAL BUILD THIS FUSELAGE AS A UNIT.

COCKPIT FRAMING SUPPORTS

FUSELAGE SECTIONS

ALTERNATELY CROSS GRAINED

20 DEGREE ANGLE

HARDWOOD THRUST BEARING

WASHERS

PROP SHAFT

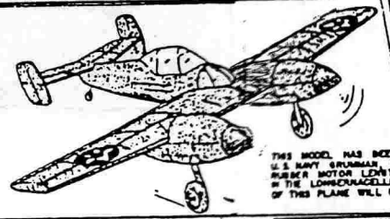
BLOT OUT 20 DEGREES

PROPELLER BLADE TEMPLATE AND SECTIONS

PERSPECTIVE VIEW

PROPELLER

TWO REQUIRED



THIS MODEL HAS BEEN DESIGNED AS A U.S. NAVY GRUMMAN SO THAT A LONGER RUBBER MOTOR LENGTH COULD BE OBTAINED IN THE LONGER NACELLES. THE NAVY VERSION OF THIS PLANE WILL USE ALL SAME LENGTH

LEADING EDGE IS CRACKED HERE AND REINFORCED WITH CEMENT.

LEADING EDGE IS 1/16" X 3/16" BALSA SET AT ANGLE IN NOTCHES IN RIBS.

OUTLINE OF POSITION OF MOTOR NACELLE

DIHEDRAL ANGLE: KEEP TOP CENTER SPAR STRAIGHT!

LIGHT LINE INDICATES ALERON OUTLINE WHICH IS SIMULATED WITH INK OR TISSUE STRIPS AFTER COVERING.

RED WHITE BLUE

AMERICAN INSIGNIA BRITISH INSIGNIA MAY BE USED IF DESIRED.

CENTER SPARS ARE 1/16" X 1/16" BALSA TOP AND BOTTOM SET INTO NOTCHES IN RIBS.

TRAILING EDGE IS 1/16" X 3/16" BALSA BEVELLED SLIGHTLY WITH SANDPAPER TO SECTIONS.

LEFT

WING LAYOUT

RIGHT

OUTLINE OF FUSELAGE POSITION

NOTE: BUILD THIS WING AS ONE COMPLETE UNIT FIRST BEFORE ADDING PARTS TO MOUNT FUSELAGE AND NACELLE.

MOTOR NACELLE POSITION.

IN CONSTRUCTING WING START WITH TRAILING EDGE FIRST CEMENT IT ALL RIBS AGAINST IT THEN CEMENT SPARS, LEADING EDGE AND WING TIP OUTLINES IN PLACE.

NOTE: THIS KIT IS DESIGNED AS A FLYING MODEL. THEREFORE NO DOPE IS INCLUDED FOR PAINTING. USE COLORED PAPER FOR COVERING.

COLOR SCHEME

COVER ENTIRE WING WITH YELLOW TISSUE AND USE RED TISSUE OR DOPE FOR CAMOUFLAGE.

(8)

POSITION OF WING

STIFF PAPER IS ADDED AS FAIRING FROM STEP 1 TO STEP 3 AFTER ASSEMBLY OF MODEL.

MOTOR

PROPELLER SHAFT

CROSS BRACE FOR LANDING GEAR

REAR HOOK

REAR HOOK MUST BE SECURELY BLENDED AND CEMENTED INTO FORMER

BRACKET FOR LANDING GEAR AT SECTION "K"

SPINNER

WASHERS

HARDWOOD THRUST BEARING

MOTOR NACELLE AND LANDING GEAR UNIT

(TWO REQUIRED)

FRONT VIEW OF LEFT NACELLE

LANDING GEAR OF RIGHT NACELLE IS OPPOSITE

LAND GEAR STRUT (STREAMLINED)

STRUT IS MOUNTED FLUSH WITH INSIDE OF LONGERON

THREAD AND CEMENT

WIRE AXLE BENT TO THIS FORM FOR KNEE ACTION LANDING GEAR

SECTION "K"

BRACE FOR LANDING GEAR

NACELLE SECTIONS

BUILD NACELLE UPSIDE DOWN AS A TRIANGULAR FRAME.

ADD ALL REMAINING CROSS PIECES AND SIDE AND UPPER PARTS

HOLE FOR THRUST BEARING

MOTOR NACELLE

(TOP VIEW)

START CONSTRUCTION HERE AS SHOWN IN ILLUSTRATION.

RUDDERS ARE CAREFULLY CEMENTED TO END OF STABILIZER - VERTICALLY

FRONT VIEW OF DIHEDRAL

1/16" DIHEDRAL

1/16" X 1/16" BALSA FRAME

RUDDERS

TWO REQUIRED COVER RUDDER ON BOTH SIDES

(FRONT)

1/16" X 1/16" BALSA

CENTER SPARS ARE DOUBLE AND ARE GLUED AFTER FORMING DIHEDRAL.

(FRONT)

STABILIZER IS BUILT IN ONE UNIT AND AFTER COVERING OF THE DUAL IS COVERED ON BOTH SIDES WITH TISSUE.

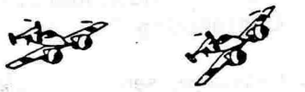
CRACK STABILIZER SPARS TO FORM DIHEDRAL AND REINFORCE WITH CEMENT.

BRACE ON TOP

DIHEDRAL JOINT

LAYOUT OF STABILIZER

NOTE: DUE TO THE NATURE OF THIS DESIGN REQUIRING MORE WOOD AND PARTS, WE HAVE ELIMINATED LIQUIDS AND RUBBER IN THIS KIT. ALL OTHER MATERIALS ARE INCLUDED.



WORLD WAR NO. 2 FLYING MODEL SERIES

MEGOW MODEL

GRUMMAN "SKYROCKET"

AMERICAN FIGHTING PLANE

16" FLYING MODEL

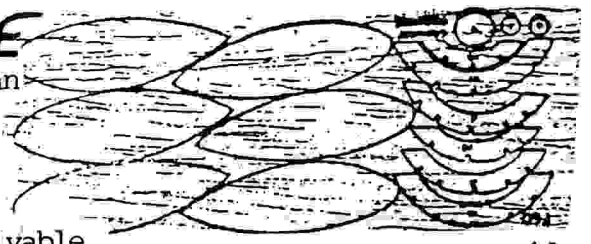
KIT NO. F60

DRAWING FULL SIZE

STUDY THESE PLANS CAREFULLY BEFORE STARTING TO BUILD THIS MODEL START WITH FUSELAGE AT STEP NO. 1

ENLARGE TO 15" SPAN - THEN ENLARGE PRINT WOOD SAME %

MEGOW SKYROCKET DIME SCALE

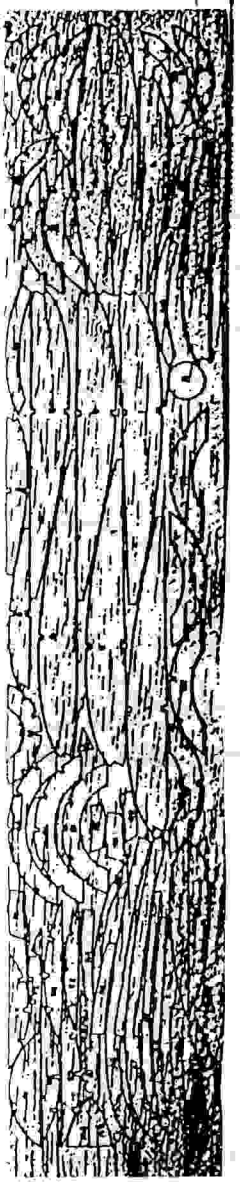


If you are a real masochist, here is the plan for you. A 1940's Megow dime scale beauty. Now I love weird planes but even I won't attempt this one,,at least not at 15" span. It is guaranteed to be heavy, tough to trim and tricky to fly. As a Jumbo it might be flyable.

KIT FGO - WHO WAS L.W.K.?

SKYROCKET PRNT WOOD

YES, LEGAL EAGLE AT JOHNSON CITY. SAT. JUNE 2, 7 TO 10 PM TURN IN PLANE + PLAN TO MAMA. GET OUT THE WORD TO FELLOW INDOOR FLYERS. TURN IN TIME 3:30



"MADE IN CHINA"? DON'T BUY IT. (ED.)

A GREAT NEWSLETTER

SEE PAGE 10 & 11

FLORIDA AVIATION HISTORICAL SOCIETY

Membership Application Form
(Circle Below)

Membership: Individual $15; Gift Subscriptions $10
Contributing, $25; Benefactor, $500 and up.

Member-At-Large, send check $15/yr: Due to complex postal regulations, membership limited to the USA. **Those with Winter-Summer (2) addresses, must notify the FAHS when they change residencies. Failure to do so may result in discontinuation.** Send checks to: ***FAHS, P.O. Box 127, Indian Rocks Beach, Florida, 33785-0127.*** For **Jacksonville Chapter FAHS,** send $15/Yr. To FAHS, 3236 Park St., Jacksonville, Fl., 32205

ENCLOSED FIND_____dollars to cover my membership

NAME.....
ADDRESS.....

Internet Address:
Phone: FAX #

THE STORY OF THE QUIET BIRDMEN "QBs"

By Harry Bruno, Founding Member

Doing its share of keeping flying alive (after World War I), was the American Flying club, born in France on Armistice Day. Five hundred of the flyers who fought in France were the charter members. The clubhouse in New York City, a fine old mansion off Fifth Avenue at 38th Street, was formally opened in March, 1919, and dedicated to the memory of the American aviators who had given their lives in the war.

The Club took off in a blaze of glory and climbed high, throwing a magnificent party at the Ritz within six weeks, a party which was attended by the Four Hundred and by 2600 people who missed the Social Register but who did make *Who's Who.* More intimate was the dinner at the clubhouse for the crack American Squadron, No. 94, which was practically all aces--among them **Eddie Rickenbacker, Reed Chambers, Douglas Campbell, Thorn Taylor, Weir Cook and Jimmie Meissner.** Elsie Janis was our guest of honor--and donated $500 a year for five years to the club treasury.

As Vice Chairman of the publicity committee I had quite a bit to do with getting the club and its activities into the news, and it was in the news a lot; but it was the informal camaraderie and generous good fellowhip of the club members that meant most to me. Maybe a fellow flyer wouldn't give you his shirt because he'd need it the next day, but he'd lend it to you. Dress shirts, particularly, were common property, because the lack of one to wear at a formal party might mean that the aviator wouldn't eat that night.

Debts finally brought the bailiff to put a padlock on the door. A few of us began meeting once a week at a wine an spaghetti place called **Marta's** on Washington Place. Casey Jones, Baron d'Orcy, C.B.D. Collyer, Earl Osborn, Dick Blythe and myself were the regulars, but other began drifting in until we had perhaps a score of flyers dining weekly at Marta's.

Some of the early ones were **Guy Kelcey, Frank Hawks, Jimmie Doolittle, C.B. Allen, J.E,. Whitbeck, Jack Allard, Allan Cameron, Jim Guthrie, Bob Lyon, Jerry Brant, Horace Hickam, Fiorello LaGuardia, Clyde Pangborn, Harold Hartney, Ted King, Jerry McClelland, Dean Lamb, Tracy Richardson, Cy Caldwell, "Pop" Cleveland, Ray Brown, Eddie Musick, Nelson Kelly, Jimmy Haizlip and Jack Iseman.**

Harold Hersey, who was then editing *Ace High Magazine,* had never flown. I fixed it up with Casey Jones to give him a ride with all the trimmings. Hersey got an enormous kick out of the flight, and when the next issue of his magazine came out, he printed his thanks, writing: *"To the brave quiet birdmen, who are patiently working in these pioneer days of aviation toward the definite goal of commercial flying."*

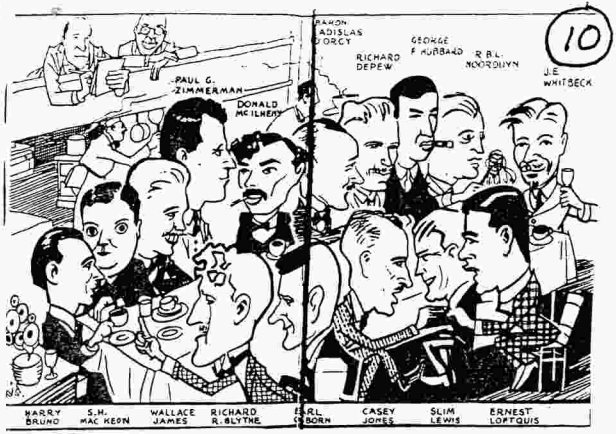
Shortly after this appeared, Hersey was my guest at Marta's and the pilots took him for another ride for referring to the noisiest tribe on earth as **"quiet birdmen."** Somehow, though, the name stuck, and after that the group at Marta's became the **Quiet Birdmen.** I have been credited with naming the QB's, but I believe credit belongs first to Harold Hersey who had the original idea and secondly, to Casey Jones who inspired it.

Steve Hannagan, then an ace reporter, heard of the gatherings at Marta's and asked me to take him to a meeting. Through his syndicated story the public first heard of the QB's and because of this story, a ruling was made that no ***"Kiwi" (non-flyer)*** could ever attend QB meetings--a code that still holds. Today this organization, purely fraternal and secret, is a power in aviation all over the civilized world, not including Germany. Every famous pilot wears the little silver and blue wings as do many statesmen who were once flyers. To belong is an honor and membership requirements are very strict.

From that little group in a Greenwich Village restaurant have sprung more than a hundred similar groups all over American. QB's take care of their own, and the public never hears of their activities. Should you see a woman wearing the QB wings, you will know she is the wife or mother of a member who has taken off on the last long flight.

Information for the above was taken from Harry Bruno's book "Wings Over America," published in 1942, dedicated to the *"QUIET BIRDMAN who are still with us, and to those who have Gone West--a mighty squadron whose efforts have helped make aviation progress and have written aviation progress*

FROM FLA. AVIATION HISTORY SOC. NEWS



10

"The American Flying club," born in France on Armistice Day, November 11th, 1918, installed in a clubhouse off New York's Fifth Avenue in March, 1919, took off in a blaze of glory and wound up two years later with a bailiff's padlock on its doors. But a phoenix was to rise from its ashes. A small group of flyers began to meet more or less regularly at Marta's, a Greenwich Village restaurant. Steve Hannegin, then an ace reporter, visited the festive table, returned the next week with an artist. He then did a feature story, illustrated with this sketch. Steve and the artist are in the balcony (upper left). Harold Hersey, then editing "Ace High Magazine," had visited Marta's, had his ear drums shaken by the desperate hilarity and dubbed the group, "The Quiet Birdmen." Hannegin's story was the first the public heard of the QB's--which grew up to become the greatest secret fraternal order in aviation.

SEND A FRIEND A SUBSCRIPTION TO THE FAHS NEWS--ONLY $10/YEAR.

HISTORY OF THE MIAMI AIR RACES 3

In Miami in 1928 a group of businessmen embarked on a project to acquaint the public with Miami's aerial advantages. When preparations were being made to dedicate the new Municipal Airport (later called Amelia Earhart Field, and now no longer an airport, being utilized by the Miami Parks Dept.) donated to the city by Glenn Curtiss, the group decided to stage an air show in connection with the celebration. The Greater Miami Airport Association, the sponsoring organization, called it "*The America's Winter Show Window of Aviation Progress.*" The event was held at the NW 36th St. Field on Jan. 7 through Jan. 9, 1929. It was so successful it became an annual event up to WW II.

The name was later changed to the *Miami All American Air Maneuvers.*"

The First Maneuvers attracted over 5,000 spectators. There were 65 airplanes at the event. Among those present were Gen. Claire Chennault, Gen. James Doolittle, Al Williams, Jacqueline Cochran, Igor Sikorsky, Alex Severski, Len Povey, Tex Rankin, Freddie Lund, Mike Murphy, Roscoe Turner and others.

The **Second All American Air Races** were held Jan. 13-15, 1930 and utilized the talents of **Swannee Taylor,** well known air meet radio announcer, whose vocal antics caused many a laugh. Feature of the event was the dedication of the first Municipal Dirigible Airship Dock in the world. This occurred before the races two miles away at what is now Opa-Locka Airport. The Goodyear blimp Defender was present for the dedication. The hangar was originally built at the Key West Naval Air Station in 1917 and was moved to Miami in 1928. It was dismantled about 1994, rumor having it sent to the Dominican Republic as a sugar storage site.

THE BLIMP HANGAR AT OPA-LOCKA AIRPORT WAS THE HOME OF MIAMA/GOODYEAR MEETS FROM FEB. 1974 TO OCT. 1982 — GREAT MEMORIES!

By January 1932, the **Fourth Annual All American Air Maneuvers** had obtained recognition and it had now become one of the leading annual aviation events in the world. **Miami had become the *Air Hub of the Americas.***

The **Fifth Air Maneuvers** in 1933 was heralded by the display of the Navy's dirigible ***Akron***, which was making training flights from a giant mooring mast specially designed for handling the huge airship. On April 4, 1933, while returning from a training mission in Florida, the Akron fatally crashed in a violent storm off the New Jersey coast.

January 10-12, 1935 were the dates of the **7th Annual Air Maneuvers.** The Sportsman Pilot race from N.Y. to Miami via Orlando was a feature of the event. There were 323 military planes participating that year. Roscoe Turner flew in on the last day in his London-to-Melbourne Boeing, wearing his customary powder blue uniform and waxed mustache. Art Chester raced his tiny *Chester Special.* Benny Howard's *Ike and Mike* racing planes were also present.

Immediately following the Maneuvers, the second Annual Florida State Air Cruise rendezvoused on the 36th Street (now Miami International) Airport on the morning Jan. 13, 1935. This was the group that formed the famous ***Florida Flying Alligator Club.***

In place of the winter Florida air tour following the Maneuvers, it had become popular for interested sportsmen pilots to fly from Miami to Havana. This was first tired in 1936. In 1939, there were 39 airplanes participating in the 4th Annual Miami-Havana Cruise.

The Cavalcade at Miami for the **12th Maneuvers** on Jan. 4-6, 1940 numbered over 1000 airplanes. The Maneuvers were cancelled during W.W.II and renewed in 1946 but they never achieved the favor of the earlier meets.

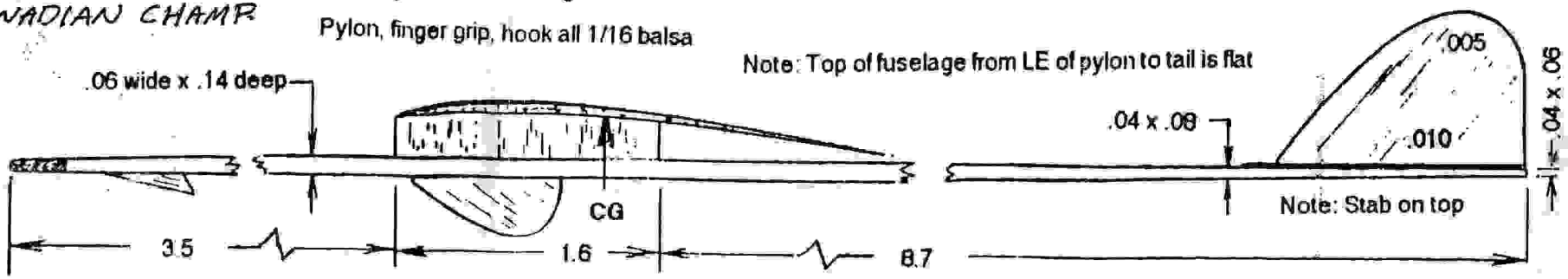
GOT GLIDER ?

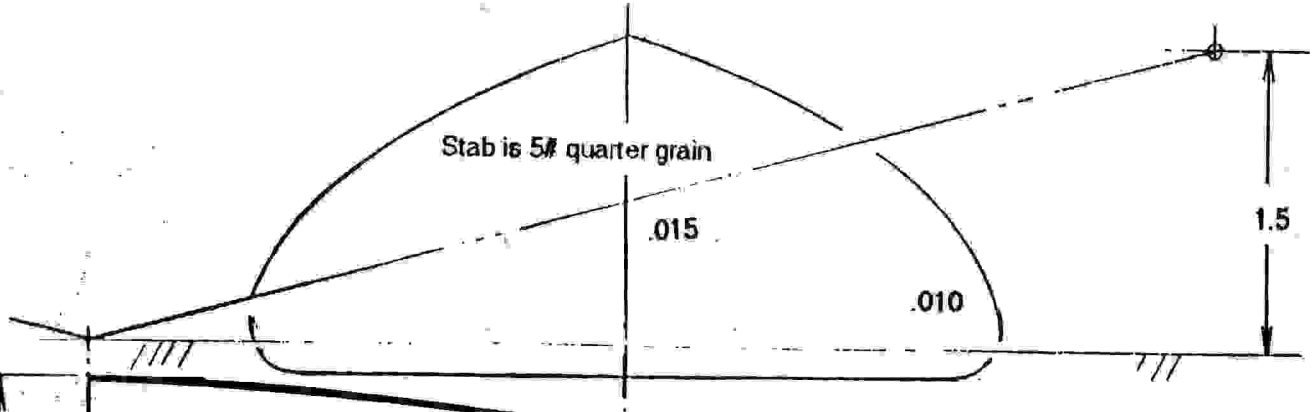
ADVICE FROM SAM 86
+ JOHN MARETT
CANADIAN CHAMP

Fuselage is 10# 1/16 A grain

Pylon, finger grip, hook all 1/16 balsa

Note: Top of fuselage from LE of pylon to tail is flat

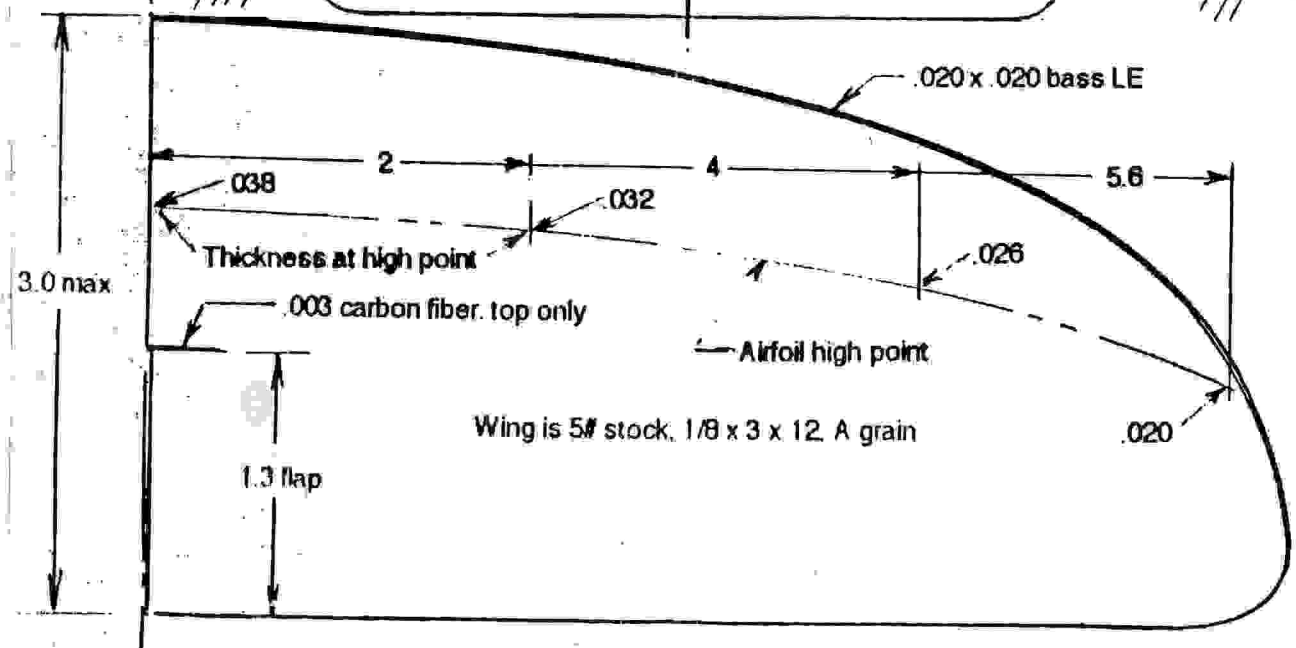




Model trimmed to fly left–left

Weight with clay is 2 grams

Record 62.1 sec
set Jan. 20, 1995
under 22' 1" ceiling



FEATHER SHOOTER
Standard Class
Indoor Catapult Glider
Category I Record Holder
Designed & drawn by
Bob Bienenstein, AMA 268
FLYOFF 82 / Winter / 1995

Plan full size

surfaces and consistently correct angles of launch are acquired through practice.

In the glide, the airfoil must be the most efficient to allow the maximum altitude and the best possible flight down. A highly under-cambered wing will not get much height due to increased drag, but an arrangement like the 'Feather Shooter' with wing trailing edges that flex back into the airflow on launch are essential for good times under low ceilings. The wings on gliders meant for 100' have little or no undercamber and in cases of extreme height almost look symmetrical.

Statistically speaking, a top glide performance requires almost 0.6 seconds for every foot of drop from 150', 0.8 seconds from 100', 0.85 from 80', 1.0 seconds from 50', 1.4 seconds from 25', and 1.5 seconds from 20'! I'm not there yet myself, but these are the goals, and some can do it!

Because I think you should try the 'Feather Shooter', I will give you a little of my experience with it. I knew the wood for Cat.I needed to be selectively light, so erred a bit on the heavy side to start, because I believe it is better to have a first airplane that flies, so there is not the frustration and discouragement, but good fun and learning so that the next one is much better.

So my first one did not quite follow the plan, and had a wing built from 5.2# 1/16" sheet. With a F.W. of 2.5 grams I could shoot this model to 34 ' before it vibrated from the launch. Although it did 38 seconds from 34' it did only 24 seconds in our 21' gym. Not good enough.

Then I went to the other extreme with 5.4# 1/32" sheet for the wing. At 1.6 grams F.W. it had a great glide but I could not get her over 15'. After blowing the wings apart I built another wing for F.W. 1.8 grams. It too had a short life. A third had a 5.7# front half on the wing, with a 5.4# rear half from wing two. I exploded it once, then after cyano repairs it somehow came into its own at 2.06 grams F.W., and I could reach our 21' ceiling and attain just under 1/2 minute.

I think the 'Feather Shooter' is a great design, but I found that the body could be built much lighter than the 0.55 grams shown. My second one came in at 0.29 grams and survived all those smashed wings. I would suggest a body weight of about 0.35 grams and a wing (including mount) at 1.3 grams. The wood for the finger hold and wing mount can be from the lightest 5# stock of 1/16" sheet you can find. The 0.020" x 0.020" basswood l.e. is from model railroad HO scale 2" x 2" lumber.

Note how thin the tail-feathers are sanded out to. The same applies to the wing, and not only saves weight but provides a flexible surface for flying adjustments later on.

Let's assume the model has been built for the gym. The number one requirement is that the wing and stab must be (or act like they are) on parallel planes - i.e. zero/zero incidence. The Buddenbohm pylon helps here because it can be attached to the body with Scotch tape for tests. This allows incidence adjustments by sanding the bottom of the pylon until the correct angle is found for launch.

Remember now, to get maximum time you need maximum height. I like to shoot mine straight up if I can, and yes, that means straight down too *if* you haven't adjusted that thin stabilizer for recovery. The trailing edge must be warped up slightly to give very slight negative incidence under slow flight conditions which occur at the top of your launch. This helps the model recover into the slow glide attitude. However, under the high speed of launch the air bends the thin t.e. back to flat, so that the straight out path is achieved.

Surprisingly enough, I have launched gliders to 100' with the wings held on with Scotch tape, although gluing them on is lighter, stronger, and has less drag on a competition model.

I use Testors brand wood airplane glue for attaching the tail-feathers and wing-mount to the body since acetone will remove them from a broken fuselage. The rest of the model is built using Titebond aliphatic resin glue (carpenter's yellow wood glue).

Turn is very important for recovery and glide but avoid using the rudder unless essential for the launch turn. Glide turn is usually obtained through stab tilt. wing-tip weight, and often a combination of up on one side of the stab and down on the other. This latter method is particularly effective at the top of the launch. and remember that up on the left side of the stab turns the model right, as does down on the other side.

Never shoot a glider full force into the air before making sure the trim is OK. I try to adjust my gliders for fail-safe so that if I make a mistake in the launch it will pull out before reaching the floor. Start every new model by hand launching for a recovery glide with no stall. Then try an easy catapult, gradually working up to the full launch. Look for a glide that is just under the stall point for maximum time. Fine adjustment with weight and/or elevator trim can add several seconds to flight time, so experimentation sometimes pays off.

I hope you will have fun with this model. I may continue later with information on Cat IV gliders and my outdoor experience with fun catapult, including 'V' tails, canards, and flying wings.
(The Feather Shooter plan was borrowed from *Flyoff*, the Skyscrapers Quarterly, Round 32, Winter 1995.)

REMAINING FMA MEETS AT PALM BAY (14)

APRIL 21-22	*APRIL FOOL'S CONTEST- PALM BAY	REX HINSON
APRIL 21-22 MIAMA #7 AT USCG	ST. PETE	
MAY 5-6	SAM 46 OLD TIMER-PALM BAY	DON BRIMMER/ LES ALONZO
MAY 13 (Mother's Day)	RECORD TRIALS-PALM BAY	RON SHARPTON
MAY 19-20	*HEART OF DIXIE FF CHAMPS- PENSACOLA	TOM HELPER
MAY 26-27	*TERRY RIMERT RALLY-PALM BAY	JOE MACAY
JUNE 10	RECORD TRIALS-PALM BAY	RON SHARPTON
JUNE 16-17 (TENT.) INDOOR AT CANAVERAL CAPE	*McLAUGHLAN FIESTA MEMORIAL-	BOB JUNK
JUNE 23 FLYING ACES EVENTS	PENSACOLA	
JUNE 30-JULY 1 BOTH DAYS	*DIXIE NATS-PALM BAY	RON SHARPTON
JULY 15	RECORD TRIALS-PALM BAY	RON SHARPTON
JULY 29-AUG 2	NATIONALS-MUNCIE	RANDY RYAN
AUGUST 18-19	*FLORIDA STATE MEET-PALM BAY	RAY COMBS
AUGUST 26	RECORD TRIALS-PALM BAY	RON SHARPTON
SEPTEMBER 8-9	*DISTRICT V CHAMPS-PALM BAY	JIM JUHL, JR
SEPTEMBER 23	RECORD TRIALS-PALM BAY	RON SHARPTON
OCTOBER 6-8	GATHERING OF TURKEYS- PENSACOLA	JACK BOLTON
OCTOBER 8-13	WORLD FF CHAMPS-LOST HILLS	DEWARD FARKWARD
OCTOBER 20-21	*JAMIESON MEMORIAL & PICNIC- PALM BAY	BILL STALEY
NOVEMBER 4	RECORD TRIALS-PALM BAY	RON SHARPTON
NOVEMBER 17-18	SAM 46 OLD TIMER-PALM BAY	DON BRIMMER/ LES ALONZO
DECEMBER 1-2	RECORD TRIALS 1ST AND 2ND CHILI FEST ON THE 2ND, AT NOON	RON SHARPTON
DEC 29-30 MIAMA DELTA KING ORANGE INDOOR		SHARON & BUCK
DECEMBER 29-31	*KING ORANGE INTERNATIONAL	JOHN ARTHUR

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