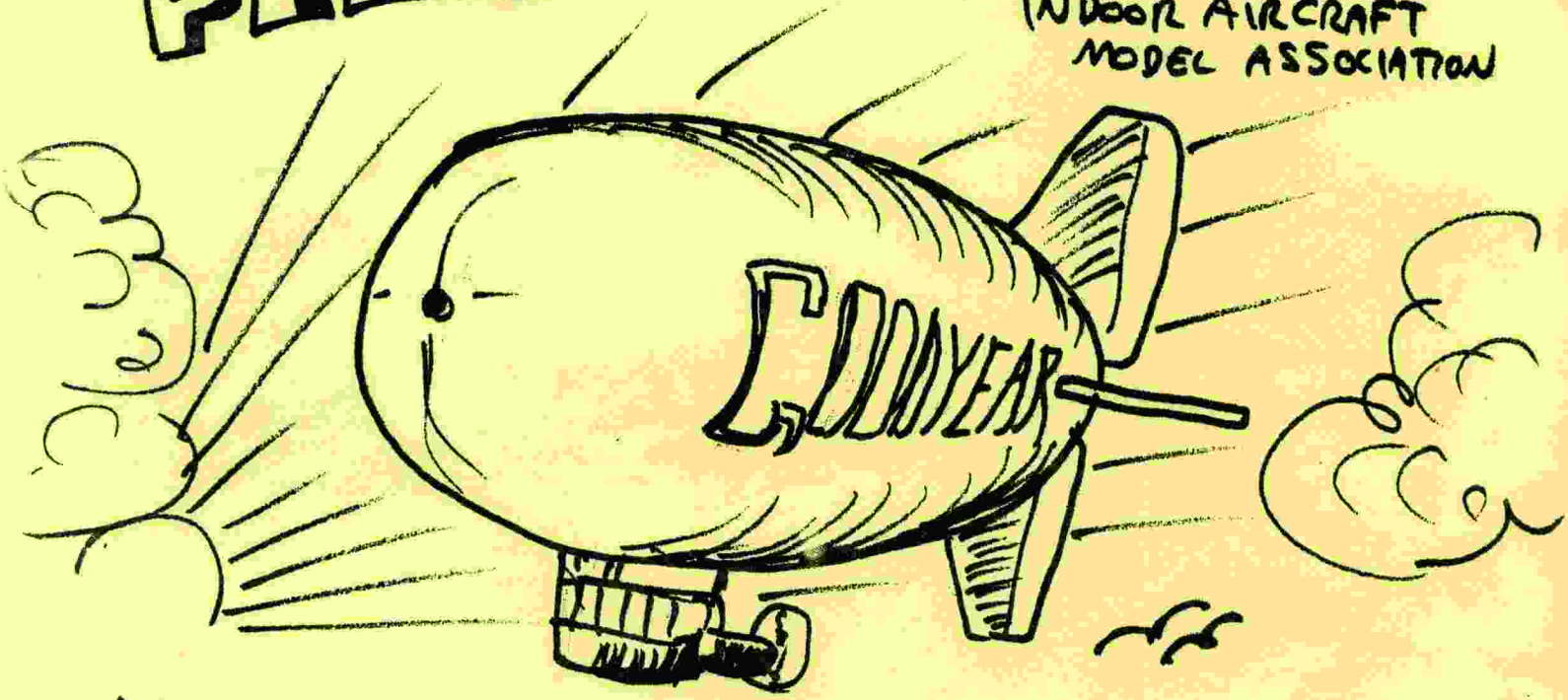
THE HANGAR PILOT

ISSUE #21
JAN-FEB '75

PUBLISHED BY
METROPOLITAN DADE COUNTY PARK & REC. DEPT. FOR MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION



MIAMA GOES UP IN THE GOODYEAR BLIMP!

Yep, hangar pilots. Thanks to Doc Pingree & the Goodyear crew we're going to have a FREE sightseeing blimp ride from Watson Island - Date to be announced. This is a very generous offer because it represents 3 FULL BLIMP LOADS OF MIAMA MEMBERS WHO WILL GO??? SEE INSIDE!

THE HANGAR PILOT ISSUE NUMBER TWENTYONE JAN/FEB 1975

Published by the Metropolitan Dade County Park and Recreation Dept. for Miami Indoor Aircraft Model Association. Editor/President Dr. John Martin Jr. 3227 Darwin St. Miami 33133. Secretary.. Jim Stewart, Treasurer Bill Hiscock, Publicity..Dan Kilgore

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BIG GOODYEAR BLIMP RIDE !

To repeat the cover story, MIAMA has been kindly offered 3 Blimp loads of members for the [redacted] very popular and well booked sightseeing flights over greater Miami. This amounts to fifteen people(15)....SO THE RIDES WILL GO TO THE TOP FIFTEEN ANNUAL POINT LEADERS AT THE END OF CONTEST SEVEN. How's that for motivation fellow hangar pilots? You have four more contests to earn a few points toward that great gas bag cruise. Even if you haven't flown at all yet there is still PLENTY of time to get going BECAUSE ONLY 18 MIAMA members have any points at all after our first three contests. You don't have to be a winner or a big expert. If you enter enough events (Glider,Easy B, Penny Plane, Scale) and finish dead last in all of 'em you'll STILL earn 4 annual points ! ! and you MAY learn something about model airplanes as well, which brings me to the next big point.....

EDITORIAL: PARTICIPATION

In case there are some who don't know how annual points are earned .. it's easy: You get one point for each event you enter, PLUS one additional point for each person you beat in that event. CONTESTS are the life blood of any club and MIAMA is no exception. We DO have fly-ins as often as contests and these sessions are almost as much fun as the contests. Perhaps readers are getting tired of seeing the same old dozen names mentioned so frequently, and frankly, so is your editor. Maybe the thought of a CONTEST is a bit frightening to the novice indoor flyer with his first Easy B but IT SHOULD NOT BE. Just two years ago not one of us knew a damn thing about indoor models, and we are all learning together the many new and fascinating things that make our planes look and fly better, but it can't happen to you, as it has to us, unless YOU GET YOUR FEET WET .

SO THIS IS A PLEA FOR PARTICIPATION . We here in Dade County are the envy of all of this countries indoor flyers. Through the generosity of Goodyear Tire and Rubber Co. who provide our magnificent Catagory II site at the Hangar, AND the cooperation of our County P & R Dept. who print up these newsletters, and supply us with awards and publicity we are indeed most fortunate. Now here is the nasty part. CERTAIN CITIZENS WHO BUILD AIRPLANES, AND LOVE AIRPLANES, AND FLY AIRPLANES HAVE BEEN RECEIVING THIS HANGAR PILOT FOR OVER TWO YEARS AND HAVE NEVER TRIED TO FLY IN A CONTEST. Through this type of lack of ssupport, those of us who knock ourselves out to provide these programs can feel the cool kiss of death. WE NEED YOUR SUPPORT. It is quite obvious that if only a handful participate this entire movement looks rather eliteist, and aristocratic. (Let's face it .. indoor models are NOT for everyone) The point is IT'S EASY so give us your support so the movement will not stagnate and die. I personally do not like to fly indoor handlaunched gliders, but I am now building one for the next meet. I will probably make an ass out of myself, but if I know MIAMA no one will laugh. (You won't, Will you guys?) SO, you to whom this editorial is directed:

OVER

EDITORIAL - PARTICIPATE! (CONCLUSION)

(1)Come out to Contests

(2) Rejoin AMA and MIAMA right at the Hangar. AMA FORMS AVAILABLE

(3)Enter an event and send your glider, Easy B, or Peanut into the air.. No one will laugh if it crashes!

(4) Get some points on the board under your own name, and get listed in the Hangar Pilot

SUPPORT MIAMA.... YOU MAY GET REALLY GOOD!!

RESULTS OF CONTEST #3 DEC 15 BLIMP BASE 32 FLITES

★ PEANUT SCALE:
1.Bill Hiscock 3 points(WacoE 25.5) 1st looks, 2nd flite (55.1)(59.0)
2.John Martin 3 points (Luton Minor 19.5) 2 looks, 1 flite (62.6)(70.0)
3.Jim Stewart 6 points (Cessna 19.0) 3 looks, 3 flite (55.3)(54.8)
4.Jim Whelan 8 points (Nesmith Cougar 10)4 looks,4 flite (35.1)(34.5)
5.Dick Kelso 10 Pts. (Great Lakes 9.0) 5 looks,5 flite (8.0) (10.5)
6.Dan Kilgore No flite

★SCALE:
Jr/Sr 1.Allen Honey 4 Pts.(Pietenpol 20.5) 1 looks, 3 flite (22.0)
2.Chas. Slater 4 Pts. (Curtiss Robin 16.0) 3 looks, 1 flite (37.8)
3.Clifford McCallum 6 Pts.(Bristol Scout 17.5) 2 looks, 4 flite(18.2)
4.Billy Hiscock 7 Pts.(Stuka 11.5) 5 looks, 2 flite (24.0)
5.Kevin Smith 8 Pts. (Cessna 16.0) 3 looks, 5 flite (3.5)

Open:
1. Bill Hiscock 3 points(Waco E 25.5) 1 looks, 2 flite (56.0)
2. John Martin 3 points (Cessna AW 25.2)2 looks,1 flite (1:19.5)
3. Jim Whelan 7 points(Pietenpol 16.0) 3 looks, 4 flite (21.5)
4. Jim Stewart 7 points (Stinson13.0) 4 looks, 3 flite (55.5)
5. Dick Kelso 10 points (Reliant 12.0) 5 looks, 5 flite (12.0)

★EASY B JR/SR 1. C. Slater 7:12.1
2. Allen Honey :15
OPEN: 1.Roman Szymula 9:43.7
2. Jim Stewart 9:12.8
3. John Martin 7:23.0

★PENNY PLANE: JR/SR 1.Chas. Slater 5:17
OPEN: 1.Jim Stewart 2:52.7

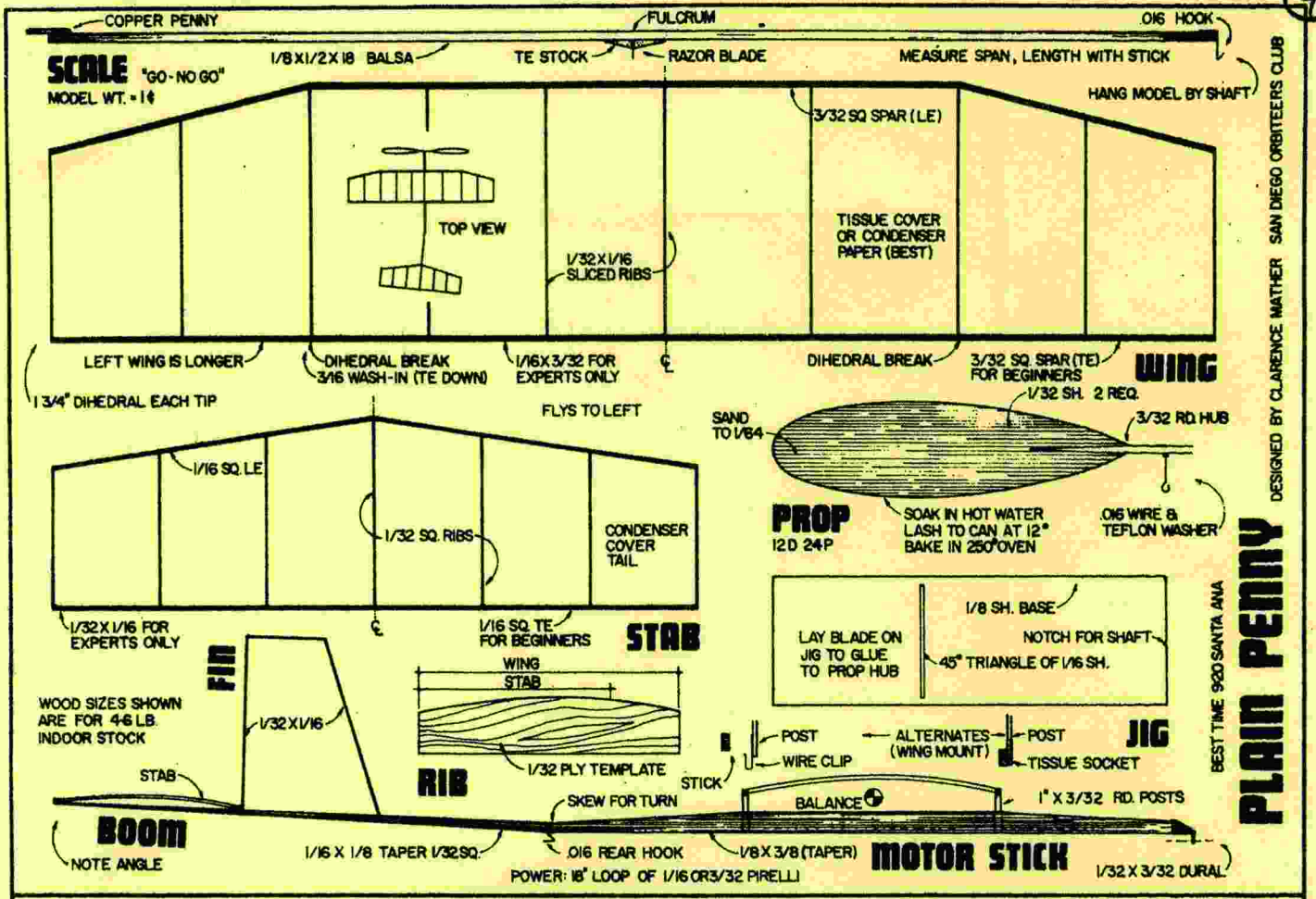
★PAPER STICK, OPEN: 1. Jim Stewart 11:24.7
2. Roman Szymula 7:47.6
3. John Martin 7:21.8

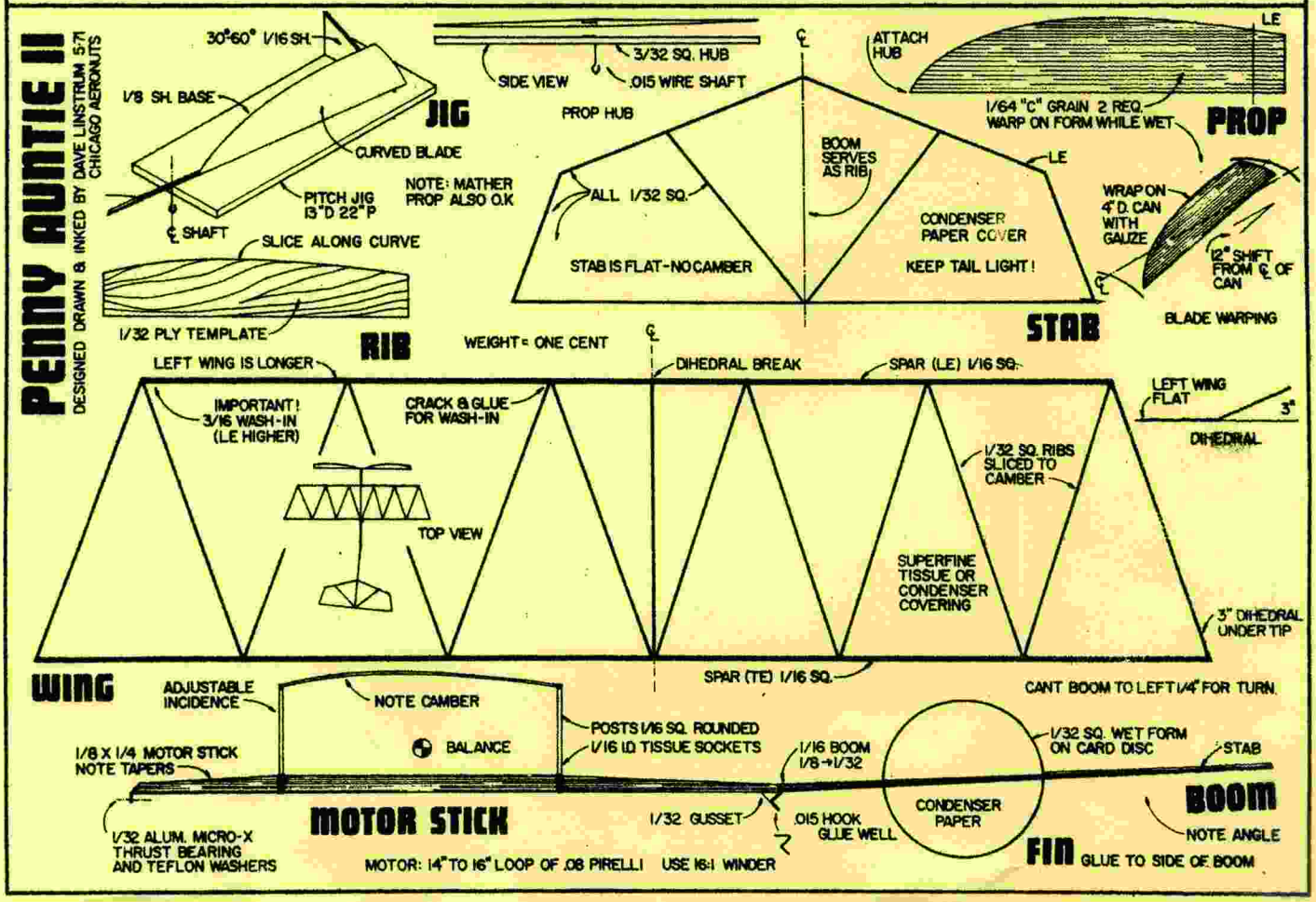
★STICK,OPEN: ROMAN SZYMULA 17:25.0 **NEW FLORIDA CAT.II RECORD

★GLIDER: JR/SR 1. Kevin Smith (7.4)(12.2)
2.Chas. Slater (16.0)(4.0)
3. Allen Honey (7.0)(4.0)
OPEN: 1. John Arthur (39.9)(34.4)
2. Jim Whelan (29.0)(30.5)
3. Jim Whelan (8.5)(9.0)

ANNUAL PTS AFTER 3 MEETS:
1. BILL HISCOCK 29
1. JIM STEWART 29
1. JOHN MARTIN 29
4. ROMAN SZYMULA 15
4. JIM WHELAN 15
4. CHAS SLATER 15
7. ALLEN HONEY 12
8. GARY MYERS 10
8. KEVIN SMITH 10
10. BILLY HISCOCK 4
11. DAN KILGORE 3
11. RICK MYERS 3
11 FULTON HUNNEFORD 3
11. CLIFF McCALLUM 3
11 JOHN ARTHUR 3
16. DICK KELSO 2
16 ALLEN SZABO 2
18. ERNIE CLARK 0

To scale up enlarge 2.76 times 16½ = 18 (4)





FULL SIZE PLANS AVAILABLE – SEE PAGE 84

FROM INDOOR NEWS + VIEWS

Covering weights
Microlite: .005/100 in 2

COVERING WITH MICROLITE

Microlite is the new lightweight covering material sold by Micro-X, 5200 Seven Pines Dr., Lorain, O. 44053. Historically, the material is a relative of condenser paper which most of us are familiar with. That is, condenser paper has been used for years as an insulator in electronic components known as condensers or capacitors; Microlite is a space-age material which does the same job better. Microlite is a plastic film, identified in the electronics trade as polycarbonate film, and is somewhat lighter than the best grade of condenser paper. Since both materials are used as insulators, they are required to be continuous sheets (no holes, not even tiny ones!)

.01 1/100 in 2

Charlie Sotich offers the following advantages and disadvantages of Microlite:

Condenser

Advantages

1. It is lighter than condenser paper; weighing about .006 to .007 oz./100 sq. in.
2. It is not affected dimensionally by humidity, and in fact is waterproof.
3. It is strong and not easily punctured.
4. It can be marked using waterproof inks, and can be "washed off" with thinner on a cotton swab.

Ultralite Condenser .008/100

Disadvantages

1. It tears easily once started.
2. Special techniques must be used to get good covering jobs, since wrinkles cannot be removed by shrinking.
3. Standard adhesives don't work very effectively.
4. Microlite does not come in a variety of colors, so techniques must be developed where colors are needed.

Ron Martelet won Indoor Scale at the Nats with a large Pilatus Turbo Porter covered with Microlite. Scale markings were drawn on, and the overall effect was impressive. Ron relates the following step-by-step system for covering and finishing with Microlite:

1. Build a balsa frame 1" larger all around than the structure to be covered (1/4" x 1/4" is adequate).
2. Coat the frame with full strength rubber cement.
3. Unroll the Microlite on a flat surface and smooth out as many wrinkles as possible.
4. Press the coated side of the frame onto the film and cut out, leaving 1" border all around.
5. The film may now be tightened on the frame by lifting and pulling. Work from the middle toward both ends. CAUTION! The film can be made drum tight on the frame, but it will warp light structures after transfer.
6. If graphics are to be applied to the film (AMA number, club emblem, etc.), lay out the art work on paper. Place the framed film over the paper and trace the art work with "Pentel" waterproof pens. (Ed. note - Ron used photostats of aircraft details, enlarged to the proper scale to fit his model.)
7. Coat the structure to be covered with thinned rubber cement. Use two coats of cement thinned to be only slightly more viscous than water. Lay the structure on a flat surface, or otherwise support it so the area to be covered is accessible.
8. Line up the film over the structure and press the frame down lightly. Burnish the film down along the glue lines with a smoothly rounded balsa stick.
9. Cut the film close to the structure with a razor blade and burnish down any loose edges. Use a new single-edge blade for best results.

MORE '74 NATS

(5)



12 Roman Syzmula and FAI Stick model. Photo from high-ceiling site.

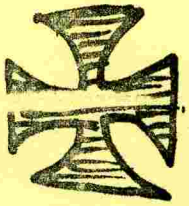
NEXT CONTEST JAN 19

OPA-LOCKA BLIMP HANGAR 10-6

GET READY TO WIN THE BALSA MAX:

1. BUILD A LEE'S HOBBIES PEANUT WWI PLANE - SAME PROP + TISSUE
2. FLY AGAINST ALL OTHERS WHO HAVE WWI PLANES + KEEP TRACK OF YOUR WON/LOST RECORD
3. LAUNCH TOGETHER - 1ST PLANE DOWN LOSES DOGFIGHT.
4. WHEN CHALLANGED YOU HAVE TO FLY WITHIN 30 MIN. OR FORFEIT DOGFIGHT.





BALSA MAX

REMAINING DATES FOR PLENTY OF FLYING ACTIVITY:

FLY-INS AT JFK GYM, MIAMI DADE NORTH COLLEGE. SUNDAYS 9:00 to 2:00

[redacted]

Confirm! 858-6363

February	2
March	2
April	6
May	4 (May be cancelled)

CONTESTS, AMA CAT. II AT BLIMP BASE, OPA LOCKA AIRPORT
SUNDAYS, 10:00 to 6:00

[redacted]

January	19
February	16
March	16
April	20
May	25

All dates are subject to last minute changes. CONFIRM BY CALLING 858-6363