THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

ISSUE 195

PISTACHIO INTER-GNATS

27TH YEAR OF PUBLICATION

INTERIAS NON EST

OMNIBUS

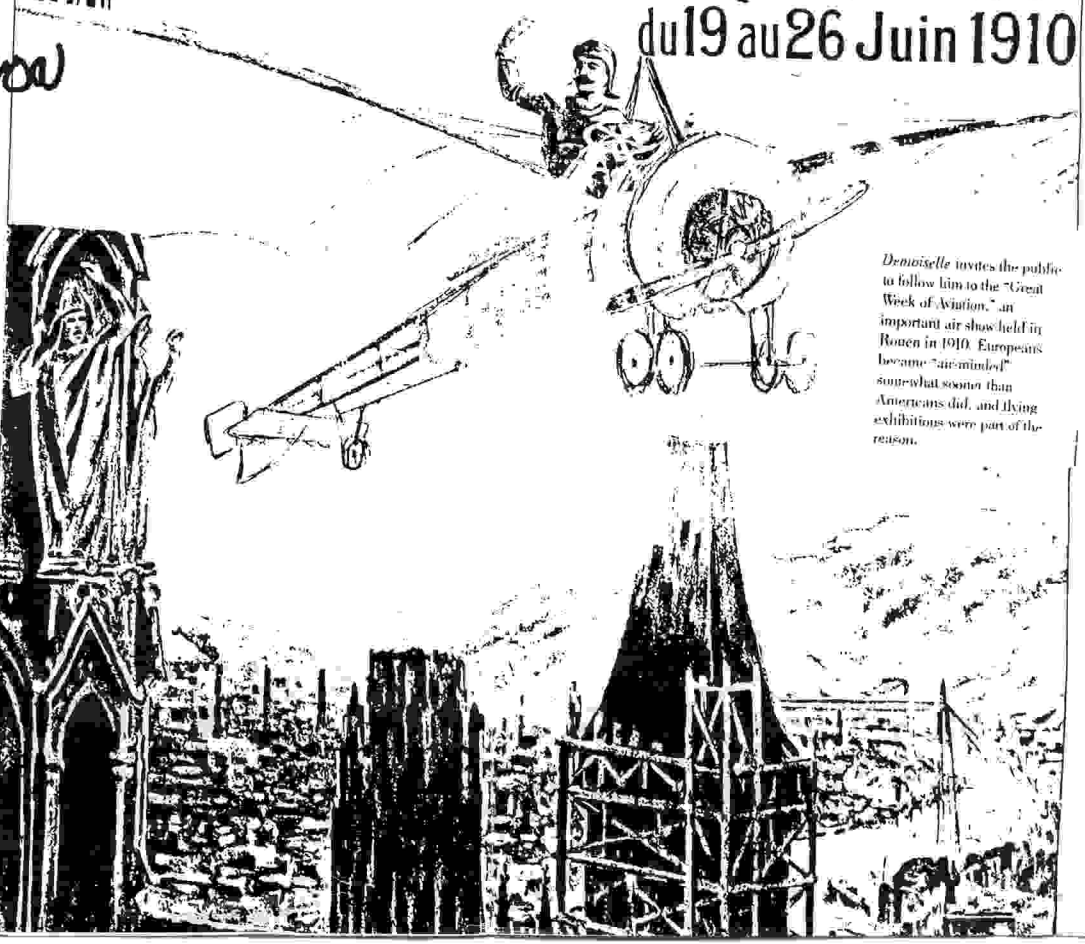
TEDDY ROOSEVELT INDOOR MEET 7

JUNE 20, 21 TAMPA ARMORY

Grande Semaine d'Aviation

ROUEN

du 19 au 26 Juin 1910



Demoiselle invites the public to follow him to the "Great Week of Aviation," an important air show held in Rouen in 1910. Europeans became "air-minded" somewhat sooner than Americans did, and flying exhibitions were part of the reason.



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,]-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2100 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

3624

FLYING ACES PALM BAY SUMMER SERIES MEET #1 May 2,3 '98 C/D Rich MacEntee

PEANUT SCALE

*1.	Don Brimmer	Cougar	61.8	65 126.8
2.	Rich MacEntee	Float Beaver	65	61 126
3.	Chuck Mace	Cougar	54	54 108
3.	Don Reed	Cougar	57	51 108

FAC DIME SCALE

*	1 MacEntee	BF 109	230
2.	John Tudor	Chester Jeep	129.5
3.	Pailleron	BF 109	128

FLYING ACES SCALE

*1.1.	Rich MacEntee	Float Beaver	65 66	131
2.	D.Brimmer	Aeronca	60.5 58	118.5
3.	J.Polento	Fokker DVII	61.5 38	99.5
4.	Chuck Mace	Stinson	50 24	74

EMBRYO ENDURANCE

*	L.Don Reed	247.8
2.	John Polento	229
3.	Don Brimmer	196.5
4.	Schlesinger	165
4.	Pailleron	165

FAC JUMBO

1.	MacEntee	Float Beaver	65 66	131

FAC GIANT

1.	John Polento	Taylorcraft	61.2 82.5	143.7
2.	MacEntee	Aeronca	59.7 77	136.7

* = KANONE

Golden Age

1.	R. MacEntee	Bellanca YO5-0	231
2.	Don Reed	Curtiss Robin	106

FAC NO-CAL

1.	Tony Pailleron	F 84	260
2.	MacEntee	Lacey	106

FAC POWER SCALE

1.	Karl Bromm	SE-5a	82.5
2.	John Tudor	DGA-9	82.0
X	John Tudor		

Two days of balmy weather to kick off our Flying Aces Summer Series.

C'MON ALL YOU FAC SKYSTERS - PALM BAY.
NEXT FAC MEET - JULY 4,5 - FLA. STATE MEET.
C/D REX HINSON. MASS LAUNCH - GOLDEN

MIAMA MEET 6 TAMPA ARMORY MAY 23,24 1998 C/D RICH MACENTEE

(2)

FLYING ACES PEANUT SCALE

1.	Rich MacEntee	Lemberger	75.7	75	150.7
2.	Don Brimmer	Cougar	61.8	76.8	138.6
3.	John Wormley	Fike	61.2	71.5	132,7
4.	Rick Choate	Pottier	52.5	76.2	128.7
5.	Sidney Gilbert	Lacey	51	75.2	126.2
6.	John Polento	Ableson	59	25	84

FLYING ACES SCALE

1.	Don Brimmer	Aeronca	61	68.5	129.5
2.	Sidney Gilbert	Comper Swift	52	68	120
3.	John Polento	Fokker D VII	61.5	56	117.5

MIAMA PISTACHIO

1.	Rich MacEntee	Lacey	1:49	1:52	2
2.	Don Brimmer	Cougar	1:07	:58	4
X.	Rich MacEntee	M20b	1:39	1:52	4

MIAMA COCONUT

1.	Ric Choate	Found	1:56	2
2.	Rich MacEntee	A211	1:38	4
3.	John Polento	Turbo Porter	1:41	4

MIAMA DIME SCALE

1.	John Wormley	C. Robin	2:03	2:11	2:34
2.	R. MacEntee	V. Corsair	2:18	2:07	2:06
3.	D. Obasski	C.Robin	1:56	1:43	1:33
4.	Sid Gilbert	C.Robin	1:01	1:10	1:05
5.	J. Polent	Stratoplane	:19	:16	:16

FLYING ACES PEANUT MASS LAUNCH

1. John Wormley
2. Sidney Gilbert
3. John Polento
4. ?? (Friend of John)

AMA EASY B

1. Dick Obarski 16:03

AMA PENNY PLANE

1. S. Noriega 6:40

AMA MINI STIK

1. Dick Obarski 7:35

MIAMA PISTACH M of M

1. Brimmer Bost.Found :59

FLYING ACES NO-CAL

1. Rich MacEntee Fike 3:41
2. D. Obarski 3:24
3. S. Gilbert Tipsy Jr. 1:14

FLYING ACES EMBRYO

1.	S. Gilbert	Colt	2:06	2:01 2:09
2.	J. Wormley	Hornet	1:21	1:47 1:42
3.	d. Brimmer	" "	1:29	1:25 1:20
4.	J. Polento	P. Ace	:59	:31 :61

MIAMA LEGAL EAGLE

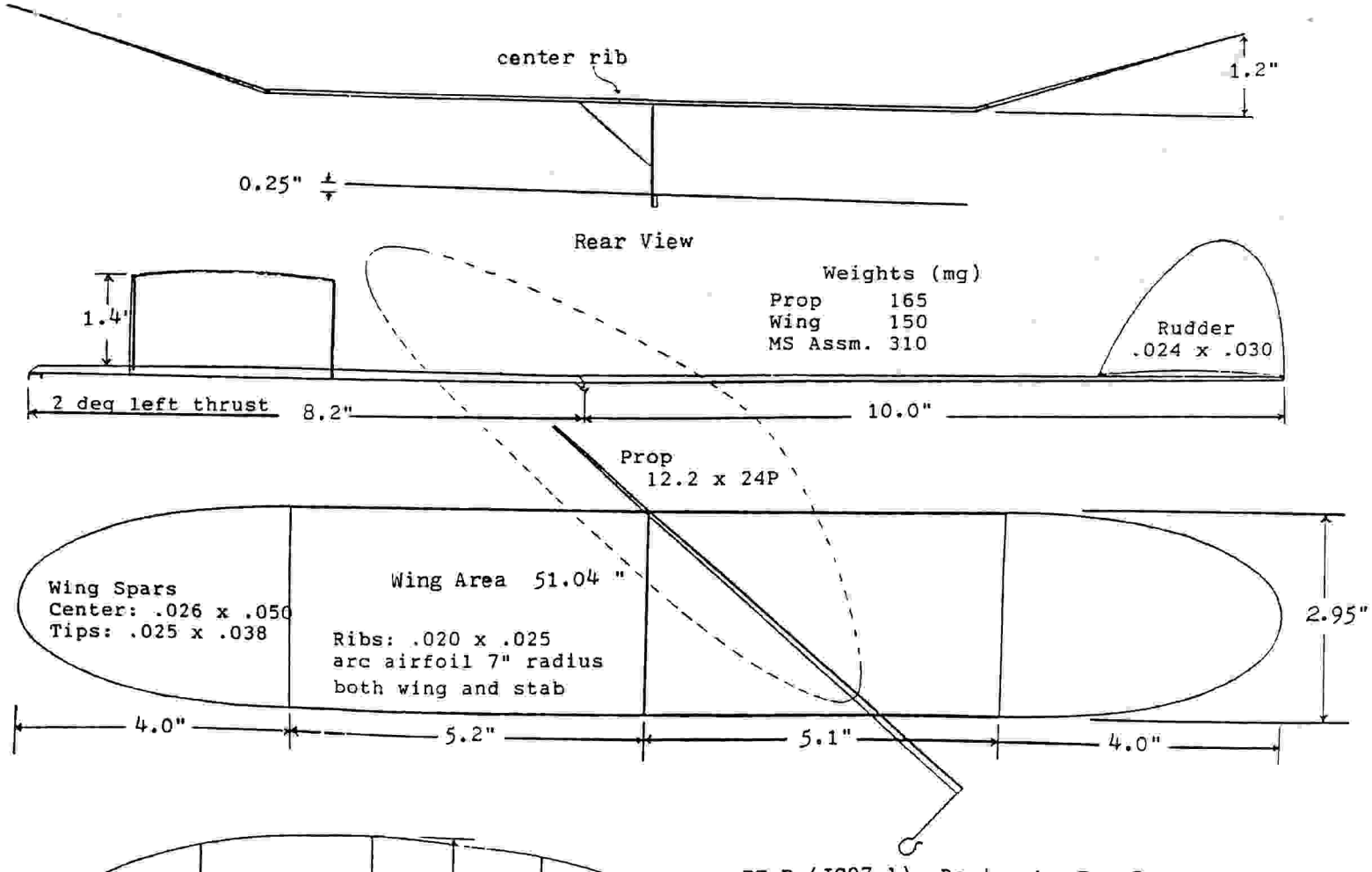
1. Dick Obarski 3:50 3:51 4:14
2. S. Gilbert 1:43 1:47 1:50

AMA BOSTONIAN:

1. R. MacEntee Zippy Sport 309.4
2. Gilbert Road Runner 279.3
3. Polento Pacific Ace 155
4. Wormley Robin Red Sox 139

MIAMA THANKS THE GENEROSITY OF MANY OF ITS MEMBERS WHO CONTRIBUTE EXTRA MONEY TO OUR ARMORY MEETS.: STEVE NORIEGA..$50.00 donation, JOHN WORMLEY $5.00, and DON BRIMMER,$50.00 donation in behalf of SAM 46. THANKS PILOTS!!

LAST MIAMA INDOOR MEET - JUNE 20,21
HOMER HESTERLY ARMORY, TAMPA 305 858 6363
TEDDY ROOSEVELT CENTENNIAL MEET
MASS LAUNCH - BIPLANES.



EZ-B (JC97-1) Design by Tom Sova
1st Place 21:34
1998 Empire State Indoor Championships
8-93 tan II .034 x 12.5" 2100 turns

TOM WON AT JOHNSON CITY IN 1998 WITH THIS DESIGN

(3)

Build and Fly a 3.1 Gram Limited Penny Plane

Copper Hopper II

A 3.1 Gram Penny Plane
Designed & Drawn by Joe Kehr



Tulsa Glue Dobber founder and long time modeler with his Copper Hopper II

Returning to modeling in 1995 revealed some interesting new models that are very practical for our limited flying facilities. One in particular is the 3.1 gram Limited Penny Plane. I purchased a kit from Lew Gitlow's Indoor Model Supply (Box 5311, Salem, OR 97304), made some changes to suit my taste and began to fly it in the 45th Armory in Tulsa. The results were good with five and six minute flights with my condenser paper covered model. I particularly enjoyed the bashing around it could take without having to spend a lot of time repairing.

Getting acquainted with Polymicro film launched me into designing my next Penny Plane which I called "Copper Hopper". The results were satisfying with flights up to a few seconds over eight minutes in our Cat II ceiling (37'). This also served to develop my film covering skills. Polymicro and Ultra films can be intimidating! My approach is to use 1/4" square balsa frames that are about 1/2 to 3/4 inches larger than the structure...rubber cement them to the film which has been stretched out on a smooth surface (clean glass or formica kitchen counter). The secret is to use masking or Scotch mending tape to control the loose edges of the film, keeping it stretched until it is on the frame. I use half of a 3/4" strip of tape. (The film has a way of bunching up on the edges which can be exasperating). Stretching it on a frame eliminates control problems. When covering I lightly tack glue the structure to my building board to hold it in place, carefully rub the spars with stick glue which has been softened with spit. (Don't lick it). Actually the glue stick can be formed to a pointed shape for application. Then I lower the film covered frame to the structure and gently press it down. On the wing I slide a stick under the ribs to prevent them from collapsing. Seal the trailing edge first...cut the film along this edge and along the end ribs to the high point. When loose, roll the frame over and down to the leading edge, seal and complete the trimming. You should use a very sharp double edge razor blade or a fine pointed wood burning tool. (The films can be purchased from IMS, Harlan, Micro-X, etc.).

The stab and rudder should be covered first to get you aquainted with the technique. Back to the wing...after you have covered the center section , glue on the uncovered wing tips. (Remember, on the Penny Plane the maximum span is 18 inches) When the glue is set, prop the wing up so the tip is flat on your building board, then use an open sided frame to attach the film. Check the drop so that when you lower the frame onto the structure the film on the open side will match the curve of the rib. Most of your problems will occur with using a dull blade to trim which will snag the film. Start with a new blade, checking for and eliminating accumulated glue on the edges as you go.

These films are very stable and will not give you problems if you approach them with a very patient and deliberate attitude. (Don't hurry the job). There are some who believe that the film will shrink on warm days, however I find the shrinking doesn't begin until you reach temperatures of 180 to 200 degrees. In my opinion most of our warps occur from our cementing practices. Ambroid is great but will pull if applied in excess so caution must be used. Tite Bond is excellent but will take a little longer during the drying cycle. It is strong, doesn't pull and the price is right.

Copper Hopper II was designed to improve some of the things I learned from the first design. The wing tip and stab were improved to maximize area and eliminate sharp points that reach out and snag anything they fly by. I flew this design at the Bedford, Texas meet on January 4, 1998 and placed first with a flight of 7 minutes and 4 seconds. Not a record breaker but with the high time in hand I moved on to the EZB competition. Fortunately Jim Clem didn't fly. He holds the Penny Plane record in this 26 foot ceiling site. (That's also a National Record). After the meet and a subsequent conversation with Jim I switched to his prop design which is shown on the reverse side of the plans. If you choose to build the Copper Hopper II and if you stick to the plans I believe you will be very satisfied with the results. The design has good potential and in the hands of a knowledgable modeler it might even push the record for a Limited Penny Plane. Go for it and Good Luck!

FROM TULSA GLUE DOBBERS

(5)

Regular model cement distorts severely. Use Tite Bond if possible. Will take longer to dry but the results are superior. Forget the CA!

Splice the L.E. with Tite Bond glue.

(10)

Copper Hopper II

A 3.1 Gram Limited Penny Plane
Designed By Joe Kehr

COVER WITH ULTRA FILM

Cover the stabilizer and rudder first. This will give you some experience with the handling of the film. Then cover the center section of the wing, glue-on the wing tips and complete.

Transfer Ultra Film from roll to frames for covering. (Roll out film onto clean glass or formica...tape corners down, rubber cement to frame). Attach film to spars with stick glue that has been soffened with spit. (Advise not to lick). Trim with sharp razor blade or wood burning iron.

KEEP TAIL LIGHT !

Build the rudder and boom in one piece. Cover rudder before attaching the stab.

Cut 3 stabilizer ribs using the rear half of the wing rib template.

RUDDER PLAN

Projected wing span 18 inches maximum.

Front View

1-3/4"

5/8" Stab tilt

Use 1/20 square for 45 degree braces.

STABILIZER PLAN

WOOD SIZES

Wing Ribs	1/16 square
Wing spars	1/16 square
Stabilizer	1/20 square
Stab ribs	1/20 square
Rudder	1/20 square
Motor stick	3/16 X 5/16
Boom	3/16 X 1/16 tapered to 1/16 square

Left wing tip

Right wing tip

Cut 7 wing ribs from 1/16", 4-6 lb. sheet SIG contest balsa.

Carefully sand the shape of the leading and trailing edges of all flying surfaces

Build center section to here

Front View

R Side L Side

Cross Section Motor Stick

Wing braces on rear wing post only... Use to induce 3/16" wash-in in left wing.

2.5 degrees left rudder.

Build center section to here

(See reverse side for making form for bending tips)

(See reverse side for prop plans)

Top view of motor stick.

C.G. with prop.

Tissue wrap thrust bearing and rear motor hook as shown

Bond paper tubing.

MOTOR STICK

3 degrees decalage.

Round edges of motor stick to suit.

Use an aluminmum thrust bearing made for Penny Planes. 2 degrees left thrust.

RUBBER SIZES

Light weight .75 - .80 X 16"
Heavy Weight .85 - .93 X 16"

Prop and rear hook bent from .025 wire.

Left wing tip

WING PLAN

Center section of wing 13"

Right wing tip

MIAMA PISTACHIO INTER GNATS 14

We have finally settled on a foremat that seems very adaptable to a postal scale contest, and appealing to you PISTACHIO fans. Just when we thought (6) interest might be waning, the 14th Inter-Gnats brought renewed enthusiasm. Twenty nine entries from 6 different countries..USA,England,Canada, Netherlands France and Sweden. We used your photo of your plane for scale judgung rather than having you send it here, Not the best criteria because you might have sent a bad photo of a great model, but certainly easier and cheaper. Scale points were equivalent to being back in school: A,B.C.D.E, (1.2.3.4.5) for appearance with flight points as usual.

Rich MacEntee's Messerschmitt M20b won the scale event over Gert Brendel's Volksplane.. Pilots, there were lots of great planes and times in this contest as you can tell from the photos. Rich also won the model of a model with his Skinny Minnie over George Tornkvist of Sweden.

Doc Martin won Ridotto with a 32 sec. qualiflying flight with a 121 mm (4 3/4") span Thompson Box Moth.John Diebolt of N.Carolina had the smallest models..2 3/4" span, and 1 3/4" span that did :45 and :19 respectively. However, these were stick models, and inelegible.

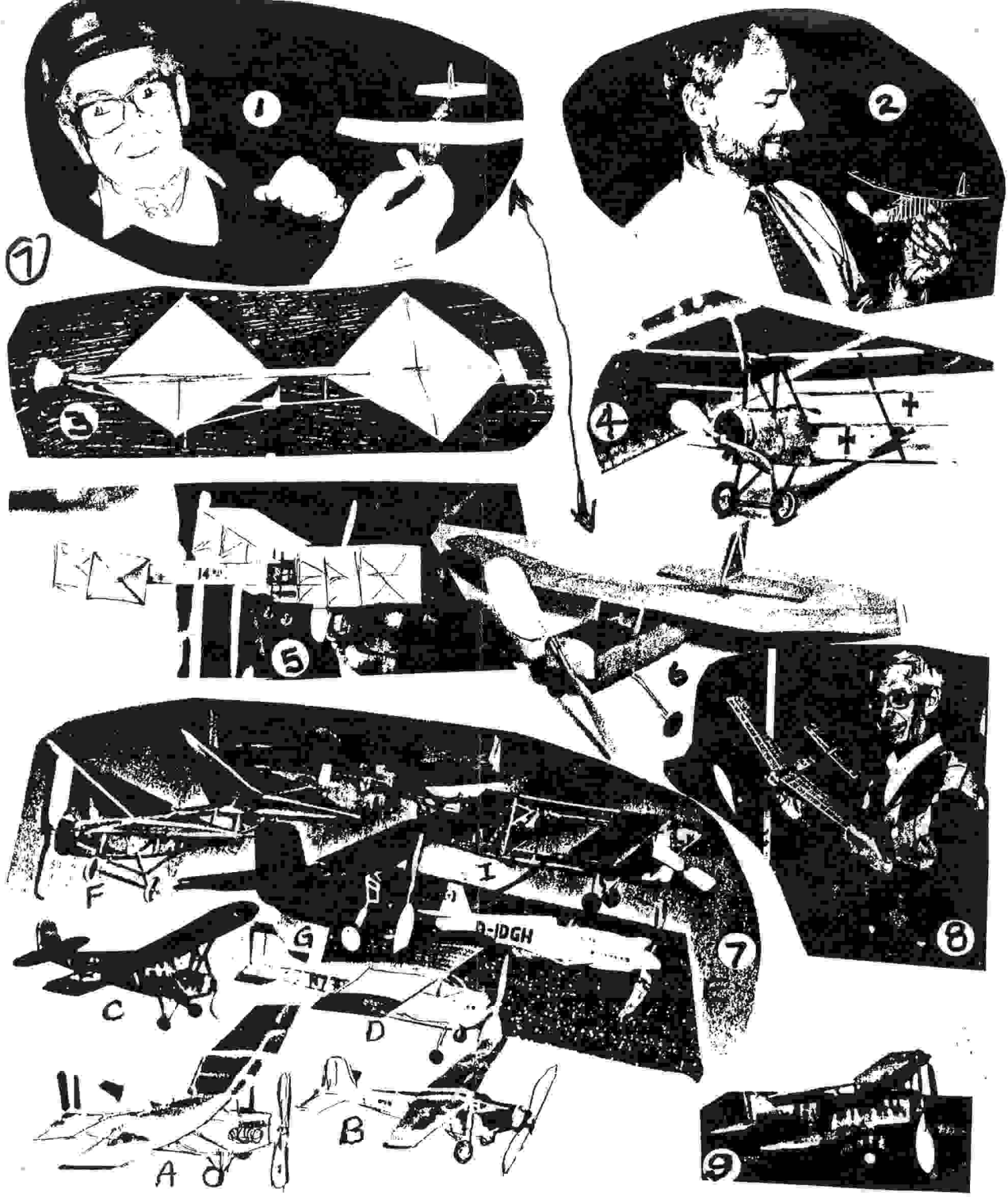
It's a long way off with all the Summer flying, but here's the way to get through the Winter...Build,fly, and photograph your Pistachio for the 15th Inter-Gnats..Deadline March 31, 1999.

PHOTO PAGE 1998 INTER-GNATS

1. and 6. George Merkel of Saskatoon,Canada and his FOUND
2. Mike Bliss of Bedford,England and hisKORDA model of a model
3. Mark Allison's Windham Tandem. Corvallis, Oregon
4. Ray Talacko of Omaha. Ambitious Euler Quadraplane.

NEXT PAGE

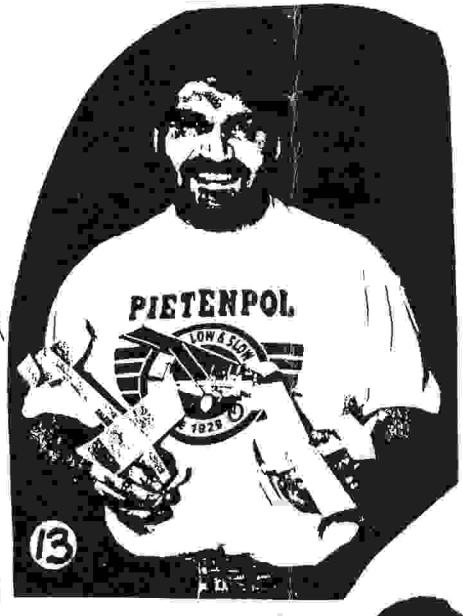
5. Emil Schutzel, 14-Bis
7. Miama's Juergen Kortenbach , Heinkel H-100(7 E)
7. The MIAMA entries 7A,B.C, & D. MacEntee's Quetzelcoatl, Messerschmitt 20b,Cub,and Lacey. 7 F,G,H,I Doc/s Stabiloplan, Windham Tandem,Goldwing & Box Moth.
8. John Godden England. Gipsy Model of a model.
9. Richard Klingenberg, Oregon, SE-5
10. From Paris,France a couple of beautiful FOAMIES. Jacqes Cartigny"s XF 84H. 5.7 Gm. :45 seconds
11. Cartigny's 2.7 Gm Focke Wulf 190D Did :53 Sec
12. Dave Linstrum,Provo,Utah, and his Pussy Cat.
13. Mike Conkling,Pretty Prarie,KS. Pussy Cat &Fisher Skylite.
14. Sweden's George Tornkvist M of M Flying Aces MOTH.
15. Penna.'s Bill Hiscock Stinson SR-7. Supergoat WILLY pleads for a little bite of Pistachio.
16. .UK's Nick Peppiatt,wearing Mastrich Interscale pin,and Lippisch Storch
17. Gert Brendel. Beautiful Volksplane from the Netherlands, Did 1:10


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PISTACHIO
INTER-
GALACTIC
1998





(9) 1998 MAMA INTER-GNATS

		Model	Scale	Time	Pts.	Total
1.	Rich MacEntee Florida,USA	Messerschmitt M20b	2	1:21	1	3
2.	Gert Brendel Netherlands	Volksplane	1	1:10	3	4
3.	Rich MacEntee USA	Lacey M-10	2	1:16	2	4
4.	Nick Peppiatt England	Lippisch Storch	1	1:05	4	5
5.	VTO Dave Linstrum Provo,USA	Dornier Komet	2	1:10	2	5
6.	Dave Linstrum	Messerschmitt M20b	2	1:01	5	7
7.	Jacques Cartigny Paris France	Focke Wulf 190 D	1	:53	7	8
8.	Tim Lavender, Georgia,USA	Messerschmitt M20b	2	:59	6	8
9.	Emil Schutzel 14-Bis	Mission Hills Kansas USA	1	:48	8	9
10.	Jacques Cartigny,Paris	XF 84H	1	:45	9.	10
11.	Juergen Kortenbach Miami,USA	Heinkel H-100	2	:42	10	12
12.	Bill Hiscock West Chester,USA	Stinson SR-7	3	:36	12	15
13.	Doc Martin, Miami,USA	Goldwing ultralite	4	:40	11	15
14.	Richard Klingenberg,Oregon USA	SE-5	2	:32.4	14	16
15.	Doc Martin Windham Tandem	Miami,USA	3	:40	13	16
16.	Mark Allison Oregon,USA	Windham Tandem	2	:30	15	17
17.	Ray Talacko Omaha NE,USA	Euler Quadraplane	1	:07	17	18
18.	George Merkel,Saskatoon,Canada	Found	3	:26.5	16	19

MODEL OF A MODEL INTER-GNATS RESULTS

1.	Rich MacEntee	Florida USA	Skinny Minnie	1:37
2.	George Tornkvist	Solentina Sweden	Flying Aces Moth	1:27
3.	Michael Bliss	Bedford England	Korda Wake.	1:26
4.	Dave VTO Linstrum	Provo USA	Pussy Cat	1:15
5.	Mike Conkling	Pretty Prarie USA	Pussy Cat	1:04
6.	Mike Conkling	" " "	Fisher Skylite	:51
7.	Rich MacEntee	Fla. USA	Lil Mavis	:50
	John Godden	Leeds,England	Oversized Gipsy	1:55

RIDOTTO INTER-GNATS
1. Doc Martin, Miami USA

MIAMI HERALD MAY 1998

Refund may be taxed by IRS

By MARK SILVA
Capital Bureau Chief

TALLAHASSEE — If all goes well, millions of homeowners in Florida will see $50 election-year checks from the state this summer — the first wave landing in August.

But authorities gearing up for an unprecedented giveaway — mailing 3.6 million checks to homeowners with homestead exemp-

Herald Capital Bureau

TALLAHASSEE — There's a wrinkle to the $50 state tax giveback.

The state is still awaiting a ruling from the Internal Revenue Service, but it appears likely that the tax rebate from the state will be taxable as income on next year's federal returns.

Build and Fly a 3.1 Gram Limited Penny Plane

Used on...

(11) Copper Hopper II

The best results from this prop came from using a 16" loop of.075 Tan II with about 1400 winds

A Good Limited Penny Plane Prop

Adapted from a Jim Clem Design

Use 1/32" 4-6 lb SIG contest balsa, lightly sanded - needs to be stiff to maintain the pitch.

Glue 1-3/8" Strips 30 degrees to prop spar, cut outline & bake

Blade size: 2-1/2" X 5-1/4", 12" dia. X 22" Pitch. Blade area approx. 8.6 sq. in.

GRAIN

Soak blades 20 minutes. Place between 2 sheets of card stock cut from file folders or equivalent. Masking tape to a 5" dia. stove pipe/bottle at 17 degrees from vertical. Bake 15 minutes in oven at 225 degrees. Cool for 20 Min.

Prop spar 3/32" square rounded and tapered as shown. Set blades at 22" pitch in pitch guage (45 degrees at 3-5/8" from prop shaft). Glue blades to Prop Spar with Tite Bond glue - one small drop 1/2" a part.

Typical prop shaft .025 wire Use 2 nylon washers. Lube shaft, washers & hooks with your rubber lubricant.

Cardboard Base

A

A-1

B

B-1

FORMING TEMPLATE

This template can be used to make wing tips (2), the Stabilizer L.E. and tips (2), and the L.E. of the rudder (1). Cut the templates from 1/4" balsa. Glue the large part and parts "A" & "B" to a piece of illustration board or heavy cardboard, as shown with model cement. Do not use white glue or TiteBond. Cut spars from balsa to the sizes indicated, soak in water 15 + minutes. Insert a spar in the short end, leaving a little extra extend beyond the template. Wedge A-1 is then inserted and pressed tight to hold the spar firm. With a pulling tension pull the spar around the curve and then wedge B-1 into the slot to hold the wood firm. Bake 15 minutes at 225 degrees in your oven. Remove and allow to cool for at least 30 Minutes or put in refregerator until cold before removing the shaped spar. If wedge will not break loose...gently wiggle it to break the tension. You can mold two at a time if careful.

LA LA LAND SUMMER FUN WRITE TO DOC FOR MORE INFO (12)

The 1998 WATER WINGS TROPHY - ENTRY FORM

Come on in, the water's lovely! Put down your bucket and spade, build a model flying boat or floatplane, and join in the Water Wings Trophy (WWT). This is a postal precision contest for FREE FLIGHT model waterplanes. Any type of power may be used; vintage or modern designs are equally welcome, including scale types. Perhaps you have a particular design in mind, or built already? If not, the Model Aircraft Plans Handbook (APS) is a good starting point, especially the X-list. Flights may take place anywhere suitable, at any time from 1st JUNE to 30th SEPTEMBER.

There are 2 categories: Rise-Off-Water (ROW) first; and Hand Launch (HL) second. HL entries need not be capable of ROW, but they MUST be able to float in a reasonable attitude. A trophy is awarded for the top ROW performance; a second award may be made for the best HL entry, if there are sufficient numbers. So don't be put off if you can't find a suitable ROW site, or your ROW attempts are unsuccessful (or you daren't risk it!).

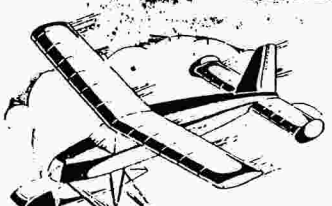
Possible ROW flying sites:
Some parks have boating pools next to the playing fields, some model flying sites have rivers adjacent. Some beaches have acres of land, and shallow water (especially at low tide). There's no rush, so wait for ideal conditions with the prevailing drift in the best direction. A portable floatplane pool, set up by Peter Giggle, may be available at some of the popular meetings at at Old Warden and Middle Wallop. At approx. 11 feet diameter, this is intended primarily for rubber models with a lively take-off performance.



Your objective is to achieve 3 consecutive flights, the first flight time being the "target" for the 2nd and 3rd flights. Each must last 20 seconds or more. For ROW, this includes the take-off run, but the model must be airborne for at least half the recorded time. If any of the 3 flights (or attempts at flights) fail to reach 20 seconds, or you think you can improve, you may try again with a 2nd or 3rd set of 3 flights, and enter the best set of times. If 2 or more entrants achieve the same error from target, the higher target times place higher in the Table of Results. If these are equal also, the tie-breakers will be consulted!

If after achieving 3 satisfactory HL flights an opportunity arises to progress to ROW, you may then attempt up to 3 sets of 3 ROW flights. If this endeavour is unsuccessful, you may still enter your earlier HL results.

If you can't achieve 3 adequate flights at all, send in what you can. Non-qualifying entries will be listed at the bottom of the results table in order of merit, so you might not be last! To enter more than one model (3 maximum), just copy the form and enter the extra details. Tick (✓) options as appropriate. Good luck!



How to enter

Make 3 flights as described, between 1st JUNE & 30th SEPTEMBER, and enclose the following with your completed entry form:

A. 1 x SAE or IRC (for table of results).
B. 2 first class postage stamps (token entry fee).
   Overseas entrants may send 5 to 10 photocopied sheets of interesting aeromodelling-related material! A few pages from your club newsletter, perhaps?
C. 2 photos of your model (if possible), at least 1 with it on the water (flotation test!)

To be received by 10th October 1998.

Send to: C. Jeffreys (WWT)
17 Ashmore Gardens
Hemel Hempstead
Herts. HP3 8NZ
ENGLAND

13

President: Ed. Hoffman, 813 937 7450
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DEADLINE for publication in FAHS, 15th of EVEN months.

Florida, where Naval Aviation, Commercial Aviation & Space Travel began
"It is not who is right, it is what is right"

FAX #: 1-813 596 2551
Internet address: warrenbrown@aol.com

"KEEP THE BLUE SIDE UP"

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Subscription: Minimum, $10 per year.

Vol. 17, No. 4, Edition No. 128, July 1996

P.O. Box 127, Indian Rocks Beach, Fl., 33785

AIRSHIP HANGAR CHANGES CITIES

1971 KEY WEST NAVY AIRSHIP HANGAR IS SOLD TO MIAMI IN 1928 AND SHIPPED BY RAIL (BOAT?) PRIOR TO 1935 HURRICANE'S DESTRUCTION OF KEY WEST RAILROAD.

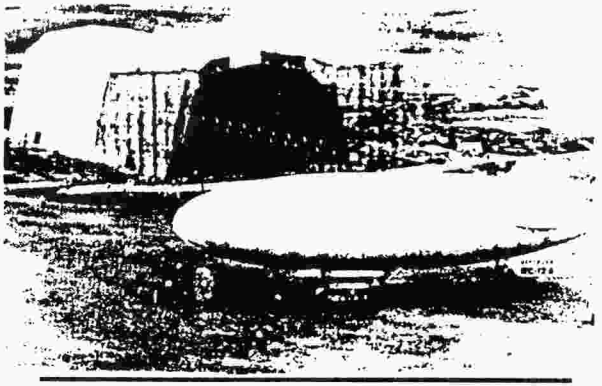
The Opa-Locka, Florida (Miami) blimp hangar was built at the at the Naval Air Station, Key West, in 1917. In the middle 1920s, the hangar was purchased from the Navy by the City of Miami to provide a home base for an airship. The hangar was relocated (some say floated, but the Miami Herald states it was transported in pieces by rail) from Key West to the Miami suburb of Opa-Locka and re-erected in 1928-29. This was prior to the devastating hurricane of 1935 that blew away the railroad.

The mooring site of one square mile was offered to the Navy by the city of Miami, in early 1932 and was established in early 1933 as an advance operating base for activity in the Caribbean area. A low stick mooring mast was obtained from the Mare Island Navy Yard in California and a mooring circle of railroad tracks for the lower fin ride-out car was constructed for the dirigible **Akron** and **Macon.** It was used by the Akron six times in early 1933 and by the Macon on three occasions in 1934. It was also used by the Graf Zeppelin in 1933

The first Goodyear airship to use the hangar was the *Defender* on 2 Jan. 1930. Although Opa-Locka was used on a regular basis in the early 1930s, the Miami-based Goodyear airships normally moored in the open closer to downtown Miami, at places such as Watson's Island. In addition to the Goodyear airships, the hangar was also used by the Anton Heinen *Air Yacht* in 1934 in an attempt to sell rich sportsmen Goodyear Blimps.. The gradual encroachment of expanding airport activities during WW II limited the usefulness of the hangar and landing area; as the size of the Goodyear airships increased after WW II, use was limited to minor servicing.

The Opa-Locka hangar gradually deteriorated. It was used for a refugee and detention center in the 1980s. It was last used by an airship in January 1990 for the initial inflation and rigging of a *Thunder and Colt GA-42 airship.* The hangar was supposed to be dismantled and the steel frame to be sent to the Dominican Republic for use in a structure for sugar storage. This never occurred. The hangar's skeleton

Continued on Page 2



GOODYEAR BLIMP 'DEFENDER' IN FRONT OF THE OPA-LOCKA HANGAR, 2 JAN. 1930.(Nat.Archives)

existed until it was finally dismantled and the steel sold in January 1995. The Opa-Locka site is now the location of the Coast Guard Air Station.

In St. Petersburg a blimp hangar, costing $29,300, was erected in 1929 by the city to attract an airship and offer competition with Miami. The Goodyear airships *Puritan, Mayflower and Reliance* operated from this hangar in the 1930s. In 1943, the hangar was dismantled, cut in half horizontally. The upper half was relocated and converted to an airplane hangar on Albert Whitted Field and is still in use.

In 1941, at the American entry into WW II, the U.S. Navy had but one operating base at Lakehurst, NJ with but one large usable hangar, and 10 airships. Two additional bases with modern hangars seemed adequate in 1942. At the end of the war, the Navy had 10 permanent airship stations with 24 U.S. Hangars, mooring locations along the coastlines, with 170 airships in service.

The original Naval Air Station, Key West site was dis-established and moth-balled shortly after WW I. It was not re-established until October 1939, after President Roosevelt proclaimed that any use of U.S. territorial waters for hostile operations would be regarded as unfriendly. The first air units to arrive at Key West were patrol bombers.

Airship facilities were constructed in Feb. 1943,

expanded later in 1943 and again in 1944. Airship facilities at Key West were extensive and consisted of 4 mooring circles, mooring masts and prefabricated buildings to support the activity. The airship headquarters were originally located at Meachem Field (now Key West International) and were relocated to East Martello Tower, an adjacent Army base.

Airships that operated at Key West after WW II were based at Naval Air Station (formerly Army), Boca Chica. A museum established at East Martello Tower has a section devoted to the airships that operated at Key West.

Discussion of the Richmond (Miami) Naval Air Station was presented in the last edition of the FAHS Newsletter.

The newest airship hangar to be erected in the U.S. in 1984, is the Goodyear hangar at the Pompano Beach Airpark in Florida. Goodyear relocated its airships from Watson's Island, Miami, to Pompano Beach in 1979. Goodyear airships had been based in Miami from 1930 to 1942 and from 1946 to 1979.

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FROM AERIAL AGE JUNE 1923

Art School Prize Contest on Model Airplane Trophy

B. H. Mulvihill, of Pittsburgh, vice-president of the National Aeronautic Association of U. S. A., has announced a prize competition for art schools of $100, $50 and $25 for the three best designs for a model airplane trophy for which boys will compete at the international airplane races in St. Louis in Ocotober. The Mulvihill trophy contest at St. Louis is the first of its kind ever held and will bring together the winners of elimination contests conducted all over the country. At St. Louis the flight of the model airplane will be for distance under official observation and regulation.

"This will be known as the National Aeronautic Association design contest," said Mr. Mulvihill, "and will be open to any student of sculpture in any accredited art school and to graduates since 1921. It has been suggested that in large cities there might be local contests under the auspices of the directors of the several schools and that the three best designs be then entered for the national judging, which will be done in Washington. The models will be in clay, of course, and the awards will be based on artistic excellence and appropriateness of the subject. They must be submitted by July 15.

"Model airplanes are proving not only good sport for boys and girls, but their construction by the young fliers themselves is teaching them the principles of the power airplane. The characteristic pose of a boy launching with his hands a tiny plane lends itself to an action design for a trophy that ought to develop some very interesting and beautiful subjects."

The judging for the final awards to the three winners will be held about August 1, at National Headquarters of the Association. when the names of the successful sculptors will be announced, and photographs of the three best models issued for publication.

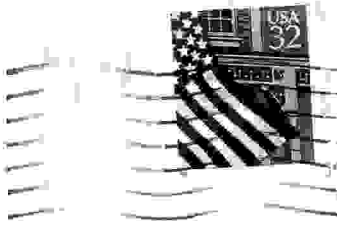
WHAT'S ON IN FREE FLIGHT?

JUNE 20,21. Teddy Roosevelt Meet #7 Last MIAMA Meet, See page 1 for details MASS LAUNCH BIPLANES
MAY 30,31: PALM BAY. Rebel Rally and Flying Aces Summer Meet #2 CD Bill Staley
JULY 4,5: PALM BAY Fla. State Meet. CD Rex Hinson Flying Aces Summer Series#3
JULY 25 WORLD FAMOUS MILLARD WELLS ROW MEET. Islamorada ,Keys.
AUG. 8,9 Palm Bay, DIXIE NATS FAC Summer Series #4
AUG. 29,30:Palm Bay : Dist. V Champs CD Jim Juhl Flying Aces Summer Series #5
NOV. 14,15 Don Brimmer's SAM 46, Flying Aces Summer Series # 6.

TO CONFIRM MEETS CALL INDOOR HOTLINE THE NIGHT BEFORE
305-858-6363

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