THE HANGAR PILOT

MIAMI, FLORIDA USA

THE MIAMI INDOOR AIRCRAFT MODEL ASSN. MIAMA

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AMA CLUB 986



Once more within the sky's deep sapphire hollow
I sight a swimming Taube, a fairy thing;
I watched the angry shell flame flash and follow
In feather puffs that flick a tilted wing;
And then it fades, with shrapnel mirror's flashing;
The flashes bloom to blossoms lily gold;
The batteries are rancorously crashing,
And life is just as full as it can hold.

From L'envoi Robert Service 1916

FROM ISSUE 29
DEC 1975

(1)

Refugees overwhelm aid program

HANGAR NEWS



Alvarez

1/15/81

By LIZ BALMASEDA
Herald Staff Writer

The doors of an old hangar at Opa-locka Airport opened early Wednesday morning to provide the first federal welfare payments to Mariel refugees. In less than an hour, the new program had all the cases it could handle in one day.

It was the first day of a six- to eight-week emergency sign-up administered by Florida's Department of Health and Rehabilitative Services (HRS). For the first time, the program will give thousands of indigent Haitians and Cuban boatlift refugees monthly financial and medical aid.

The 50-member HRS team at the center Wednesday could handle only 200 cases, said Angel Alvarez, director of the refugee assistance program for the state.

The size of the staff — and its capacity — should double by Monday, Alvarez said.

About 25,000 Cubans and 7,000 Haitians are eligible for assistance, Alvarez estimates. Most of them are jobless, living off the good will of friends and relatives. ✶

Wednesday's refugees, some bundled in small blankets and huge sweaters, some with babies, huddled in the huge hangar where the morning cold lingered, making clouds of their breath. Some had spent the night waiting in line.

Refugees must present their I-94 Immigration document, stamped "entrant," which is the special immigration category created just for them. They must either be unemployed or earn very little; a single person can't make more than $57 a week; a family of four, no more than $120.

The program is authorized by the Fascell-Stone Amendment, a $23.5-million federal package which, besides aiding the entrants, allows the federal government to repay Florida municipalities for money spent on the Cubans and Haitians. Under the program, a single person would get $111 a month, a family of four would get $230.

The crash signup program is being held on weekdays from 8 a.m. to 5 p.m. at two Dade locations. Cubans are to register at the Opa-locka Airport hangar, Haitians at the National Guard Armory, 2728 NW Seventh Ave.

Haitian turnout at the Armory, which has 20 HRS workers, was poor, said Alvarez. Wednesday morning, the workers had about eight cases, he said.

✶ AND A LITTLE CRIME

AS PREDICTED in the last issue, sure enough, the Opa Locka Hangar will NOT be available after six weeks. We sort figured the lease would be extended on the refugee processing center, and we were NOT wrong. Latest word is that thefolks will be in the Hangar until May 15, and I have my doubts if this is right. After all, it takes a little time to spend $23.5 MILLION BUCKS, even when you are a government Bureaucrat and are used to dumping vast sums.

Naturally it's a "CRASH PROGRAM", and, also; quite naturally it is associated with old "Tax and spend" Dante Fascell. Mr. Fascell's "Leadership" during the recent refugee crisis consisted of mousing about obtaining "Federal Funds" to salve some locals instead of opposing the whole sordid business. Nice going Dante.

Our new schedule is on the back page... NO BLIMP HANGAR THIS [illegible]

RE ELECT DANTE FASCELL IF YOU LIKE TAXES + INFLATION

THE HANGAR PILOT



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Overseas Correspondant: Butch Hadland UK Youth Activities:
Technical Articles: Bill Hiscock Mike Arak, and Ernie Clark

MEET 5 - BACK TO CAT I

IT isn't even funny anymore, the on again, off again nature of our indoor meets. At least we are still flying somewhere, even if you have to look real hard to find out where. I'm sure there are model clubs with worse problems, so I'll shut up about it.

Meet 5 was held at Miami Dade South College on Feb. 15th , and the attendance could be called modest. Guest DICK EVERETT of Erie, Penna. spent the day testing a Vari-Viggen, which spent the day inverted, most times. DICK KELSO missed his first meet in years....You O.K., Dick? LINSTRUM made a meet though, with his fiancee Gail; good to see you two! New models: Everson's very light P-51, Mike Arak's Volksplane. Both flew well. Doc had a Dayton Wright racer that was disapointing, and a Curtiss flying boat that was a disaster. Back to the old drawing board. ERNIE CLARK AND CLIFF SHAW were flying old timer baby ROGs, and doing very well, too! For the first meet in months DON BAL failed to set a new glider record, so I guess this is news. In the closest result this year, Everson beat Kiefer by 0.5 points in scale.

See back page for the schedule of the rest of the meets this season. I'm sorry to say it looks like NO Blimp Hangar for the rest of this year.

We had a couple of proxy entries at this meet. Dave Linstrum flew son Carl's EZ B , and Lacey, and practically everyone at the contest flew Bill Hiscocks foam model B D-4.

MEET 6 MARCH 15 MIAMI DADE SOUTH

9-5

③ RESULTS OF MEET 5:

PEANUT SCALE EVENT:

1. John Martin 3points(14-Bis 32) 1 static,2 flight (30.0)(38.0)
2. Dave Kiefer 4points(Lacey 29.9) 3 static,1 flight (43.9)(45.9)
   Dave Kiefer 9Points(Ganagobie 30.2)2 static,7flite(21.1)(22.2)
3. Jim Stewart 10 Pts.(Eaglett 22.5) 7 static, 3 flight(30.8)(26.0)
4. Mike Arak 11 Pts.(Volksplane 25.8)6 static,5 flight(25)(25)
   John Martin 12Pts(Dayton-Wright 27.5)4 static,8 flight (30.0)
5. Carl Linstrum(Jr)13 Pts.(Lacey 20.5) 9 static,4 flite (25.1)(30.2)
6. Walt Everson 14 Pts. (P-5127.5) 5 static,9 flight (25)
7. Bill Hiscock 14 Pts. (BD-4 22.0) 8 static,6 flight(21.0)(23.5)

AMA SCALE EVENT

1. Walt Everson	Waco 80	static	37.8	flight average	117.8
2. Dave Kiefer	Lacey 76		41.3		117.3
3. Mike Arak	Volksplane 81		21.0		102
4. John Martin	Dayton-Wright 68		26		94

OLD TIMER BABY ROG

1. Walt Everson 4:44 A RECORD THIS YEAR!!
2. Ernie Clark 2:49
3. Cliff Shaw (Jr.)2:24
4. John Martin 2:04
5. Dave Linstrum :34

EASY B

1. Jim Stewart 5:34
2. Walt Everson 5:01
3. Carl Linstrum(Jr)4:30
4. Mike Arak 3:58

PENNY PLANE

1. Mike Arak 4:01
2. Walt Everson 2:49

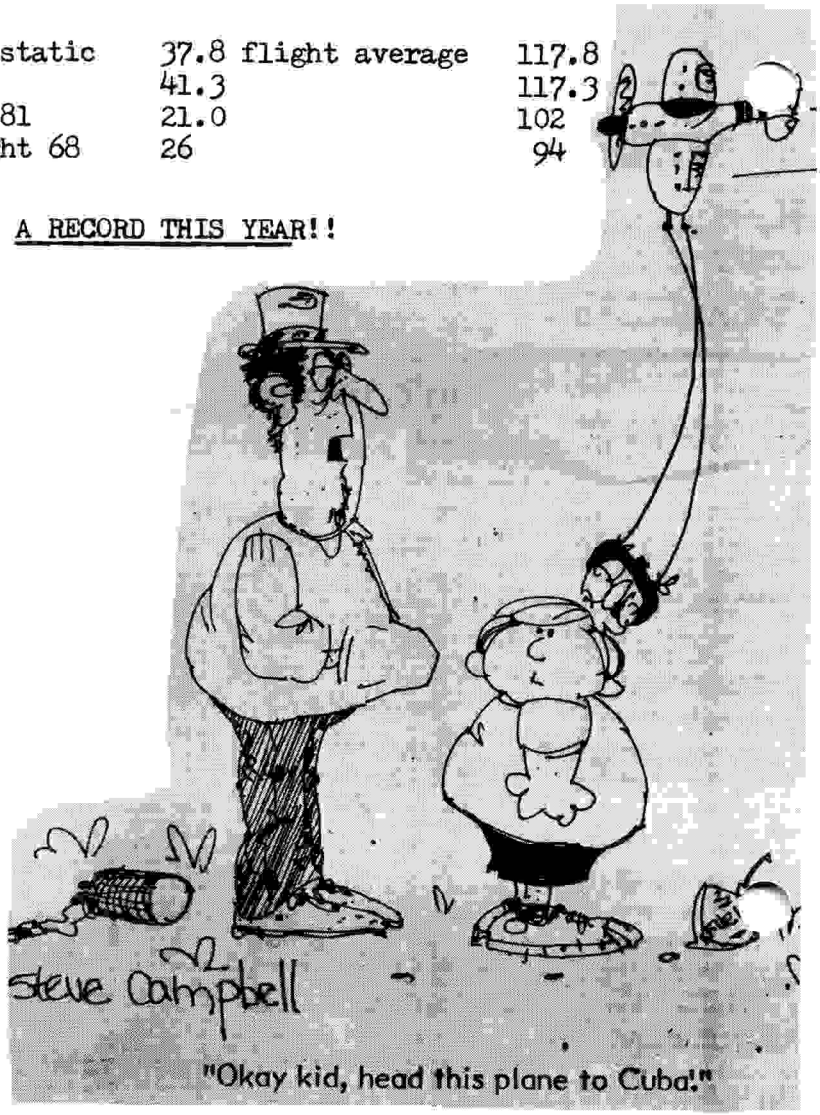
HL GLIDER:

1. Don Bal (34.5)(33.1)
2. Jim Stewart (24)(21)

BOSTONIAN CABIN:

1. Walt Everson 40.0

A LOCAL JOKE STOLEN FROM FLYING MODELS

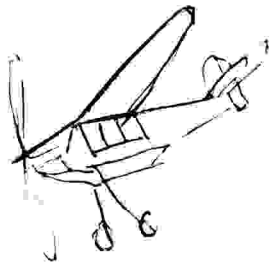


"Okay kid, head this plane to Cuba!"

Cole Porter never built an indoor model, but he sure knew the spirit of the indoor modeler when he wrote this song in 1930 for the musical "THE NEW YORKERS": From now on this is the OFFICIAL MIAMA SONG

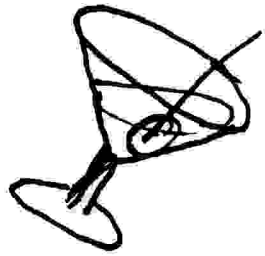
THE GREAT INDOORS





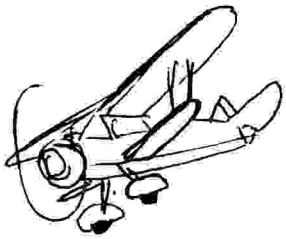
Verse

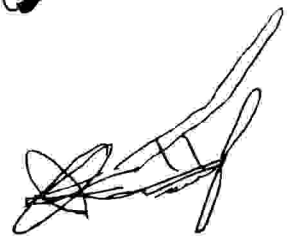
When the weekend comes,
All my dearest chums
To the country go tearing off,
To improve their frames
Playing damn fool games
Such as polo and Tom Thumb golf.
While they're breaking ground,
biffing balls around,
and perspiring to beat the band,
I'm sitting pretty
in the great big city,
With a cool drink in my hand.



Refrain

From saturday until Monday
I'm what the sportsman abhors,
A weekend hater
Thanking my creator
FOR THE GREAT INDOORS
While all the others are rushing
From bathing suits to plus-fours,
You'll find this mamma's still in her pajamas
FOR THE GREAT INDOORS
The breeze may die,
But what care I,
I've got a big electric fan.
If passing by
Come indoors and try
Biting your initial on my artificial tan
Instead of wrecking my system
By playing games with old bores,
I take no chances,
Sitting on my Frances,
IN THE GREAT INDOORS.

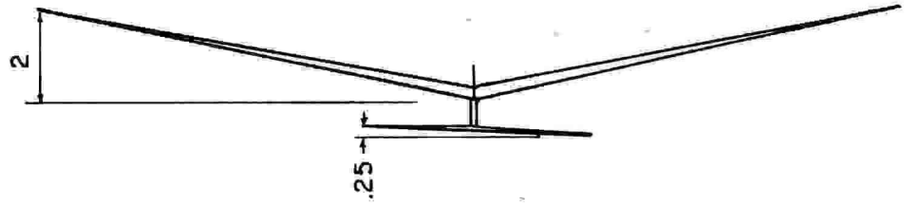






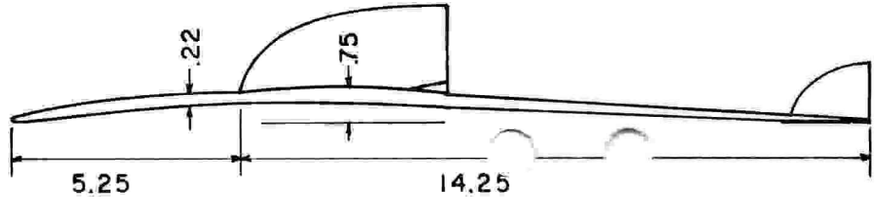
INDOORS ISN'T FOR EVEYONE

LAUNCH - RIGHT
TURN - RIGHT



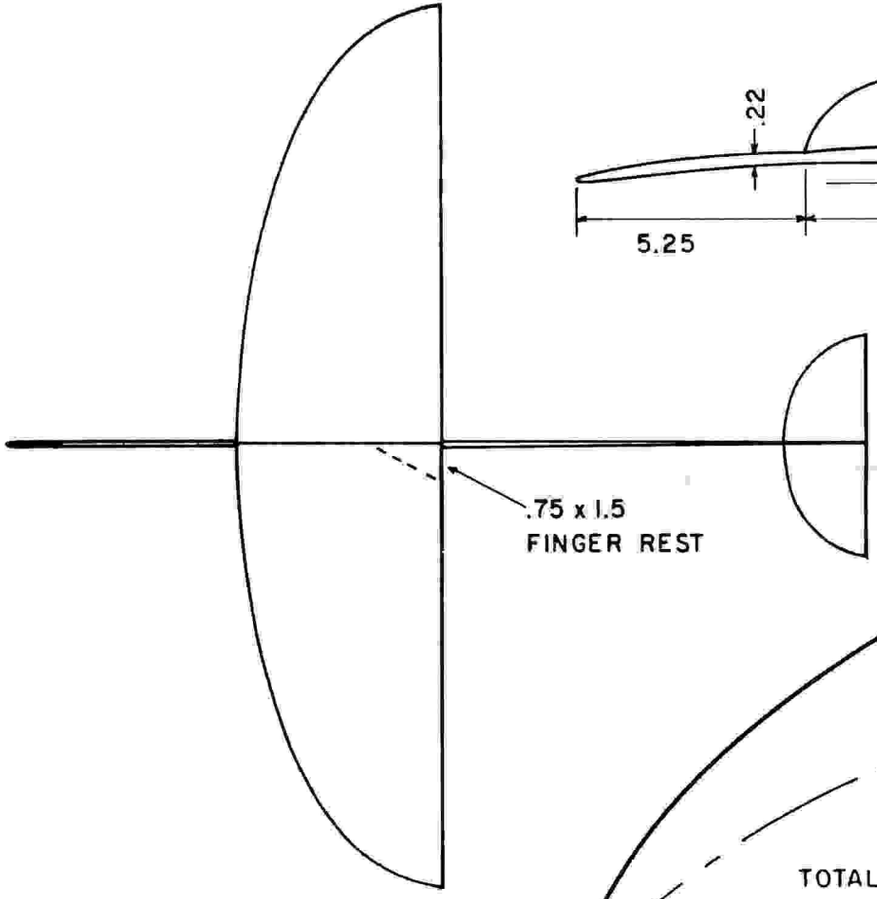
Elliptic '70' LC

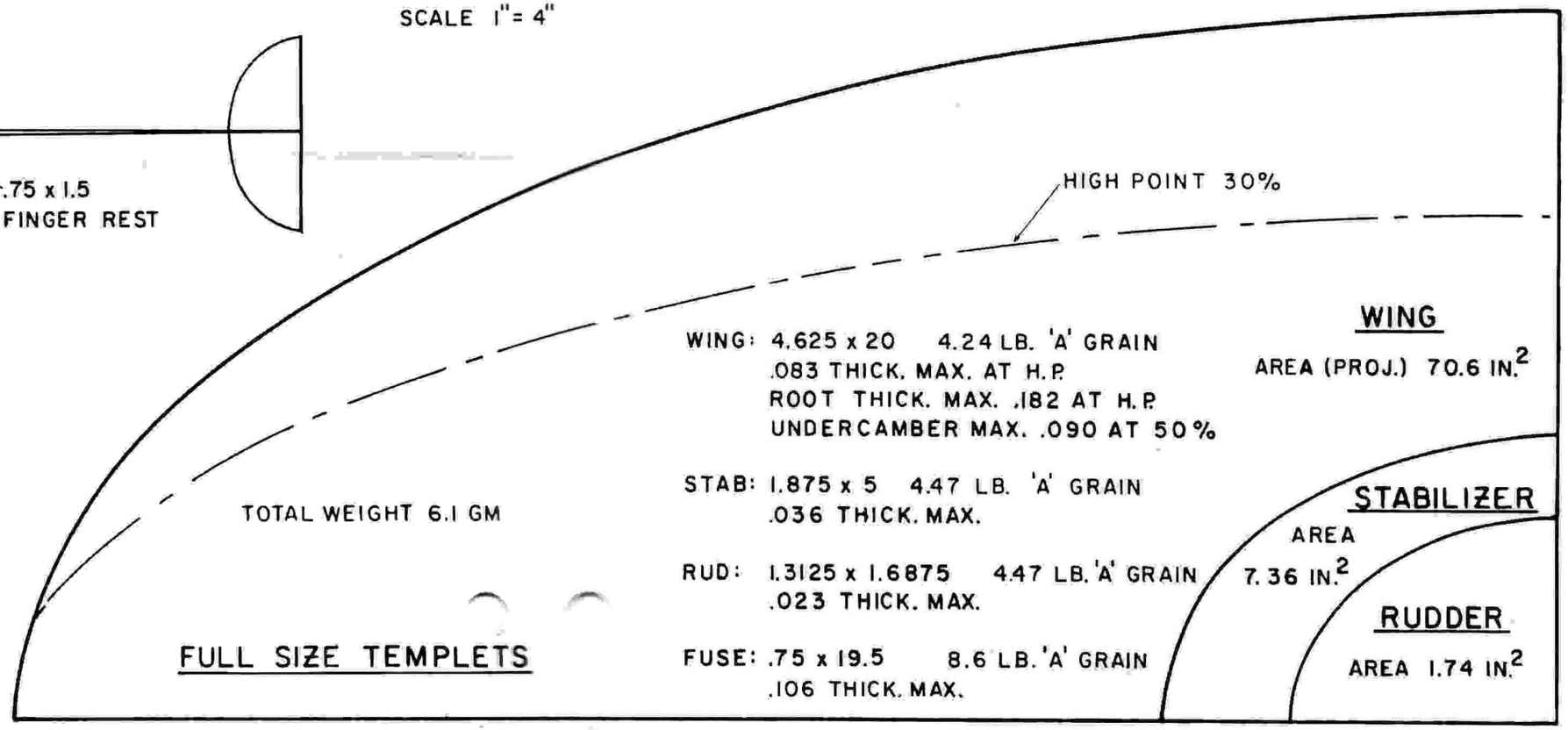
DESIGNED & DRAWN BY
DON BAL



SCALE 1" = 4"

FLORIDA STATE CAT. I IHLG RECORD
70.5 SEC. (35.7, 34.8) 1-18-81
USABLE CEILING HEIGHT- 27'





TOTAL WEIGHT 6.1 GM

WING: 4.625 x 20 4.24 LB. 'A' GRAIN
.083 THICK. MAX. AT H.P.
ROOT THICK. MAX. .182 AT H.P.
UNDERCAMBER MAX. .090 AT 50%

STAB: 1.875 x 5 4.47 LB. 'A' GRAIN
.036 THICK. MAX.

RUD: 1.3125 x 1.6875 4.47 LB. 'A' GRAIN
.023 THICK. MAX.

FUSE: .75 x 19.5 8.6 LB. 'A' GRAIN
.106 THICK. MAX.

WING
AREA (PROJ.) 70.6 IN.^{2}

STABILIZER
AREA
7.36 IN.^{2}

RUDDER
AREA 1.74 IN.^{2}

FULL SIZE TEMPLETS

ALL MEASUREMENTS
IN INCHES

(7)

LOW CEILING GLIDER FLYING

by: Don Bal

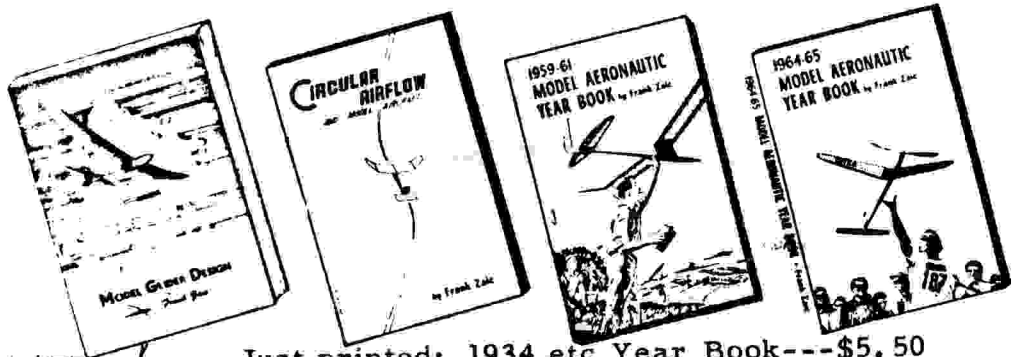
Flying indoor hand launch gliders in a low ceiling environment can be a challenging and interesting experience. Being able to get a glider to transit perfectly at the ceiling and dodge all the hanging obstacles with a very slow sink rate is no easy task. Each flying site has its own particular limitations and obstacles to be surmounted.

Flying in Miami Dade South College gym is extremely challenging. The gym is divided into three parts by two hanging nets that are rolled up, but still suspend 5' below a checkerboard array of hanging lights which are 12' apart from each other and folded up basketball backboards. These hanging lights and backboards determine the 27' usuable ceiling height for gliders (no way to dodge all that). Another obstacle, a large cube shaped scoreboard suspended 9' below the lights near the net where gliders fly (glider flyers get it because we're out numbered 10 to 1), spoiled probably my best glider flight last week. To repeat the flight wasn't probable that day because I've been throwing gliders for 4 hours and my arm wasn't consistent enough at that point for the super accurate launch technique required to dodge all the above obstacles. For the above mentioned arm limitation, I recommend starting a contest with your best glider, your arm maynot have the required accuracy and strength later on for high performance results.

Low ceiling flying differs from medimum and high ceiling in arm strength requirements. The gorilla strength mentioned in an article by Stan Stoy is not required in low ceiling heights. Which brings me to a question - why aren't more older model builders participating in low ceiling glider flying? To me, the launch of a low ceiling glider is a type of restrained throwing - a holding back in the throw such that the weak wings don't fold. Since alot of people have adequate arm strength to launch an L. C. glider, the glider man with a strong arm doesn't have the 'edge' in low ceiling flying. He is open to more competition and should devote his energies in perfecting glider design, workmanship, and flying technique in order to stay highly competitive.

The fun of glider flying is expermentation, e.i., trying out new ideas or perfecting old ones. Because of the small scale of a glider project, this doesn't cost much or take too long. Don't expect quantum improvements in performance with a new design idea, just hope to get an idea of the direction where improvements can be made. When building highly competitive gliders, an accurate record of the construction process and special techniques should be kept. This record should include an accurate list of component weight and thickness measurements. This takes extra time, but establishes a point of comparison for future modifications or ventures.

The Elliptic '70' L. C. name has descriptive bits of information in it. Elliptic comes from the fact that the cord of the wing, stabilizer, and rudder are all elliptically reduced. 70 denotes the approximate wing area, and of course L. C. is for low ceiling. This glider design is capable of giving a perfect transition between launch and glide - it can flip out at the peak of the launch into the glide mode without any dip or excess glide speed. I have tried reinforcing this glider with carbon fiber, but on my first attempt I made the model too light (4.7 gm, .066 gm/in^2 wing loading) and weak - the fuselage broke at 5 places and the wing began to tear under a stressed launch. After reviewing the documentation on this glider, I'll be able to increase the strength of a few select areas, allowing a full altitude launch, hopefully without the addition of too much extra weight.



NEW!

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⑨ LET THE SUNSHINE IN - By our man outside Terry Rimert

The 1980 King Orange International meet was visited by 100 competitors, and the coldest dampest miserablest weather ever.

That doesn't mean it was a bad contest. It was very competitive. but would have been more so, if the weather had been warmer, and the southern Floridians wern't frozen out. A lot of people didn't fly because of the cold and a lot more didn't put in all their flights because of it. All categorys were well contested except Old Timer Gas. Fly offs in A-2 glider, .020 replica , ½A gas, A gas, Mulvihill, and close scores in A–1, and jr. P–30 show that it was a good contest.

The flyoff in A–2 must have been something else though. I didn't get to see it, but 32 seconds, and 15 seconds??? Sounds like they hand launched them. John Houtenbrink eased into the [½A win when Suzan Brown had trouble on her flyoff flight. Grahm Selik jr. pushed Jim Walston on his fly off though, and made him earn his place. Jim made a pretty safe margin in .020 replica though. Irv Aker came all the way from California to beat George Perryman and Bob Baker in Mulvihill. Karen Brown eased by Glen Houtenbrink by 5 seconds for the jr. P–30 win, Jim Bradely, Billy Carney, and Gary Meyers came in that order with less than 30 seconds spread in A–1 and Stan Coward just beat Russ Snyder by 5 seconds, and Bill Hale by 7 for his win in C Gas. Terry Rimert's rubber speed model climbed higher, stayed up longer, and more tricks than George Perryman's and he won the coin flip, so he won rubber speed. George and Terry sneaked off and held the flyoff in secret, because Van Thaxton had a model that would fly straight, and would have finished the course.

EVERYONE COME TO THE STATE CHAMPIONSHIP MEET

NO MEET MARCH 1ST.- CANCELLED!

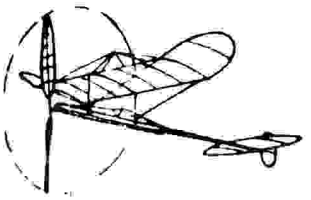


"It's a noise complaint"

STOLEN GOODS - FROM OTHER NEWSLETTERS

JAPANESE INDOOR KITS

国際級(FID)



George Honda and Jim Kagawa are contemplating the marketing of Japanese indoor kits in the United States. Jim travels to Japan on a regular basis for his employer. On his last trip he brought back some sample kits as well as the book reviewed else where in the newsletter. Scoop took a look at some of the kits and was impressed by there completeness. Price may be a problem, but where else can you buy a kit for a FlD?

"Stolen from the Nov/Dec BAT SHEET"

Bob Klipp has cranked out one more TURBULATOR, and he tells the interesting tale of Nikki and Dick Hardcastle's movie making exploits at the World Indoor Champs held recently in West Baden. Dick had received an approval to spend up to $500 to make a 16 mm movie of the WC, as he wanted to do it and he is a professional photographer. The catch is that the movie cost Dick about $1,000 and would cost a total of about $1500 to finish it with soundtrack. Compared to the normal $25,000 to $35,000 prices quoted as the cost of other AMA films like "Marvelous Miniatures" or "Grand Illusions", this is small change, and yet AMA HQ may not approve the expenditure...while the AMA Film Crew was sent to England to shoot the World Scale Champs for a huge pile of $$$$$. The final line is to write your AMA District VP and plead for the Hardcastle's film to be completed. The St. Louis group was very impressed with the uncut footage.



LANSTRUM

INDOOR WEEK AT WEST BADEN JUNE 20 - 28

'T' SHIRTS TO COMMEMORATE BLESSED EVENT

* * * *

RON WILLIAMS' book on indoor building and flying is just about ready for the bookstores. As all of us know in the NYC area...because we have seen the....what's the proper name for all those loose pages?.... anyway, it is A-ONE.!! It has been badly needed for a long time, too... so, line up at your favorite bookstore to reserve a copy. It's proper name is BUILDING AND FLYING INDOOR MODEL AIRPLANES, and the publisher is Simon & Schuster/Firestone.....Finally...right, Randy?

* * * *

MARCH 15
NEXT MEET

★ LOTS OF CHANGES!

JUNE 20 ....START OF WEST BADEN INDOOR WEEK...BUILD,FLY,ENJOY

June 14 MIAMA ANNUAL AWARDS DINNER

MAY 17 LAST MEET, MIAMI DADE SOUTH COLLEGE. SURE 9 to 5

MAY 3 MEET AT OPA LOCKA ~~CANCELLED~~ NOTHING MAY 3 (Thanks ,Dante)

APRIL 12. MEET SEVEN MIAMI DADE SOUTH GOLLEGE SURE 9 to 5.

APRIL 5 MEET AT OPA LOCKA..~~CANCELLED~~. NOTHING APRIL 5 (Thanks, Dante)

MARCH 15. MEET SIX MIAMI DADE SOUTH COLLEGE THIS IS SURE 9 to 5

MARCH 1 MEET OPA LOCKA HANGAR: ~~CANCELLED~~. NOTHING on March 1 (Thanks Dante)

NEW INDOOR SPORTS

THE LATEST INDOOR NEWS INSIDE

THE HANGAR PILOT

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