THE HANGAR PILOT

ONE AND ONLY!

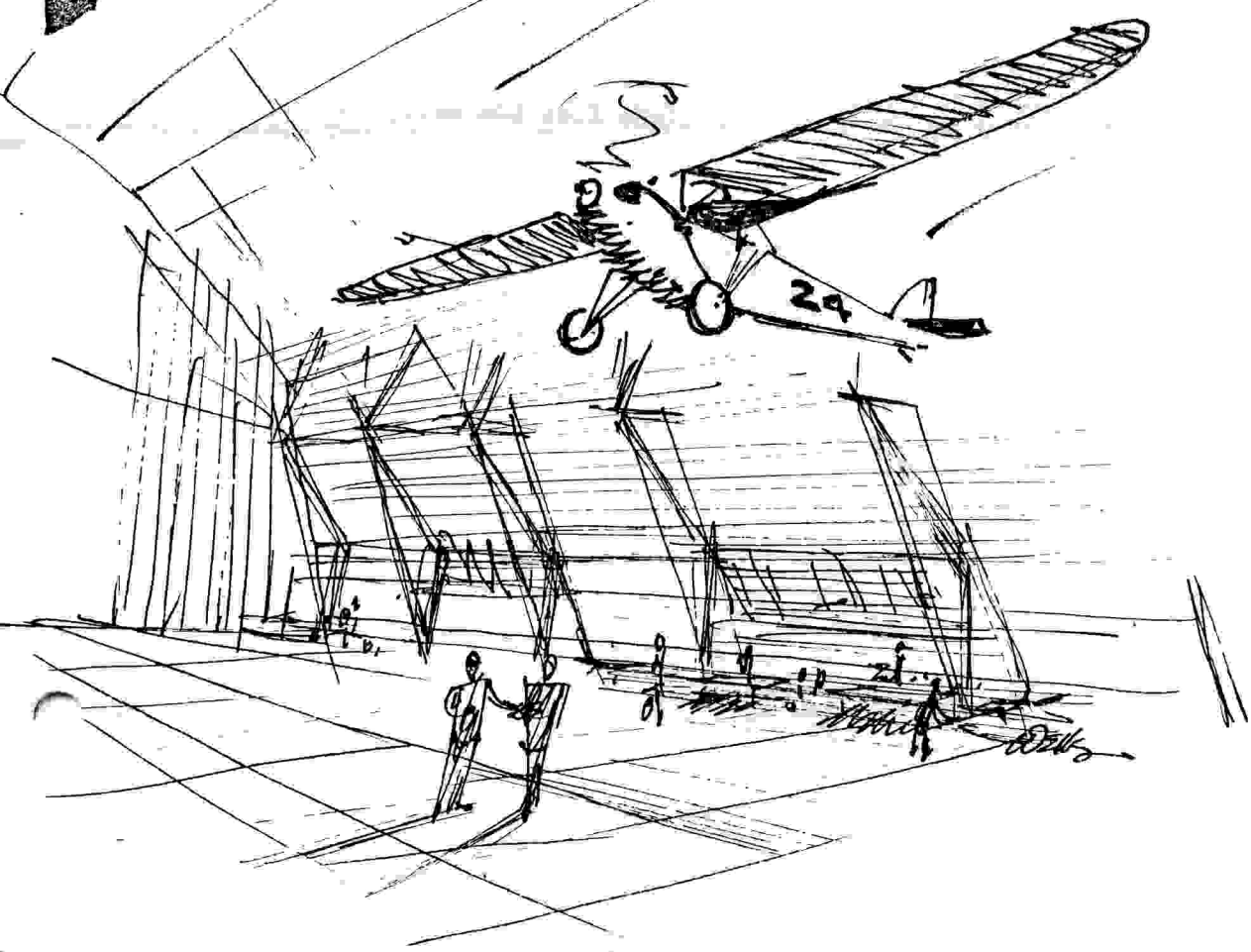
THE MIAMI INDOOR AIRCRAFT MODEL MEET

MIAMI

ISSUE 77
MARCH '82

AMA CLUB 986
"E"

WELLS PROSPECTIVE DRIGG'S DART:
FLYING AT OPA-LOCKA



THE HANGAR PILOT



Is published 8 (or 9) times a season by Miami Indoor Aircraft Model Association (MIAMA) AMA Club 986, the only active all-indoor club publication in the AMA. For $10.00 a year you will receive all 8 editions, and an additional $10.00 makes you a member of MIAMA (Indoor isn't for everyone!) Send contributions, letters, plans, 3-views, articles, gripes, and MONEY to: MIAMA Dr. John Martin 3327 Darwin St. Miami, Fla. 33133

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Retrieval: Jim Stewart, DON BAL
Youth Activities: Mike Arak, and Ernie Clark

MEET 5 OPA-LOCKA FEB 14

Although Lacey's continue to win the Peanut Event the trend toward the light weight, long flyer continues. This meet Dave Kiefer produced a 2 gram Itoh from Ken Johnson plans, ad Doc Martin had a 9 inch fuselage, 15 inch span Dornier Mercur that was supposed to be 3 grams, but ended up at 5. Neither plane flew too well, but both had good potential. Another plane with great potential is Dick Obarski's Easy B that has a variable thrust device to control the height of the climb.

Dick does not have it perfected as yet but we're sure he will share his device when he gets it going. In Easy B, Stan Chilton and Roman Szymula duelled all day long, with Stan eventually setting a new FLORIDA STATE RECORD at 13:20, and Roman turning in one of his best times.

Lake Wells was full of water, and at least five flyers tried their luck at Rise Off Water flights. We are sorry to report that no one successfully flew off the water, although you might say Ernie Clark did. Keep trying, Pilots, it can't be as hard as all that.

And now a few words for our fly-ins. These are the sessions where you learn something., and get a chance to socialise. The next Fly-in is at Miami Dade South College on March 21. It is a good opportunity to try out new ideas, and to bring along someone who might be interested. Let's see YOU out at the next Fly-in.

You will notice on page three that the annual points have been tabulated, with only three meets remaining in this season. All of the events are closely contested, and it is still possible for anyone to come out on top. Remember that we only count the points from your best 5 meets.

STAN CHILTON built some fine carry-on cases for his aircraft when he travels on airliners. The under seat dimensions are 9" X 13" X 23", and the overhead case is 9" X 7" X 32". Nice to know, Stan.

RESULTS: MEET 5 FEB 14 '82 OPA-LOCKA

PEANUT SCALE EVENT:

1. Carl Hedley	7 Points	(Lacey 29.8) 3 Static, 4 flight	(53.0)(55.4)	1.86
2. Mike Arak	9 Pts.	(Lacey 34.5) 2 Static, 7 Flight	(42.0)(52.1)	1.51
3. John Martin	9 Pts.	(Kalinin 27.3) 6 Stat, 3 Flight	(56.0)(52.7)	2.05
4. W. Everson	11 Pts.	(Waco E 28.0) 5 Stat., 6 Flight	(47.3)(48.7)	1.74
5. D. Kiefer	11 Pts.	(Sop. Tripe 39.5) 1 Stat, 10 Flight	(28.4)(26.3)	.72
6. Millard Wells	12 Pts.	(Curtiss Trip. 28.7) 4 Stat, 8 Fly	(34.8)(34.6)	1.21
M. Wells	12 Pts	(Micro-Veloz 17.1) 10 Stat., 2 Fly	(1:16)(1:10)	4.44
M. Wells	13 Pts	(Huntington H-12 11.8) 12 Stat., 1 Fly	(1:10)(1:20)	6.77
M. Wells	14 Pts	(Moustique 21.7) 9 Stat., 5 Fly	(57.3)(47.0)	2.64
7 Bill Hiscock	(Prox.)(BD-4 22)	18 Pts, 8 Stat., 10 Fly	(25.4)(24.6)	1.15
8. Jim Stewart	(Church 23)	20 Pts., 7 Stat., 13 Fly	(19)(21)	.91
D. Kiefer	22 Pts.	(Itoh 8.5) 13 Stat., 9 Fly	(44.2)(24.0)	5.2
9. Dick Kelso	23 Pts.	(Voyager 16.0) 11 Stat, 12 Fly	(25.1)(14.0)	1.57

Did not fly: Martin-Dornier 24.3, Everson-Taylorcraft 26.0, Wells-P-38 30.5
Wells-Vagabond 15.0

SCALE EVENT:
1. John Martin Martin MO-1 70 Stat, 1:08 Fly 138
2. Mike Arak Lacey 82 Stat, 54.7 Fly 136.7
3. Dave Kiefer Sop. Tripe: 58 Stat, 26.8 Fly 84.8

GLIDER:
1. Don Bal (52.6)(55.2)
2. Jim Stewart (28)(28)
3. Lee Campbell (25)(25.7)

Juniors:
1. David Bal (19.0)(16.9)
2. Steve Bal (13.8)(14.9)

EASY B:
1. Stan Chilton 13:20
2. Roman Szymula 11:59
3. Jim Stewart 8:28
4. Walt Everson 7:35
5. Dave Kiefer 2:33

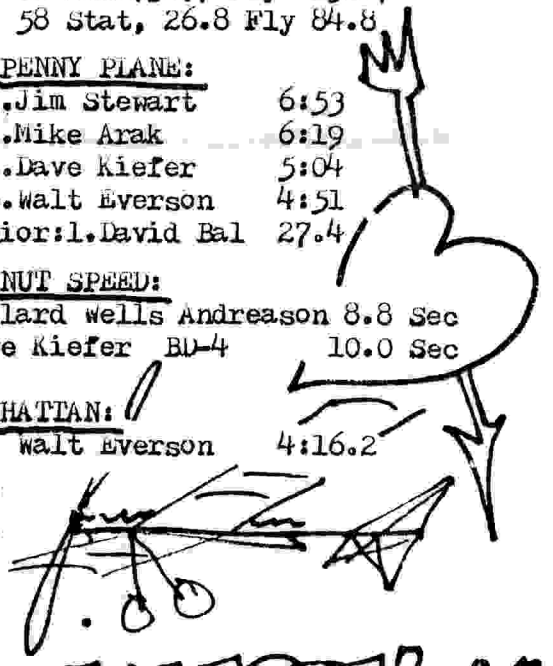
No Flight: Dick Obarski, Carl Hedley
Junior: 1. David Bal 30.1

PENNY PLANE:
1. Jim Stewart 6:53
2. Mike Arak 6:19
3. Dave Kiefer 5:04
4. Walt Everson 4:51
Junior: 1. David Bal 27.4

PEANUT SPEED:
1. Millard Wells Andreason 8.8 Sec
2. Dave Kiefer BD-4 10.0 Sec

MANHATTAN:
1. Walt Everson 4:16.2

OLD TIMER R.O.G.:
1. Walt Everson 4:52.9
2. Mike Arak 3:39.2
3. Ernie Clark 2:25
4. Lee Campbell 2:08
5. John Martin 1:54



ONLY 3 MEETS LEFT!!

NEXT MEET MARCH 14

OPA-LOCKA 9 TO 5 CONFIRM: 858-6363

NEXT FLY-IN MARCH 21 MIAMI/DADE SOUTH COLLEGE

ANNUAL POINT STANDINGS - 3 MEETS TO GO:

(3)

PEANUT SCALE EVENT

I	Carl Hedley	33 Pts
1	Mike Arak	33
2	Doc Martin	32
3	Dave Kiefer	31
4	Walt Everson	25
5	Millard Wells	19
6	Jim Stewart	11
7	Bill Hiscock	9
8	Dick Kelso	5

JUNIOR: Carl Linstrum 1

SCALE EVENT:

1.Doc Martin	14
2.Dave Kiefer	12
3.Mike Arak	9
4.Dick Kelso	4

GO MIAMA!

GLIDER EVENT:

1.Don Bal	9
2.Jim Stewart	4
3.Lee Campbell	1

Juniors:

1.David Bal	11
2. Steve Bal	6
3.Heather Arak	1

EASY B:

1.Jim Stewart	16
2.Walt Everson	11
3.Carl Hedley	8
4.Dick Obarski	6
5.Stan Chilton	5
6.Roman Szymula	4
7.Dave Kiefer	3
8.Millard Wells	1
9.Mike Arak	1

PENNY PLANE:

1.Mike Arak	10
2.Carl Hedley	7
2.Walt Everson	7
3.Jim Stewart	6
4.Dave Kiefer	2

JUNIOR:

1.Heather Arak	4
2.Carl Linstrum	3
3.Sue Arak	1
4.David Bal	1

OLD TIME ROG:

1.Mike Arak	9
2.Ernie Clark	8
3.Walt Everson	8
4.John Martin	6
5.Lee Campbell	2
6.Dick Kelso	1

JUNIOR:

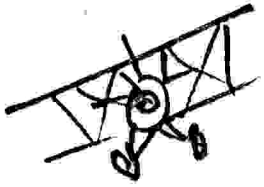
1.Rodberg	2
2.H. Arak	3

PEANUT SPEED:

1.Millard Wells	10
2.Dave Kiefer	8
3.Mike Arak	7
3.John Martin	7
4.Dick Kelso	2

BOSTONIAN/MANHATTAN:

1.Walt Everson	4
2.Carl Hedley	2
3.Dick Obarski	1



COMPILED BY MIKE ARAK

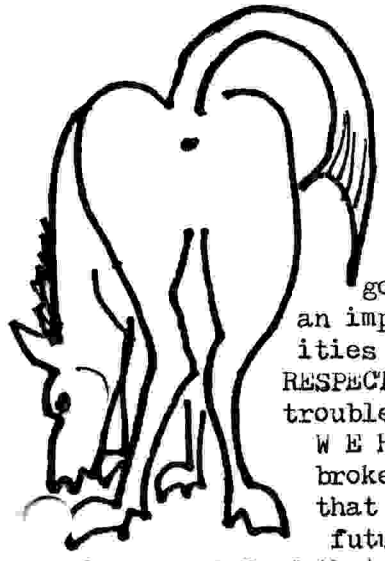
OVER ALL PTS.

1.Mike Arak	69
2.John Martin	59
3.Dave Kiefer	56
4.Walt Everson	55
5.Carl Hedley	50
6.Jim Stewart	37
7.Millard Wells	30
8.Dick Kelso	10
9.Bill Hiscock	9
10.Don Bal	9
11.Ernie Clark	8
12.Dick Obarski	7
13.Stan Chilton	5
14.Roman Szymula	4
15.Lee Campbell	3



JUNIOR - OVERALL

1.David Bal	15
2.Heather Arak	9
3.Steve Bal	6
4.Carl Linstrum	5
5. Rodberg	2
6. SUE ARAK	1



FROM THE HORSES MOUTH AND OTHER ORIFICES.

(4)

Well, Hangar Pilots, there is a lot of stuff going on, and not all of it good. On page seven(7) is an important letter from Ed Whitten about indoor activities at the National AMA level, and HOW WE DON'T GET NO RESPECT! We hope you indoor types take the time and the trouble to WRITE to AMA, and your Dist. VP about these matters.

W E HOPE that the old records will be retained until broken in the NEW ceiling height catagories. WE HOPE that indoor people set up indoor Nats,...WE HOPE that future Nats planning will provide only Nats class indoor sites. WE HOPE that the time allotment for events fits the size of the entry field. WE LIVE IN HOPE. 'Cause none of the above are realities.

So far it looks like AMA, at the request of absolutely no one, and with the support of absolutely no one, will hold indoor Nats at Lincoln Neb.,along with the rest of the Nats,"Because they don't want to lo se money." This dispite the fact that the indoor Nats at West Baden LAST YEAR actually MADE money, and dispite the fact that the Questionnaire respondents were 90% in fawer of returning if the site was inferior to the Atrium. I think unity is nice, but I think listening to some people who know something is NICE TOO. SUPPORT THE BYRNE'S MOTION!!!

GOOD NEWS: ..... DON LINDLEY will be CD at the VIINART on indoor week, and, whether the Nats will, or will NOT be held at west Baden, indoor week will be, AS ADVERTISED, June 12 to 19. In the event that the Nats will be in Lincoln (And we are sure there will be at least 5 indoor flyers there) We will have a AAA indoor Meet at west Baden preceeding the VIINART,and the III World Peanut Grannd Prix(24 Hours). More details on this next issue.

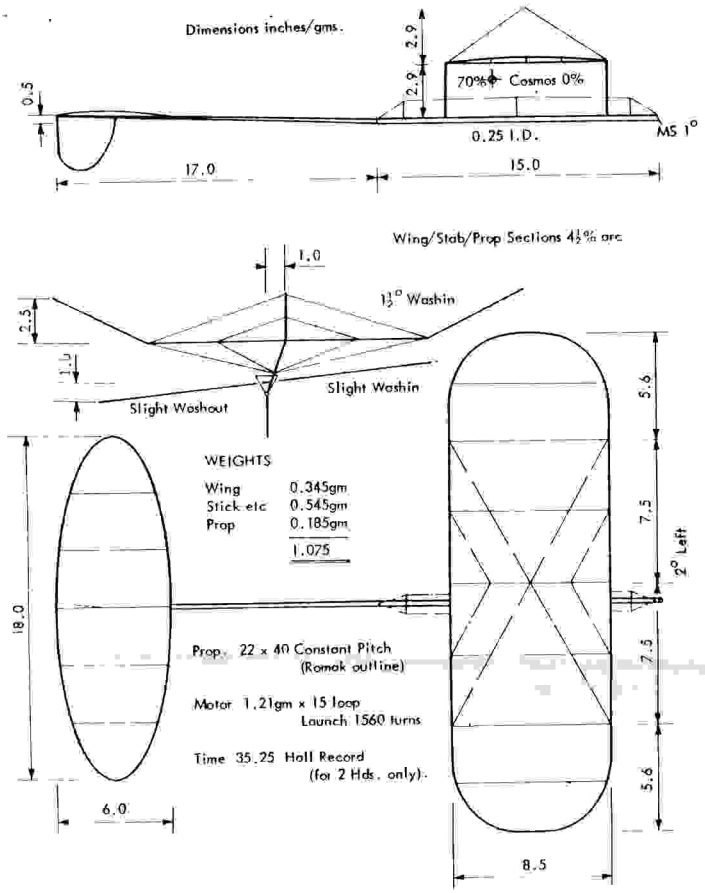
ANOTHER ITEM: In your letter writing, please request that all old AMA indoor records be translated into the new catagories. This will Have Cat II,Cat.III, and Cat.IV with old records, and Cat.I with none.

SUPPORT THE CONCEPT OF AN INDOOR CONTEST BOARD!!! WRITE, WRITE!!

Stan Chilton has volunteered to provide the funds for the awards at the indoor meet to preceed the VIINART, in case the Nats is in Neb. It looks like the only problem is that indoor week will be better run, more fun, and have nicer trophies than last year...such a problem!

(5)

Scale 1/10th



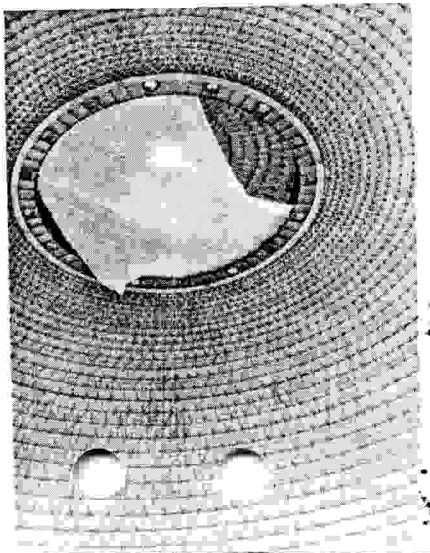
1981 BRNO International F1D 1st place by Bernard Aslett

Indoor International FAI Microfilm

			1	2	3	4	5	6	Best 2 flights
1	B. Aslett	England	30:34	**35:23**	11:04	**33:43**	33:24	32:42	69:06
2.	L. Barr	England	**30.00**	20:00	**38.10**	24.42	0.43	9:31	68:10
3.	R. Czechowski	Poland	28:01	9.44	30:03	**33:11**	**33:52**	29:12	67:03
4	S. Sierko	Poland	**32:40**	12:40	9:39	30:43	11:54	**31:53**	64:33

SEE, YOU GUYS? WE AREN'T THE ONLY ONES DOIN' THIS STUFF, EVEN IF IT ISN'T FOR EVERYONE! THIS JOINT (2 PAVILION) IS JUST LIKE WEST BADEN WITHOUT THE FOOD + ROOMS.

Inside the 'Z' Hall showing the muslin 'fly-trap' being removed after the event.



CZECHOSLAVAKIA'S INDOOR INTERNATIONAL BRNO, July 11/12, 1981

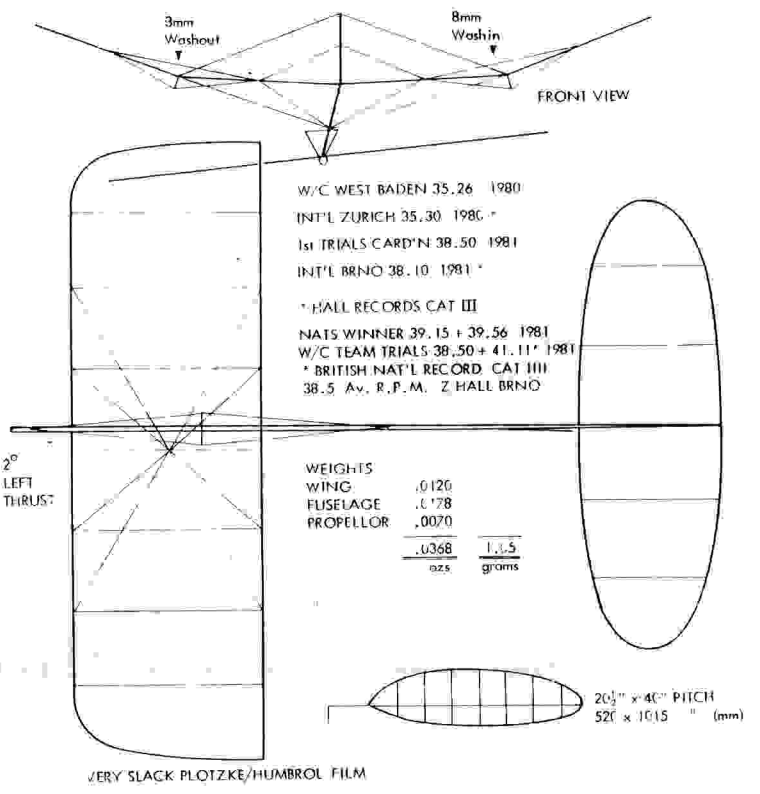
report by Laurie Barr



BERNARD ASLETT and I planned a trip to this contest, if our models survived the first team trials at Cardington the week before.

We were both in good shape, the models OK although Bernard had the misfortune to be unable to return a good score in the trials, due to unpredictable weather, in spite of having two models which had exceeded 37 minutes on prev[illegible] rips to the [illegible].

In [illegible] to ensure [illegible] irrival of our delicate cargo, and to be able to take a vital cylinder of helium for the gas balloons for steering, we set off for the trip in the Jaguar. On the way to Dover, we had a (fortunately) *rear* tyre split, but luckily suffered no ill, and managed to get a spare at Maidstone.



FAI 1980-81 Hall Record BRNO and Zurich Laurie Barr

The trip out was uneventful and the clear perspex tops to our model boxes, together with the Brno contest invitation (printed in four languages) made our passage through various customs easy. It is amazing how knowledgeable police and customs men are when confronted by two crazy Englishmen going 2,000 miles just to fly transparent toy aeroplanes!

A short overnight stop in Prague was enjoyed due to the great hospitality of Jiri Kalina, an old friend of many years, and a party of six cars set out in convoy to drive the 150 miles to Brno. All the way across Europe we followed a big high pressure area, and the weather (a vital factor to indoor flyers!) was perfect, warm and not too windy.

The 'Z' hall in the exhibition grounds at Brno is an FAI category 3 hall, and is approximately 110ft. to the top, however in the centre is a large circular ventilation hole some 30ft across, above which are louvres to outside atmosphere to allow the hall to 'breath' during hot weather. Although the local fliers drape a muslin net right across the hole, in hot weather there is a very strong thermal underneath it, and if you fly an indoor model within 20ft. of it, you will almost certainly get sucked up onto the muslin, like a fly onto a spider's web, to lose the flight and probably the

TO FINISH ARTICLE: SUBSCRIBE TO AEROMODELLER

IMPORTANT!

READ THIS AND ACT * WRITE NOW * ACT

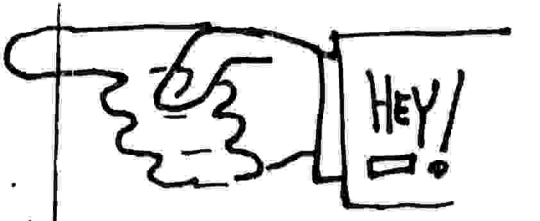
The AMA Executive Council at the Jan. 31st meeting very sensibly PAST UNANIMOUSLY District II VP John Byrnes' motion to establish a separate INDOOR Contest Board. Something wonderful & long needed....Right?

Then what happened? AMA President John Grigg went and declared a moratorium on the action until the next session to allow certain 'concerned parties' time to make an effort to crush the idea. Here we had a very badly needed, a very sensible, decision, and it is set aside! Is that legally possible after a unanimous vote by the Council?

With all due respect to the Free Flight Contest Board for its good work, it is obvious that good decisions on INDOOR matters take indoor sophistication and the FFCB is predominantly, overwhelmingly, outdoor oriented. It is, in effect, an OUTDOOR FF Contest Board. Indoor FF experts do not decide outdoor rules; outdoor experts should not decide indoor rules. Chris Matsuno, Chairman, and Hank Struck know the indoor scene...but who else on the FFCB?

WE MUST ACT....AND ACT NOW..!! Take pen in hand right now and write a letter to AMA Pres. John Grigg (6387 Badger Drive, Lockport, NY 14094) and tell him in no uncertain terms that the unanimous vote that happily and finally created an Indoor CB was a GOOD decision and MUST be upheld. There IS a need for an Indoor Board; it is NOT superfluous. An Indoor Contest Board can save AMA Headquarters lots of problems (witness the West Baden and current records situations) and can be a driving, creative force for indoor flying.

→ CONT. ↑



NEXT MEET
MARCH 14
OPA LOCKA
9 TO 5

FLY-IN MAR. 21
M10 SOUTH

ALSO WRITE YOUR V-P'S - DistV Bill Mathews
311 Pinehaven Dr Birmingham AL 35209

This is a must; write today. And make copies of your letter and send them to your friends and tell them to write to John Grigg and make copies of their letters and send them....etc. Let's get a chain reaction started so that John Grigg knows what the score really is and not be swayed by one or two anti-indoor modelers. WRITE NOW.

HOW TO FLY IN A SALT MINE

The above headline is not humor. I doubt if any of us will be in Slanic, Romania to fly FAI F1D models in competition, but I suggest any of our readers who try out for the world FAI USA team find themselves in this famous site, they would bewise to clip out this article for future reference. I take these excerpts from a letter from our friend in Czechoslovakia, Mr. Lubomir Koutny. He builds all types of indoor models, and does some excellent photography of models as well. Here is his letter with his advice on H OW TO FLY IN SLANIC:

"As to flying in Slanic I think the success could be riched only by very thorough preparation. This information is according to my experience there in 1975.

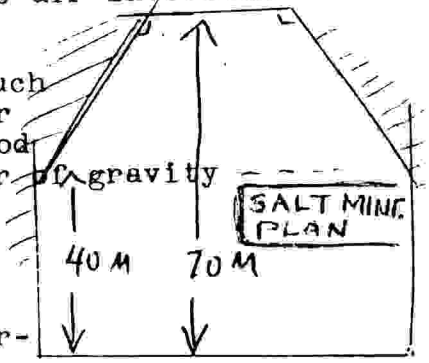
Indoor temperature: By the floor plus 5 degrees C, by the ceiling, plus 15 degrees C., and relative humidity is OVER 95%! That is why you must do the following:

a. The propeller must be painted because of waterproofing. In another case the propeller pitch will be 20% more after landing and won't be suitable for the next start.

B. Select the rubber that can return an optimal performance at these temperatures: Plus 5 degrees at start for 5 minutes. plus 15degrees C. for cruising at ceiling for 15 min., plus 10 degrees C. descending flight if rubber has many turns.. it is all OK for 15 min.

The model should be stable and shouldn't be responsive to air circulation at the height of 40 meters where air inversion will take place.

If you have no possibility of training in such conditions I recommend to use hard propeller with symetrical blade shape. It is very good if the model and rubber have the same center of gravity You will have to test many kinds of rubber in Slanic to find the best one.



THE SLANIC DECALOGUE: (1) The model must climb up to the ceiling.

(2)The revolutions(Turns in rubber)are important, also for descending flight.

(3)You needn't the lightest plane, but this plane must be ready enough to keep the rubber for victory flight.

(4)You must have warm dress, warm boots, and lamp.

(5)The walls of space for competition aren't smooth. The model may hang on the wall, maybe break it, or you lose it.

REPRINTED FROM MARCH '78 HANGAR PILOT.

HOW TO FLY IN A SALT MINE (Cont.)

(6) If you lucky you can clear wall on descent by make use of thermal stream (Warm from lamp) and very to better your fly.

(7) After you have drink the tenth brandy you feel better yourself, but in this case you wouldn't be able to fix the rubber properly.

(8) If you train much you have many models hanged on the walls and only a few models in a box.

(9) Don't waste the time with the Romanian girls. It is better to repair models. If you nothing to repair it is better to discuss with the friends and drink a little brandy. It is necessary prevention for your metabolism against reaction to their food.

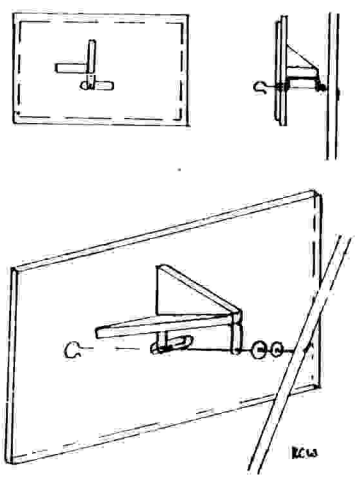
(10) Only two best flights are included in results. That is why you shouldn't give up your hope after some unsuccessful flight. Try to do your best up to the end of competition.

We would like to thank Mr Koutny very much for his advice.

A CZECH FLY-IN TYPE HELI-COPTER:

STOLEN FROM STAR SKIPPERS?

INTERCHANGEABLE PROPELLER BEARING FOR MANHATTANS



This nose block allows modelers who are not sure of the propeller configuation to experiment. It is especially good for beginners, who may not consistently make adequate propellers, to try a heavy EZB prop.

The noseblock is light; the one constructed weighing only 0.12 grams. It consists of four pieces of balsa wood and a commercial dual bearing, reinforced by Japanese tissue.

Cement together the two retangular pieces with crossed grains so that the larger forward piece has the grain running the long dimension and the smaller inside piece's grain running the short dimension.

Cement the bearing to the vertical triangle and reinforce with tissue. While drying, drill center hole, and elongate hole as in drawing. Attach vertical triangle and bearing to front rectangle. Attach second triangle, and, when dry, reinforce with tissue by wrapping tissue around entire assembly of both triangles and bearing.

Note: Slot in nose block must be on same side as slot in rear bearing. If bearing is of 'pig-tail' type, slot must be appropriately placed to suit.

Note: Prop shaft must have a hook for the rubber as in the illustration in order to assist putting on the prop.

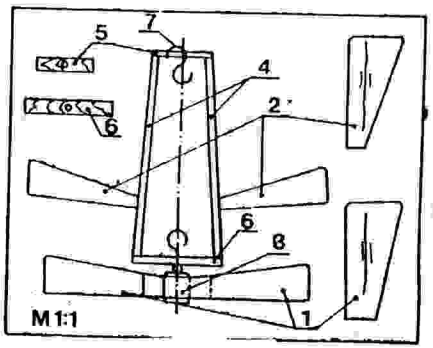
NA VEČER

vymyslel Lubomír MITÁŠ z Buchlovic.

K STAVBĚ: Listy rotorů **1** a **2** z balsy tl. 1 mm jsou obroušeny do profilu. Střední část **3** spodního rotoru z balsy o rozměrech 3 × 3 × 9 mm je ve střední části zpevněna z obou stran tenkým celuloidem. Konce dílu jsou seříznuty tak, aby listy rotoru měly po přilepení náběh asi 30 až 40°.

Trup je slepen z lišt **4** o průřezu 1 × 1 mm z tvrdé balsy a z čel **5** a **6** z překližky tl. 0,8 mm, v nichž jsou vyvrtány otvory pro háček a hřídel rotoru z kytarové struny o průměru 0,3 mm. Listy **2** se přilepí k trupu tak, aby měly opačné nastavení než listy rotoru. Zbývá jen zavěsit svazek z jedné smyčky gumy o průměru 0,75 mm (z páskové gumy do prádla) a po natočení 50 až 90 otáček model vypustit (volný rotor je dole). Model vylétne do výšky 2 až 3 metry a volným pádem přistane zpět – díky malé hmotnosti se mu nic nestane.

Příjemnou zábavu!



KING ORANGE INTERNATIONAL MEET OUR MAN OUTSIDE - TERRY RIMERT

The KOI this year had beautiful weather one day, cool, calm wether another, and hot windy weather one day this year. The first two days were really nice for flying. Lots of airplanes were lost on Sunday. Jim Lewis came out as the King Orange International Champion. Usually a person has to fly in a couple of the popular gas classes, and do good in them to win the high point trophy. Jim does so good in the glider and rubber events that he can win without flying gas. This year there were more entrys in glider and rubber too. That helped a bit. Actually there were more people here for this KOI than have been here for a long, time. Stan Coward and John Arthur wree close runners up to Jim Lewis in the high point competition. 9 people entered the unlimited Mulvihill event on Saturday morning. 7 launched all at once and it was a really beautiful sight, watching all those rubber models climbing at once. Kenneth Grubbs model worked its way downwind a little faster than the rest, and into a thermal, while the other planes were in air that was letting them down kinda fast. Kenneth's plane went out of s after a little over 5 minutes while the others were down in under four. Jim Lewis and George Perryman tied for second place. Kenneth found his plane in the woods rather easily. Free Flight Scale was great. Lots of great models, that flew great too. Ann Betz has been building models for a while now, but the KOI was her first taste of competition.. She entered Peanut Scale, and had one flight of about 1½ minutes and another of about 2½. She told me she was really thrilled about putting in the nice flights in her first contest. That was before she knew how she did in thesevent. Just imagine how excited she was when they called her name for first in Peanut Scale. She is going to come back and show everyone how to do it in rubber scale or gas cale next tiem.

BY LAW CHANGES

There were a few by-law changes for the leader members of AMA to vote on last month. I think they were for the good, and would like to thank the people who did the work getting the changes written up. I think it was Dave LBrwon, and Bill Mathews. Thanks guys, but next time you do something like this, let us vote on each change seperately, instead of takeing all or none.. I almost voted a no just because I had to take all of them instead of voteing for each seperate change.

STATE CHAMPIONSHIP MEET ON APRIL † & 3&4

Tom S utor is doing it again!!! He is putting up all the trophys, and FMA is doing the work and all the money goes toward subsidizeing the top junior and senior to the National C hamps. Whitehouse field will be the place. Joe Mead, 1914 Blair Road, Jacksonville, FL 32205 is the Contest Director, Van Thaxton, 120 National Lane, Warner Robisn, GA 31093 is the Free Flight Director. Events for everyone. Come spend your moneyl on a good cause.

I think a lot of you know that Tom Sutor was very sick with cancer last summer. He has f nd a diet that caused his tumors to go away, and he is up and getting around well now.. He says thanks to all the people who sent him get well cards.. Its really good to see you agian Tom!!!!

1ST CLASS
NOT JUNQUE MAIL

TO:
JIM MILLER
827 YORKHAVEN RD
CINCINNATI OH 45240



THE LARGEST INDOOR NEWS INSIDE
THE HANGAR PILOT
EDITOR: DR. JOHN B. MARTIN MIAMA
9127 PINEHURST. MIAMI PLAZA 33153

CALENDAR OF EVENTS

FEBRUARY 28 WEST PALM BEACH FREE FLIGHT MEET 8 to 3 1/2 A Gas, HLG, Nostalgia Gas, P-30, A-1 Glider. Call Lee Campbell 1-305-968-1045 Lk. Worth

MARCH 14 Meet six, Opa Locka 9 to 5 BLIMP HANGAR

MARCH 21 Fly-in, Miami Dade South. 9 to 5

APRIL 11 Meet seven, Opa Locka, 9 to 5. B.H

APRIL 18 Fly-in, Miami Dade South. 9 to 5

May 9 Last Meet, Opa Locka. 9 to 5 B.H.

May 16 Fly-in, Miami Dade South. 9 to 5

APRIL 3+4 - FF
FLA. STATE CHAMPS
JAXONVILLE - CD IS
JOE MEAD - 1914 BLAIR RD
JAX. 32205

JUNE 6th ANNUAL MIAMA AWARDS DINNER 94th AERO SQUADRON

JUNE 12 to 19 INDOOR WEEK (Applications in issue 76)

NO, NO, the indoor Nats will Not be held during indoor week, but will be held in Lincoln, Neb. at 51' high Pershing Auditorium. We won't be ther

ERNIE CLARK is in charge of the MIAMA club van going to West Baden. We intend to rent(or promote)a van as we did last year, to transport boxes, members to the VIINART. To arrange for YOUR model box transport, or for a ride to West Baden call Ernie 943-3299 (POMPANO BEACH)