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
Website : Jeff Nisley
913-406-1331

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

March 2017

Schedule of Flying
Events and Meetings

Date	Day	Location	Time	Notes
OUTDOOR EVENTS				
April 11	Tue	Olathe Flying Field	~6:30	**Practice for HAFFA Outdoor Flying Champs**
April 25	Tue	Olathe Flying Field	~6:30	**Practice for HAFFA Outdoor Flying Champs**
April 29 - 30	Sat - Sun	Marion, Kansas	All Day	**WHAM Spring Contest**
May 9	Tue	Olathe Flying Field	~6:30	**HAFFA Outdoor Flying Champs**
May 23	Tue	Olathe Flying Field	~6:30	**HAFFA Outdoor Flying Champs**
June 13	Tue	Olathe Flying Field	~6:30	**HAFFA Outdoor Flying Champs**
June 27	Tue	Olathe Flying Field	~6:30	**HAFFA Outdoor Flying Champs**
INDOOR EVENTS				
April 1	Sat	Osawatomie	All Day	**HAFFA Annual Indoor Contest**
April 18	Tue	Southridge Presbyterian	7:00	**Club Meeting**
May 16	Tue	Southridge Presbyterian	7:00	**Club Meeting**
June 20	Tue	Southridge Presbyterian	7:00	**Club Meeting**
July 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

After a hiatus starting in September, this is the first Dispatch to be published. From the editor's point of view, there was not a lot of information, nor were there any printable articles, submitted. And there is something called "burn out", which I am sure Gary Hodson, our previous editor can tell me about, chapter and verse. Anyway, that is in the past, and a regular stream of Dispatches is to commence.

So, what has happened HAFFA wise since last September.
From the editor's perspective I will attempt to give you the highlights.

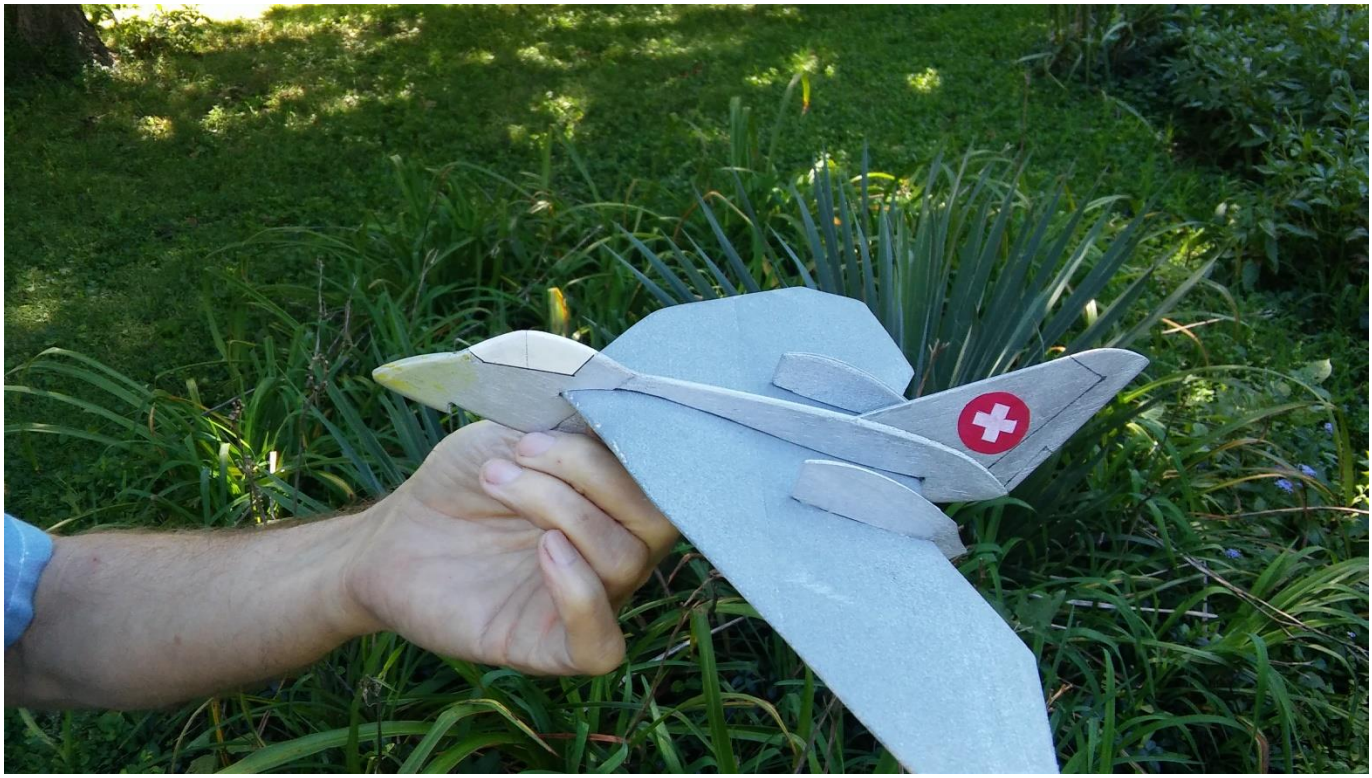
1) In September, we had our annual picnic at Suman Sarapalli's Carmel Farm's flying field in Perry, Kansas. A great time was had by all, except Mike forgot to defrost the frozen hamburgers in time (the hotdogs were great!), and forgot to bring the ice cream for dessert. A new event was flown – Thermic HLG. Any Jetco or Jasco HLG was eligible, and as usual, the winner was Mike Basta. Dana Field supplied and awarded trophies for the Thermic event, and one for the HAFFA Outdoor Champion, who again was Mike Basta. (got to beat him this year!!)
2) In January we lost another long time HAFFA member, Ralph Carlson. He was somewhere in his eighties, and had been an active competitor on the national scene years ago, regularly attending the AMA Nationals. Until recently, he regularly came to meetings, and came to our outdoor championship flying sessions, flying a CLG, even though he could hardly walk. He will be missed by all!
3) In February, we had our annual HAFFA dinner at Zarda's barbeque in Lenexa. A lot of members and wives showed up and had a great time! The food was great, and Jeff Renz's wife, Peggy, made a big chocolate cake.
4) Monthly indoor flying had been taking place on the first Saturday of the month in Osawatomie, with occasional additional sessions at Ozanam, and our annual indoor contest is scheduled for the first Saturday of April, April 1st. Hopefully, I get a list of events and schedule, and get it published, or more likely just distributed before the contest. A little time to prep usually pays off.

S0, what is coming up, again a few highlights.

1) Again, I will mention our annual indoor contest in Osawatomie on April 1st. There is a trophy awarded to the overall winner, but at this point, I do not know for sure what the criteria for winning is. In the past it has been the winner of a single designated event, and largely it has been for A-6. However, I think it was changed to the overall points leader to determine the champion, and it may be for the most points accumulated for the season. Jeff R. will have to clarify this point. I do know the most coveted (by me anyway, and I have never won it) trophy is awarded to the winner of the 'Comet ROG mass launch'. It is a replica of a Comet ROG, I believe originally made by Mike Basta, and would look great sitting on my mantle.
2) April 29 & 30 is the Wichita Historical Airplane Modelers (WHAM) annual spring contest in Marion, KS. Basically it is a spring version of our HAFFA fall contest, and some of us surely should make the trek to Marion to fly. A lot of great flyers and a good time to be had.
3) The HAFFA 2017 Outdoor Championship flying will commence in April as well. We fly on the second and fourth Tuesdays of the month at the field on 143rd and Black Bob in Olathe, starting around 6:30 pm, and flying until it is getting dark. April flying is practice, getting those models trimmed and ready, and in April we frequently get rained or blown out. Flying for points starts the first Tuesday in May. Rules will be sent out as soon as possible by email, but are really simple. Your best time for an event from either Tuesday's flying counts in each event, and you get one point for flying and one point for each person you beat for the month.

As of now, 'Thermic HLG', '1/2 Gollywock', and 'Jet CLG' are definite events. The fourth will be settled at this month's meeting, and will probably be AMA CLG, but maybe AMA HLG (javelin launch, no discus). The particulars will be out soon.

A Jeff Renz photo of a jet cat launched glider. Don't know for sure who's it is, or what plane, but must be Swiss. Some extra points are given in this event, five for a flying wing or canard (no Mike, a delta wing is neither), and one for each engine pod, tank, or armaments pod. In the jet in the picture there are two engine pods, two points would be added to the flight time. I think we should add points for painting it silver as well.

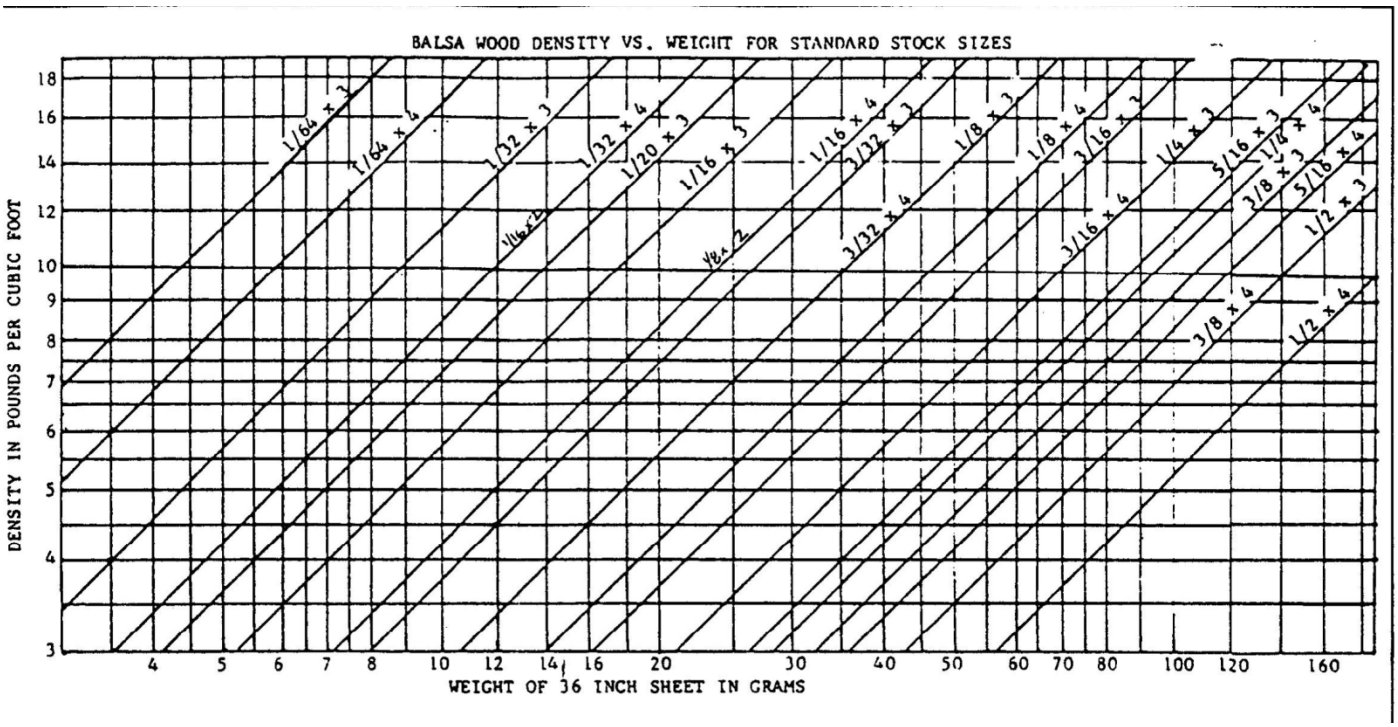




Gary Hodson explaining the finer points of his Ford ____ to Emil Schutzel and Jeff Nisley at January Osawatomie flying session. Jeff Renz Photo

Below is a chart for calculating the density of sheet balsa. A lot of the well known gurus of our hobby get their balsa in a large lot, which they then grade for grain, and then weigh the sheets for the density in lbs/cubic foot. This is then written on the sheet (lightly of course), and it makes it much easier to find a particular weight and grain direction when they want it. They also know when they have some of the mythical 3 – 4 lb stuff we dream about. Keeping a copy of this handy in the workshop would be a good idea.

NFFS Digest Balsa Weight Chart



The following Chart has been shamelessly lifted from Carl Bakay's Southern Louisiana Indoor Modeling Journal, who in turn lifted it from a long ago NFFS Digest. The chart was originally submitted to NFFS by John Ferrer. A handy thing to have hanging over the workbench.

Note: for 2" wide stock, weigh and multiply by 2, then use 4" wide data

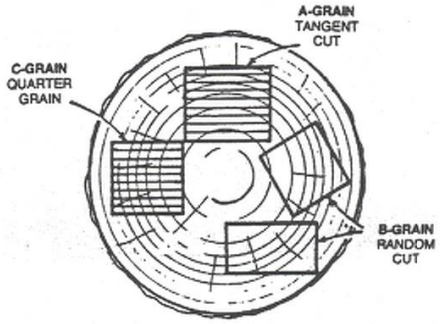
EQUIVALENT SIZES

1/64X3	1/64X4	1/32X3	1/32X4	1/16X3	1/16X4	3/32X3	3/32X4	18X4
1/8X3/8	1/4 SQ	1/8X1/4(3)	1/4X1/2	1/8X1/2(3)	1/4X1	3/16SQ(8)	3/8X1	1/2X1
3/16X1/4		3/16X1/2		1/4X3/4	1/2SQ	3/8X3/4	1/2X3/4	
1/8SQ		1/4X3/8		3/8X1/2		3/8SQ(2)		

Next page is the corresponding info on grain direction. Proper selection of grain for a particular application is crucial, and I guess the biggest grail of all is finding some real light "C" grain those glider leading edges on the wings, and thin sheets for the stab parts. The article says the rarest type is the "A" grain, but I have never had a problem finding that, and finding less ten lb "C" grain in the proper thickness has been tough. "B" grain is supposed to be "pretty good" for almost everything. I think Emil Schutzel must have a supply of two lb wood that no one else has ever found.

Balsa Grain ID Chart — Learn How to Identify All Three Grain Types

Tips From Sig Manufacturing Company



CROSS-SECTION OF BALSA LOG

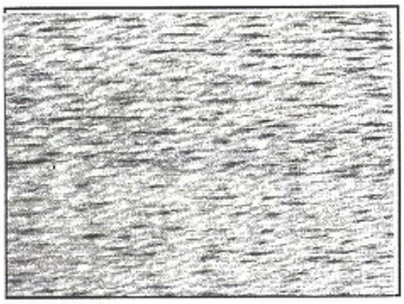
In selecting balsa sheets for use in your model, it is important to consider the way the grain runs through the sheet as well as the weight of the sheet. The grain direction actually controls the rigidity or flexibility of a balsa sheet more than the density does. For example, if the sheet is cut from the log so that the tree's annular rings run across the thickness' of the sheet (A-grain, tangent cut), then the sheet will be fairly flexible edge to edge. In fact, after soaking in water some tangent cut sheets can be completely rolled into a tube shape without splitting. If, on the other hand the sheet is cut with the annular rings running through the thickness of the sheet (C-grain, quarter grain), the sheet will be very rigid edge to edge and cannot be bent without splitting. When the grain direction is less clearly defined (B-grain, random cut), the sheet will have intermediate properties between A and C grain. Naturally, B-grain is the most common and is suitable for most jobs. The point to bear in mind is that whenever you come across pure A-grain or C-grain sheets, learn where to use them to take best advantage of their special characteristics. The following chart illustrates the 3 basic grain types for sheet balsa and lists the most appropriate uses for each.



A-Grain sheet balsa has long fibers that show up as long grain lines. It is very flexible across the sheet and bends around curves easily. Also warps easily. Sometimes called "tangent cut."

Do: Use for sheet covering rounded fuselages and wing leading edges, planking fuselages, forming tubes, strong flexible spars, HL glider fuselages.

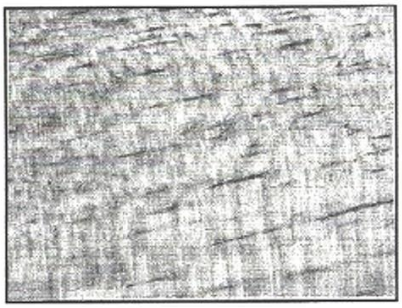
Don't: Use for sheet balsa wings or tail surfaces, flat fuselage sides, ribs or formers



B-Grain sheet balsa has some of the qualities of both type A and type C. Grain lines are shorter than type A, and it feels stiffer across the sheet. It is a general purpose sheet and can be used for many jobs. Sometimes called "random cut."

Do: Use for flat fuselage sides, trailing edges, wing ribs, formers, planking gradual curves, wing leading edge sheeting.

Don't: Use where type A or type C will do a significantly better job.



C-Grain sheet balsa has a beautiful mottled appearance. It is very stiff across the sheet and splits easily. But when used properly, it helps to build the lightest, strongest models. Most warp resistant type. Sometimes called "quarter grain.":

Do: Use for sheet balsa wings and tails, flat fuselage sides, wing ribs, formers, trailing edges. Best type for HL glider wings and tails.

Don't: Use for curved planking, rounded fuselages, round tubes, HL glider fuselages or wing spars.

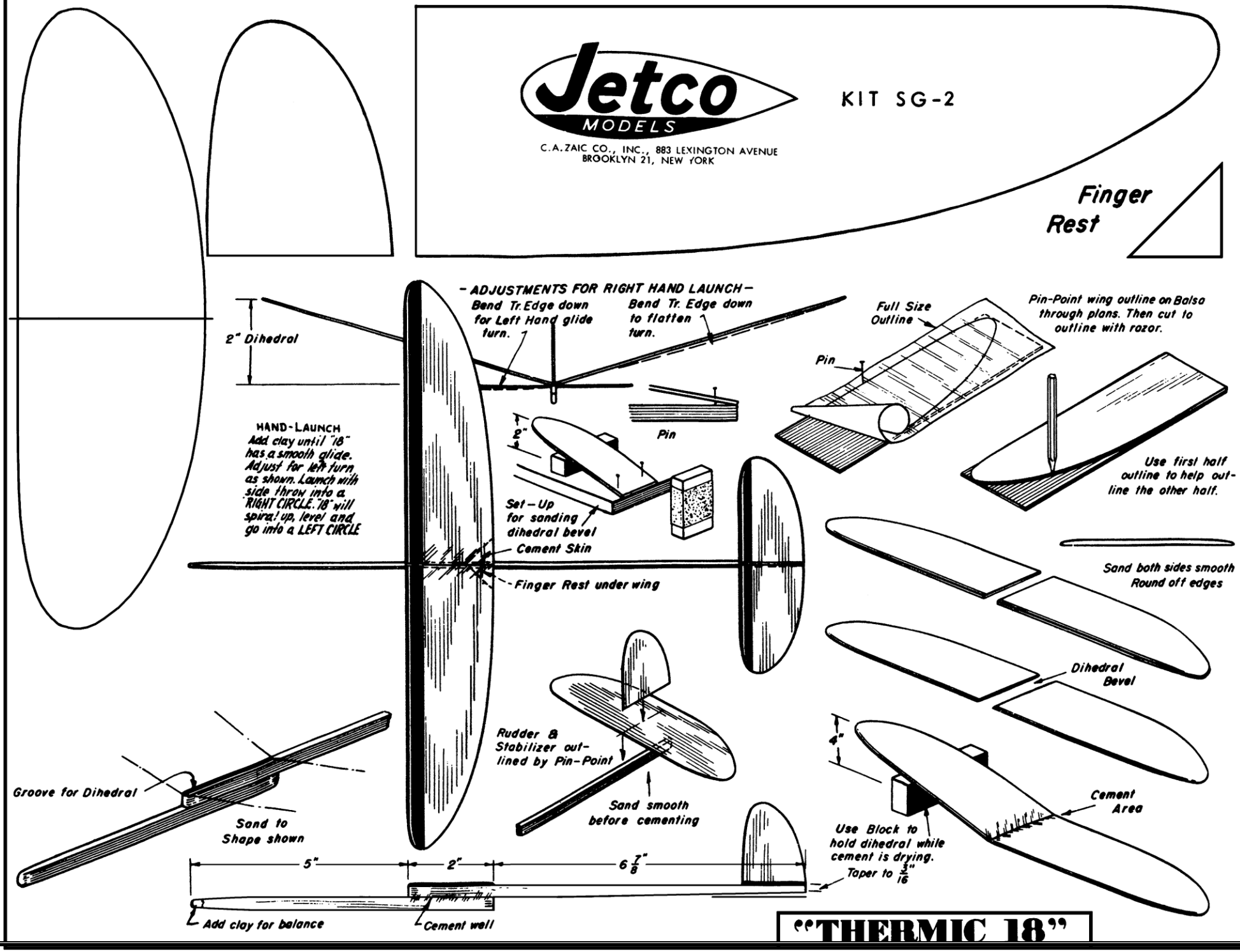


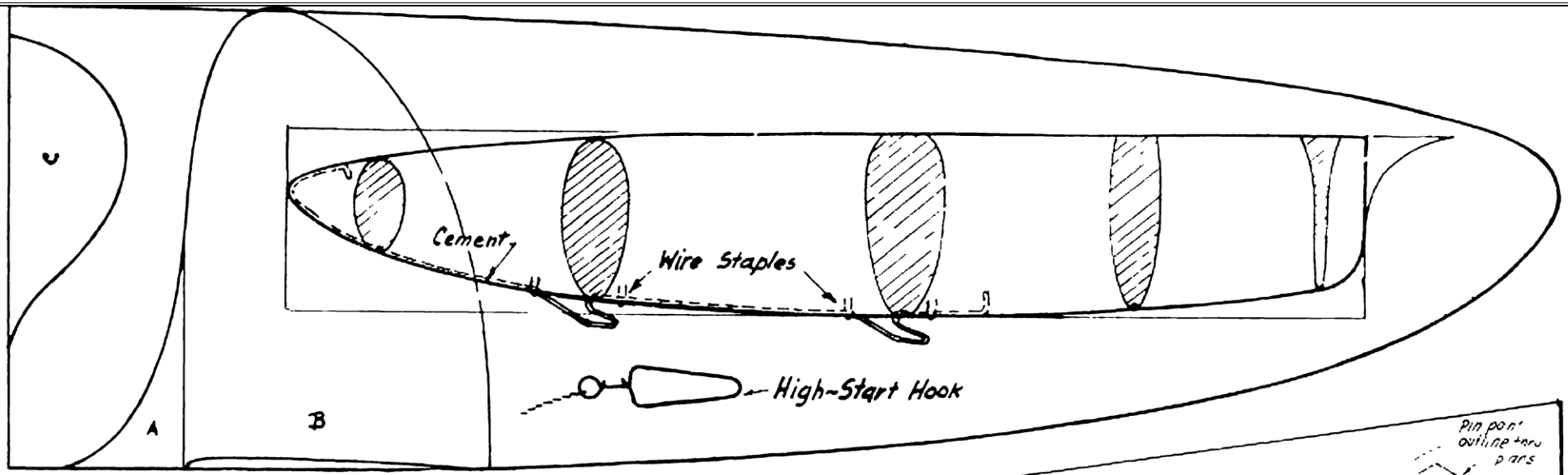
Jeff Nisley with Dana Field and his “Peck ROG”. Maybe the only flyable thing he has at the moment. Renz Photo



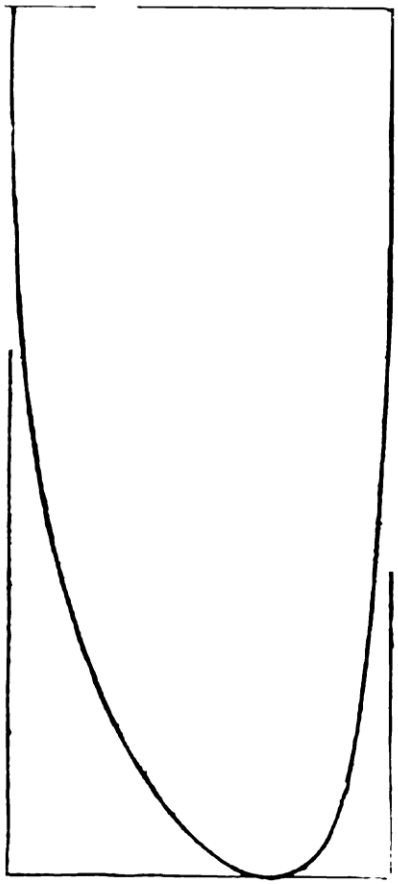
January meeting – Mike Basta explaining his fossil aircraft to Charlie Taylor, Jeff Nisley, and new member Tom Brabant. (I seem to remember this is a really old model!!) Renz Photo

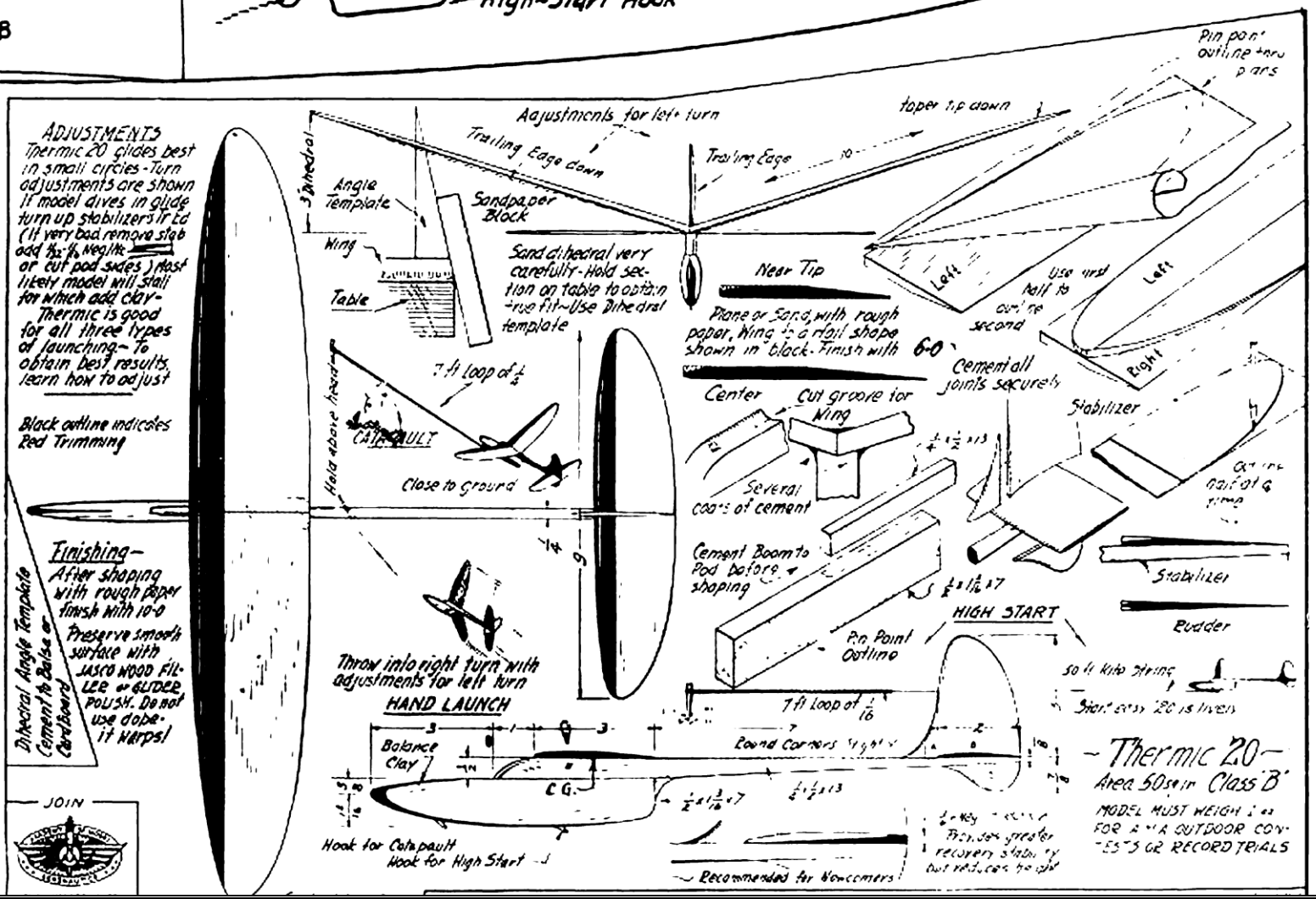
The last two pages of this newsletter are a republication of plans for the Jetco Thermic 18 and Jasco Thermic 20. These were in the September newsletter, but some of the previous publications were not to scale, and did not have all the dimensions. These should be correct, with the Jetco Thermic 18 actually having a 13 in wing span (it is a quick one night build), and the Jasco Thermic 20 having 10 inch wing panels. There is a Jasco Thermic 18, which I do not have plans for, which has a pod like the Thermic 20. Either is OK. We are going to be flying Thermic HLG in our HAFFA Outdoor Championships this year. My suggestion, build a Jetco Thermic 18, so you have something to fly right away, and then build a better glider at your leisure. I have plans, electronic, for all up to the mythical Thermic 30. Don’t think anyone has the arm for that one!


Jetco
MODELS
KIT SG-2
C.A. ZAIC CO., INC., 883 LEXINGTON AVENUE
BROOKLYN 21, NEW YORK
Finger Rest
2" Dihedral
- ADJUSTMENTS FOR RIGHT HAND LAUNCH -
Bend Tr. Edge down for Left Hand glide turn.
Bend Tr. Edge down to flatten turn.
HAND-LAUNCH
Add clay until "18" has a smooth glide. Adjust for left turn as shown. Launch with side throw into a RIGHT CIRCLE. "18" will spiral up, level and go into a LEFT CIRCLE
2"
Pin
Set - Up for sanding dihedral bevel
Cement Skin
Finger Rest under wing
Full Size Outline
Pin
Pin-Point wing outline on Balsa through plans. Then cut to outline with razor.
Use first half outline to help outline the other half.
Sand both sides smooth
Round off edges
Dihedral Bevel
Rudder & Stabilizer outlined by Pin-Point
Sand smooth before cementing
Groove for Dihedral
Sand to Shape shown
4"
Cement Area
Use Block to hold dihedral while cement is drying.
Taper to 3/16"
5"
2"
6 7/8"
Add clay for balance
Cement well
"THERMIC 18"



Full Size Templates





Thermic 20 - kit Prepared by Junior Aero Supp. Co - 100 E. 53rd 10th Street - New York, N.Y.