EFFETE

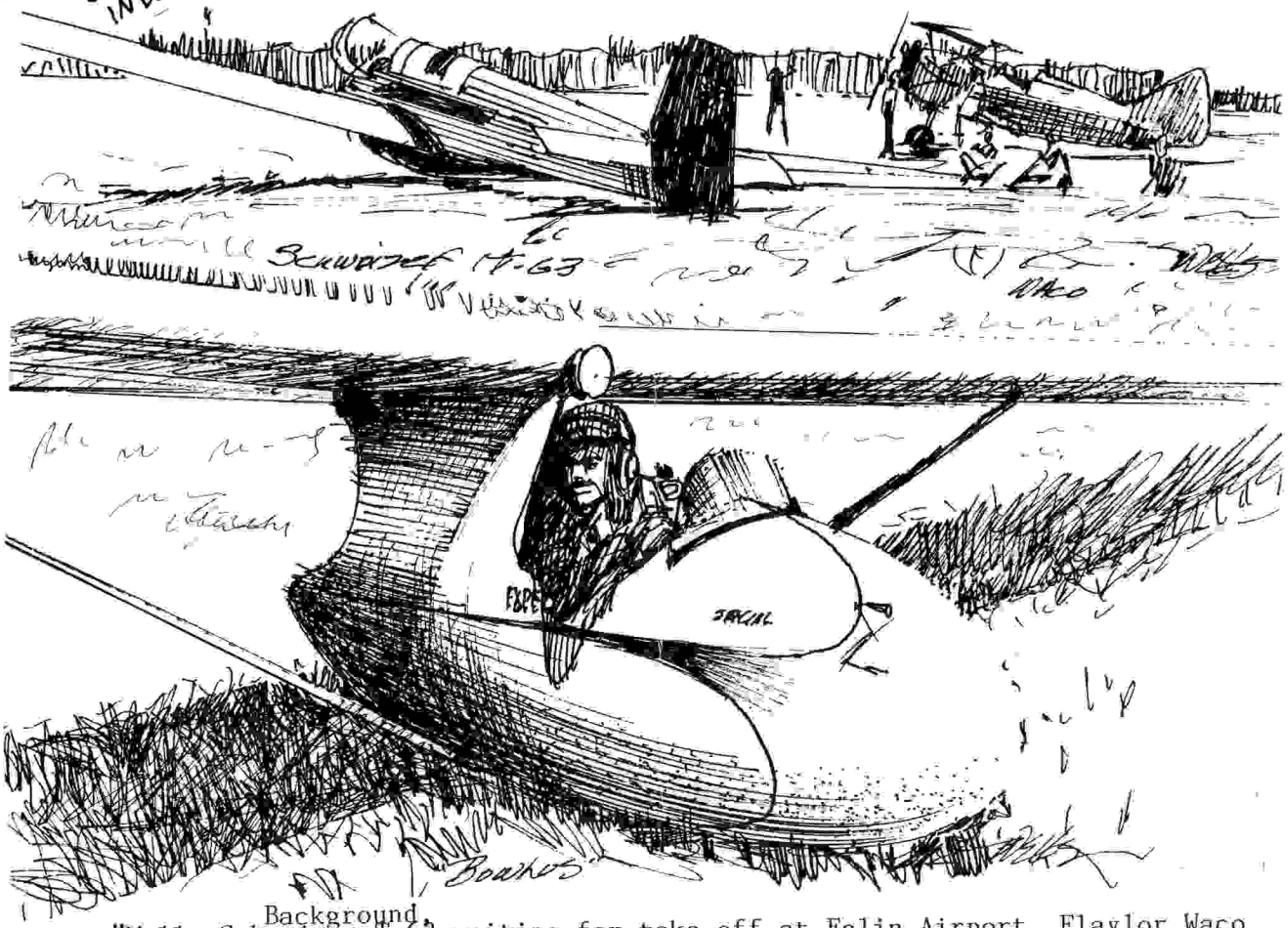
THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION — MIAMA

19TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

ISSUE 132

- AMA VS FREE FLIGHT ISSUE
- RESULTS MIAMA MEET # 4
- NEXT EVENT: MARCH 11 FLY-IN AND DINNER - M/D S. COLLEGE, 94 AERO SQDN
- NEXT MEET: MAR 31 APR 1 MAC DILL AFB MEET #5



Background.
"Wells Schweizer T-63 waiting for take off at Eglin Airport Flaylor Waco UP.F towplane in background. About 1954"
Foreground: U. of Illinois Bowlus Sailplane. Summer 1953"

(1)



"LIKE A LETTER FROM HOME" WHELAN

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 one of two active all indoor free flight clubs in AMA. Our Mottos: "It must be fun.", and "Indoor isn't for everyone." For $12.50 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!!!

NOTE NEW $12.50 ANNUAL RATE

THE DELTA CAR PARK CARD WAS FOUND!!! YEAH!

MIAMA INDOOR MEET #4. DICK OBARSKI CD

What a meet...six new state Cat. II records, and one new National record out of ten events!! Jim Miller, Dick Obarski, Doc Martin, George Leffler, and Wayne Trivin all were in on the record breaking rampage. I think that if these guys weren't so competetive they could be having a lot of fun.

Lots of new faces showing up with some beautiful models, and other older pilots keep improving in their "personal best" times/ We welcome ROGER ROWLEY of St. Pete, KEN WEAVER of Clearwater,, JOHN HILDEBRAN of Pembroke Pines, and TOM McCOY of Sun City Center. Tom is a renowned free flighter, and pal of the late Chet Lanzo. He brought Chet's 1937 Wakefield to the meet...in great shape and a joy to see. We expect to lure Tom ,and the rest of these new pilots into the wonderful world of indoor, which, as everyone knows, is NOT for everyone. I just read the 2nd sentence, and realize I left RICH MACENTEE out of the list of record breakers...Rich broke Dave Linstrum"s Embryo Endurance record.. For those of you who like to pour over contest results ...have fun studying Meet 4 results.

George Nunez spent all week end trying to coax a 1 min. flight out of his magnificent Rumpler, and finally succeeded on his sixth official flight, The only problem was you only get 5 officials. Capt. Jake Larson had part of his air armada along, and got three of them going good.

We hope you all show up at meet 5 at MacDill Mar.31 and April 1 when we again perform our remarkable feats of aerial derring do. RESULTS P. 15

A lot of this issue is given over to the simmering problem between AMA and it"s minority group...Free Flight. I have gathered a lot of stuff from other publications and PLEASE READ ALL OF IT IN ORDER TO BE AWARE OF THE PROBLEM. Next issue will have some other aspects of this trouble...let's get together and work this out. I realize there is a lot of material to read, but it was a big pain to put it all together in some sort of order. READ ON.....

WHAT'S WRONG, FILKS ?! (2)

I am grieved. My beloved AMA club is in turmoil. The time has come, the Walrus said to talk of many things. Since the average clubster does not get all this material, we are reprinting some of the articles that come into MIAMA from club newsletters and official AMA publications.
It is obvious that something is very wrong. Let's read the words, then back off and see what it is, and CORRECT IT...What is everyone sore about? I thought modelling was supposed to be FUN? A great deal of anger is here and those with high blood pressure are warned.

Here is the problem as percieved by a free flight writer: I use a prophetic letter published in Soapbox,Jan 1990 Model Aviation.

The Coming Schism of AMA and Free Flight

Grant Carson
Westminster, CA

AMA needs Free Flighters. And Free Flighters need AMA—or do they?

Unlike RC, almost all Free Flighters are members of AMA, because Free Flighters are competition oriented, and AMA sanctions contests. But this is almost the only reason why Free Flighters belong to AMA. And it's rapidly becoming not enough reason. I believe that the interest of both groups lies in a continuing, cooperative association. But I see a coming schism, because the interests of the two groups are diverging.

First, let me enumerate some things on which AMA spends great energy and considerable budget that are of no interest to Free Flight: 1) Insurance; 2) Frequencies; 3) Sound abatement; 4) Acquisition of flying fields; 5) Acquisition of a national Model and Sport Aviation Center.

The inclusion of the latter two deserves some explanation. First, concerning flying fields, we would be interested in AMA helping us to find and keep flying sites, but AMA doesn't help. AMA may be helping RC, but it's not helping Free Flight.

Second, I find the National Model and Sport Aviation Center ironic. The idea of a national flying site was born when Outdoor Free Flight was cancelled at the Nats. Everyone was shocked, not just Free Flighters, that AMA had failed so badly. This was a breach of faith that never should have occurred, and no excuse is acceptable.

There was general agreement that AMA should buy its own flying site for the Nationals so that such a thing would never happen again. Now AMA is planning a National *RC* Model and Sport Aviation Center where there will be no provision for Free Flight, *guaranteeing* that any Nationals held there will be for RC and CL only.

Having suggested some things upon which AMA is spending its energy (and the dues of Free Flighters) which are of no interest to Free Flight, let me suggest just one thing, the most important, that is of interest to Free Flight upon which AMA is not spending enough energy.

Because most Free Flighters are competition oriented, the most important thing is running a first-class Nats. Free Flight at the Nats is a third-rate Free Flight competition, behind events hosted by the National Free Flight Society and the Free Flight Model Aviation Association of Southern California. The United States Free Flight Championships run by FFMAASC, a regional organization, had about twice the participation as the AMA Nats. All this means that a Nats winner is not a national champion, but the winner of a third-rate contest.

The Indoor people have been running their thing with little help from AMA for years.

The Flying Aces Club eschews AMA altogether—no insurance, no sanction, no AMA rules, so what?

When the AMA Outdoor FF Nats was cancelled, AMA didn't come to the rescue. NFFS did. When the government decided to build a prison on the TAft flying site, AMA didn't even notice. FFMAASC found a site at Lost Hills.

SAM was founded without AMA help, doesn't use AMA rules, and runs quite nicely.

We need you, and you need us. But if you don't pay attention to us, pretty soon we won't need you any more. We need you less and less each year. Please, won't you consider the trends that are driving us apart?

When most of us were kids and young men AMA was 95 % Free Flight with a sprinkling of C/L and a few pioneer R/C flyers. Money talks, as do numbers. Now 95% of AMA are R/C flyers and produce almost ALL of the revenue except for some cottage industries. Things sure are different but they should be FAIR.

(3)

The free flight community has for many years felt like second class members of AMA.. A decade of mostly inadequate sites for indoor and outdoor free flight culminating in cancelling FF Nats in 1988, AND a plan to aquire a National AMA Center that had laughable FF facility. To this plan Bob Meuser,with no great tact, wrote to AMA Executive Director

A Free Flighter Speaks....

Mr. Vince Mankowski

Dear sir,

I have read the article in Model Aviation titled "National Model and Sport Aviation Center" by Pete Waters. The article states that comments regarding the article should be sent to you or Mr. Pratt rather than to the author. You are first on the list, so here goes.

The basic idea of a national center for aeromodeling is indeed exciting. However, there are many aspects of Mr. Waters' article that are extremely disturbing.

What disturbs me most is the obvious complete disregard for the accommodation of Free Flight activities, and the apparent total ignorance of the requirements of a viable Free Flight competition site.

I am aware of the six little circles on the plot plan labeled "Free Flight Launch". An afterthought? Or do the six little circles really represent the committee's notion of what constitutes a viable Free Flight contest site? That, together with virtually every aspect of the plot plan I see—the chase vehicles—simply does not reflect even the most rudimentary knowledge or consideration of the way Free Flight contests are conducted. Mr. Waters might have said, more honestly, "Free Flight prohibited."

And what about Indoor Free Flight activities?. . . .no mention whatsoever. How come?

I am also aware of the statement starting on the bottom of page 86: "Scheduling Free Flight separately from, rather than concurrent with, other events would allow them to have uncompromised use of the area." When?. . . .on Tuesdays, Wednesdays, and Thursdays during January and February, when R/C planes, boats, and cars don't want it? Or what?. . . .an explanation seems in order.

In any event, the above statement makes it crystal clear that a unified Nats—encompassing R/C, F/F, and C/L activities—at the site is not contemplated. While I am strongly in favor of separated Nats under some circumstances, I am appalled that such an important issue is treated so casually.

I am also aware of the statement near the bottom of page 86: "The committee has worked extensively with modelers to develop this plan, and preliminary copies have been sent to all AMA Special Interest Groups." That's really two statements; let's take them one at a time.

As to the first statement, I challenge Mr. Waters to give me the name of just one responsible representative of the Free Flight community, and one responsible representative of the Indoor modeling community that the committee has worked with.

As to the second, I submit the following. Mr. Waters's article must have been written, at the very least, two months ago. As of this date, neither the President nor the Executive Director of the National Free Flight Society, supposedly a recognized special interest group, has received any such document. I think an explanation is in order.

The actions of the committee, formed by the AMA Executive Council, are essentially an internal affair of the AMA. Why, then, did the article appear in the main part of the magazine instead of the AMA section?

I am afraid that the article raises more questions than it presents answers.

Yours truly,

signed/Robert B. Meuser

AMA Exec. Director replied to Bob Meuser:

Vince Mankowski Answers....

(4)

Dear Mr. Meuser,

OCT. 17, 1989

It does seem that since the appearance in *Model Aviation*, of a proposed National Flying Site plan, the Free Flight modelers of America seem bent on establishing a new Indoor record for letters in hysteria! While the current upcry is notable, so far it pales when compared to the powerloading fiasco of the early 60s (do you recall?).

Some background, and the steps leading up to the publishing of the aforementioned article entitled, "National Model and Sports Aviation Center," is in order:

The quest for site information began at a NATS planning meeting, where most managers and directors were asked for input on the various category site parameters. Up to this point the NATS site requirement sheet had, for over 50 years, asked for a one square mile area for outdoor Free Flight. At this meeting however, we were advised that due to present technology, one square mile may fall short, and up to two miles for access/chase would be desirable. The second mile it was noted, would not be necessary for AMA to own, but be available for chase in some cases.

The information gathered at that time was given to architect representatives of the firm, HNTB. They prepared single page sketches of each flying site type. These sketches were circulated to the special interest groups for comment. Representatives from those groups were invited to the next meeting where these sites were to be discussed.

The National Free Flight Society, and the Free Flight community, did have representation at that meeting in the person of Hardy Brodersen. One of the big surprises at that meeting was the advice that Free Flight should have two miles of uninterrupted chase in any direction from a central point! What this means is two miles to the East, then two miles to the West, and two miles to the North as well as two miles to the South. That is four miles in any direction for a total of 16 square miles! In less than a year the Free Flight requirements had gone from one square mile to sixteen square miles—a somewhat significant change of position.

We did a survey; all AMA contest sanctions and contest reports were reviewed. The number of AMA members flying rule book Free Flight events in 1989 totaled 1,400 individuals. We also found out that the total number of AMA members who have indicated Free Flight as a primary or secondary interest now total less than 2,400. While we are all trying, within reason, to satisfy the Free Flight community, we are held accountable to the balance of the 151,000 AMA members. To date the FF input we have received says that AMA should buy close to 300 acres for each and every Free Flight modeler in AMA, and build an Indoor site for all of the 145 known Indoor fliers. I think reality lies somewhere between something called "fair share" and desire.

You submitted the question as to whether there was a responsible representative of the Free Flight community involved in the planning of the National Site. I believe there was. The only problem is how to accommodate the desires of the community.

Far from the "obvious complete disregard" and the "apparent total ignorance" of the needs of the FF community, the site plan published in *Model Aviation* did show two square miles of flying area that included provisions for FF. In situations such as a team selection final, a world championship, or as part of a two week Nationals, the entire two square miles would be available for Free Flight. Additionally, portions of the site as large as one mile or greater, would be available for large FF contests. Further, it is felt that the site is large enough to accommodate a (single) site used for RC for day-to-day average flying, a designated Control Line area for some day-to-day flying, and still leave huge amounts of property available for day-to-day flights made by those wishing to fly Free Flight.

There seems to be some confusion on your part concerning the six small circles on the plan labeled Free Flight Launch Site. Those were put on the plan to indicate that when the wind is from the West you stand on the western border and fly with the wind, and if the wind is from the East you stand on the eastern border and fly to the appropriate wind direction, and if the wind is from the North or the South one simply goes to that end of the prop-

(5)

erty and has at least a mile to fly on, and perhaps as much as two. The property is presently envisioned as all open grassland, it was not felt necessary to put in paths for chase vehicles (no one would use them anyway). Meanwhile it might be of interest to note that at this time the subject property does not have trees on it. The architectural rendering shows trees and shrubs, as does any rendering submitted by an architectural firm. The point here is that any plantings would be done by modelers. As a matter of fact, I can envision the day when the Free Flight community will ask for some trees to be planted in areas that are known to be near launch sites so that they can be shaded from the hot summer sun!

Interestingly enough, if AMA were to build a flying facility that suited the 90% majority of its members (sport fliers) it would construct a site facility on 40 to 60 acres. Were we to develop a flying facility suitable for sport and competition flying except Free Flight, only 4 to 5 hundred acres would be necessary. The fact that we are trying to secure a site of 1280 acres which more than doubles our requirement, should be a loud and clear signal to the FF community that they are not being left out of anything.

Free Flight has a history of providing an amazing and unpredictable reaction to most everything. The Dayton NATS is fondly remembered; it was also one of the worst FF situations we ever had. The Westover NATS is fondly remembered; it is also one of the smallest FF situations we ever had. What made them fondly remembered?—perhaps that all events were on one site. When we ran FF at Wright-Patterson Air Force Base, the reaction was mixed. Power fliers, whose engine runs got shorter and shorter, said the site was great. And you and I both know that had AMA run the Nationals in Lawrenceville last year there would have been a loud negative reaction. Not only was the site small, but the wind was crosswind and unpleasant. The fact that the Free Flighters "did it themselves" made it a great event, but if AMA had run that one, we'd still be hearing about it. An interesting footnote to that contest was AMA's insurance having to pay over $5,000 in crop damage because the fliers hopped through potato crops, one hill at a time, and smashed the plants, as well as drove their ATVs through the crops. Yet no one has written us a letter of thanks for that.

So where does all this leave us? It leaves us with AMA doubling the amount of land they intend to buy in order to help Free Flight modelers, and a lack of any appreciation from those in that activity to AMA for doing so. I would say at this time that some re-evaluation of the FF position is in order.

Best regards,

signed/Vince Mankowski

Self improvement Course # 1108 " Whine Your Way To Alienation."

As you can see by the above exchange of letters- Published in the AMA National Newsletter- little was accomplished except to raise blood pressure. For classical clinical paranoia I submit "If AMA had run theNats in Lawrenceville last year there would have been a loud negative reaction" (From free flighters).."..but if AMA had run that one, we'd still be hearing about it." Gee, Vince, are the guys really that bad? I suspect that Vince is still burned because he was accused of causing the famous AMA Free Flight Nats cancellation by the local Free Flight clubs involved.* They maintain that it could have been avoided if Vince had spent the week prior to the Nats at the Nats site (as they had requested). He spent the week at the first AMA FUN-FLY, and arrived on the Nats scene too late to provide an alternate site.

* BRAINBUSTERS OF NEWPORT NEWS, VA. ALSO TIDEWATER SOARING SOC.

NOW ANOTHER AMA EXEC....THE DIST VI V.P. JIM SEARS...READS BOB MEUSER'S LETTER AND REALLY GETS STEAMED..!! He writes the following to NFFS President

TONY ITALIANO:

ACADEMY OF MODEL AERONAUTICS

PO Box 308
Burgin, ky 40310
September 23, 1989

Subject: FF and AMA

Dear Tony, (Italiano)

I just received the latest edition of the NFFS newsletter. I read Bob Meuser's letter to Mankowski with interest. After having read the letter, I got the same feelings from it as I've been getting from about any other FF publication I read when FF vs AMA is mentioned. I usually finish wondering why the FF community remains in AMA.

In no other category of modeling have I seen hostile behavior toward AMA as I've seen from the FF community. It wreaks from every FF publication. It seems the AMA leadership can do nothing right! It seems as if the FF community is waging war on AMA! Why?

Having watched the AMA leadership try to find suitable sites for FF at Nats locations and fail to please you every time makes me wonder why we bother to look for a place to start with. Each time we look at a site for the Nats, FF is one of the main issues of discussion. Quite often, we bend over backwards to try to find a site that we hope will please you. Nothing works. I feel anymore that if we used your favorite site, we would still get complaints.

When Pete Waters showed a layout for the future AMA site that didn't suit the FF community, out came unfavorable writings. Good input from the FF community would have been welcomed by the committee. Instead, nobody in the FF community saw fit to do that. It was so much easier to say AMA screwed up again! What you don't realize is that we were looking for a large site to start with so we could hold FF events there. The drawing was a first pass just to give you idea of what could be done with a large site. It certainly wasn't final!

Knowing we can't please you anyway, we have now opted to try to buy a smaller piece of land that will be suitable for all other categories of modeling and let you fly at your favorite sites in the general area. For me, it just isn't worth the hassle of trying to please you anymore. Besides, it's very hard to justify such a large outlay of money to by a piece of land large enough for such a small group as the FF community. Your negative behavior makes the choice to back off easier, even if we would rather have FF as part of the site layout.

One publication cut down AMA leadership for not showing up at the FF Champs held at Lawrenceville recently. I guess I'm the guilty party in that affair. Well, it was held for five days during the week. Not being retired because I'm too young to do so, not working for myself, and having only a few weeks a year for paid vacation, I chose not to come to the event. I use over a week of my vacation, and many weekends, each year for travel for AMA. Besides, I was involved with a project at work that prevented my going to very many places. Your event was not the only one I could not attend. I feel no guilt for not showing up. I attend one good FF event each year at Lawrenceville, as I plan to do in a couple of weeks. I enjoy myself a great deal when I can attend. Please, don't ruin that for me, too.

I could go on; but, I think you get my point. I have always supported the idea that FF is just as important as any other modeling community. As a sport flyer, I enjoy all the types of models we produce and fly. Having been in AMA leadership for awhile, I have learned to dislike the attitude of the FF community. Personally, I feel bad about it; but, I can't help it. As a member of the AMA leadership, I have become very defensive. I have to make myself be fair when FF is involved. I shouldn't have to do that.

As a leader in the FF community, you should work with AMA to help make things better for FF. Working against us only hurts your cause. Personally, I don't see how you could survive without us. You may think so; but, I challenge you to give it a shot and see how long you last. To have clout, a good medium for getting the word out, etc. it takes a huge number of people. As a combined group, we have that. If you split off, you lose it all. One example is Model Aviation's fine coverage of FF. You get more coverage than most of the other modeling categories and you are by far the smallest group of modelers. You talk about bang for the buck! Wow! Every time I see a D size FF model lift off on a wild flight path from a spot very close to the modelers' cars, I wonder why you say you don't need insurance. You guys need it as much as, if not more than, anyone. Try to find some on your own. I don't think you can at a reasonable price. It takes large groups for that.

A couple of years ago, I had a chance to try for a Nats in our district. Yes, I did try; but, I really didn't want it because I knew I would have to contend with an unhappy FF community. Well, I've got a good chance of having one in my district again. Where? Lawrenceville. This time I'm going for it. I've also brought up the point that I don't think we can have FF during the same week at Lawrenceville. Because of that, I will be pushing for a split Nats. I think I can get it. Secondly, I will be opposed to the FF Nats being at Lawrenceville, period. Why? I have two very good reasons.

Last year, the FF Nats was held at Lawrenceville just one week from an already established FF event at Lawrenceville.

That hurt the locals. I received several complaints from them that they had not even been asked for their input. For me to agree to a FF Nats at the Lawrenceville site, the date would have to be held so it does not conflict with the club's event. They should never have to compromise for a Nats.

The second reason for my opposing the Lawrenceville site is that the FF Nats contestants did some crop damage last year that cost AMA some cash and could have cost modelers the future usage of that site. What it amounts to is that you guys almost screwed yourselves out of another good site! The AMA bailed you out by quickly paying off the damages to keep feelings for us warm. I'm afraid you may do it again and ruin a good thing for everyone.

As a member of the AMA Executive Council, I will be pushing for a split Nats that will allow FF to do its own thing. I will ask that you be given trophies only. Any other expenses you can handle on your own. As a separate event, it should be managed as any other smaller event. I will also ask that AMA have no input to, or AMA Hq people attend, your Nats events. I think that's what you want and it certainly will make my job easier if we have a Nats in my district next year. Personally, I hope you will reconsider the idea of having your FF Nats at Lawrenceville and have it somewhere else, even if the timing works out for you.

Well, Tony, I guess you know how I feel. I still like FF in spite of the FF community. My son and I still enjoy a rubber ship flown in the back yard. I just hate having the feeling that AMA will be much better off with the FF community. Help me change my feelings. Prove to me that FF and AMA can work together. After all, even though you may not agree, I don't believe you can last without AMA. There just aren't that many of you and most of you getting on in your years. The membership numbers in AMA should tell you something. The FF community represents less than one percent of AMA and probably growing smaller each year.

See ya at Lawrenceville? I hope so.

Sincerely,

Jim Sears
AMA Vice President
District 6

Less than 1% of 152,000 = 1,500!

HOW'S YOUR BLOOD PRESSURE NOW, PILOTS?

"MY SON AND I STILL ENJOY A RUBBER SHIP FLOWN IN THE BACK YARD" — JIM SEARS VIEW OF FREE FLIGHT.

(7)

NFFS Pres., Tony Italiano responded to Jim Sears letter:

NATIONAL FREE FLIGHT SOCIETY

DEDICATED TO THE INTEREST OF FREE FLIGHT AEROMODELING

NFFS

Anthony J. Italiano
1655 Revere Drive
Brookfield, WI 53005

October 6, 1989

Jim Sears
PO Box 308
Burgin, KY 40310

Dear Jim:

I have re-read your letter of 9/23/89 several times and I can not come up with what motivated you to write it. It is very disturbing and disappointing that you have taken your venom out on the NFFS organization for a problem that it did not create. Jim, it is obvious you have missed identifying the basic problem and therefore you can only lash out at the recipient of the situation. I am not going to try to reply to your tirade in any detail as it was replete with miss-truths. It contained lack of knowledge of many situations and was not the least constructive in a leadership manner. You are way off base on many items and apparently your ego has gotten in the way of any good judgement.

I do not believe that the entire Executive council would agree with your position on the matters you encompass in your letter. Some place in executive council proceedings the free flight needs are not at all understood! But, since you did write the letter representing yourself as a leader of AMA, then you will have to cope with the resulting reaction of the total AMA constituancy.

To prevent further embarrassment to you, I suggest that you resign your VP post, as by your letter you have displayed that you can not perform your tasks in an objective manner. May I suggest that you stick with your sport R/C flying and leave the running of a $6M business to the experts.

By the way, I did not see you at the Mid-American FF Competition of September 30/Oct 1 as you stated you would be there.

Sincerely,

Tony Italiano

Anthony J. Italiano
President NFFS

cc: Hardy Brodersen
Don Lowe

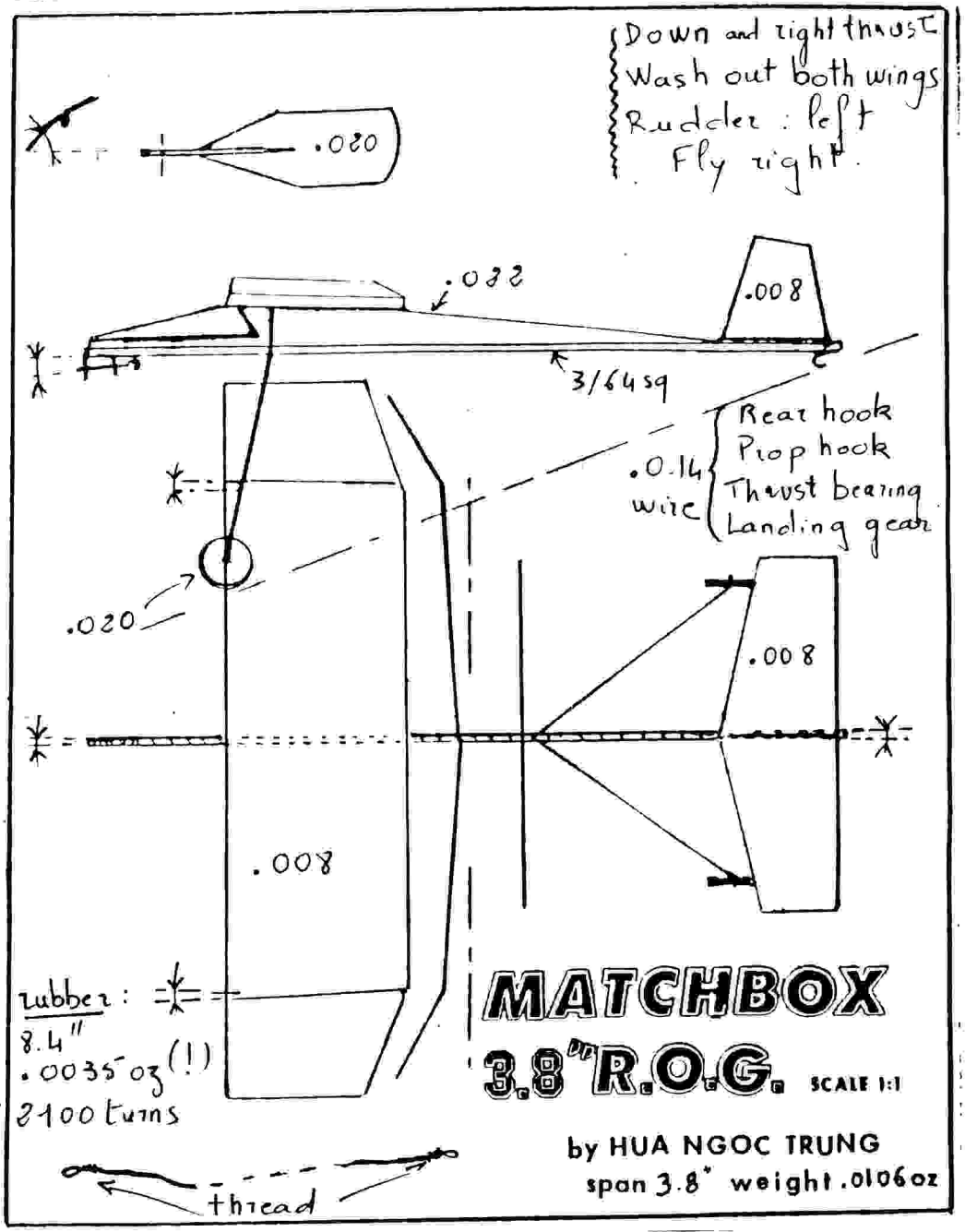
IF YOU PILOTS ARE NOT TOTALLY BORED YET, WE PLUNGE ON -

AMA responded to Free Flight's request for Qaulity National meets and good sites by splitting FF off from the previously "Unified" Nats, and asking NFFS to provide the sites and the workers. This was recieved with almost unanamous approval...Ah! but here's the rub:

EDITORIAL FROM BOB BEECROFT - PRES. OF SAN DIEGO ORBITEERS:

WEST COAST NATIONALS: (STRICTLY MY OWN THOUGHTS.) AMA, THROUGH NFFS, HAS ASKED THE FFMAASC TO RUN A FREE-FLIGHT NATIONALS, ALTERNATING WITH NFFS RUNNING ONE IN THE EAST/MID-WEST. THE USFFC WAS ESTABLISHED INITIALLY TO ESTABLISH A REAL UNITED STATES/NATIONAL-CLASS MEET WITH REAL COMPETITION AT TOP LEVEL. WE ALL KNOW THE NATIONALS HAS PROVIDED FREEFLIGHT WITH POOR SITES AND LITTLE HIGH LEVEL COMPETITION. LOOK AT THE RESULTS THIS YEAR: MAYBE ONE GOOD SCORE, AND THEN IT FALLS WAY WAY OFF FOR SECOND PLACE AND DOWN. MANY TIMES THE SECOND PLACE SCORE LOOKS LIKE THE ENTRANT ENTERED BECAUSE HE KNEW HE'D TROPHY EVEN THOUGH THE MODEL WAS POOR OR EVEN INAPPROPRIATE FOR THE EVENT. NOW WE'VE ALL PROBABLY DONE THAT...AFTER ALL, WE GO TO FLY. THIS SHOULDN'T HAPPEN AT A NATIONAL CLASS EVENT, YET IT DOES. RATHER THAN DEAL WITH THE PROBLEM OF HOSTING A COMBINED NATIONALS WITH ALL CLASSES OF COMPETITION, THEY HAVE CHOSEN TO SPLIT IT UP...AT LEAST TO RID THEMSELVES OF THE "FREEFLIGHT HEADACHE." I IMAGINE WE ARE, AND A SEPERATE EVENT FOR FREEFLIGHT, AND PERHAPS SOARING AND OTHERS, WOULD BE IN THE BEST INTEREST OF WOULD-BE ENTRANTS. OF COURSE, THAT ASSUMES AMA SPONSORS AND SUPPORTS EACH OF THESE SEPERATE NATIONALS EVENTS. THAT IS NOT TO BE THE CASE. THE AMA PLANS TO SUPPLY TROPHIES, AND THEN COLLECT THE AFTER EXPENSE PROFITS TO SAVE FOR "FUTURE NATIONALS." EVEN THIS IDIOT COULD DO THE TROPHY DUTIES; GIVE ME 2 OR 3 GRAND AND A LIST OF THE EVENTS, AND I'LL DO A FIRST CLASS JOB IN A COUPLE OF HOURS. OH--AND GIVE ME CREDIT FOR "SPONSORING" THE EVENT BY CALLING IT THE NATIONAL MODEL AIRPLANE CHAMPIONSHIPS, NEVERMIND YOU DO ALL THE WORK. WELL, MY THINKING IS LET THE NFFS HAVE THE NATIONALS, I'LL BE MORE THAN HAPPY TO GO WHEN I CAN AFFORD IT AND WANT TO MAKE A CROSS-COUNTRY TRIP. PERSONALLY, I COULDN'T HANDLE MORE THAN ONE EVENT A YEAR OF THIS SIZE IF I HAVE A HAND

CONT. ON P. 12



ABOVE FULL SIZE PLAN SUBMITTED BY:

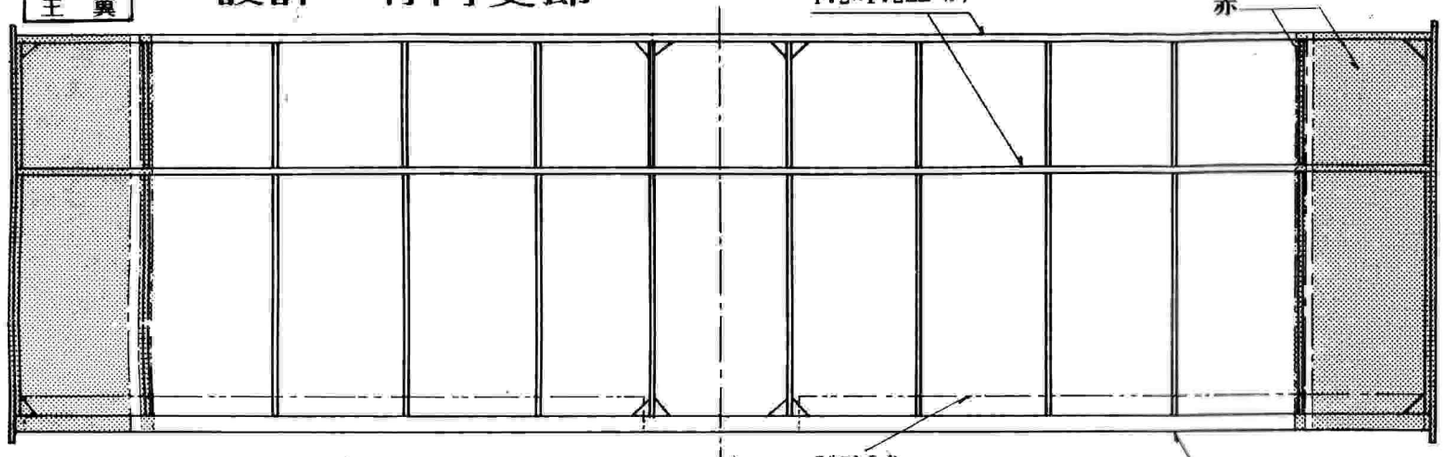
Trung et Nadine HUA-NGOC
135, allée de la Forêt
33600 PESSAC
☎ 56 45 81 66

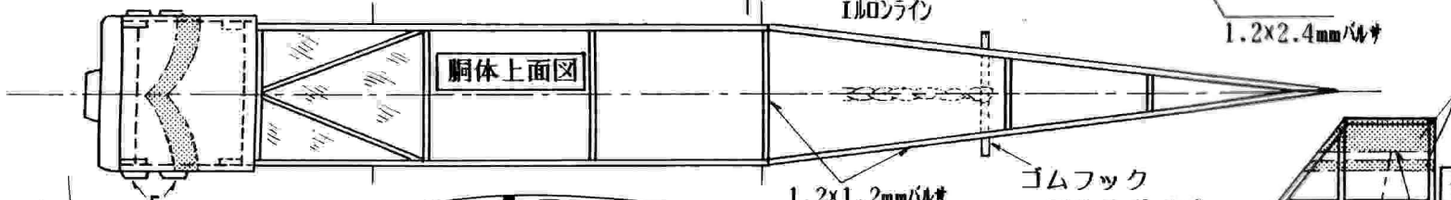
HUA WAS INSPIRED BY JOHN OLDENKAMPT'S GYM BOX. A REAL PARLOR FLYER - HE GETS OVER 30 SEC. ROG

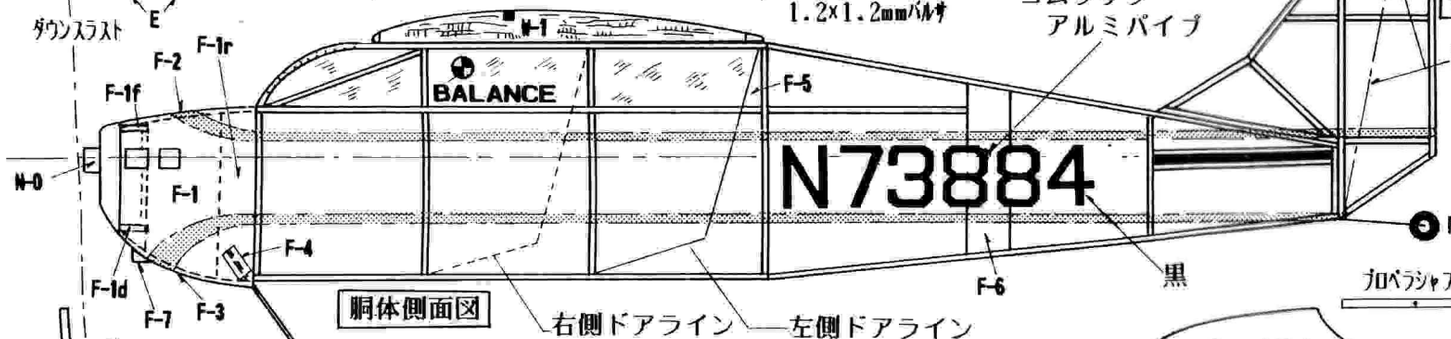
⑨ PISTACHIO HAS SPREAD TO JAPAN, UK, BELGIUM, CZECH., FRANCE, CANADA, ISRAEL. THIS UBIQUITOUS LACY FROM JAPAN. FLOATS FOR IT IN FUTURE H.P.

主翼

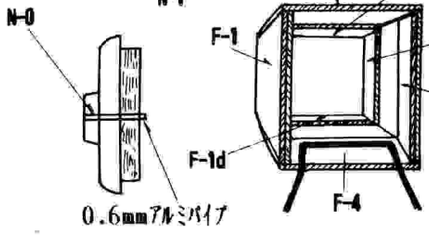
設計　竹内史郎

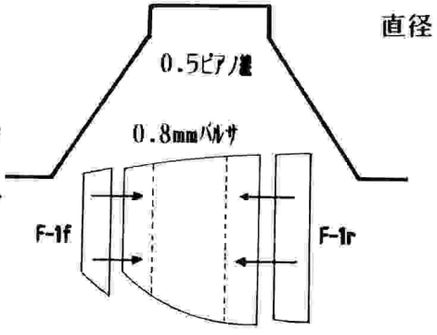




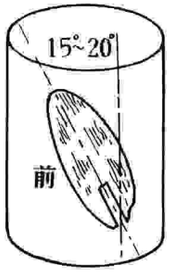


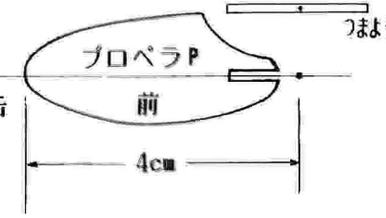






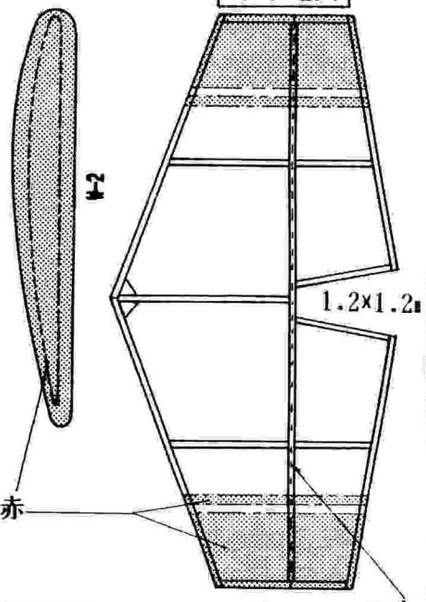
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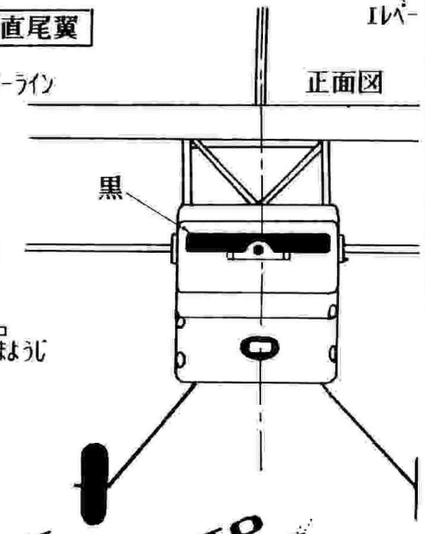


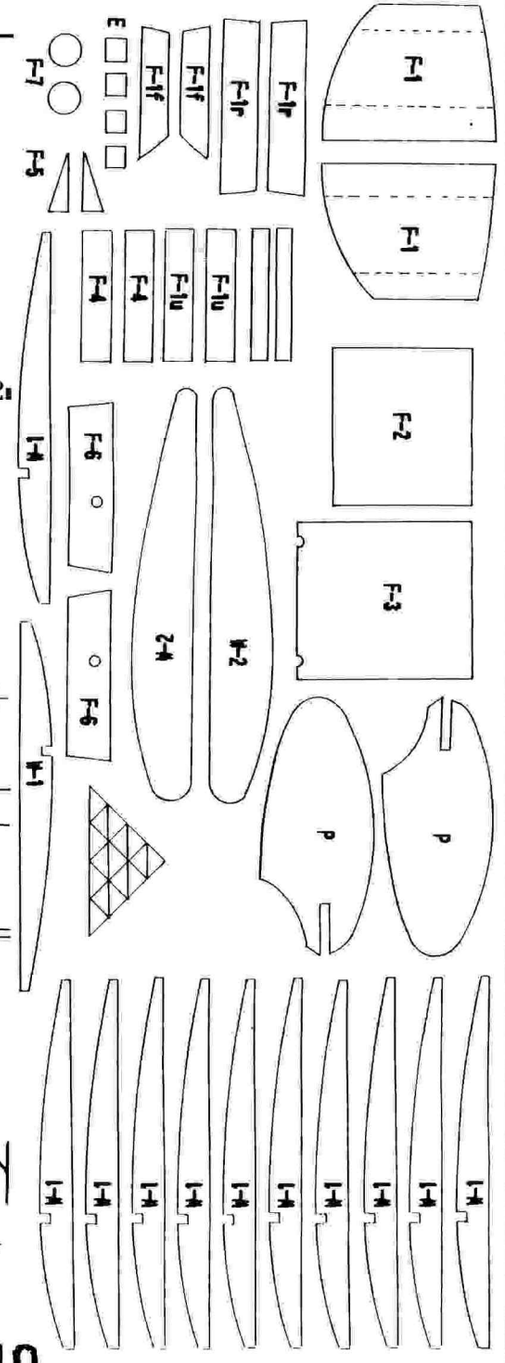


水平尾翼



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SHONAI BRAND PISTACHIO MODEL KIT

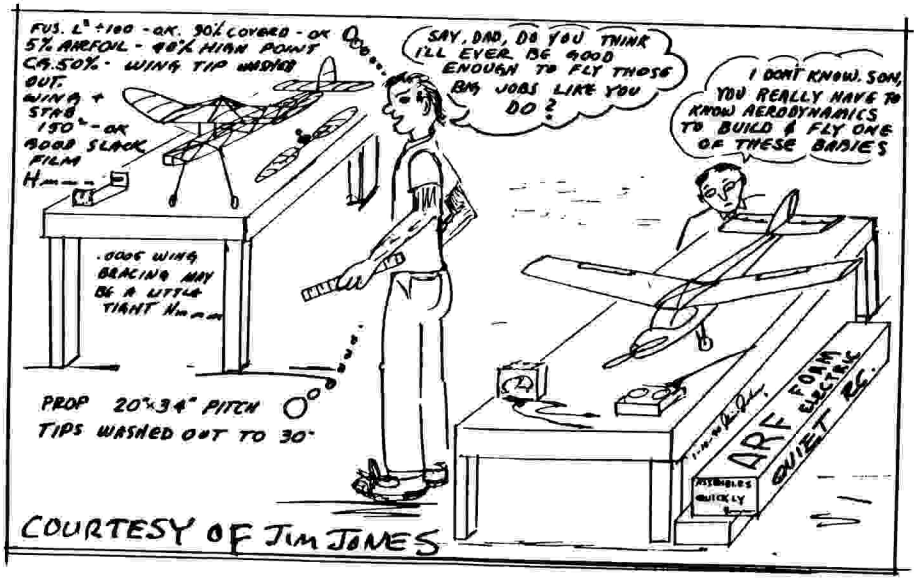
LACEY M-10

ピスタチオ／モデル　キッ

SHONAI BRAND
LACEY M-10

(11)

NEXT MEET: FLY-IN MAR. 11 MIAMI DADE S. COLLEGE 9-5 FOLLOWED, AT 6PM BY A RARE SOCIAL OCCASION - A DINNER GET TOGETHER. IF YOU CAN'T FLY - COME OUT & SOCIALIZE. IT'LL BE GOOD TO SEE YOU



NEXT CONTEST: MARCH 31 & APRIL 1 9 TO 5
MIAMA INDOOR MEET #5 CD DOC MARTIN
FLYING ACES MASS LAUNCH - WWII COMBAT PLANES
MAC DILL AFB, TAMPA - CALL FRI. 305-858-6363
CALL ALSO TO GET ON ENTRANT LIST TO GET IN GATE...
IF YOU HAVE NEVER BEEN TO MACDILL BEFORE.

Stymied LONDON TIMES

August 18.

Sir,—Can we please have less of the "back to back" bogeys in golf reports? The word consecutive is perfectly adequate.

Your golfing correspondents have been watching too much American coverage.

John Milliken,

Mingulay,
Pulpit Rock,
Oban.

Tabulka

Guma	K lin	K max	H po 10s	T	Pozn.
Pirelli Alfa					
Romeo 1×1 mm	7,5 až 8	8,3	8 %	23 °C	1,15 g/m
3×1 mm	7,2	7,5	8 %	21 °C	
4×1	9,3	9,8	6 %	22 °C	
Fillati-Castoldi					
3×1 mm	8,1	8,7	19 %	22 °C	3,1 g/m
Šanghaj 2×1 mm	9,1	10,85	21 %	20 °C	2,2 g/m
Optimit bílá					
ø 1 mm	7,1	7,3	23 %	22 °C	
Pirelli hnědá					
6×1 mm	8	8,6	14 %	20 °C	
Panda 1×2	8	9,2	11 %	19 °C	
1×4	8,3	9,6	10 %	19 °C	
1×6	7,8	8,3	10 %	19 °C	
FAI 1/24×3/32	7,7	8,5	16 %	20 °C	
1/24×3/24	7,1	7,6	7 %	20 °C	
Sig 6×1 mm	8,2	9,6	18 %	20 °C	

IN IT. I'D HAVE A HARD TIME GOING TO MORE THAN ONE LONG MEET A YEAR TOO, SO I FOR ONE AM MORE THAN HAPPY TO GIVE MY FULL SUPPORT AND ENTHUSIASM TO THE 20TH ANNUAL UNITED STATES FREEFLIGHT CHAMPIONSHIPS RIGHT HERE, FULL-STRENGTH AND UNCOMPROMISED BY THE TIME AND EFFORT THAT WOULD BE DIVERTED TO SUPPORT ANOTHER AND CERTAINLY LESSER STATUS EVENT. THE FFMAASC HAS TO GIVE OUR ANSWER AND ANY ALTERNATIVE SUGGESTIONS AFTER OUR JANUARY MEETING. GIVE ME YOUR THOUGHTS AND I WILL PRESENT THEM TO THE FFMAASC. BARRING OTHER INPUT, YOU KNOW MY FEELINGS AND I WILL VOTE ACCORDINGLY.

Indoor

Bud Tenny

Box 545
Richardson, TX 75080

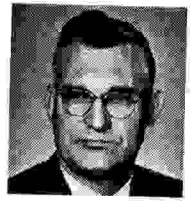
GOOD NEWS/BAD NEWS. It has been confirmed that the 1990 Indoor Nats will be held at a good site (Johnson City, TN) in conjunction with the 1990 NFFS Indoor Championships. The bad news is that Indoor fliers have only one major (Class AAAA) contest in 1990 instead of two!

I SHARE BUD TENNY'S CONCERN THAT WE NOW HAVE ONLY ONE MAJOR INDOOR. FLYERS HAVE BEEN USED TO 2 BIG MEETS SINCE THE "NARTS" AT WEST BADEN & THE NATS; LATER THE NFFS U.S. CHAMPS AND THE NATS.

Alabama • Florida • Georgia • Mississippi • Puerto Rico
South Carolina • Tennessee

V

DISTRICT REPORT



Lee Webster
District V Vice-President
1000 Sycamore
Manchester, TN 37355

AS OUR OWN DIST V.P. WRITES HIS LAST COLUMN, HE SPECULATES AS TO AMA'S FUTURE:

Finally, AMA's character has changed over the past four years. The ED and AMA Headquarters have long been competition oriented. There is now a shift in thinking. While I believe competition will remain of great importance, AMA is looking harder at what it can do for the 90% of members who couldn't care less about the contest trail. We're beginning to act like we have a product for sale that is worth the price of membership. That's called marketing! It includes public relations, but it's not just PR. Look for changes resulting from this line of thinking.

I can't leave without a word or two on what I see in AMA's future. I see a growing organization, maybe reaching 250,000 within the next five years. That means even more problems like those discussed above. Advanced management practices will be needed to handle new problems more expeditiously. It also means a growing income, which will create a need for more innovative financial management.

This last item should help the acquisition of desperately needed flying sites both nationally and for individual clubs. It will mean a greater influence with governmental agencies such as the FAA and FCC, which will play ever-increasing roles in defining our future destiny. It will mean the ability to influence Congress with the right talent. It should give local clubs more clout when dealing with local municipalities and with park boards.

NOTE: "90% COULDN'T CARE LESS ABOUT THE CONTEST TRAIL." WHAT CAN WE DO FOR THE 50,000 AMA MEMBERS WHO DON'T BUILD MODELS? ARF, ARF"

Illinois • Indiana • Kentucky • Missouri

VI

DISTRICT REPORT



Jim Sears
District VI Vice-President
P.O. Box 308
Burgin, KY 40310

Associate Vice Presidents

The next trip for October was to Reston to represent District VI. A couple of things of interest came out of that meeting that directly involve us. The rest I will let you read elsewhere.

We're going to have a Nats in District VI! Yep, it's going to be in Lawrenceville, IL. For those of you who are Nats buffs, this will be your chance to go to one close to home. However, because I'm not a Nats buff, I'm asking that you get involved and make sure this is a good one. Sure, I'll be around for the planning, but I doubt if I'll be there for the whole event. Step up and help make this a real winner for our district. 'Nuf said on that.

JIM IS WILDLY EXCITED THAT THE NATS WILL BE IN HIS DISTRICT! "I DOUBT IF I'LL BE THERE..." - 'NUF SAID -

ALARMED BY ALL THIS HOSTILITY, THIS EDITORIAL TO "COOL IT."

(13) JAN '90 SAN DIEGO ORBITEERS (BANKS)

AMA AND FREEFLIGHT: CEZAR LED THE DISCUSSION ABOUT SEVERAL LETTERS IN THE PRESS LATELY THAT ARE OF AN "US VERSUS THEM" NATURE. LIVELY DISCUSSION SHOWED A REAL INTEREST IN LETTING AMA KNOW THESE FOLKS DON'T SPEAK FOR ALL OF US. IN ANY CASE, THE APPROACH TAKEN BY THEM HAS NOT BEEN CONSTRUCTIVE. THE CLUB DETERMINED TO WRITE AMA TO EXPRESS OUR CONCERNS IN A POSITIVE AND CONSTRUCTIVE FASHION. (HARRY STEINMETZ IS WORKING UP A LETTER)

HANG ON · ON THE NEXT PAGE IS THE CONCLUSION OF THIS SUBJECT →

THE OFFICIAL FASHION TEE TO WEAR IN MIAMA 20" BUSH PLANE EVENT

The Official BUSH AVENGER T-Shirt *



"A Living Memorial"

100% Cotton Hanes Beefy T-Shirt
In S, M, LG., XL Sizes
White Shirt with Red/Navy/Lt. Blue Print
Navy Print of Specifications on Back

Price: $14.00 plus $2.50 Shipping & Handling
add $3.00 for XX-Large

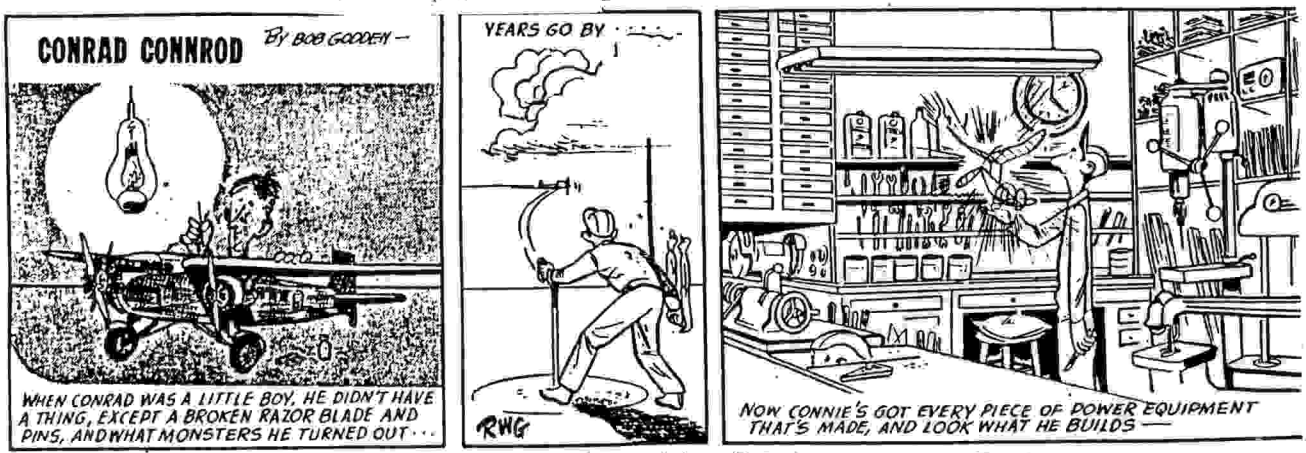
QUANTITY DISCOUNTS

VISA **1-800-872-1278** MasterCard
(1-800-USA-1-ART)

Virginia Arts - P.O. Box 6 Lynchburg, VA. 24505-0006

BE A "BUSH" PILOT.

SEND $ + A BIG SASE TO THE MIAMA PRESIDENT GEORGE BUSH GRUMMAN AVENGER EVENT FOR OFFICIAL PLAN. FLY INDOORS AT HOME OR BRING YOUR AVENGER TO JOHNSON CITY IN JUNE- DEMOCRATS WELCOME! 23 PLANS ALREADY BEING BUILT!



CARTOON FROM A VERY OLD "FLYING MODELS"

*SEND $3.00 TO MIAMA FOR 'BUSH' GRUMMAN AVENGER PLAN

THE PROBLEM AS AMA SEES IT:
(1) Free Flighters can't adjust to the times..they are unappreciative chronic complainers and cry babies, and it is impossible to make them happy. (14)
(2) We comprise "Less than 1%" (Jim Sears) of AMA membership and want far more from AMA than our numbers warrent.
(3) We place far too much emphasis on competition and not on what REALLY MATTERS in the 1990's. I admit I'm not too sure what really matters.

THE PROBLEM AS FF SEES IT:
(1)We ARE competition oriented..a FUN FLY to a Free Flighter is a contest. To us FUN is competing. - AMA is backing away from this concept.
(2) Nats became a third rate meet.
(3) "Obtaining and keeping sites" meant "Obtaining and keeping R/C sites."
(4)Feel that insurance portion of membership is not fair..More on this in next issue.

FREE FLIGHT's primary concerns are: Meet sanctions with good insurance for contestants,spectators, and site owners, Getting and keeping sites, Published photos and accurate meet results of the big meets, Record flights, and plans and data on models that set these records, and well run competitions...especially a top class National meet. FREE FLIGHT IS NOT PARTICULARLY INTERESTED in cake sales, mall shows, Microhenrys, demo teams, safety tips, Fun Flys, Balloon Busts or doughnut drops, or lottery draws. I'm not condeming any of the above, I've just observed my fellow FF modelers and report they are a little cool on them....Oh, yes, NO ARF's.

MIAMA TAKES A STAND:

OK pilots, you are not in possesion of all the written material, but you sure know more than most AMA members about this conflict. WHAT CAN BE DONE TO RESOLVE THIS MESS? This reminds me of USA 1776. We can petition King George (Mankowski)for a redress of grievances and settle this matter WITHIN THE CLUB, or do a declaration of independence with colonists, indians,SAM, NIMAS, NFFS, Flying Aces,MIAMA, and AMA free flight and indoor modelers. (About 6,000 total). I have weighed these 2 alternatives and feel that we should work hard to bring free flight and AMA back together again. We welcome mail on this subject, and encourage you to send it to AMA Hq. where it will do the most good.

NOT IN THIS ISSUE,(Your attention span is waning) but ger mane to this AMA/FF issue are BUD TENNY'S comments on clubs with indoor model activity, TONY ITALIANO and ED WHITTEN's comments on AMA insurance plus a few sage nuggets from DOC on this matter. Please hang on till H.P. # 133 soon to appear on your neighborhood newsstands.

ARE YOU ONE OF THE "145 KNOWN INDOOR FLYERS" WHO WANTS AMA TO BUILD YOU AN INDOOR SITE ?
— YOU RASCAL YOU —

(15) # RESULTS - MIAMA INDOOR MEET #4 FEB 1990

CAT II

Peanut Scale Event

	Static	2 best flights		total.
1.Jim Miller 14-Bis	98.4	87.5	92.0	187.9 NEW RECORD ★
2.John Martin Waco Seaplane	103.2	61.9	77.0	172.0
3.George Nunez Turbo Beaver	86.8	72.7	68.8	157.4
4.Wayne Trivin Cougar	76.2	75.0	76.6 max	151.8
5.Bill Stoutenburg Cougar	68.0	49.0	54.2	119.6
6.Tom Flanagan P-51 Mustang	75.2	39.0	41.2	115.3

OLD RECORD: 2/87 - 180.0 JIM MILLER

Flying Aces Scale,

	Static	Best flight	total.
1.John Martin Bleriot 25	69	1:18(69)	133
2.George Nunez Rumpler 75		:56	131
3.Walt Schlesinger P.Porter	52.4	31.3	82.7

NO-CAL SCALE

1.Doc Martin 1:51
2.Walt Schlesinger :31

NOVICE PENNY PLANE

1.George Leffler 9:40 ★ New state record
2.Wayne Trivin 8:05
3.Richard MacEntee 7:57
4.Dick Obarski 6:26

COCONUT SCALE

1.Doc Martin BMW 20b 1:08 ★
NEW RECORD; OLD - LINSTRUM :50 4/89

OLD RECORD: 4/89 8:32 - G. LEFFLER

CATAPULT GLIDER

1.Dick Obarski 84.1
2.Wayne Trivin 80.3

BOSTONIAN

1.Wayne Trivin	2:50.4	2:55.9	x 1.12	387.8 New NATIONAL RECORD ★
2.Doc Martin	2:02.5	1:56.2	x 1.10	262.6
3.Rich MacEntee	2:04.2	---	x 1.15	142.8
4.Fred Beeson	46.0	47.0	x1.10	102.3
6.Tom Flanagan	38.9	29.3	x 1.08	74.2
5.Bill Stoutenburg	40.0	40.0	x1.10	88.0
7.Walt Schlesinger	27.0	26.3	x 1.10	58.3

OLD RECORD: 11/87 M. WELLS 268.4

EMBRYO ENDURANCE 3 BEST FLIGHTS | BONUS - TOTAL

1.Rich MacEntee	1:37.3	2:06	2;00	9	352 ★ New State Record
2.Wayne Trivin	1:48.4	1:53,1	1:46.5	9	337
3.Doc Martin	1:13.2	1:47.6	2:01	6	307
4.Walt Schlesinger	32.0	31.2	39.6	9	111.8
5.Tom Flanagan	22.5	31.5	36.0	9	99.0

OLD RECORD: 4/89 D. LINSTRUM 329.5

EASY B: 1. Dick Obarski 13:38 New State Record ★
2.George Leffler
3.Wayne Trivin
4.Rich MacEntee

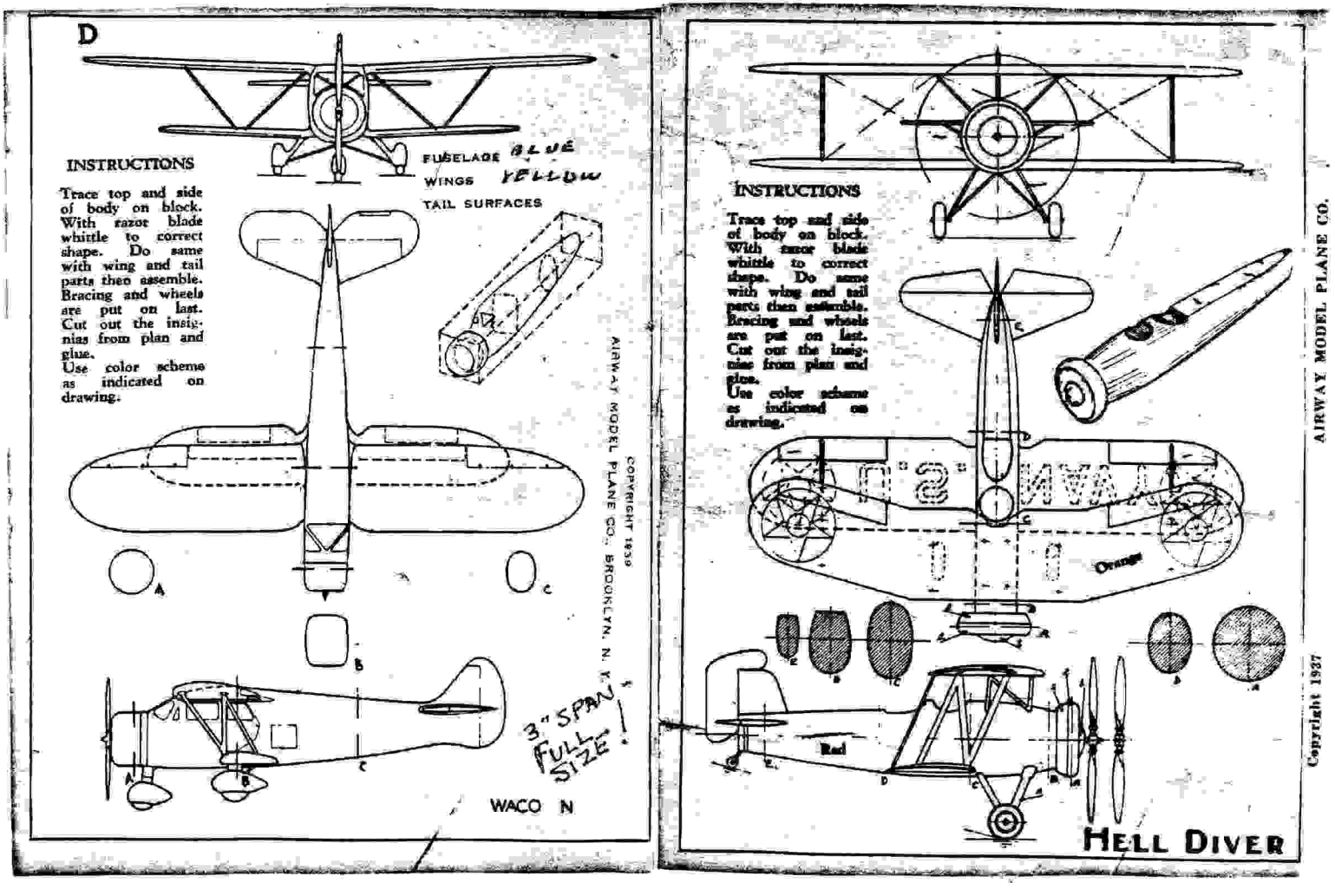
OLD RECORD 13:09 - 2/87 OBARSKI

FEDERATION ROG EVENT:

1.Dick Obarski 4:57 ★ New Record Old record; 4/89 - 4:47 Obarski
2. Wayne Trivin 4:40
3..George Leffler 4:00

FAC MASSLAUNCH: MODERN MODELS
1. WAYNE TRUVIN
2. GEORGE NUNEZ
3. JUDI COHEN
4. WALT SCHLESINGER

NEXT MEET: MACDILL AFB MARCH 31, APRIL 1 9-5
CALL TO CONFIRM



Here's a real treat for those old pilots who never thought they'd ever see THESE again. Frank Vavrus was cleaning out his attic when he came across these old plans (1937) for PENNY SOLID SCALE KITS. Yes, that's 1¢ ! The plan, on paper that is now falling apart, was wrapped aroud a printwood balsa sheet, and a tiny fuselage block. I have 18 more plans if anyone is interested, including some weird old amphibians. COMMENTS, PILOTS?

MIAMA ANNUAL POINTS AFTER 3 MEETS

Does not include points from meet 4..

1.Wayne Trivin	69	8.Millard Wells	13	13.John Barker	7
2.Rich MacEntee	59	9.Walt Everson	12	13. Stan Chilton	7
2.John Martin	59	9.John Tudor	12	17.John Voorhees	6
4.Dick Obarski	48	11.Walt Schlessinger	10	18.John LeBlanc	4
5.Dave Linstrum	38	11.Bill Stoutenburg	10	18.Fred Beeson	4
6.George Nunez	20	13.Tom Flanagan	7	20.Mike Arak	3
7.George Leffler	14	13.R. Laudati	7	21 Judi Cohen	2.

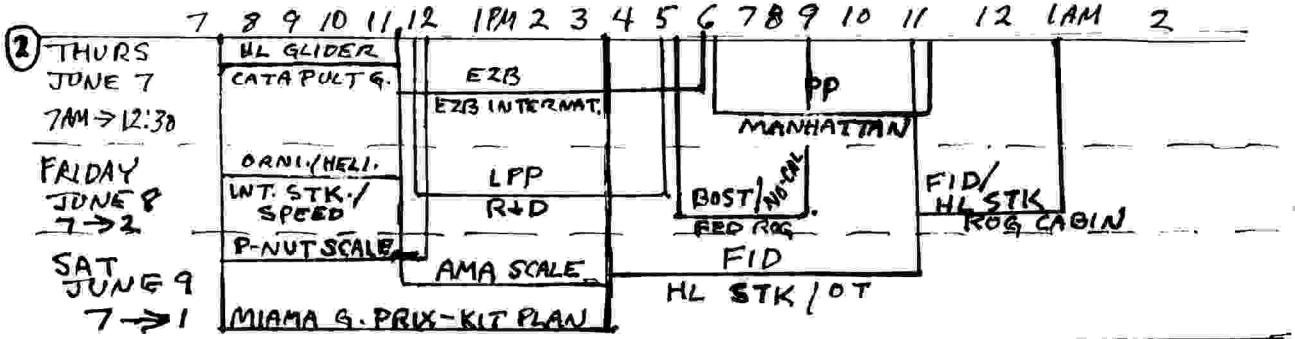
MIAMA INDOOR MODEL EXHIBIT:

Thanks to SAM ELLIS, the MIAMA club has a great display in a glass case at ORANGE BLOSSOM HOBBIES.. NW 36th St and 20th Ave,Miami. An invitation poster with Miami contest dates,10 models, and seven kits. Drop in ORANGE to see it and pick up some supplies...one of the few hobby stores with a large stock of Free Flight.

NEW JOHNSON CITY SCHEDULE & WORLD CHAMPS

(1) JUNE 4,5,6 - FID WORLD CHAMPS - 14 COUNTRIES, USA HOST

(2)



SCALE JUDGING: P-NUT, NOON FRIDAY, AMA, 5 FRIDAY - PISTACH, COCONUT, BUSH AVENGER - 5 FRIDAY.

FOR FURTHER DETAILS + ENTRY: USIC, 1655 REVERE DR. BROOKFIELD, WI ZIP 53005 TEL 414-782-6256 (AFTER 7 PM MILWAUKEE TIME)

COME EARLY + HELP OFFICIATE THE WORLD FID CHAMPS.

M.I.A.M.A., THE CLUB THAT NEVER HAS SOCIALS... ANNOUNCES A SOCIAL EVENING!! WE'RE HAVING DINNER AT 94TH AERO SQUADRON. RED ROAD JUST SOUTH OF MIAMI INT. AIRPORT (261-4220) COCTAILS 6:00 P.M. C'MON OUT!

WORLD PISTACHIO PROXY INTERGNATS - PACK UP YOUR PISTACHIO WITH DOCUMENTS, INSTRUCTION TO YOUR PROXY PILOT & RETURN POSTAGE TO MIAMA BY APRIL 20. 2180 TIGERTAIL AV. MIAMI, FLORIDA, 33133 USA NO ENTRY FEE

MIAMA PISTACHIO SCALE RULES - SUBMITTED TO AMA FOR PROVISIONAL STATUS

GENERAL - LOW PRESSURE EVENT FOR WORLD'S SMALLEST FLYING SCALE MODELS - PISTACHIO SCALE

RECOGNIZABLE MODEL OF A FULL SCALE AIRCRAFT (EXCEPT "MODEL OF A MODEL") BUILT TO 8" MAX. WING SPAN OR 6" OVERALL LENGTH (EXCLUDING PROP)

CONSTRUCTION - NO RESTRICTIONS ON MATERIALS, TYPE CONSTRUCTION OR POWER. (YES, CATAPULT JETS!) (TOW LINE SCALE GLIDERS)

SCALE JUDGING - RANKING POINTS BASED ON REALISM, COLOR & MARKING, COMPLEXITY OF TYPE, WORKMANSHIP, AND "QUALITY OF DOCUMENTATION". ONE (OR PREFERABLY MORE THAN ONE) JUDGE RANKS THE FIELD OF ENTRIES FROM BEST TO LEAST. BEST GETS 1 POINT, 2ND GETS 2, ETC. JUDGES CAN ALSO FLY IN MEET.

FLYING: BEST 2 OF 9 FLIGHTS, HAND LAUNCHED. RANKING POINTS AWARDED FROM BEST TO LEAST AS IN SCALE.

FINAL STANDING: LOW POINT TOTAL OF SCALE + FLIGHT POINTS. TIE BREAKER - BEST SCALE RANK BREAKS TOTAL PT. TIE.

DOCUMENTS - FULL "QUALITY OF DOCUMENTATION" CONSIDERATION GIVEN TO ENTRY WHO SUPPLIES A 3-VIEW AND AT LEAST ONE PHOTO. COLOR DOCUMENT SHOULD IDEALLY BE A COLOR PHOTO, BUT IF NO PHOTO AT LEAST AN ATTEMPT AT CORRECT COLOR REFERENCE.

CATAGORIES: MODEL OF A MODEL - FOR PISTACHIO MODELS OF ANY OUTDOOR FREE FLIGHT CABIN MODEL.

RIDOTTO: FOR SMALLEST SPAN MODEL TO ACHIEVE A 30SEC. FLIGHT

GENERAL (CONT.) ANY NUMBER OF MODELS MAY BE ENTERED - ONLY BEST ONE COUNTS. AFTER 9 FLIGHTS, MODEL MAY BE REENTERED.

WHAT'S ON IN FREE FLIGHT?

MARCH 11..Inviting all local pilots to a fly-in at Miami Dade S. College from 9 to 5 followed at 6 for dinner at 94th Aero Squadron, Red Rd. south of Mia.Airport.

MARCH 31, April 1. MIAMA INDOOR MEET #5 MACDILL AFB,TAMPA. CD Doc Martin. Call 305-858-6363 on the 30th to confirm. Mass launch WW II..

April 8 Melbourne,Fl State outdoor FF record trials.

April 21/22-Malabar,Fl SAM Spring Old Time Meet CD Les Alonzo 813-229-1083

APRIL 22 MIAMI DADE SOUTH COLLEGE: 9 tO 5 Fly- In and WORLD PISTACHIO INTER_GNATS CALL Fri. April 20 to confirm. Get YOUR Pistachio Models ready.

May 12/13..Wrong date for MIAMA final meet that keeps appearing in FMA Newsletter.

MAY 19/20 Correct date (So far) for MIAMA FINAL MEET..MacDill AFB CD Dave Linstrum

May 6.Melbourne,Fl Fla. State Record Trials.

JUNE 4,5,& 6..Johnson City, WORLD F1D Champs followed JUNE 7,8,& 9 U.S. Nats. See P. 11

This is an outstanding week of indoor flying and should not be missed. The world's best !

JULY 15-22 LAWRENCEVILLE.IL AMA NATS FOR C/L, R/C, and FF scale (Including many FAC events)

AUG 4. (TENTATIVE) ISLAMORADA, KEYS - WELLS' ANNUAL ROW BASH.

THE HANGAR PILOT

EDITOR: DR JOHN MARTIN, JR
2180 TIGERTAIL AVE MIAMI FLA.
33133

MAR 12 1990

JIM MILLER
827 YORKHAVEN RD
CINCINNATI, OH 45240