THE HANGAR PILOT

28TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION
MIAMA

ISSUE 203

JULY 99

- MEET RESULTS - MIAMA G
- DIME SCALE MEGOW P-38
- MIAMA HALL OF FAME
- JOHNSON CITY RESULTS

WELLS
KEYS
ROW MEET
SAT JULY
24 6 AM TO
10 AM
ISLAMORADA
P-NUT
FAC
COCONUT
KANONES



21. FREDERICK BLAKESLEE 1937 (V.16 #2)



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,]-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

3624

MIAMA CLUB NEWS + MEET 6

The Coast Guard Hangar is a great Cat. II site, even when the floor is restricted by two huge planes. Lunch at the mess hall is an added plus, and a great convenience. If you are serious about an AMA record this is a good site. Walt Schlesinger would have enjoyed his mass launch as those little 5 centers pursued their launchers. MacEntee was pursued and attacked by his Cessna, and Doc by Linstrum's Bellanca.Vince Sadwick won his first ever mass launch. It is obvious that Summer is coming as heat is now a definite factor If we are to have another meet it will be at the Tampa Fair Ground pavillion. Steve Noriega is negotiating in the possibility of flying at this site, which he describes in glowing terms. Sidny Gilbert slipped and sat on Doc's biggest model box that usual ly has 4 models in it.. The box broke Sidney's fall and the Vance ended up two dimensional. " I could have slipped it under the hangar door".

On May 1 and 2 the FLYING ACES Summer Series got off to a non-start as the first meet...Don Brimmers Sam 46 was a blow out with winds of 20 to 25 MPH. At least it was a blow out for me because I didn't stay around for Sunday because the weather report was the same as for Sat.

FLYWG ACES - SUMMER

We're going to try again...Flying Aces meet 2 at Palm Bay on May 29,30 It's the RIMERT REBEL RALLY C/D is Bill Staley
FLYING ACES EVENTS include Peanut and FAC scale, Jumbo, Golden Age, Power scale, Embryo,No-Cal. Bring your warplanes (Either I or II) for the mass launch.

A DISCLAIMER

I think it was Abram Van Dover's Brainbusters that first announced that I was stepping down as Hangar Pilot editor. The story then appeared in Atlanta's Thumb Print, and elsewhere.. I'm happy to report that this story is incorrect and the homespun Hangar Pilot will continue under my expert guidance. It was said of Ed Sullivan, and can be said of me.. As long as other people have tallent, Doc will survive. At least I only steal the vey best material.

MIAMA MEET 6, April 24, 25 USCG HANGAR 1999 C/D Doc Martin Assisted by Gen Obarski

FAC PEANUT SCALE

	Scale		Pts
1.Rich MacEntee Andreason	74	1:10	139
2.2.Doc Martin 2-AT	56.5	1:25	129
3. Sid Gilbert Lacey M-10	51	1:41	128.7
4.J. Wormley Lacey	60	:59	119
5.C.Nelson Kitten	61	:23	84

FLYING ACES SCALE

1.Doc Martin Vance Wing	73	1:10	138
3.S.Gilbert Comper	61	1:05	123.5
2.R. MacEntee Farman352	59.5	1:09	124
4.J.Larson DH Moth	75	:25	100

MIAMA PISTACHIO

1.S.Gilbert Fike	1.3	:36,	:35	1	2.3
2.Doc Martin Windham	1	:34	:32	2	3
3#. C. Nelson	2	:14	:21	3	5
X.Doc Martin Stabiloplan	3	:27	:32	3	6

MIAMA MODEL OF A MODEL

1.1.D.Obarski Snuffy	:2:26	2:32
2.Vince Sadwick	:25	:42
3.C.Nelson Pussy Cat	:37	:23

MIAMA DIME SCALE

1.MacEntee Fokker D-VII	L		
	1:35	1:39	1:44
2.J.Wormley Morane Saul	1:16	1:o6	1:o7
3.Doc Martin SO3C-1	:28	:32	—
4.4 Gilbert Puss Moth	:55	:36	—

FLYING ACES NO-CAL

1.Rich MacEntee Lacey	2:48
1.John Voorhees SO3-C	2:48
3.R. Obarski	2:26
4.Doc Martin Dayton	1:43

AMA EASY B

1.R. Obarski	9:09 (2)
2.J. Wormley	5:05
3.C. Nelson	1:09

AMA MINI-STICK

1.R.Obarski	5:56
2.C/ Nelson	:31

AMA PENNY PLANE

1.John Voorhees	10:28
2.Vince Sadwick	2:36
3.C.Nelson	2:10

FAC Embryo Endurance

1. S. Gilbert	363
2. J. Wormley	228

MIAMA LEGAL EAGLE

1.R. Obarski	10:10
2.C.Nelson	2:05

AMA BOSTONIAN

1.S.Gilbert====	1:56	1:59
2.C. Nelson	:31	:23

WALTER SCHLESINGER MEMORIAL NICKLE (5¢) SCALE MASS LAUNCH

1.Vince Sadwick	Howard
2.John Mosley	Howard
3.Rich MacEntee	Cessna
4.Dave Linstrum	Bellanca
(Proxy,Doc)	

FLYING ACES PEANUT MASS LAUNCH

1.Doc Martin
2. S. GILBERT
3. John Wormley
4.Rich MacEntee

NEXT MIAMA INDOOR MEET? SEE BACK PAGE

MIAMA HALL OF FAME 28 SEASON

Another MIAMA HALL OF FAME recounting of every point earned by you in the 28th i998/1999 season. The time and effort put into each season does not go unappreciated, and you pilots who put hours into building and flying are the backbone of MIAMA and motivators of our club. There are lots of Hangar Pilots who vicariously live out our contests. Your names are household names and your flying results are standards of performance. We sure would like to have all you pilots out there in La La land to join us at Tropicana.Maybe someday... Meanwhile enter all the postals and keep active. Last year was the first without an annual awards banquet,,,TOO BAD ! This year we will renew this grand tradition.

Rich MacEntee put hours into computing these results.

OVERALL STANDINGS-ANNUAL POINTS

1.Rich MacEntee	146
2.Dick Obarski	117
3.John Barker	97
4.Newt Bollinger	92
4.Sidney Gilbert	84
6.Doc Martin	64
7.John Wormley	39
8.J. Polento	38
9.Don Brimmer	29
10.Steve Noriega	23
11.Walt VanGorder	21
12.W. Schlesinger	17
13.Chas. Nelson	16
14.Ric Choate 4.	14
15.Jim Miller	13
16.D. Hardcastle	12
17.Jake Larson	11
18.George Nunez	9
19.B. Avera	5
15 .V. Sadwick	13
21.Duane Osborn	3
21. B. Knox	3
23.C. Mace	2
*19. Bob Shaw	8

FAC PEANUT

1.Rich MacEntee	28
2.N. Bollinger	27
3.S. Gilbert	20
4.Doc Martin	19
5.J. Barker	12
6.G. Nunez	9
7.J. Miller	8
8.Bob Shaw	7
9.J.Wormley	5
10.J. Polento	3
11.Chas. Nelson	4
12.C. Mace	2
13.Don Brimmer	2

FAC NO-CAL SCALE

1.D.Obarski	16
2.R. MacEntee	11
3.J. Voorhees7	7
4. N. Bollinger	6
5.Doc Martin	6
6.J. Wormley	1

FLYING ACES SCALE

1.R. MacEntee	23
2.Doc Martin	15
3.S. Gilbert	13
4.J. Polento	7
5.D. Brimmer	5
6.Jim Miller	5
7.W. Schlesinger	3
8.G. Nunez	3
9.J. Wormley	2
10.C. Nelson	1k
11.Bob Shaw	1

MIAMA DIME SCALE

1.R. MacEntee	30
2.D.Obarski	19
3.J. Wormley	16
4.Doc Martin	15
5.J. Barker	12
6. S. Gilbert	11
7.N. Bollinger	6
8.W. Schlesinger	6
9.C. Nelson	6
10.J. Polento	2
8.Don Brimmer	6

MIAMA LEGAL EAGLE

1.D. Obarski	24
2.N. Bollinger	18
3.R. MacEntee	13
3.J. Barker	13
5.D. Hardcastle	7
6.S.Gilbert	5
7.C. Nelson	4
5. J. Wormley	7

AMA MINI-STICK

L.D. Obarski	12
2.W. VanGorder	9
3.J. Barker	7
4.C. Nelson	5
5.B. RomaSH	4
6.D. Hardcastle	3
7.V. Sadwick	2

MIAMA PISTACHIO

1.MacEntee	14
2.Gilbert	10
3.Martin	9
4.Brimmer	8
5.Schlesinger	2
6.Nelson	2

MODEL OF A MODEL

1.MacEntee	21
2.Obarski	17
3.Polento	8
4.Nelson	6
5.Brimmer	3
6.Sadwick	2
7.Gilbert	1

AMA EASY B

1.Obarski	13
2.Barker	8
3.Nelson	5
4.Wormley	4
5.Van Gorder	4
6Hardcastle	3
7.Sadwick	3

AMA PENNY

1.VanGorder	5
2.Noriega	4
3Voorhees	3
4.Nelson	2
5.Obarski	1
6.Hardcastle	1

LIMITED PENNY

1Obarski	11
2.Barker	10
3.VanGorder	7
4.Sadwick	6
5.McGillivray	5
6.Noriega	5
7.Voorhees	3
8.Hardcastle	1
7.Nelson	3

MIAMA COCONUT

1.Steve Noriega TIE	14
2.MacEntee	14
3.Polento	7
4.G. Nunez	2
5.Martin	2
6.Wormley	2

FAC EMBRYO

1.Bollinger	21
2.Barker	18
3.Gilbert	13
4.Polento	7
5.Obarski	4
6Schlessinger	3
7. Wormley	2
8.Mace	1

AMA BOSTONIAN

1.Barker	17
2.Bollinger	14
3.Gilbert	11
4.Polento	6
5.MacEntee	4
6.Nelson	2

AMA CAT. GLIDER

1.C. Nelson	3
2.Hardcastle	1

FLYING ACES PEANUT MASS LAUNC

1.Gilbert	20
2.Bollinger	14
3.Martin	12
3.Wormley	12
5.Barker	9
6.Choate	7
6.MacEntee	7
8.Larson	6
9.Barker	5
10.Shaw	4
11.Schlessinger	

Not enough entries in Coco, mass launch or FAC M/L

MIAMA CLUB NEWS

Pilots, it's been a while since you heard from MIAMA. We were holding off issue 203 in the hope that we'd have a new site at the new pavillion at the Fla. State Fair Grounds near Tampa for our last meet #7. Well, no new site hence no meet seven. Our season concluded with six meets of which we counted your BEST FIVE. Steve Noriega is still working on the Fair site and it may be a part of our next season. Also the new command at MacDill is emphasizing "Community SERVICE" so there is possibility that we can return there in the near future...Wouldn't that be great?

This Summer Season of outdoor flying of FAC events at Palm Bay has been a COMPLETE BUST. Really Stinko. 3 meets scheduled so far and ZERO flying. Yes, the weather has been bad but nobody even comes out to watch the rain drops. What's going on? (1) John Tudor's FAC column no longer appears in Florida since Dave Platt ceased publishing the AMOB newsletter. (2) MacEntee's flying armada might have scared off the faint hearted. (3)Old age and the grim reaper have thinned our ranks. (4)Weather in 1999 is definitely a minus. (5)Plain old lack of interest. (6) Insufficient publicity for the FAC part of the Palm Bay events. (7) all of the above or none of the above. Since only two more FAC meets are scheduled: Aug 7&8 The Dixie Nats, and Sept. 4 & 5 Jim Juhl's Dist V Champs, The Annual point concept for 5 meets is shot down. We will still fly these last two meets FOR KANONES. We sure hope FAC flyers put in an appearance at these last two meets, and hope the weather gives us a break.

JOHNSON CITY RESULTS STORY NEXT PAGE.

Limited Pennyplane (cont.)

23.	Jim Clem	12:30
24.	Mike Kent	12:29
25.	Colin Raymond-Jones	12:13
26.	Dick Obarski	12:08
27.	T.E. Johnson	11:55
28.	Don Crosby	11:53
29.	Ed Sullivan	11:40
30.	John Fellin	11:32
31.	Len Singer	11:26
32.	Bud Tenny	11:26
34.	Bob Champine	11:23
35.	Tony Italiano	11:22
36.	Jack Boone	11:11
37.	Wm. Gowen	10:53
38.	Holly Vonasek	10:47
39.	Joe Kehr	10:40
40.	Jim Zufelt	10:16
41.	Lee Person	10:12
42.	Billie Landrum	9:55
43.	John Gowen	9:31
44.	Doug Barber	8:52
45.	Vern Hacker	8:04
46.	Jim Kelly	7:38
47.	Noel Kirby	5:50

F1M (F1D Beginner)

1.	Bernard Hunt	17:40	19:39	37:19
2.	Joe Kehr	15:58	14:19	30:17
3.	Fred Rash	14:25	13:39	28:04
4.	Tom Vallee	12:25	11:34	23:59
5.	Fred Tellier	13:37		13:37
6.	Colin R.-Jones	4:01	7:29	11:30

Kit Plan Scale

1.	Mike Thomas	1:58	2:18
2.	Jim Grant	1:56	1:53

3 MACENTEE

Mini Stick

1.	Larry Cailliau	12:32
2.	Bernard Hunt	12:12
3.	John Koptonak	11:57
4.	Walt Van Gorder	11:56
5.	Don Slusarczyk	11:41
6.	Fred Tellier	11:13
7.	John Barker	11:02
7.	Rob Romash	11:02
9.	Mike Thomas	11:00
10.	Tom Sova	10:58
11.	Len Singer	10:25
12.	John Diebolt	10:16
13.	Jim Grant	9:57
14.	Chuck Slusarczyk	9:20
15.	Dick Obarski	9:12
16.	Joe Kehr	8:57
17.	Jim Clem	8:54
18.	Don Crosby	8:47
19.	Pete Olshefsky	8:38
20.	Colin R.-Jones	8:33
21.	Dan O'Grady	8:12
22.	John Whittles	7:40
23.	Lee Person	7:23
24.	Vern Hacker	6:33
25.	John Cawthorne	6:24
26.	Jim Kelly	6:09
27.	Bill O'Dell	5:09
28.	Bob Champine	4:10

(5)

The 1999 AMA/USIC Indoor National Championships Jun 2nd - 6th, Johnson City, TN

As usual, Canada was well represented at the US Indoor Nationals. Six came from Ottawa: Colin Raymond-Jones, Mike Kent, Jim Zufelt, Noel Kirby, Pete Olshefsky, and Dan O'Grady. From Toronto and environs: John Marett, Mike Thomas, Jack McGillivray, Chris Brownhill and Lou Leifer. Jim Lee attended from Brantford (I believe), and Fred Tellier made the trip from Windsor.

Four Canadian records were set, three of them by Mike Thomas:

ROG Stick	16:27
Helicopter	13:25
Bostonian	6:09

John Marett set a new Canadian record in Unlimited Catapult Glider with a two flight time of 2:28.4

Mike Thomas repeated last year's stellar performance by winning the grand Championship award! Truly a feat demanding superb building and flying skills and the stamina of an athlete. Well done Mike!

In general I found that lower temperatures prevailed this year and may have reduced the times in some events.

- Little Jimmy Zufelt managed to lodge his EZB behind the lights. He might have been able to serve a lightly toasted EZB for tea, but was unable to retrieve it . . .
- Colin Raymond-Jones had a personal best in EZB;
- Pete Olshefsky repeated his 3rd place win in Open Pennyplane;
- Mike Kent achieved a personal best in Limited Pennyplane;
- Dan O'Grady was 1st in Open Pennyplane.

(Although I had a bit more energy than last year I put what I had into the Pennyplane event, and operated in pretty much of a fog in subsequent events . . .)

✔ We had a ton of fun at the meet. It was impossible not to - we were set up next to the Slusarczyks and the rest of the Cleveland Clowns. Laughs! I thought my pants would never dry . . . It's an experience to try to get that last turn into a wire-tight motor while Chuck Slusarczyk is reminiscing aloud about his school day shenanigans, or his Popeil fully adjustable automatic model building machine . . . the Polish K-Tel model factory prototype . . .

✔ The Ottawa group (including Colin's wife Gwenda) enjoyed a dinner with Jessie and Bernie Hunt at one of the local micro brewery restaurants. Thoroughly enjoyable food, a choice of excellent brews and enjoyable companionship.

✔ Laurie Barr was unable to attend this year's USIC due to a combination of family health/business problems.

✔ Tim Lavender's FAC youth group were out in force again this year and showing the obvious benefits of the help they've received from the St. Louis Thermaleers, among others. Those kids are great and their models are now becoming contenders in many events.

✔ F1M (beginner F1D) was flown at the same time as Limited Pennyplane. The F1M's fly like F1D's and (compared to the F1M's) the LPP's fly like bombs. I left my F1M in the box. Bernie Hunt flew his at one end of the dome and managed to avoid the hot-climbing LPP's.

Results

Mass launch winners:

WWI - Jack McGillivray - Junkers (low wing)
WWII - Jack McGillivray - P51B Mustang (2:36)
Bostonian - John Marett - (4:32)
Mini Stick - Bernard Hunt
Coconut Scale - Dave Aronstein - A.N.T. 25 (4:39)

Helicopter

(8 entered, 7 flew)

1.	Mike Thomas	13:25
2.	Tom Vallee	9:42
3.	Larry Loucka	9:30
4.	John Diebolt	7:24
5.	Rob Romash	6:30
6.	Fred Tellier	5:09
7.	Nick Leonard Jr.	1:30

Hand Launched Glider

(6 entered, 5 flew)

Pl.	Name	Bst flt.	2nd Bst flt.	Total
1.	Bernie Boehm	71.1	67.7	138.8
2.	Jim Buxton	69.5	68.9	138.4
3.	Rob Romash	63.7	62.8	126.5
4.	John Whittles	57.5	53.1	110.6
5.	Artie Jessup	46	45.1	91.1

Unlimited Catapult Glider

(17 entered, 16 flew)

1.	Bernie Boehm	80.2	79.2	159.4
2.	Ralph Schlarb	79.2	77.5	156.7
3.	Bill Schlarb	75.8	75.3	151.1
4.	John Marett	75.6	72.8	148.4
5.	T.E. Johnson	74.3	72.4	146.7
6.	Rob Romash	73.3	72.6	145.9
7.	Jim Buxton	72.1	71.0	143.1
8.	Lee Person	72.8	69.6	142.4
9.	P.Nashanian	72.0	70.2	142.2
10.	Artie Jessup	67.5	66.5	134.0
11.	K. Krempetz	70.1	62.1	132.2
12.	Kurt Krempetz	64.2	58.5	122.7
13.	Abram Van Dover	52.1	49.5	101.6
14.	John Champine	51.7	45.8	97.5
15.	D. Crawford	50.1	42.2	92.3
16.	Kenny Krempetz	44.5	44.3	88.8

FROM DAN O'GRADY'S SAM 86 SPEAKS

WELLS ROW MEET JULY 24

PLANTATION YACHT HARBOR..MILE MARKER 87 WELLS ROW FAC MEET JULY 24 from 6 AM to 10 AM. The beach is open to the public after 10. You can fly longer at your own risk but official flying ceases at 10.Three classes..FAC..Peanut, and Coconut. Wells Watercolor painting to first overall, Kanones to others.

Scale Judging: done after the fact. Rank Style - 1 to total number of entries - example : If there were 10 entries, the highest scale score was 10 - etc. Planes were judged only after successful flights. No R.O.W., NO SCORE.

Flight Score:

1 to 10 points..Take off
1 to 10 Flight charisma
1 to 10 Landing approach

Plus 1 point per sec, flight duration,

BEST SINGLE FLIGHT OF UNLIMITED ATTEMPTS. NO MAX. FLIGHT

ANY FLIGHT THAT TAKES OFF IS OFFICIAL. NO MINIMUM TIME.
Millard reminds you to bring Mosquito repellant. (Cutter)
Breakfast and awards after meet . BRING VIDEOCAM

The Millard Wells Florida Keys ROW meet . Saloon Lagoon remains the site of this FAC classicbut much has changed in Islamorada. The County has purchased this land as a park, and the Loreli restaurant where we held our awards brunch has sold out and no longer exists. The awards brunch will be held atthe TIKI bar. The Motel, PLANTATION YACHT HARBOR IS STILL THERE FOR THOSE WHO WISH TO COME DOWN Friday before the early Sat. morning flying. 305-852-2381

We urge you to put some floats on some old turkeys you would otherwise trash and try your luck at ROW. or just come to spectate.

Bring your video or still camera for some great photo ops. Also Mosquito repellant,wading shoes,hat,sun screen,fresh water and towels/paper towels in your kit. You have to rinse the salt water off your plane and wire parts. The metal will rust overnight, and thg tissue will never dry in salt.

FOR MEET INFORMATION: 305-852-4783 Mile Marker 87, Islamorada

FAC Postal Contests

As you read this the summer postal contest will be underway. This year we will have four events or "Wings" for you to enter. They are; Golden Age Civil, Golden Age Military, Modern Civil and Modern Military. Just fly your model and send your times to GHQ along with the date of your flight, the Wing you flew in and the name of your model. Contest times count too. The contest will end on October 24, 1999. Entries postmarked after October 26, 1999 will not be accepted. BUILD--FLY--WIN...EFF--AAA--CEEE!!!

NEW FAI RULES

F1D

For F1D indoor aircraft there is a specification change, aimed at enabling them to be flown in smaller sites, as well as easing transport problems. It should also encourage more people to compete in the class, as it will put less of a premium on using the lightest balsa and microfilm. The changes are: Maximum wingspan down from 650mm to 550mm, minimum airframe up from 1.0 to 1.2 grams and a maximum lubricated rubber weight of 0.5 grams.

(7)

(8)

HOLE FOR THRUST BEARING

REAR HOOK CROSS PIECE

TOP VIEW

CIRCULAR NOSE PIECE CUT TO FIT SECTION 'A'

WING SECTION WING RIB NO. 3 SECTION

LEFT SIDE OF FUSELAGE WING SECTION ON FAR SIDE

STRINGERS

DIAGONAL BRACES

REAR HOOK CROSS PIECE

UPPER LONGERONS ARE CRACKED HERE SLIGHTLY FOR STABILIZER INCIDENCE AND REENFORCED WITH CEMENT

RUDDERS (2 REQUIRED)

STABILIZER GOES IN HERE

PROPELLER SPINNER

PROPELLER SHAFT

END OF PROPELLER SHAFT IS BENT OVER INWARD AND CEMENTED IN SPINNER

STRINGERS

REAR HOOK

PILOT'S NACELLE SIDE VIEW

NOTE DUE TO THE NATURE OF THIS DESIGN REQUIRING MORE WOOD AND PARTS WE HAVE ELIMINATED LIQUIDS AND RUBBER IN THIS KIT ALL OTHER MATERIALS ARE INCLUDED.

PROPELLER SPINNER DETAILS

ALTERNATELY CROSS GRAINED

20 DEGREE ANGLE

HARDWOOD THRUST BEARING

WASHERS

PROPELLER SHAFT

SLOT CUT AT 20 DEGREES

BRACE MADE FROM A TOOTHPICK

BALSA LANDING GEAR STRUT (STREAMLINED)

LEFT FUSELAGE (LEFT SIDE) TWO REQUIRED

FIRST STEP. MAKE TWO SIDES FOR EACH FUSELAGE (DRAWN IN SOLID INK). WHEN DRY CEMENT CROSS STRUTS IN PLACE AS IN TOP VIEW.

NACELLE FORMERS

RUDDER

STABILIZER

PERSPECTIVE VIEW

SECTION "B" SHOULD GRADUATE TO ANGLE OF SECTION "A"

SLIGHT CAMBER

PROPELLER BLADE TEMPLATE

BLADE STOCK IS BALSA 3/16" THICK FOR AN EFFICIENT PROPELLER BE SURE TO CARVE TO SECTIONS AND ANGLE INDICATED.

NOTE: FUSELAGES ARE MOUNTED AT RIGHT ANGLES TO WINGS.

STABILIZER IS THEN LAID ACROSS ENDS OF BOTH FUSELAGES.

RUDDERS ARE THEN MOUNTED VERTICALLY TO THE STABILIZER

FRONT VIEW OF COMPLETED MODEL

DIHEDRAL ANGLE BLOCK WING TIPS THIS WIDTH UNTIL DIHEDRAL JOINTS ARE DRY.

FUSELAGE FORMERS

REAR LANDING GEAR STRUTS 1/16" X 1/8" HARD BALSA STREAMLINED CEMENT TO STATION 'E' AFTER ASSEMBLING FUSELAGES AND WINGS TOGETHER.

FORWARD LANDING GEAR LEG

COLOR SCHEME

STABILIZER IS BUILT IN ONE PIECE AND COVERED ON BOTH SIDES. THEN MOUNTED IN PLACE ON THE TWIN FUSELAGES

ELEVATOR LINES AND RIDGES DRAWN ON IN BLACK INK AFTER STABILIZER IS COVERED

1/16" X 1/16" BALSA

LAYOUT OF STABILIZER

TRAILING EDGE IS 1/16" X 3/32" BALSA BEVELLED SLIGHTLY WITH SANDPAPER

LIGHT LINE INDICATES AILERON OUTLINE WHICH IS SIMULATED WITH BLACK INK AFTER WING IS COVERED.

AMERICAN INSIGNIA. BRITISH INSIGNIA MAY BE USED IF DESIRED

CENTER SPARS ARE 1/16" X 1/16" BALSA SET INTO NOTCHES IN TOP AND BOTTOM OF RIBS

LEADING EDGE IS 3/32 X 3/16 BALSA SET AT ANGLE INTO NOTCHES IN RIBS.

RIGHT WING

LEFT WING

IN CONSTRUCTING WING START WITH TRAILING EDGE FIRST. CEMENT ALL RIBS AGAINST IT. THEN CEMENT SPARS, LEADING EDGE AND WING TIP OUTLINES IN PLACE.

NOTE THIS KIT IS DESIGNED AS A FLYING MODEL. THEREFORE NO DOPE IS INCLUDED. USE COLORED PAPER FOR COVERING

RED WHITE BLUE

WING RIB TEMPLATES

ENLARGE TO 15" SPAN - THEN DO PRINTWOOD SAME

FROM Paul Kramer

STUDY THESE PLANS CAREFULLY BEFORE STARTING TO BUILD THIS MODEL START WITH FUSELAGE AT STEP ONE.

WORLD WAR NO 2 FLYING MODEL SERIES

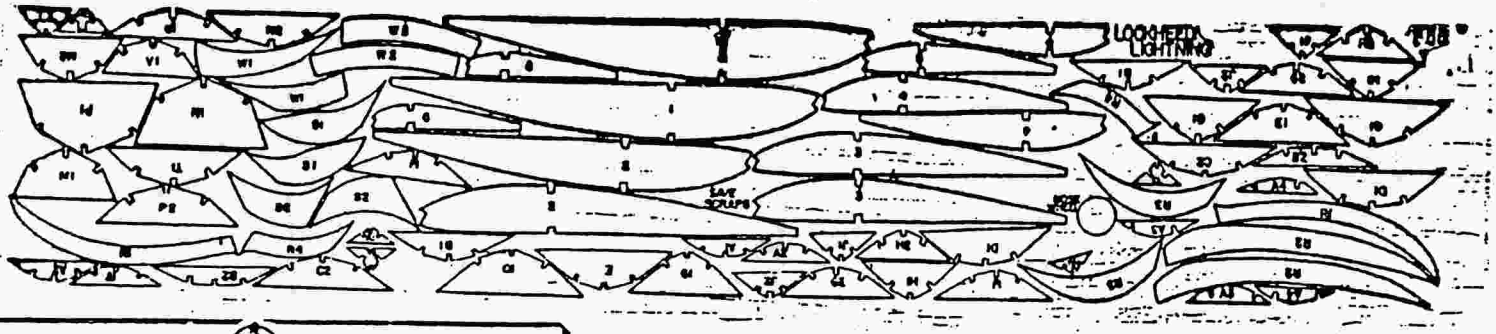
MEGOW MODEL

LOCKHEED "LIGHTNING"

AMERICAN PURSUIT FIGHTER ALSO USED BY THE BRITISH

15" FLYING MODEL KIT NO A/1

DRAWING FULL SIZE



MEGOW MODEL

LOCKHEED "LIGHTNING"

AMERICAN PURSUIT FIGHTER
ALSO USED BY THE BRITISH

15" FLYING MODEL DRAWING FULL SIZE

KIT NO 11 XXX

This Megow 10¢ kit of this P-38. together with their kit of the 10¢ Grumman Skyrocket are probably the best value that ten cents ever bought in the history of merchandising. What a lot for your money !!

How we lost John Denver

John Denver was one of the few pop singers with which your editor could identify (or gave a hoot about), so the news of his tragic death did sadden me, especially since it occurred in a home-built airplane. The National Transportation Safety Board has completed its investigation of the accident, which is reported to have occurred on October 12, 1997 (sure thought it was *1998*....editor). The cause, sadly enough, must be labeled "pilot error." In a nutshell, Denver reached over his left shoulder to move the fuel selector valve from left tank to right tank, and in leaning over kicked hard right rudder. Apparently from the report of witnesses, this abruptly threw the plane into a maneuver from which he could not recover in time. The NTSB cites contributing factors to the accident: (1) "Inadequate pre-flight planning and preparation, specifically his failure to refuel the airplane." He took off on the left tank, which had only five gallons of fuel remaining. If he had filled it, he might have reached his destination before it went dry, or at least have been at a higher altitude. (2) The fuel selector was in an unsuitable location, difficult to access. (3) The fuel level gauges were unmarked, so it was difficult to tell how much fuel remained in the tank. (4) The selector handle was found in a position midway between the two tanks, causing the engine to suck air and quit when either tank went dry. (5) Although Denver had flown a half-hour check ride in the recently acquired airplane, this was deemed insufficient to properly familiarize him with the craft's peculiarities. (A VARI-EZE, I BELIEVE)

The above is based on information taken from an article in *Sport Aviation* magazine and discussion with Harold Cannon.

FROM WINDY SOCK - SAN ANTONIO

JOHNSON CITY

(10)

Bostonian
(26 Entered, 15 flew)

Pl.	Name	Flt 1	Flt 2	Tot	Char	Total
1.	Larry Coslick	5:56	6:18	12;14	1.20	14:45
2.	Mike Thomas	5:44	6:09	11:53	1.15	13:40
3.	Emil Schutzel	5:13	4:45	9:58	1.18	11:46
4.	John Marett	4:40	4:32	9:12	1.07	9:56
5.	Jim Grant	4;37	4:22	8:59	1.08	9:42
6.	John Barker	4:27	4:07	8:42	1.08	9:23
7.	Rich Miller	3:20	4:18	7:38	1.09	8:19
8.	Mike Kent	3:22	3:27	6:49	1.10	7:30
9.	J. Cawthorne	3:14	3:26	6:40	1.11	7:24
10.	Steve Gardner	2;29	2;24	4:53	1.19	5:49
11.	Dave Aronstein	4:12		4:12	1.12	4:42
12.	Fred Rash	1:57	2:20	4:17	1.08	4:38
13.	L. Wieczorek	1:57	2:01	3:58	1.09	4:19
14.	P. Anderson	1:56	1:48	3:44	1.04	3:53
15.	Rich MacEntee				1.06	
16.	Joe Nuszer	0:25		0:25	1.11	0:28

FAC Peanut Scale
(11 entered, 7 flew)

Pl.	Name	Model	Sc.	Bon	Bst. flt.
1.	Jim Buxton	P51A	56	10	122
2.	Rich Miller	Volksplane	49.5	10	117
3.	Jim Lee	Lacey	56	0	113
4.	R. MacEntee	Portier 100T5	54		
5.	Geo. Nunez	P51A	53.5	10	65
6.	Bill O'Dell	Davis	46	10	39
7.	P. Anderson	Linberger	52	15	80

(I fail to understand the scoring here. I don't know why Rich MacEntee's bonus and flying points aren't shown.)

AMA Peanut Scale
(8 entered, 5 flew)

Pl.	Name	Model	Fl 1	Flt 2	Flt Pts	Sc.	Tot.
1.	Ron Ganser	Voisin	84	80	82	145	227
2.	R. MacEntee	Poitier 100	94	95	94.5	95	189.5
3.	J. Koptonak	Lacey M-10	146	131	92.75	94.5	187.25
4.	R. Romash	Infinity 1	51.4	46.7	48.5	85	133
5.	Mike Thomas	?	115	120	117.5	*	117.5
6.	R. MacEntee	Andreasson	57	55		105	161

(Again, I don't understand the score for Rich MacEntee.
* Apparently Mike Thomas' model wasn't judged.)

Pistachio Scale
(7 entered, 4 flew)

Pl.	Name	Model	Scale	Flt.	Total
1.	Emil Schutzel		2	1	3
2.	Dave Linstrum		1	3	4
3.	Rich MacEntee		1	4	5
4.	Tim Lavender		4	2	6

Federation ROG
(7 entered, 5 flew)

1.	John Diebolt	8:02
2.	Tom Sova	7:50
3.	Fred Rash	7:27
4.	Jim Clem	6:19
5.	Bob Champine	4:06

Open Pennyplane
(41 entered, 37 flew)

1.	Dan O'Grady	18:22
2.	Phil Hartman	18:20
3.	Pete Olshefsky	17:39
4.	Mike Thomas	16:57
5.	Fred Tellier	16:29
6.	Gord Wisniewski	16:26
7.	Jim Clem	14:52
8.	John Grant	14:50
9.	John Whittles	14:31
10.	Dick Hardcastle	14:07
11.	John Kagan	13:32
12.	Rob Romash	13:10
13.	Noel Kirby	13:06
14.	Tom Sova	12:38
15.	Colin Raymond-Jones	12:22
16.	John Cawthorne	12:11
17.	T.E. Johnson	11:52
18.	Fred Rash	11:37
19.	Tony Italiano	11:31
20.	Michelle Boyd	11:01
21.	Ed Sullivan	10:56
22.	Mike Kent	10:49
23.	Tom Vallee	10:26
24.	Chuck Slusarczyk	12:46
25.	Marcus Conner	9:29
26.	Billie Landrum	9:28
27.	Joe Kehr	9:12
28.	Robert Stevens	8:59
29.	Abram Van Dover	8:11
30.	Joe Nuszer	8:07
31.	Vern Hacker	7:35
32.	Doug Barber	7:32
33.	Chester Wroz	7:10
34.	Nikki Spradling	7:00
35.	Stephanie Victory	5:46
36.	Patrick Anderson	5:30
37.	John Cawthorne Jr.	2:04
38.	Bernard Hunt	dnf
39.	Jennifer Smith	dnf
40.	Larry Coslick	dnf
41.	Larry Loucka	dnf

Manhattan
(14 entered, 12 flew)

1.	Walt Van Gorder	13:36
2.	Larry Coslick	13:28
3.	Mike Thomas	13:00
4.	John Marett	12:39
5.	Jim Grant	12:14
6.	Emil Schutzel	10:57
7.	Fred Tellier	10:29
8.	Ron Ganser	9:48
9.	Chuck Slusarczyk	9:25
10.	Joe Kehr	8:53
11.	Jim Zufelt	7:44
12.	John Koptonak	7:04
13.	Larry Loucka	dnf
14.	Colin Raymond-Jones	dnf

(11)

JOHNSON CITY

Standard Class Catapult Glider
(21 entered, 20 flew)

Pl.	Name	Bst flt.	2nd Bst. Flt.	Total
1.	Ralph Schlarb	79.5	78.8	158.3
2.	Bill Schlarb	74.2	73.1	147.3
3.	Rob Romash	74.3	72.5	146.8
4.	John Marett	74.9	69.7	144.6
5.	T.E. Johnson	70.3	69.8	140.1
6.	Lee Person	69.8	69.0	138.8
7.	Artie Jessup	68.4	66.9	135.3
8.	John Koptonak	65.2	64.9	130.1
9.	Holly Vonasek	66.8	63.2	130.0
10.	Richard Miller	60.5	57.5	118.0
11.	Jim Kelly	65.5	52.4	117.9
12.	P. Nishanian	58.0	57.7	115.7
13.	D. Crawford	56.7	56.1	112.8
14.	Kurt Krempetz	55.5	55.1	110.6
15.	Ken Krempetz	57.9	50.2	108.1
16.	Abram Van Dover	55.8	50.0	105.8
17.	John Whittles	53.9	49.9	103.8
18.	Bob Champine	46.0	45.0	91.0
19.	Kenny Krempetz	39.9	38.7	78.5
20.	Tom Vallee	37.1	38.8	73.9

Unlimited Rubber Speed
(9 entered, 4 flew)
(Shortest time for two laps)

1.	Larry Coslick	6:67
2.	John Diebolt	9:10
3.	Tony Italiano	11:20
4.	John Blair	Pierced the balloon! ☹

Ornithopter
(3 entered, 3 flew)

1.	Larry Coslick	13:57
2.	Mike Thomas	12:40
3.	John Diebolt	7:19

Pro 20
(4 entered, 3 flew)

1.	Larry Loucka	30:27
2.	Tom Sova	26:39
3.	John Whittles	16:35

ROG Stick
(8 entered, 6 flew)

1.	Larry Coslick	19:09
2.	Tom Sova	18:29
3.	Larry Loucka	18:26
4.	Mike Thomas	16:27
5.	Joe Kehr	10:09
6.	Fred Tellier	9:29

ROG Cabin
(3 entered, 3 flew)

1.	Larry Loucka	28:42
2.	Mike Thomas	26:44
3.	Ron Ganser	22:42

F1D
(14 entered, 10 flew)

1.	John Kagan	44:41	48:48	93:29
2.	Larry Coslick	45:07	45:05	90;12
3.	Mike Thomas	32:10	36:41	68:51
4.	Bill Hulbert	30:41	32:14	62:55
5.	Fred Tellier	33:43	28:36	62:19
6.	Tom Vallee	22:59	30:46	53:45
7.	Nick Leonard Jr	19:45	24:15	44:00
8.	Rich Doig	33:38		33:38
9.	Ed Burke	19:36	13:24	33:00
10.	Nick Leonard	10:08		10:08

Intermediate Stick
(27 entered, 20 flew)

1.	Don Slusarczyk	38:12
2.	John Kagan	35:39
3.	Larry Coslick	34:44
4.	Bernard Hunt	33:59
5.	Fred Tellier	32:35
6.	Mike Thomas	32:29
7.	Jack McGillivray	30:19
8.	Dick Hardcastle	29:50
9.	Tom Sova	29:34
10.	Jim Grant	26:23
11.	Tom Vallee	23:42
12.	Pete Olshefsky	22:18
13.	F.S. Downs	20:42
14.	Rob Romash	19:46
15.	John Barker	18:30
16.	Ron Ganser	18:22
17.	John Whittles	17:53
18.	Colin R-Jones	15:44
19.	Joe Kehr	10:02
20.	Dan O'Grady	4:38

Hand Launched Stick
(13 entered, 10 flew)

1.	Larry Coslick		46:48
2.	John Kagan		43:30
3.	Rich Doig		38:31
4.	Mike Thomas		34;46
5.	Dick Hardcastle	32:33	
6.	Fred Tellier		30:33
7.	Tom Vallee		26:48
8.	Tom Sova		25:18
9.	Ed Burke		22:31
10.	Vern Hacker		22:05

Autogyro
(6 entered, 5 flew)

1.	Ron Ganser		16:23
2.	Mike Thomas		16:16
3.	Don Slusarczyk	16:11	
4.	John Diebolt		10:06
5.	Fred Rash		8:55

Legal Eagle
(7 entered, 4 flew)

1.	Emil Schutzel	7:00	7:087:11	21:19
2.	Dick Obarski	6:02	6:156:05	18:22
3.	Dave Aronstein	5:28	5:445:50	17:02
4.	Dave Linstrum	2:39	3:103:20	9:09

Flying Rubber Scale
(4 entered, 4 flew)

Pl	Name	Model	Bst flt	2nd bst	Aver 2 bst	Flt pts	Sc. pts	Tot. pts
1.	Ron Ganser	1911 Cessna	2:25	2:23	2:24	2:34	100	254
2.	Mike Thomas	1935 Miles Sparrowhawk	2:25	2:09	2:14	2:24	91	235
3.	John Blair	Longster	0:41		0:41	0:51	92	143
4.	Jim Grant	Cranwell CLA-3	1:11		1:11	1:21	54.5	135.5

High Wing Monoplane
(9 entered, 6 flew)

Pl.	Name	Model	Sc. pt.	Bon.	Bst flt.	Totals
1.	J. Koptonak	Lacey M-10		0	150	150
2.	Chris Brownhill				149	149
3.	Jim Lee				108	108
4.	John Blair	Air Sport		0	59	59
5.	R. MacEntee	Poitier		0	76	76
6.	George Nunez	Zippy		0	65	65

Pioneer
(8 entered, 6 flew)

1.	Mike Thomas	1911 Voisin	30	127	157
2.	Ron Ganser	1511 Cessna	5	143.63	148
3.	E. Schutzel	Santos-Dumont	25	121	146
4.	T. Lavender	Drzewiecki	15	87	102
5.	R. MacEntee	1911 Voisin	30	71	101
6.	K. Anderson	Eastbourne	5	21	26

Dime Scale
(14 entered, 9 flew)

Pl.	Name	Model	Bon.	Flt	Flt	Flt	Tot. 3 + bon.
1.	J. McGillivray	Arado	10	126	129	131	396
2.	Mike Thomas	Sparrowhawk	10	136	90	129	365
3.	D. Aronstein	Heath	3	93	121	113	330
4.	Dave Linstrum	Heath	3	77	79	80	239
5.	John Blair	Farman	0	59	66	59	184
6.	S. Gardner	Bristol Brownie	10	43	61	55	169
7.	Bob Mellon		0	46	46	48	140
8.	John Blair	Consolidated	15	58	62		135
9.	Dave Linstrum	Bristol	10				10

Modern Civil Production
(7 entered, 5 flew)

Pl.	Name	Model	Sc.	Bon.	Bst flt.	Total
1.	J.McGillivray	Piper J5B			264	264
2.	Chris Brownhill	Piper Pacer			168	168
3.	R. MacEntee	Pilatus			100	100
4.	Geo. Nunez	Turbo Beaver			87	87
5.	Billie Landrum	Found Centennial			29	29

Easy B
(41 entered, 36 flew)

1.	Larry Cailliau	30:46
2.	Larry Coslick	30:41
3.	John Kagan	28:19
4.	Don Slusarczyk	28:13
5.	Bernard Hunt	27:09
6.	Mike Thomas	26:08
7.	Jack McGillivray	24:29
8.	Dick Hardcastle	23:24
9.	Tom Sova	23:18
10.	Steve Gardner	23:12
11.	Rob Romash	23:02
12.	Fred Tellier	22:51
13.	Walt Van Gorder	22:45
14.	Chuck Slusarczyk	22:30
15.	Colin Raymond-Jones	22:02
16.	Jim Grant	20:43
17.	Dick Obarski	19:29
18.	Dan O'Grady	19:05
19.	Len Singer	18:43
20.	John Whittles	18:09
21.	Doug Barber	18:05
22.	Vern Hacker	17:30
23.	F.S. Downs	16:56
24.	Gord Wisniewski	16:48
25.	John Cawthorne	16:25
26.	Jim Zufelt	16:24
27.	John Barker	15:55
28.	Don Crosby	15:02
29.	Dave Aronstein	14:22
30.	Tony Italiano	11:34
31.	Joe Kehr	11:06
32.	Bob Champine	10:57
33.	Abram Van Dover	10:41
34.	Pete Olshefsky	8:57
35.	Chester Wroz	7:57
36.	Lou Leifer	6:06

Limited Pennyplane
(54 entered, 47 flew)

1.	Steve Gardner	16:34
2.	Larry Cailliau	16:12
3.	Walt Van Gorder	15:30
4.	Mike Thomas	15:22
5.	Jack McGillivray	15:11
6.	Rob Romash	14:35
7.	J. Cawthorne Sr	14:27
8.	Larry Coslick	14:21
9.	Pete Olshefsky	13:55
10.	Gord Wisniewski	13:44
11.	Jim Grant	13:31
11.	John Marett	13:31
13.	Dan O'Grady	13:25
14.	Phil Hartman	13:22
15.	Dick Hardcastle	13:20
16.	John Whittles	13:18
17.	Rich Miller	13:10
18.	Tom Sova	12:49
19.	J. Cawthorne Jr	12:39
20.	John Koptonak	12:37
21.	John Barker	12:34
22.	Ron Ganser	12:33
23.	Fred Tellier	12:30

35 cm
(Incomplete results)

1.	Tom Sova	21:08
2.	Rob Romash	21:00
3.	Tom Vallee	?
?	Dan O'Grady	(18:22)

(13)

A GOOD POSTAL - MANY CATAGORIES - ALL SUMMER TO FLY IT

8th ANNUAL

WORLDWIDE POSTAL COMPETITION
for
CHESTER LANZO'S "1933 CABIN"

OLDTIMER/VINTAGE RUBBER & GLIDER DESIGNS,

plus - New this year -

P30 RUBBER

OPEN and VINTAGE/OT CATAPULT GLIDER.

The purpose of this postal competition is to encourage friendly lowkey participation between aeromodellers worldwide, with the traditional one-design contest for a classic oldtimer model of proven flying ability, plus events for gliders and a wide variety of rubber powered designs, authenticated to have been flying prior to December 31st. 1950 even though plan publication may have been of a later date in any kit, commercial magazine, SAM publication, club newsletter or other source. All Vintage/OT designs to be published or kitted as outdoor models; Scale models may be entered in all OT/Vintage rubber events with placings noted in the published results, possibly also collated to a specific scale class..

Flights may be made outdoors between July 1st. 1999 and January 16th. 2000 inclusive. It is not mandatory that all flights in any event be made upon the same day but each is to be pre-nominated to a timekeeper as an official contest flight. The general format is for three or more flights, as required, to a specified maximum; should all such flights be maximums then further flyoff flights will be made with the maximum increasing by 30 second increments until the model fails to reach the duration limit for that flight. Final score will be the total of all flights, recorded in seconds. Flights exceeding 20 seconds are 'official', other than in Catapult Glider.

The 20" OT/Vintage rubber class is intended to encourage the flying of small models which may not be usually considered competitive against larger designs - level of support will determine whether it will so continue in future or be combined with a larger class.

'Vintage Catapult' is for models similarly published as HLG's, but 'Open Catapult' has no date/publication restrictions. Once again, initial support will determine whether two Catapult classes will so continue, be amalgamated or discarded in future.

P30 is open to any design, whether published or original.

Multiple entries with different models may be made in all classes but 'Lanzo Cabin' flights may not be "doubled up" with another event - separate flights, please.

1933 LANZO CABIN

The Lanzo competition will be to three flights of 120 secs. maximum, followed - if required - by an increase of maximum of 30 seconds per flight thereafter.

20" VINTAGE/OLDTIMER

Open to designs not exceeding 20"/51cm span as measured on plan. Three flights to be made to a 60 second maximum, followed by 30 second increments per flight thereafter.

(14)

30" VINTAGE/OLDTIMER

Open to designs with spans greater than 20"/51cm but not exceeding 30"/76cm span as measured on plan. Three flights will be made to a 90 second maximum, followed by 30 second increments per flight thereafter.

42" VINTAGE/OLDTIMER

Open to designs with spans greater than 30"/76cm but not exceeding 42"/107cm span as measured on plan. Three flights will be made to a 120 second maximum, followed by 30 second increments per flight thereafter.

SMALL VINTAGE GLIDER

Open to designs with span not exceeding 40"/102cm as measured on plan. Three flights will be made to a 90 seconds maximum, followed by 30 second increments per flight thereafter. Maximum towline length is 164 feet (50 metres); high-start or pulley launching systems are permissible if the unstretched, or usable, length does not exceed 164' (50 metres).

LARGE VINTAGE GLIDER

Open to designs with span greater than 40"/102cm. Three flights will be made to a 120 seconds maximum, followed by 30 second increments per flight thereafter. Maximum towline length is 164 feet (50 metres); high-start or pulley launching systems are permissible if the unstretched, or usable, length does not exceed 164' (50 metres). **Note:** scores from gliders over 72"/183cm may be collated and shown in results as a separate class.

CATAPULT GLIDER - OPEN & VINTAGE

Best six of nine flights to 90 second maximum; if six maximums are scored continue with 30 second increments. Catapult to be a 9" loop of ¼" flat rubber attached to a 6" handle. No minimum 'attempt' flights. In this event only, multiple entries are permissible.

P30 RUBBER

Any model to standard P30 rules; three flights to 120 second maximum plus 30 second increments thereafter.

A full report will be mailed to each entrant; to assist in the compilation of same, a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Entries should be returned by January 31st. to:-

Jim Moseley, 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada
Tony Roberts, 12 The Ridgeway, Caversham, Reading RG4 8NX, Berkshire, England.
Myrtle Clarke, 5 O'rourke Place, Otaki 6471, New Zealand
Radoslav Cizek, Zilinska 160 27301, Kam, Zehrovice, Czech Republic
Mario Perrone, Via Val di Lanzo, 107/A, 00141 Roma, Italy
Sven-Olov Lindén, Hovstavagen 15, 703-63 Orebro, Sweden.
George Car, 4 John Street, Kooringal, Wagga Wagga, NSW 2650, Australia

GOOD FLYING, GOOD LUCK - and HAVE FUN!

JULY	18	RECORD TRIALS	RON SHARPTON	WELLS ROW
AUGUST	7/8	DIXIE NATS ← FAC 4	MIKE JORDAN	727-781-4919
AUGUST	22	RECORD TRIALS	RON SHARPTON	904-767-6138
SEPTEMBER	4/5	DISTRICT CHAMPS FAC 5	JIM JUHL JR.	564-393-6267
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		

JULY 24 — AUG 28 — SEPT 18,19

AS THIS HANGAR PILOT IS BEING SENT OUT THERE IS A DISTINCT POSSIBILITY THAT OUR NEXT INDOOR SEASON WILL OPEN AT THE State Fair grounds FOR MIAMA MEET 1 EITHER AUG. 28,29 or SEPT. 18,19, OR BOTH. CALL INDOOR HOT LINE THE NIGHT BEFORE THESE MEET DATES TO CONFIRM

305-858-6363 HOT LINE

THE HANGAR PILOT

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

JUL

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Walt Erbach
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Lincoln, NE
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