MIAMI INDOOR AIRCRAFT MODEL ASSOC.

MIAMA

THE HANGAR PILOT

ISSUE #42
SUMMER 1977

THE 1977-78 SCHEDULE



JIM RICHMOND
BUCKY SERVAITES
MIKE VAN GORDER
RICHARD WHITTEN
KEN GANSER

9 NEW RECORDS AT WEST BADEN!

THE HANGAR PILOT WILL BE MONTHLY STARTING IN OCT.

(1)

The H angar Pilot is the Newsletter of the Miami Indoor Aircraft Model Association,AMA club 986, the only publication of an all-indoor club. Pres.: Dr. John Martin, 3227 Darwin St. Miami Fla. 33133. Secretary, Jim Whelan 8830 Subset Dr. Apt. B305, 33173. We welcome plans or articles from our readers, and will do our best to publish them.

THE PAST IS BUT PROLOG, OR THE FIFTH FLYING SEASON IS HISTORY

Sweep up the confetti and paper streamers, Roman Szymula is crowned state champ, and displaces Jim Stewart,runner up and last year's winner. Many of the highlights of this season were on the negative side. There were far fewer younger flyers ,we lost JFK Gym for our fly-ins, held all contests and no fun events, and finally the attendance at our annual NIMAS time trials in West Baden was down thirty per cent over last years event. Our annual awards dinner had a last minute cancellation of British Airways CONCORD film, The Nats indoor site is not attractive enough to lure eastern indoor flyers, and so it goes. Ah, well, we never claimed that indoor was for everyone, so these slings and arrows mean very little to the battle scarred indoor flyer.

Besides, there is a very bright side of the above picture. Although the NIMAS Time Trials had about 20 entries, 10 new records were set: Seven national, Two World, and a new high time in Manhattan. This latter event is catching on everywhere and model magazines frequently feature photos and articles of Ed Whitten's brainstorm (Inspired by Dick Obarski). We particularly thank DAVE LINSTRUM for his publicity in MODEL AIRPLANE NEWS, both for the MIAMA club, and for Manhattan. The July issue of MAN has photos of both Roman, and Doc Martin, and the June issue has a fine photo of Heather Arak...all in the VTO column.

As for young flyers, we are planning to join forces with the Miami Civil Air Patrol to initiate a Delta Dart program for almost 50 Junior flyers this coming season. We will need help since the Darts are built right at the contest. Mike Arak will be heading this new program. We also need help in locating a new fly-in site. PLEASE DO SOME PROMOTING. Anyone out there own a big barn?

Continued →

Next year's annual championships will be based on points earned in the eight monthly contests for the following type aircraft:

OPEN CLASS	JUNIOR/SENIOR CLASS
EZB	EZB
HL Stick	HL GLIDER
HL Glider	Penny
Penny	Scale
Manhattan (MIAMA Rules)	Delta Dart
Scale	
Peanut (MIAMA Rules)	

As usualthere will be trophies awarded to the high point winners and runner-up for each type model, as well as the over-all high point winner. If we get some funds we want a cloth MIAMA jacket patch for winners at the monthly meets. Anyone have about $186.50 to donate?

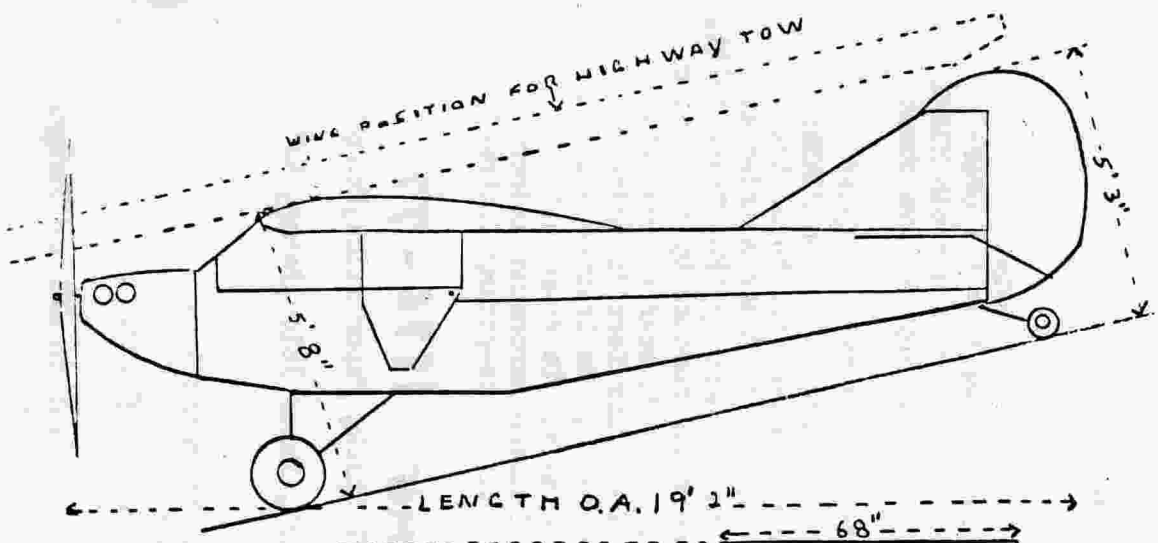
At the NATS we are getting help from NFFS' "Free Flight" editor, KEITH VARNAU. He is rounding up a crew to put on MIAMAs annual Manhattan event since none of our members will be at the NATS this year. Engraved pewter mugs similar to those awarded at the NIMAS time trials will be sent to the winners by UPS. Thanx Keith.

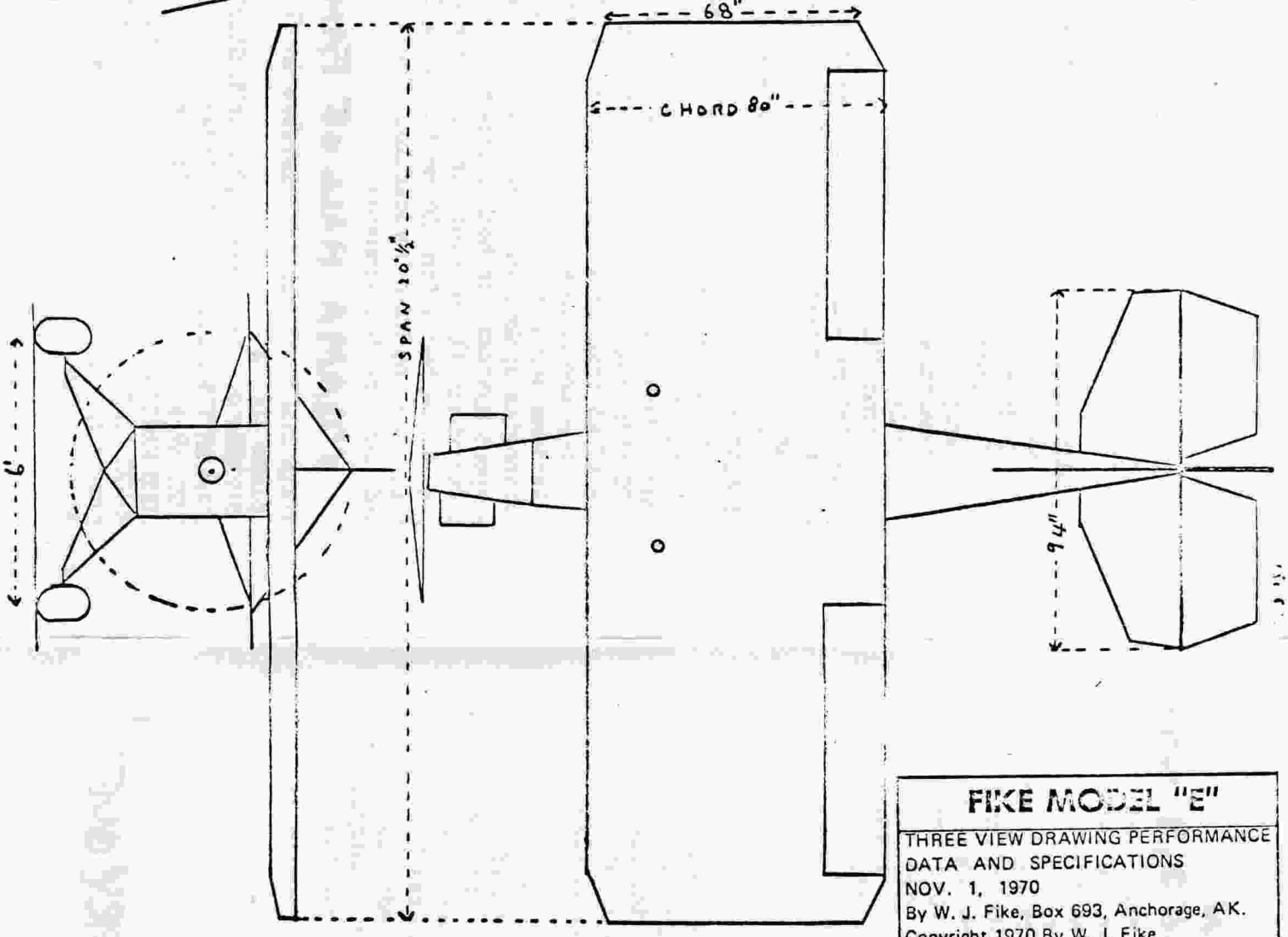
Our programless annual awards dinner was rescued by the public relations dept. of Homestead Air Base. On a 24 hour notice, Lt. Rabinowich spoke, and showed movies of our air force's modern weapons systems for both offence and defence. We learned a lot a about whats flying over our heads these days. To round out the program we had a fine 16 mm film of a Chicago Aeronauts indoor meet taken by Dick Hardcastle. The annual prize-giving followed, and here are the winners:

MIAMA HALL OF FAME 1976-77

STATE CHAMP: Roman Szymula..1st in HL Stick, Paper stick,Penny plane and EZB
RUNNER*UP Jim Stewart..2nd inHL Stick, Paper Stick,Penny, EZB
JOHN ARTHUR....1st in HL Glider
MIKE ARAK .....2nd in HL Glider
JOHN MARTIN,,,, 1st in Scale, Peanut, and manhattan.
ERNIE CLARK... 2nd in Penny and Manhattan
DICK KELSO...2nd in Scale, and most improved flyer.
BILL HISCOCK....2nd in Peanut

JR/SR STATE CHAMP..Allen Honey 1st in EZB and Penny.
JOHN ARTHUR, JR. ..1st in HL Glider
HEATHER ARAK .. 2nd in EZB and Penny





FIKE MODEL "E"

THREE VIEW DRAWING PERFORMANCE
DATA AND SPECIFICATIONS
NOV. 1, 1970
By W. J. Fike, Box 693, Anchorage, AK.
Copyright 1970 By W. J. Fike

THE CURTISS JENNY WITH SPERRY MONOPLANE WING (NEXT PAGE)

Here is a Peanut plan of a modification of the USA's only World War I aircraft...The Curtiss JN-4. After the fracas many small firms developed improved wing designes for the many war-surpluss craft. Lawrence Sperry made a monoplane of it, and a three-view plan appeared in JANE'S ALL THE WORLD AIRCRAFT in 1923 It was a three passenger job where everyone sat in what looked like a large bath tub. Profile publications #37 has a photo of a similar monoplane built by the Sikorsky Co.

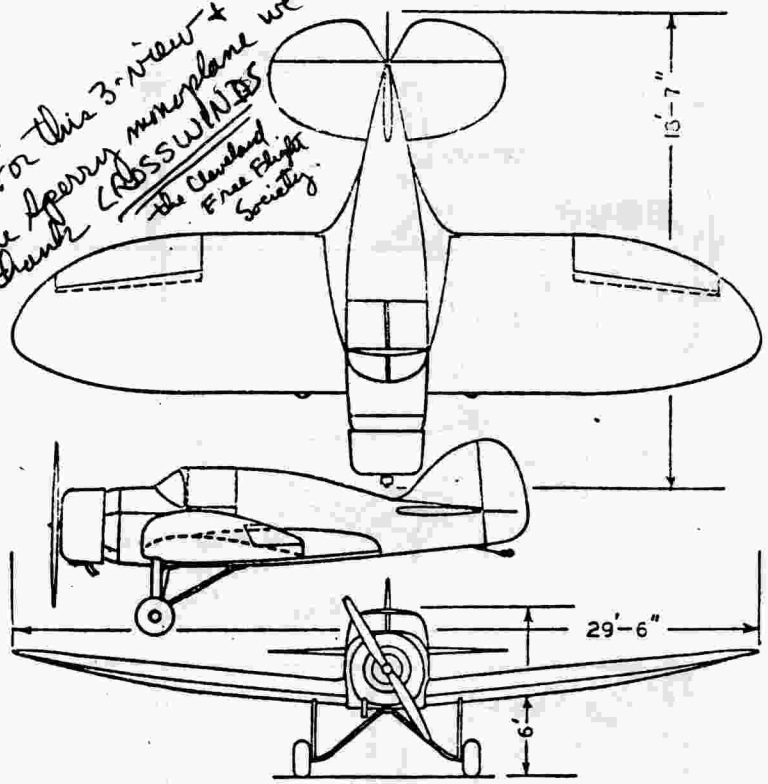
I've had plenty of trouble trimming this thing, and when you get YOURS flying just right, please send a note to HANGAR PILOT and tell us how you did it!!

On your left, page 3 ← We finally view the plans for that elusive, contest winner - The FIKE"E" We are indebted to Philadelphia modeler Charlie Stiles for sending them to HANGAR PILOT so we can all be legal the next time we fly one.

Thanks!
Charlie

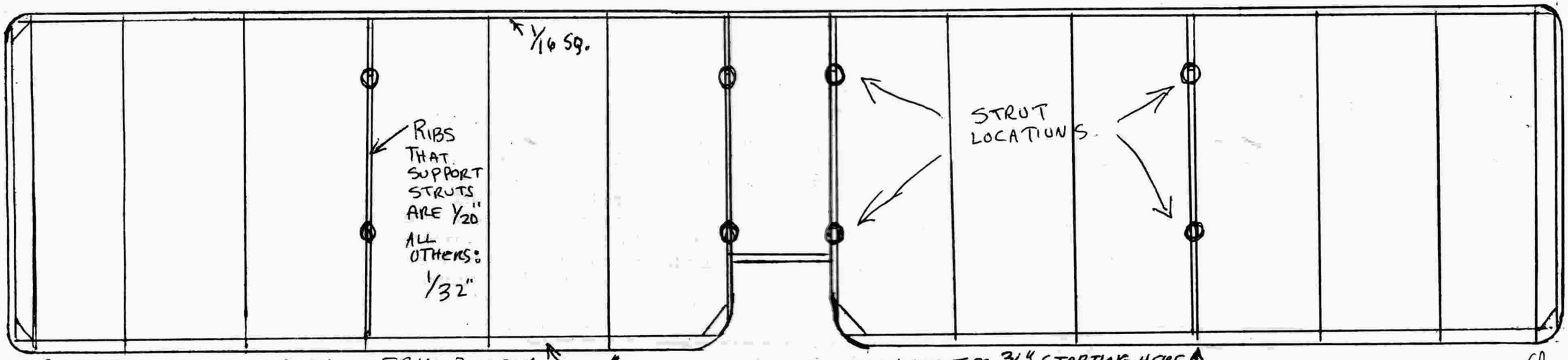
1939 AIRCRAFT YRBK.

For this 3-view of the Sperry monoplane we thank CROSSWINDS the Cleveland Free Flight Society.



THE DART GW

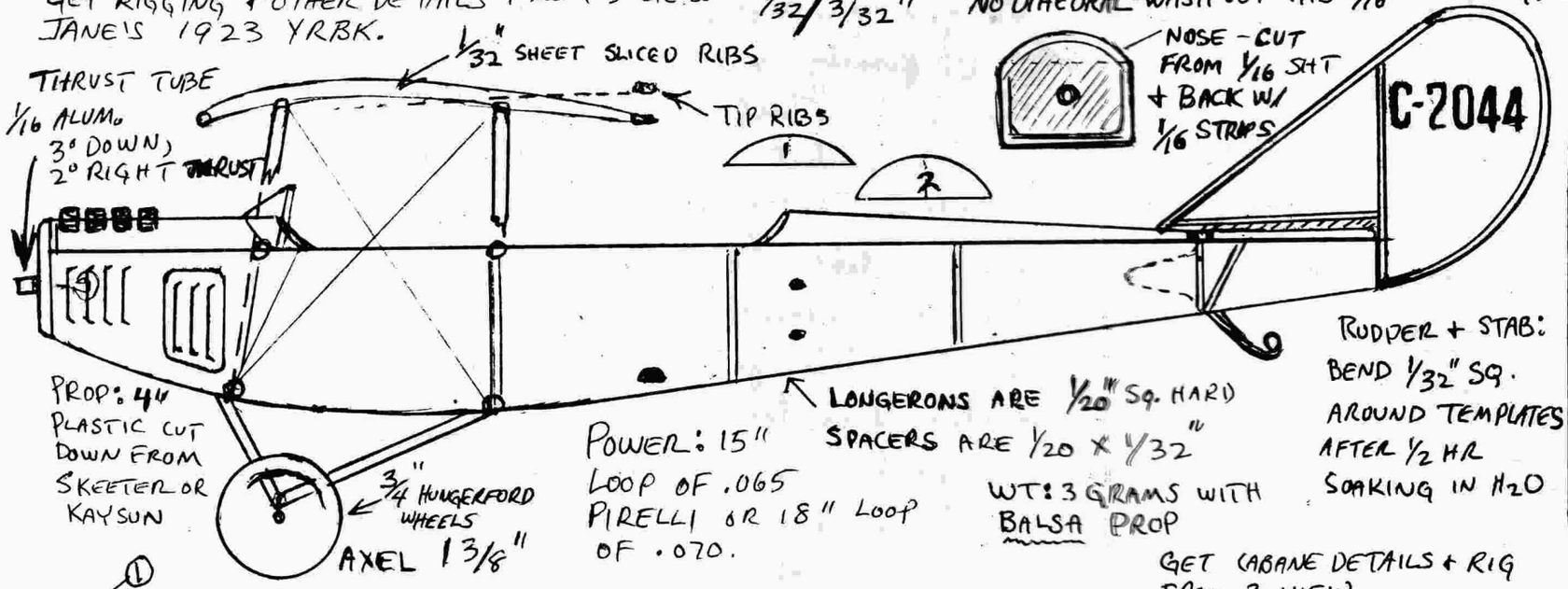
A two-place plane with a Warner engine. This private owner machine is manufactured by th Culver Aircraft Corporation.



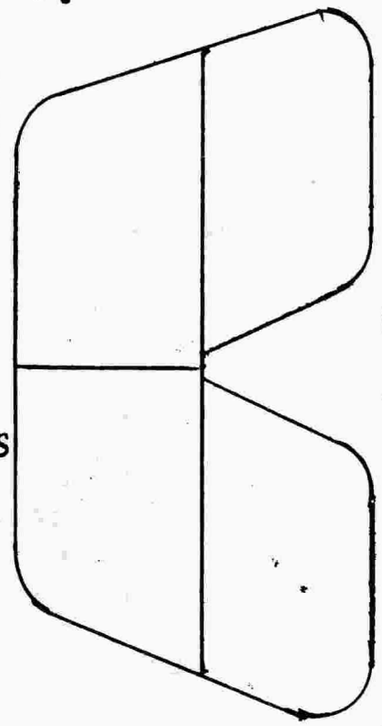
GET RIGGING + OTHER DETAILS FROM 3-VIEW JANE'S 1923 YRBK.

NO DIHEDRAL-WASH OUT TIPS 3/16" STARTING HERE

Chord 2 3/4
Span 12 13/16



RUDDER + STAB: BEND 1/32" SQ. AROUND TEMPLATES AFTER 1/2 HR SOAKING IN H_2O



CURTISS JENNY WITH SPERRY WING 1923

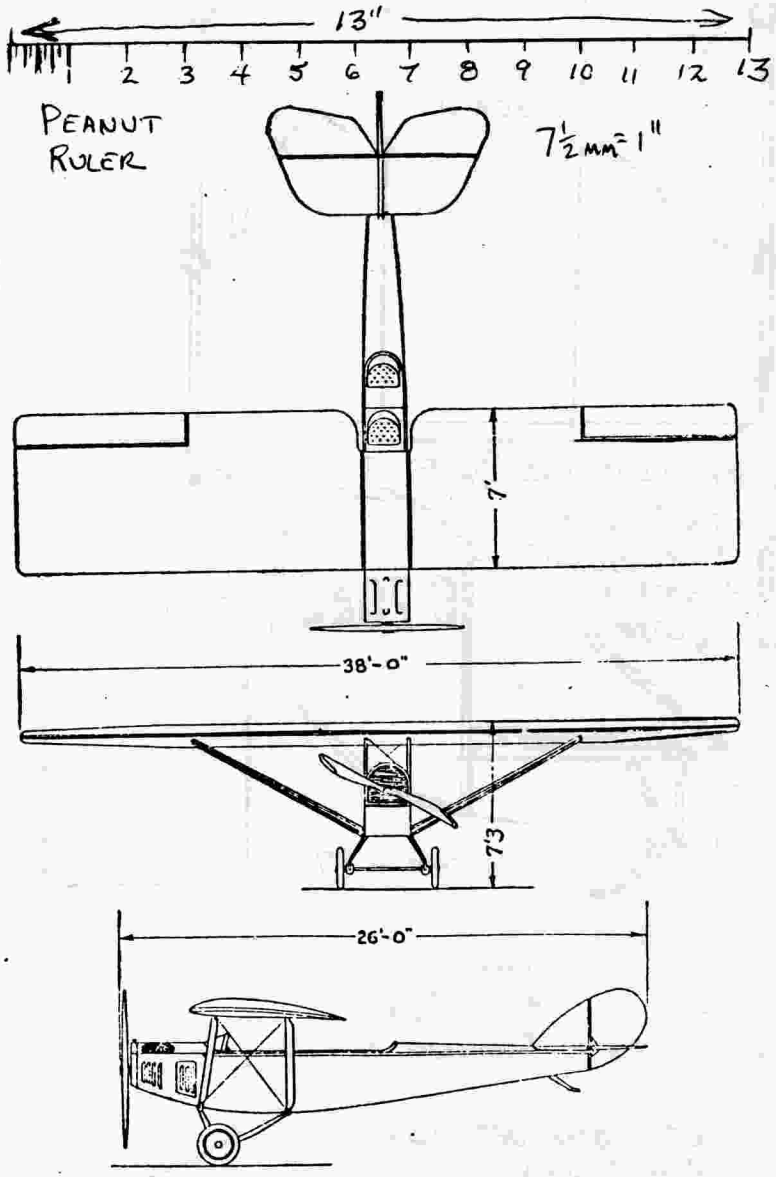
EXACT SCALE INDOOR PEANUT

By J.B. Martin 1977

COVER BOTH SIDES OF WING + ONE SIDE OF STAB + RUDDER WITH PLAIN CONNDENSER PAPER - THIS BROWN TISSUE RESEMBLES UNBLEACHED MUSLIN.

A MIAMA INDOOR PEANUT by J.B. Martin

(7)



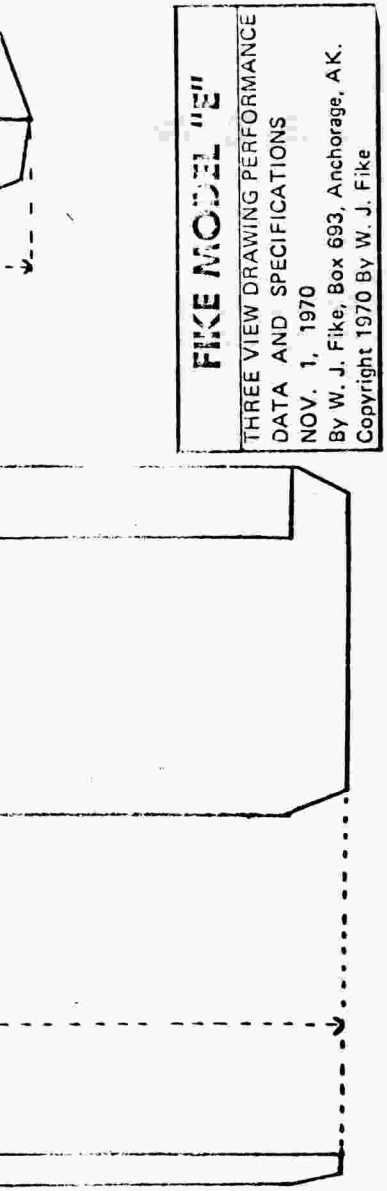
LAWRENCE SPERRY AIRCRAFT COMPANY INC.

FARMINGDALE, L.I., N.Y.

TYPE: 3 PASSENGERS & PILOT. CURTISS JN WITH SPERRY MONOPLANE WING.

ENGINE: OX 90 H.P. OR OXX 110 H.P. SPEED: 35-80 OR 37-85 M.P.H. CLIMB: 3000 FT/[illegible]

1923 AIRCRAFT YRBK



FIKE MODEL "E" LOW ASPECT RATIO AIRPLANE

Type – full cantilever closed land, high wing monoplane

Top Speed	100 miles per hour
Cruising speed	80 miles per hour
Landing speed	35 miles per hour
Rate of climb sea level	650 ft. per minute
Ceiling	Over 8,000 feet
Normal range	280 miles

Incidence angel	1¼ degrees
Dihedral	None
Total wing & aileron area	132.3 sq. ft.
Aileron area	19.5 square ft.
Fin area	6.7 square ft.
Rudder area	6.5 square ft.
Stabilizer area	13 square ft.
Elevator area	10 square ft.

Empty weight. metal propeller	665 pounds
Normal useful load	385 pounds
Normal gross weight	1,050 pounds
Fuel capacity	15 gallons
Wing loading	7.93 pounds per sq. foot
Power loading	(65 h.p.) 16.1 lbs. per h.p.

Airfoil	NACA 4409
Engine	Continental A-65-8
Propeller	Sensenich metal 74 inch diameter 40 nich pitch, model 76AK-2

The above performance figures are all conservative and have been measured in actual flight. For instance, the airplane has actually been flown to over 8,000 feet and this was by no means its ceiling. The engine began running rough due to rich mixture and since the mixture control was not hooked up, the climb was abondoned. The top speed listed above is at 2,300 RPM. The engine will turn in level flight up to 2,550 RPM and the indicated airspeed at this RPM is about 110 miles per hour.

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SECOND NIMAS TIME TRIALS AN ARTISTIC SUCCESS JUNE 2,3 1977

Perhaps it was because it was held two months earlier than last year's meet and school was still in session, or because the NATS is in far away California instead of nearby Ohio, or because everyone seems to be broke this year, but for some reason the attendance at the Second NIMAS International Time Trials (SNIRT) was diminished. However, the quality of the flying made up for the lack of numbers, and the record book took a real beating. Those of you who subscribe to NFFS8's FREE FLIGHT, or Bud Tenny's Indoor News and Views will soon get a further account of this meet and some photos. Those who don't get those publications..for shame.

Young Mike VanGorder, 11 years old, built Bob Meuser's "No Non-Cents" novice penny plane from plans in a recent "Model Aviation", and with a great piece of Pirelli (.093) from Jim Miller, proceeded to win the contest(Based on Index of performance) and at the same time set two national Junior records. His flight was more than twice as long as the old record. Last year's winner, Richard Whitten was 2nd and 3rd in index and set new AMA records in ROG Stick and Penny. Richard is still a Senior and his name keeps appearing in the record book. Bucky Servaites flew his very light HL Stick over 35 minutes to set a new AMA Cat II record and a new FAI Cat III record (World). Jim Richmond also set new national and world records in FAI Stick. One of the oldest records in the book was erased when Ron Ganser flew his ROG Cabin plane for over 25 minutes to beat Col. Bob Randolf's old record. Stan Chilton won Easy B with a 16 minute flight, and the world Manhattan record was eclipsed by Jim Miller who Beat John Triolo's record with a flight of 8:15. As you can see by these times that the boys came prepared to fly. West Baden is the finest, cheapest, most congenial indoor meet in the country.. Where were you??? Plan to attend next year, and look over those indoor CatII records for one YOU can beat.

INDOOR ISN'T FOR EVERYONE!

PLAN AHEAD - MIAMA'S 1977-78 CONTEST SCHEDULE :

To all you local folks, and particularly you out-of-town types we send greetings and hope you will fly with us in the Goodyear Blimp Hangar this season. MIAMA's only source of revenue , besides the small dues, is the entry fees at the contests. This pays for our annual trophies(Almost). We hope you out-of-towners can combine your vacation with one of our meets. All of the below data is subject to confirmation by Goodyear. As you have read,the Watson Island Base will be turned into an amusement park, and the blimp base will be transferred to Virginia Key with the possibility of a much larger blimp being housed here in Miami.... Who knows?

PLEASE CALL 305-858- 6363 FOR CONFIRMATION OF DATES:
All contests are AMA Cat II, sanctioned indoor meets on Sundays from 9:00 to 5:00. We have no fly-ins scheduled as yet.

1. October 23
2. November 20
3. December 18
4. January 22 1978
5. Februrary 19
6. March 19
7. April 16
8. May 21

GOODYEAR HANGAR

ANNUAL AWARDS BANQUET ON

FATHERS DAY, JUNE 18

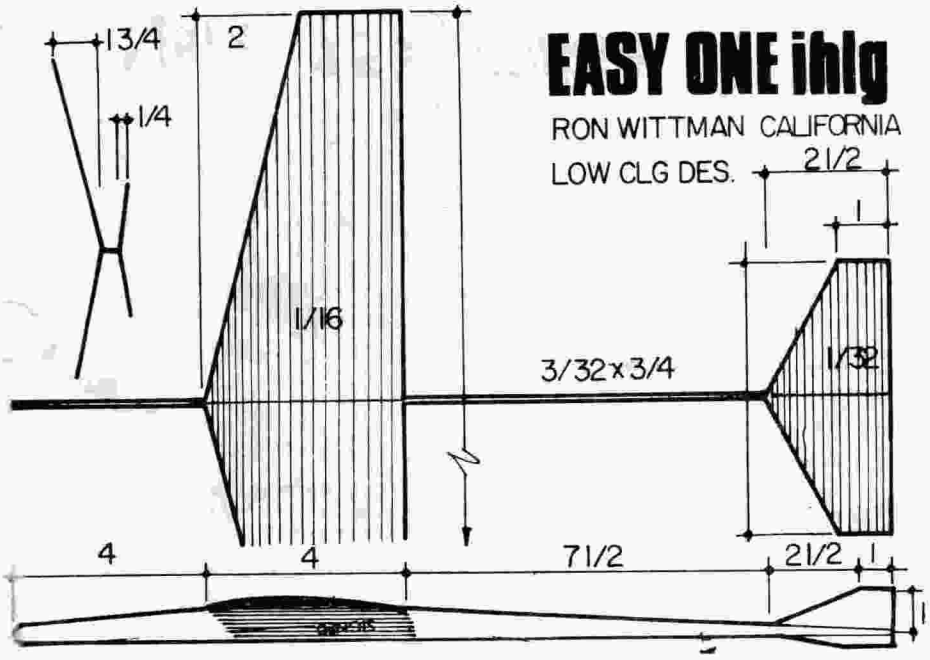
OPA-LOCKA AIRPORT, FLA.

FIND A FLY-IN SITE!!

RULES ... RULES ... RULES

O,K, here we go with the soap box! Get out your last issue of MODEL AVIATION and turn to the "Competition Newsletter" section. See what they were nice enough to do?? Lookey. A capsule version of every rules proposal that has been offered to make your life happy or miserable from now to 1980, if you live that long! So be kind to yourself... fill out the questionnaires and send them to the proper boards. NEED I REMIND YOU THAT THERE IS A PROPOSAL TO INCLUDE THE MIAMA RULES (PEANUT) IN THE BOOK AS AN ALTERNATIVE TO THE CURRENT"PROVISIONAL" RULES. PLEASE VOTE IN FAVOR OF THIS PROPOSAL AND SEND IT TO THE SCALE BOARD.

VOTE "YES", MIAMA PEANUT, RULES



FROM VTO IN MODEL AIRPLANE NEWS:

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MIAMI FLA. 33133