THE AMAZING HANGAR PILOT

15TH YEAR OF PUBLICATION

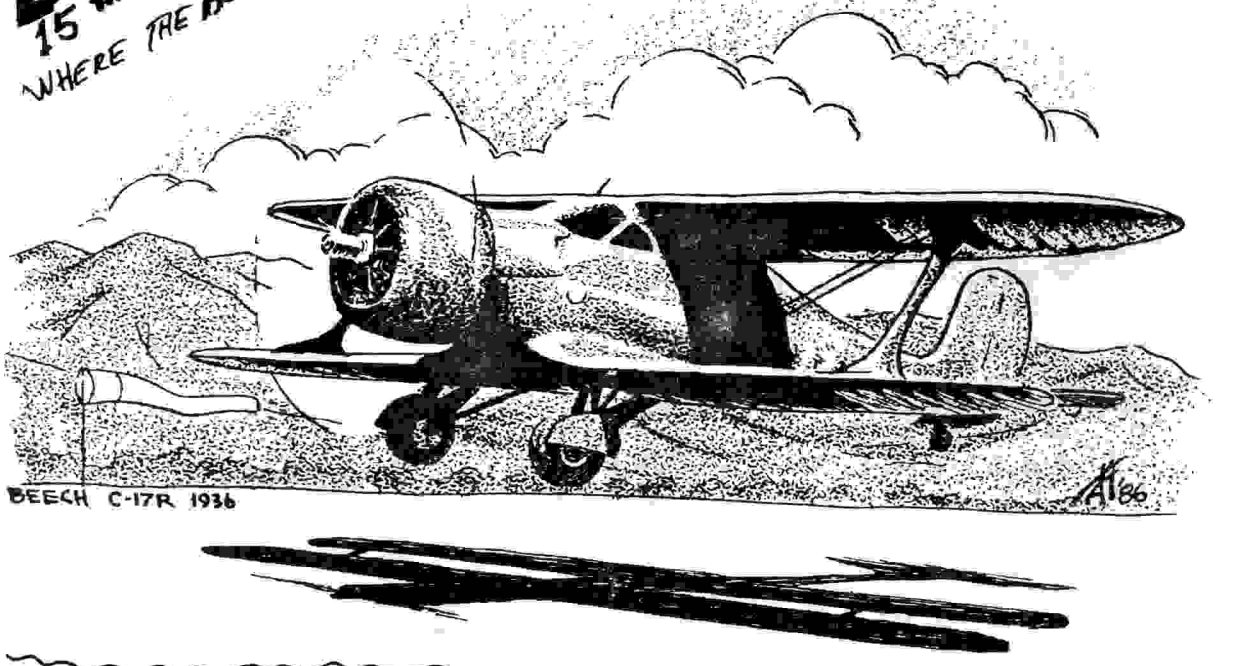
WHERE THE ACTION IS!

MIAMI INDOOR AIRCRAFT MODEL ASSOC. MIAMA

ISSUE 114

MARCH 1987

- COAST GUARD MEET #4 RESULTS
- STATE CAT II RECORDS
- AN ORNITHOPTER + TWO PISTACHIOS



BEECH C-17R 1936

NEXT MEET: MARCH 15 FUN FLY 9 TO 5 AT MIAMI-DADE SOUTH COLLEGE

NEXT BIG CONTEST: APRIL 11+12

MIAMA MEET #5 - LAST MAJOR MEET OF 1986-87 INDOOR SEASON
MAC DILL AIR BASE HANGAR #5 9 TO 5 TAMPA FLA.

"LIKE A LETTER FROM MOM" - WHELAN

(1)



THE HANGAR FLIGHT

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 Motto: "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 Phone: 305-858-6363 We want to hear from you!!!Send material!!!

COAST GUARD MEET #4

TONY BECKER C. D.

At forty four and one half feet the Coast Guard Hangar at St.Petersburg-Clearwater airport is just about perfect setting AMA Catagory II records. The record trials on Feb. 14th and 15th produced no new national records,but a lot of near misses. On the other hand we set a ton of Fla. State records in every class we flew except Penny Plane.

Frank Kieser had the Ornithopter record in hand,but his plane settled on new construction 12' above the floor to thwart the attempt. Obarski's ROG stick hung up just long enough to shed a prop blade, and also landed just short of the record.

Jim Miller came down from Ohio to set 2 State records. His beautiful Voisin hydroplane got 180.0 points in peanut scale (Was 169.9), and his 14-Bis FAC Scale got 157.7 points with a best flight of 1:13. Dick Obarski won EZB and set a new state record of 13:09 with Stan Chilton only 2 sec. behind, andTony Becker third.. OTHER NEW STATE RECORDS: Dave Linstrum in Bostonian with 229.4, (Was 225.1), Frank Kieser, Ornithopter, 6:45, (Was 5:18),Dick Obarski,ROG Stick,7:47 (Was 6:46), Rich MacEntee,embryo endurance, 230.1

Mike Arak tried out his new Beta videocam and we're anxious to see the results. The FAC raceplane mass launch was won by Doc when George Lefflers' Goon suffered a tired , overwound motor in the final. 3rd was Charlie King's Monocoupe,,4th John Tudor's Dayton Wright,5th was Butch Hadlan's Hughes(Proxy-Criss).Chas. Shepherd's Hughes blew up before the launch.

All the members of MIAMA, those who were able to fly with the Coast Guard and those who merely read about the proceedings, want to thank Capt. T.D. Fisher who O.K.d the use of the hangar, and Lt. J.G. Ken Ramsdell who coordinated the event, and to all the C.G. personnel who showed up to spectate the indoor flying circus. Many, many thanks, gentlemen !!

RESULTS OF MEET #4 M.I.A.M.A. FEB 14/15 '87

Peanut Scale Event:

		Static:	2 Flight Av.:	Total:
1.Jim Miller	Voisin hydroplane ★	106.6	73.4	180.0 ★
2.Rich MacEntee	Lacey M-10	86	86 Max.	172
3.John Martin	Polish Canard	85.3	80.2	165.5
4.George Leffler	Currie Wot	99.1	45	144.1
5.Don Brimmer	Cougar	75.6	44.8	120.4
6.Dave Linstrum	Italian Nieuport	85	27.6	112.6

FAC Scale event: 1. Jim Miller 14 Bis 91.1 66.6 157.7 ★
2.John Martin B./Dunne 104.2

Easy B:

1.Dick Obarski	13:09 ★
2.Stan Chilton	13:07
3.Tony Becker	10:29
4.Ed Burton	8:28
5.Rich MacEntee	8:25
6.George Leffler	4:26
7.Don Brimmer	1:17

Penny Plane: (Novice)

1.Tony Becker	7:09
2.George Leffler	5:49
3.Mike Arak	5:22
4.Bill Criss	3:40
5.Dave Linstrum	3:18
6.Ed Burton	1:45

Bostonian Event:

1.Dave Linstrum	229.4 ★
2.John Martin	223.8
3.Rich MacEntee	210.7
4.George Leffler	192.1
5.Mike Arak	164.0
6.Charlie King	132.2

Embryo Endurance:

1.Rich MacEntee	229.4 ★
2.Dave Linstrum	189.5
3.George Leffler	182.5
4.Bill Criss	122.4

Pistachio:

1.Dave Aronstein	1:14.8
2.Frank Kieser	58.1
3.Doc Martin	39.0

Ornithopter: 1. Frank Kieser 6:45 ★

ROG Stick: 1. Dick Obarski 7:47 ★
2.John Martin 3:11

★=NEW STATE RECORDS

HERE ARE THE REMAINING CATAGORY II RECORDS NOT BROKEN AT THIS MEET:

Penny Plane: 2/22/86	Tony Becker	8:29
Novice Penny: " "	Tony Becker	8:15
H.L. Stick 10/13/74	Roman Szymula	14:35
H.L. Glider 2/27/83	Don Bal	82.4
Pistachio 1985	Rich MacEntee	1:23.6
Manhattan 2/22/86	Millard Wells	5:03

JUNIOR RECORDS:

Novice Penny: 2/11/73	Rick myers	4:59
Easy B: 5/27/73	Rick Myers	6:03
ROG Stick:4/24/83	Sue Arak	48.7
H.L.Glider: 12/15/85	Dave Bal	69.1

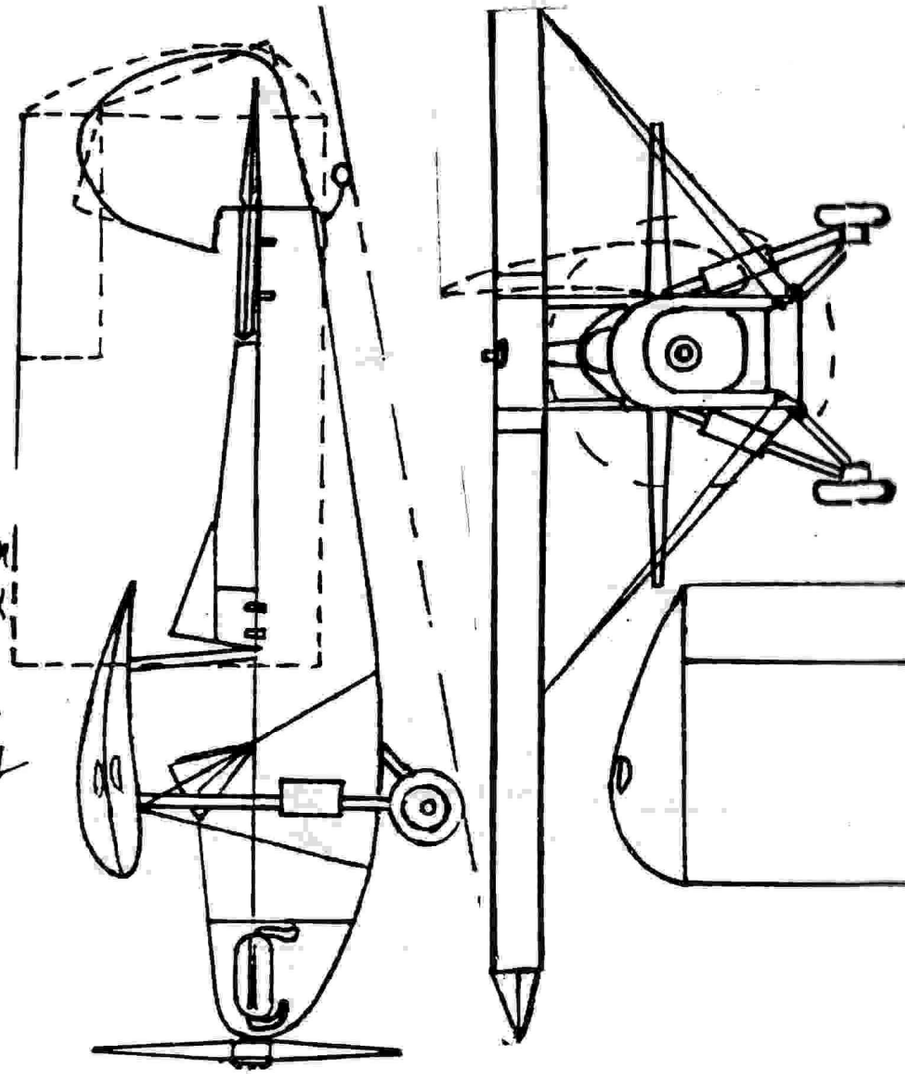
Catagory II is anything higher than 26' 3", and less than 49' 2½".

UNFORTUNATELY MIAMI DADE SOUTH COLLEGE IS 27 FEET HIGH BUT WE'RE GOING TO MEASURE IT ONE MORE TIME!

Save these times in case we ever have a F.A.R.T. in a Cat.II site. We are kinda short on places to fly this height..let's find some more,pilots.

Sketch in the structure & build this promising PISTACHIO

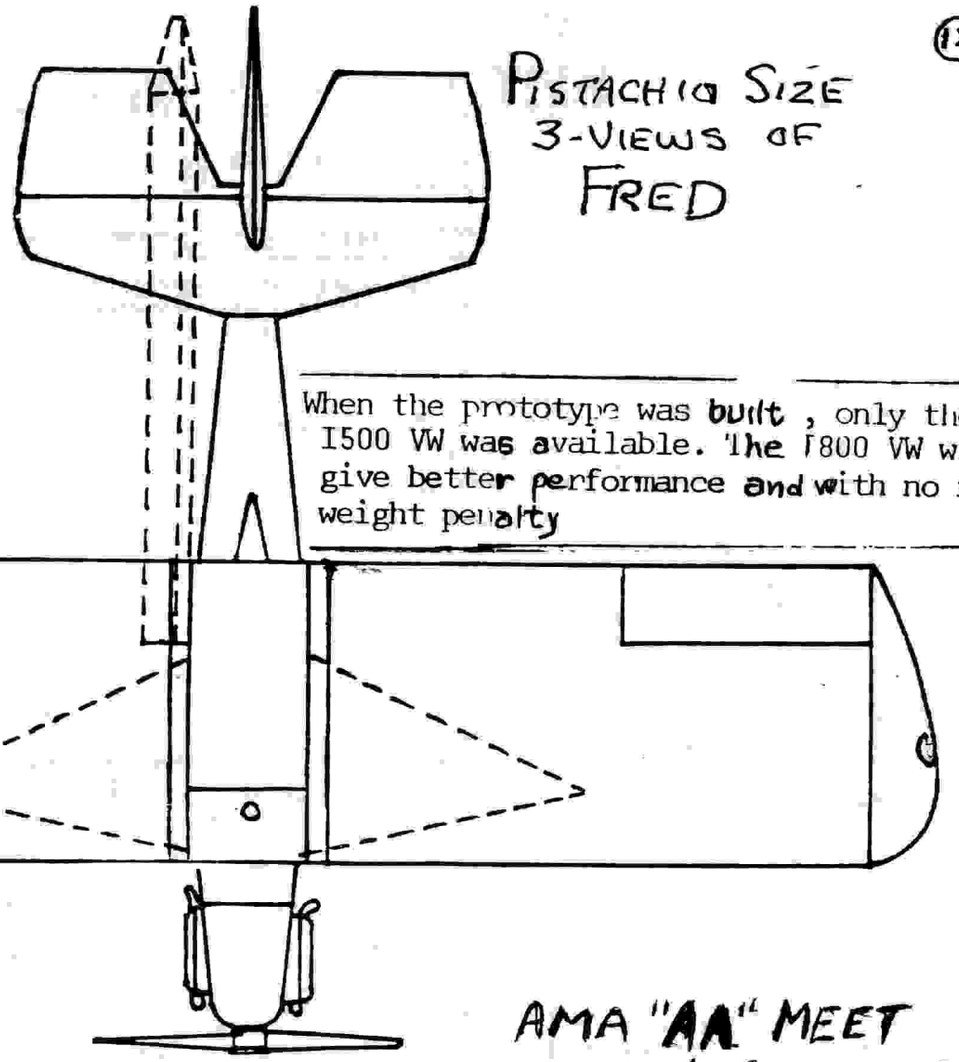
For construction methods check H.P. ISSUE 112 DON MACE'S BABY JODEL



TRIM OUT YOUR LATEST PISTACHIO AT THE

FUN FLY MIAMI DADE SOUTH COL. SUN. MARCH 15 9 TO 5

PISTACHIO SIZE 3-VIEWS OF FRED



When the prototype was built, only the 1500 VW was available. The 1800 VW will give better performance and with no r weight penalty

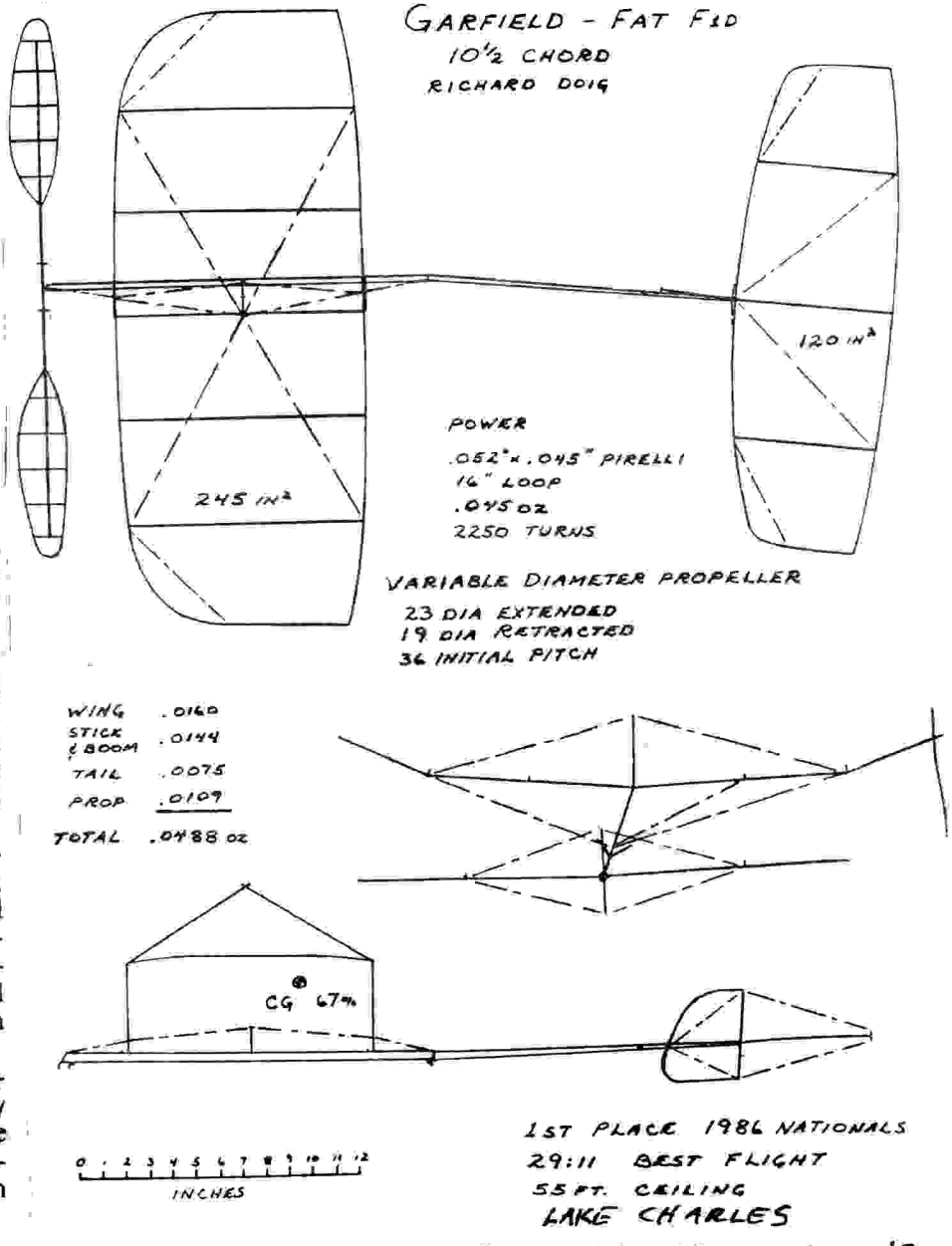
AMA "AA" MEET

TWO MASS LAUNCH - EMBRYO + GOLDEN AGE

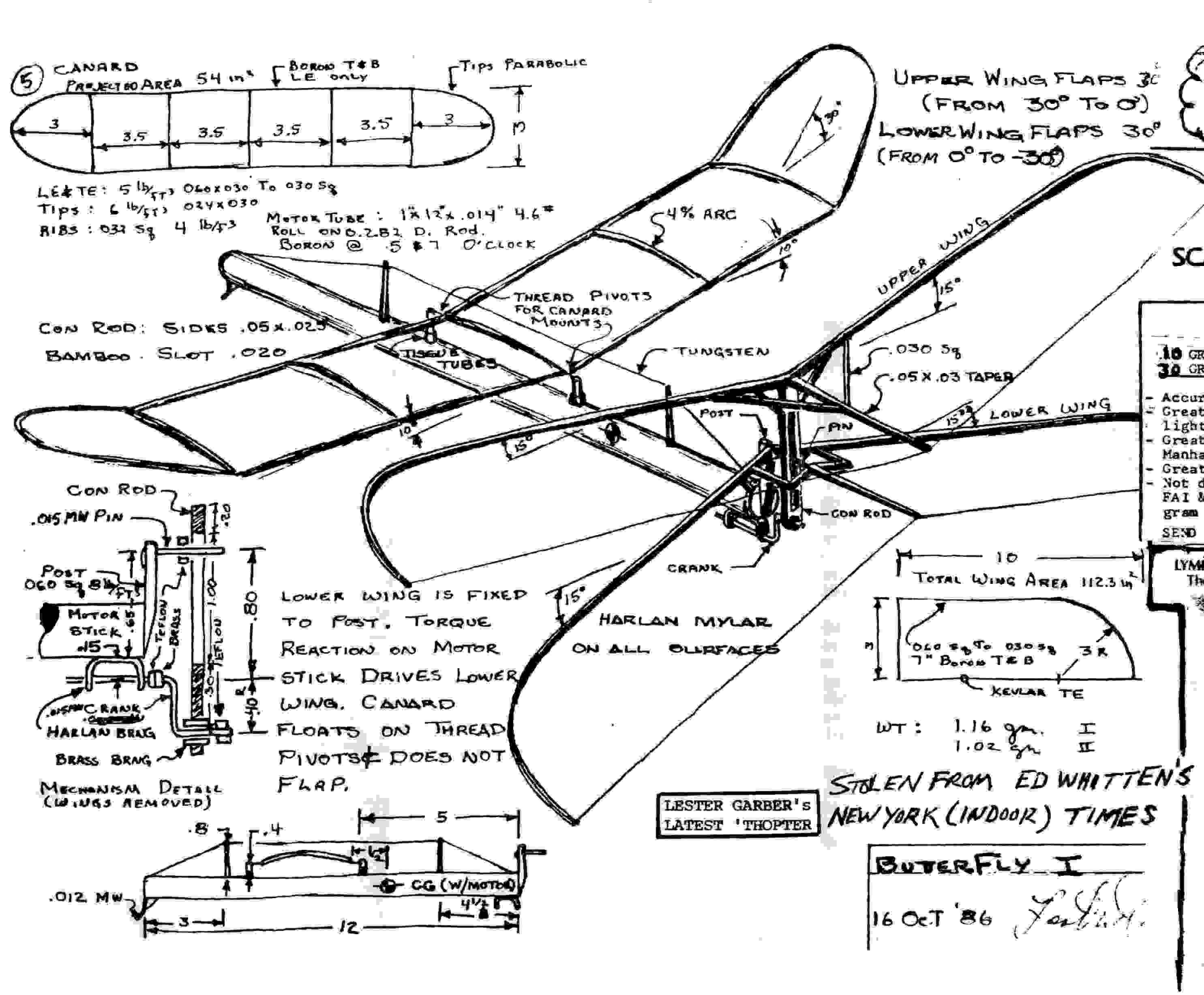
MIAMA MEET 5 - MACDILL HANGAR 5

APRIL 11+12 CONTEST DIRECTORS:

DICK OBARSKI + DAVE "VTO" LINSTRUM



REPRINTED FROM INDOOR NEWS & VIEWS



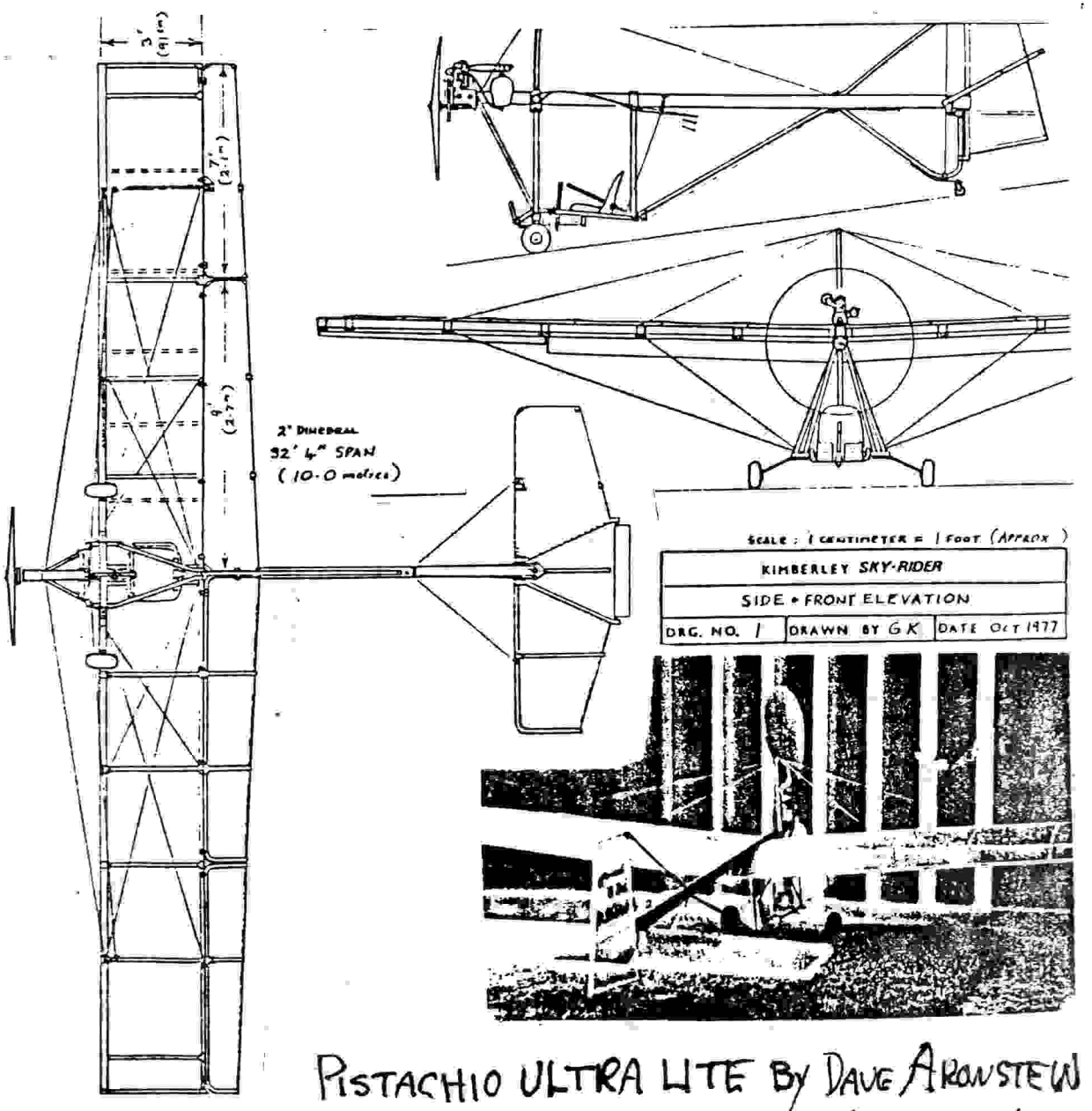
LESTER GARBER'S LATEST 'THOPTER

STOLEN FROM ED WHITTEN'S NEW YORK (INDOOR) TIMES

BUTERFLY I

16 Oct '86

Amateur home builders are reminded of the experimental nature of the Sky-Rider design and are urged to seek expert advice in areas where any uncertainty is felt to exist.



SCALE : 1 CENTIMETER = 1 FOOT (APPROX)

KIMBERLEY SKY-RIDER		
SIDE + FRONT ELEVATION		
DRG. NO. 1	DRAWN BY G K	DATE Oct 1977

PISTACHIO ULTRA LITE By DAVE ARONSTEIN

PISTACHIO IS EITHER 5" SPAN OR 6" OVERALL LENGTH MEASURED FROM REAR OF PROP. CAN BE SMALLER.

KIMBERLY SKY RIDER

ENLARGE 141% AND YOU HAVE A QUILA DAC

P-NUT SCALE
13" SPAN OR 9" FUSE. LENGTH.
9" Rumpflänge

MODEL FLIES TO THE RIGHT.

1:1 X 141%

HANG GLIDER COLOR SCHEMES ARE USED ON ULTRALIGHTS

Australisches Ultraleichtflugzeug
MODFIED BY JÜRGEN WEIL, W. GERMANY

WEIGHT: 2,5 GRAMS
POWER: PIRELLI RUBBER
1x1,3 MM, 320 MM LENGTH
≈ 1580 TURNS.

PROPELLER 0,6 mm C grain

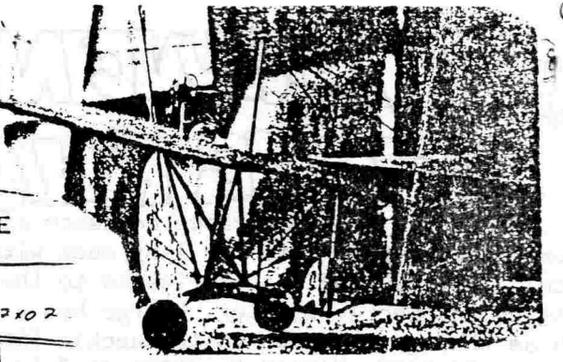
MODEL IS WOUND FROM REAR USING TABS AND PROTECTION TUBE AND WINDING ROD TO PROTECT MODEL

WINDING SLEEVE
1,5 WIRE
CLAMPED TO PINE TABLE

BASIC FUSELAGE FRAMEWORK
3° Seitenzug / RIGHT
0° Down
Ø = ROUND

ALL SURFACES ARE COVERED ON ONE SIDE ONLY WITH CONDENSER TISSUE

RIB TEMPLATE



6" OVERALL LENGTH PISTACHIO SCALE REDUCED FROM 9" OAL PEANUT MODEL

THIS WAS ORIGINALLY PUBLISHED IN:
"INDOOR NEWS"
JORGEN KORSGAARD
AHORNWEG 5
D-2397 ELLUND-HANDEWITT
W. GERMANY
1 YEAR, 60 DKr.

STABILIZER
NO COVERING
Hier nicht bespannen
0,7x0,7
L.E.
DO NOT COVER THIS SECTION

DOCUMENTATION OBTAINABLE FROM:
JURGEN WEIL
WILL. LEUSCHNERSTR. 17
D-6054 RODGAU 5
W. GERMANY

T.E.
0,8 L 0,8 B-grain
0,6x0,6 B
Papierröhrchen (Fäden durchziehen)
PAPER TUBE
0,6x1 C
L.E.
0,8x0,8
L.E.
1,5x1,8 B grain
WING -1/2" DIHEDRAL

MODEL WEIGHT ≈ 2.5 G. IT DOES 80 SECS REGULARLY

BRACING POST OFFSET FOR RUBBER CLEARANCE

Teflon Scheibe
THREAD Nähgarn grau
2,4x4,8 mm C grain
0,7x0,7
0,7x0,7 B
SKY RIDER
0,5
Ray Harlan Soaring
+2,5°
1,2°
1,2
Strebe seitlich am Rumpf befestigen (wegen Gummi)
1,2
1,5
Bolzen
Draht 0,2 mm
1 Ø Balsa
Papierröhrchen
Hartholz
.010" WIRE
GLUE DOWN
Papierröhrchen

SIDE VIEW (LEFT WING OMITTED FOR CLARITY)

ORIGINAL DWG FROM
DAVID ARONSTEIN
50 PASTURE LANE
POUGHKEEPSIE, N.Y. 12603

We get requests for source material on Pistachio models. Other than Hangar Pilot + Hannan's Hangar there are none. Reduce Peanut Plans 38.5%. Dave Aronstein is the only exception — write him for his PLAN list.

ANNOUNCING - NEXT MEET APRIL 11+12

EXCITING FINISH TO 1986-1987 INDOOR SEASON

Well, pilots, we have had close contests for State Champ, but never before have we gone into the last meet with a virtual tie for first place! Yes, we should sell tickets to the final shoot out between Rich MacEntee and George Leffler. George has a slim two point edge over Rich as they go into the white knuckle final contest. MIAMA MEET 5 MACDILL AIR BASE, HANGAR 5, APRIL 11 & 12.9 to 5 PM. (305) 858-6363

Here is how Rich and George earned their points:

	MacENTEE		LEFFLER
Peanut:	30		23
FAC Scale	16		19
Bostonian	15	TOTAL	24
Penny Plane	5	88	9
EZB	10	TOTAL	5
Embryo End.	12	90	10

"I'm Nervous" R. MacEntee

"THRILLS - SPILLS - FUN! BE THERE!

Winners of the various classes are still up for grabs, and it's just fun to fly your new model so let's see a nice turn out for this last meet before the 17th season starts next October. THERE WILL BE TWO MASS LAUNCH FAC EVENTS AT 5 PM SATURDAY. GOLDEN AGE, AND ● ROG EMBRYO ENDURANCE EVENT. Let's go, pilots!

"Haven't slept a wink" G. Leffler

1987 CONTEST FEES $3.00 ENTRY + 1 EVENT
EACH ADDITIONAL EVENT $1.00. REENTRY $1.00 (ALLOWED)
JUNIORS $2.00 ENTRY + 1 EVENT. $.50 EACH ADDITIONAL

REMINDER: WORLD PISTACHIO INTER GNATS MAY 16+17

We know it doesn't take very long to put a little pistachio together but time is getting short so get busy. Come to Miami-Dade College in person or send us the little bugger to proxy. Enclose a photo & 3-view and flying instructions plus return postage(Or tell us to keep it).

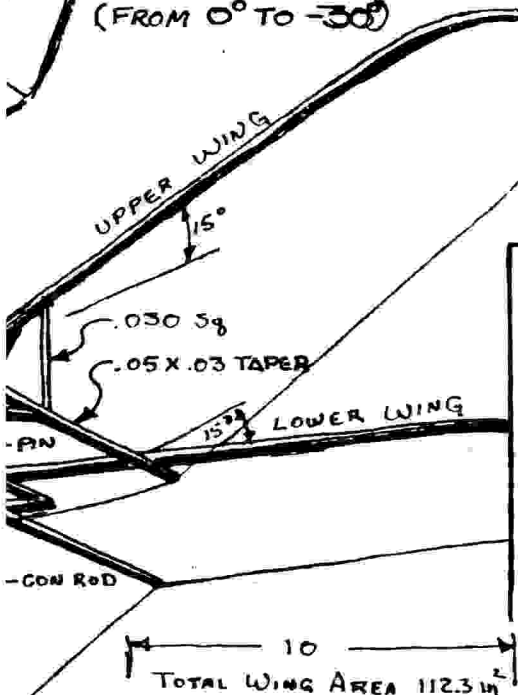
We use the AMA Peanut Scale rules with three exceptions (1) All flights hand launched. (2) Single covered flying surfaces permitted without penalty. (3)Must earn 40 points min. in static to be eligible to fly, BUT NO MAX. FLIGHT POINTS. Send your plane(s) to to 2180 Tigertail Ave., Miami, Fla 33133, and have them here the week end before the meet. Class 1: less than 2 gms. Class II: 2 to 3 gms. Class III: over 3 gms. Model of a model class is any fuselage model except microfilm jobs. Ridotto Class is the smallest model flying 30 Sec.

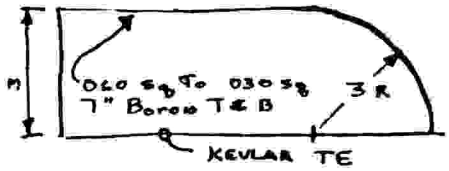
UPPER WING FLAPS 30°
(FROM 30° TO 0°)
LOWER WING FLAPS 30°
(FROM 0° TO -30°)

** FAC INDOOR POSTAL...Peanut and No-Cal...Keep sending better times to Lin Reichel, 3301 Cindy Lane, Erie, PA 16506. Send 'em in...!!

SCALE STAFFEL

NEWSLETTER of the San Diego model airplanes club. Membership is $10 per year, or $7 for newsletter only.
Bob Worack,
345 Niblick Dr.
La Mesa, CA 92041





WT: 1.16 gm. I
1.02 gm II

STOLEN FROM ED WHITTEN'S NEW YORK (INDOOR) TIMES

BUTERFLY I

16 OCT '86



10 GRAM SCALES - $ 17.00 including
30 GRAM SCALES - 16.00 First Class Postage

- Accurate
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SEND CHECKS to: ED WHITTEN
P.O. Box 176, Wall St. Sta.
New York, NY 10005

LYMPNE RESULTS

The 1986 MODEL AEROPLANE TRIALS were held at the Watford Liesure Centre in England, with 13 entries, all scale models of aircraft flown in the original Lympne ultralight contests. Results were as follows:

1. Derek Night, Supermarine Sparrow
2. Nick Peppiatt, Glosteshire Gannet
3. Peter Frostick, Westland Widgeon I
4. Gordon Hannah, Bristol Brownie
5. Chris Hutchinson, Bristol Brownie
6. Linsey Smith, Glosteshire Gannet *Tie*
6. Siegfried Gloeckner, Cranfield C.L.A. 3 *Tie* (Germany, repaired and proxy-flown by Butch Hadland)
7. Dean McGinness, Parnell Pixie (USA proxy-flown entry)
8. Bill Warner, H.P. Sayers Mono (USA proxy-flown entry)
9. Bill Warner, R.A.E. Hurricane (USA proxy-flown entry)
10. Bill Grigg, Short Satellite
11. George Whitfield, English Electric Wren
12. Doug Shephard's Avro Avis apparently was not flown.

Butch was a bit miffed at the low entry field. LETS SEND HIM MORE PLANES NEXT YEAR! Mine got there a week late!

A New Look at Prop-Driven Craft Provides Airlines a Bit of Deja Vu

By GREG JOHNSON
Los Angeles Times

SAN DIEGO — U.S. airlines took a seemingly backward step toward propeller-driven airliners this month at a Rohr Industries facility here. There, NASA tested a futuristic, high-technology propeller that is scheduled to help power a business jet in a test flight over Georgia next year.

Propeller-driven aircraft were chased from the skies during the 1960s by larger and more comfortable jets that flew faster and higher. But proponents say that the next generation of propeller-driven airliners will duplicate jet airliners' comfort and speed — well over 500 mph — yet cut fuel consumption by as much as 50 percent.

If in-flight tests planned during the next year are successful — and if fuel costs rise again and make Airbus Industrie's newest passenger plane more attractive — propeller-driven commercial airliners manufactured in the United States could return to the skies by as early as 1992.

Manufacturers are moving toward that goal. This fall, Boeing and General Electric plan to flight test a propfan by replacing one of a Boeing 727's three jet engines with an advanced-technology, turbine-powered propeller.

And early next year, McDonnell Douglas will use a specially equipped MD-80 airplane to test both the ungeared GE propfan and a geared propfan being developed by the Allison Gas Turbine division of General Motors and Pratt & Whitney.

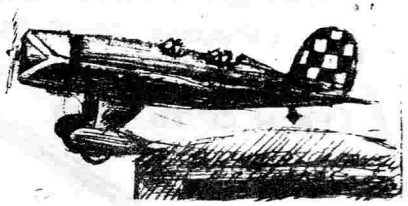
Although airliners will generally continue to look much the same as they do now, the propellers of tomorrow will not look like those of yesterday. Underscoring the differences of the new propulsion system, however, McDonnell Douglas prefers to refer to propfan engines as having "propulsors" instead of propellers.

The "ultra-high bypass engine" that Boeing and General Electric will test features two sets of swept-back, eight-bladed propellers. The two sets of blades are designed to rotate in opposite directions in order to "gain high efficiencies" that elude normally shaped blades used on smaller commuter and business planes, a Boeing spokesman said.

Even though safety dictates that test aircraft retain at least one Federal Aviation Agency-certified jet engine, proponents are confident that in-flight testing will prove that propeller-driven aircraft will once again play a major role in commercial aviation.

However, although airframe, engine and blade manufacturers already have spent hundreds of millions of dollars to commercialize the new propeller technology, industry analysts predict that propellers will not start spinning commercially in 1992 unless fuel prices rise or airline executives start snapping up the fuel-efficient A320 model that Airbus plans to introduce in 1988.

If those market conditions exist, McDonnell Douglas and Boeing will "meet their dates or at least come close to them," suggested Paul Nisbet, an industry analyst with Prudential-Bache Securities. "If all (factors) point toward an introduction, they could get them in production for delivery in 1992."



Sun 'n Fun readies for fly-in

Preparations are in high gear for the 1987 Sun 'n Fun EAA (Experimental Aircraft Association) Fly-In planned for Mar. 15-21 of this year.

"From all indications this will be a record year for us," says Bill Eickhoff, president of Sun 'n Fun. "We have sold practically all available exhibit space and many of the motels are already filled."

The City of Lakeland has begun making several improvements on the airport to better accommodate the increased number of aircraft expected. Polk County is assisting by supplying the city with some equipment and additional manpower.

Sun 'n Fun is an Experimental Aircraft Association convention; however, it welcomes participation by any and all aviation groups and interested individuals. It is patterned after the world's largest aviation event, the EAA Annual Convention held in Oshkosh, WI each summer.

"We are a non-profit, tax-exempt corporation run by volunteers" says Billy Henderson, executive director. Anyone interested in becoming a fly-in volunteer can contact the Sun 'n Fun office in Lakeland at 813 644-2431.

Fifty years of AEROMODELLER

Compiled by VIC SMEED New from ARGUS BOOKS



We could not allow the occasion of the 50th Anniversary to pass unnoticed, particularly when it concerned AEROMODELLER which over the years, has been recognised as a primer for many successful careers, and an inspiration for all who enjoy this hobby. In format, reproduction and general style, this is no ordinary book. We would much rather call it a scrap book, packed with reminiscence.

A dip into the past to bring back golden memories which remind even the most serious enthusiast that AEROMODELLER and its generative originality founded so many advances.

We make no apology for the obscurity of some illustrations nor for the patchwork quilt of the pages. This is something for the browser or the serious researcher, though we can hardly satisfy everyone with a complete encapsulation of over 38,000 pages which have gone before. Everything is in true sequence. Dates will be found in the captions and attached to many drawings as a clue to when these fascinating illustrations first appeared.

We know there are many middle-aged (or older) modellers who will relish these reflections and innumerable younger enthusiasts for "vintage modelling" who will treasure the accumulation of plans and data.

Product code: 10111

£4·95 Size: A4 · 96 pages, 1000 illustrations · 200 plans to scale

NOW AVAILABLE Through good bookshops, model shops or direct, in case of difficulty, from the address below.

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MULTI-ENG
ULTRA-LITE

SPECIAL AWARDS
• "I HIT THE ROOF AT THE MINI-DOME" AWARD MUST HAVE TWO WITNESSES
• ALSO GOLD PISTACHIO LAPEL PIN FOR ANY FLIGHT OVER ONE MINUTE

NATIONAL FREE FLIGHT SOCIETY
UNITED STATES INDOOR CHAMPIONSHIPS
EAST TENNESSEE STATE UNIVERSITY MINI-DOME
JOHNSON CITY, TENNESSEE

JUNE 5, 6, 7, 1987 (FRI/ SAT/ SUN)



LARGEST NUMBER OF EVENTS OF ANY INDOOR CONTEST IN THE UNITED STATES!
CEILING HEIGHT- AN IMPRESSIVE 122 FEET!
FOOTBALL FIELD SIZE ARENA FLOOR AREA!
AIR CONDITIONED DORMITORY ROOMS!

ALSO, MIAMA PEANUT GRAND PRIX (INCLUDING PISTACCHIO)!

Write To:

A.J. Italiano
1655 Revere Drive
Brookfield, WI 53005
(414) 782-6256

Include large, self addressed stamped envelope

FOREIGN PROXY MEETS BOX 'EM + SEND 'EM

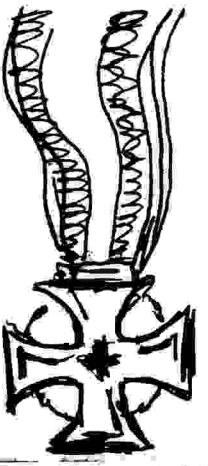
FLEMALLE:

The Belgian meet is conducted indoors and features various non-scale classes as well as two divisions of Peanut Scale and one for Pistachios. The 1986 meeting attracted some 46 Peanuts and 11 Pistachios, representing such countries as Belgium, England, France, Germany, Japan, Switzerland, and the United States.

Meanwhile, also during August, the Shonai Peanut Powers club will sponsor an outdoor Peanut Scale competition. This will be their second contest, and those fortunate enough to have participated in the first will fondly recall the fun involved. This year new rules will be employed, and, according to Ichiro Yamada, will concern documentation, workmanship, type of aircraft and position of propeller(s). In flying, the top two times of five official flights will be the deciding factors, with a five-second bonus for optional r.o.g. starts.

In writing for entry information for either of these two contests, please send along three International Reply Coupons (available at low cost from most post offices) to cover return postage. Send to: F. L. Van-Hauwaert, 1 Grand Place, Box 52, 4110 Flemalle, Belgium. And: Shoichi Uchida, 3-24 Asanaka, Ogaki-shi, 503 Japan.

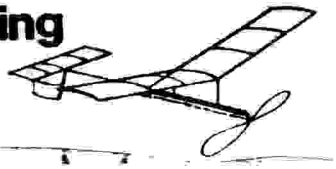
THANKS, BILL HANNAN.



MIAMA MEMBER GETS FAC BLUE MAX AT COAST GUARD MEET:

With proper pomp and ceremony, the coveted BLUE MAX, highest honor the Flying Aces Club can bestow, was awarded George Leffler, FAC, MIAMA. He joins Dean McGinnes as the second MIAMA hangar pilot to achieve these lofty heights. CONGRATULATIONS, GEORGE !

Indoor Modeling

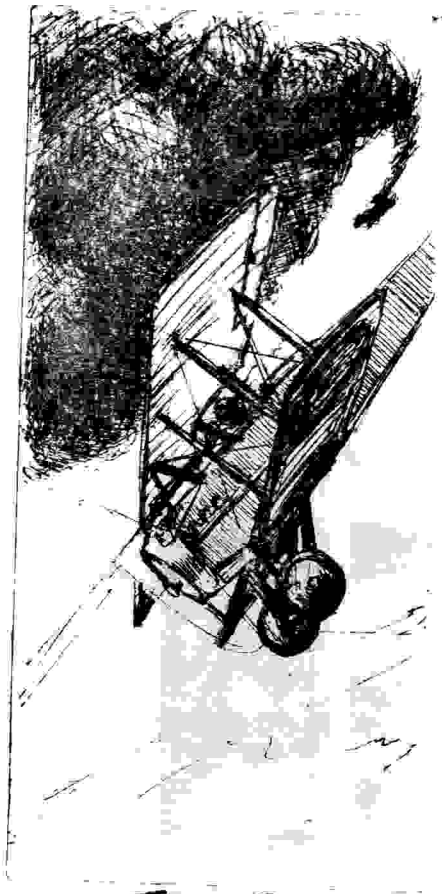


WHERE CAN YOU GET RAW MATERIAL FOR INDOOR PROP HANGERS?
from The Winding Stooge

Do you drink pop or beer from cans? Are you relaxing with a can of pop or beer while you enjoy reading this newsletter? If so, there are at least a dozen indoor prop hangers in your hand. No, the bottom and sides of the can are too flimsy. The prop hangers are in the top of your pop can. All you have to do is cut them out.

A pair of long-nose pliers will help you rip out the sheet alloy aluminum of the top of the can. Next, cut this metal into narrow strips with ordinary scissors (NOT THE SCISSORS you cut Japanese tissue with, of course!). Next step will probably require a trip to your hobby store, because the best thing to drill indoor prop-shaft sized holes in these little strips of tough alloy is a miniature drill bit, about #68.

All right, rip out a bunch of pop can tops. Scissor them into narrow strips. Then, with your #68 drill bit in the electric drill, gently (it is too easy to break one of these little bits) drill a hole in one end of the strips. And again, and again. There. You have just manufactured enough indoor prop hangers to last you a lifetime of indoor competition. Why not hand them around to your buddies? Maybe next time they find themselves manufacturing a component, they'll remember your kindness.



Jerry Boekus

LIFTED FROM → NFFS



LOSE WEIGHT:

There are three great weight reduction products according to local TV commercials. The FAT BURNER plan (Grapefruit pills), the FLAB BLASTER (A spring exerciser available for $19.99) and the TUMMY BUSTER-similar to the Flab Blaster...money back if not satisfied. I am marketing the LACEY SMASHER (See illustration). $9.95..guaranteed to please.

WHAT'S GOING ON?

MARCH 15 FUN FLY MIAMI-DADE SOUTH COLLEGE 9 TO 5

MARCH 15-22 EAA'S ANNUAL SUN & FUN FLY IN - LAKELAND FLA. INFO.: 813-644-2431

MARCH 21-22 1987 PEACH STATE INDOOR CHAMPS CUMMING, GA. 404 ATLANTA 365-8655 DAVE MILLS CD

APRIL 11+12 MAC DILL AIR BASE, TAMPA MIAMA MEET #5 SEE PAGE 9 FOR DETAILS

MAY 16+17 - MIAMI-DADE SOUTH COLLEGE: WORLD INTER GNATS PISTACHIO PLANES - SEE PAGE 9.

JUNE 5,6,7 - NFFS U.S. INDOOR CHAMPS. SEE PAGE 13.

JUNE 21 - ANNUAL MIAMA FATHER'S DAY AWARDS BANQUET.

MID JULY - AMA NATS LINCOLN, NEB.

THE HANGAR PILOT

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MIAMI, FL MAR 9 PM 1987

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1837-1987 Michigan Statehood