THE HANGAR PILOT

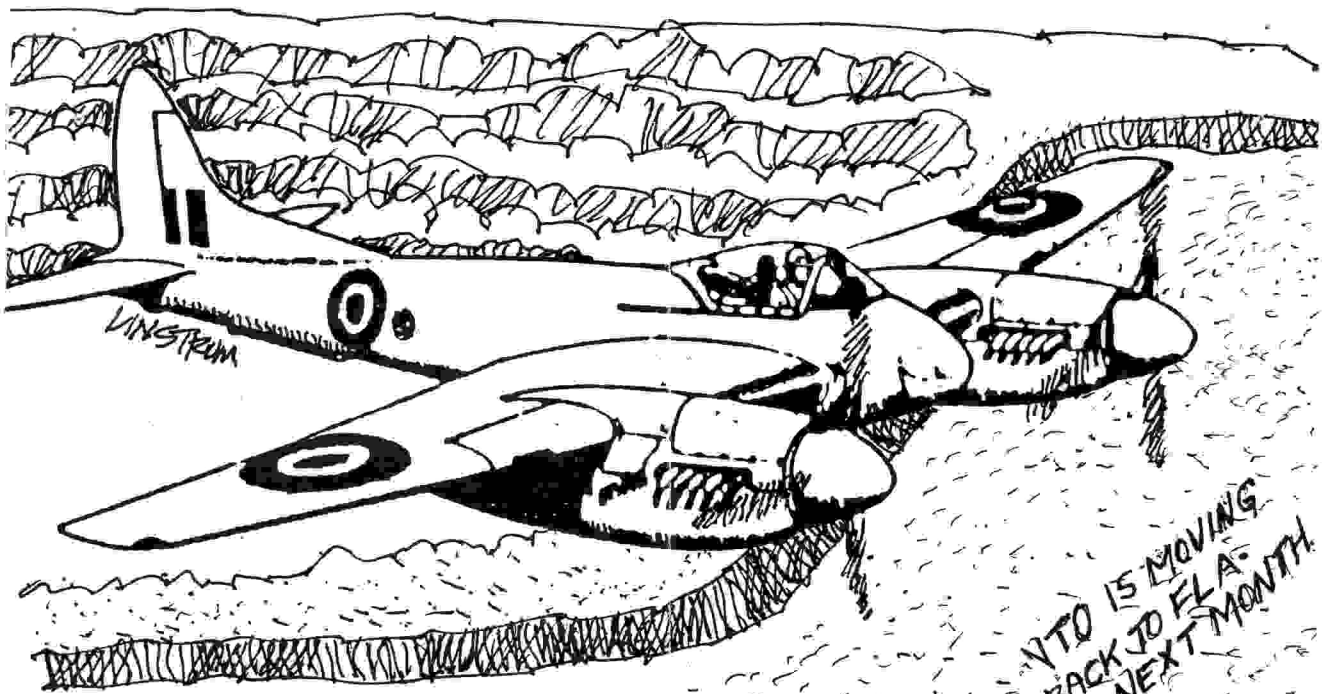
MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

29TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

ISSUE 206

TWO RECORD MODELS BY
DICK OBARSKI - LEGAL EAGLE
AND PISTACHIO MODEL OF A MODEL

RESULTS - MIAMA MEET 3
DELTA KING ORANGE
BELATED MERRY CHRISTMAS FROM MIAMI



VTO IS MOVING BACK TO FLA. NEXT MONTH

POST WWII DEHAVILAND SEA HORNET (MOSQUITO DERIVATIVE)
ROYAL NAVY U.K. CARRIER BASED GROUND ATTACK

NEXT MEET: FEB 19, 20 TAMPA ARMORY
504 N. HOWARD AVE



FAC CLUB #11

"LIKE A LETTER FROM HOME" Whelan

THE HANGAR 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

DISASTER IN THE PRESS ROOM

This belated issue is the 2nd Issue 206 I have assembled. Just as I was about to take the holiday issue to Kinkos it disappeared! It never resurfaced. I can build a Peanut model in less time than I can put out an issue of Hangar Pilot * so it was a great loss of time, not to mention the days I wasted looking for it. Not totally wasted because my den looks better now that I have gone through and weeded out every stack of paper and pile of books all around the room. Lots of stuff is missing from this issue including the already belated Millard Wells ROW Meet report, and Christmas and New Years salutations. I am sure that, as soon as I complete this new issue, the old one will resurface. * If I had never edited this newsletter Icould have had a fleet of 206 Peanuts !

TROPICANA REPORT

Yes,Pilots, we will have a Tropicana Annual Record Trials this year but in will be next Fall (Probably late October) not this Winter or Spring. It will be two full days in the mother of all indoor sites- the 231 foot high enclosed baseball field in St. Petersburg,FL, the highest indoor site in the history of indoor contests. Steve Noriega is woking out all the details which we will bring to you as soon as possible. It will be the familiar 'Index of Performance' format so you have all Summer to build your favorite stuff in high altitude form.

ANNOUNCING -

FIRST GRAND DAUGHTER: Rayne Delsa Kismet Sullivan 7lb 10 Oz. December 4, 1999. Mom, Dad,, Baby, and Grand Dad all doing great.

MIAMA CAN NOW RECEIVE YOUR e-MAIL
SEND TO: TheHangarPilot@AOL.com

MIAMA MEET 3 - ARMORY - NOV. 27 28 C/D - POLENTO

FAC PEANUT SCALE

		Scale	Fly
1.R. MacEntee	Waco E	71	1:19
2.Doc Martin	Ford 2AT	56.5	1:47
3.N.Bollinger	Cougar	61.2	1:18
4.Randy Osborne	Found	49.5	1:18
5.J. Polento	H. Ableson	58	:32
6.Bob Shaw	Dayton-Wright	52	:35

FAC PEANUT MASS LAUNCH (2)

L.Doc Martin		
2.Sidney Gilbert		
3.Eric Osborne		
4.R. MacEntee		
5.Randy Osborne		
6.John Polento		

FLYING ACES SCALE

1.R. MacEntee	Curie Wot	75.6	:59
2.Doc Martin	Waco E	70.5	L:00
3.J. Polento	Aerodrome	95	:09

MIAMA COCONUT MASS LAUNCH

1.R. MacEntee	134.6	
2.R. Choate	130.5	
3.Steve Noriega	104	

PISTACHIO 1.Doc Martin, MO-1 @:24 :25

PISTACH. MODEL OF A MODEL 1.Obarski, Snuffy

COCONUT
1. MacEntee M20b 2:03.9
NEW STATE RECORD ★

MIAMA DIME SCALE
1.Doc Martin, Caudron 1:22, 1:24, 1:22

NO-CAL

L.Obarski	Mr. Smoothie	3:33
2.MacEntee	JP-350	3:14
3.Martin	Dayton racer	1:09

FLYING ACES EMBRYO

1.Bollinger,	Patriot	1:59	1:58 1:56
2.MacEntee	The Thing	1:27	1:28 1:24
3.Polento,	Mr.Malcom e	:52	:55 :53

AMA MINI-STICK
1.Obarski 6:35

MIAMA LEGAL EAGLE

1.Obarski,	Simple II	2:33	3:46 3:12
2.2.Bollinger,	Pro Bono	2:28	2:56 3:0[illegible]
3.R. Osborne		2:20	2:34 2:05

AMA BOSTONIAN Charisma Fly 2

1.MacEntee,	Bost 1.02	2:25	2:21	-296.8
2.Bollinger,	Colt 48	2:18	2:28	-294.3
3.Polento,	Pacific A	1:21	1:09	-157.5
4.Shaw,	7-Up	1.05	1:05 :46	-114

MEET 3 + MIAMA NEWS

A rather smallish field appeared for the Armory meet #3 and our treasury took a hit for minus 183 bucks. However we were ahead enough on the previous 2 meets to break even so, not to worry, pilots. Fortunately good old Delta Airlines is again letting us use their great Cat. III facility at their maintenance hangar at Tampa Airport for meet 4 and the annual Indoor King Orange. C/D Rich MacEntee 941-729-1524

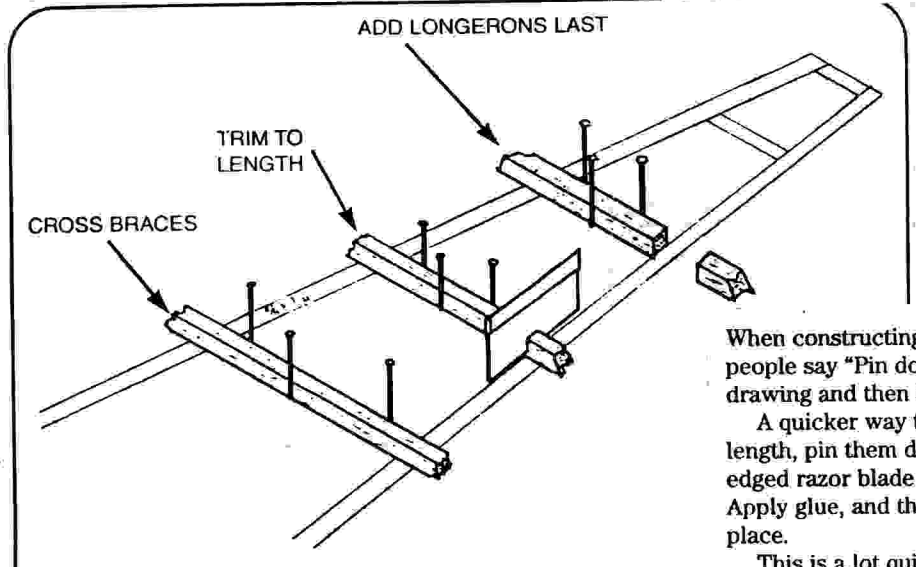
It,s the millennium, gates as Mezz Mezzrow used to say, and a really strange situation has developed. We fly New Years Day (Sat.) and the day after. There are some that feel that the world won't exist after that week end . I don't share this view and plan to be there. I also plan to make a day or two at the Outdoor Ki ng Orange at Palm Bay. on Dec. 29,30,& 31. See the past 2 issues of Hangar Pilot for details.

There may be some delay for those pilots struggling into Delta late on New Year's Day. Persevere, pilots, we're in there.

DELTA/MAMA MEET JAN 1,2 2000

The Delta Hangar was is sorry shape with lots of clutter due to Y2K repairs. C D Rich MacEntee knocked himself out dealing with these problems and got in little flying for himself. As usual a new crop of Cat III records were set. Dick Hardcastle beat Walt VanGorder's records in Penny Plane and Easy B. VanGorder set a record in Limited Penny which is also a National Record. Dick Obarski broke the six minute mark with his new Legal Eagle on the way to a new state and national record. Most of the regulars were there on New Years day. Doc busted his planes flying at the King Orange outdoor meet and didn't make it.. No. he wasn't hung over. Voorhees and Knox made their first appearance, and we had a surprise visit from Dist. V AMA VP Jim McNeil]. More on this later. A new, and not so good phenomenon is occurring:'' Peanut Scale-7 entered,just 2 times turned in, FAC Scale-3 entered-1 time turned in,Pistachio-3 entered-no times Limited Penny 5 entered-2 times,Embryo-6 entered-3 times,Coconut-3 entered-1 flew. As Terry Rimert used to say,"Is this some new sort of game?". It's OK if your flights are not up to your usual standards, but turn in your times anyway! No need for ego. One result of this activity..If there are 4 in an event and only 2 turn in their times the winner is deprived of his Kanone. Not nice.

FUSELAGE SIDES MADE EASY



FROM FMA NEWSLETTER

MIKE JORDAN

When constructing vintage-style fuselages, most people say "Pin down the longerons over the drawing and then fit the verticals".

A quicker way to cut the verticals a bit over length, pin them down, and then - using a single edged razor blade - cut them exactly to length. Apply glue, and then fit the longerons and pin in place.

This is a lot quicker, you get perfect joints and better glue penetration.

Lee Savage, Hayle.

DELTA KING ORANGE MEET #4 C/D RICH MACENTEE

FAC PEANUT SCALE

		Scale	Fly	
1.Newt Bollinger	Cougar	61	1:39	138.2
2.Sid Gilbert	Lacey	55.5	1:36	132.0

FAC Scale 1.Gilbert Comper 1:09

COCONUT: 1. MacEntee M-20b 3:00

PISTACHIO: 1.Obarski 1:33 2:05

AMA BOSTONIAN

1.J.BARKER	1.02	3:14	3:45
2.R. MacEnteel	.02	3:14	3:28
3/ N.Bollinger	1.05	2:58	2:53
4.J. Wormley	1.05	2:03	2:05
5.C. Shaw	1.05	1:47	1:35
6. S. Gilbert	1.05	1:42	1:33

FLYING ACES EMBRYO

1.J. Barker	9,3:13	3:17	3:09
2.N.Bollinger	5,2:22	2:28	2:20
3. S.Gilbert	9 1[illegible]	:56	1:58

LEGAL EAGLE 16:54 NEW STATE RECORD

1.D. Obarski	4:59	5:46	6:09
2.N.Bollinger	4:14	4:19	4:22
3.S. Gilbert	2:22	2:29	2:27
4.J. Wormley	1:55	-	-

EASY B NEW STATE RECORD

1.D. Hardcastle	20:44
2.J.Barker	15:43

(4)

AMA MINI-STICK

1. Walt VanGorder	11:00
2.D. Hardcastle	9:12
3.D. Obarski	8[03
4.John Barker	7:25

AMA PENNY PLANE NEW STATE RECORD

1.Dick Hardcastle	13:53
2.Walt VanGorder	13:30

AMA LIMITED PENNY
NEW STATE RECORD
PENDING USA RECORD

1.Walt VanGorder	13:27
2.Dick Obarski	10:09

Flying Aces No-Cal

1.Dick Obarski	Mr. Smoothie	4:43
2.Rich MacEntee	Lacey	3:58

FLYING ACES MASS LAUNCH PEANUT

1. N. Bollinger	4 R. MacEntee
2. S, Gilbert	5. R. Osborne
3.B.Osborne	

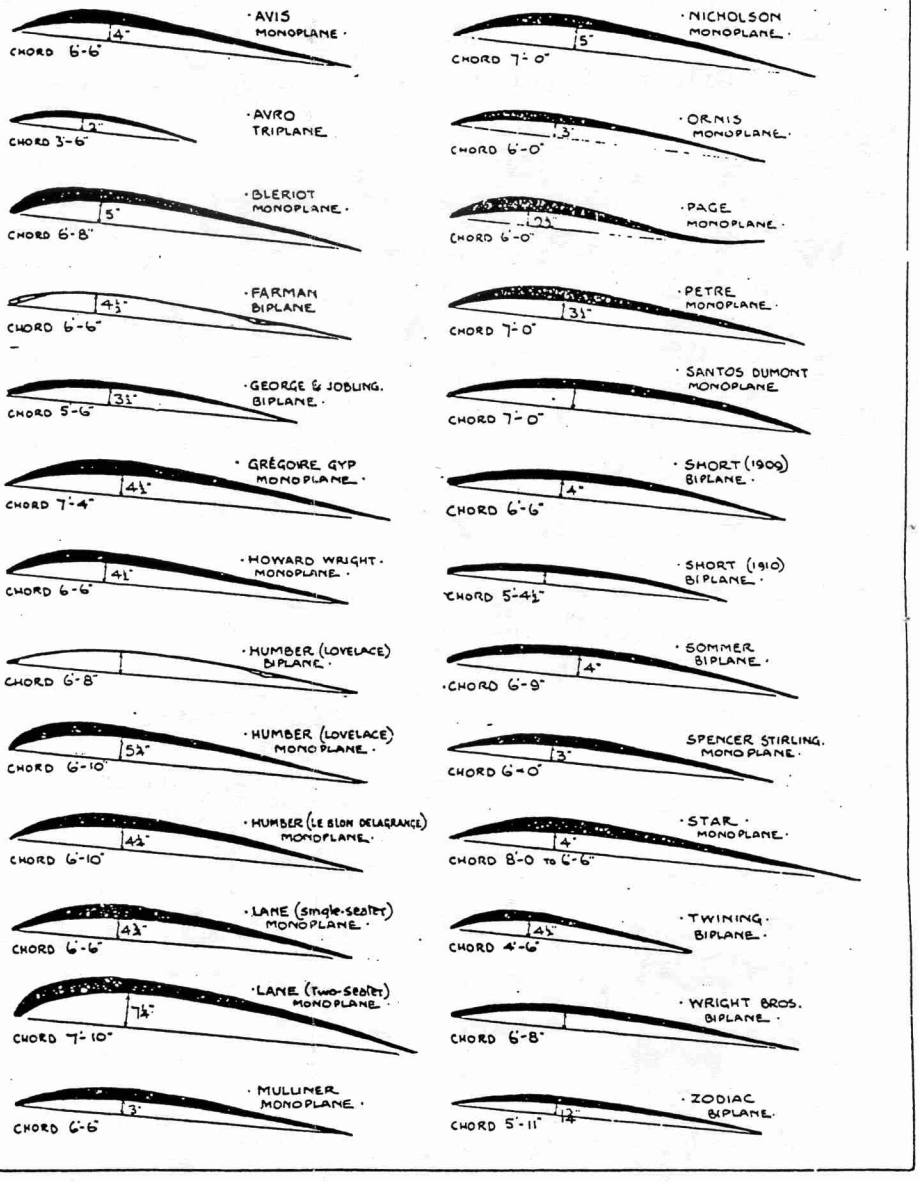
MEET 5 HOMER HESTERLY CAT II

ARMORY, FEB. 19, 1995

FAC MASS LAUNCH
5:00 SAT-LOW WING



5

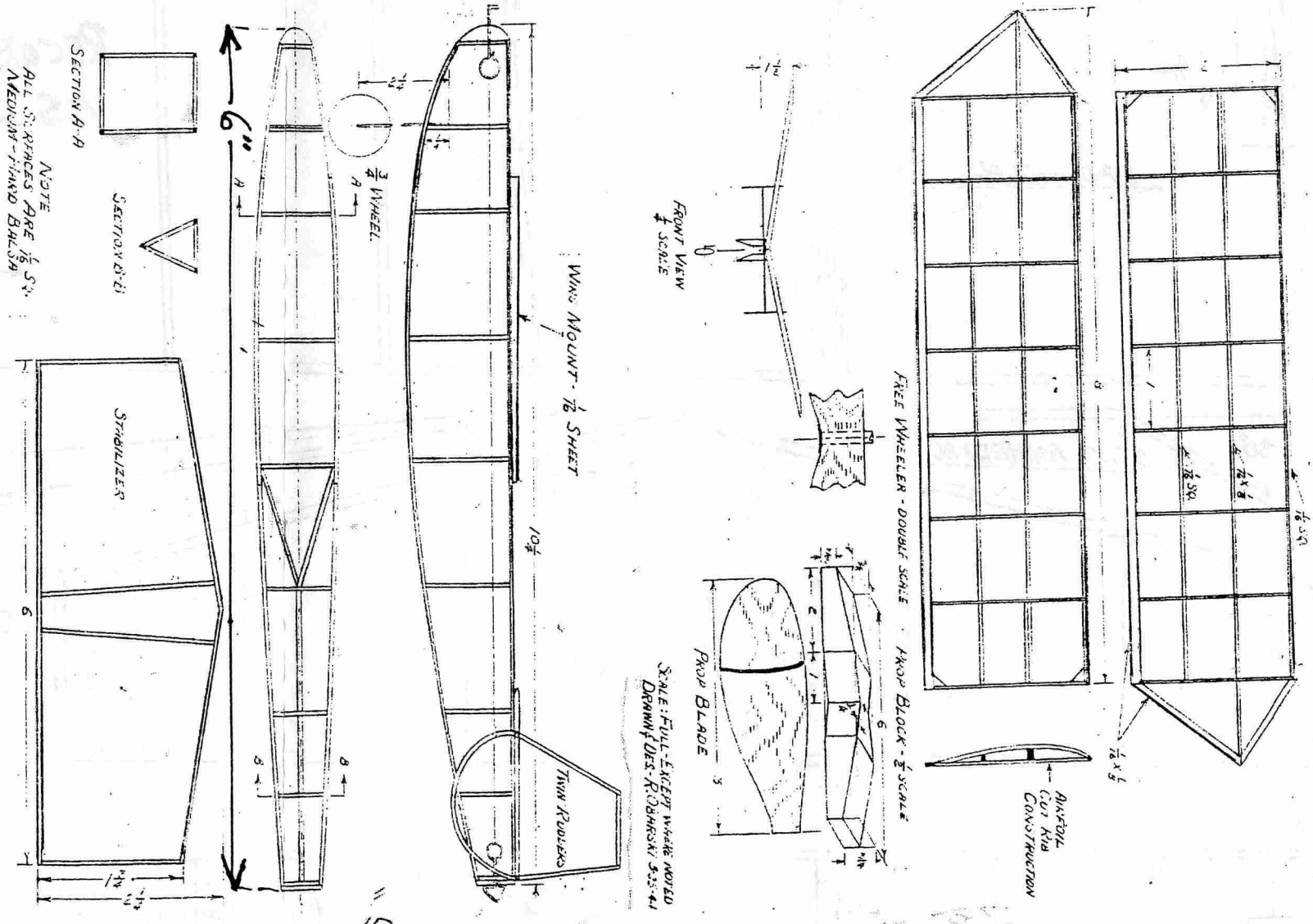


"Flight" Copyright.

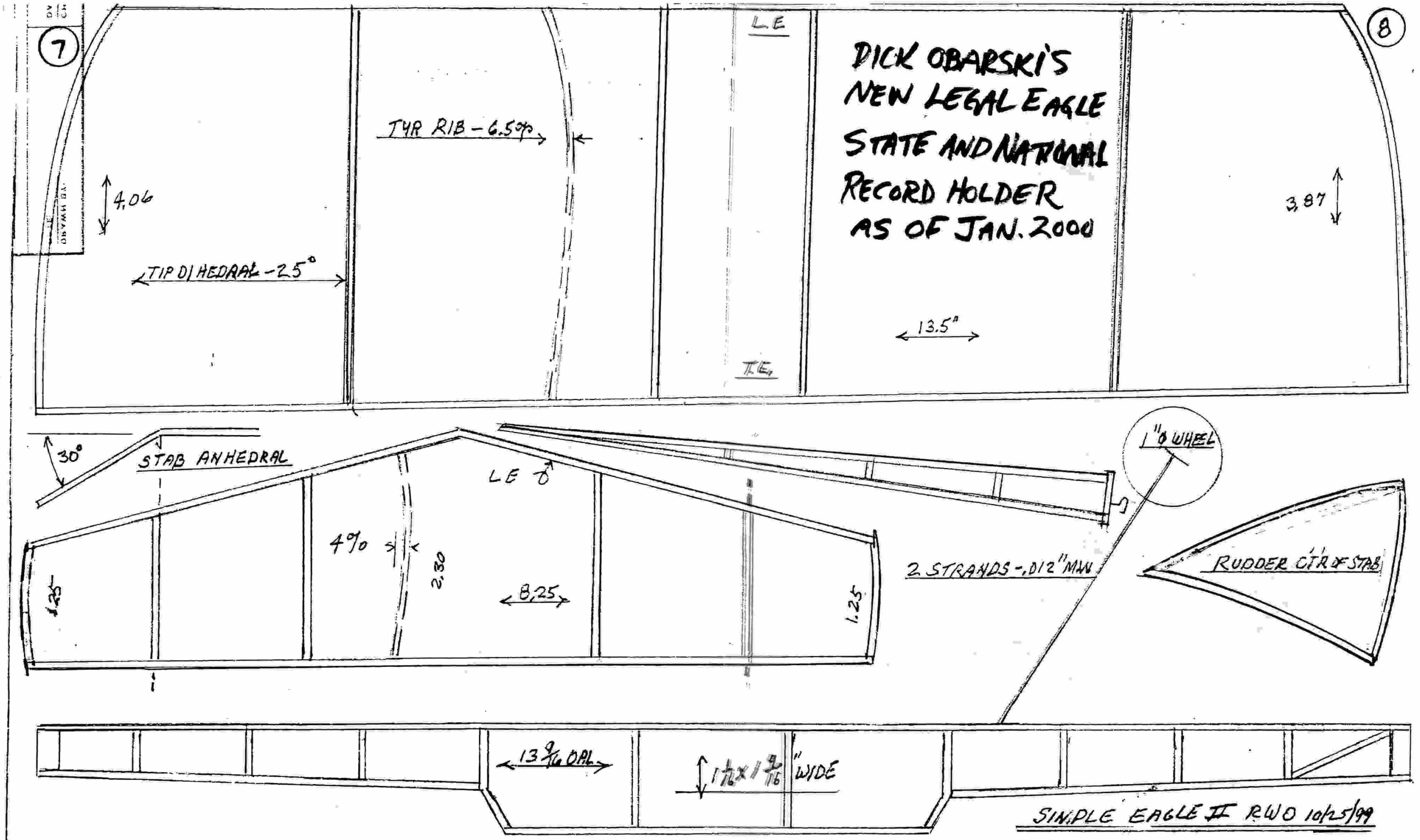
WING SECTIONS.—The above diagrams afford an interesting comparison of the wing sections of aeroplanes exhibited Olympia. They are all drawn to a common scale, but have been set at an arbitrary angle of incidence, which does n necessarily represent that of the aeroplane in actual flight.

SOME SCALE AIRFOILS FROM 1910

'SNUFFY' MODEL OF A MODEL FROM AIR TRAILS, CAT II PISTACHIO RECORD BY DICK OBARSKI

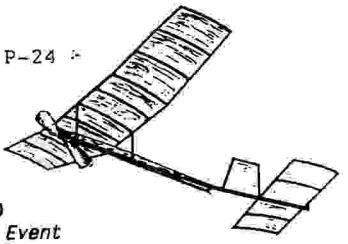


BEST 2 FLIGHTS 2:38, 2:26 SET AT US COAST GUARD HANGAR, ST PETE 4/99.


7
8
L.E
T.E.
DICK OBARSKI'S
NEW LEGAL EAGLE
STATE AND NATIONAL
RECORD HOLDER
AS OF JAN. 2000
TYR RIB - 6.5%
4.06
TIP DIHEDRAL - 2.5°
3.87
13.5"
30°
STAB ANHEDRAL
LE
4%
2.30
8.25
1.25
1.25
1" Ø WHEEL
2 STRANDS - .012" MW
RUDDER CTR OF STAB
13 9/16 OAL
1 1/16 x 1 9/16 " WIDE
SIMPLE EAGLE II RWO 10/25/99

(9)

ANOTHER YOUTH PROGRAM-
THIS ONE HAS REAL MERIT



SCIENCE OLYMPIAD

Propeller Propulsion Event

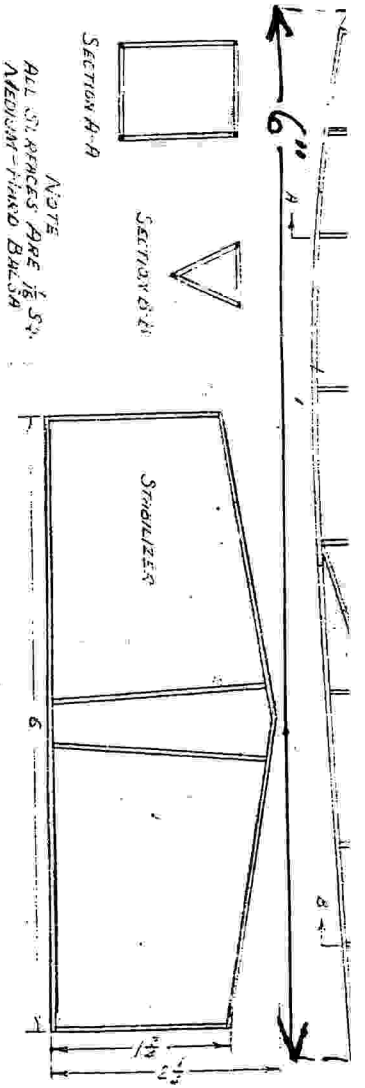
The Science Olympiad began as the brainchild of Gerald Tutz, Ed.Phd. The activity is devoted to the improvement of the quality of Science Education and increasing student interest by fostering creative problem solving. Dr. Tutz realized that our country needs scientists, engineers and physicists and with the Science Olympiad activity he hoped to spark interest among our secondary school students. This competition is sanctioned by the National Association of Science Educators and in Ohio, is sponsored by the Ohio State University. Further information is available at the following site:

http://www.macomb.k12.mi.us/science/olympiad.htm

Students are organized by their respective science teachers and represent their schools. This is an extracurricular team competition. Initially there is an invitational meet where the students test there projects and the best performers on each team are chosen to compete in a regional contest. The best teams from each regional activity then compete in the state competition. Winning teams from the state competition then may compete in a National Science Olympiad. The events include Propeller Propulsion, Naked Egg Drop, Battery Buggy, Mystery Architecture, Bottle Rockets and other science related activities totaling twenty three separate categories. Every event deals with practical problem solving and the students are encouraged to be creative and to seek help from experts. This is the area that CFFS members played a role this last school year.

The following suggestions are based on observation and personal experience with *Propeller Propulsion* type models.

1. Keep in mind that this is a kid's event and guide them in the building and test flying process.
2. Study the rules (they can change from year to year) and choose a model that will be as close to the minimum weight as possible .(1999 rules= 10 grams without motor)
3. Use the maximum wingspan of 60 cm. (23½") Make the wing mount movable to simplify trimming the model.
4. Trim the required plastic prop to 17 cm (6½") and shave it to weigh about 2½ grams.
5. Use the lightest tissue available. *Gampi* is good and can be pre shrunk on a frame. If you want color for artistic reasons, then dye the tissue on the frame as part of the shrinking process. Be careful doing this. It is wise to drill draining holes in the frame to keep the tissue from tearing when removing it from the dye.
6. Make sure the prop bearing is secure.
7. Experiment with different batches of rubber. The 30 cm loop of rubber cannot weigh more than three grams. The width will fall somewhere between 3/32 and 1/8" probably around .1080.
8. Find a suitable test flying site. Seek out the school gym. Usually the school science teacher can take care of this.



The plan of the P-24 appeared in the May 85 *Model Builder*. A modified version of this airplane placed third in the OHIO STATE Science Olympiad *Propeller Propulsion* event. Check with the indoor specialists for similar designs. Don Slusarczyk designed a model that was built and flown by Ben Clouser, (Doc Hacker's prodigy) and this airplane placed first at OHIO STATE.

I hope this information is helpful. Enjoy the activity. Its great to work with the kids.

PROPELLER PROPULSION

10

DESCRIPTION: Participants will construct and test up to two rubber (band) motor-powered. propeller-driven airplanes in advance of the tournament. The flight time of each airplane will be measured and recorded. The team with the highest score as describe below will win. The event should occur inside and the room dimensions (approximate length, width and ceiling height) should be made available to teams in advance of the competition.

NUMBER OF PARTICIPANTS: 1 or 2 APPROXIMATE TIME: 10 minutes

CONSTRUCTION SPECIFICATIONS: A rubber motor-powered, propeller-driven airplane may be constructed from **published plan(s),** commercial kit and/or a student's design as long as the following specifications are satisfied:

1. total mass **of airplane without rubber motor to be** 10 grams **or more; rubber motors will be massed separately and may not have a mass of more than 3 grams**
2. **maximum** wing span **of 60 cm,**
3. use **a single** two blade **commercially molded (one piece)** plastic propeller **with a maximum diameter of 17 cm** (longer propellers may be trimmed to meet this specification. Trimming is also permitted to balance and/or reduce the weight of propeller.)
4. powered by a single loop rubber motor **(which may include one knot)** with a relaxed length ≤ **30 cm** (as measured when rubber motor is hung vertically from a small diameter nail or hook--**if loop has a knot, it should be placed on nail or hook for measurement)**
5. constructed only from wood, paper, glue and clay used for trimming/ballast except for propeller bearing, landing gear system, rubber motor attachment points, **rubber bands to attach wing assemblies to fuselage** tape used to attach control surfaces.
6. the team name must be displayed on the airplane so that it can be easily identified. Airplanes may be decorated with ink (such as from felt markers).

COMPETITION:

1. The airplanes will be impounded until **completion of the tournament.** Prior to impounding, a one (1) hour period will be made available to the participants to trim and inspect their planes for compliance with specifications. **Multiple airplanes may test fly at once. Inspection station(s) will be made available to students during this period for checking their planes. It is recommended that the station(s) be staffed by official(s) to assist students.** The participant may also impound an envelope with the airplane that contains spare propellers and rubber motors (that **meet specifications**) for use during the competition. The envelope must have the team name on it. The participant may bring and use a lubricant on the rubber motor if desired. The use of any type of winder is recommended. However, electricity may not be available at some sites. **For easier handling of fully wound motors, rubber o-rings may be placed on the rubber motor prior to winding and used to attach the motor to the airplane and propeller drive shaft. The mass of the o-rings will be included in the total mass of the motor but will not be included in the length measurement.** No launching devices are permitted other than the participants arms & hands.
2. The flight area will be designated by the event supervisor and all flights must initiate from any location within this area.
3. **Teams will be given approximately 7 minutes to prepare for official flights in the holding area: 3 mins. final flight trim, 1 min. for final inspection an 3 mins. to wind motors followed immediately by 5 minutes to launch up to a maximum of two flights.** The event supervisor will measure and record the time aloft in seconds (rounded off to nearest tenths second) for each flight.
4. Timing will stop when the airplane is no longer aloft, i.e. hitting the floor, resting in/on a rafter, on a bleacher, etc. Ricocheting off a wall or obstacles does not stop timing. Sliding or bouncing along the floor is not aloft. Participants will be permitted to make adjustments to the airplane, however, time for such adjustments will be part of the five minute flight period. **Any flight begun within the five minute period will be permitted to complete its flight, even if the flight extends beyond the five minute period.** Flights having the longest time aloft will be used for the score.
5. Event Directors are urged to minimize the effects of environmental factors such as air currents due to open door(s), fans, etc.

SCORING: The winner is the team with the best time aloft for either flight measured to the nearest tenth of a second. Ties will be broken by the best average time aloft for the two flights.

THIS EVENT IS SPONSORED BY MIDWEST PRODUCTS CO.

(11)

A Formula for Foam?

Dave Ridgeway offers a simple indoor foam flier FROM UK'S AEROMODELER

I was looking for a simple model formula to stimulate interest in our small indoor club. It had to be as simple as possible, both in terms of rules and construction, as I wished to encourage newcomers to give it a try. At the same time I did not wish to create a formula that would necessarily end up with too stereotyped designs, or deter the 'experts' from having a go. Therefore I have left the wing span free, as is rubber quantity.

I chose 'wallpaper' foam as it is very easy to work, very cheap and resilient to damage when flown in small halls. I also feel that it will encourage people to attempt to design their own models and will also be a step towards the existing indoor classes. So here it is:

Formula F(foam) 200

- All flying surfaces to be made from a single piece of 'wallpaper' insulation foam of size 20 x 10 cm, i.e. wing, tailplane (if applicable) and fin(s) all to be produced from this single piece of foam.
- Maximum overall length to be 20 cm (excluding prop assembly).
- Maximum distance between motor hook is 10 cm.
- Maximum propeller diameter is 15 cm.
- There is no restriction on wing span or rubber quantity.

PROPS FOR INDOORS

The following method of making 'plastic' prop blades for small rubber models is so quick and easy, and results in a highly efficient prop - unlike balsa blades, these are almost unbreakable. The method will also lend itself to making many other small items for scale models.

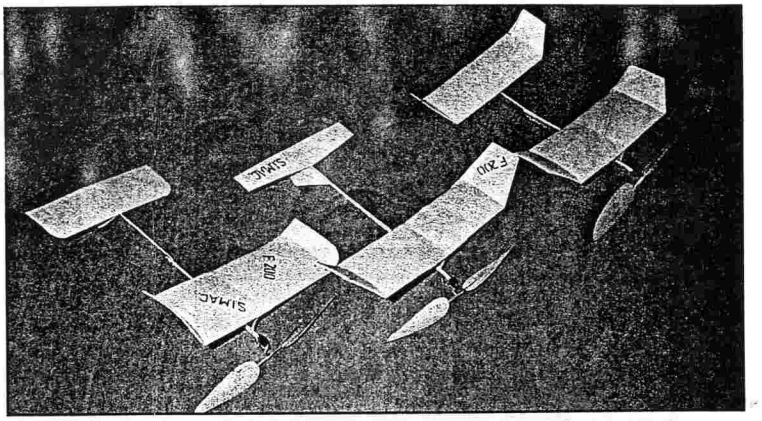
Blue or white foam can be used. I use several thin layers ('wallpaper' foam can also be used). Cut some small sheets of foam - either 'hot wire' or sawn. As a start, I suggest a couple of approximately 2 mm layers, then experiment until the required strength has been obtained.

You will need a suitable glass jar - approximately 3" in diameter is about right for small indoor models. You will also require some non-stick type paper - I use the backing sheets from self-adhesive labels but silicone type kitchen paper will probably work as well. Make certain that the non-stick side is to the foam!

Now set a film covering iron to 'hot' - I use a Solarfilm iron. Sandwich the foam layers between non-stick paper and glass jar then melt down using a to and fro action, keeping at it until the foam is completely flattened. Using a Solarfilm iron you won't harm it! Allow to cool for a few seconds and remove the formed plastic material from the jar.

Now, using a template, mark off blades at the required angle (10 - 20 degrees normally) and cut out with scissors. Simple, isn't it! Don't worry if the blade surface is slightly uneven - just place the blade back on the jar at the correct angle and heat up again as before using a smoothing action with the iron. Blade twist can be adjusted in this way too.

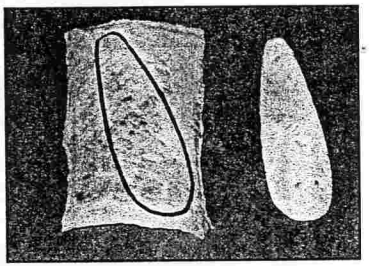
Use an adhesive like R/C Modellers' Glue to fix the blades to the prop spars in the usual way. I believe that, once you've made a prop by this system, you will be converted! Experiment with the technique - for example, a useful plastic sheet can be produced using a flat sheet of glass or metal, and it's a great way of producing small scale details like blisters, air intakes, etc. Have a go!



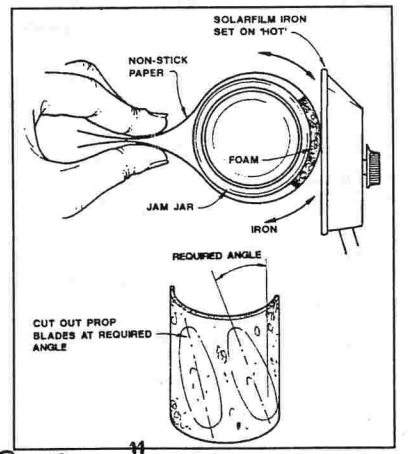
Author's fleet of Formula F200 indoor models.

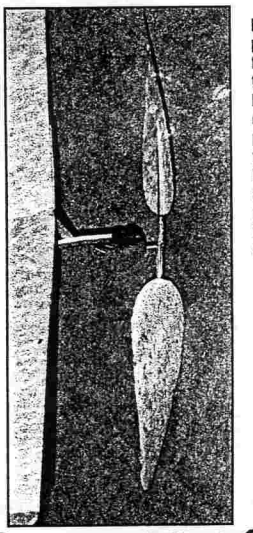


Foam trapped between non-stick paper and glass jar prior to ironing.



Finished prop material and a prop blade after cutting out.

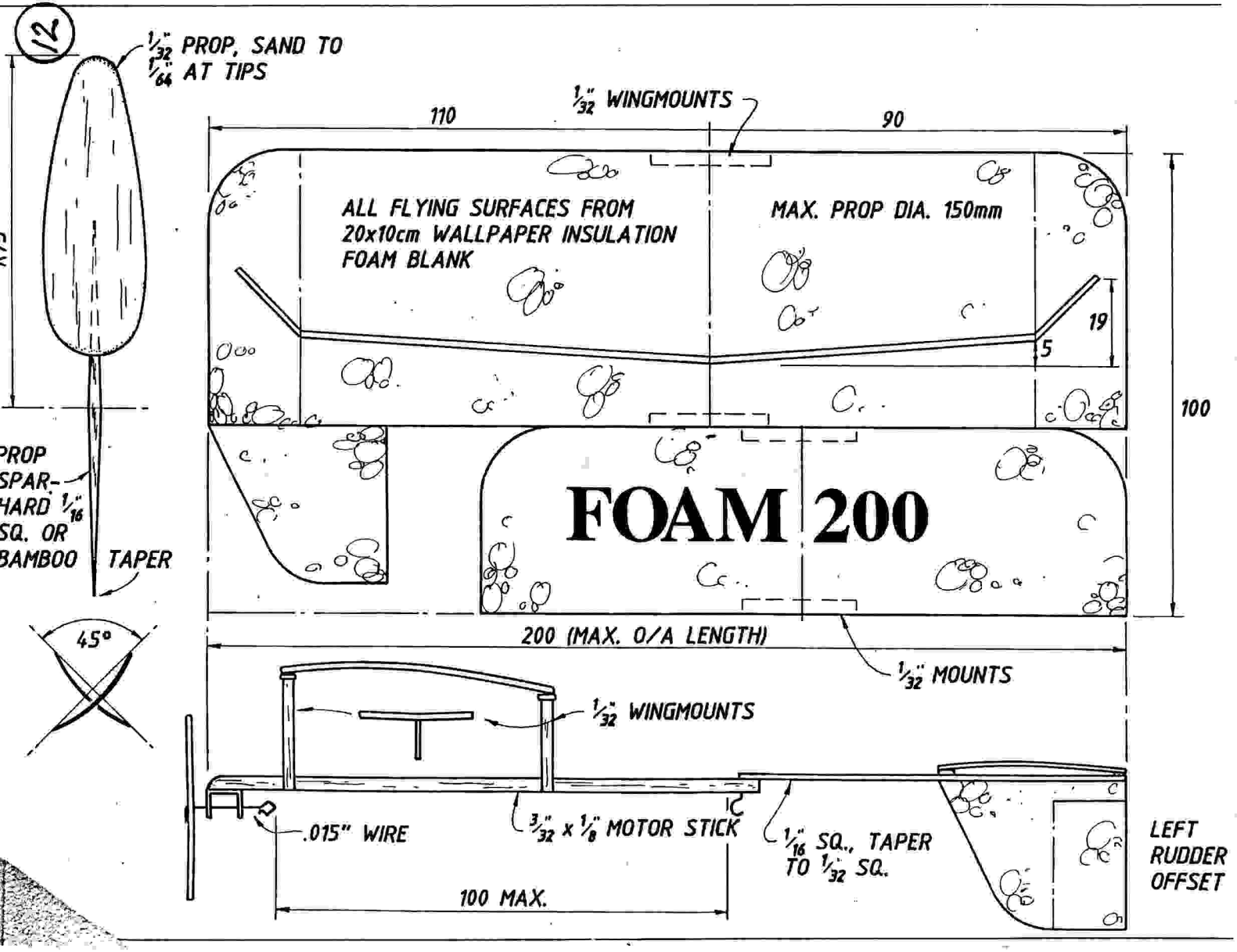


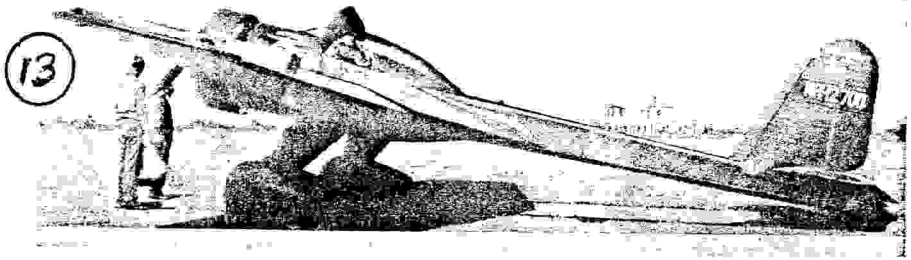


Finished prop from four layers of 'wallpaper' foam. Light and resilient to damage.

11

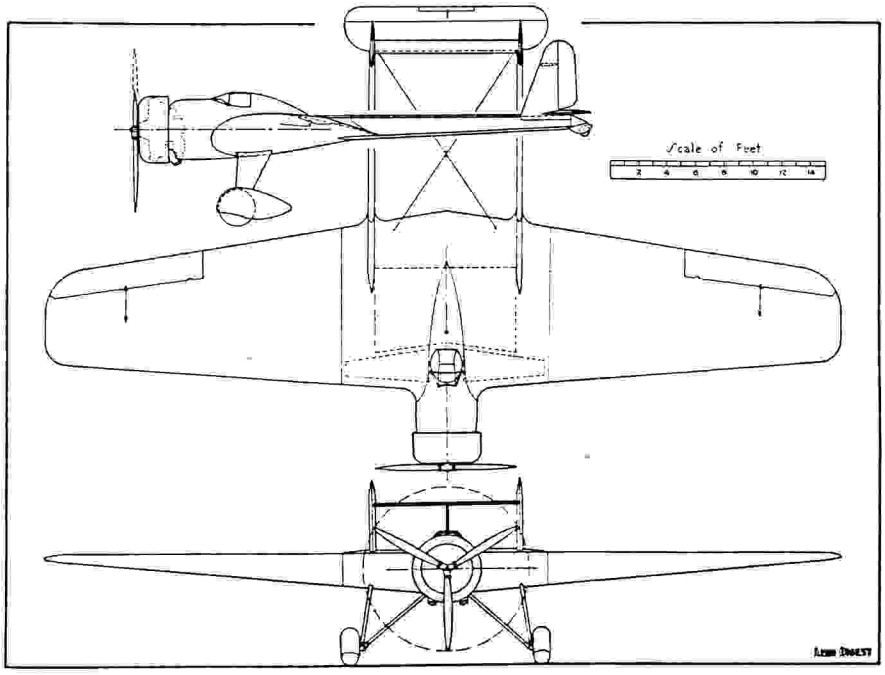
*WHAT IS "WALLPAPER FOAM" + WHERE DO I GET IT? - DOC


12
1/32" PROP, SAND TO 1/64" AT TIPS
PROP SPAR- HARD 1/16" SQ. OR BAMBOO
TAPER
45°
1/32" WINGMOUNTS
110
90
ALL FLYING SURFACES FROM 20x10cm WALLPAPER INSULATION FOAM BLANK
MAX. PROP DIA. 150mm
19
5
100
FOAM 200
200 (MAX. O/A LENGTH)
1/32" MOUNTS
1/32" WINGMOUNTS
.015" WIRE
3/32" x 1/8" MOTOR STICK
1/16" SQ., TAPER TO 1/32" SQ.
100 MAX.
LEFT RUDDER OFFSET



VANCE "FLYING WING"

SCIENTIFIC HAD A 50¢ KIT OF THE VANCE. I BUILT IT & FOUND IT TOUGH TO TRIM. PUT IN PLENTY OF DIHEDRAL. A BENDIX ENTRY - #61 THANKS TO BILL HANNAN FOR THIS DATA.



Scale outline drawings of the Vance cargo monoplane with 660 h.p. P. & W. engine

Specifications

Wing span	55 feet
Wing chord (at center line)	12 feet
Wing chord (at tip)	6 feet
Length overall	30 feet
Normal pay load	2,000 pounds
Gross weight, fully loaded	12,000 pounds
Engine, Pratt & Whitney Wasp	660 h.p.
High speed at sea level	185 miles per hour
Cruising speed at sea level	165 miles per hr.
Rate of climb, loaded	400 ft. per minute
Absolute ceiling, fully loaded	12,900 feet
Fuel capacity	1200 gallons
Flying range	7,200 miles

COLOR SCHEME - RED OVERALL WITH WHITE LETTERING.

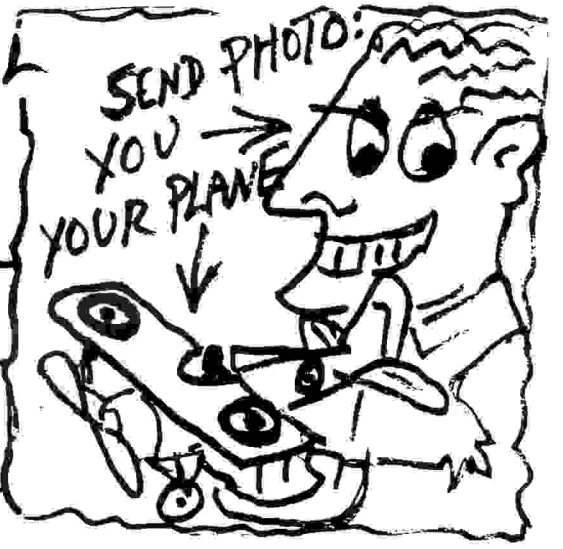
DIED_ Charter MIAMA member Bill Hiscock of West Chester, PA. on Jan 2 of a stroke Formerly a charter boat Captain out of Ft. Lauderdale, a life long friend, ardent modeler, editor of SOTS news= letter (Scale Old Timers Society).
Marie Hiscock 975 Sunset Hollow Dr. Westchester 19380 PA

ENTER 16TH MIAMA POSTAL PISTACHIO INTER-GNATS

FAME..AWARDS..YOUR NAME IN LIGHTS .. YOUR PHOTO IN HANGAR PILOT. ALL THIS WITH NO ENTRY FEE.

FROM NOW UNTIL MAY 31, 2000

1. Send in photo.
2. Best time, indoors.
3. Weight, less rubber
4. Three divisions: I, Scale
2. Model of a model (Of any fuselage outdoor free flight gas or rubber.)
3. RIDOTTO..Smallest span to fly 30 sec Send span in mm. Send results to MIAMA 2180 Tigertail Ave. Miami, FL 33133



REQUEST-OTHER CLUBS + NEWSLETTER'S PLEASE COPY ABOVE ANNOUNCEMENT.

IS THERE A RED X HERE?

THIS IS YOUR LAST ISSUE



Time to Re-Up all you Hangar Pilots and when you do- Please be sure to include a note or some plans or 3-views. Let us know what you've been up to.

One Year..$.12,50
Two Yrs...$24.00
Canada...:$14.00
Overseas $15.50 Send to Dr. John B. Martin 2180 Tigertail Ave. Miami,Fl, 33133 USA

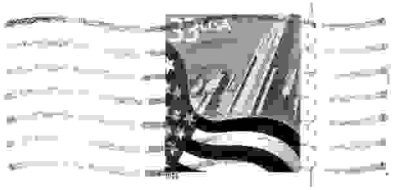
Dear Doc: Here's what Hangar Pilot has meant to me:

WHAT'S ON IN FREE FLIGHT? 2000

305-858-6363
FAC MASS LAUNCH
LOW WINGERS

FEB 19,20 TAMPA ARMORY MIAMA INDOOR MEET #5
MARCH 4,5 PALM BAY SPRING OPENER
MARCH 25,26 TAMPA ARMORY MIAMA MEET #6 FAC MASS LAUNCH B1-PLANES
APRIL 22,23 (NOT CONFIRMED) ST. PETE MIAMA MEET 7 AND AWARDS LUNCH ON SAT. FAC MASS LAUNCH - GOLDEN AGE
MAY 6,7 PALM BAY SAM 46 + FLYING ACES SUMMER SERIES #1
MAY 27,28 PALM BAY - RIMERT RALLY + FLYING ACES SERIES #2
MAY 31 — JUNE 4 THE BIGGIE - JOHNSON CITY INDOOR NATS
JULY 8,9 - PALM BAY - FLORIDA STATE MEET + FAC SERIES #3
* AUG 12,13 PALM BAY - DIXIE NATS + FAC SUMMER SERIES #4
SEPT. 9,10 PALM BAY - DIST. II CHAMPS + FAC SUMMER SER #5
JULY 20,-23 - GENESEO N.Y. FLYING ACES NATS





THE HANGAR PILOT

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

Mike Conkling
21806 S. Broadacres
PrettyPrarie, KS
67570