THE HANGAR PILOT

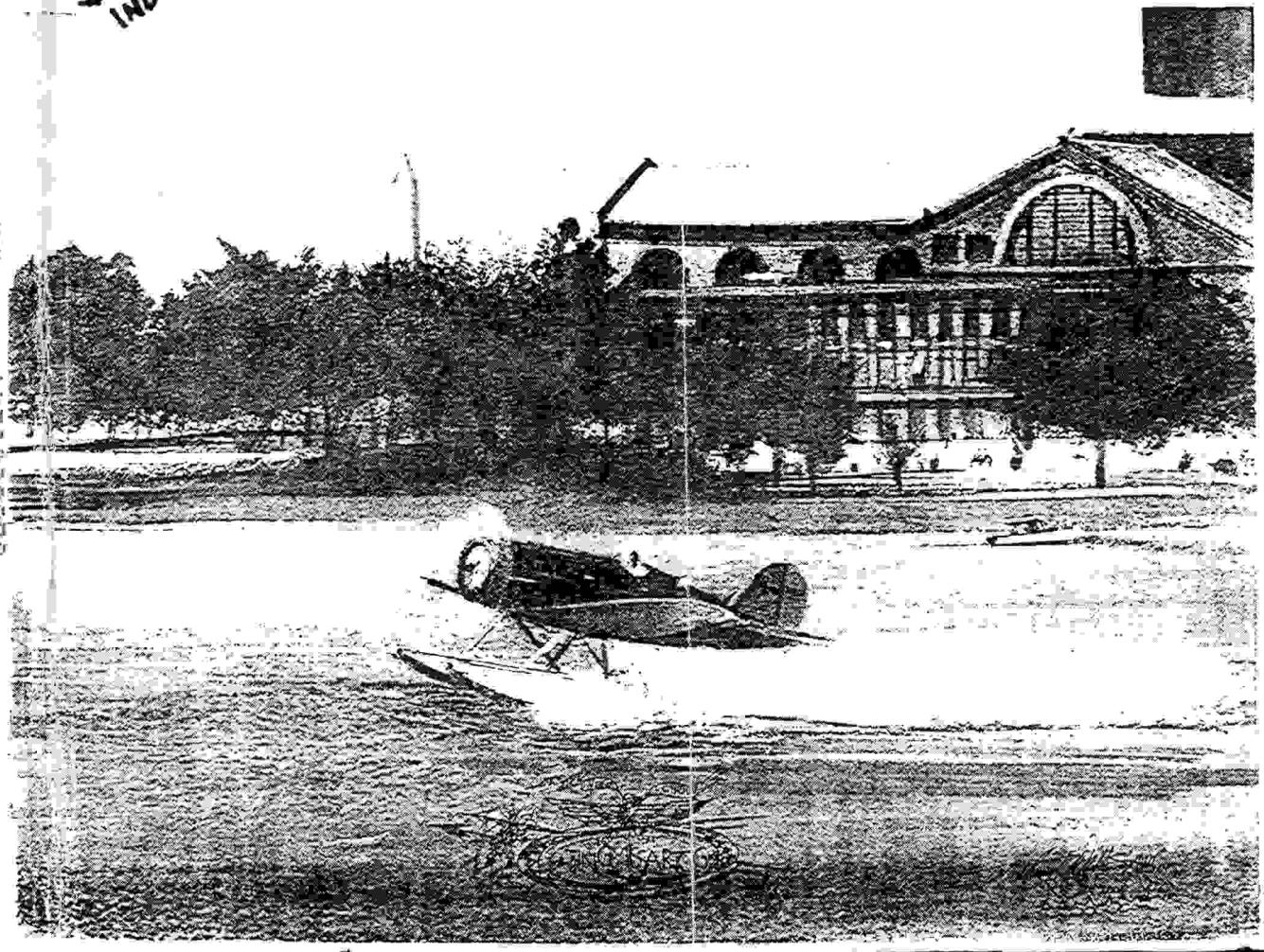
MIAMI INDOOR AIRCRAFT MODEL ASSOCIATION

MIAMA

ISSUE 215

30TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

MIAMA MEET 1
NOT AT MACDILL AFB
WILL BE FLORIDA STATE FAIR
SEPT. 29, 30 SEE BACK PAGE





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.

3621

ON THE COVER

Col. & Mrs. Lindberg taking off from the Naval Air Station at Anacostia in their Lockheed Sirius en route to China.

This original watercolor(#4599) was interpreted from a black & white photo. reproduced in the US Navy Book "Horizons Unlimited" by Paul Johnston, 1941. The painting by Millard Wells, AWS is for the express purpose of an

award to the winner of the rubber band powered ROW meet held in 2001 at McDill AFB. August 18-19, 2001.

THE COPYRIGHT OF THIS PAINTING IS THE PROPERTY OF THE ARTIST AND IS STRICTLY RESERVED.

7/24/01

MILLARDS PAINTING TWICE COVER

MIAMA MEET 1 - SEPT 29,30
FLA. STATE FAIR - MAIN HALL
TAMPA 9-5 SEE BACK PAGE

AUG. 18 2001 - WELLS ROW MEET - MACDILL MARINA (2)

The 13th running of the Millard Wells ROW meet was the first time our artist/modeler wasn't present and the first time it wasn't in Islamorada in the Keys. The community fathers bought old Saloon Lagoon, bulldozed it, and noneof the locals have any idea what's going on. The site is strictly unflyable. Still, Millard provided the wonderful water color painting that has been the famous First Place award all these years. Here's something you pilots may not know: As one of this country's leading water colorists his paintings command big bucks. His aircraft series which he has donated to MIAMA every year are VALUED AT OVER $4,000.00 PER PAINTING. Yes, 4 grand plus, Now, will you build an ROW? The only better deal I ever heard of.. in the 1930's you could win a Cunard Ocean Liner trip and a week in England to participate in the Wakefield. Also MAN had an ESSAY CONTEST that flew the winner to Hollywood to meet Clark Gable, Myrna Loy, and Spencer Tracey who were filming Test Pilot, but that was another era. Today's kids don't know what an essay is.

Quotes from the meet; VTO quoted Woody Allen's statement "sometimes the toughest part of doing well is just showing up". When Dave launched his Snoopy coconut Faulke and then foundered in an off shore fish hole we were unaware that VTO was in distress. As Ric Choate observed["At a certain distance, even a drowning man looks like he's having fun." Doc was out there flying his peanut Ford 2-AT, and FAC Falke. Peanut is not a popular ROW subject. They both took off, which in this event is a big deal, but failed to climb in the early morning mist and schlepped around about 3 feet off the water for low flight times. MacEntee showed about nine when the breeze had picked up. At about 2/3 turns, his Coconut Beaver lifted off cleanly and did 38.6 for the winning flight. The SE breeze carried it out in Tampa Bay. With no retrieval boat Mac had written it off., but Ric Choate rented a fishing skif and brought it back undamaged.

SOME ROW STUFF WE'VE LEARNED. The first thing is.. it isn't easy. Weather is critical. Too calm is almost as bad as too windy. 5 to 10 mph is ideal. Flat bottom floats..NO. "Rocking chair" bottom..YES. Float step at, or just in front of CG; rear of float slopes up 10% after step. Neutral or slight up thrust. No down thrust. 1/3 more rudder area. 50% (or more) more power than ROG. Nose of float should droop down slightly. Never mount the floatswith the nose of the floats nearer the fuselage than the rear, ALTHO CALLED FOR IN SOME PLANS. This also makes a longer prop possible. With above set up, tail tends to drop into water after landing so be sure to make stab and rear of fuselage well water proofed.

③ LARRY LOUCKA REPORTS ON W. BADEN 9/17/01

ANYONE ELSE AT WEST BADEN? SEND US YOUR REPORT!

Went to WEST BADEN LAST WEEK END. Its Beautiful! About 30 fliers showed up and the FID models were the most popular! (Everyone was trimming for the Labor Day Weekend Team Finale at the Akron Air Dock.) At 12:30 on Sunday the floor was cleared so Dave Aronstein could fly his ANT-25 (DAVE'S HUGE COCONUT SCALE RUSSIAN LONG DISTANCE SCALE) when it touched down, there was a huge round of applause! It was the hit of the day!

It looked like the modelers made a favorable impression on the building people, so it looks like we'll be going back. The atrium is now air conditioned but it can be turned off, and the air is about as good as it ever was.

Air powered toys - Now Estes, (the rocket and Cox engine people) have joined the compressed air powered airplane market. A blurb from their web site is copied below. While it looks very similar to the AirHog, the Estes Jolly Roger is reported to have superior performance characteristics including a larger tank, more efficient prop, and better aerodynamic design. Look for it at Walmart for around $20.



Super Shots™ Jolly Roger™ EST1855 Air Powered and Designed to Fly! There are plenty of great features in the Jolly Roger™ making it one of the best performing air-powered planes around! It has a highly efficient, 100 square inch (654 sq. cm) upswept wing that produces large amounts of lift, bigger tail surfaces for greater stability, a larger air motor and air tank for greater power and longer flights, and a large diameter, super efficient propeller that pulls your Jolly Roger™ around the sky with authority. This plane is designed to fly! Easy to Use! The Jolly Roger™ comes complete with all you need to fly. Simply assemble the plane - no glue required... fill with air - no need for batteries or messy fuel... flip the propeller and toss into the wild blue yonder! Pumping in the air is simple too! The included air pump has a built in pressure relief valve that fills the plane with the exact amount of air every time...no gauges to read or strokes to count! So simple you'll be flying in no time! For ages 8 and up. Specifications: Length: 18 in. (45.7 cm) Wingspan: 23 in. (58.4 cm) © 1999 Centuri Corp. All rights reserved.

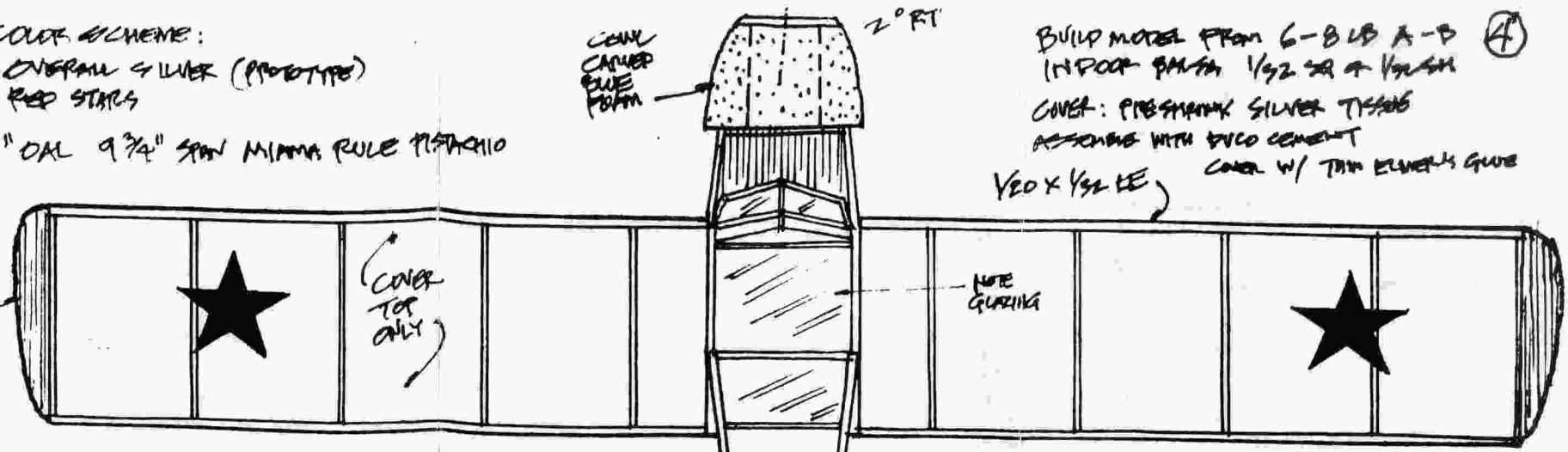
BOING HAWKS

FROM DEFUNCT AEROMODELLER

(11)

COLOR SCHEME:
OVERALL SILVER (PROTOTYPE)
RED STARS

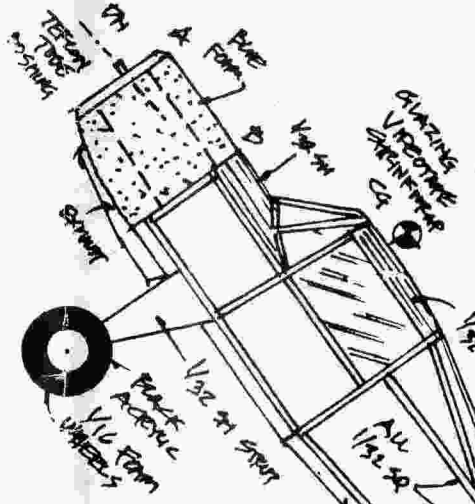
6" DIA 9 3/4" SPAN MIAMA RULE PISTACHIO

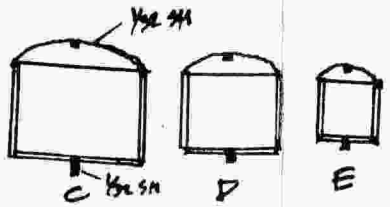


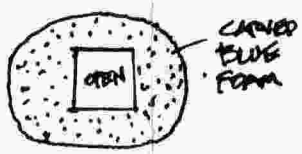
BUILD MODEL FROM 6-8 LB A-D INDOOR BALSA 1/32 SQ & 1/32 SH
COVER: PRESHRUNK SILVER TISSUE
ASSEMBLE WITH DUCO CEMENT
COVER W/ THIN ELMER'S GLUE

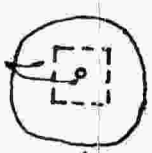
(4)

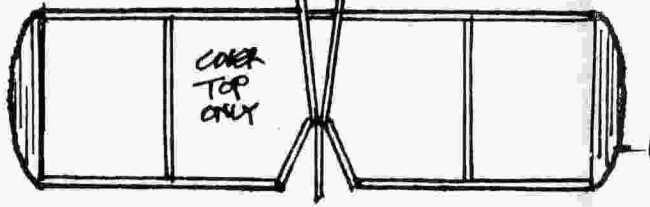
1/20 X 1/32 LE



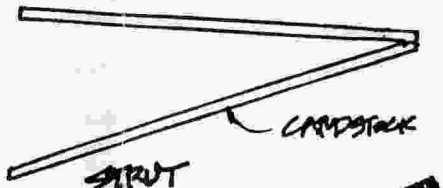






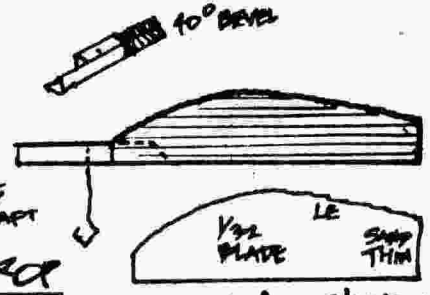


STAB



STRUT

POWER: .032 TAN II



NO SCALE DOCS AVAIL — BASED ON 1974 BUZZER KIT PLANS!

HANGAR PILOT PLAN

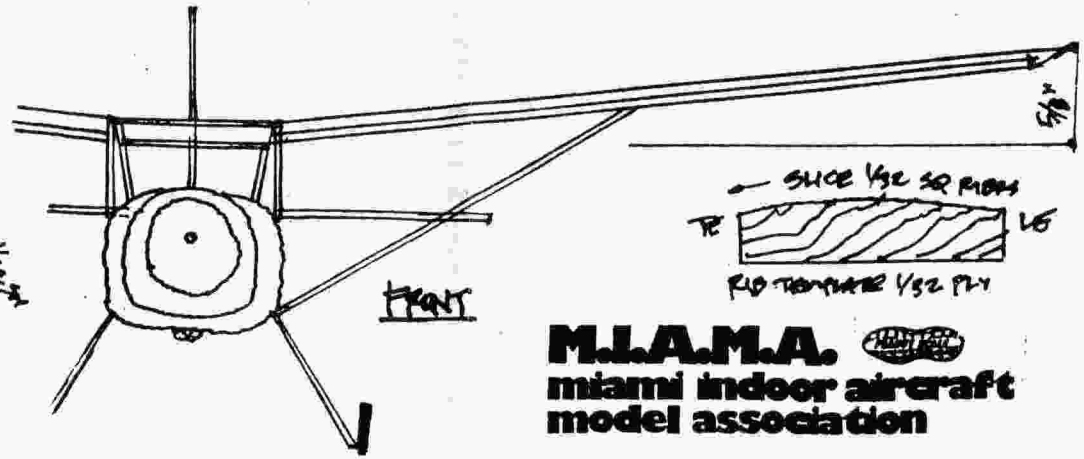
Pistachio

Yak 12R

Dave VTO Linstrum

FOUR SIZE PLAN

5/1001 VTO



M.I.A.M.A.
miami indoor aircraft model association

(5) AN OBARSKI TRIBUTE FROM CROSSWINDS

CROSSWINDS # 98 3
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

Deja Vu

"SNUFFY"- A WAR BABY FOR OLD TIMER TWO BIT COMPETITION.

A GOOD FREE FLIGHT QUARTERLY SEND $12.00 TO RUSS

Dick Obarski's SNUFFY was a mid-WW II solution to model materials war time shortages by a design for duration at reduced size. The attractive twin fin fuselage model won the July 1943 Akron Beacon Journal contest in an area heavy with model talent. Cleveland Balsa Butchers Club fliers included famous names learning from Chet Lanzo like Elgin, Lamb, Korda, Reich, Plachy, and Mike Dikovitsky, who was away in the South West Pacific offensive. Snuffy flew out-of-sight at Akron, Ohio, and was recovered to fly again. Dick Obarski's talent as a model designer was pre- established and recorded by an attractive tandem prop design and an indoor Comet Robin like cabin duration model shown in the 1937 Model Yearbook by Frank Zaic. Dick also had an arm for hand launch gliders. A drafting board too.

Nearly 60 years later we find Dick Obarski is still flying a half size SNUFFY in Florida indoor contests as a model of a model Pistachio 8" size, where he often wins in competition with 8" Pussy Cats. Dick also is very competitive in indoor duration events including the Leagle Eagle sticks. It is another example " where old age and treachery beats youth and skill".

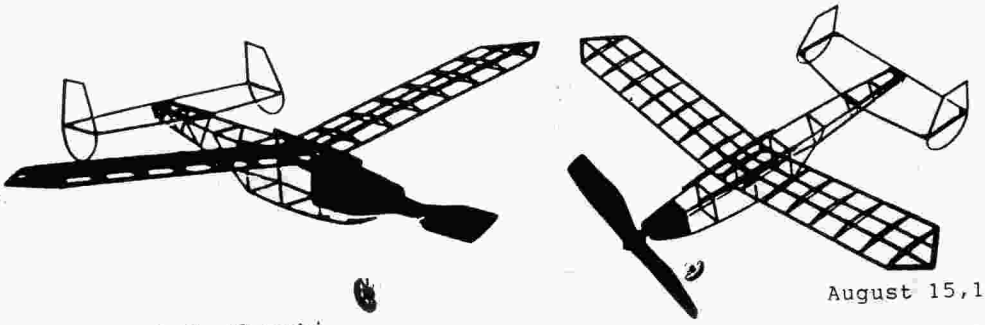
SNUFFY was drawn and described in August, 1943 for an October 1943 AIR TRAILS article, but was passed over for the limited model coverage space in the big magazine. Bad Guy Squadron was in Bill Winter's works again. Hangar Pilot carried the half size plan in 2000, and now CROSSWINDS # 98 of June, 2001 introduces the full size plan and text. Dick covered the 1943 wing and tail with white Jap tissue, and put blue on the fuselage. The text suggests a boilermaker inspired (liquid kind, or just Purdue University passion) orange with purple fuselage and black prop. Dye or pastel artists chalk backing rubbed into white Esaki tissue may help gain the purple pain text colors; or make the white more opaque and visible. Smaller is not easier to see or find, 'Nes Paw?

Mike Zand has just completed a SNUFFY with white wing and horizontal tail (single surface covered tail like original), and an orange fuselage and fins, and pointed wing tips. Mike hung on a wire spoke wheel and added a pop up stab D/T . Mike compliments Dick Obarski's building skills as it took Mike about 10 hours building to two for Dick. The Box to Triangle on fuselage bottom was the biggest challenge.

FAC Old Timer 25 inch wingspan max. or "Two Bit" Old Timer rubber power duration continues as an FAC approved event for 2001, although not listed in the FLYING ACES CLUB Rules for 2001 due to lack of space. FAC rules are for pre Dec. 31 1945 rubber powered models of 25 inch maximum wingspan,and no size changes from original plan. A box of mothballs to stuff in bodies of opponents Flying Aces Moths was donated by Bad Guy Squadron.

CROSSWINDS readers with the dreaded Red X at issue renewal code No. 98 or lower can send $12 or more to Russ Brown at above address. Thank you.

Doc: You have my check uncashed since about Feb. Jim



August 15,1943

"SNUFFY" by R.W. Obarski

Here's a wartime midget that's full of pep, and despite its' size,turns in a real performance. It posesses a number of advantages for a wartime model. The lightness and careful design of the model enable it to withstand flying conditions of a much larger model. Only 2 strands of 3/16in. rubber is required for the motor, which should appeal to all builders whose supply of rubber is down close to rock bottom. "Snuffy" can be flown in a very limited area due to its' size; in fact it can be flown in a small gym quite satisfactorily. The model can be carried in a shoe box with only the wing and propeller dismantled.

"Snuffy" turned in a flight of 2 min. and 48 sec. at the Akron Beacon Journal Air Cadets meet in July of '43. This flight was sufficient to take a trophy for first place in the Class "A" fuselage event. A 15 m.p.h. wind was blowing all day and the model drifted out of sight rapidly. The following day "Snuffy" was recovered and was none the worse for wear. It has a record of 2 firsts and 1 second in 3 contests.

Fuselage

Lets get on with the construction of "Snuffy", which can be accomplished in 2 evenings. Start with the fuselage by soaking the longerons in hot water for a few minutes, and pinning them down to the plan two at a time so both sides of the fuselage will be identical. By soaking the longerons in water before placing on the plan, it is easier to form them and a straight fuselage results. After the longerons have dried, cement the uprights and cross-pieces in place. The triangular cross-section at the rear is obtained by cementing the lower longerons together and sanding generously. Light music wire is used for the rear hook, and it is bent around a sheet balsa plug to facilitate winding. The nose piece is made of a solid block and has an aluminum bushing insert. Cut a "V" shaped notch on the upper face of the nose block to allow a rubber band to fit through it and secure the block to the fuselage. The landing gear is made of light wire and a 3/4 in. celluloid eheel is used. After covering, 1/16 in. sheet balsa tapered runners are cemented to the top of the fuselage for a wing mount.

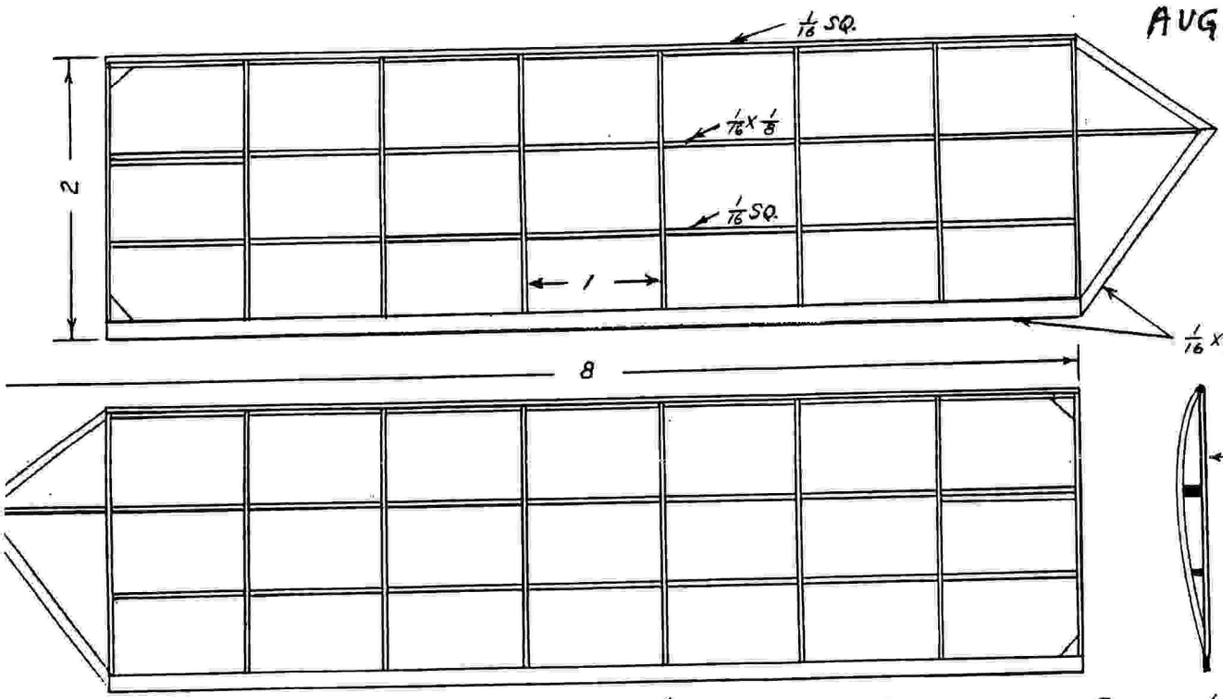
Wing and Empennage

The wing must be carefully constructed since it is light and easily warped. Use cut rib construction which simply consists of slicing off upper airfoil contours from a sheet of 1/32 in. balsa. Make them 1/16 in. deep. Pin the leading and trailing edge to the plan and cement the upper airfoil ribs in place. Pick the wing up after it has dried and turn it over. Then cement the spar and bottom airfoil ribs in place. Since there is no curve to the bottom of the airfoil, a number of strips of 1/16 X 1/32 in. pieces can be used to form the lower contour of the airfoil. The tips (1/8 X 1/16 in. balsa) are then cemented in place. The stabilizer is made from hard 1/16 in. sq. balsa, slightly rounded. The curved portion of the rudders can be formed by soaking the 1/16 in. sq. balsa in hot water and crimping it to shape with your finger nail, or drawing it around a template of the curved portion.

SAM OLD TIME STICK, FAC OLD TIME RUBBER OR TWO BIT DURATION

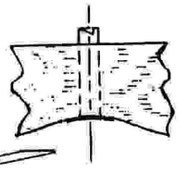
AUG. 1943

(B)

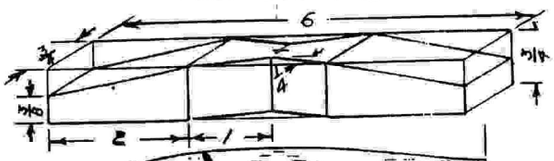


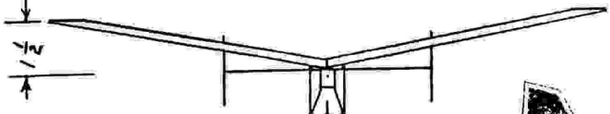
AIRFOIL
CUT RIB
CONSTRUCTION

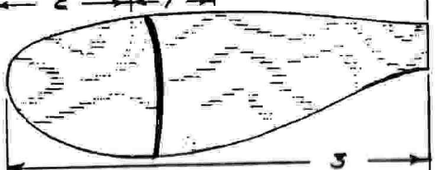
FREE WHEELER - DOUBLE SCALE



PROP BLOCK - 1/2 SCALE

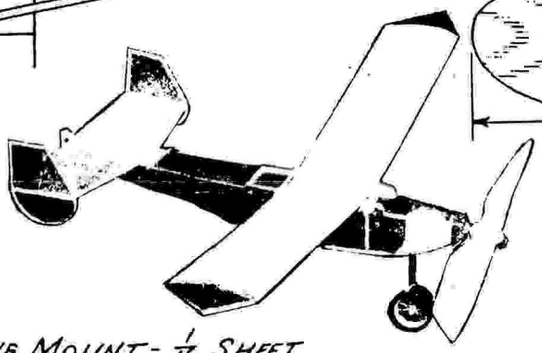






PROP BLADE

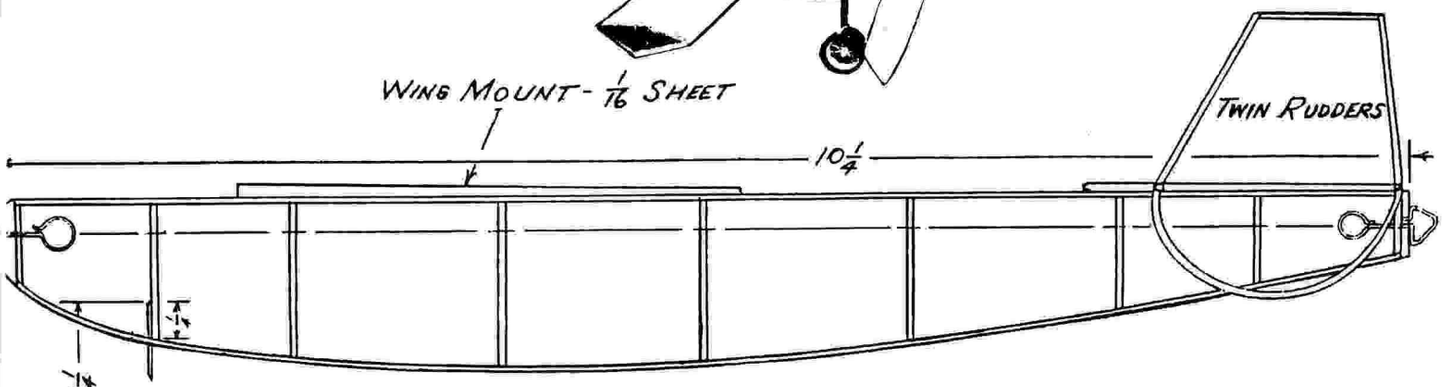
FRONT VIEW
1/4 SCALE

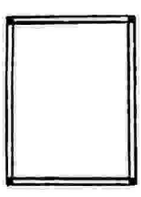


SCALE: FULL - EXCEPT WHERE NOTED
DRAWN & DES: R. OBARSKI 3-25-44

WING MOUNT - 1/16 SHEET

TWIN RUDDERS

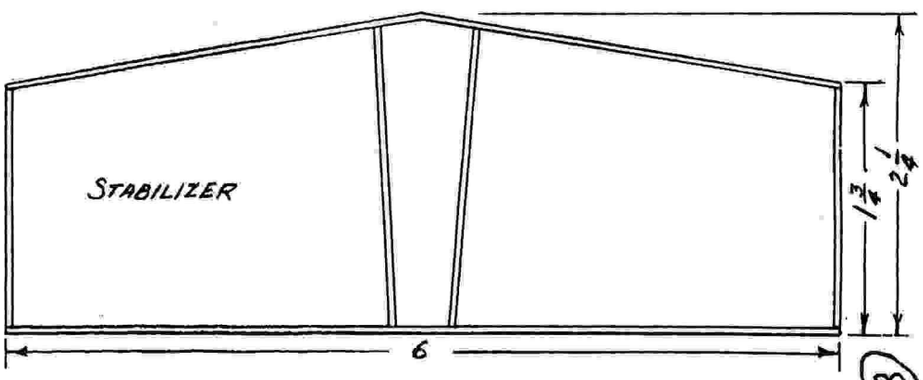




SECTION A-A



SECTION B-B



NOTE
ALL SURFACES ARE 1/16 SQ.
MEDIUM - HARD BALSA
INCLUDING FUSELAGE.
FITTINGS & LANDING GEAR - .025 WIRE

(B)

SCALE.: FULL
DRAWN & DES - R OBARSKI

Propeller

The prop should be carved from a light block of balsa, with the dimensions of which are given on the plans. The concave side of the blades should be completely made first, even down to finish sanding. Shape with a knife and then sand the "cup" in the blades with a piece of sandpaper fastened to a teaspoon. Use progressively finer sandpaper until the blades are very smooth. Repeat this process on the convex side of the blade but use your finger instead of a spoon when sanding. After sanding completely, apply 2 coats of clear dope and 2 coats of black dope to the propeller. The free-wheeling device is made from aluminum tubing with a spiral cut in one end for the bent end of the propeller shaft to ride on. The other end is split and flanged over the hub of the propeller to fasten it securely and to provide a bearing for the 3 washers that are inserted between the propeller and nose block. Use about 1/32 in. downthrust and about 1/32 in. right thrust. This can be modified to suit the individual model by trimming the rear face of the nose block. If you have plenty of time and want better gliging characteristics, make a single or double bladed fold-back propeller.

Covering

"Snuffy" has a purple fuselage, orange wings, and a white tail. The propeller is painted with black dope and the tips of the blades should be covered on both sides with tissue before applying the dope. This strengthens the tips and prevents them from chipping. Sand all surfaces smoothly before covering. Cover with the grain running length-wise in all cases. Spray water on the fuselage and wing to shrink the tissue. Use very little water on the wing because excessive shrinkage will warp it. Do not water spray the tail as it should be covered on one side only and it would warp if sprayed. Apply 3 coats of thin, clear dope to the fuselage, 2 coats on the wing, and 1 on the tail. Cement the stabilizer and twin rudders in place and connect the prop and nose plug to the tail plug with 2 strands of 3/16 in. X 1/30 1n. rubber. Use about 2 in. of slack in the motor.

Gliding and Flying

Adjust the glide by moving the wing on the runners until a smooth glide is obtained. Then try a few hand winds. The model should climb easily on 50 turns. "Snuffy" should climb in steep, tight right hand spirals when fully wound and glide in larger, flat left hand circles. On a warm day with capacity winds, your duplicate of "Snuffy" should have no difficulty in giving you flights of 2 min. and over. Good luck and happy landings.

Bill of Materials

Quantity	Material	Description
8	Balsa Strip	1/16 in. sq. X 18 in.
2	Balsa Strip	1/16 in. X 1/8 in. X 18 in.
1	Balsa Block	Prop Block 6 in. X 3/4 in. X 3/4 in.
1	Balsa Block	Nose Block 1/2 in. X 1 in. X 1/2 in.
1	Balsa Sheey	1/32 in. X 2 in. X 12 in.
1	Music Wire	.020 dia. X 18 in.
3	Brass Washers	Small Type.
1	Tissue	Purple 12 in. X 12 in. Light Grade.
1	Tissue	Orange 24 in. X 12 in. Light Gr.
1	Tissue	White 8 in. X 8 in. Light Gr.
1	Celliloid or Al.	Wheel 3/4 in. dia.
1	Rubber	Motor 3/16 in. X 1/30 in. X 24 in.
1	Aluminum Tubing	1/16 in. O.D. X 1 in.
1 oz.	Clear Dope	
1 oz.	Cement	

2001/2002 INTERNATIONAL INDOOR POSTAL CONTEST

from 1st Oct 2001 to 31st Mar 2002

from Bill Henderson, MAAC Indoor Chairman

SAM 86 (10)

The postal contest we have been holding across Canada for the last six years, no longer achieves its original objective of attracting interest from across the country. I have decided to give it one more try and will accept entries from around the world. To do this I will keep the pure duration events as FAI events and include two scale events that appear to be popular outside N. America.

Thus the events for the 2001/2002 season are:

F1 L (International Easy-B)
F1 M (F1 D Beginner/ International Pennyplane)
Peanut Scale
No-Cal (profile) Scale - (min. wt. 5 grams without rubber motor; built to FAC rules.

I have assumed that most flyers have regular access to spaces with Category I ceilings (less than eight metres) and all times will be factored to that height, even though they may have been flown in higher ceilings. Most of the above classes have rules regarding dimensions, minimum weights and maximum rubber weight. I propose to run the contest on a trust basis and will assume that all flyers will abide by the rules so that I do not create the problem of requiring the flyer to provide me with a certification by a third party that his models comply with the rules.

The contest will start on 1st October 2001 and finish on 31st March 2002. Any flight times from 31st March should be sent to me as soon as possible after that date.

Entries should include the ceiling height, the flight time and, in the case of the scale events the name of the full-size aircraft that the model is scaled down from.

The entries can be sent to me by e-mail or fax or snail mail as follows:

e-mail henderson98eyahoo.com
Fax (416) 481 0016
Regular mail W.Henderson
15 Joicey Blvd.
Toronto, ON, Canada M5M 2S8

I will advise you later as to which web site will be used to publish the results.

SUMMER POSTAL CONTEST

We will have two events/wings for you to enter this flying season. They are Golden Age Civil, no span limit, and Peanut Scale. Enter as many times as you want with as many models as you want. Every time you better a score with a particular model you may send that score in. Times from contests also count.

The contest starts now and ends on October 28, 2001. Entries postmarked after Oct. 30, 2001 will not be accepted. Send all times to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



Floating on the air; Carl test gliding his big model.

BUILD--FLY--WIN....EFF--AAA--CEEE!!

FROM DEFUNCT AEROMODELLER

COLOR SCHEME:
OVERALL SILVER (PROTOTYPE)
RED STARS

6" DIA 9 3/4" SPAN MIAMA RULE PL

NO SCALE DOES
AVAIL — BASED ON
1974 BUZZER KIT PLAN!

HANGAR PILOT PLAN

Pistachio

Yak 12R

Dave VTO Linstrum

FOUR SIZE PLAN

Tbt another view of Carl performing for Joe Ott's camera. On the right is thought to be indoor modeller Dick Obarski who won the Midwestern States Contest some 13 months later with his first power model - the initial Zipper success.

PHOTOS BY JOE OTT CHICAGO PARK CONTEST JUNE 1937 C/D FRANK NEKIMKIN

Since the engine fitted is the 7.36cc Gwin Aero, the model had already flown some 20 times when these photographs were taken. Note aluminium rudder too.

JIM McNEILL
617 SOUTH 20TH AVE.
BIRMINGHAM, AL 35205

(12)

VOTE IN DIST V ELECTION

I am Jim McNeill, your AMA District V Vice President and I am running for reelection. I am in a tough battle against an opponent who is spending thousands and thousands of dollars to unseat me. I am going to continue to campaign for votes right up until the last day they are counted. When you get your ballot I am asking you to vote for me.

Experience has to account for something. I have been on AMA's Board of Directors for 28 of the last 30 years. I have held every elective office in AMA except the presidency.

I had a friend, now deceased, who was reelected in District 4 by a margin of 8 votes. Every vote counts.

↘ QVOTEING AL GORE

Thank you for your consideration,

Jim

Jim McNeill, Dist V VP

- HANGAR PILOT WHOLE-HEARTEDLY ENDORSES JIM McNEILL FOR DIST. V V.P. ONE OF THE LAST FREE FLIGHT V.P.S IN AMA - DOC
- "McNEILL HAS ALWAYS RESPONDED IMMEDIATELY + POSITIVELY WHEN I WAS IGNORED FOR INFORMATION FROM AMA" DICK OBARSKI
- "WE NEED MORE HARD WORKING V.P.S LIKE McNEILL"

HATS OFF TO JIM McNEILL

RAISE 1/8"

← 10" SPAN →

A-6 EVENT
30 IN² MAX. WING AREA
6 IN MAX. PROP DIA.
6 IN MAX. MOTOR STICK
1/16" MIN. STRIP SIZE
1/32 MIN. SHEET SIZE
NO SPECIAL INDOOR MATERIALS
PROP- FLAT SHEET OR UNLIGHTENED PLASTIC
1/32 X 1/16 RIB MIN.
1/32 MIN SHAFT
TISSUE COVERING OR CONDENSER PAPER
RUBBER POWER

The A-6 event has been around for a long time. It is useful for lazy builders who want something to fly, a demo model when trying to obtain a site, an entry in postal meets, or an entry level plane when returning to modeling.

3/4" TIP DIHEDRAL

PROP TOP VIEW

1/32" PROP BLADES

10" WING SPAN

5/8"

BALANCE

3/4" SLIGHT DOWN + LEFT THRUST

5 3/4"

1/8" X 3/16"

OFFSET BOOM ~1/4" FOR LEFT TURN

POWER-12" LOOP OF .040-.050

1/32" SHAFT
1/16" AL TUBE
1/8" HUB

1/64" WIRE FRICTION FIT TO STICK

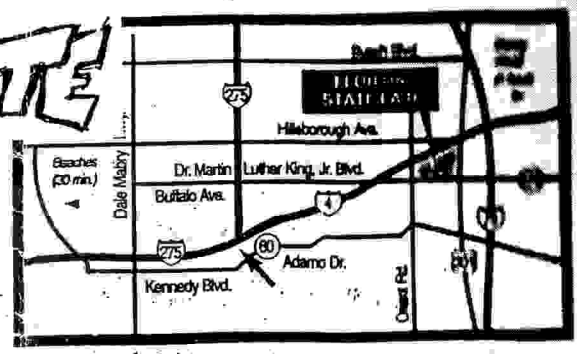
WING MOUNT

A-6 Model

C Mather
San Diego Orbiteers

FLORIDA STATE FAIR

SEPT 29,30
9 TO 5 47' HIGH
MAIN HALL CAT II



A NEW SEASON STARTS AT A BRAND NEW SITE. Get your planes ready or just come out to see the new site, and be sure you've renewed your AMA membership. Arrangements made by Steve Noriega and Rich MacEntee

Visit our web site at www.floridastatefair.com

813.627.FAIR OR 800.345.FAIR (in FL)
I-4 Exits 4, 5, 6A at Dr. Martin Luther King, Jr. Blvd.
Orient Road and US 301; I-75 Exit at MLK, Jr. Blvd.
Bob Crawford, *Commissioner*
Florida Department of Agriculture and Consumer Services
George Steinbrenner, *Chairman*
Florida State Fair Authority

FAC P-NUT MASS LAUNCH
SAT. 2:00
WWII NO CAL M/L 3:00
COCONUT M/L SUN. 2:00

C/D JOHN POLENTO
813-650-0255

MIAMA MEET 1

TO GET THERE: From I-4 exit south on Route 301, then West on Martin Luther King Blvd. From I-75 exit West on Martin Luther King Blvd.
Go West on Martin Luther King Blvdto Orient Rd.. Go North on Orient
Just before i-4 overpass,go right into Fair Ground entrance past security.
At main intersection go left. At intersection with blue line, go right.
Meet is at 2nd building.

DICK OBARSKI is working on MIAMA MEET 2 for October 27,28 at the Coast Guard Hangar-
. Col. BILL CRISS is working on MIAMA MEET # 3
back at MacDill AFB, We hope!

AS ALWAYS CALL 305-858-6363 the night before meet to Confirm. Bring a friend.

MORE MIAMA CLUB NEWS -

We had planned an awards dinner at MacDill Officers Club at meet one, but that won't happen. We WILL have an awards lunch at the Coast Guard mess hall at meet 2 on Oct.27, 2001. NOON So if your name is MacEntee,Bollinger,,Obarski,Doc, Gilbert, Nelson,Barker.Wormley,Randy Osborne,Linstrum,Shaw,or Polento, be sure to be there at MIAMA MEET 2 at USCG for your Kudos.

MIAMA'S 31ST SEASON

SEPT. 29,30 MIAMA #1
FLA. STATE FAIR TAMPA -
OCT 27,28 ST. PETE MIAMA #2
US COAST GUARD CAT II
NOV 17,18 MAC DILL MIAMA #3 ?
NOV 17,18 PALM BAY SAM 46
DEC 29,30 DELTA INDOOR
KING ORANGE - TAMPA MIAMA #4
DEC. 29-31 OUTDOOR KING
PALM BAY ORANGE
FEB 2,3 ST PETE MIAMA #5
TROPICANA RECORD TRIALS
MAR 24,25 ARMORY MIAMA #6
APRIL 28,29 ST PETE USCG #
MAY 30 - JUNE 3 MIAMA #7
JOHNSON CITY NATS

STEPING DOWN : JIM ALABACK
OLD TIMER COLUMN, FLYING MODELS
DAN O'GRADY - EDITOR SAM 86
MR ROGERS - LEAVING HIS
NEIGHBORHOOD. NICE WORK, GUYS

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