# THE HANGAR PILOT

12TH YEAR OF PUBLICATION

THE MIAMI INDOOR AIRCRAFT MODEL MEET

MIAMI

ISSUE 95

SUMMER 1984

THE BOYS OF SUMMER

OUTDOOR FUN!

SUMMER BONUS ISSUE



FOOD! FUN! FLYING!

MIKE ARAK'S ANNUAL F.F. MEET- SEE INSIDE COVER



# THE HANGAR PILOT

Is published 8 (or 9) times a season for a bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association,) AMA Club 986, is the only active all indoor free flight club in AMA. Our Mottos: "It must be fun.", and "Indoor isn't for everyone." For $10.00 a year you will receive all copies. We solicit your contributions since we are always running out of material. Letters, plans, 3-views, articles, gripes, and Money to:
Dr. John Martin Pres./Editor. 2180 Tigertail Ave. Miami, Fla. 33133 USA
Phone: 305-858-6363 We want to hear from you!!! Send material!!!

## MIKE ARAK'S UMTEENTH ANNUAL

MODEL AIRPLANE FF MEET, COOK OUT, AND MARCHING SOCIETY. FUN!

F.I.U. (FLORIDA INTERNATIONAL UNIV. GROUNDS)
SUNDAY AUG 19TH 8:00 AM TO → ?
(CALL 858-6363 FOR DETAILS)

## THE MYSTERY MEET!

WHY THE MYSTERY? BRING OUT YOUR MODELS YOU WANT TO LOSE. OLD, BEAT UP, ETC., THE DELTA DART, THE SCALE, THE GLIDER, THE EZB + PENNY

MIKE WILL INVENT AN EVENT FOR THEM!
SPEED, MASS LAUNCH, PREDICTED DURATION, ETC ???
FRESH AIR, FOOD, FUN, FELLOWSHIP, FLYING.

# MIAMA HALL OF FAME

WINNERS OF THE 1983/84 INDOOR SEASON

**STATE CHAMP:** WALT EVERSON

RUNNER UP: JOHN MARTIN

**EASY B:** MIKE ARAK; 2ND ROMAN SZYMULA

**GLIDER:** DON BAL, 2ND RON SHARPTON

**MANHATTAN/BOSTONAKI:** WALT EVERSON
2ND - MILLARD WELLS

**KIT/PLAN SCALE:** - JOHN MARTIN
2ND WALT EVERSON

**PEANUT SCALE:** JOHN MARTIN
2ND. WALT EVERSON

**"A" R.O.G.** MIKE ARAK; 2ND W. EVERSON

## JUNIOR WINNERS:

GLIDER: 1ST DAVID BAL, 2ND STEVEN BAL

## NEXT SEASON: 1984-1985

Here is how it works: We schedule 7 contests from next October to May 1985. There are at least 2 other events onthe schedule including the Second World Inter-Gnats in APRIL

In Nov.,Jan.,March, and May we will have 2 day indoor meets at MacDill Air Base in Tampa. On alterate months starting in Oct. we will have meets at Miami Dade South College. Points are earned at each meet, but we only count your best 4 meets out of 7 for annual awards as earned by those above in the "Hall of Fame". GET BUILDING NOW FOR THE NEXT SEASON: Evehs will be the same as above, and we are puting Penny Plane back in the meets. Other changes will be noted later.

Y'ALL COME + FLY WITH US IN FLA.

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# "LAST" IMC MEET (#7) MAY 19-20 1984

| PEANUT SCALE EVENT: | | Stat.: | Av. of 2 best: | Total |
|---|---|---|---|---|
| 1. John Martin | Cessna AW | 76.4 | 66.3 | 142.7 |
| 2. Walt Everson | Found | 70.4 | 67.0 | 137.4 |
| 3. Millard Wells | Eastbourne | 70.0 | 63.5 | 133.5 |
| 4. Dean McGinnes | Jodel D-9 | 72.0 | 59.7 | 131.7 |
| 5. John Tudor | Cougar | 72.5 | 53.2 | 125.7 |
| 6. Dick MacEntee | Alco Sport | 82.0 | 39.0 | 121.0 |
| X M. Wells | Farman mous. | 65.2 | 54.0 | 119.2 |
| 7. Bill C. RISS | Tailwind | 74.8 | 43.0 | 117.8 |
| X John Tudor | Fike | 71.0 | 48.5 | 119.5 |
| X Walt Everson | Waco | 57.0 | 40.0 | 97.0 |
| X Dick MacEntee | Zippy | 71.2 | 15.8 | 87.0 |
| X Bill Criss | Porter | 61.5 | 48.7 | 110.2 |
| FIRST JUNIOR Matt Petrie | Colt | 58.5 | 33.5 | 92.0 |

INDOOR ISN'T FOR EVERY-ONE

| KIT/PLAN SCALE EVENT: | | STATIC: | PLUS: | PLUS: | TOTAL: |
|---|---|---|---|---|---|
| 1. Bill Criss | Pilatus (Micro-X) | 80 | 80.0 | 69.0 | 229.0 |
| 2. Mike Arak | Curtiss Robin (1930) | 94 | 64.3 | 64.2 | 222.5 |
| 3. John Martin | (Same above) | 70 | 65 | 64 | 199.0 |
| 4. Walt Everson | Found | 80 | 55.6 | 57.7 | 193.3 |
| 5. Millard Wells | Mr. Mulligan | 82 | 48.6 | 47.6 | 186.2 |
| X M. Wells | Alco Sport | 86 | 53.0 | 52.5 | 191.5 |
| 6. Dick MacEntee | Alco Sport | 91 | 42.6 | 33.7 | 167.3 |
| X " " " | Cougar | 91 | 20.0 | 36.4 | 147.4 |
| First Jr.: Shawn Theiss | Stinson 105 | 79 | 22.6 | 22.4 | 122.0 |
| XBill Criss | Tailwind | 82 | No flight, also John Tudor with a Fike (82), no flight, and Dean McGinnes Jodel (93) No flight. | | |

EASY B:
1. Roman Szymula 11.34.6
2. Mike Arak 7:53.8
3. Dave Linstrum 7:22
4. Walt Everson 7:18
5. Jim Stewart 7:06.5
6. Millard Wells 4:40

BOSTONIAN/MANHATTAN:
1. Walt Everson (m) 5:28
2. Frank Kieser (B 1.6 Char.) 4:02
3. Millard Wells (M) 3:18
4. John Martin (B 1.6 Char) 3:07
X Everson (B) :54 Sharpton-No Flight

GLIDER:

| | | |
|---|---|---|
| 1. Don Bal | 55.5, | 54.7 |
| 2. Ron Sharpton | 52.5, | 51.8 |
| 3. Bill Smead | 43.8 | 442 |
| 4. Jim Smead | 36.0 | 44.7 |
| 5. Terry Rimert | 38.3 | 41.4 |
| 6. Mike Arak | 26.0 | 27.0 |
| 7. Jim Stewart | 24.0 | 27.0 |

JUNIORS:

| | | |
|---|---|---|
| 1. David Bal | 30.1 | 29.2 |
| 2. Shawn Theiss | 23.9 | 27.2 |
| 3. Matt Petrie | 21.7 | 21.3 |
| 4. Steve Bal | 17.4 | 17.8 |

JUNIOR ENDURANCE: Matt Petrie 26.3

CLASS A ROG:
1. Walt Everson 7:46
2. John Martin 4:00.4
3. Mike Arak 3:46.0

57 ENTRIES PLUS 6 IN FLYING ACES

40 INDOOR FLYERS IN 1983/84 INDOOR SEASON !!!

FLYING ACES PEANUT MASS LAUNCH!

1. John Martin Cessna AW
2. Dean McGinnes Jodel D-9
3. Bill Criss Tailwind
4. Shawn Theiss
5. Matt Petrie
6. Richard MacEntee

# 1ST WORLD INTER GNATS - PROXY! 4

Here is the report about the world's first proxy Inter-Gnats. Have no fear, underdog is here...loveable, humble, pistachio scale. The plane you can fly in the living room and drive your cat and wife nuts. The eternal quest for the world's smallest scale model. Twentyone models from three different countries in four classes was the story at our first effort. Bill Warner objects to all these "nuts"...pea, grape, pistachio, etc. I don't really mind. It's all an effort to make very little scale models. Pistachio differs from Grapenut by including a 6" overall length max. in addition to the 8" span. Maybe "miniscale" or "parlor Scale" would be better. We see no limit to how small we can build hence the term "Pistachio Ridotto" or "reduced pistachio"with no limit to smallness.

The MIAMA club met on May 13, 1984 and opened lot of little boxes. The four entries from Japan were excellent. Home made oversized cigar boxes that even smelled good kept all these distant craft from damage. Butch Hadland's impeccable Chester"Goon" arrived from England on the morning of the meet, but only two dimentional. The bottom of the box met the lidwith a Goon sandwich between. Dave Aronstein used the cardboard-box-within-a-box technique with no breakage. All postage rates were low due to the small size and light weight.. one of the big advantages of these planes.

We wish you could have been there 'cause proxy flying these rascals is lots of fun. The sensation of the meet was Ken Johnsons' scale model of DaVinci's ornithopter. Although it hadn't been test flown, Millard Wells had it flapping around for 48 sec. to the Oohs and ahs of the crowd. Another crowd pleaser was Aronstein's Bleriot VII. It put up the high time of 1:15.2 while making realistic take offs and landings, and flights from and old Paris Air Show. It won Class I (Under 2 Grams).

Here is an event we predict will grow in popularity. "Pistachio Ridotto" for the smallest scale model to achieve a 1/2 minute flight. Dave Aronstein won this event witha 5 & 3/16" span model that just did 30.00sec., Altho Doc Martin did 44.5 with a plane 8/16" bigger in span. Wells tiny PAMA was only 5 1/16" span but could only manage 17.5 sec. We foresee no limit to this nonsense and future model boxes may be ring boxes, or snuff boxes. Just the thing to whip out of your pocket to trim your model while wifey is in the movie ladies room. We're counting on SIG (Small is Good) to kit some of these things.

Class II (2 to 3 Grams) was Laceys 1 & 2, and it looks like we're going back to a Lacey/Fike class even in pistachio. Jiro Sugimoto's Lacey from Nagoya,Japan was flown to first by Mike Arak with flights of almost a minute, and Millard Wells was second. A pleasant surprise was Chris Johnson's win in Cat.III(Over 3 Grams)with his Boeing F3B-1 biplane. It had plenty of hand made realistic details and colorful old Navy markings; Slow flights and realistic landings.

If you would like to try your hand at one of these little planes, we are using the new AMA peanut rules (51A) with two exceptions. No double covering is needed, and we don't require R.O.G. flights. We hope you keep us in touch here at the Hangar Pilot, 2180 Tigertail,Miami,Fla. 33133

NEXT PAGE

If you develop some sort of a flyer, send us your data and a plan to be published for all the world to build.

Boy, wait till next year!! We're really gonna do it. We figure at least 2 days to do justice to the flying, and we're gonna put an ad in every model mag IN THE WORLD. We would appreciate a list of these publications if anyone out there has a mailing list. START NOW! Class I (Under 2 gm.),Class II (2-3 gm.),Class III (Over 3 gm.) and RIDOTTO. also Lacey/Fike for the sure-to-fly bunch.

| | | Static | Av. of 2 Best Fly: | Total: |
|---|---|---|---|---|
| CAT I: | 1.Dave Aronstein,Bleriot VII | 58.8 | 58.8(Max) | 117.6 |
| | 2.John Martin Elias Airsport | 62.0 | 44.2 | 106.2 |
| | 3.Walt Everson Found | 51.3 | 40.1 | 91.4 |
| | 4.Dave Aronstein Pottier P11OTS | 58.8 | 30.0 | 88.8 |
| | 5.Richard MacEntee Alco Sport | 70.0 | 16.6 | 86.6 |
| | 6.Millard Wells Wee Bee | 40.7 | 38.5 | 79.2 |
| | 7. M. Wells PAMA | 61.2 | 16.3 | 77.5 |
| CAT II: | 1.Jiro Sugimoto,Japan,Lacey | 82.0 | 58.1 | 140.1 |
| | 2.Millard Wells Lacey | 68.0 | 43.0 | 111.0 |
| | 3.Millard Wells WacoE | 74.8 | 32.9 | 107.7 |
| | 4.Richard MacEntee Elias | 77.2 | 26.5 | 103.7 |
| | 5.John Martin(Junkers Stratoplane) | 61.2 | 26.1 | 87.3 |
| | 6.Soichi Uchida,Japan,(Vagabond) | 71.2 | 16.0 | 87.2 |
| | 7.Chris Johnson(WWI DH-6) | 62.0 | 21.7 | 83.7 |
| CAT III: | 1.Chris Johnson Boeing F3B-1 | 86.0 | 31.6 | 117.6 |
| | 2. Siro Takeuchi,Japan,(Cougar) | 88.6 | 23.1 | 111.7 |
| | 3.Millard Wells (SE-5) | 70.3 | 32.3 | 102.6 |
| | 4.Millard Wells (Bristol Scout) | 74.1 | 24.4 | 98.5 |
| | 5.Soichi Uchida(Cougar)(Japan) | 79.8 | 8.8 | 88.6 |

PISTACHIO RIDOTTO: For the smallest scale model to fly 30 sec.:

| | SPAN | BEST FLIGHT | STAT: |
|---|---|---|---|
| Millard Wells (PAMA) | 5 1/16" | 17.5 | 61.2 |
| 1.Dave Aronstein (Pottier P11oTS) | 5 3/16" | 30.0 | 58.8 |
| 2. John Martin(Elias Airsport) | 5 11/16" | 44.5 | 62.0 |
| 3.Millard Wells(Wee Bee) | 6" | 41.1 | 40.7 |

A Russian Gnat entry withdrew because he was afraid the US Post Office would squirt it with RAID. Keep politics out of the INTER-GNATS I say!!

LONGEST FLIGHT: Aronstein 1:15.2

WORST DAMAGE: Butch Hadland,England

SMALLEST PLANE: Millard Wells PAMA ——— 5 1/16"

MOST DISTANT ENTRY:Soichi Uchida Ogaki-Chi, Japan

HAD MOST FUN: Everyone, and thanks to all you proxy flyers. !!

SPECIAL AWARD..HIGHEST POINT TOTAL: KEN JOHNSON'S DAVINCI ORNITHOP: 143.3

# 5TH WORLD PEANUT GRAND PRIX 6

Dateline Detroit, Michigan State Fair Coliseum, wed. June 20 1984. Cancellation of the Nart record trials resulted in a greatly reduced entry in MIAMA Scale day scheduled for June 21. A dozen pre-entries could hardley afford a $500 a day hall, so all activities were compressed into the latter half of NFFS's U.S.CHAMPS, and this worked out allright. It wasn't 24 hours, we didn't have Butch Hadland as CD (We had to settle for Doc Martin), BUT IT WAS FUN. The Hadland/MIAMA rules were in effect for the fifth year. This is based on the ranking system and, despite the many sets of rules, these remain the most popular among the "serious" peanuteers. To me the highlight of the meet was to see the incredible progress being made by Canadians Jack McGillivray, and Ken Groves. By progress I mean much more realistic models at half the weight of others their size. Of course this results in flights twice as long..say TWO MINUTES ! Lots of new techniques, spray methods, and new materials plus old fashioned good craftmanship have to be seen to be appreciated. We hope to get Jack to share his methods in some future issue of Hangar Pilot....Send us some data you guys!!

| MONOPLANES | Plane : | Static Score/Pts. | Flight Times/Pts. | Total |
|---|---|---|---|---|
| 1. Jim Miller | Itoh 185.5 (1) | 1:36 | 1:34 (1) | 2 |
| 2. Walt Everson | Found 147 (6) | 1:16.5 | 1:11.9 (3) | 9 |
| 3.Millard Wells | Eastbourne 137 (8) | 1:16 | 1:14 (2) | 10 |
| 4.Mike Colling (UK) | Fred 185 (2) | :32 | :31 (1) | 11 |
| 5.Doug Barber | Fred 168 (3) | :49 | :52 (8) | 11 |
| 6.Bill Griss | 164 Tailwind (4) | :55 | :56 (7) | 11 |
| 7.Millard Wells | Mr.Mulligan147 (6) | 1:02.9 | 1:02.6 (5) | 11 |
| 8.Lou Leifer (Can.) | Volksplane 146 (7) | 1:02.8 | 1:04.1 (4) | 11 |
| 9.John Martin | Cessna 150.5 (5) | :33 | :30 (9) | 14 |
| 10.Bill Griss | Porter 112 (9) | :55.5 | :58.6 (6) | 15 |

| BIPLANES | | | | |
|---|---|---|---|---|
| 1.Jack McGillivray | SE-5 261 (1) (Can.) | 1:32 | 1:32 (1) | 2 |
| 2.John Martin | Ansaldo 253.5 (2) | :30 | :26 (4) | 6 |
| 3.Ken Groves | Tabloid 224.8 (3) (Can.) | :37 | :54 (3) | 6 |
| 4.Walt Everson | Waco E 136.5 (6) | :48.4 | :48.5 (2) | 8 |
| 5.Jim Miller | Waco E 185.5 (4) | :25 | :12 (5) | 9 |
| 6.Dale Goff | Andreason 161 (5) | :14.6 | (6) | 11 |

| UNORTHODOX | | | | |
|---|---|---|---|---|
| 1.Ken Groves | Sop. Triplane 224 (1) (Can.) | :55 | :62 (1) | |
| 2.John Martin | Dornier 212 150.5 (2) | :18 | :22 (2) | |

NEXT PAGE

LACEY/FIKE CLASS

| | | | | | |
|---|---|---|---|---|---|
| 1.Ken Groves (Can.) | Fike 256.5 (1) | 2:01 | 1:30 | (2) | 3Pts. |
| 2.Jack McGillivray | Lacey 150 (3) | 2:31.8 | 2:28.2 | (1) | 4 |
| 3.Jim Miller | Lacey 187.6(2) | :54 | :48 | (3) | 5 |

FIRST PLACE, CO2: Mike Colling (UK)

SECOND MIAMA GNATS For Pistachio models (And smaller)

| | | | | |
|---|---|---|---|---|
| 1.Millard Wells WacoSRE | 74.8 | 36.0(Av. of 2 best flights) | | 110.8 |
| 2.John Martin Elias (5 11/16") | 60.0 | 35.7 | | 95.7 |
| 3.M. Wells PAMA (5 1/16") | 61.2 | 22.0 | | 83.2 |
| 4.M. Wells Wee Bee | 41.8 | 32.5 | | 74.3 |
| 5.Mike Colling Moustique (UK) | 43.0 | 22.0 | | 65.0 |
| Dale Goff Baby Lakes | 64.0 | -- | | |

# OUR MAN OUTSIDE... TERRY RIMERT SAYS: "THROW THE BUMS OUT"

Last month, the Florida Supreme Court made part of our state constitution worthless, and told us we have no business trying to keep down the spending in the Florida government. They took proposition one off the ballot for this fall. The US Supreme Court may put it back on, but don't hold your breath. You may see people in shopping malls and other places gathering signatures for new petitions for tax limiting propositions, and one to make the Florida Supreme Court justices elected instead of political appointees. If you see any of these petitions, sign them.

In the governors last term, our cost of government doubled. And now our legislators are looking for ways to make more new taxes. Since it looks like we won't be able to vote for proposition one, and limit the amount of taxes, lets get rid of all the big spenders, by voting them out of office in the comming elections. Almost all of our elected officials stay in office entirely too long. There are a great many state and federal representatives running for office this fall. Whether you want to vote for a Democrat, or a Republican in any office, vote for someone new for a change. REMEMBER RIMERT'S REGULAR RELIABLE REMEDY FOR REMOVING RECALCITRANT REPREHENSIBLE REPRESENTATIVES. Never Vote For An Incubant.!!! Some representatives may deserve to be reelected. But since there are so many undeserving ones who seem to always manage to get back in, lets just change all of them. That way we are bound to come out ahead.

# Blimp to get a home indoors

IS THIS GOOD NEWS FOR US? 6-23-84

HOORAY FOR: OUR BOYS IN AKRON AND POMPANO

GOODYEAR!

(LOVE THAT WORD)

By Diane Lade
Staff writer

POMPANO BEACH — No more will the good ship *Enterprise* be forced to make a three-day trek to Texas each year for a paint job, engine overhaul and general tender loving care.

The Goodyear Tire and Rubber Co. has begun construction of a $2 million hangar at the blimp base at 1001 NE 10th St., next to the Pompano Beach Air Park.

Scheduled for completion in nine months, the structure will house the airship *Enterprise*, eliminating the need for annual maintenance trips to Goodyear's Houston facility. It will also give the *Enterprise* what the two other Goodyear blimps already have — access to a hangar.

Currently, the *Enterprise* is tethered to a 35-foot mast for its stays in Pompano Beach.

"We'll now have a place to perform regular maintenance on the *Enterprise*," said Howard Tolley, director of public relations services at Goodyear's headquarters in Akron, Ohio. "And there will be a harbor for the blimp if there are bad weather conditions."

The new hangar will "permit us to have a longer spring stay in Pompano," Tolley said.

Currently, when the *Enterprise* leaves the area for a nationwide summer tour of sporting events and celebrations, it must first stop in Houston for maintenance. The trip takes three days, Tolley said, with maintenance work requiring another two weeks.

This year, the blimp left for the summer on April 19 and is scheduled to return in late October.

While in the Houston hangar in early May, the airship's 2,400-square-foot envelope — or skin — was painted, a job that must be done by hand.

As hangars are necessary for a blimp's good health, Goodyear originally intended to build one shortly after leasing the Air Park site from Pompano Beach in 1979.

"Economic conditions have us starting later than we originally intended," Tolley said.

Pompano Beach Mayor Emma Lou Olson said specifications for the hangar and zoning permits for its construction were approved at the time the lease was negotiated.

"I see no problems and I'm glad to see they're getting under way," she said. "The blimp is a great asset to the city."

Tolley described the hangar: "Imagine a 276-foot horseshoe with its prongs stuck in the ground. The two ends are contoured where the doors are."

The rigid-frame structure will be made of metal.

Measuring a bulbous 192 feet long by 59 feet wide with a height of 50 feet, the *Enterprise* will fit comfortably into its new home. The hangar will be 276 feet long and 168 feet wide, and have a clearance of 90 feet. The grounds surrounding the building, to be located in the northeast corner of the 31 acre base, will be landscaped.

The structure is being built by Corporex Construcuons Inc., of Tampa.

The *Enterprise* is one of three Goodyear blimps stationed in the United States.

The *America*, based in Houston, uses that facility's hangar and the *Columbia*, out of Los Angeles, is stored in a hangar at the Marine Corps Air Facility at Tustin, Calif.

File photo

Goodyear blimp settles down to base at Pompano Beach field.

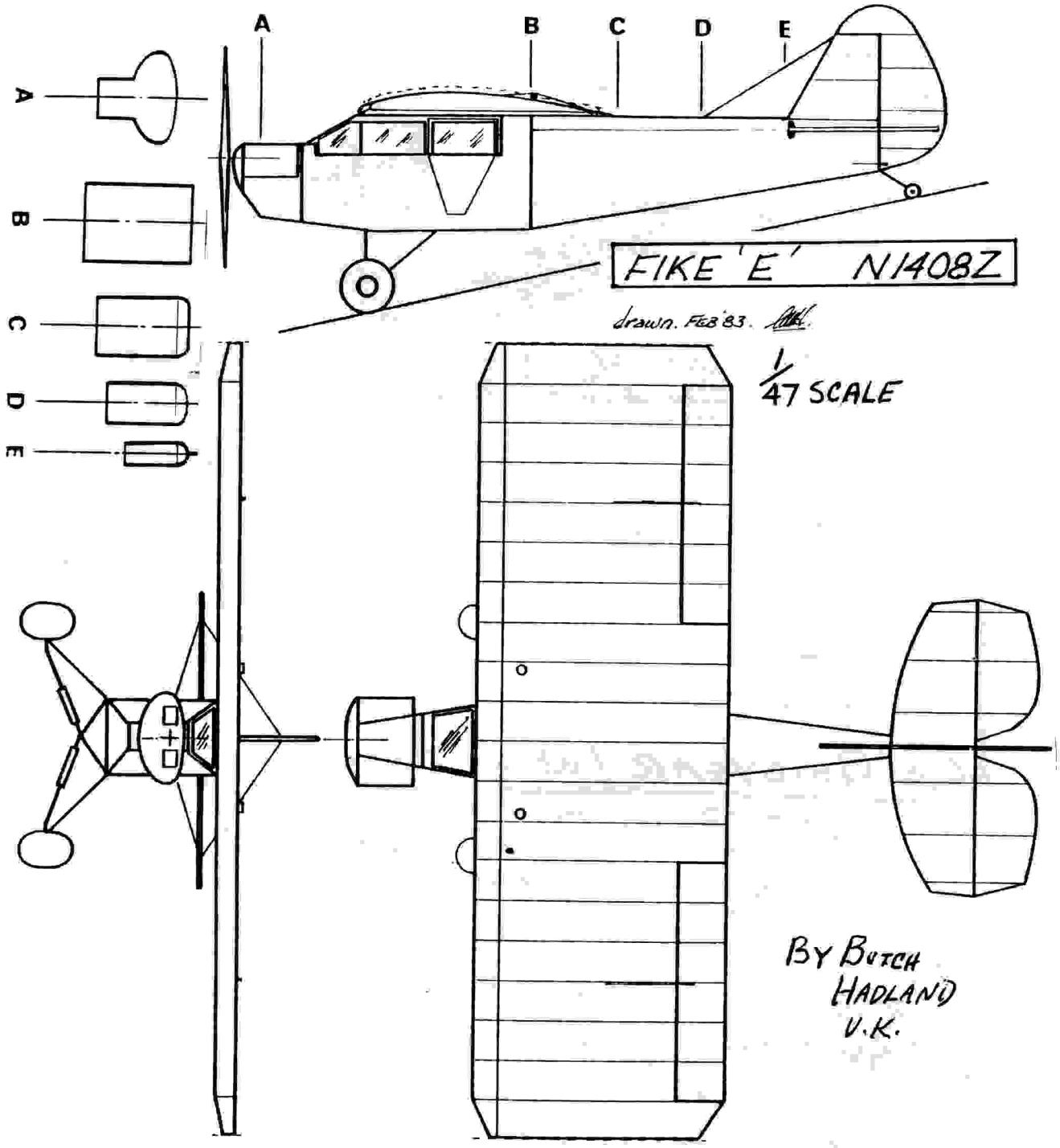
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GO GOODYEAR! WE'RE CHEERING YOU ON.!

START BUILDING NOW!
BIG SEASON AHEAD -
PENNY PLANE IS BACK!
(BOTH KINDS)
2 DAY MEETS,
FLYING ACES MASS
LAUNCH + NEW EVENTS

PEANUT AND
PISTACHIO
KIT/ PLAN
"A" R.O.G.
GLIDER
EZB
PENNY
MANHATTAN/BOST.






GOOD RIDOTTO - 30 SEC. FOR SURE

★ MARK YOUR CALENDAR → PLAN AHEAD

# 1984-1985 NEXT INDOOR SEASON:

COLLEGE MEETS ARE CONFIRMED - MACDILL MEETS TENTATIVE

MEET 1 OCT 13, MIAMI-DADE SOUTH COLLEGE SUN. 9 TO 5 11011 SW 104 ST. MIAMI (27 FEET)

TWO DAY MEET 2 - NOV. 10+11. MACDILL AIR FORCE BASE, TAMPA FLA. (61 FEET) BIG!

MEET 3, SUN DEC. 9 MIAMI-DADE S., 9 TO 5

MEET 4, TWO DAY MEET - JAN 12+13 MACDILL AFB

MEET 5, SUN. FEB 10 MIAMI-DADE SOUTH 9 TO 5

MEET 6, TWO DAY MEET MARCH 9+10 MACDILL

(WORLD INTER-GNATS FOR PISTACHIO SCALE 2 DAY MEET PROXY FLYING-APRIL 13+14 MIAMI-DADE SOUTH COLLEGE 9 TO 5 DAILY

MEET 7 TWO DAY MEET MAY 11+12 MACDILL AFB

ALSO SEE PAGE 2+8 FOR MORE ON NEXT SEASON

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## NEXT ISSUE: ALL FLA. STATE RECORDS

PLUS: "THE ABSOLUTELY POSITIVELY NOT THE LAST WORD ON THE JUNIOR PROBLEM" ISSUE.

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## LITE FLASH:

MODEL AIRPLANE NEWS WILL GO 100% R/C IN OCTOBER '84 ISSUE SO - NO MORE "VTO". BOOO! DAVE LINSTRUM'S COLUMN WILL START TO APPEAR IN "FLYING MODELS" YEA! ONIONS TO "MAN" FOR THEIR POLICY.

THE LATEST INDOOR NEWS INSIDE
**THE HANGAR PILOT**
EDITOR: DR. JOHN B. MARTIN MIAMA
2180 TIGERTAIL MIAMI FLORIDA 33133




**TO:**

JIM MILLER
827 YORKHAVEN RD
CINCINNATI OH 45240

**1ST CLASS**
NOT JUNQUE MAIL

SUMMER '84

ALL THIS AND INDOOR TOO !

| | |
|---|---|
| July 29 | Orlando, FL, Florida Slow Rat Race. CD Paula Barickman 729 Walnut Lake Rd Wintersprings FL 3270 |
| Aug 5 | Dixie Free Flight Meet. CD Jim Bradley |
| Aug 5-12 | Reno, Nevada National Miniature Aircraft Championships AAAA Free Flight and Control Line Meet. |
| Sept 1-2 | Jacksonville, FL District Five Model Championships, AAA Free Flight and Control Line CD Terry Rimert, 367 Orange Ave. Baldwin FL 32234 ph 1-904-266-4759 |
| Sept 15-16 | Huntsville AL Heart of Dixie FF Champs, Cat. 3, ½A, A, BCD, Mulvihill, P-30, Coupe, A-1, A-2, HLG, Gas Scale Rubber Scale, Peanut, .020 replica, O.T. Gas Cabin, O.T. Gas Pylon, ½A Nostalgia, ABC Nostalgia, O.T. Rubber Stick, O.T. HLG , HLG jr, open rubber jr, and ½A jr. CD George Batiuk, 2020 Clubview Dr Huntsville, AL 35810 |
| Late Sept. | Dixie Free Flight Meet. CD Jim Bradley |
| Oct. 13-14 | Pensacola, FL Jim Kloth Memorial Old Timer, and Gathering of the Turkeys meet. AA Free Flight CD Tom McLaughlin. 4140 Fern Court, Pensacola, FL 32503 ph. 1-904-438-5372 |
| Early Nov. | Dixie Free Flight Meet. CD Jim Bradley |