THE HANGAR PILOT

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION
MIAMA

ISSUE 201

TROPICANA ISSUE

28TH YEAR of PUBLICATION
INDOOR ISN'T FOR EVERYONE

NEXT MEET
TAMPA
ARMORY
MAR. 27, 28

M/L
GOLDEN

504 N.
HOWARD AVE
TAMPA
9-5PM





FAC CLUB #11
"LIKE A LETTER FROM HOME" Whelan

THE HANGER PILOT

The Hanger Pilot, edited by John Martin Jr., who is solely responsible for its content, is published 8 or 9 times a season for bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association) - AMA club [redacted]. One of two active all indoor free flight clubs in AMA. For a mere $12.50 you will receive all of the published issues that year. We encourage reader contributions because, frankly, we need the material. Letters, plans, 3-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

3624

It's true. "If you get them a field, they will come." Thirty two indoor flyersshowed up for a one day local indoor record trial in St. Petersburg, Fla. What was so appealing about this meet? It was held in the highest site in the history of indoor meets. The Tropicana enclosed baseball field, home of the major league Tampa Bay Devil Rays. Justback of 2nd base it is 231 feet to the roof! This site which rents for thousands of dollars was provided by Tropicana for just cost. What a great precedent. This is the first time a major league base ball field has been used for indoor models.

Steve Noriega had the bright idea, and did all the promo with Tropicana's Caren Gramley. Florida State indoor champ Rich MacEntee directed the meet assisted by Gen Obarski.

The MIAMA Pilots all pitched in. Dave Linstrum sent a proxy Dime Scale flown by Don Brimmer. Zoltan Sukosd came all the way from Budapest, Van Gorder from Ohio, McGillivray from Canada, Rich Miller from New York..and others from all over. What a shot in the arm it would be for indoor if the many enclosed base ball fields across the country are available in the Winter for meets when indoor is flown and baseball is not played. Enclosed baseball fields for indoor..Great idea!

We compete at a record trials with an "Index of Performance"" that is reminiscent of the West Baden days. All rule book events in nine hours of continuous flying. No waiting around for your event. There is room enough for all events all the time. Coconuts were aloft with Fi-D's and no mid-airs. Those who had a chance to set a record came prepared with the proper paper work, and MIAMA timed and processed. The Index is how well your best flight compares to the national record. No Catagory IV records were set,but Jack McGillivray won the Index of Performance,and set a Canadian record at 88.5% of the Limited Penny Plane at 16:09. Cincinnati's Walt Van Gorder was 2nd in the same event and in Index with 86.8% of the US record. Bob Romash of Philadelphia was 3rd in Index with a Mini-Stick that was 80.9% of the record..

Many thanks to TROPICANA,and the Tampa Bay Devil Ray organization for tneir generosity in this precedent setting historic event/

THE TROPICANA RECORD TRIALS #1 & MIAMA Meet 4. JAN 1999 C/D Rich MacEntee
Assisted by Gen Obarsk

(2)

FAC PEANUT SCALE Scale Pts.

1.Jim Miller	Voisin	87.7	1:04	149.7
2.R. MacEntee	Pottier	61.3	1:57	142.6
3. N.Bollinger	Cougar	61.2	1:46	140.2
4.Doc Martin	Ford 2-AT	56.5	1:38	133.5
5.George Nunez	Zippy Sport	58.5	1:18	129.5
6.S. Gilbert	Lacey	51	1:31	126.7
7.Charles Mace	Cougar	58	:54	112
8.C.Nelson	Pietenpol	50	:24	74

FLYING ACES SCALE

1.Jim Miller	Voisin	91.5	1:37	168.2
2.R.MacEntee	Lemberger	72	1:54	153.1
3.Georgw Nunez	Avenger	62.5	1:44	141
4.Doc Martin	SO3C-1	69.5	:58	127.5
5. Jake Larson	Curtiss Robin	60.1	:48	108.1

MIAMA PISTACHIO

1.R.MacEntee	Lacey	1	1:13	1:17	2
2.D. Brimmer	Cougar		:48	:26 3	4
3.S.Gilbert	Wee Bee	3	:36	:46 2	5
4.Doc Martin	Stabiloplan	2	:28	:20 4	6

MIAMA PISTACHIO MODEL OF A MODEL

1.Rich MacEntee	Pussy Cat	2:05 2:06
2.Don Brimmer	Pussy Cat	1:36 1:43
3.D. Obarski	Snuffy	1:37
4.J. Polento	Pussy Cat	1:19 1:21
5. V. Sad wick		1:12 1:13
6C. Nelson	Pussy Cat	:20 :15

MIAMA COCONUT SCALE

1.R. MacEntee	Lemberger	1	2:02	2 3
2.S. Noriega P.	Porter	2	2:51	1 3
3.G.Nunez	Potez 36	1	1:58	3 4
4. J.Polento	Turbo Porter	2	1:49	4 6

MIAMA DIME SCALE 3 flight total

1.R. MacEntee	Curtiss Robin	8:14
2.Doc Martin	Megow Seamew	5:29
3..N.Bollinger	Taylorcraft	4:24
4.C.Nelson	Fokker D-7	3:30
5.S. Gilbert	Curtiss Robin	3:14
6.DAVE LINSTRUM	PROXY DON BRIMMER	1:47
Comet Puss Moth		

2:45 AVE.

FLYING ACES NO-CAL

1.Dick Obarski	Lacey	4:48
2.J. Voorheea	Seagull	4:04
3.Doc Martin	Dayton	3:00
5.J. Wormley	F4F	2:07
4.N. Bollinger	Lacey	2:13

1:36 AVE

AMA HAND LAUNCHED GLIDER

1.Bob Romash	1:05	1:03
2.Bill Avera	:31	:31
3.Duane Osborn	:27	:24

AMA CATAPULT GLIDER

1.Bill Avera	:50	:48
2.Duane Osborn	:47	:47
3.C. Nelson	:33	:38

AMA LIMITED PENNY PLANE

1.J. McGillivray	16:09
2.W. Van Gorder	15:50
3.Dick Obarski	11:29
4.Vincent Sadwick	8:52
5.S. Noriega	7:49

AMA PENNY PLANE

1.John Voorhees	9:50
2.W. Van Gorder	9:46
3.C. Nelson	:24

AMA Easy B 1.C. Nelson :51

AMA MINI STICK

1.W. Van Gorder	11:43
2.Bob Romash	11:42
3.Dick Hardcastle	11:39
4.Dick Obarski	6:36
5.C. Nelson	:26

FlD endurance 1.Hardcastle 23:03

FLYING ACES EMBRYO

1.Bollinger Colt 50	8:06
2.J. Polento Pacific Ace	3:38
3.C. Mace Hornet	2:51

MIAMA LEGAL EAGLE

1.R. Obarski Simpleagle	13:40
2.R. MacEntee VT Tail	13:17
3.Bollinger Pro Bono	12:28
4.C.Nelson	2:03

AMA BOSTONIAN

1.Bollinger Colt 48	370.6
2.J. Polento Sorta Ko0rda	203.0
3.C. Nelson Pup	97.0

FLYING ACES LOW WING MASS LAUNCH

1.Richard Miller
2.Jack McGillivray
3.Geo Nunez
4.Bob Shaw
5.Doc Martin

PART I

* = FAC KANONE

A return to original splendor

FROM DICK OBARSKI

• Ambitious restoration project rescues Indiana's famed, domed 708-room West Baden Springs Hotel

BY JAMES PRICHARD
Associated Press

WEST BADEN SPRINGS, IND.: The West Baden Springs Hotel, once an exclusive resort for the rich and famous, was nearly in ruins when it got a second chance a couple of years ago.

Vacant since 1983, part of the six-story building's outside wall had caved in and more collapses appeared imminent. Badly corroded steel support beams rested in crumbling blocks of concrete, and the soil below the structure's foundation was becoming increasingly unstable.

The grounds, which in years past had been beautifully landscaped and carefully maintained, had also fallen into disarray. Weeds and thickets had overrun the formal garden and the tree-lined brick driveway.

Now the 708-room hotel, billed at one time as "the eighth wonder of the world" for its 200-foot-wide dome of steel, canvas and glass perched 100 feet above the floor of its cavernous atrium, has undergone a rebirth. It was the largest clear-span dome in the world until the completion of the Astrodome in Houston in the mid-1960s.

The building's exterior, now a creamy-yellow color with white trim, has been returned to its original splendor. The sprawling, intricately designed mosaic tile floor of the neoclassical atrium and lobby has been painstakingly restored. The garden now boasts an array of 50 plant varieties.

"It's just an unbelievably awesome project," said George Ridgway, an architect in charge of the restoration. "Nobody alive – including me – will ever do another project like this one."

The Historic Landmarks Foundation of Indiana decided to save the hotel, located about two miles from the famous French Lick Springs resort in southern Indiana, to make it attractive to potential buyers.

In early 1996, representatives of the nonprofit organization approached Bloomington millionaire Bill Cook, a preservationist who has restored other buildings around the state, and asked for $1 million to shore up the building.

The foundation's officials were stunned when they left the meeting with a commitment of up to $10 million for repairs and restoration work. One of Cook's businesses, Cook Group Inc., has spent nearly three times that amount so far: about $28 million.

From the basement to the top floor, more than 3.5 million pounds of steel beams have been installed to stabilize the building. Workers have used 13,000 gallons of paint, installed 140 miles of new electrical wiring and replaced 7,900 light bulbs.

One of the biggest undertakings involved removing a portion of the atrium floor, digging up thousands of cubic feet of earth and replacing it with tons of limestone gravel to stabilize the ground.

When the resort opened in 1902, advertisements touted the hotel's mineral baths and drinking water, which came from sulfur springs on the grounds.

Hotel guests could also enjoy a variety of activities, including golf, fine dining, nightly theater performances and gambling, which was illegal but ignored by local authorities.

Architect Ridgway's final responsibility will be supervising the replacement of four domed towers atop the building's east- and south-facing facades. The towers are 50-foot replicas of the originals, which were earlier removed and discarded.

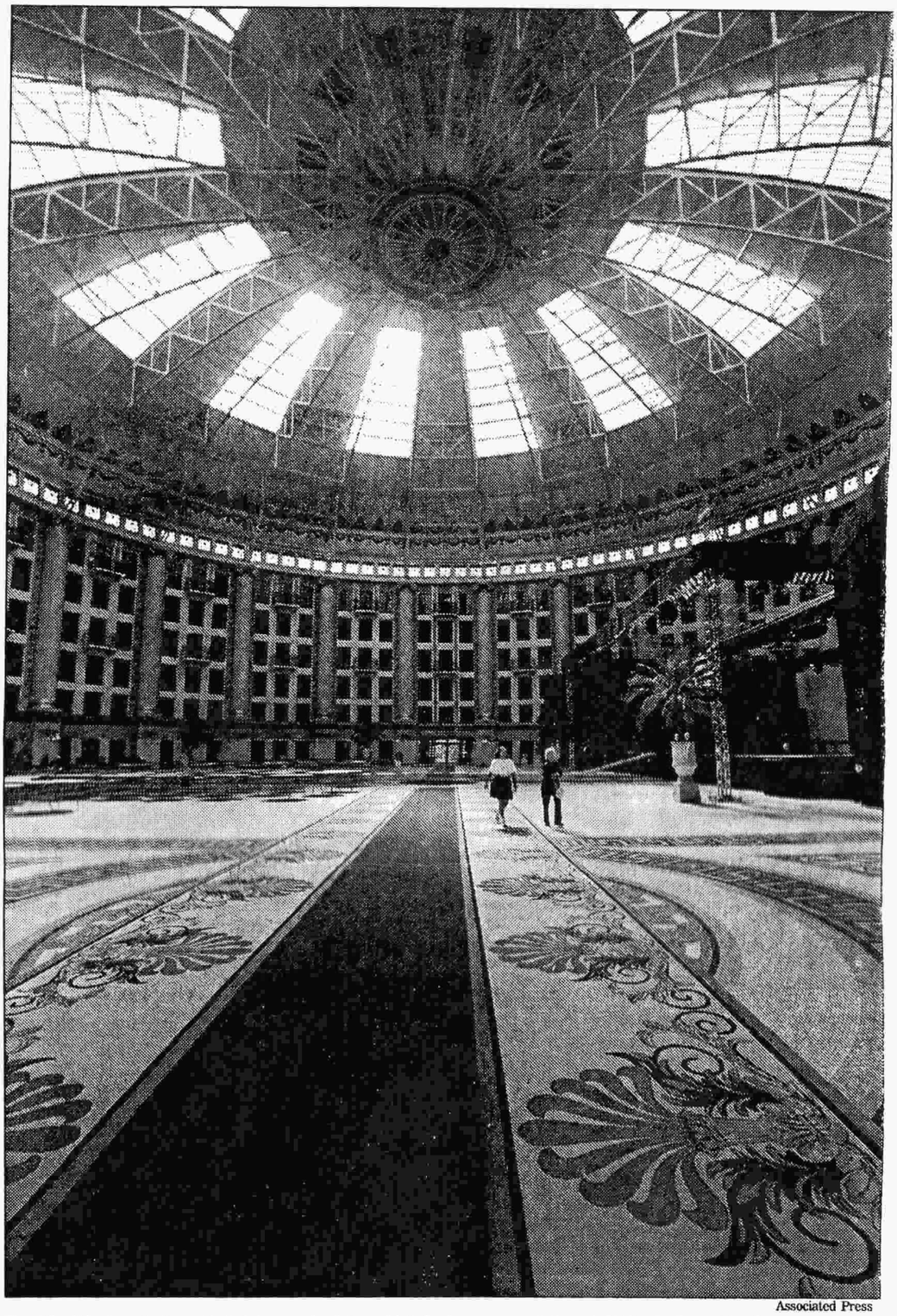
Each steel-and-aluminum tower weighs 19,000 pounds and will be airlifted in two sections by a giant Sikorsky helicopter.

The 255-acre property – an adjacent 434 acres is also available – is being marketed as a potential hotel, corporate headquarters or mixed-use building of shops and residences.

The advertised asking price is $29.5 million, the amount invested so far in the partial restoration, which should be completed by the end of the year. At least another $20 million to $30 million will be required to complete the work, depending upon the building's final use, Ridgway said.

It may take several years to find a buyer, said Tina Connor, the foundation's marketing director and restoration supervisor.

"The Cook Group says they will maintain the building until it's sold," she said.



Associated Press

The West Baden Springs Hotel dome stretches 200 feet across and rises 100 feet above the floor.

If you go

• **Information:** Contact Tina Connor, marketing director of the Historic Landmarks Foundation of Indiana, at the West Baden Springs Hotel at 812-936-9113.

BUILD A $5 MODEL FOR A MASS LAUNCH AT MEET 6 VSCG HANGAR

Dear Doc,

Enclosed please find thirteen Five Center plans.

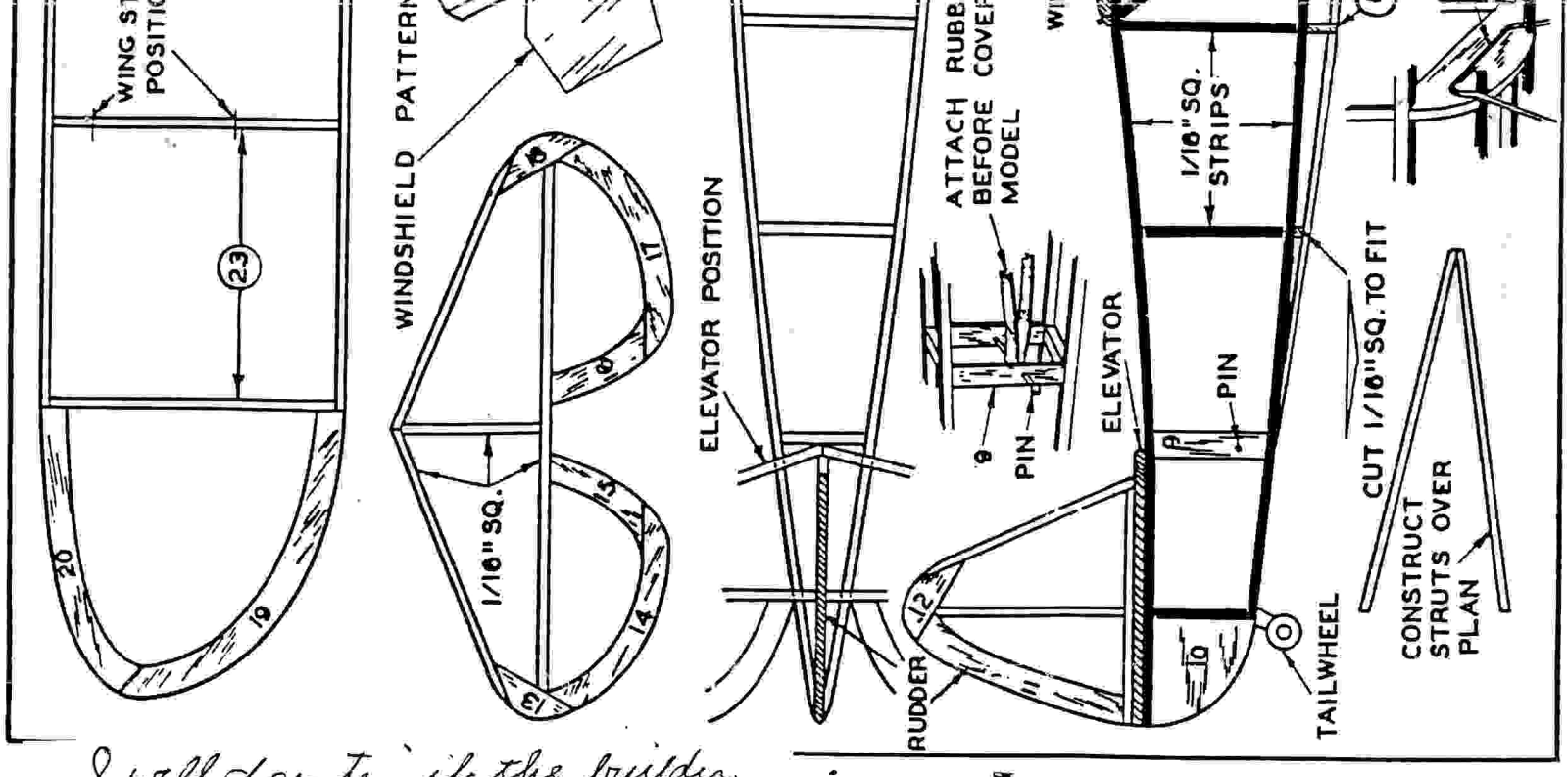
I've been told "we don't need another event," but do you think we could have a Mass launch with these cuties?

They are easier than pistachios, not as elaborate as peanuts and would be a new challange.

I have a few suggestions

1/20" balsa, more block removable, Rear 1/2 to open to wing, a 3½" plastic propeller (with

A LETTER + SOME PLANS FROM THE LATE WALT SCHLESINGER (OVER)



I will donate, if the builder wishes) added wing dihedral and incedence as needed

Jap tissue (scale like colors would be nice).

I have made up six sets of plans, and will be glad to, give them to anyone interested. I'll be at the Armory Nov. 7, 8.

Doc, the World is building Ten centers, let us be the first Club that builds and flies the Five Centers.

Respectfully,

Walter

(6)



Times photo — V. JANE WINDSOR

John Wormley, left, holds a French Nieuport, while Sidney Gilbert has an English Wee Bee from a 1923 design. There are about a dozen official classes of indoor model airplanes. Some are precision scale models of real planes and some are sculptural creations born of fantasy. Each is a hand-crafted original.

Model planes float in fluid flights of fancy

■ Some of the state's best indoor plane modelers will gather Sunday at Tropicana Field to test their beautiful, fragile creations.

By LENNIE BENNETT
Times Staff Writer

ST. PETERSBURG — In stillness, motion.

High in a draftless room, the gossamer-light airplane circles silently, fueled by an unspooling band of rubber. It ascends at the pace of a stroll. After several minutes, gravity begins to do its work and down the plane spirals, slowly, slowly.

Indoor model airplanes, the graceful ballerinas of the model aviation world, are craft and hobby, form with function, for those who build and fly them. This Sunday — Super Bowl Sunday — some of the best modelers in Florida will come to Tropicana Field for time trials that will test their skills.

"Some of the models are truly works of art," said Steve Noriega, a Tampa developer who holds a state record in the Coconut class, one of the larger categories of indoor model planes.

"There are so many different kinds of models," said Sidney Gilbert, a Sarasota retiree who has been involved with the hobby for many years. Indeed, within the dozen or so official classes of airplanes, the variety of styles is astonishing. Some are precision scale models of real planes and some are sculptural creations born of fantasy. None weighs more than a few ounces and some are so light, less than 0.035 of a gram, that a small hand gesture can destroy them.

Each model is a hand-crafted original. Traditional materials are thin strips of balsa and tissue paper. Newer, high-tech materials such as carbon fibers that are thinner than a hair and transparent film so light that it cannot be touched without damaging it are increasingly popular in ultralight classes. But no matter the beauty of design or accuracy of detail, the real purpose of these planes, like all flying machines, is to stay aloft.

"They're built for endurance," Noriega said. "To fly as long as they can."

Keeping an airplane in the air is the job of its motor. On an indoor model airplane, the motor is a rubber band. Duration of flight can range from a few minutes to over an hour depending on the design. The planes are always designed so they will travel in a circle.

Noriega stretches a long loop of rubber onto a gadget that looks like a reel detached from its fishing rod. He spins the rubber band until it is a tight, twisted cord, then fits it onto the fuselage of his Penny Plane, a class so named because "they weigh about a penny, 3.1 grams." He releases the plane, a fragile construct of wood and plastic film, from his hand. The uncoiling band generates the energy to rotate the propeller.

"Aerodynamically, they are exactly the same as a jumbo jet," said Noriega, who has a pilot's license. "They're just slower and cheaper."

John Wormley, another modeler, agreed. "There's less than $10 worth of materials in this," he said, holding up a biplane whose wings are an intricate crosshatch of sticks covered with yellow tissue.

It is a competitive hobby, and Noriega, Wormley and Gilbert all admit wanting to outperform other modelers.

"He's my friend and my mentor, but I still enjoy beating the pants off him," Wormley said as he grinned at Gilbert.

"I plan on beating my own state record," said Noriega, explaining a technical innovation he has incorporated into the propeller of his Coconut.

Scheduling the event on the same day as the Super Bowl was not intentional, Noriega said, but simply one of the few times the field was available.

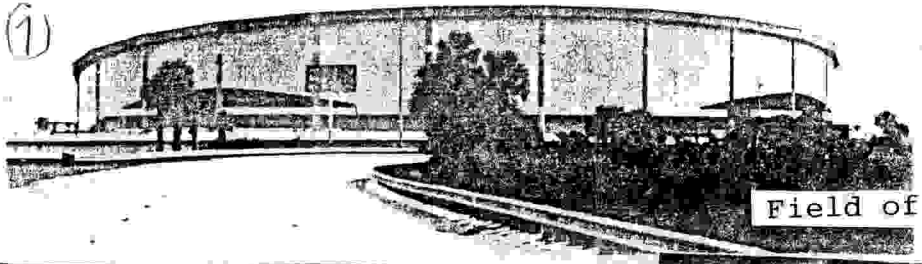
Most of the time the club, which has only about two dozen active members statewide, flies in hangars, which are 90 feet high. A well-crafted plane will ascend to the ceiling, bump around a bit, then slowly descend. Tropicana Field, with 213 vertical feet, will raise the bar on the thrill factor of this hobby, which is, according to the three men, to see one's own creation airborne.

"We've never flown in a space like that," said Gilbert. "Can you imagine? We're all in heaven."

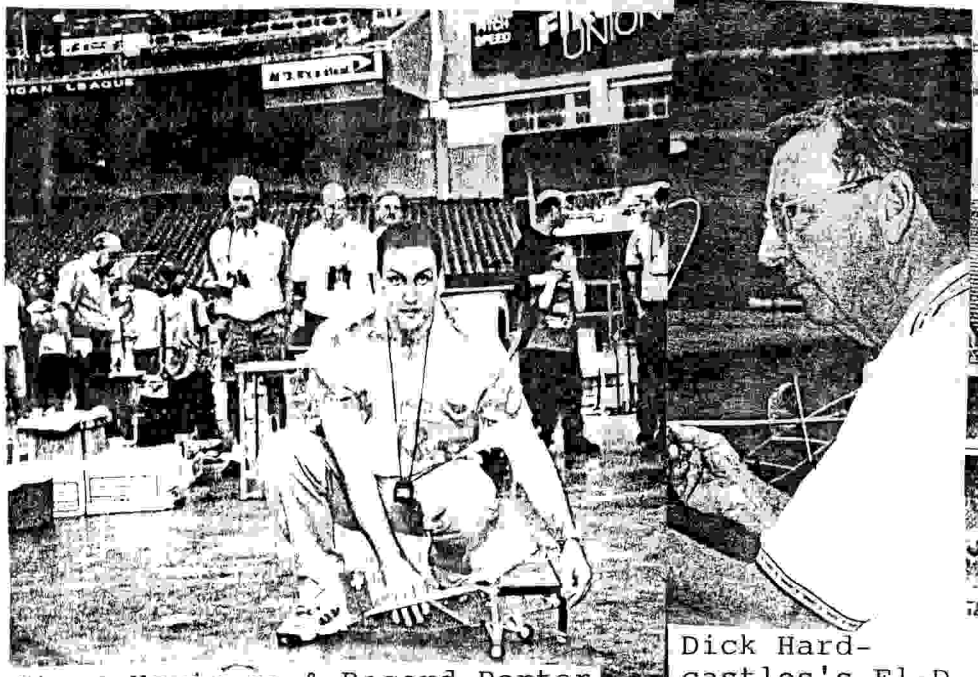
"This satisfies my Walter Mitty complex," said Wormley. "To build and fly all kinds of airplanes I've always dreamed of."

"Forget torque and pitch," said Noriega. "The real desire is to see them fly. It's fun."

(1)

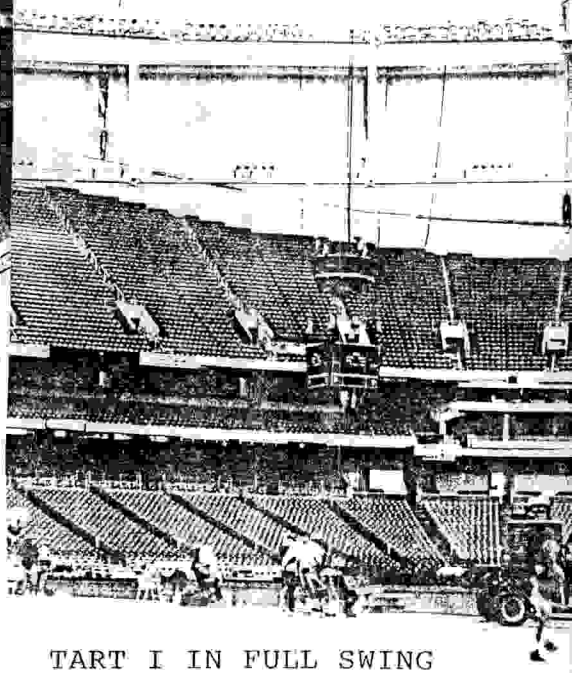


Field of dreams



Steve Norie ga & Record Porter

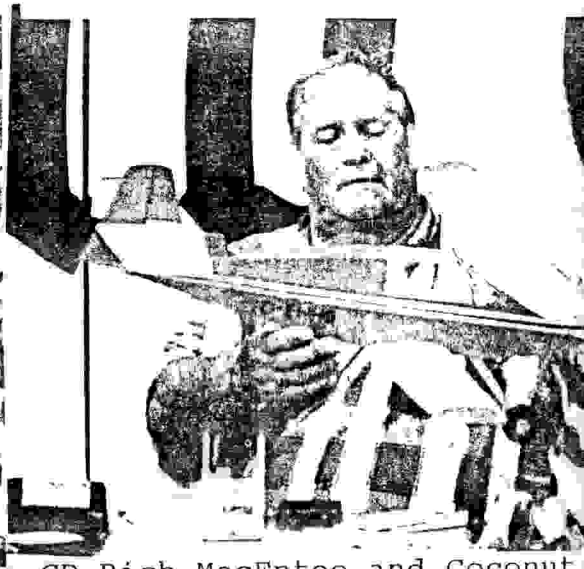
Dick Hard-
castles's Fl-D



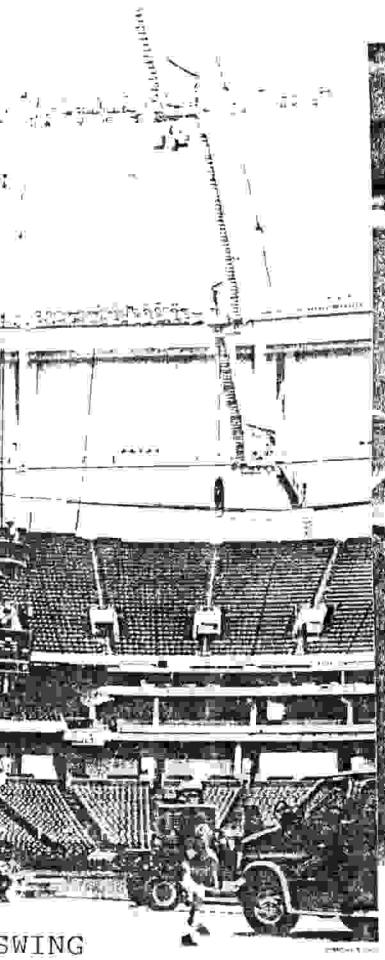
TART I IN FULL SWING



Ric Choate & Coconut Guardian



CD Rich MacEntee and Coconut



SWING



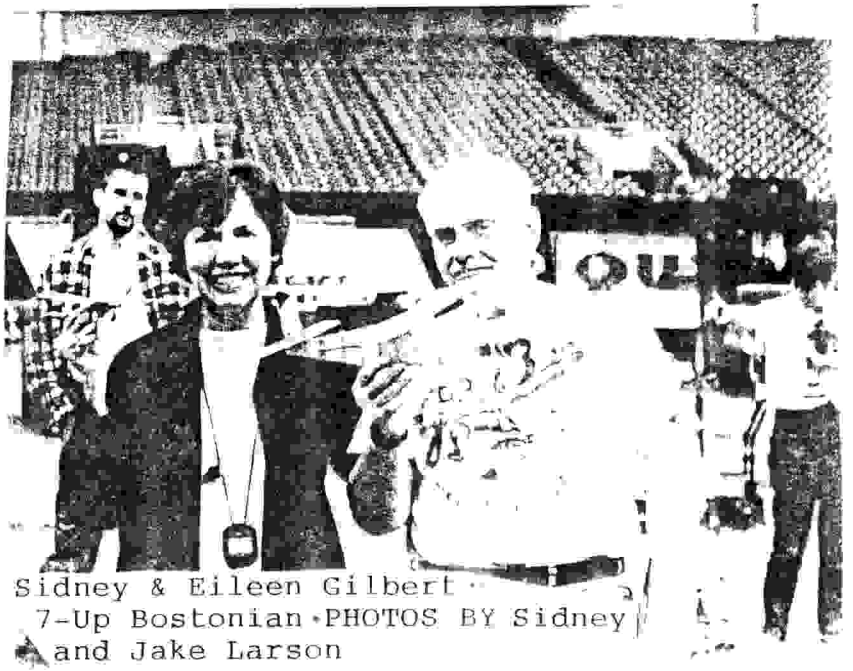
Zoltan
Sukosd from
Budapest-Fl-D



Canada's Jack McGillivray
and N.Y.'s Rich Miller.



and Coconut Lemberger



Sidney & Eileen Gilbert
7-Up Bostonian PHOTOS BY Sidney
and Jake Larson

(9)

What is a Contest?

by Terry Mickle

There are a lot of ways to look at a contest. I am a very competitive person and you might think that I would take contests very seriously, and how I placed in the contest would be important to me. To me, contests are a chance to have fun and learn something. If I win, it doesn't necessarily make me happy (although my ego thinks it's a big deal). If I come in last place, it doesn't make me unhappy. Basically, however I end up in a contest is irrelevant to me. I am an expert pool player and well known on the west coast. I have won large contests and competed with players from all over the United States. At first, winning was everything and loosing was extremely painful. After 30 years of competing, I now have a somewhat different view of things and I think that how you look at competition is very important.

A contest can and should be looked at, at many different levels. As your skill level improves, how you look at a contest and what you get from a contest will change. On one level, a contest can just be fun. On another level, it can be a chance to push yourself beyond your normal limits. It can be everything in between with many different competitions flying at the same contest. If you are flying in a contest, it is very important to remember this. Each person flying in a contest deserves respect, regardless of their abilities and reasons for flying.

I can imagine someone who is new to the hobby thinking to themselves "I'll just embarrass myself," "I'll just come in last anyway, so what's the point," or "I already know I don't fly well and I don't need a contest to tell me that." I remember thinking to myself that I was bad and that I would just be a nuisance to everyone. Let me tell you, that is not the way to be thinking. If you're new to contest, just enter with the idea of having fun. If you need help, ask for it. There are very few things that members enjoy as much as helping others. If you don't ask for help, you are doing us and yourself a disfavor. If you don't ask, no one will know you need help. If you ask for help from someone who is just getting ready to launch or trying to repair a plane to get ready for the next flight, they will not be able to help you right then, and depending on what's going on, they may be abrupt with you. Just find someone else who has the time to help you or point you to someone who can. In any case, someone will be glad to help you if you ask.

A contest is a wonderful opportunity to find out what you don't know. It's also a chance to find out what you think you know, but don't. Things will always happen in a contest that don't seem to happen at other times. Events and experiences are compressed into a short time period an everything becomes more vivid. It's a chance to meet adversity and see how you deal with it. It's a chance to discover weaknesses as well as learn things in a short time that might take months to learn just flying by yourself.

My pool students often come up to me and tell me who they beat in a match or how they did in a tournament. I tell them that's nice, but how did you play? Were you confident? Were you nervous? How did you do when you were in a bad situation? Did you panic? etc. When I ask them those questions, they begin to understand that it's not winning that matters, it's how you play the game. It's trying to win that drives you to try harder and to excel but in the end, it's only how you get there and what you learn in between that matters.

After the President's Cup Challenge, Jerry made the remark to me that maybe at this time of year we should start the contest a little later because conditions are so marginal early in the day. I looked at him with a blank stare (I do that a lot, but in this case I was actually thinking). Jerry had just made an almost perfect 25 minute add-em-up time along with a 50-point landings, the next two closest flyers got 20 and 15 minutes. So, yes the conditions were marginal, but not impossible. That is perfect for a contest. A contest should be difficult for the best pilots. The rest of us will have to just do the best we can. If the conditions are difficult for the best pilots, then that's where the rest of us can learn by watching what they do. If it's easy, what will we learn?

What Jerry did under those conditions means more than if the condition had been easy. From the very first contest I was in with Jerry, he has been trying to improve. He has improved a lot more than I have. Congratulaions Jerry for a job well done.

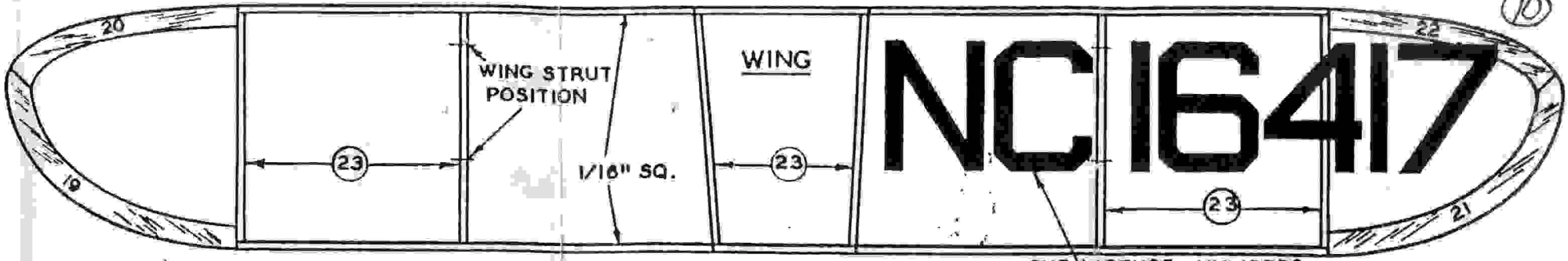
So, my advice is to fly in every contest you can and have fun. As for me, I have a whole year to practice for next year's President's Cup Challenge. And Jerry, next year when you go to buy the pizza, I will want extra topping on mine.

From Looking Up
Terry Mickle, Editor
7194 Dark Hollow Rd
Medford, OR 97501

RECYCLED FROM
EL TORBELLINO (S.D.)
HOWARD HALPT, ED.

STOLEN GOODS

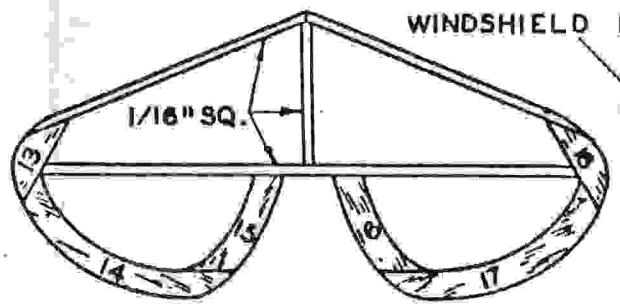
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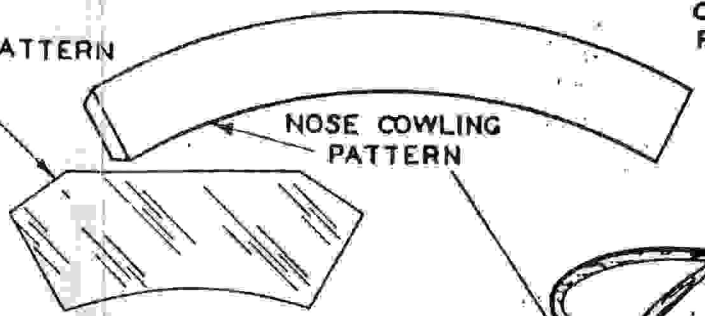


CUT LICENSE NUMBERS FROM PLAN AND STICK TO TOP OF WING

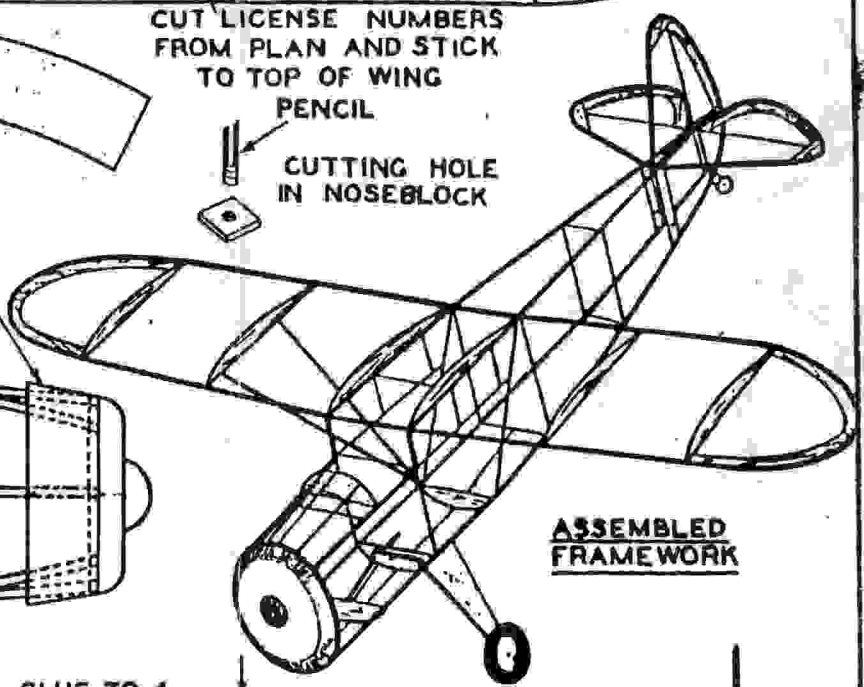
PENCIL

CUTTING HOLE IN NOSEBLOCK

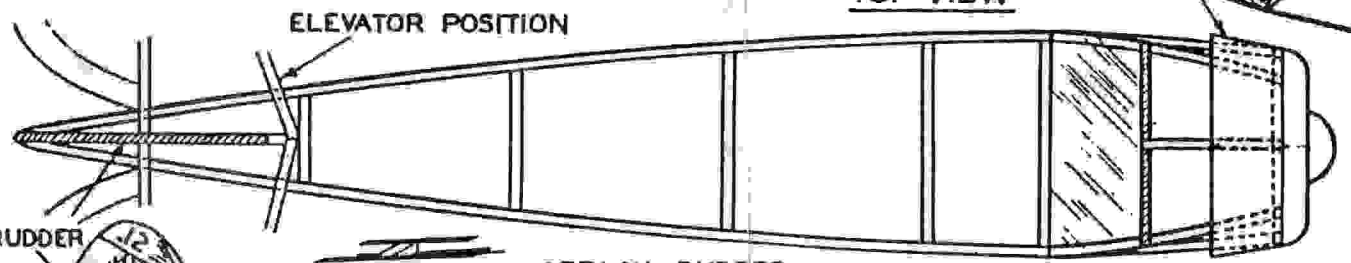


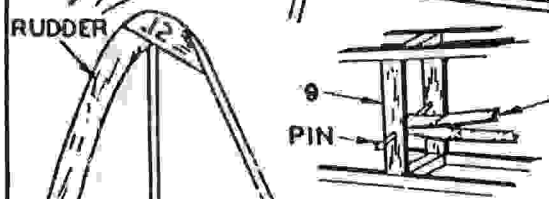


TOP VIEW



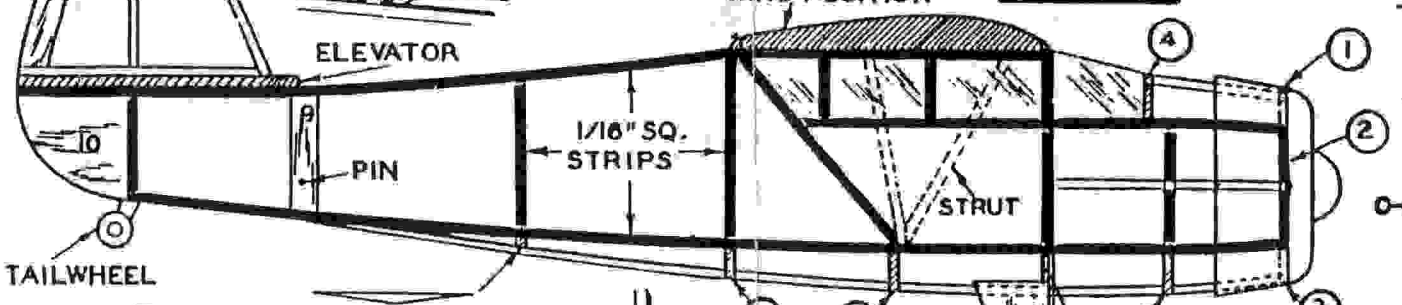
ASSEMBLED FRAMEWORK



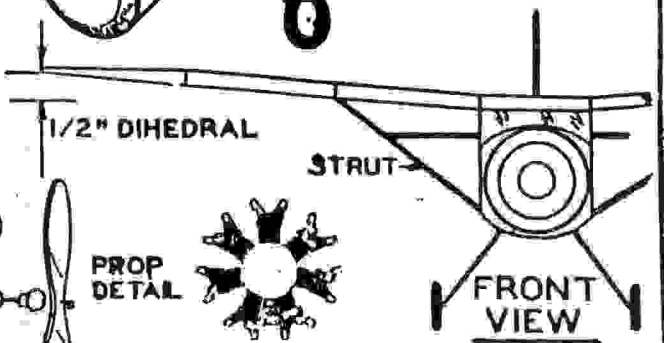


ATTACH RUBBER BEFORE COVERING MODEL



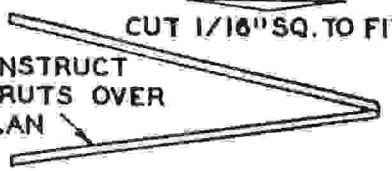


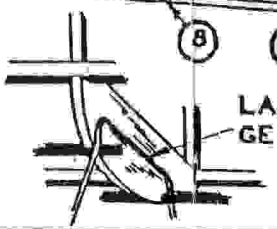
SIDE VIEW

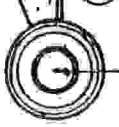


FRONT VIEW

GLUE MOTOR TO NOSEBLOCK



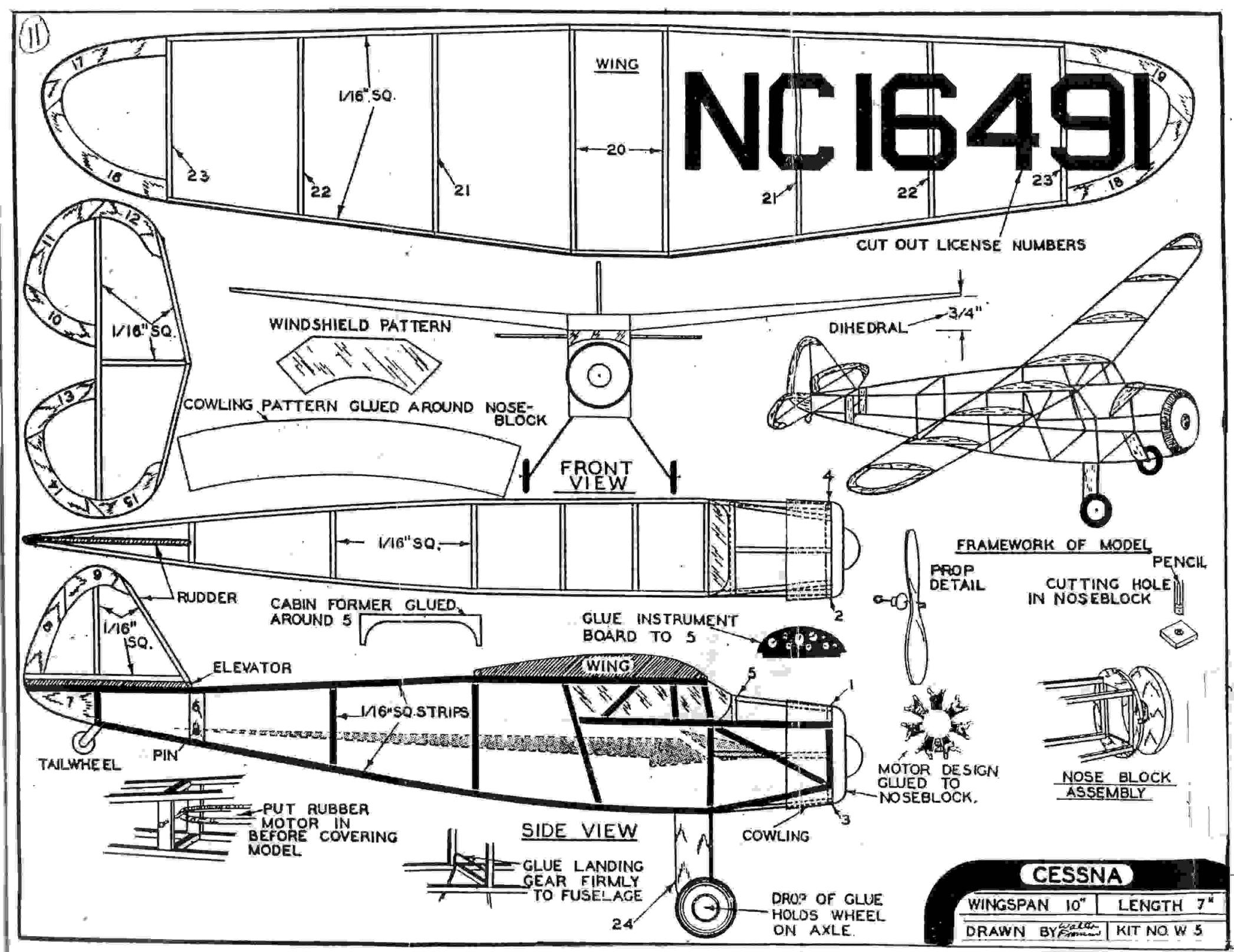




DROP OF GLUE KEEPS WHEEL ON AXLE.

HOWARD

WINGSPAN 10"	LENGTH 6 1/2"
DRAWN BY Walter Simmons	KIT NO. W 12


WING
1/16" SQ.
20
23
22
21
NC16491
CUT OUT LICENSE NUMBERS
WINDSHIELD PATTERN
COWLING PATTERN GLUED AROUND NOSE-BLOCK
FRONT VIEW
DIHEDRAL
3/4"
FRAMEWORK OF MODEL
PROP DETAIL
PENCIL
CUTTING HOLE IN NOSEBLOCK
RUDDER
CABIN FORMER GLUED AROUND 5
GLUE INSTRUMENT BOARD TO 5
ELEVATOR
WING
1/16" SQ. STRIPS
TAILWHEEL
PIN
MOTOR DESIGN GLUED TO NOSEBLOCK.
NOSE BLOCK ASSEMBLY
PUT RUBBER MOTOR IN BEFORE COVERING MODEL
SIDE VIEW
GLUE LANDING GEAR FIRMLY TO FUSELAGE
COWLING
DROP OF GLUE HOLDS WHEEL ON AXLE.
CESSNA
WINGSPAN 10"
LENGTH 7"
DRAWN BY Walter Foreman
KIT NO. W 5

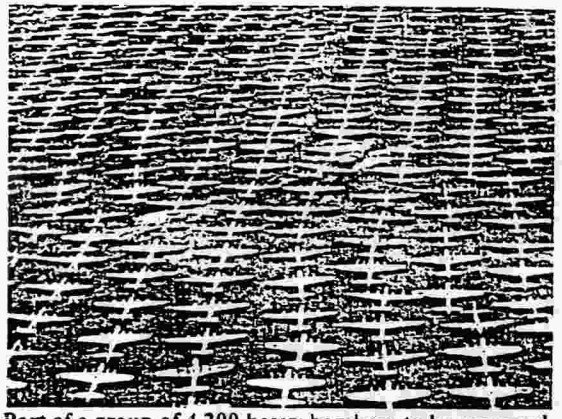
EXPENDABLE AIRCRAFT

Today the sophistication of aircraft is what counts and their numbers are relatively few, with our inventory of only 100 B-1 and only 20 B-2 bombers. By contrast, we built more than 35,000 4-engined heavy bombers to fight WW II. All sides built some 789,673 aircraft for WW II! The U.S. built 303,713, most of them between 1940 and 1945. U.S. production peaked at 96,318 planes in 1944. That's 264 planes per day! The partial list below accounts for almost a quarter of a million of those. Russia built 158,220. Britain 131,549. Germany 119,871, and Japan 76,320.

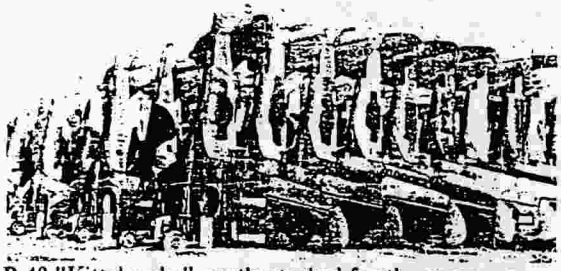
WW II was a time of close combat where you saw who you were shooting at and much skill was required to do it. Now we use missiles that kill at such a distance the target is not even in sight and is acquired by automated electronic systems. We use "smart bombs" in "surgical strikes" which were dreamed of but never achieved in WW II because the gravity bombs and Norden bomb sight didn't have the accuracy. We put as many as 1,500 heavy bombers in the air at one time for a single raid, and often suffered losses of more than 10% of the aircraft we sent out. It was jokingly said that our planes created an "aluminum overcast" from having so many in the air at once. The U.S. lost 59,296 aircraft in WW II combat, Britain 33,090, Germany 95,000, and Japan 49,485.

We won WW II because we could build aircraft faster than we lost them, while the enemy was depleting their inventory. We produced and expended aircraft at a rate never done before or since. Missiles and nuclear weapons have made large formations obsolete. We trained young men to be pilots by the tens of thousands and sent them into combat with scarcely 200 hours of flight time. Master the AT-6 advanced trainer, take a few check rides in a P-40, P-47, or P-51, and you were a fighter pilot!

We also scrapped aircraft at a prodigious rate when the war ended. In November 1945 there were more than 4,200 B-17 and B-24 heavy bombers waiting for the scrap man at the Reconstruction Finance Corp. yard at Walnut Ridge, Arkansas alone, just months after the end of the war.



Part of a group of 4,200 heavy bombers to be scrapped



P-40 "Kittyhawks" neatly stacked for the scrap man

Fighters	Name	No. Built	Manufacturer
P-38	Lightning	9,923	Lockheed
P-39	Airacobra	9,584	Bell
P-40	Kittyhawk	13,753	Curtiss
P-47	Thunderbolt	15,683	Republic
P-51	Mustang	12,869	North American
P-61	Black Widow	706	Northrop
P-63	Kingcobra	3,300	Bell
		65,818	
Heavy Bombers			
B-17	Flying Fortress	12,761	Boeing
B-24	Liberator	18,475	Consolidated
B-29	Super Fortress	3,970	Boeing
		35,206	
Medium Bombers			
B-25	Mitchell	9,816	North American
B-26	Marauder	5,266	Martin
		15,082	
Attack Bombers			
A-20	Havoc	7,385	Douglas
A-26	Invader	2,502	Douglas
		9,887	
Transports			
C-45/JRB	(Beech D-18)	2,637	Beech
C-46	Commando	3,144	Curtiss
C-47/R4D	Skytrain (DC-3)	9,660	Douglas
C-54/R5D	Skymaster (DC-4)	1,200	Douglas
C-69	Constellation	22	Lockheed
C-110/R3D	(DC-5)	16	Douglas
		16,657	

Navy Aircraft	Name	No. Built	Manufacturer
F4F	Wildcat	5,927	Grumman
F6F	Hellcat	12,275	Grumman
F4U	Corsair	10,218	Chance Vought
TBF/TBM	Avenger	9,839	Grumman
SB2C	Helldiver	7,200	Douglas
SBD	Dauntless	5,936	Douglas
OS2U	Kingfisher	1,519	Chance Vought
		52,914	
Navy Patrol Aircraft			
PBY	Catalina	3,290	Consolidated
PB2Y	Coronado	216	Consolidated
PB4Y	Privateer	739	Consolidated
PBM	Mariner	1,289	Martin
JRM	Mars	6	Martin
		5,540	
Training Aircraft			
PT-16/PT-20	Recruit	46	Ryan
PT-19	Cornell	620	Fairchild
PT-21	Recruit	100	Ryan
PT-22	Recruit	1,023	Ryan
AT-6/SNJ	Texan	15,495	North American
AT-7	Navigator	718	Beech
AT-9		791	Curtiss
AT-11	Kansan	1,582	Beech
AT-17	Bobcat	1,850	Cessna
PT-13/18/27	Kaydet	11,000	Stearman/Boeing
BT-13	Valiant	7,000	Vultee
		43,600	
	Total Aircraft	244,704	

STOLEN FROM: WATTS NEWS, SEPT/98, G. Santikian / Editor

Feb. 22, 1999

FROM MARIE HISCOCK

Dear S.O.T.S. & MIAMA

It is with difficulty that I must tell you that my husband, Bill Hiscock suffered a stroke on Thursday Feb. 18. He is recooperating very nicely but will be in Bryn Mawr Rehabilitation for awhile. I'll try to get him to the 1st meeting possible.

a great loss - More on Walter's career in next issue.

SCHLESINGER, WALTER J., 73, of St. Petersburg, died Monday (Jan. 25, 1999) at St. Anthony's Hospital. He came here in 1946 from New Brunswick, N.J. He was a co-owner of Transfer Bar, St. Petersburg, and was an Army Air Forces veteran of World War II. He was a recipient of the Purple Heart, the Distinguished Flying Cross and the Air Medal with Clusters. He was Catholic and a member of the Academy of Model Aeronautics. Survivors include a sister, Elizabeth Cherbonneaux, Ruskin; a nephew, A.J. Max Cherbonneaux, Palmetto; a niece, Leslie Cherbonneaux, Bradenton; a grandniece and a grandnephew. Blount, Curry & Roel Funeral Homes & Cemeteries, Memorial Park Chapel, St. Petersburg.

SUMMER POSTAL CONTEST

This season we will have two postal events for you to enter. They will be Golden Age Civil and Modern Civil. Enter as many models as you wish in each event. Send in your times, name of your model and the event you flew it in to FAC-GHQ. Every time you better a time with a particular model send it in too. Contest closes on October 25, 1998. Entries postmarked after Oct. 27 will not be accepted. The contest starts NOW!

SUMMER FAC SEASON ?

YOU BETCHA !

SEE BACK PAGE FOR LOTSA STUFF

ATTENTION TNAV SUPERSTRETCHERS

The St Louis Indoor Free Flight group is offering for sale a new generation of light plastic covering material which we call "Y2K." It weighs on average .043 gm per 100 sq in. It will be sold in 20 ft rolls approx 14 in wide. The price will be $33.00 PP per roll, US and Canada $36.00 PP per roll, Foreign--cash or bank money order in US dollars.

A few of the advantages of using Y2K are: EZR, wt savings .025 gm; INT stick, .050 gm; FID, wt penalty against light microfilm (for 8.5in wing), .06 gm; wing only.

LIMIT TWO ROLLS PER PERSON

Mail all requests to: Y2K film, 4514 Meadow Lane, Red Bud, Illinois, 62278

'61 Cox Futura PCM Transmitter, Twin float kit, other accessories. #450. S. Gilbert 941-355-0554.

1999 FF:

MARCH	21	RECORD TRIALS	RON SHARPTON
APRIL	17/18	APRIL FOOLS CONTEST	JIM JUHL SR.
APRIL	24/25	(NOT CONFIRMED) MIAMA MEET 6 USCG ST PETE MASS L. BIPLANES	
MAY	1/2	SAM 46 – FAC #1	DON BRIMMER
MAY	16	RECORD TRIALS	RON SHARPTON
MAY	29/30	RIMERT REBEL RALLY FAC 2	BILL STALEY
JUNE	2-6	JOHNSON CITY INDOOR NATS	
JUNE	6	RECORD TRIALS	RON SHARPTON
JULY	3/4	FLORIDA STATE FAC 3	REX HINSON
JULY	18	RECORD TRIALS	RON SHARPTON
AUGUST	7/8	DIXIE NATS – FAC 4	MIKE JORDAN
AUGUST	22	RECORD TRIALS	RON SHARPTON
SEPTEMBER	4/5	DISTRICT CHAMPS FAC 5	JIM JUHL JR.
SEPTEMBER	19	RECORD TRIALS	RON SHARPTON
OCTOBER	3	RECORD TRIALS	RON SHARPTON
OCTOBER	23/24	JAMIESON MEMORIAL	DAVE PLATT
NOVEMBER	7	RECORD TRIALS	RON SHARPTON
NOVEMBER	13/14	SAM 46	DON BRIMMER
DECEMBER	4	RECORD TRIALS	
		CHILE COOKOUT	BUCK/SHARON BRADEN

MIAMI FL PM 26 MAR 1999

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THE HANGAR PILOT

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