President: Mike Basta
913-492-4830
Vice President: Jeff Renz
913-341-2781
Treasurer: Dana Field
913-400-2132
Dues: $20
Secretary: Charlie Taylor
816-550-9001

AMA Charter # 2357
SAM Chapter #71

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HEART OF AMERICA FREE FLIGHT ASSOCIATION

9135 HALL DR.
LENEXA, KS 66219

Website: http:/haffa.wikispaces.com/

DISPATCH MARCH 2014

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Schedule of Flying Events

Date	Day	Location	Time	Notes
Mar. 16*	Sun.	Ozanam	9 AM - 12 PM	Indoor
Mar. 29	Sat.	Beatrice, Nebraska	9 AM - 5 PM	Indoor Fun Fly
Apr. 20*	Sun.	Ozanam	9 AM - 12 PM	Indoor
May 3*	**Sat.**	**Osawatomie**	**8:30 AM - 4 PM**	**HAFFA Annual Indoor Contest**
June 26-30	Thurs. - Mon.	Kibbie Dome, Moscow, ID	TBD	NOTE: these dates are Not official, yet.

***** indicates official HAFFA event/activity

HAFFA Indoor Site Locations:

Ozanam Gymnasium
421 E. 137th St.
Kansas City, MO

Kansas City College & Bible School
7401 Metcalf
Overland Park, KS

Osawatomie City Auditorium
425 Main St.
Osawatomie, KS

For Outdoor flying information contact Mike Basta (913-492-4830)
For Indoor flying information contact Emil Schutzel (913-341-7788)

1. Osawatomie reserves the right to cancel our reservation if they get a paying customer.
2. Outdoor flying is subject to weather conditions.

This is a reminder that our indoor flying fee is $10/person.

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2014 Club DUES are PAST due
FINAL NOTICE
Please send checks to:

HAFFA
c/o Dana Field
13431 Ballentine St.
Overland Park, KS 66213

$20
(add $10.00 if you choose to receive the Newsletter by mail this year)
NEWSLETTER includes,
INDOOR & OUTDOOR PLANS
INFO FROM OTHER CLUBS
EXCITING BUILDING HINTS

Monthly meeting - February 2014 by Charlie Taylor

Meeting started at 7:15pm: Members present: Mike Basta, Charlie Taylor, Ralph Preston, Lynn Chafee, Jack Vetter, Wallie Freeburg, Jeff Renz, Tem Johnson and guest Gary Galutia.

Charlie Taylor read notes from January meeting. A motion was made to accept and minutes were approved.

Charlie Taylor gave the treasury report in the absence of treasure Dana Field. The report will be updated as all 2014 dues were not in as of the Feb. meeting. The On hand report was approved by the members present

Old Business:
1) The social dinner at Jack Stack BBQ this coming Sun Feb. 14, was noted and a vote of those planning on attending was taken. The estimated number is between 20 and 25 people. Note: The time has been moved from 6:30 pm to 6:00pm.
2) Jeff Renz gave a summary of the KCRC auction held Sat. Feb. 8. The club sold between 1/3 to 1/2 of the merchandise offered.
3) The passing of member Abe Gallas was discussed among members, both those who attended his funeral and others present. He was definitely a cherished member of the group.
4) The gentleman (Suman Saripal) from Lawrence, Ks who invited the club to fly on land he is associated with was discussed. This was an offer from Suman relayed to the club at the KCRC auction. The club will investigate.
5) Ralph Preston advised the club to remove his wife's e-mail address from their files and use his new address: www.prestonflyingscot.@ yahoo.com
6) The in-club auction of Jack Koehler donated items was discussed, the shut down of bidding was determined to be 2/21/14.
A motion to close old business as made, seconded and approved.

New Business:
1) The need to be represented in the upcoming Kansas City air show this summer was mentioned. No further action was discussed.

A motion was made to adjourn the Feb. Meeting was made, and approved.

Meeting ended approximately 8:30 pm.

Free Flight News

Beatrice, Nebraska Fun Fly by John Pakiz

Indoor Fun Fly
Beatrice City Auditorium, 4th and Ella Sts.
Saturday, March 29th, 9:00 am to 5;00 pm
Entry fee either $10.00 or $15.00 depending on the amount of participation.

A2Z Announcement by Tim Goldstein

As many of you know and the younger ones among us will learn, you reach a point in your life where you start considering what is important and where you want to invest your time & energy. Karen and I have reached this point and have decided it is time to make some changes. While were were busy making some personal changes, it became obvious we needed to look at business changes as well.

A2Z Corp has 2 main components. The original portion is the A2Z CNC line of machined items like the Jones and McLeod strippers modelers are familar with as well as the much larger line of accessories and upgrades for small scale metal worker and hobbyist. Model airplane products joined A2Z when I combine the separate Tru-Weight Indoor Balsa and F1D.biz business into A2Z. Once we were in the model business some very interesting opportunities that lead to us purchasing Peck, Indoor Model Supply, Sting Aero as well as numerous products. Things worked fine as we were still small and there were 2 of us modelers working in the buisness and we prospered and grew. Fast forward and we had to add employees, the knowledgeable modelers had other opportunities come up, and we moved to a bigger building. Life looked good.

Over time it became clear that we were experiencing issues due to personnel that didn't understand models or why things are done certain ways. We tried training, different employees, different managers, documentation, etc. After a few years of this Karen and I have decided it is time to simplify the business so skills and training issues are greatly reduced as well as allowing us to concentrate our efforts on A2Z CNC and the successful brand we have built in that division.

Enough rambling, Karen and I have decided it is time to sell the model airplane portions of A2Z. Our desire is to have A2Z down to a single division company about the time the flying weather gets good. We are talking to a possible buyer, but there are no solid deals in the works yet. If you or someone you know has a serious interest in a business in the FF model world we are looking for buyer(s) of individual portions or the entire division. It can be fun, exciting, challenging, and even profitable for the right person.

If we are unable to find buyer(s), our plan is to close down the model division by summer. We hope for the benefit of the FF community that we can find buyer(s) to carry these legends forward. But it is time for us to focus and move forward with renewed focus.
Thanks for the years of support,
Tim Goldstein

Moffett by Jake Palmer



Chris Borland first mentioned this to me 2 years ago, but it appears that Google is now finally going to lease the airfield and re-skin and rehabilitate the hangars at Moffett. The most interesting part of the article is the mention of a public use facility. Perhaps someday we can fly there again. Anyone know a Google employee? It's never too early to begin making contacts.

February 10, 2014

The U.S. General Services Administration (GSA) and NASA have selected Planetary Ventures LLC

(a Google subsidiary - editor) as the preferred lessee on a lease to rehabilitate historic Hangar One and to manage

Moffett Federal Airfield, currently managed by NASA's Ames Research Center in Moffett Field, Calif. The lease will put

Hangar One to new use and eliminate NASA's management costs of the airfield.

GSA's Request for Proposals (RFP), issued on behalf of NASA in May 2013, kicked off a competitive process in which the

private sector was provided an opportunity to collaborate with the government in rehabilitation and adaptive reuse of

NASA's historic Hangar One and management of the airfield through a long-term lease agreement.

The RFP process sought a tenant to operate, manage and maintain the station to support ongoing government needs

while achieving the following key goals:

-- Rehabilitate and maintain the historic integrity of Hangar One and the Shenandoah Plaza Historic District

-- Eliminate NASA's operating and maintenance costs for Moffett Federal Airfield

-- Leverage the expertise of the real estate industry to reposition Moffett Federal Airfield as a viable asset to support government and controlled public and private flight operations

-- Conform with the 2002 NASA Ames Development Plan and Final Programmatic Environmental Impact Statement

-- Provide net financial proceeds and best value to the government through an open, public competition

Statement from NASA Administrator Charles Bolden:

" The agreement announced today will benefit the American taxpayer and the community around Moffett." **Statement from GSA Administrator Dan Tangherlini:**

"Hangar One was the landmark of Silicon Valley well before the rise of today's high tech titans. NASA's partnership with the private sector will allow the agency to restore this treasure for more efficient use. **Lease Specifics:**

Planetary Ventures' lease proposal achieves the goals outlined in the RFP and includes a number of key benefits for the local community. Their proposal commits to:

-- Re-skin and protect Hangar One

-- Rehabilitate historic Hangars 2 and 3

-- Upgrade the existing golf course

-- Create a public use/educational facility

-- Eliminate NASA's operation and maintenance cost of Moffett Federal Airfield

-- Operate Moffett Federal Airfield in accordance with Programmatic Environmental Impact Statement (such as maintaining the status quo such as airfield operations)

-- Comply with security and airfield management requirements

NASA now will begin working with Planetary Ventures to negotiate the specific terms of the Hangar One and the Moffett Federal Airfield lease. During those ongoing negotiations, NASA will not be able to discuss details of the pending lease agreement.

Proposed changes to the Indoor Site Classifications by Steve Riley C.D. Round Valley Dome

Jerry Murphy (Colorado) has made a proposal that would open up a lot of new sites for record setting that most feel you can't set records in now. This would have no changes to the current records, but open up a lot of opportunities for new records.
Here in the West we have Cat. 1, 2, and 3 sites that are above 5000' above sea level.

Here is the proposal Jerry sent in.

Brief summary of the proposed change*. Add a new set of record categories for performance in sites located at higher altitudes . These new categories would be based on the same ceiling heights as the current categories except they would apply to sites located at elevations of 5,000 feet above sea lever or greater.*

Flying for Record. *National record performances shall be recognized for flights made in each of the following types of buildings:*
Category I Buildings having ceilings less than 8 meters (26' 3").
Category II Buildings having ceilings between 8 and 15 meters (26' 3" to 49' 2.5").
Category III Buildings having ceilings between 15 and 30 meters (49' 2.5" to 98' 5").
Category IV Buildings having ceiling over 30 meters (higher than 98' 5").
Category I HA (High Altitude) Buildings located at an elevation of 5000 feet above sea level or greater having ceilings less than 8 meters (26'3")
Category II HA (High Altitude) Buildings located at an elevation of 5,000 feet above sea level or greater having ceilings between 8 meters and 15 meters (26'3" to 19' 2.5")
Category III HA (High Altitude) Buildings located at an elevation of 5,000 feet above sea level or greater having ceilings between 15 and 30 meters (49' 2.5" to 98' 5")
Category IV HA High Altitude) Buildings located at an elevation of 5,000 feet above sea level or greater having ceiling over 30 meters high (98' 5")
Logic behind proposed change, including alleged shortcomings of the present rules. State intent for future reference.

There are many very good indoor sites located in the Rocky Mountain West that fail to attract the top level indoor competitors because it is not possible to set records at the altitude of these venues. This results in the sanctioning of events conflicting with sanctioned events in these sites resulting in financial losses to the clubs attempting to increase indoor participation in their area. This has a negative impact on the club's ability to be involved with STEM and Science Olympiad programs. The establishing of the new high altitude record categories will create an incentive for current record holders to fly in these events. An another benefit of the addition of these new high altitude record categories is the clubs will benefit from learning form the top competitors who come to try for these new records.

Below is a list of the indoor contest board member. Please contact yours and encourage them to vote for this.

Boldface Below Indicates Chairman of Contest Board

INDOOR CONTEST BOARD

I: Ray Harlan, 15 Happy Hollow Rd., Wayland MA 01778
II: Mary Jane Barber, 23 Rabbit Run, East Hampton NJ 08060
III: Walt VanGorder, 5669 Victory View Ln., Cincinnati OH 45233
IV: John Diebolt, 526 Heater Dr., Cary NC 27511
V: Bill Gowen, 2105 Heritage Heights, Decatur GA 30033
VI: Larry Coslick, 4202 Valley Crest Hill, St. Louis MO 63128
VII: Dennis Tyson, 657 W. Green St., Hastings, MI 49058
VIII: Jesse Shepherd, 2603 Norwood, Dr. Arlington, Texas 76013
IX: H. Stan Chilton, 3010 Grail, Wichita KS 67211
X: Clarence Mather, 2358 Tam O'Shanter Ave., Bishop CA 93514-1944
XI: Andy Tagliafico, 10039 SW Quail Post Rd., Portland OR 97219

Tech Tips

Film Covering Techniques - an internet discussion

I started using the rubber cement diluted with Bestine for covering, as Jake has described several times: lightly brush the outline with the solution, let dry, place on covering, then re-activate glue using brush dipped in Bestine. I love this method, especially for covering the prop.

I decided to use the same solution to remove the dihedral wrinkles. The wrinkles are gone, but there are two problems. The big problem is that the rubber cement remains a little bit tacky and will stick to other flying surfaces. The second is that Bestine evaporates quickly, so the solution does not penetrate as much of the joint. This means that more of the solution is needed, which means more weight and more stickiness.

So don't use thinned rubber cement to remove dihedral wrinkles!
Kang Lee

I used to use rubber cement thinned with Bestine. But the problem I had was that the bond strength wasn't good after many months and the covering came loose, particularly near the wing posts where there's a lot of flexing. It can be fixed by applying more of the solution, but it was a nuisance. (Just pressing it back down doesn't restore the bond.) I think Brett told me to try thinned 3M77, so I switched to that. It has a much higher bond strength and I never had the covering detach since. The covering will tear before it comes loose.
Steve Fujikawa

I wonder if the type of rubber cement plays a role, because I have some ~13 year old intermediate stick wings and the film is still firmly attached.
Jake Palmer

Has anyone tried highly diluted white or wood glue to remove the wrinkles?
Kang Lee

Best Test paper cement is better than anything else I have tried. Just a matter of getting the mix right. And no one complains about the smell.
Mike Kirda

I've had the opposite experience with 3M77. It weighed more after application and didn't stay stuck.
Plus it is really really stinky with the Naptha. Everyone complains when I break that stuff out.
Mike Kirda

Too heavy. Suck on some hard candy and use that sticky saliva. Worked great for microfilm. I imagine it would work fine for wrinkle removal duties too. I'm not thinking it would work well for attaching OS film to spars/props/etc though.
Mike Kirda

Have you weighed your saliva lately? I'm not convinced that diluted wood glue is heavier than your sticky saliva.
Kang Lee

I don't want to hear that Elmer's rubber cement comes loose. These props are going to Romania and need to produce enough thrust to launch the model almost vertically!
Kang Lee

Interesting Web Sites

Here's a site with lots of photos of the interesting old, new, civil, and military aircraft on display:
http://www.sbap.be/museum/brussels/brussels.htm



Strange Facts

The retina inside the eye covers about 650mm2 (1 sq in) and contains 137 million light-sensitive cells: 130 million rod cells for black-and-white vision and 7 million cone cells for colour vision.

Women produce half the world's food, but own only one percent of its farmland.

An average human produce 1.43 pints sweat in a day.

At the deepest part of the ocean (35,813 feet/10,916 meters) in the Mariana Trench, that depth the pressure is 18,000 pounds (9172 kilograms) per square inch.

Traffic lights were being used before the invention of motor car.

Abraham Harry "Abe" Gallas



Abraham Harry Gallas, 83, Overland Park, Kan., passed away Monday, February 10, 2014, at Menorah Medical Center. Funeral services will be at 2:30 p.m. Wednesday, Feb. 12, in the Chapel at Kehilath Israel Blue Ridge Cemetery, followed by burial. Kindly omit flowers; the family suggests contributions to Kehilath Israel Synagogue, 10501 Conser, Overland Park, KS 66212 or a charity of your choice . Harry was born and raised in Kansas City, Mo., the son of Israel and Sadie (Yodler) Gallas. He graduated high school in 1947, attended Kansas City Junior College and enlisted in the U.S. Air Force in 1950 serving four years primarily engineering and testing new aeronautic systems being developed by the Air Force. He attended the University of Kansas where he earned both a bachelor's and master's degree in aeronautical engineering. He married his wife, Marilyn of 55 years in 1955 and moved to California. Harry worked for several major airline design and manufacturing companies and was part of the NASA team that taught the crew members of Apollo 11 to walk on the moon. Harry always believed his interest in building and flying model airplanes lead to his long career in and passion for aeronautics. Harry was a longtime member of Kehilath Israel Synagogue. Harry's first passion was always loving, supporting and caring for his family. In more recent years he especially loved being "Zayde" to his three grandchildren. Harry was preceded in death by his parents and loving wife, Marilyn. He is survived by daughters and son-in-law: Rachel Towle, Overland Park, Heather Gallas, Yorba Linda, Calif., and Becky and Dale Knutson, Edmond, Okla.; brother and sister- in-law: Shelton and Nancy Gallas, Overland Park; grandchildren: Hannah, Aaron and Shayna Towle. Condolences may be shared at www.louismemorialchapel.com. Arr.: Louis Memorial Chapel, (816) 361- 5211.