President: Mike Basta
913-492-4830
Vice President: Jeff Renz
913-341-2781
Treasurer: Jack Vetter
913-296-5224
Dues: $20
Secretary: Dana Field
913-400-2132

AMA Charter # 2357
SAM Chapter #14
FAC Squadron 75

Heart of America Free Flight Association

9135 Hall Dr.
Lenexa, KS 66219

website: ***FLYHAFFA.com***

DISPATCH

July 2016

Schedule of Flying
Events and Meetings

Date	Day	Location	Time	Notes
OUTDOOR EVENTS				
July 12	Tue	Olathe Flying Field	~6:30	**HAFFA Outdoor Champs Flying**
July 13 - 16	W – S	Geneseo, NY	All Day	**Flying Aces Nats, Mk XX**
July 19	Tue	Olathe Flying Field	~6:30	**HAFFA Outdoor Champs Flying**
July 25 – 29	M – F	Muncie, IN	All Day	**AMA Outdoor Nats**
August 9	Tue	Olathe Flying Field	~6:30	**HAFFA Outdoor Champs Flying**
August 23	Tue	Olathe Flying Field	~6:30	**HAFFA Outdoor Champs Flying**
Sept 3 – 5	S – M	Denver, CO	All Day	**50th Rocky Mountain Champs**
Sept 13	Tue	Olathe Flying Field	~6:30	**Finals HAFFA Outdoor Flying Champs**
Sept 22 – 23	T – F	Muncie, IN	All Day	**FAC Outdoor Champs**
Oct 1 - 2	Sat – Sun	Marion, Kansas	All Day	**HAFFA Outdoor Championship**
INDOOR EVENTS				
July 19	Tue	Southridge Presbyterian	7:00 pm	**Club Meeting**
July 20-24	W – S	Rantoul, IL	All Day	**AMA Indoor Nats**
August 16	Tue	Southridge Presbyterian	7:00	**Club Meeting**
September 20	Tue	Southridge Presbyterian	7:00	**Club Meeting**
October 18	Tue	Southridge Presbyterian	7:00	**Club Meeting**

HAFFA Indoor Flying Site Locations:

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

Osawatomie City Auditorium
425 Main St.
Osawatomie, KS

HAFFA Club Meetings:

Southridge Presbyterian Church
5015 Buena Vista St.
Roeland Park, KS 66205

Osawatomie reserves the right to cancel if they get a paying customer

For Outdoor flying information contact Mike Basta (913-492-4830)
For Indoor flying information contact Jeff Renz (913-484-0377)

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

HAFFA Outdoor Champs

The HAFFA Outdoor Champs got off to a good start in May with flying at the field at Frontier Trail JH, located at 143rd and Black Bob in Olathe. This year it was decided to drop ½ Wakefield in favor of Jet Catapult, keeping ½ Gollywock, HLG, and std. CLG as events. Everyone loathed building out of 1/16 balsa, and preferred the ½ Gollywock to the Wakes. I think Gary Hodson and Emil Schutzel would have cleaned up in both events if we could get them outdoors to fly. The first session, on the second Tuesday of the month, had decent weather to fly in the 2nd wettest May on record. However, the field squished when you walked around, and you ended up with wet feet. The second session was, on the fourth Tuesday of the month, was rained out. Both of the June sessions got off OK, but both were hot!!! Jack Vetter is now flying all four events, and showed up with two beautiful jet cats. Mike Basta and Jeff Renz are also flying all four events, and, as usual, competitive Mike has rushed to the lead in the point standings. Dana Field (me) has now broken every flyable airplane he possesses. Guess I have to really get serious at the building board. It is a little disappointing that we are only getting four flyers out to the field. We also get Wallie Freeberg and Lynn Chaffee coming as a cheering section, timers, and as kibitzers. It really is a good time.

HAFFA 2016 Outdoor Club Contest Results/Standings

HLG – Best Time	May	June	July	August	September	Points Total
Dana Field	26	23				6
Mike Basta	24	30				6
Jeff Renz	26	18				5
Jack Vetter	16	15				2

*Javelin launch only – Field is too small for discus launchings.

CLG – Best Time	May	June	July	August	September	Points Total
Mike Basta	38	41				8
Jeff Renz	27	25				6
Jack Vetter	8	13				4
Dana Field	2	3				2

Jet CLG – BT	May	June	July	August	September	Points Total
Mike Basta	14	22				6
Jeff Renz	10	15				4
Jack Vetter	2	8				2

½ Gollywock - BT	May	June	July	August	September	Points Total
Jeff Renz	23	34				5
Mike Basta	21	35				5
Jack Vetter	3	11				2

Standings	May Points	June Points	July Points	August Points	September Points	Total Points	Current Standings
Mike Basta	11	14				25	1st
Jeff Renz	11	9				20	2nd
Jack Vetter	5	5				10	3rd
Dana Field	4	4				8	4th

I



Jeff Renz Photo

From WHAM's contest in March – Jeff Renz's niece and nephew having a good time, wish they lived a little closer, would be great new recruits!!



Jeff Renz Photo

Jack Vetter with his new Vampire – beautiful!! If he can just get it properly trimmed out it would give Mike a run for his money!!

Following is an article and plan copped from the January 2016 NFFS Digest for a cat launched glider that is worthy of note for us. It is not going to be a contest winner at our Marion contest, with boomer thermals, etc, but was designed for maximum dead air time on a small field. In other words, it is designed for a maximum un-thermal assisted glide, but probably will not launch high enough to catch thermals with any regularity. It is not DT equipped as we are not expecting to need one, and supposedly it will reliably do over 60 seconds in dead air. It ought to be perfect for our early evening sessions at the Olathe field, where we rarely have any thermal activity anyway!!!

Full sized plans are available. Just ask me for one!! Should be quick build as well!!

CATAPULT GLIDER: "LAGUNITA"

The Lagunita Cat is a Low-Tech CLG campaigned by Fred Terzian at the Small Field Contests (SFC) hosted by the Oakland Cloud Dusters in the San Francisco Bay Area. The original planform was developed by Mike Palrang several years ago. Fred has been refining the design over the last few years with the end result being an extremely well-behaved, consistent flyer capable of easy 60-second dead air flights.

The glider is a throw-back to simpler CLG design with its spruce stick fuselage, semi-elliptical flying surfaces, and four-panel polyhedral wing. The placement of the launch tab is in-line with contemporary designs although the hook is aft of the tip, partially due to the dimensions of the fuse. The wash-in wedge on the left wing panel is missing and the tips are not canted back. Although Fred does put in a small amount of washout in the wing tips, you can choose to carve or warp it in. A D/T is also missing which many consider a no-no on an outdoor glider this size but there is a reason for this, which we'll get to in a bit. The other notable feature is that the airfoil does not sport the now somewhat ubiquitous Buddenbohm "flat" on the top LE of the wing; it is curvy like glider airfoils use to be.



Fred notes that he is happy with this airfoil as it performs well for flying in relatively small fields in zero or near-zero lift conditions. The only change recently contemplated is adding camber to the lower portion of the wing to improve the already floaty glide but the current iterations all have a flat bottom with the indicated Philips entry. So at this point you may be asking "where's this headed?" First a little background.

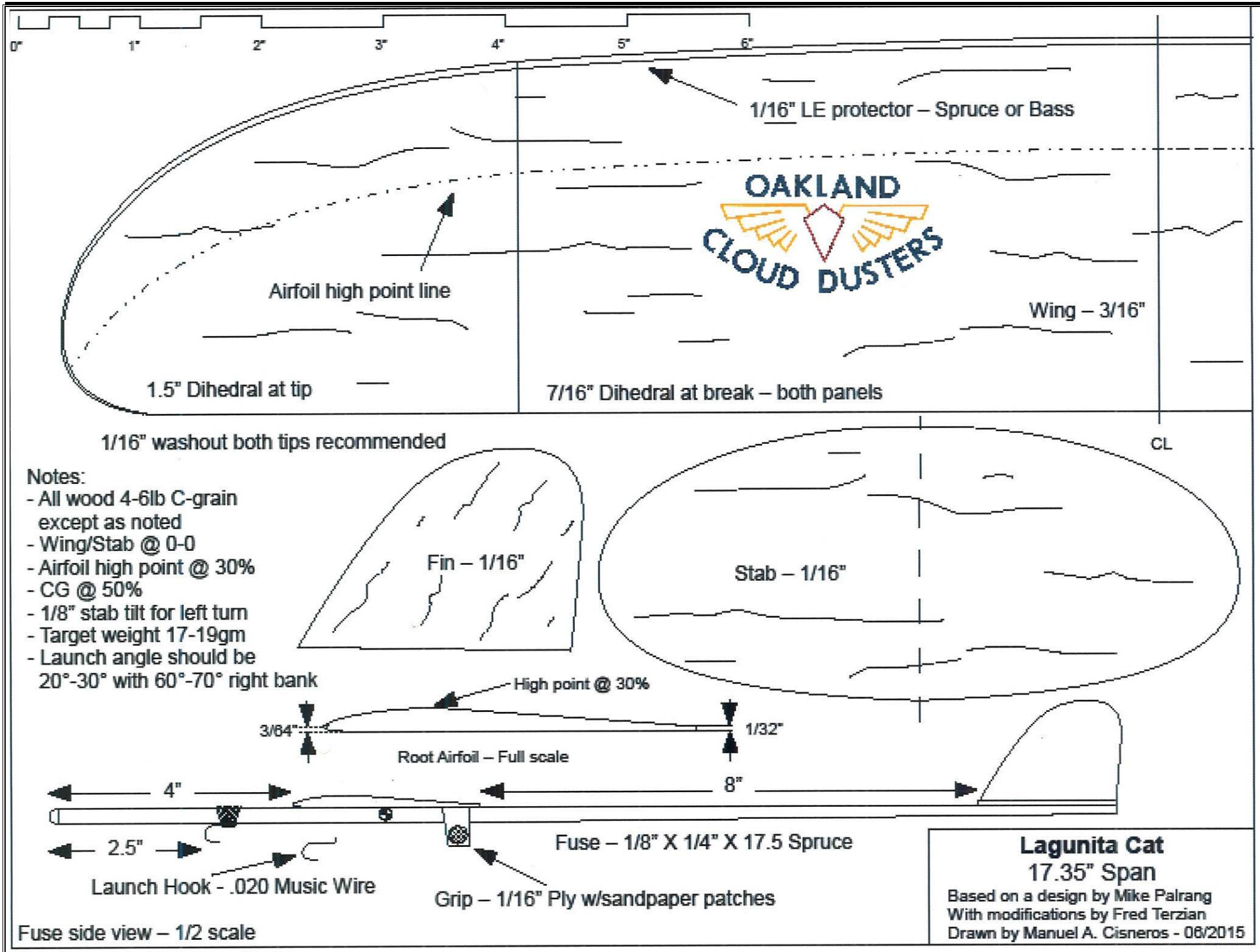
As in many places where humans congregate, flying fields in the San Francisco Bay Area have been disappearing at a disconcerting rate. Over the last 20 years the OCD home field has gone from about 140 acres to about 90 acres to the current one which is about 30 acres. At this rate we'll soon be flying on a large lawn but, like rising sea levels, we'll worry about that later.

Recently the OCD leadership decided to purposely tune the mostly-monthly contests we had been having at the 90-acre field to the much smaller 30-acre field by adding some "small field" events including 6 CLG and 20" Rubber. Maxes were reduced to 60 seconds for all events, including P-30, CLG and HLG. This led to fewer people losing models trying to get 90 or 120 second maxes and more flyers started attending contests, a serious blow to the notion that you need huge fields to attract flyers. And here is where the Lagunita Cat comes in. While most of us were still flying CLGs in the traditional way – launch at about 70 degrees with a 20 degree bank, climb in a tight spiral, and try to get the glider to snap into the transition, Fred was launching at about 20-30 degrees to the horizon with a 60-70 degree bank resulting in a wide, fairly flat climb that transitioned into the glide with what can only be described as a lackadaisical attitude. Fred's glider seemed to be climbing up to relatively low altitudes in slow motion which kept it out of the higher air where Hung's minions hunt for models. The fact that Fred's glider did not have a DT made this particularly important and the tactic has paid off, Fred has managed to hold on to the original Lagunita Cat for a couple of seasons while many of us have lost gliders flying in more dangerous air. Another thing to note is that the shallow polyhedral angles are fine as roll stability is not a major concern in the calm air we fly. The relatively flat wing is a design consideration that Fred attributes to Mike Palrang's indoor flying experience, and as we all know, the flatter the wing the more the projected area, which helps with squeezing out every last bit of lift.

In line with the keep it light philosophy, Fred's current version weighs in at around 17 grams, a bit of an effort for a glider this size. A minimal finish helps with weight control, no attempt was made to make a glass slipper, and just a good sanding followed by a couple of coats of 50/50 plasticized nitrate dope, although Fred plans on using a spar varnish finish on future versions.

A copy of the model was made by yours truly and, after getting the launch right I'm happy to report that my version behaves pretty much the same as Fred's except mine came in closer to 20 grams and so flies a bit faster and gets less dead air time. Fred is experimenting with different wing thickness and we've discussed adapting the platform to more typical contest conditions by adding a wedge, a DT, and maybe going to a five-panel wing. I suppose a carbon tailboom is also in order but that will be a different beast; we'll see if a Cat can change its spots after all.

Manuel Cisneros, San Carlos, Calif.
macs8953@yahoo.com


0"
1"
2"
3"
4"
5"
6"
1/16" LE protector – Spruce or Bass
OAKLAND
CLOUD DUSTERS
Airfoil high point line
Wing – 3/16"
1.5" Dihedral at tip
7/16" Dihedral at break – both panels
1/16" washout both tips recommended
CL
Notes:
- All wood 4-6lb C-grain except as noted
- Wing/Stab @ 0-0
- Airfoil high point @ 30%
- CG @ 50%
- 1/8" stab tilt for left turn
- Target weight 17-19gm
- Launch angle should be 20°-30° with 60°-70° right bank
Fin – 1/16"
Stab – 1/16"
High point @ 30%
3/64"
1/32"
Root Airfoil – Full scale
4"
8"
2.5"
Launch Hook - .020 Music Wire
Grip – 1/16" Ply w/sandpaper patches
Fuse – 1/8" X 1/4" X 17.5 Spruce
Fuse side view – 1/2 scale
Lagunita Cat
17.35" Span
Based on a design by Mike Palrang
With modifications by Fred Terzian
Drawn by Manuel A. Cisneros - 06/2015