

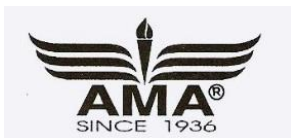
President: Mike Basta
 913-492-4830
 Vice President: Dana Field
 913-400-2132
 Treasurer: Jack Vetter
 913-296-5224
 Secretary: Roie Black
 512-731-5873
 Newsletter Editor: Dana Field
 913-400-2132
 Website Editor: Jeff Nisley
 913-406-1331



AMA Charter # 2357
 SAM Chapter #14
 FAC Squadron 43

Heart of America Free Flight Association

Dispatch



Website – KCFreeflight.org



Schedule of Flying Events and Meetings

July 2023

Date	Day	Location	Time	Notes
INDOOR EVENTS				
August 15	Tues	Roeland Park, KS	6:00 pm	HAFFA Monthly Meeting
September 19	Tues	Roeland Park, KS	6:00 pm	HAFFA Monthly Meeting
October 8	Sat	Osawatomie, KS	8:30 – 3:00	1 st Day of Indoor Flying
October 17	Tues	Roeland Park, KS	6:00 pm	HAFFA Monthly Meeting
November 5	Sat	Osawatomie, KS	8:30 – 3:00	Indoor Flying
November 21	Tues	Roeland Park, KS	6:00 pm	HAFFA Monthly Meeting
December 3	Sat	Osawatomie, KS	8:30 – 3:00	Indoor Flying
December 19	Tues	Roeland Park, KS	6:00 pm	HAFFA Monthly Meeting
Outdoor Events				
July 25	Tues	Olathe, KS	6:30 pm	HAFFA Outdoor Champs Flying
August 8	Tues	Olathe, KS	6:30 pm	HAFFA Outdoor Champs Flying
August 22	Tues	Olathe, KS	6:30 pm	HAFFA Outdoor Champs Flying
Sept 2, 3, & 4	Sat – Mon	Denver, CO	All days long	MMM Rocky Mt. Championships
Sept 12	Tues	Olathe, KS	6:00 pm	Final 2023 Outdoor Champs Flying Day
Sept 24	Sun	Perry, KS	12:00 - ?	HAFFA Annual Picnic
Sept 30 & Oct 1	Sat & Sun	Marion, KS	All Day – Both Days	HAFFA Annual Out Door Contest

Flying Sites

Indoor

Osawatomie City Auditorium
 437 Main St.
 Osawatomie, KS 66047

Outdoor

Carmel Farm
 2831 Oak St.
 Perry, KS 66673

Frontier Trail Middle School
 143rd St at S. Black Bob Rd.
 Olathe, KS

Editorial – I am back from the dead, well, almost dead. Right after the WHAM contest at the beginning of May I managed to get a serious infection in my leg that ultimately resulted in a hospital stay after two weeks of antibiotics failed. Compounding the problem was an attack of sciatica that still has me going to physical therapy, not a good three months, and I don't know if I will ever again be able to throw a glider with authority. Will do my best as gliders are my favorite flying events.

Have not done any model building or HAFFA things while I was down, and I have to thank Jeff Renz for taking care of the HAFFA Outdoor Champs flying nights. The results and standings are in the outdoor section, but no one has taken any pictures, or at least no one has sent me any. My only comment is I wish we had more people flying.

Mike Schmidt has informed us that the meeting room we have been using at his workplace (It is a wonderful venue) will not be available until next January or February because there will be renovations and construction going on in the building. In the meantime I have reserved the meeting room at the Cedar Roe Library in Roeland Park where we have had meetings many times in the past. Only downside is that meetings are limited to 2 hours, from 6:00 to 8:00 pm when the library closes.

And with that:

Indoor – Not much to discuss here. The AMA Indoor Nats have come and gone. Would have loved to go to the dome in Ariz. if only to watch. And I believe the Kibbe Dome contest in Moscow, Idaho is also history. We no longer have any national competitors from HAFFA. Stan Chilton and Larry Coslick used to kick butt.

I have listed the tentative first three indoor dates in the calendar above. Hopefully these are accurate, but we will need to have Jeff Renz confirm dates with the people in Osawatomie. We will let you know as soon as we have firm dates.

Also, hopefully we find out soon what events we will be flying soon, and hopefully not too much building will be required? Jeff?

Outdoor – I was planning on including the pictures of Jim O'Reilly below, but I had a phone call this morning that Jim had passed away last night. A tragic loss for us all! So, sort of a eulogy from my perspective.

I have always been a model builder, from age 5 anyway, and I always built some free flight models along the way, but control line was my forte. So when I moved to KC 13 years ago, there wasn't a control line club and I decided to join HAFFA, and fly free flight more seriously. The first FF contest I ever saw was the 2010 HAFFA Championship contest at Marion, Kansas. I only had a little CLG to fly, built the week before the contest, and poorly trimmed. So, I watched, wandered around, and timed for a bunch of people I had read about. Jim was one, and he patiently answered my questions. I timed his first Mulvihill flight, a "Gollywock", and after it had circled for about 15 seconds and caught a thermal, a serious one, he said "I forgot to light the fuse". Of course it flew away, and I lost sight at 3:30 or so. About 90 minutes or 2 hours later a truck drove up, and the driver hopped out and brought Jim's "Gollywock" back. It had landed in his yard about 4 miles away. So, Jim proceeded to wind it up and put up the two winning flights, I guess the normal thing.

A few years later I saw an article and plans in Aero Modeler for a ½ Gollywock, and sent the article and plans to Jim to see what he thought of it. He didn't like it of course. There were changes to the wing tips among other things, and Jim drew up plans for a 1/2 1941 Gollywock, exactly to scale of course. He was devoutly faithful to SAM and FAC, and we have been flying ½ Gollywock ever since.

Last fall HAFFA had its annual contest at Marion the beginning of October as usual. Jim was there, not doing too well, and we all privately thought it might be his last contest. On Sunday, Chuck Powell asked me to help Jim wind his twin pusher as he was having difficulty but knew exactly how many winds to put on the braided ¼ in rubber motors. Pushers are a bear to wind! It was breezy, but not too bad. I seem to recall there were 6 contestants. Well they launched, and 5 out of 6 were down in less than 30 seconds. Jim's on the other hand kept climbing and got sucked up by a thermal. We were launching at the north end of the airport, and his pusher headed south. I was timing and watching with binoculars. It went OOS past the end of the airport and two wheat fields, and I lost sight of it at 6:36 in a row of trees. I thought that was the end of it, but some of his loyal friends located it up in a tree and recovered it almost totally undamaged. I thought what a fitting last flight, and it almost was, but:

This year Wham decided to rename their spring contest at the beginning of May at Marion the "Jim O'Reilly Invitational". I reserved my room at the Country Inn in Marion and planned to attend. I think WHAM is cursed because the forecast for Marion that weekend was blowout conditions for both days, which seems like the normal thing. Everyone was canceling going, including me, but on Wednesday before the contest I heard that Jim's family was planning to bring him to the contest on Sunday morning for a special ceremony. So I went, and it was blowout as advertised. I only flew a few gliders because any of my small rubber ships would have been smashed or flown to Nebraska. Sunday, as planned, Jim's family arrived with Jim. They planned on helping Jim out on the field to launch his twin pusher, and Chuck Powell had Jim's written instructions on how much rubber (25 g of ¼ inch for each motor), exactly how to braid them, and exactly how many winds to put on. It was amazing to see the finished motors, perfect knots and exactly the length from the prop hook to the

rear, front in this case, hook. The wind was blowing strongly from the south, and it came over a row of trees which created a rolling effect and sucked down anything not up pretty high about 50 to 75 yards out. Well, they launched and I think everyone was down in less than 20 seconds except Jim. His pusher climbed over the problem air and headed north in a hurry. Again, I lost sight of it with binoculars at about 3:30. Thank goodness for trail bikes! Chuck Powell's son chased it and found it in someone's yard north of the airport. So, in retrospect, Jim went out a winner as was his usual case!

We have lost one of the truly great ones! His plans will hopefully be used for generations!



Chuck Powell, Jim's daughter, Jim, Jim's wife, & Bob Hanford



Chuck Powell with Jim and his famous twin pusher



The contestants



The launch, Jim's is already out of sight.

HAFFA participated in the "Hope Kids Day" at the New Century Airport, Originally the Olathe Naval Air Station. We also participate all summer in "First Saturday Open House" there as well. Besides trying to give out information about HAFFA, with the intention of luring people to join our club, unsuccessfully I may add, we have the kids build foam gliders to fly, which does go rather well, all depending on the weather. Hopefully, some of the kids eventually become freeflyers. Our mainstays at this are Mike Basta, Jeff Renz, Charlie Taylor, Liz Besser, Jack Vetter, and Jeff Nisley. On the next page are a couple of pictures from the recent "Hope Kids Day".



Mike Basta and Charlie Taylor working with some of the kids Charlie and Liz Besser.

One of the dependable attendees at the contests at Marion is master builder Bill Schmidt. He did not disappoint this year. Despite the awful conditions, don't think he put up a flight, he showed up with a couple of fabulous models not seen for a long time. Feast your eyes below!



Bill with the Pacer – a Sal Taibi model with a TD-020 for power in it. The hole in the nose is for priming



Up to 1940 Jasco made only gliders. The first rubber kit they made was the “Thermal Traveler”, a beautiful bird, which doesn’t exactly fit any modern class, but could be flown in stick. I think Bill said the plan is available from AMA Plans Service, and I intend to order one for myself soon.

The past few years Jack Vetter has hosted a picnic in his driveway on the 4th of July, or at least on the day that the “4 Towns” get together to pay for fireworks at Bishop Miege High School, which is about 2 blocks from his house. So this year it was on July 3rd. I think Jeff Renz was the chef, or chief hamburger/hotdog cooker, and from the reports I believe a good time was had by all. Next page has a few pictures from his past July 3rd fest, then the plan of the month, and to wind it up the June and July results and standing from the HAFFA Club Champs flying.



Jack, Liz Besser, & Charlie Taylor chatting and eating



Paul Morganroth and Jeff Nisley in the foreground
Suman Sarapalli and Peggy Renz in the background



One of Jack's many micro cars

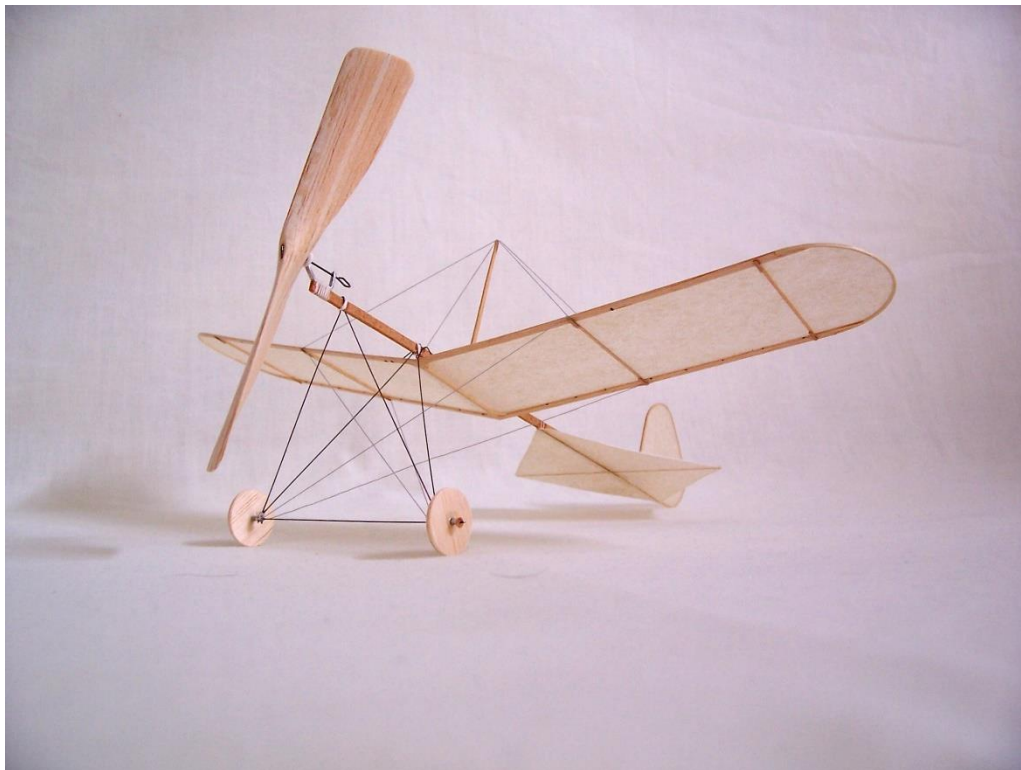


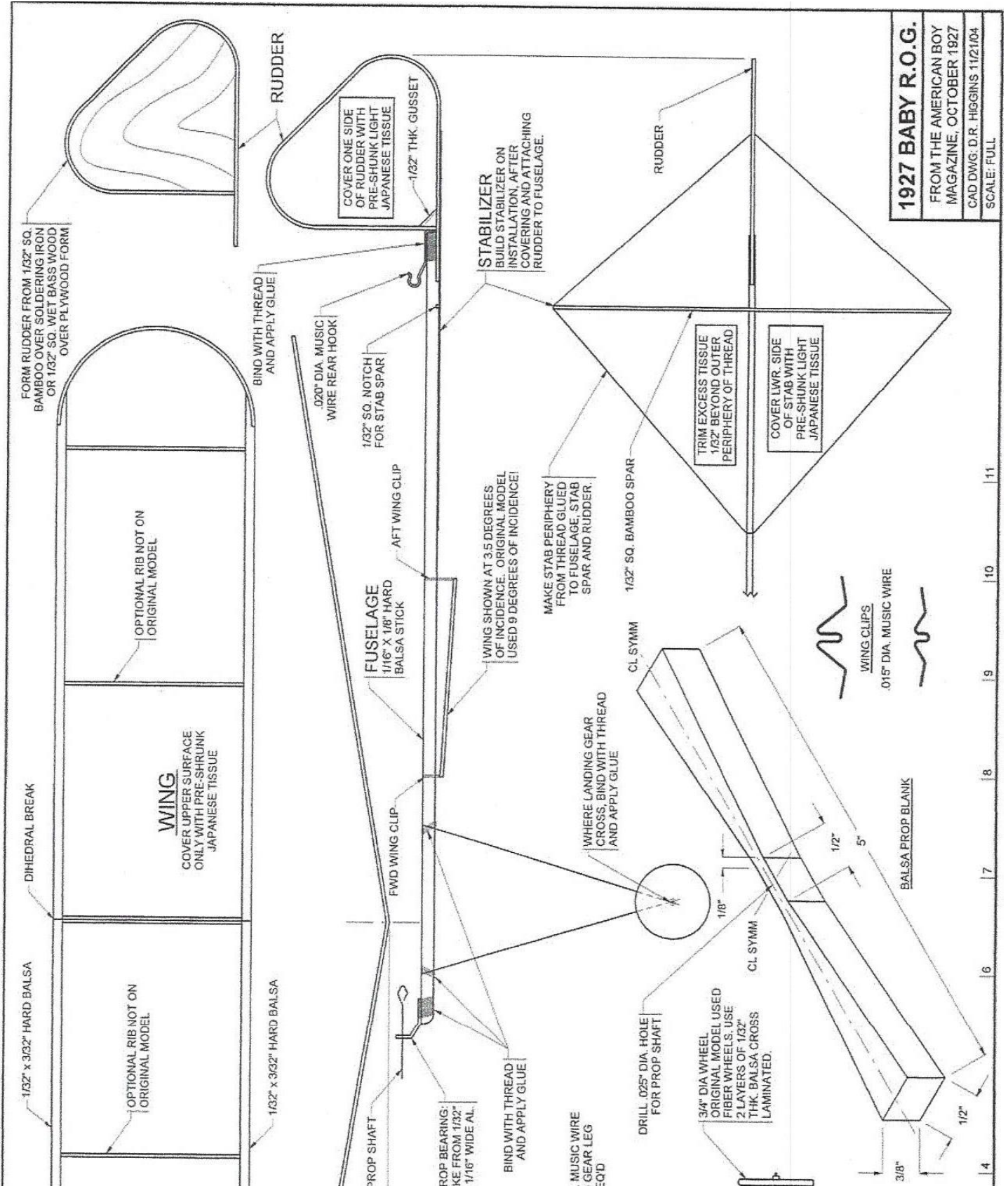
Jack with his new "Blue Ridge Special"

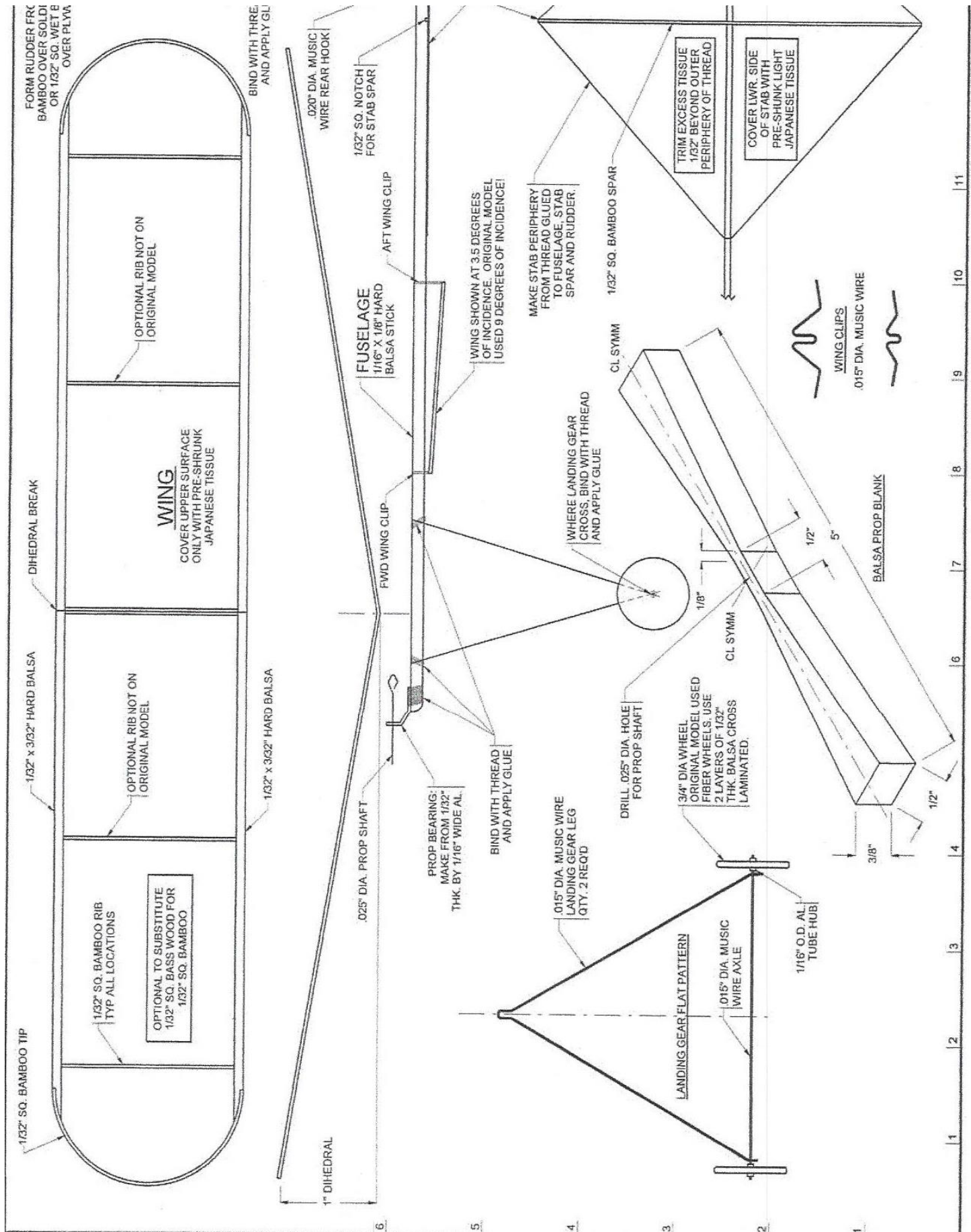


Jack's garage, 4 cars visible. I think he has said he can get something like 9 cars into his 2 single car garage openings.

Plans – The plan this month is the 1927 Baby ROG. Jeff Renz's buddy back in Seattle drew this up, has built the plane pictured below, and had the Boeing MAC flying this as a club event. They get 1 to 2 minutes on a single loop of rubber. There are 4 pages, 2 the plans (wouldn't fit on 1) and 2 detailed building instructions. I know Jeff is thinking about this one for our contest, but I would like to see at least one built before committing to it. We shall see what comes. Weird format, I think it said 64% of full size. So you need to blow it to 100%.







FORM RUDDER FRG
BAMBOO OVER SOLDI
OR 1/32" SQ. WET B
OVER PLYA

OPTIONAL RIB NOT ON
ORIGINAL MODEL

WING

COVER UPPER SURFACE
ONLY WITH PRE-SHRUNK
JAPANESE TISSUE

OPTIONAL RIB NOT ON
ORIGINAL MODEL

OPTIONAL TO SUBSTITUTE
1/32" SQ. BASS WOOD FOR
1/32" SQ. BAMBOO

BIND WITH THRE
AND APPLY GLU

1" DIHEDRAL

.025" DIA. PROP SHAFT

PROP BEARING
MAKE FROM 1/32"
THK. BY 1/16" WIDE AL.

WING SHOWN AT 3.5 DEGREE
OF INCIDENCE. ORIGINAL MODEL
USED 9 DEGREE OF INCIDENCE!

.015" DIA. MUSIC WIRE
LANDING GEAR LEG
QTY. 2 REQ'D

BIND WITH THREAD
AND APPLY GLUE

LANDING GEAR FLAT PATTERN

.015" DIA. MUSIC
WIRE AXLE

1/16" O.D. AL.
TUBE HUB

FUSELAGE
1/16" X 1/8" HARD
BALSA STICK

AFT WING CLIP

FWD WING CLIP

MAKE STAB PERIPHERY
FROM THREAD GLUED
TO FUSELAGE, STAB
SPAR AND RUDDER.

WHERE LANDING GEAR
CROSS. BIND WITH THREAD
AND APPLY GLUE

CL SYMM

CL SYMM

DRILL .025" DIA. HOLE
FOR PROP SHAFT

3/4" DIA WHEEL
ORIGINAL MODEL USED
FIBER WHEELS. USE
2 LAYERS OF 1/32"
THK. BALSA CROSS
LAMINATED.

1/32" SQ. BAMBOO SPAR

TRIM EXCESS TISSUE
1/32" BEYOND OUTER
PERIPHERY OF THREAD

COVER LW. SIDE
OF STAB WITH
PRE-SHRUNK LIGHT
JAPANESE TISSUE

WING CLIPS
.015" DIA. MUSIC WIRE

BALSA PROP BLANK

1 2 3 4 5 6 7 8 9 10 11

Building the 1927 Baby R.O.G.

By David Higgins

Charles Lindbergh's famous flight from New York to Paris in May of 1927 sparked tremendous interest in aviation among America's Youth. In response to this, The American Boy, a popular youth oriented magazine of the time, introduced a new model airplane editor by the name of Merrill Hamburg. Over the next several years Merrill wrote a series of articles on how to build simple rubber powered model airplanes. His first article appeared in the October 1927 issue, and introduced readers to the Baby R.O.G. (Rise Off Ground). It was a fairly simple model featuring an adjustable flat plate wing and a unique bent music wire landing gear. The article contained a set of dimensioned plans, a bill of materials and building instructions. The plans were not drawn to full scale, so I decided to draw my own full size CAD plans and construct my own Baby R.O.G. with a few modifications to make it easier to build.

Building this model is fairly easy for the experienced aero-modeler, but not so for the beginner. Some new building skills may have to be learned, such as bending music wire and forming parts on plywood forms.

Let's start off by building the wing. The leading and trailing edge spars are made from fairly hard 1/32" by 3/32" balsa. I used a stainless steel ruler and a sharp razor blade to strip the 12" long by 1/32" thick balsa to a width of 3/32". The outboard ends of the leading and trailing edge spars are carefully cut and sanded to accept the wing tips. A metal sanding board nail file (available at drug stores) works well for shaping the outboard ends of the spars. The wing tips are made from 1/32" square basswood (available from hobby shops carrying model train supplies) soaked in hot water for an hour and wrapped around a 1/32" thick plywood form. The wet basswood is taped to the plywood form using thin strips of masking tape and dried in the oven at 250 degrees for one hour. When gluing up the wing components over the plans, do not glue the two center ribs together, otherwise you will be unable to form the center dihedral joint after covering the model. Cover only the upper surface of the wing with 100% pre-shrunk tissue in a dry environment that is less than 35% relative humidity, or you'll end up with a potato chip shaped wing. When you look at the picture of my model, you may notice the thread rigging and king post that I employed for eliminating the wing warps, due to covering in a humid room. Notch the leading and trailing edge spars at the dihedral break, with the tissue side facing down, using a sharp razor blade. Now carefully crack the spars at the dihedral breaks. Place a wood block under the center of the wing to establish the 1 inch dihedral, apply glue to the dihedral breaks and allow to dry thoroughly. Bend the wing clips from .015" diameter music wire using small needle nose pliers and glue them to the top surface of the wing spars using thinned Duco cement or epoxy glue. The wing clips are designed to clip the wing onto the motor stick to allow moving the wing fore and aft. This feature allows for adjusting the model's center of gravity to obtain a smooth, stable flight.

The motor stick must be made from a rock hard piece of 1/16" by 1/8" balsa stick or an equivalent piece of spruce. I opted for spruce because I couldn't find any balsa that was

stiff enough. Use a metal sanding board nail file to make the stabilizer and rudder notches. Fabricate the rudder from 1/32" square basswood using the same method employed for the wing tips. The 1/32" thick balsa gusset is added after the rudder is removed from the plywood form. Cover the left side of the rudder with 100% pre-shrunk tissue, then glue the rudder to the notch in the aft end of the motor stick along with the rear motor hook, wrapping thread around both for added strength. Install a 1/32" square stabilizer spar to the notch in the motor stick and glue a length of Dacron thread as shown on the plans to form the leading and trailing edges. Add the 100% pre-shrunk tissue to the lower surface of the stabilizer allowing tissue to overlap at least 1/2" beyond thread. Thinned Duco or Seal-All works good for attaching the tissue to the framework. Trim the excess tissue to within 1/32" of the stabilizer thread outline. The prop bearing can be fabricated from 1/32" thick aluminum sheet or a Penny Plane bearing can be substituted.

Bend the landing gear legs from .015" diameter music wire using small round nose or needle nose pliers. The wheels are made from two cross grained plies of 1/32" balsa sheet by using a drafter's circle template and fine tip pen to mark the wood and a knife and a Dremel with cut-off wheel mandrel to sand the wheels perfectly round. Short pieces of 1/16" diameter aluminum tubing are glued into the center holes of the wheels to act as bearings. Retain the wheels to the axle with small paper washers and glue. The landing gear assembly is slid over the top of the motor stick and attached with thread and glue.

Carving the solid balsa propeller is by far the hardest and most time consuming part of building this model. It is also the most rewarding part, provided it comes out looking nice. I ended up using a carved laminated balsa propeller that I had made some 10 years ago for a twin pusher model. If you have never carved a solid balsa prop, give it a try. I find that using an 8 inch long by 1 inch diameter dowel with 150 grit sand paper glued on makes a good sanding stick for shaping the back sides of the blades, which are concave in shape. If you aren't up to carving a prop, you can substitute a thinned down 4 3/4" diameter Peck Polymers prop or an off the shelf IKARA Butterfly Junior prop with bearing holder.

My Baby R.O.G. weighs 3.2 grams without rubber motor. I find that a 13 inch loop of .073" wide Tan II rubber yields a 1 to 2 minute flight depending on the number of winds I put into it. My model turns gently to the left due to a slight amount of left rudder warp combined with propeller torque. This model makes nice take offs and smooth landings. I hope to see more Baby R.O.G.'s flying around the Everett recreation center gym at future fun-fly events this fall and winter.

HAFFA 2023 Outdoor Club Contest Results/Standings - July

<u>Thermic/OT HLG</u>	May	June	July	August	September	Pt Mth - Tot Pt
Jeff Renz	12	17				2 - 3
Mike Basta	-----	8				1 - 1

<u>AMA HLG/CL</u>	May	June	July	August	September	Pt Mth - Tot Pt
Jeff Renz	16	28				2 - 4
Mike Basta	28	43				3 - 6
Mike Schmidt	34	25				4 - 8
Jeff Nisley	7	8				1 - 2

<u>FAC Jet CLG</u>	May	June	July	August	September	Pt Mth - Tot Pt
Mike Basta	21	17				2 - 3
Jeff Renz	-----	12				1 - 1

<u>Blue Ridge Special</u>	May	June	July	August	September	Pt Mth - TotPt
Mike Basta	64	59				3 - 7
Jeff Renz	33	39				1 - 2
Jeff Nisley	36	39				2 - 3
Mike Schmidt	40	57				4 - 8

<u>½ Wake/½ Gollywock</u>	May	June	July	August	September	Pt Mth - TotPt
Mike Basta	25	37				3 - 5
Jeff Renz	23	16				2 - 4
Jeff Nisley	31	8				1 - 4

<u>Standings</u>	May Pts	June Pts	July Pts	Aug Pts	Sept Pts	Tot Pts	Standings
Jeff Renz	5	8				13	
Mike Basta	10	12				27	
Jeff Nisley	6	3				9	
Mike Schmidt	7	8				15	

*Thermic/Old Time points do not count toward HAFFA Club Champion
Old Time Thermic Champion is a separate award.