THE HANGAR PILOT

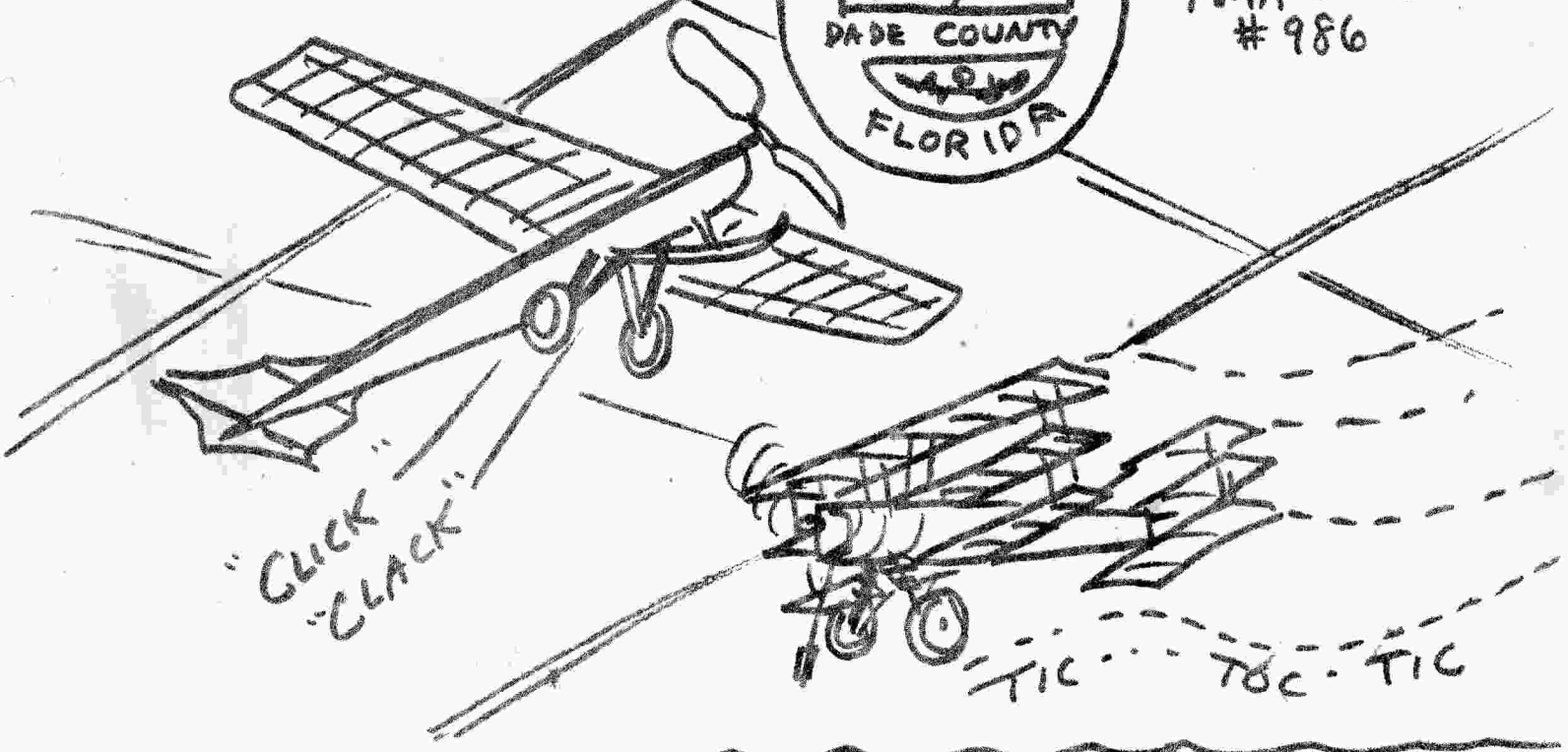
ISSUE #13
FEB 1974
MIAMI FLA

MIAMI INDOOR AIRCRAFT ASSOCIATION

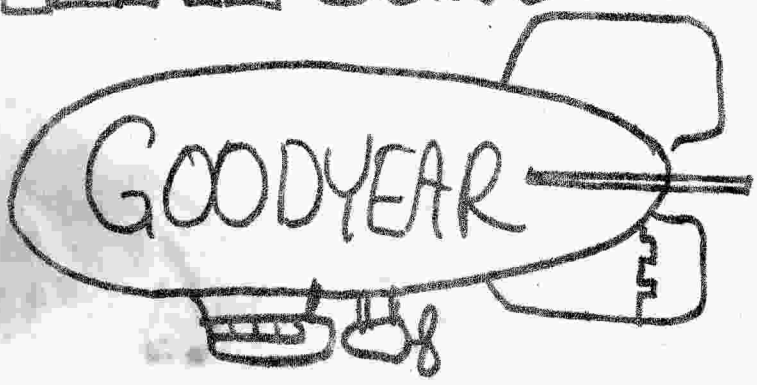
MIAMA

METROPOLITAN DADE COUNTY FLORIDA

AMA CLUB #986



NEXT CONTEST: SUN FEB 17



BLIMP HANGAR
OPA LOCKA AIRPORT
NORTHERN END OF NW 42 AVE
9:00 A.M. — 5:00 P.M.

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CONTEST ANNOUNCEMENTS [FEB 17]

(1) PENNY PLANE PLANS - FIRST COME, FIRST SERVED. COURTESY OF DAVE LINSTRUM -
5 PLANS - 'PENNY PRIMER' - IDEAL FIRST MODEL
2 PLANS - TWO CENTS PLANE INTERMEDIATE "
2 PLANS - PENNYPLANE INDOOR - ADVANCED "

(2) BILL HANNAN OF "PLANS & THINGS" DONATED 3 PLANS OR SCALE DRAWINGS TO THE PEANUT WINNER.

(3) BILL NORTHROP DONATED 1 YEAR'S SUBSCRIPTION TO HIS MODEL BUILDER TO WINNER OF ENDURANCE EVENT. SUBSCRIPTION WINNERS SO FAR THIS YEAR: JOHN ARTHUR GLIDER; JIM STEWART E2B
THANKS BILL - MODEL BUILDER IS A FINE MAG!

CALENDAR OF EVENTS - CLIP & SAVE

[THE BLIMP HANGAR MAY BE NEEDED AT LAST MINUTE]

FEB 17 Contest #5	GOODYEAR BLIMP HANGAR	9--5
MARCH 3 FLY-IN	JFK GYM MIAMI DADE NORTH	9--1
MARCH 17 CONTEST #6	GOODYEAR BLIMP HANGAR	9--5
APRIL 7 FLY IN ?		
APRIL 21 CONTEST #7	GOODYEAR BLIMP HANGAR	9--5
MAY 5 FLY IN		
MAY 26 LAST CONTEST #8	GOODYEAR BLIMP HANGAR	9--5

MOST FLY-INS WILL BE AT JFK

SATURDAY NIGHT JUNE 22 IS ANNUAL AWARDS BANQUET..TROPHIES..GUEST SPEAKER
JUNE 30 POST SEASON OUTDOOR SCALE MEET..GAS..RUBBER..PEANUT .MIAMA SPONSOR
JULY 4,5,6. LAKEHURST N.J. WORLD INDOOR CHAMPIONSHIPS
AUG 5 to 11. LAKE CHARLES, LOUSIANA.. NATS!!

DREAM CONTEST HELD JAN 20

"Don't pinch me, I might wake up" was the indoor modelers reaction to last month's contest--the first in the Goodyear Blimp Hangar. Other reactions were: "WOW!", "SUPER","DYNAMITE", and "HEAVEN". For a group of flyers used to 26 foot high Catagory I sites the hangar- a full three times higher- was indeed heaven, and the culmination of many long months of letters, phone calls, negotions, and effort. So.. for making all this possible we must thank "Doc" Pingree, head of Goodyear's local public relations office for his cooperation with the County recreation program, and also thank his Boss in Ohio..Tom Allison, chief of the Akron Public Relations crew. After the Dade Port Authority, and the Parks and recreation Dept. assured Goodyear that we had, indeed, an indoor model program , they made their hangar available to us, and thus our historic contest program. I would like to point out that Goodyear pays about thirty thou, give or take a few bucks, to rent this shed, and they are letting us have the use of it FREE for our contests. (What's annual rent). 'Nuff Said . We can also locally thank recreation director Bob Fankhauser for his continued interest in indoor flying, and to Chris Warren for his publicity efforts. Indoor model flying should continue to gain in popularity , particularily if the gasoline shortage continues, and if continued building reduces the number of free flight sites available. Since Goodyear has been so kind as to let us use the hangar, we find that our county has the finest indoor model airplane program in the country, with ribbons, monthly awards, and annual trophies to stimulate interest for young and old. Just check page one's calendar of events for the dates of an active flying year. The Hangar is an ideal catagory II site and it may not be long before some Miami names appear on the list of A.M.A. records:

AMA NATIONAL RECORDS:

Indoor, AMA Ceiling, Cat. I

	Junior	Senior	Open
ROG Stick	5:04.2	9:59.4	12:10.0
Paper Stick	7:23.0	11:58.0	15:23.0
HL Stick	9:24.0	12:59.0	21:06.2
ROG Cabin	3:34.4	7:10.0	17:49.4
Autogiro	0:46.2	0:20.4	4:19.0
Helicopter	2:22.6	4:32.0	30:56.0
Ornithopter	0:51.4	0:25.2	3:30.0
HL Glider	1:02.4	1:07.0	1:18.8
FAI Stick	9 :4.0	12:59.0	21:48.0

Indoor, AMA Ceiling, Cat. II

	Junior	Senior	Open
ROG Stick	5:29.6	10:33.2	15:53.2
Paper Stick	13:05.6	19:34.2	23:19.0
HL Stick	18:21.2	24:19.0	34:57.0
ROG Cabin	11:41.8	15:42.2	23:19.5
Autogiro	00:55.0	-	6:32.8
Helicopter	1:59.0	4:47.8	7:31.8
Ornithopter	0:30.0	1:09.0	5:25.2
HL Glider	1:50.0	2:09.8	2:22.8
FAI Stick	18:21.0	24:13.0	30:35.0

WHY NOT COME TO OUR FLY INS?

Note on our calendar of events that fly ins are scheduled between contests. Not that our contests are nerve shattering or pressure filled events- just the reverse is true- but our fly ins are pure relaxation. Our better flyers have a chance to help newcomers, trim their planes, and give advice and encouragement. At contests these boys are a little busy counting winder turns, and are not as sociable as they want to be. Incidently, don't ask anyone a question when he is winding the motor... he is silently counting the turns and will lose count to answer, The Fly In is the time to bring out the kids with their Delta Darts, that beast of a first model you built, or that brainstorm autogyro that probably won't fly. No one will laugh , and we'll all have FUN.....Maybe it will fly!!

RECORD BOOK WIPED OUT - ALMOST

Highlights of contest #4 with four more to go. After a year and a half of indoor flying we beat six of the twelve Florida records in one day's flying! HOWEVER the hangar is a Catagory II site, and the other flying sites are Catagory I, so the old records are still records for that ceiling height. All winners set new catagory II records. Veteran modeler HOWARD HERMINGER walked in the door, took one look at the impressive hangar, declared,"I'm going home to build some airplanes", and left. This was the general effect of the site... it roused great enthusiasm to build new models that can climb to the heights. ROMAN SZYMULA,who wrecked his mike job the night before the contest, heard that MANNY RADOFF, president of the New Jersey indoor club and hosts to the world championships was in town and spent two hours on the phone with him comparing microfilm techniques. Newcomer BILL THOMAS, anaerobatic Pitts and Bucker Jungmeister pilot flew his first effort successfully ..a Pietenpol air camper. DAN KILGORE flew a modified Tern DeHavilland biplane, a Peck Polymer Pietenpol peanut (Which seems to be the best first project for peanut), and his own 'scratch-built' favorite airplane-- a 1933 peanut Hawker Fury biplane. This was a real beauty,but still needs some trim. As usual, many folks showed up to gape and to fly who's names don't appear in the results. GEORGE SCHULTE and son have never missed a contest, but they have never made an official flight. (Maybe next time?) They flew their Cabinaire, and stringless wonder to their most successful flights to date. I don't know who won the milk shake, but the airplanes flew great. DALE HUNT and friend from Ft. Lauderdale tried to get a heavy Guillow Curtiss Robin in the air and partially succeeded. JOHN ARTHUR and RIC CHOATE threw their gliders into the girders and it was pityful to see the leading edges of these wings at the end of the day. Looked like a flying cross-cut saw. IMPRESSIONS: Gary Myers' endurance plane flying up by the roof, but not hitting it, Jim Stewarts tiny yellow peanut Piper Cub almost out of site in the rafters, Hungerfords models clicking and clacking like Cukoo Clocks, Martin's flying wing hanging up forever near the owl's nest, Hiscock's peanut Waco E third model not doing as well as model #2. Rick Myers and Charles Slater flying their Penny Planes to the roof. Many people not named here who flew planes and enjoyed themselves..to you we say..sign up and give your model an official flight next time. You may get lucky. Good to see DAVIS CANDEES after a long absense. After the contest many still hung around getting in "one last flight", such was the charm of the old hangar. The balloon retreiving system works well in all but the most impossible situations. Only one plane was lost (Mine).

COVER STORY - FULTON'S FOLLY

Good to see our Titusville MIAMA member FULTON HUNGERFORD down here with his bag of tricks. (The old Maestro of gagetry). They laughted and called it "Fultons Folly" when he packed turns into two separate motors in the same airplane(An Antoinette). But after 45 seconds of flying on motor #1 a loud click was heard, and the model climbed away for 40 seconds more flight on motor #2..they all asked for the blueprint of his scheme. Act II of (Cont.)

Fultons Folly was a Peanut Avro Triplane with a pendulum control of the three decked tailplane. The roller coaster action had to be seen to be believed. It also had operating coil spring landing gear. Fulton is planning a classic Gee Bee Sportster peanut racer with a very light wing loading. How he intends to achieve this is too incredable to divulge... ask him. He may tell you. Dr. Gadjet strikes again.

RESULTS OF CONTEST #4 ... FIRST CONTEST IN BLIMP HANGAR JAN. 20 1974

Class 1 Peanut Scale
1. John Martin 4 points (Luton Minor 19.5) 3rd looks,1st flight 235.3 sec. * NEW RECORD
2. Bill Hiscock 5 points (Waco E 23.5) 1st looks,4th flight 169.8 "
3. Gary Myers 6 points (MO-1 18) 4th looks,2nd flight 231.0 sec.
4. Fulton Hungerford 7 pts.(Avro Tripe 21.5) 2nd looks,5th flight 128.4 sec.
5. Jim Stewart 8 points (Taylor Cub 17.5) 5th looks,3rd flight 168.2 sec.
6. Davis Gandees 12 points (Pietenpol 14) 6th looks,6th flight 47.3 sec.

Best flights: Myers 1:24.5, Martin 1:22.4, Stewart 1:01.2, Hiscock 59.5 sec.

Class 2 Scale Junior; 1. Billy Hiscock Cub 11.2 sec.
1. John Martin 2 points (1928 Cessna)24)1st looks,1st flight 1:22.3
2. Gary Myers 6 points (MO-1)(18) 3rd looks,3rd flight 1:15.6
3. F. Hungerford 7 points (Antionette 14.5)5th looks,2nd flight 1:20.8
4. Bill Hiscock 7 points (Waco E) 23.5)2nd looks, 5th flight 56.7
5. Jim Stewart 8 points (Piper Cub 17.5) 4th looks, 4th flight 58.1
6. Davis Gandees 12 points (Pietenpol 14) 6th looks,6th flight 15.1
(Tie for third settled by flip of coin)

Class 3 E Z B Junior 1. Rick Myers 6;09
Open 1. Jim Stewart 9;37.9
2. Gary Myers 9:14.1
3. Russ Dorsey 3:44.5

Class 4 Penny Plane Junior 1. Rick Myers 6:05
2. Charles Slater 3:08

Open 1. Gary Myers 6:30
2. Jim Stewart 6:15

25 Official entries

Class 5 Endurance Open 1. Gary Myers 9:38.0
2. Jim Stewart 7:51.0

Class 6 Glider Open 1. John Arthur (48.8) (50.1) 98.9
2. Gary Myers (46.7) (42.7) 89.4

Class 8. Jr. Kit stick 1. Billy Hiscock 27.0

[Homer Barton
Indiana Aap