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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

January 2024

Date	Day	Location	Time	Notes
INDOOR EVENTS				
Jan 16	Tues	Overland Park, KS	6:00 – 8:00	HAFFA Monthly Meeting
Feb 10	Sat	Osawatomie, KS	8:30 – 3:00	Indoor Flying
Feb 20	Tues	Overland Park, KS	6:00 – 8:00	HAFFA Monthly Meeting
Mar 2	Sat	Osawatomie, KS	8:30 – 3:00	Indoor Flying
Mar 19	Tues	Overland Park, KS	6:00 – 8:00	HAFFA Monthly Meeting
Apr 6	Sat	Osawatomie, KS	8:30 – 3:00	HAFFA Annual Indoor Contest
Apr 16	Tues	Overland Park, KS	6:00 – 8:00	HAFFA Monthly Meeting
May 21	Tues	Overland Park, KS	6:00 – 8:00	HAFFA Monthly Meeting
Jun 18	Tues	Overland Park, KS	6:00 – 8:00	HAFFA Monthly Meeting
Outdoor Events				
Apr 9	Tues	Olathe, KS	6:30	Practice Outdoor Champs Flying
Apr 23	Tues	Olathe, KS	6:30	Practice Outdoor Champs Flying
May 4 & 5	Sat & Sun	Marion, KS	All day both days	WHAM Annual Spring Contest
May 14	Tues	Olathe, KS	6:30	Outdoor Champs Flying
May 28	Tues	Olathe, KS	6:30	Outdoor Champs Flying
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 — It has been quite a while since the last newsletter, our annual outdoor contest was cancelled for the first time due to the abysmal forecast of 15 to 20 mph wind with 30 to 40 mph gusts for both days. No sense in driving from Colorado, Oklahoma, or Texas to shoot the BS, and if you did launch a model either picking up the pieces or needing to drive to Nebraska to retrieve it. Now, indoor is well underway, with pretty good participation, and it is time to talk about that, and think about what to build for outdoor season starting in April. Also, welcome to a couple of new members, and a prospective new junior member (we need a bunch of those). Matthew Victor of Rosco, Illinois, sent in dues to become a member. At this time I know very little about him. Mike Stewart from Lenexa, KS, has joined and is already building pretty good flying models. Finally, Logan Carter, not sure where he lives, a junior high student, whom I believe has been working with Paul Morganroth for Science Olympiad, came to our January flying session with a 2 minute P-18, and wants to become a member. Things are looking up! And, with that _____ .

Indoor – Indoor flying got underway the second Saturday in October, the week after our cancelled outdoor contest, and has been well attended for all sessions, which have been on the first Saturday of the month. Jeff Renz is the CD for this, and has written a report which follows. I will only interject that it looks like Mike Schmidt is well on his way to kicking our butts. That is what happens when you are a master builder, and, enter every event.

Jeff Renz's report:

We had a great flying session last Saturday January 6th. Down at Osawatomie. We had 3 guest, who will hopefully become new members. One grandmother, named Kay, brought her grandson Logan. Another flier was one of Paul's students, and his father, who is working on the Science Olympiad Mike Seferovich, a local Overland Park model airplane enthusiast, attended. He is new to indoor modeling and intends to join our club. He was welcomed by our club members and said he was thrilled with what he saw. He has a penny plane kit on order.

Mike Schmidt showed up with a new P18 called the "Big Smash". He downloaded the plan from Hip-Pocket Aeronautics website, and it flew quite well. Mike also brought a new "Cat's Meow", built from a kit from J & H aerospace. Mike was busy a good part of the morning trimming this machine. Once it is trimmed, it will be competitive with Dana. Mike also built and flew a catapult glider from plans he downloaded off of the J & H website. I should mention they do offer some downloadable plans for free. Mike and I can make those plans available to club members.

Dana had two great flights for the day. He put up a 2 minute and 14 second flight with his P18 to win the event for the day. He also put up an amazing 20 second indoor glider flight with his "Cat's Meow" glider. No one has been able to pass 20 seconds in the glider event since Tem Johnson quit flying several years ago. On this best flight he was able to get the altitude and transition needed.

Renz showed up with his Clarence Mather 8 inch span indoor 3 gram glider. Dana had run the plans for the "Tipper" in the newsletter and handed out copies at a club meeting some months ago. Renz was able to dial in a 13 second flight with much trimming and coaching guidance from our members. The horizontal stabilizer broke off the fuselage after 20 attempts. The glider can be repaired. It will make the next session.

Roie Black timed club member's flights all day. We really appreciate this. Cheryl made delicious chocolate cookies for our club members, and was greatly appreciated. Roie spent some time in discussions with Mike Seferovich, our new potential club member.

Logan, the grandson of Kate, showed up with a "well" built P-18 from a Laser-Cut Plane's kit. Logan is in middle school. His P18 flew right off the board. This kid is really interested in model airplanes. I believe he will come back and fly more. He flew that P18 all day with most flights exceeding 2 minutes.

Paul's Science Olympiad guests had several models built and flew consistent 2 minute flights. They are built to the new Sci Oly rules which require the Airplane to fit in a dimensioned box. Paul has put a lot of miles on his car driving all over Kansas to educate Sci Oly kids on how to build and fly successful model airplanes. Paul is to be commended for his efforts.

Jeff Nisley brought several surprise items to hand out. It was lucky in that Jeff has been going through the large stack of Jim O'Reilly model airplane plans over the last couple weeks. He had found the original drawings that Ed Lidgard had given to Jim in order to create the CAD and laser cut packages for the "Eugene 2" outdoor

model airplane. I have that particular airplane, and a specially made box for it made by Jeff Nisley. Jeff presented the original plans to Renz and intends to keep them with the airplane. I hope to fly "Eugene 2" next year at Marian.

Paul brought Stan Chilton's original box of airplanes, with real microfilm wings inside. These wings were actually covered with microfilm that had a gold color...meaning it was incredibly thin. Chuck Powell gave Stan's transportation box to Paul after Stan's passing, a world class modeler from Wichita Kansas. I would like to thank Paul for helping the kids all day at Osawatomie and getting excellent flights out of their Science Olympiad airplanes. Paul only flew one of his F-1L models for an 8 minute flight which is just amazing.

Paul was able to get my skinny bomber more efficiently trimmed to double my 30 second flight time. He managed to twist the plastic propeller to increase the pitch and reduce the cross section of the rubber motor I was using. We ended up flying this thing on a 17 inch loop of 3/32 rubber with 1750 turns. The plane managed to get a minute 40 second flight time. My airplane is quite heavy and is pushing 8 grams, but it still flies like its on rail. It is really going to be a great outdoor aircraft! Also, everyone flew their baby ROG 1930 AYA youth airplanes. These are very stable flyers, good for indoors. Mike Schmidt was able to get 73 seconds with his.

I was able to get an excellent flight with my Japanese Zero. No-Cal airplane, 2 minutes and 11 seconds. This plane is getting very old. It was built in the 2010 era when we were still flying in the old gymnasium at the Bible college on 75th and Metcalf.

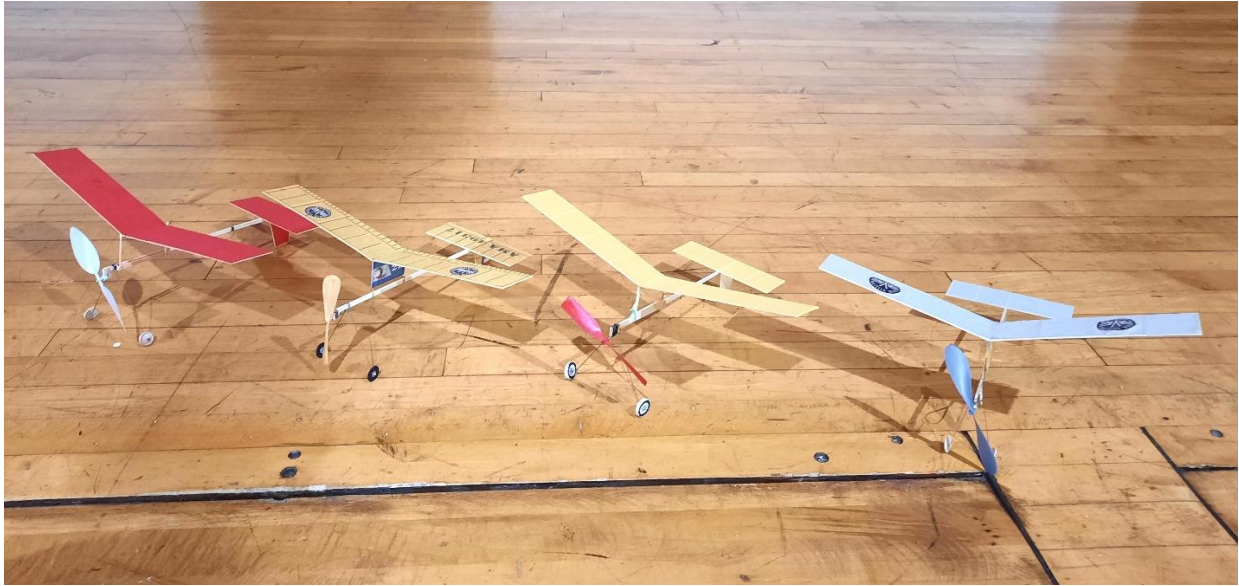
Mike Schmidt has built a new "Fairy Barracuda" WW2 No-Cal which made excellent flights. Mike did a gorgeous job on this!. He built it with a rolled motor tube. It's going to be a No-Cal plane to be reckoned with, very light and with a ton of wing area. Mike did an excellent job on his ink jet printing for the tissue skin of the airplane. Mike has purchased a new printer that utilizes the pigment printing process rather than standard dye printing ink on tissue. The printing is waterproof which makes it easier to work with during construction of the airplane. Mike also flew his P51 and Cessna No-Cals, making beautiful flights all afternoon.

Mike also put up an A6 flight of 3 minutes and 15 seconds which was amazing to watch. Mike has also built 3 identical sized foam core board storage/transportation boxes, which fit efficiently on his tool caddy, which has a set of wheels attached. He can easily roll it through the doorway of the gymnasium and has everything completely ready set up, he just basically loosens up a bungee cord and then sets all the boxes out on the auditorium bleachers and is ready to fly. He has his heavy toolbox at the bottom, near the wheels, for good handling during the transition from his car into the auditorium. This works out great for transportation of his models!

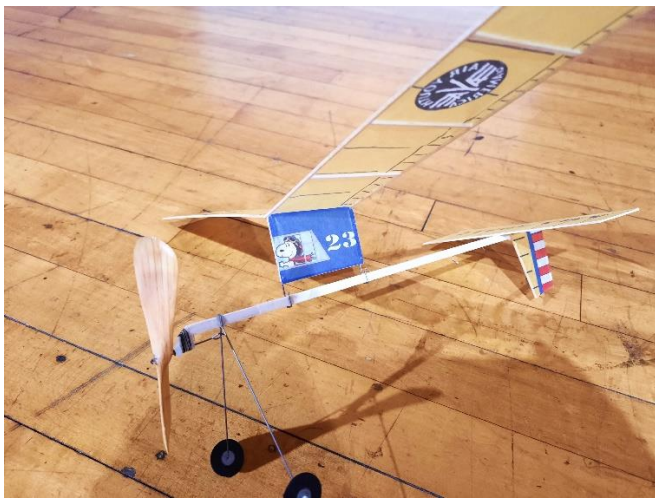
This is my flying report. Hope to see you all next February. Thanks, Jeff Renz



The crew, l to r, Paul Morganroth, Mike Stewart, Suman Sarapalli, Dennis Baker, Jeff Renz, Mike Schmidt, Jeff Nisley, Dana Field, Gary Hodson, Roie Black, Jack Vetter.



The fleet of “Skinny Bombers” from the center of the photo above



Underside of Mike Schmidt’s bomber, Note the pilot!



Outdoor – Jeff Renz’s all balsa twin pusher, a dependable flier

Outdoor – With the cancellation of our outdoor contest, there hasn’t been a lot of HAFFA outdoor to talk about. So, it is now time to talk about next summer’s outdoor intra-club contest events. After discussion with several of the members who actually flew last summer, I have decided to have the same events as last year, with a few tweaks to the rules. The events are:

- 1) Thermic glider event – does not count towards overall championship, separate trophy
- 2) AMA HLG/CLG combined – HLG is javelin launch only, no discus (site is too small for discus)
- 3) FAC Jetcat – FAC rules without workmanship points, no one wants to be the judge
- 4) FAC ½ Wakefield / ½ Gollywock combined
- 5) FAC Blue Ridge Special

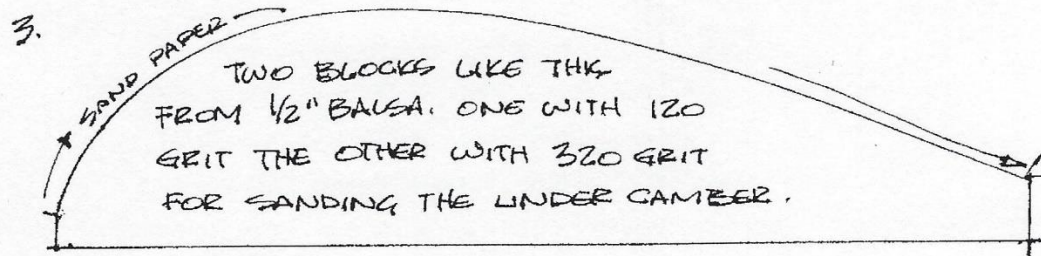
Will send out a detailed set of rules in the next week.

Plans – The plan, “Tem’s Glider”, has been run in the newsletter some years ago. Tem Johnson was a master builder, flyer, and treasured member of HAFFA. He was well known and regarded nationally for both indoor and outdoor flying, and flew nationally competitive models in both. This indoor glider, which he did not name is a perfect example of his skill. In our site in Osawatomie, after he dialed it in, I watched and timed him fly 5 consecutive flights between 31 and 36 seconds. He would launch the glider, it would stop 6 to 12 inches from the ceiling, transition instantly, and begin to glide. This would be very competitive even today, and better than any of us has done recently. Building instructions and hints, courtesy of Tem included.

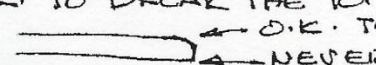
CONSTRUCTION & FLYING SUGGESTIONS

TOOLS

1. A FLAT, SMOOTH, HARD SURFACE TO WORK ON. I USE A 12" X 24" PIECE OF GLASS.
2. SANDING BLOCKS FROM PINE - $1\frac{1}{2}$ " X $\frac{1}{2}$ " X 5" WITH SAND PAPER GLUED ON THE WIDE SURFACES. USE GRITS 100, 120, 220, & 320



BUILDING THE WING

1. LAY UP THE BAUSA PIECES WITH THINNED TITEBOND II (YOU COULD USE DUCO OR SIMILAR WELL PLASTICIZED) I LIKE TO HAVE THE BLANK $\frac{1}{16}$ " \rightarrow $\frac{3}{32}$ " OVER WIDE & $\frac{1}{4}$ " \rightarrow $\frac{3}{8}$ " OVER LENGTH.
2. CUT THE LEADING EDGE TO PLANFORM SHAPE & GLUE ON THE BASS WOOD LEADING EDGE STRIP, AGAIN USING TITEBOND II.
3. SAND THE BOTTOM SMOOTH
4. TAPER THE TOP SURFACE.
5. MARK THE TOP SURFACE WITH DOTS AT EACH OF THE THICKNESS GAUGING POINTS ALONG THE HIGH POINT USING A FINE POINT ROVERBALL PEN.
6. SHAPE THE TRAILING EDGE. CHECK THE THICKNESS FREQUENTLY USING A DIAL CALIPER. IT'S TOUGH TO GET BOTH WINGS THE SAME SO LET ANY EXCESS THICKNESS, 0.001" \rightarrow 0.002", BE ON THE INNER (LEFT) WING.
7. SHAPE THE LEADING EDGE. CHECK THE THICKNESS.
8. SAND IN THE UNDERCAMBER. AGAIN, CHECK THE THICKNESS.
9. TRIM THE TRAILING EDGE SO THAT THE WING CHORD IS JUST UNDER THE MAXIMUM 3" ALLOWED. IT'S O.K. TO BREAK THE TOP CORNER BUT NEVER THE BOTTOM CORNER  NEVER
10. CUT WING PANELS TO LENGTH & BEVEL FOR DIHEDRAL. TRY ASSEMBLY (NO GLUE) TO MAKE SURE SPAN DOES NOT EXCEED 12"
11. GLUE DIHEDRAL JOINT USING ELMER'S WHITE GLUE, PUT GLUE SKIN $\frac{3}{16}$ " \rightarrow $\frac{1}{4}$ " EITHER SIDE OF JOINT. ADD THE 1" SQUARE SILK REINFORCEMENT WITH THINNED & PLASTICIZED DUCO.
12. MAKE SURE THE WING TRAILING EDGES DON'T INTERFERE WITH EACH OTHER WHEN FLEXED. ADD THE PYLON.

FLYING

1. TAPES THE WING IN PLACE WITH MASKING TAPE.
2. ADJUST WING INCIDENCE BY SANDING BOTTOM OF THE PYLON.
3. USE A 7" \rightarrow 8" LOOP OF 0.026" \rightarrow 0.035" RUBBER FOR CATAPULT.
4. CATAPULT LAUNCH AT A NEAR VERTICAL ANGLE. BUNT CLIMBING PATTERN.

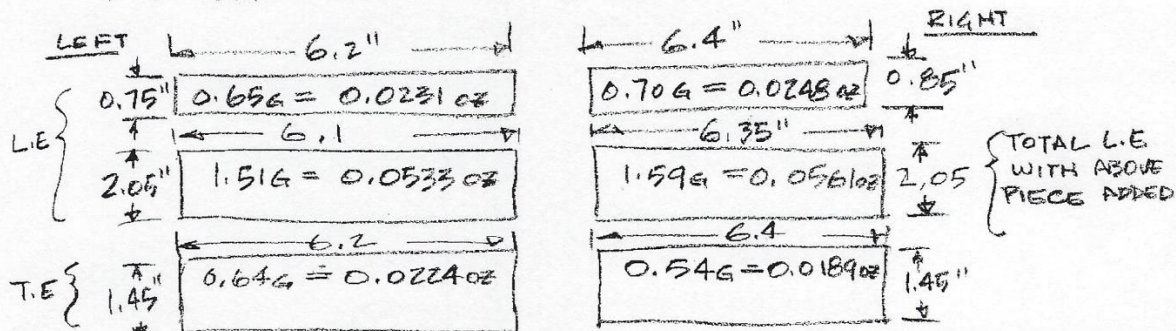
136 CATEGORY I CATAPULT GLIDER - STANDARD CLASS

①

BUILT TO FLY IN CATEGORY I (26' 3" OR LESS) SITES. FLYING #131
 SUGGESTED PLANFORM & NEED TO REDUCE WING LOADING TO GET
 A LOWER SINK RATE. COMPLETE 4-26-97

WEIGHTS:

WING: LE FROM $\frac{3}{32} \times 3 \times 48$ 5# "C" GRAIN (18.2G = 0.642oz)
 TE FROM $\frac{1}{16} \times 3 \times 36$ 4# "A" GRAIN (6.2G = 0.219oz)
 TIPS FROM SCRAP $4\frac{1}{2}$ # "C" GRAIN



- BLANK WITH L.E - OVERSIZE 3.40G - 0.1198oz
- BOTTOM SANDED SMOOTH - APPROX CHORD 2.84G - 0.1003oz
- TAPERED 2.40G - 0.0846oz
- T.E SHAPED 1.98G - 0.0698oz
- L.E SHAPED - TOP FINISHED 1.53G - 0.0550oz
- L/C SANDED 1.19G - 0.0418oz
- WING CUT TO SIZE - DIHEDRAL GLUED 1.16G - 0.0410oz
- SILK REINFORCEMENT ADDED 1.19G - 0.0420oz
- PYLON FROM $\frac{1}{16}$ 5 $\frac{1}{2}$ # "C" GRAIN - FINISHED 0.04G - 0.0015oz
- WING/PYLON ASSEMBLY 1.28G - 0.0451oz
- STAB & RUDDER: FROM 0.057" 6# "C" GRAIN
- STAB BLANK 0.32G - 0.0114oz
- ✓ SHAPED 0.10G - 0.0034oz
- RUDDER BLANK 0.11G - 0.0040oz
- ✓ SHAPED 0.04G - 0.0013oz
- ✓ TRIMMED 0.02G - 0.0006oz
- FUSELAGE: FROM $\frac{3}{32} \times \frac{1}{4} \times 36 = 2.15G$ 10# - (CHAMPION)
- SIDE PROFILED 0.48G - 0.0168oz
- THICKNESS TAPERED 0.29G - 0.0101oz
- TRIMMED TO SIZE 0.28G - 0.0099oz

ASSEMBLIES

- WING/PYLON 1.28G - 0.0451oz
- STAB/RUDDER/FUSELAGE
- COMPLETE AS FLOWN 4-27-97 1.98G 0.0697oz
- (C.G AT 47% ANGULAR DIFFERENCE 12°)

Indoor Standings as of 1/15/24

Year pts	Name	Rank
31+12=43	Schmidt	1
26+10=33	Renz	2
22+7=29	Dana	3
10+3=13	Nisley	4
10	Paul	5
8	Baker	6
4	Stewart	7
3	Suman	8
3	Hodson	9
2	Vetter	10