# THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

MIAMA

# ISSUE 216

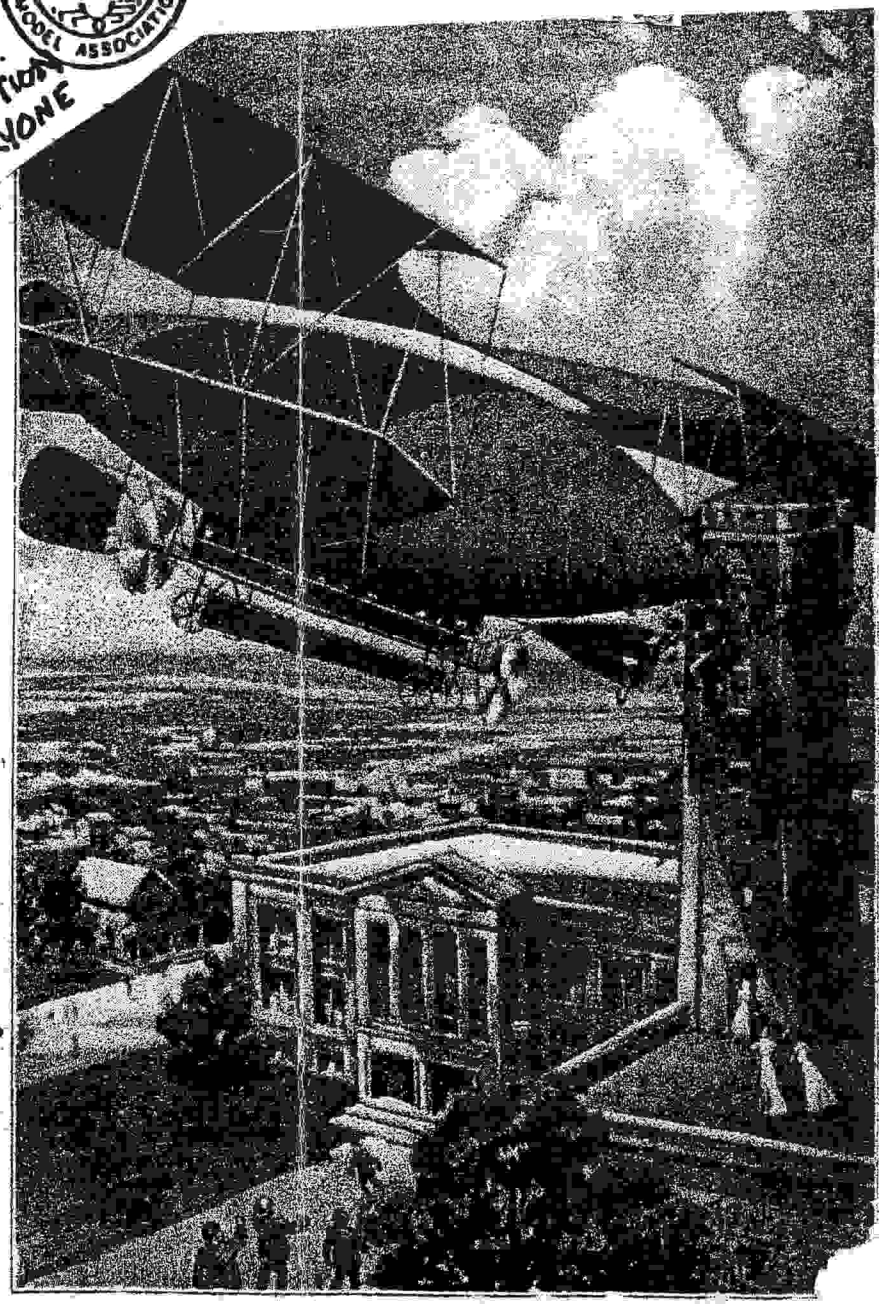
30TH YEAR of PUBLICATION
INDOOR ISN'T FOR EVERYONE

SCOOP!
Herb Weiss' "Semi-Scale" TOM SWIFT'S RED CLOUD AIRSHIP

NEW MIAMA FLYING SCHEDULE

BIG CHANGES

MIAMA #2
TAMPA FAIR
DEC. 1+2



STRAIGHT AT THE TOWER RUSHED THE RED CLOUD AND STRUCK IT A GLANCING BLOW




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.

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# MIAMA CLUB NEWS - NEW DATES

Here we all are.trying to go foreward after the dire events of Sept 11 2001. Changes, recommitment,reassesment,even in our hobby. All the sites are in question, especially the military. Gone is Mac Dill,St. Pete USCG, Tampa Armory, and questionable is Delta Airline King Orange , Delta is OK with MIAMA,but the FAA, which has tht final sAY, HAS RESERVATIONS.. We have to wait and see about this meet scheduled for Dec. 29,30 at Delta Maintainance Hangar, MacEntee's working on it.

Thanks also to Steve Noriega who rescued our season by getting us the meets at the Fair Grounds and at Tropicana. Here's what/s going on:

Meet 2 is on for Dec. 1 & 2 at the Fla State Fair Grounds

Meet 3 is in doubt at our traditional Delta airline hangar Dec 29 & 30.

Meet 4 is go for our big Tropicana meet and record trial on Feb. 2 & 3. Plenty more about this meet in this issue, You now have some extra time to repair old models and build some new ones.

Bring all your Flying Aces models to Palm Bay King Orange Dec. 29,30,31 in the event of a Delta melt down. This meet is on for sure with Steve Bacom as CD of the FAC events.

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NEXT MIAMA MEET #2 FLA FAIR GROUND
DEC 1+2 9TO5 50FT CAT II
STAYING OVERNIGHT? RED ROOF MOTEL
5001 HWY 301 N. - 1-813-623-5245
" JUST ACROSS THE STREET "

# MIAMA MEET FAIRGROUND SEPT 29,30 '01

(2)

C/D JOHN POLENTO

## FLYING ACES PEANUT

| | | Scale + Bonus | Best Fly | Total |
|---|---|---|---|---|
| 1.Rich MacEntee | Bleriot VII | 69.0 | 1:28(74.2) | 143.2 |
| 2.Randy Osborne | Fike | 58.0 | 1:49 (77) | 135 |
| 3.N. Bollinger | Cougar | 61.0 | 1:26 (73) | 134 |
| 4.4.S.Gilbert. | Cougar | 56 | 1:37 (7647) | 132.7 |
| 5.Doc Martin | Macchi M-7 | 84.5 | 35 | 119 |
| 1.Junior Buster | Osborne Centennial 50 | | 1:26 (73) | 123 |

## FLYING ACES RUBBER SCALE

| | | | | |
|---|---|---|---|---|
| 1.Rich MacEntee | Lemberger | 75.2 | 1:08 (64) | 139.2 |
| 2.Dave Linstrum | Ford 2-AT | 55 | 1:34 (76) | 131 |
| 3/Doc Martin | Waco E | 75 | :53 | 128 |
| 4.Sidney Gilbert | Comper Swift | 56 | 1:12 (66) | 122 |
| 5.John Polento | Fokker DVII | 65 | :43 | 108 |
| 6.John Wormley | DH Moth | 74.5 | :28 | 102.5 |

## MIAMA PISTACHIO

| | | |
|---|---|---|
| 1.Doc Martin | Goldwing | 2,1,3 |
| 2.Dave Linstrum | Porter | 1,3,4 |
| 3Sid Gilbert | Fike | 3,2,5 |

## FLYING ACES NO=CAL

| | | |
|---|---|---|
| 1.Rich MacEntee | Fike | 3:11 |
| 2. J. Wormley | Hamp | 2:07 |
| 3.N.Bollinger | Hamp | 2:02 |
| 4.S.Gilbert | Zero | 1:54 |
| 5.J.Polento | Helio | 1:47 |
| 6.Bob Shaw | Zero | 1:26 |
| 7.Doc M. | | :58 |

## MIAMA COCONUT

| | | Rank | Pts. | | | |
|---|---|---|---|---|---|---|
| 1.Rich MacEntee | M-20 | 2 | 2:31 | 1 | 3 | |
| 2.Doc Martin | Fiesler | 2 | 1:53 | 2 | 4 | |
| 3.Ric Choate | Found | 1 | 1:44 | 4 | 5 | |
| 4.Randy Osborne | Cub | 4 | 1:46 | 3 | 7 | |
| 5.John Wormley | Pfalz EV | 1 | 1:22 | 7 | 8 | |
| 6.Steve Noriega | PA 12 | 3 | 1.41 | 6 | 9 | |
| 7.Dave Linstrum | M- 20b | 4 | 1:43 | 5 | 9 | |

## FAC EMBRYOENDURANCE

| | | | |
|---|---|---|---|
| 1.MacEntee | Whitey | 3:31 | 3:42 4044 |
| 2/Bollinger | DNA | 2:44 | 3:23 3:18 |
| 3 R.Osborne | Puma | 1:56 | 1:46 1:53 |
| 4 Polento | | 1:05 | 1:14 1:10 |

## MIAMA LEGAL EAGLE

| | | | |
|---|---|---|---|
| 1.Dick Obarski | GEN | 4:54 | 3:34 5:05 |
| 2.N. Bollinger | Chad | 3:13 | 3:26 3:59 |
| 3.3.VTO Linstrum | Aron | 2:05 | 2:26 2:21 |
| 4.S.Gilbert | Chad | 2:03 | 2:13 2:04 |

1st JUNIOR Curtis Schneider Pro Bono 4:33 Total

## AMA BOSTONIAN

| | | |
|---|---|---|
| 1.R.MacEntee | Blue | 2:51 2:36 |
| 2.Polento P.Ace | | 1:01 1:02 |

## MASS LAUNCH EVENTS

NO CAL WWII M/L

1. J.Wormley
2. N.Bollinger
3. S.Gilbert
4. R.MacEntee
5. Bob Shaw

## PISTACH MODEL OF MODEL

| | | |
|---|---|---|
| 1.D.Obarski | Snuffy | 1:57 1:36 |
| 2,Linstrum | Pussy cat L41 | :50 |

Mini Stick 1.Linstrum 1:52

INT. EASY B 1.Obarski 6:21

## PEANUT MASS LAUNCH

1. S. Gilbert
2. N.Bollinger
3. Bob Shaw
4. R.MacEntee
5. E.Osborne
6. R.Osborne
7. J. Polento

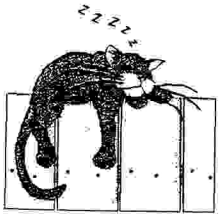
## COCONUT M/L

1. Doc Martin
2. R. Osborne
3. Dave Linstrum
4. John Wormley

## DIME SCALE

| | | | | |
|---|---|---|---|---|
| 1.R. Choate | Fokker D-VII | 2:25 | 2:17 | 2:20 |
| 2.J.Wormley | Fokker D-7 | 1:55 | 2:07 | 1:47 |
| 3.Doc Martin | Caudron | :48 | :56 | :32 |
| 4.Linstrum | Robin | :41 | | |

(3)




Herbert K. Weiss
3329 Via La Selva
Palos Verdes Estates, CA.
90274

15 August 2001

Dear Doc

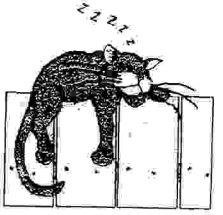
Thank you for the note. THE HANGAR PILOT is still my favorite reading material.

Sorry I cannot provide a new model. However I enclose a picture of the convertible dirigible-airplane that started my interest in flying machines back in about 1922,-The RED CLOUD. My favorite aunt gave me the book "Tom Swift and His Airship, Or The Stirring Cruise of the Red Cloud", and I was hooked.

The books in the original Tom Swift series (copyright 1910) cost 50 cents each in those days; a decade ago I recovered a used copy for a mere ten dollars. Several times I have considered trying to do a proper three view and performance analysis of the Red Cloud but never got beyond the observation that the two eight foot propellers, and the 20 cylinder air cooled "motor" at 1500 rpm were not unreasonable for propelling the "Cloud" at 80 mph in a "moderate" wind.

In 1927 when I was building "Baby R. O. G.'s" from the AMLA kits described by Merrill Hamburg in the October 1927 issue of "The American Boy", I combined the rubber motor, motor stick, and propeller from a defunct Baby ROG with a couple of V-braces and a red five cent air filled sausage balloon to recover a bit of the Red Cloud spirit. Enclosed in a sketch of my "design".

My first memory of the thing is that it flew nicely under power. It tipped up a bit under power, the sausage had an adequate L/D at about 30 degrees pitch, and it climbed to the ceiling and bumped around until the motor unwound, after which it dedrfted to the floor. I seem to have lost interest in it very quickly, possibly because of the lack of excitement in this simple flight.




(4)

Herbert K. Weiss
3329 Via La Selva
Palos Verdes Estates, CA.
90294
1

As for stability I don't remember continuous rolling through 360 degrees about the axis of motion, unlike a similarly powered V-shaped folded paper glider which I built about then.

On the other hand, did it roll? It is a simple computation isn't it?

Last night I tried to figure it out. The torque of the propeller must be less than the weight of the propulsion rig times its distance from the sausage center line. And the maximum torque of a rubber motor divided by its weight equals a constant times the square root of the rubber section divided by its length..

Soooo? Well once upon a time I could do that kind of arithmetic.

There was, and is, an interesting mystery about the composition of the gas Tom used in the Red Cloud. Mr. Victor Appleton, his biographer tells us only that it was :a new and very powerful gas"...and "a secret gas made partly of hydrogen, being very light and powerful".

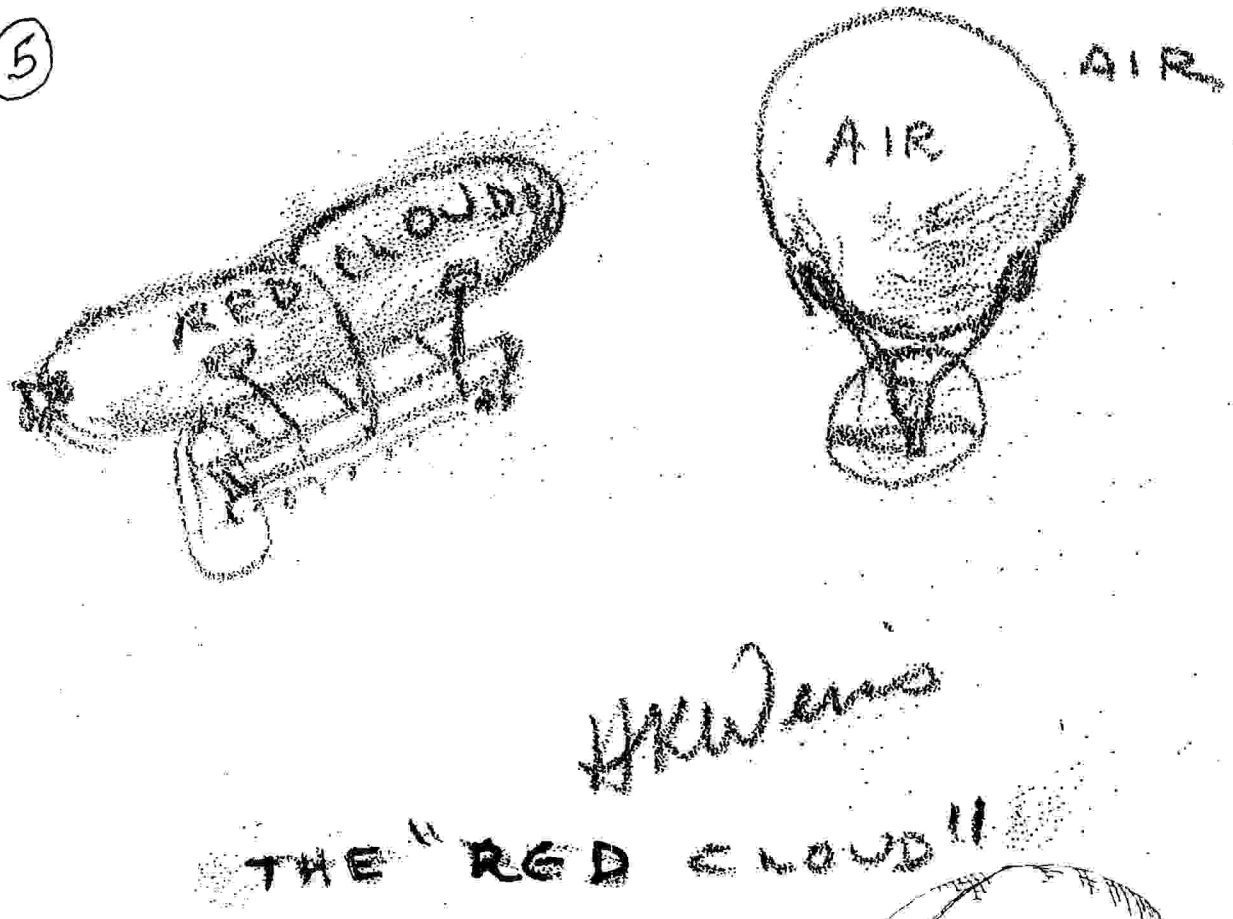
However, we think we know now that NOTHING is "lighter" than hydrogen. So was that the secret ingredient?

Also enclosed is a picture of an 1898 airship concept. Tom made great use of the new metal described ,- "aluminum" in the "Cloud".

The name "Red Cloud" was chosen by Tom because the gas container was painted red and because he expected to fly above the clouds in the machine. I doubt that Tom had ever heard of "Red Cloud: War Leader of the Oglalas".

With best wishes

Herb



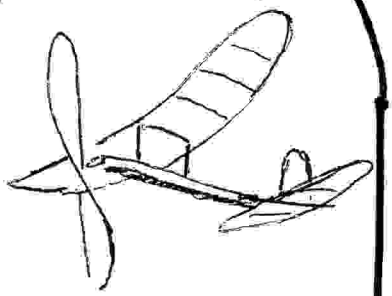

"The Crepar Palace Air-Ship, a fanciful design for the application of aluminum to aviation," 1898. Alcoa "was not especially captivated by [such] schemes, but aluminum did gradually find applications in flight." By World War I, the Germans had developed an aluminum alloy, Duralumin, that was both light and strong enough to support large structures in flight. Alcoa "tried in vain . . . to develop a Duralumin substitute [but] no easy solution . . . was found until Paul Merica of the National Bureau of Standards and other Government researchers proposed a theory for the mechanism by which heat treatment, rapid cooling, and aging at room temperature caused aluminum-copper-magnesium alloys to develop extraordinarily high strength. . . . At the continuing urgings of the Navy," Alcoa finally succeeded in developing a Duralumin-type alloy that could be produced satisfactorily on a large scale. [From *From Monopoly to Competition*; courtesy of Alcoa]

# FLY IN THE HIGHEST SITE IN THE HISTORY OF INDOOR MEETS!

## ST PETERSBURG FLA TROPICANA FIELD

HOME OF THE TAMPA BAY DEVIL RAYS.

# FEB. 2, 3 '02 9-5



This is truly your chance of a life time... to fly all your favorite models all day long in the highest indoor site in the world for two days non stop.

MIAMA/TROPICANA RECORD TRIALS...TART III...(And State meet #4) on Feb 2,3 2002. Sixteen hours of "courteous" flying:flying,all events,both days. Entry fee $50.00 for as much flying as you can cram into 2 days.

Bring all your indoor planes. Trophy plaques for INDEX of PERFORMANCE. Index is based on how well your best flight compares with the national record for the event. Index includes all AMA rule book events ,PLUS FAC rubber scale and peanut,6.2 gm No-Cal,6.2 gm Embryo, and MIAMA Pistachio,Coconut, and Legal Eagle.

IF YOU ARE CONSIDERING FLYING FOR RECORD,PLEASE BRING ALL NECESSARY PAPER WORK AND BE UP TO SPECS, MIAMA WILL PROVIDE THE TIMING AND PROCESSING. CURRENT AMA CARD.

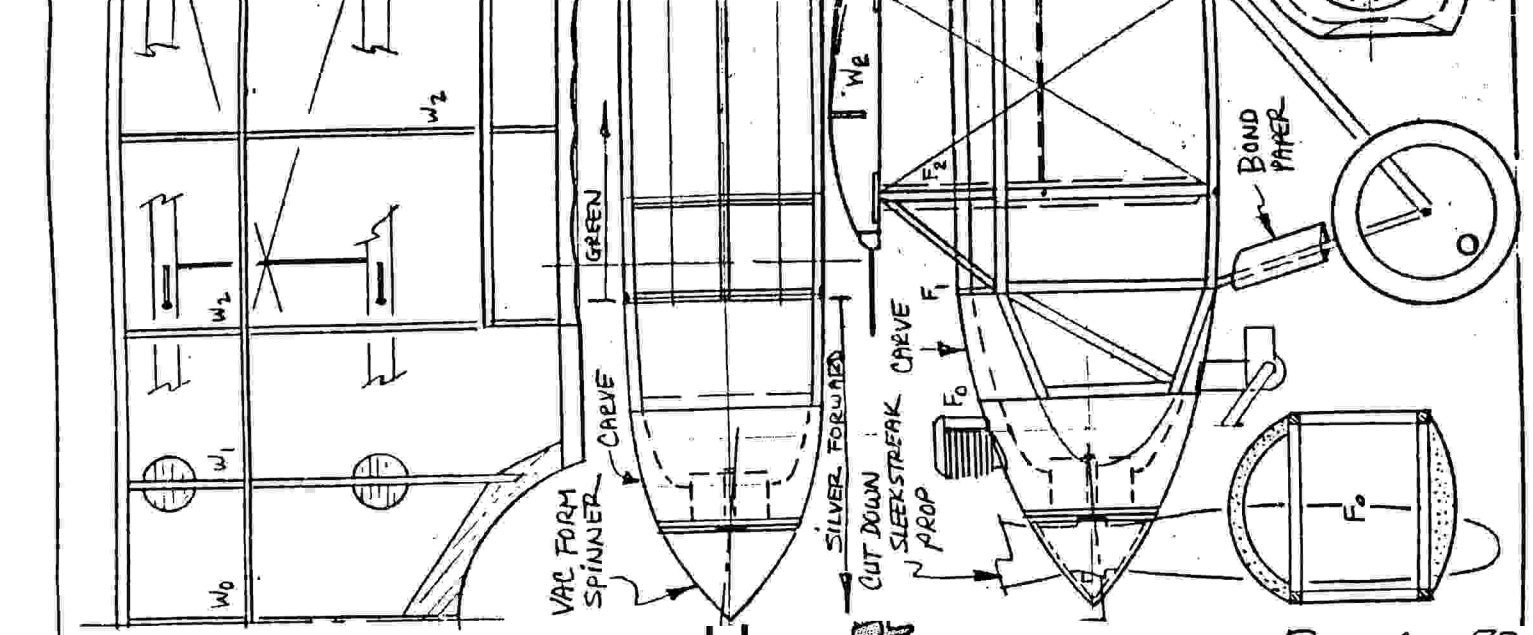
TO GET TO TROPICANA: Follow Route 275 through St. Petersburg. Exit 10 "Tropicana Field". Park in lot 6A and enter GATE 7.. Bring tables and chairs.

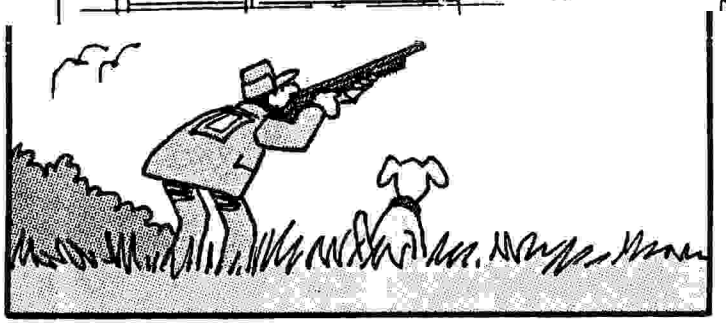
No waiting for your event. All events flown all the time.

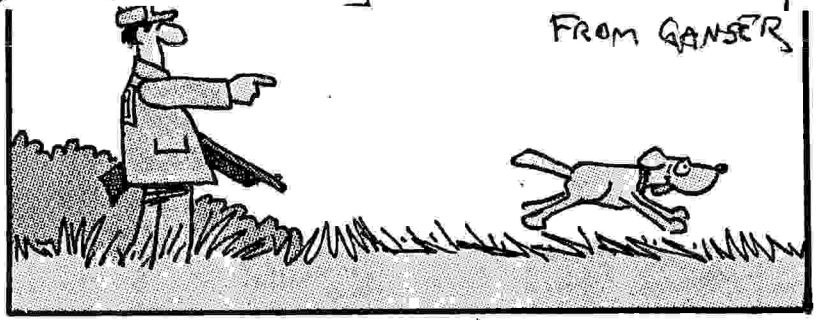
LODGING Special rates for flyers..mention MIAMA indoor. PIER HOTEL, just blocks from Tropicana.This is Florida at the peak of the tourist season.Rate includes breakfast, complimentary cocktails 5-7. Call 1-727-822-7500. RICK HOE. Website www.thepurehotel.com

DINING: By the time you get here we'll have the meals all figured out. Plan on dinner with the gang on Sat. nite.

COME READY TO FLY TILL YOU DROP



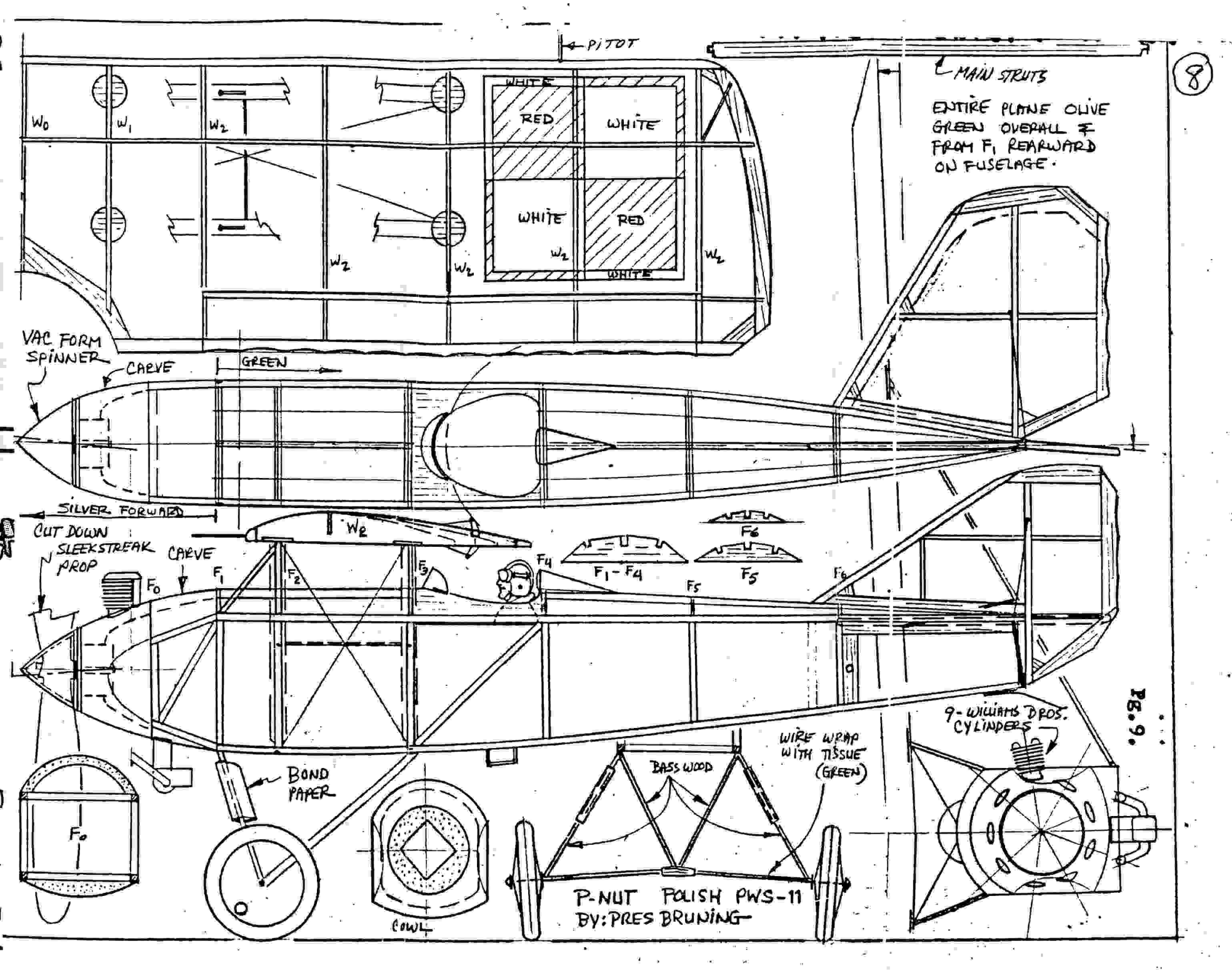






http://umweb1.unitedmedia.com/editoons/berry/ab.html







PITOT
MAIN STRUTS
ENTIRE PLANE OLIVE GREEN OVERALL & FROM F1 REARWARD ON FUSELAGE.
WHITE
RED
WHITE
WHITE
RED
WHITE
W0
W1
W2
VAC FORM SPINNER
CARVE
GREEN
SILVER FORWARD
CUT DOWN SLEEKSTREAK PROP
CARVE
F0
F1
F2
F3
F4
F1 - F4
F5
F6
BOND PAPER
COWL
BASS WOOD
WIRE WRAP WITH TISSUE (GREEN)
9 - WILLIAMS BROS. CYLINDERS
P-NUT POLISH PWS-11
BY: PRES BRUNING

Pg. 9

MORE TROPICANA DATA FEB 2,3 2002

(9)

Feb. 2 & 3. Continuous flying 9 am to 5 PM.

Registration Fee $50 includes both days, current AMA license required.
*Spectator Fee $5 per day, sign in and must have current AMA license.

Special Events:
Sat. 1pm WWII Fighter No-Cal (min. 6.2 gm) Mass Launch
Sat. 2pm FAC Peanut Mass Launch
Sat. 3pm Race to the Roof, USIC Rules
Sun. 2pm Coconut Mass Launch
Sun. 3pm Pistachio Scale Mass Launch

C/D STEVE NORIEGA
1-813-263-8987

AMA Indoor Free Flight Cat. IV Record Attempts.

Pending Practice session for 2002 Jr. and Sr. F1D USA Indoor Teams.

Call MIAMA Hot Line 305 858-6363 on Jan. 26 before traveling.

For more information, contact:
Snail mail: Send #10 SASE to Dave Linstrum, 4016 Maguire Blvd., Apt 3314, Orlando, FL 32803814-3037.
Online contacts per AMA Districts:
I thru IV, Newt B., email newtsworld@aol.com
V thru VII, Ric C., email gdnchoate@aol.com
IX thru XIII and Can/Overseas, email davidlinstrum@cs.com
Include mail address and phone no. in email

As of July, 2001

| | | | |
|---|---|---|---|
| Op. | 18:34 | Lawrence Cailliau | 08-17-97 |
| **Helicopter** | | | |
| Jr. | 05:47 | Nick Leonard, Jr. | 08-01-96 |
| Sr. | 05:09 | Nick Leonard, Jr. | 08-03-98 |
| Op. | 12:00 | Larry Coslick | 08-02-96 |
| **Ornithopter** | | | |
| Jr. | 04:28 | Scott Robbins | 07-23-89 |
| Sr. | 09:02 | Don Slusarczyk | 07-03-88 |
| Op. | 21:44 | Roy White | 09-02-95 |
| **Autogiro** | | | |
| Jr. | 02:19 | Dave Lindley | 07-31-78 |
| Sr. | 12:11 | Don Slusarczyk | 09-01-90 |
| Op. | 16:50 | Ronald Ganser | 09-05-98 |
| **HLG** | | | |
| Jr. | 02:07.2 | Steve Wittman | 01-27-74 |
| Sr. | 02:39.44 | Charles Gagliano | 09-05-88 |
| Op. | 02:58.6 | Ron Wittman | 02-18-73 |
| **ROG Stick** | | | |
| Jr. | 12:47 | Robert Skrjanc | 05-16-82 |
| Sr. | 15:51 | Mark Drela | 09-18-77 |
| Op. | 24:51 | Larry Coslick | 07-05-98 |
| **Standard Class Catapult Glider** | | | |
| Jr. | 01:29.5 | Jason Gomes | 05-15-99 |
| Sr. | 01:50 | Christopher Sydor | 09-03-94 |
| Op. | 03:25.4 | Robert De Shields | 02-02-97 |
| **Unlimited Class Catapult Glider** | | | |
| Jr. | 01:26.5 | Jason Gomes | 05-15-99 |
| Sr. | 01:55.5 | Christopher Sydor | 09-04-94 |
| Op. | 04:11.9 | Stan Buddenbohm | 10-04-98 |
| **Mini Stick** | | | |
| Jr. | 9:49 | David Rigotti | 06-01-01 |
| Sr. | 12:32 | Rob Eberle | 05-27-96 |
| Op. | 14:28 | Andrew Tagliafico | 08-10-96 |

**INDOOR AMA CEILING CATEGORY IV**

| Age | Min/Sec | Held By | Date Set |
|---|---|---|---|
| **HL Stick** | | | |
| Jr. | 34:44 | Jonathan Harlan | 09-01-85 |
| Sr. | 41:25 | Don Slusarczyk | 09-02-90 |
| Op. | 60:01 | Stephen Brown | 06-01-97 |
| **Intermediate Stick** | | | |
| Jr. | 15:54 | Mike VanGorde | 07-15-79 |
| Sr. | 28:53 | Don Slusarczyk | 06-08-90 |
| Op. | 41:48 | Larry Coslick | 09-03-95 |
| **F1D (FAI)** | | | |
| Jr. | 20:07 | David Rigotti | 05-31-01 |
| Sr. | 22:27 | Brian Johnson | 05-31-01 |
| Op. | 28:57 | John Kagan | 05-31-01 |
| **ROG Cabin** | | | |
| Jr. | 14:35 | Jonathan Harlan | 08-14-83 |
| Sr. | 27:10 | Don Slusarczyk | 06-08-90 |
| Op. | 33:20 | Robert Randolp | 06-05-82 |
| **Manhattan Cabin** | | | |
| Jr. | 04:31 | Jim Buxton | 06-07-87 |
| Sr. | 10:28 | Don Slusarczyk | 06-03-89 |
| Op. | 15:17 | James Grant | 07-03-95 |
| **Easy B** | | | |
| Jr. | 18:07 | Andrew Tagliafico | 08-05-88 |
| Sr. | 22:56 | Don Slusarczyk | 09-03-90 |
| Op. | 34:13 | Larry Coslick | 05-18-97 |
| **Pennyplane** | | | |
| Jr. | 13:27 | David Rigotti | 06-03-01 |
| Sr. | 15:08 | Jake Palmer | 07-18-95 |
| Op. | 19:45 | Tony D'Alessandro | 08-07-99 |
| **Limited Pennyplane** | | | |
| Jr. | 13:56 | David Rigotti | 06-03-01 |
| Sr. | 15:26 | John Cawthorn Jr | 07-05-98 |

# CALCULATING HELICAL PITCH PROP BLANKS

Pick Prop Dia., Pitch & Blade Width
Example: Given: Diameter = 6"
Pitch = 6"
Width = 1 1/4"

Problem : To find Ht. Max & Ht. Tip for Helical Pitch Prop Blank.

Solution : Set up a simple proportion based on similar triangles in Sketch # 2.

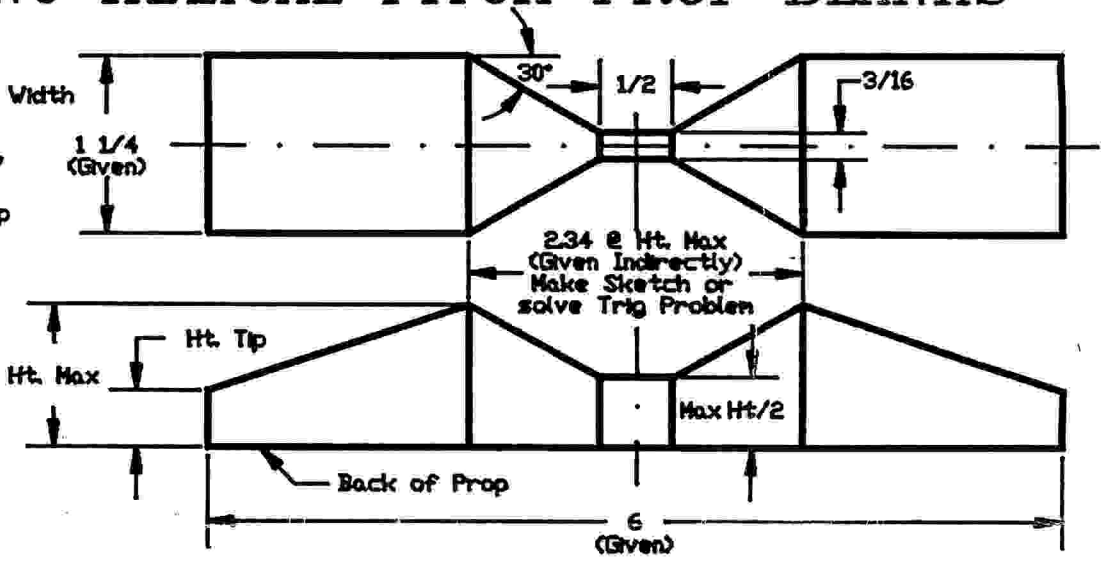
1.25 : 7.532 = Ht. Max : 6
Ht. Max = 6 X 1.25 / 7.532
Ht. Max = 1.020 (Round off to 1")

1.25 : 18.849 = Ht. Tip : 6
Ht. Tip = 6 X 1.25 / 18.849
Ht. Tip = .398 (Round off to 0.4")

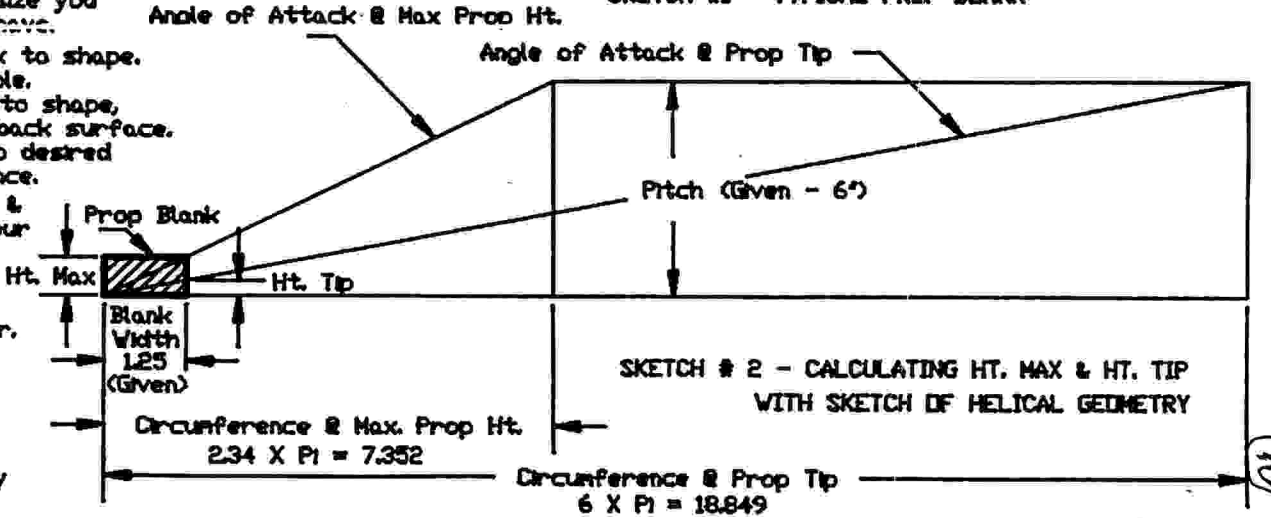
Make Prop Blank Ht. 1".
Make Ht. at tip 0.4".
Try it for a size you would like to have.

Saw Prop Blank to shape.
Drill Center Hole.
Carve & Sand to shape, starting with back surface.
Sand blades to desired profile & balance.

Exercise care & keep all of your fingers.
It's simpler than building an ornothopter.




SKETCH #1 - TYPICAL PROP BLANK



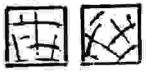

SKETCH # 2 - CALCULATING HT. MAX & HT. TIP WITH SKETCH OF HELICAL GEOMETRY

By: Carl Hedley
4/2/91

# PROP TIPS

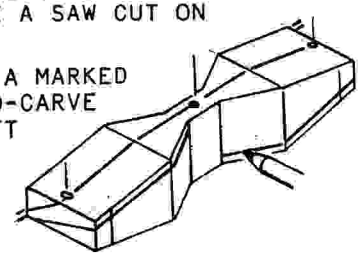
ALTHOUGH THERE ARE MORE POPULAR WAYS TO MAKE A PROPELLER, SOME STUBBORN OLD GUYS OCCASIONALLY LIKE TO TRY IT THE HARD WAY -- CARVING IT. IF YOU HAVEN'T TRIED THESE IDEAS BEFORE, THEY MAY MAKE THE HARD WAY A LITTLE EASIER.

YEA BOO



SELECT OR CUT A BLOCK WITH THE END GRAIN LINES ROUGHLY PARALLEL WITH THE FACES OF THE BLOCK. IT AVOIDS CARVING ONE BLADE WITH A-GRAIN AND ONE WITH C. CUT THE BLOCK WITH 1/4 OR SO OF EXTRA LENGTH AT EACH END. IN THAT EXTRA SPACE, DRILL A SMALL HOLE OR MAKE A SAW CUT ON THE CENTER LINE FOR FUTURE REFERENCE.

DURING ROUGH SHAPING, ALWAYS CARVE TO A MARKED LINE. ON THE FRONT FACE OF THE READY-TO-CARVE BLANK, DRAW A CENTER LINE FROM THE SHAFT HOLE TO THE HOLES AT THE TIPS.. MARK ABOUT 1/16 ALLOWANCE ALONG THE EDGE OF THE BLANK ANYWHERE YOU WILL BE CARVING DOWN TO A SHARP EDGE.

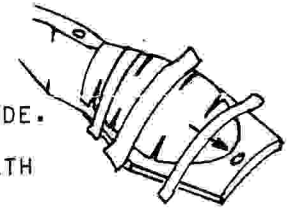


USE A KNIFE WITH A CURVED CUTTING EDGE AND KEEP IT AS SHARP AS POSSIBLE. CARVE WITH SMALL, TIMID SHAVINGS. AVOID THOSE LONG, DARING SLICES. CARVE IN THE DIRECTION THAT GIVES YOU THE BEST CONTROL OVER THE GRAIN. IF YOU FEEL THE BLADE START TO DIG IN AND START TO FOLLOW THE GRAIN, IMMEDIATELY REVERSE THE WORK AND CARVE THAT AREA FROM ANOTHER DIRECTION.

CARVE A LITTLE ON ONE BLADE AND THEN THE OTHER. CARVE THE BACK FACES FLAT FIRST. THEN CARVE THE FRONT FACES FLAT FROM THE 1/16 LINE ALONG THE TRAILING EDGE UP TO THE CENTER LINE. ROUND THE FRONT FACES TO THE DESIRED AIRFOIL SHAPE. IF YOU ARE GOING TO UNDERCAMBER, DO THAT NEXT. THEN FINISH THE BLADES TO THEIR FINAL THICKNESS.



POSITION AND OUTLINE THE BLADE PATTERN. THE HOLES AT THE TIPS HELP IN POSITIONING. SLOTTING THE PATTERN IN SEVERAL PLACES WILL ALLOW IT TO CONFORM BETTER TO THE HELICAL BLADE.



PAUL MCILRATH

FLYING ACES AT PALM BAY KING ORANGE

FAC Mosquito Squadron

# 7th Annual WINTER OUTDOOR CHAMPIONSHIPS

(12)

IN CONJUNCTION WITH

## Florida Modelers Association
## 48th Annual KING ORANGE INTERNATIONAL

## PALM BAY, FLORIDA
## December 29th, 30th, & 31st, 2001

Once again the Mosquito Squadron, commanded by Steve Bacom, will conduct the 7th annual FAC WINTER OUTDOOR CHAMPIONSHIPS in conjunction with the 48th annual FMA KING ORANGE INTERNATIONAL. There will be 16 FAC events with prizes being awarded through third place. There will also be a separate FAC high point trophy awarded to the overall point winner in FAC events.

GENERAL INFORMATION:

> Flying will be from 7AM to 5PM each day except on Dec 31st when all flying ceases at 3PM.
> All Mass Launch events will be flown at noon each day.
> Scale judging will be conducted at the flying field and you are urged to present all models to be judged as soon as possible.
> The current FAC rules will apply to all events.
> Dime Scale will not be eligible for Golden Age.
> Modern Production Scale is for factory built aircraft only; NO homebuilts.

For further information contact Steve Bacom at (386) 788-7309 or Mike McInney at (386) 254-5173

SCHEDULE OF EVENTS

| Sat. Dec. 29th: | Sun. Dec. 30th | Mon. Dec. 31st |
|---|---|---|
| FAC Embryo Endurance | FAC Peanut Scale | FAC Rubber Scale |
| FAC No-Cal Scale | FAC OT Stick | FAC Power Scale |
| FAC OT Gas(Elec/CO2) | FAC Golden Age – KOMET | FAC Dime Scale |
| FAC OT Rubber | FAC Modern Production | FAC Jumbo/Giant Scale |
| FAC Greve/Thompson Trophy | FAC WWI Mass Launch | FAC WWII Mass Launch |
| | | FAC Peanut Scale (High Wing) |

NAME_____ AMA#_____

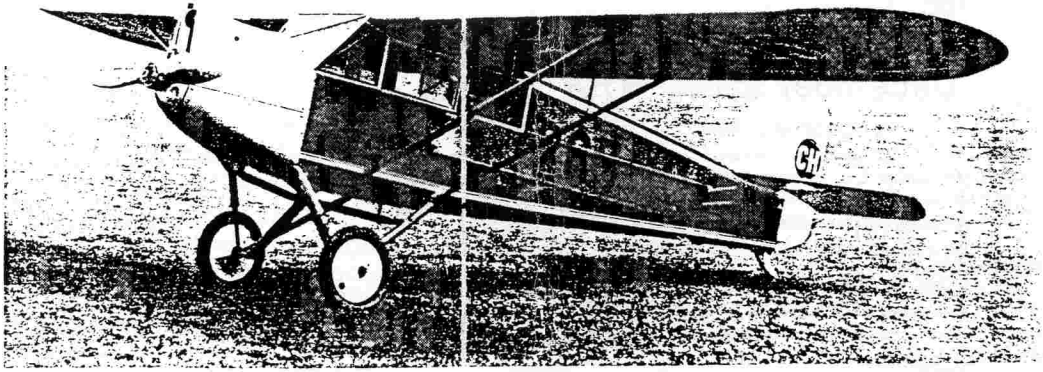
STREET_____ JR/SR ___ ___ OPEN_____

CITY_____ STATE ___ ___ ZIP _____

DEC 29,30,31 2001

(13)

# Alfred Comte AC-4 «Gentleman»



| | |
|---|---|
| Designed by | Alfred Comte and H. Fierz, engineer, CH |
| Manufacturer | Alfred Comte, Flugzeugbau, Oberrieden, CH |
| Year of manufacture | 1930 |
| Purpose | Flying instruction, liaison aircraft |
| Crew | 1 pilot, 1 pupil or passenger |
| In service in Switzerland: | From 1931 until 1938 |
| Number of aircraft procured: | 1 |
| Registration marking | CH-265, 1936: HB-EPE, Firm's no. 37 |

**Technical data**

| | |
|---|---|
| Type of construction | High-wing cabin aircraft, strut-braced, steel tube fuselage, wooden wings steel tube control surfaces, fabric coverings |
| Dimensions | Span 12.30 m; length 8.10 m; height 2.30m; wing area 20.00 m² |
| Weights | Empty weight 500 kg; permissible load 300 kg; max. take-off weight 800 kg |
| Power plant | Model: Cirrus Hermes III A.D.C., conversion in December 1933; Genet Major Mk I (148 kg)<br>Designed by: Armstrong Siddeley, Coventry, GB<br>Manufacturer: Armstrong Siddeley, Coventry, GB<br>Type: Seven-cylinder air-cooled single radial four stroke engine, «Claude-Hobson» carburetor with altitude compensation<br>Cylinder bore 108 mm; piston stroke 114 mm; piston displacement 7.3 litres; compression ratio 5.35 to 1; boost: none;<br>Rated altitude: sea level; rated power 140 hp at 2200 rev/min |
| Propeller | Two-bladed, plywood, type «K+W», D = 2.10 m, S = 1.38 m |
| Equipment | Parachutes for pilot and passenger, dual control |

| **Performance** with Cirrus engine | | **Performance** with Genet engine | |
|---|---|---|---|
| Max. horizontal speed | 170 km/h | Max. horizontal speed | 180 km/h |
| Max. rate of climb | 3.0 m/s | Max. rate of climb | 3.8 m/s |
| Service ceiling | 4000 m a.s.l. | Service ceiling | 5600 m a.s.l. |
| Endurance | 6 hours | Endurance | 3 hours |
| Range | 700 km | Range | 480 km |

In the spring of 1931, the Swiss Air Force commissioned, for trial purposes, a two-seater cabin plane with side-by-side seating, to be used as a trainer. In addition to its duties at the flying school, the AC-4 was also used as a personal aircraft in his official capacity by the then Commanding Officer of the Swiss Air Force. The low overall performance, as well as various troubles with the engine and undercarriage, made improvements necessary. A more powerful engine and an improved undercarriage (see lower side view, page 179) were installed by the manufacturer during the period 27th October 1932 to 28th January 1933.

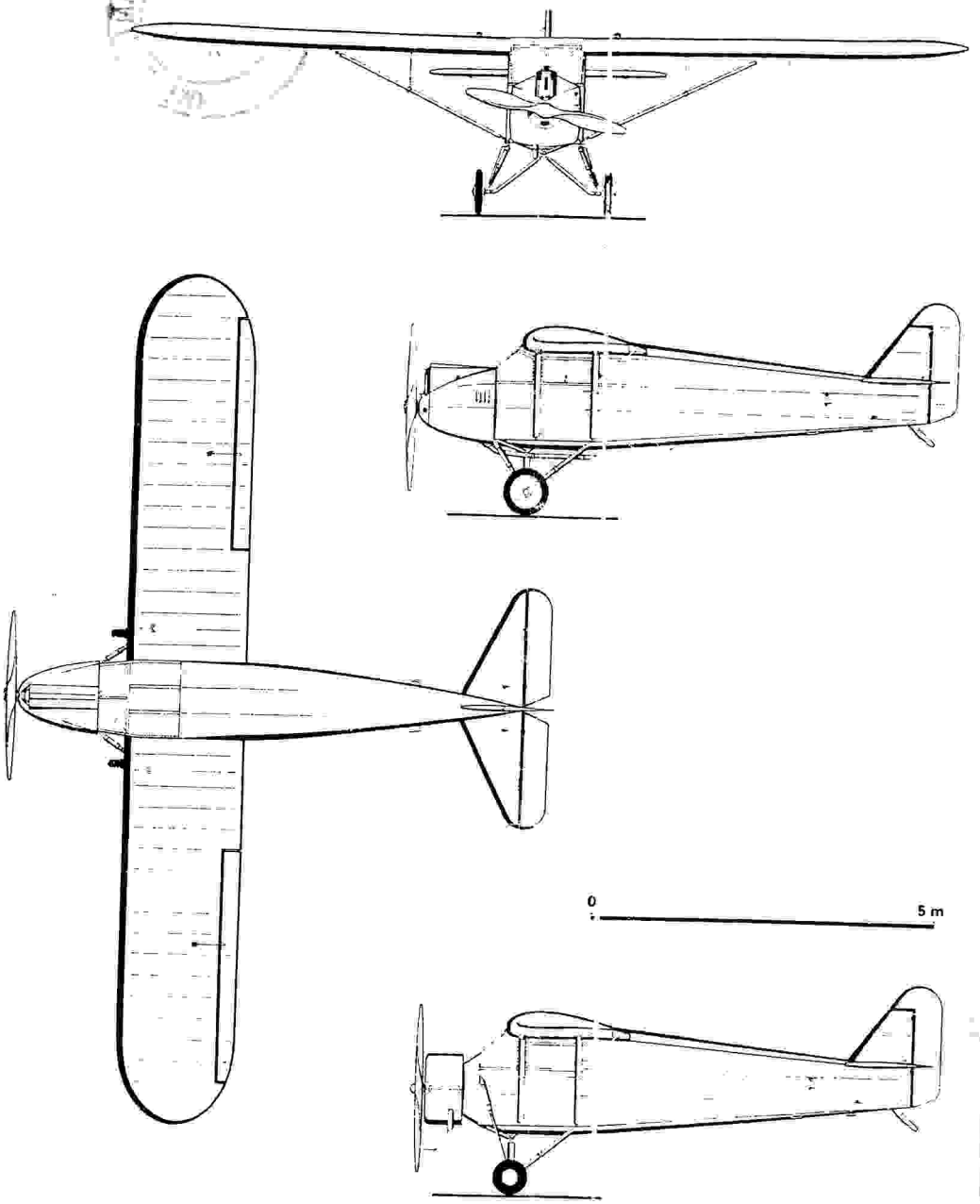
The results of these modifications were positive in all respects.

With the introduction of new flying training aircraft, this individual machine no longer fitted into the training programme. It was bought by the firm of W. Farner, aircraft builders, Grenchen, on the 17th of November 1938.

N. B. The engine data quoted refer to the type Genet Major Mk. 1.



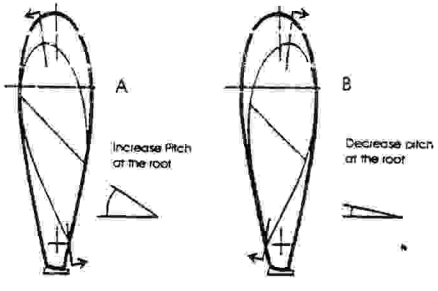
PLANES WORTH MODELING


0
5 m

Molding a Mini-Stick Propeller
by Jean-Francis Frugoli (FRA)
from Indoor News March 99

I herewith present you a method for forming a Living Room/Mini-Stick (or Sainte Formule) propeller which I think is a little more precise than the classic cylinder or beer bottle method and also much quicker than the construction of a built-up propeller jig.

The method is nothing more than using a plastic Peck Polymer propeller (diameter 180 mm, 7 inches) as the base mold instead of a cylinder or bottle. Both blades are soaked in water and bound on the propeller with paper bandages. The advantage of this method is that you can use a pitch and camber distribution which has already Proved itself in practice. An additional refinement is the possibility to change the inclination of the blade with respect to the propeller center line and hence fiddle a bit with the twist at the root of the blade (see illustration).




There is a minor inconvenience in that you must let the blades dry at ambient temperatures, say 48 hours, because it is not possible to put the plastic propeller in an oven or micro-wave. Just start your project with the propeller and while this is drying, build the rest of the airplane!

THE HANGAR PILOT
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