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
Newsletter Editor: Dana Field
Website: Jeff Nisley
913-406-1331

AMA Charter # 2357
SAM Chapter #14
FAC Squadron 43

Heart of America Free Flight Association

website: ***FLYHAFFA.com***

DISPATCH

July 2017

Schedule of Flying
Events and Meetings

Date	Day	Location	Time	Notes
OUTDOOR EVENTS				
July 11	Tue	Olathe Flying Field	~6:30	**HAFFA Outdoor Flying Champs**
July 25	Tue	Olathe Flying Field	~6:30	**HAFFA Outdoor Flying Champs**
August 8	Tue	Olathe Flying Field	~6:30	**HAFFA Outdoor Flying Champs**
August 22	Tue	Olathe Flying Field	~6:30	**HAFFA Outdoor Flying Champs**
September 2, 3, &4	Sat. – Mon.	Denver, CO	All 3 days	**MMM Rocky Mountain Champs**
September 12	Tue	Olathe Flying Field	~6:30	**Final Night – HAFFA Outdoor Champs**
Sept. 30 & Oct. 1	Sat & Sun	Marion, IL	All both days	**HAFFA Annual Outdoor Contest**
INDOOR EVENTS				
July 18	Tue	Southridge Presbyterian	7:00	**Club Meeting**
August 15	Tue	Southridge Presbyterian	7:00	**Club Meeting**
September19	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

Over the 4th of July Holiday, HAFFA lost beloved member Tem Johnson. He had been suffering ill health for a number of years. I don't have all of the tribute articles and pictures in place for this newsletter, but will have a complete tribute compiled for the next issue. He will be missed by all who knew him.

HAFFA Outdoor Championships

The first night of June flying, the 13th, was blown out by steady 10 – 20 mph winds, with gusts higher in the 30+ mph range. However, the second night, the 27th, had only moderate winds and had a hotly contested group flying. I missed both nights due to business travel (got to retire soon!), but six members fought it out. Both Jeff Renz and Mike Basta missed May flying due to a rain out and business conflicts, but both came back with a vengeance. Charlie Taylor and Jack Vetter held on to their 1st and 2nd place standings, but Mike clawed his way to third, just two points behind Jack. Charlie Taylor, on the other hand, managed to actually increase his lead, and right now, looks like the man to beat. Jeff Renz leapt past Jeff Nisley, Scott, and myself to 4th place. Jeff Nisley is in 5th place, Scott is in 6th, and I am bringing up the rear. This is about as hot a standings as we have had! This could be a very interesting and entertaining outdoor flying season!

Current Championship Results & Standings:

HAFFA 2016 Outdoor Club Contest Results/Standings

Thermic - Best Time	May	June	July	August	September	Month Pts.
Dana Field	4	-----				0
Charlie Taylor	13	11				3
Jeff Renz	-----	15				4
Jack Vetter	-----	5				2
Scott Baird	-----	4				1
Mike Basta	-----	15				4

CLG – Best Time	May	June	July	August	September	Month Pts.
Dana Field	28	-----				0
Jack Vetter	10	20				2
Charlie Taylor	12	24				4
Mike Basta	-----	27				5
Scott Baird	-----	21				3
Jeff Renz	-----	15				1

Jet CLG – BT + bonus points	May	June	July	August	September	Month Pts.
Charlie Taylor	11 +7	13 +5				5
Jack Vetter	12 +7	14 +5				6
Jeff Nisley	2	10 +5				3
Mike Basta	-----	9 +5				2
Jeff Renz	-----	15 +2				4
Scott Baird	-----	13 +0				1

½ Gollywock - BT	May	June	July	August	September	Month Pts.
Charlie Taylor	14	49				4
Jack Vetter	8	2				1
Mike Basta	-----	39				3
Jeff Nisley	-----	18				2

Standings	May Points	June Points	July Points	August Points	September Points	Total Points	Current Standings
Dana Field	4	-----				4	7
Charlie Taylor	8	16				24	1
Jack Vetter	5	11				16	2
Jeff Nisley	1	5				6	5
Mike Basta	-----	14				14	3
Jeff Renz	-----	9				9	4
Scott Baird	-----	5				5	6



Jeff Nisley at Marion, with his ½ Gollywock – Jeff Renz photo

Following we have a little surprise blast from the past. Look at the credits at the bottom of the next page for the surprise. It is entertaining, and mostly true. Following that, we have a wonderful article, written by Jeff Nisley, including the illustrative photos, of the current method of braiding rubber motors by Don DeLoach. He was gracious enough to take the time during WHAM's recent spring contest to show us how to do this. If you have ever seen Don's rubber jobs take off (P-30 in particular), they seem to climb like a Bob Hanford gas job. Finally, we finish up with a couple of plans, detailed on another page.

WHAM

Issue JE-91

NEWS, VIEWS and REVIEWS

May 14, 2011

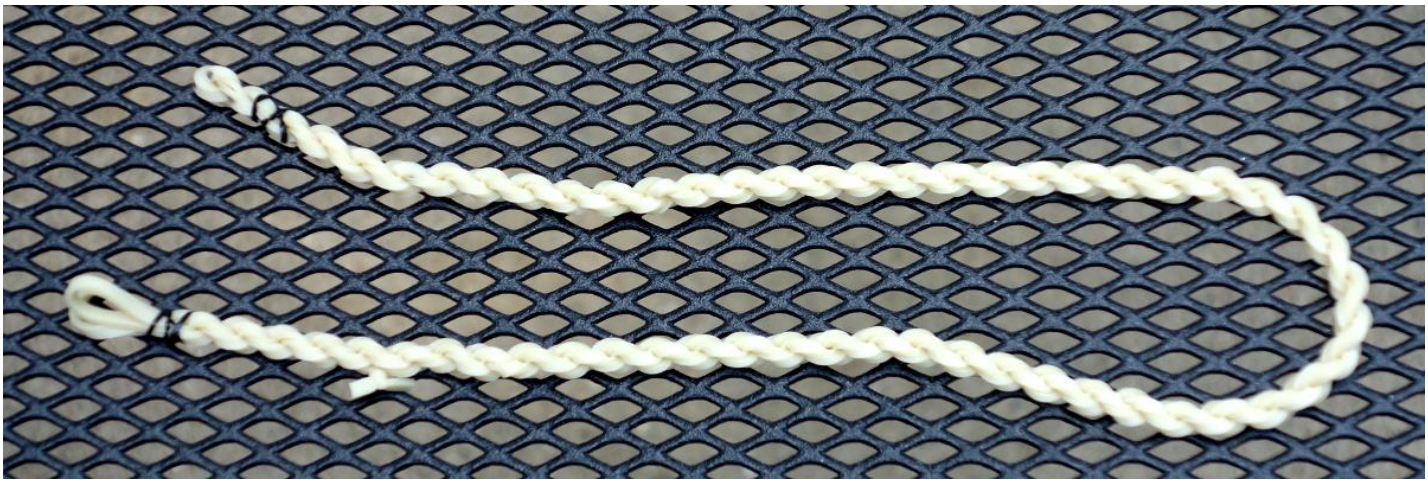
Official Publication of the Wichita Historical Aircraft Modelers, SAM 56, and the Kansas Sunflower Squadron, FAC Squadron #23

Free Flight Rules of Thumb

1. Rubber scale and sport models seem to perform best with 23- 25% of their total weight in the rubber motor.
2. If at one minute into its flight a P-30 doesn't look as if it has a good chance to max, it won't.
3. At least one out of 25 outdoor flights will end in a tree. Carry poles in your car.
4. A rubber model still unpredictable after 3 serious trim sessions is better off in the trash can.
5. If an Embryo model fails to climb over 100 feet in 15 seconds, it's not a winner.
6. One biplane a year is plenty for most of us.
7. An indoor scale model or a Bostonian will hit a wall or the floor head-on at least3 times during trimming, and once every 10-12 flights thereafter.
8. If you are at all in doubt about the future availability of any highly useful free flight item, stock up on that item without delay.
9. On a good contest day with good air, and with good models well-flown, launching at random should produce a max 50% of the time.
10. To achieve a really good indoor time with a rubber scale model or a Bostonian, you must have at least 2,000 turns in the rubber motor.
11. Forty-five minutes a day at the workbench should produce 12 models of various kinds of free flight in a year's time.
12. A life without at least 25 flying sessions a year is being lived not quite right.
13. On average there are 10-12 truly perfect days for outdoor free flight per season in Kansas. Two of these days occur on Saturday or Sunday.
14. About 2% of the total time you devote to free flight will be spent watching one of your models fly.
15. Rubber motors for 200 good flights of a Pacific Ace will cost as much as a Hiline MINI-6 electric power train for the same airplane.
16. At current prices, a good aviation/aeromodeling library costs about $350 a foot.
17. FAI rubber motors that are properly stored, correctly tied, well-lubed, properly broken in, correctly sized, well-handled, inspected for flaws, and not abused will break on winding less than 1% of the time, even under contest pressures.
18. If a rubber motor is not well-lubed, all bets are off.
19. It is "easier" to win prizes at an outdoor contest on a bad windy day than on a real nice day if you are willing to suffer.
20. In searching for a good design for scale rubber, look for a reasonable hook-to-peg distance of at least the wingspan.
21. You can never have too much (a) good rubber, (b) good balsa, or (c) good tissue. Buy what you can afford, and add 10%.

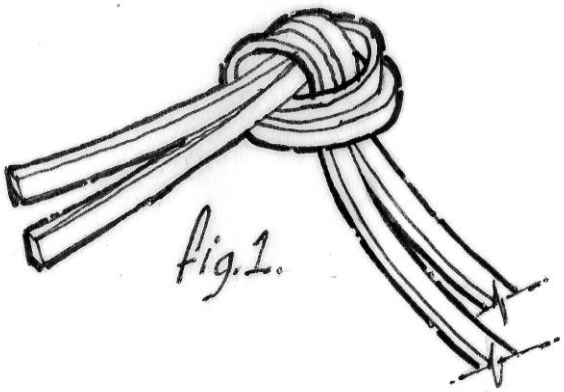
by Aaron Petersen Printed in the Mar-Apr 1991 Heart of America Free Flight Assn, Jeff Renz

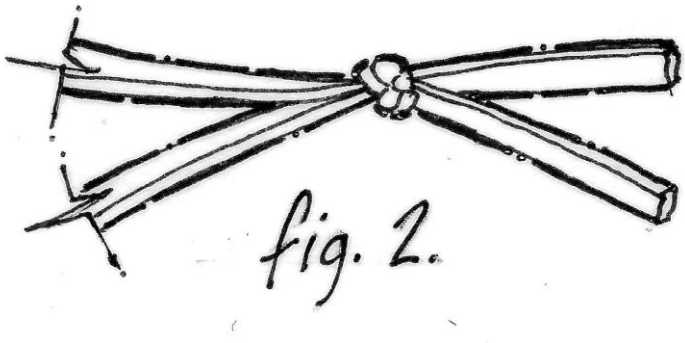
Braiding Rubber Motors for Model Aircraft — Clockwise/Clockwise Method
Article by Jeff Nisley — Method by Don DeLoach



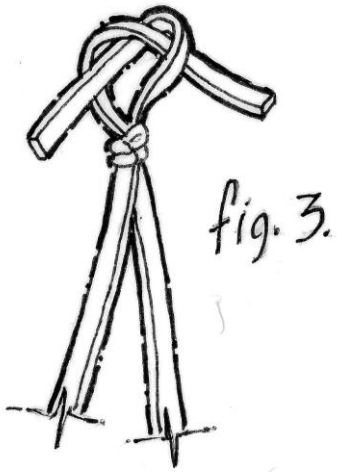
The following is a summary of a lesson Don Deloach gave to members of the Heart of America Free Flight Association (HAFFA) featuring his way of braiding rubber motors during the 2017 Marion Spring National Contest in Marion, KS, June 4, 2017.

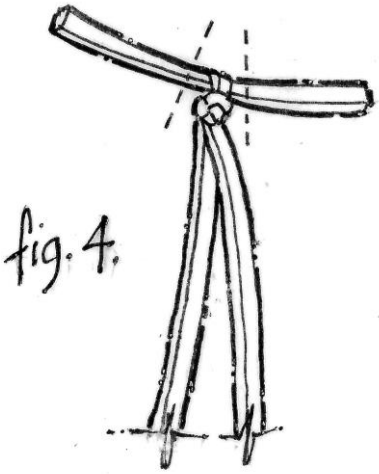
First some thoughts about braided rubber motors in general. By braiding a rubber motor you can generally get away with using a longer motor (more winds = longer distance and time in the air). The traditional rule of thumb is the length of the motor can be 1-1/2 times the distance from the propeller hook to the rear motor peg or tube. Don claims that with his method he uses 2 or even 2-1/2 times the distance with good results.

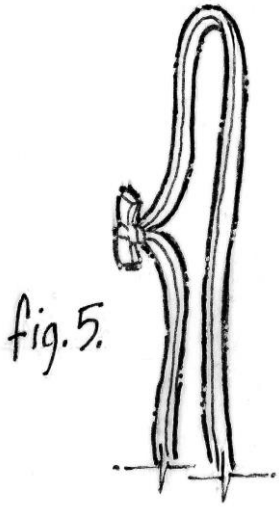




Let's begin by making a 2 loop motor twice as long as the hook to peg distance. Let's say our hook to peg distance is 10”. Each of the 2 loops will use 40” of rubber to make the 20” long loops equaling 80”. Add to this an extra 2” that will later be cut off. Our total now is 82” of rubber needed. Begin the braiding process by tying the ends of the strips in a simple overhand knot as shown in Fig. 1. It is essential that the rubber has had no prior lube applied to it. Using some spit, tighten the knot as tight as you can get it, just short of breaking as shown in Fig. 2. The spit will evaporate. Finish the knot by by using a simple “T” knot (Fig. 3.) and again using spit, tighten it to near breaking. Don explained that the tightness was essential and that because the two knots oppose each other, the knot should not come apart. Cut off the excess rubber as shown in Fig. 4.

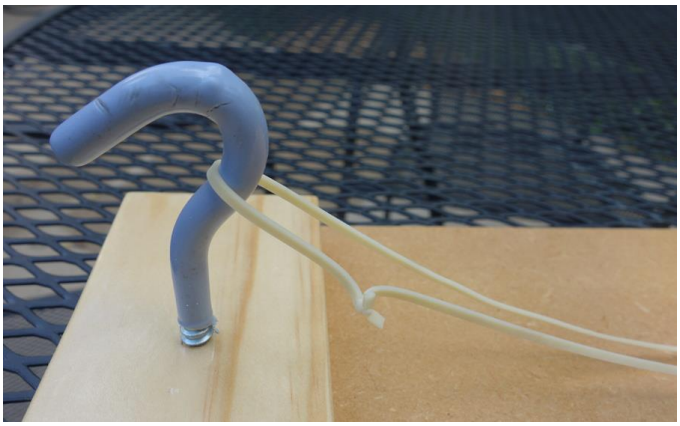






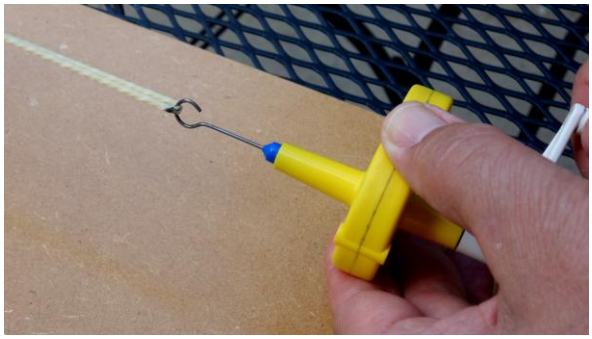
Next is a tip we've never considered before. When Don braids his motors, he rotates the knot a couple of inches from the end so as not to be near the stress point of the rear motor peg (Fig. 5).





Continuing on, grab the top of the loop as shown in Fig 5. and fold the loop exactly in half and mark the center point of with a Magic Marker “Sharpie” on each of the two strands as shown at left. Unfold the loop and place the knot end on a winding peg and the other on the hook of your winder, keeping the two center marks on the rubber strands lined up with each other.





Now put some winds on the loop going Clockwise. This is important as will be explained later. 60 to 75 winds are sufficient or 4 to 5 turns on a 15:1 winder. The next step is to release the loop from your winder and place this end on the winding peg, keeping everything taught. Finding the center marks of the twisted strand, place this part of the strand in the hook of your winder. As a result of this, you will now find that you have two side by side strands of twisted rubber approx.. 20” long, as shown above.

Note: Having in the past braided rubber motors counterclockwise, we were surprised to hear that the next directive from Don was to again turn the winder in the Clockwise direction to complete the braiding process. As before, 20 to 25 winds does the trick. Magically the two twisted strands seem to braid themselves into the final form.



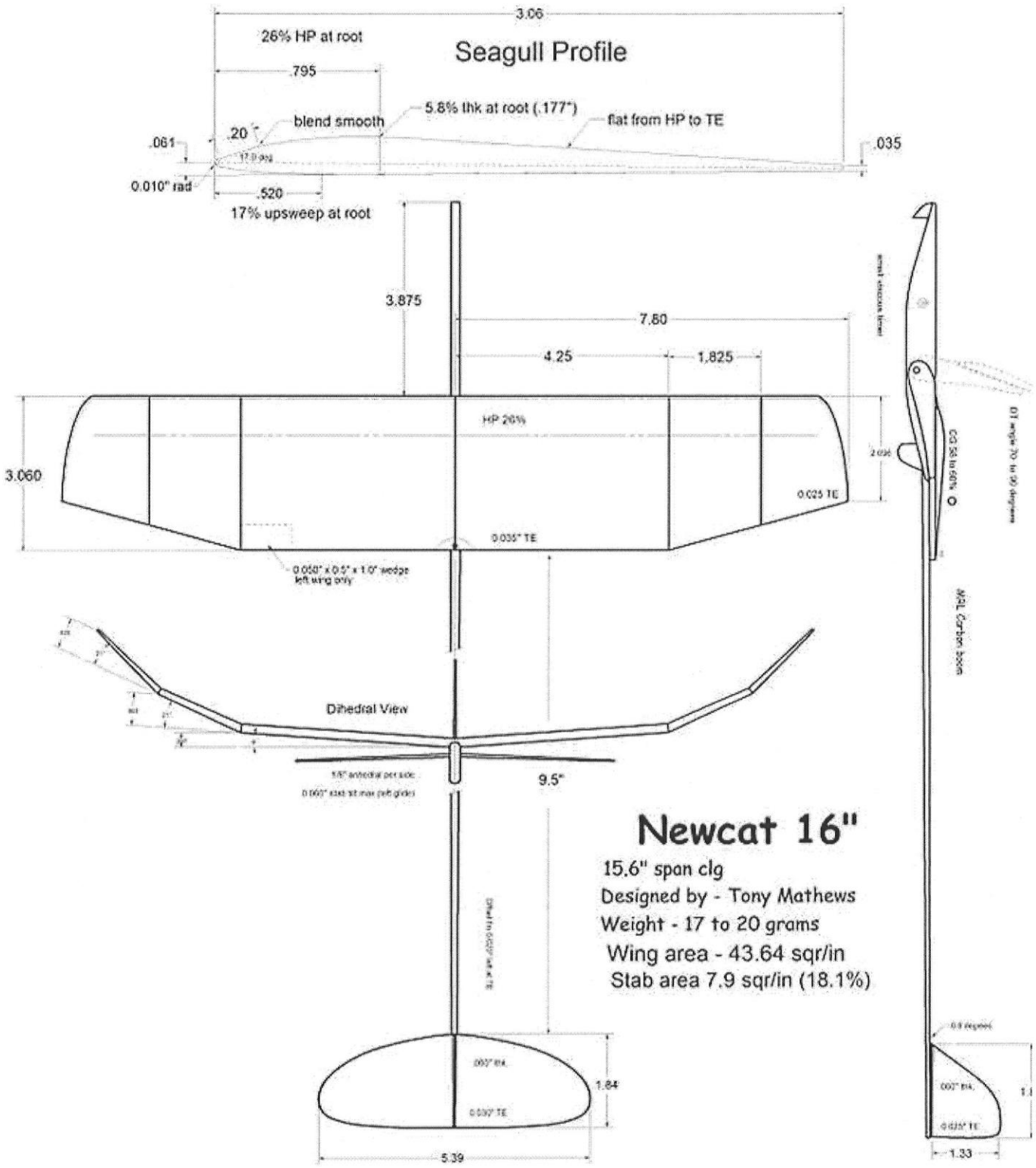
To finish the braided motor, each end must have a small rubber band wound around the ends of the rubber strands to keep everything from undoing itself say ½" to 3/4" as shown at left. Don't make these very tight, just enough to keep the ends from unraveling. To conclude this impromptu lesson by which Don was graciously willing to do despite his busy day at the Marion Contest, he explained that as a result of his newest way of winding rubber motors, he has noticed that this method has a tendency for the motor to unwind a little bit more evenly and more predictably in the fuselage. From his experience, he added also that his motors, if they do bunch up, bunch up more in the middle of the fuselage, thus having less impact on the CG as the motor unwinds.

Kudos to Don and his willingness to share his knowledge and experience, and we wish him the best of luck in the competitions at our upcoming HAFFA Annual Fall Marion Outdoor Contest.

Plans

Following are a couple of plans. First is a reprint of a plan published in a WHAM newsletter a couple of years ago of the Newcat 16. This is a not too difficult to build, high tech, cat launched glider by Tony Matthews. Not sure, but this model may have won at Nats level competition, and this is the type of model that Don DeLoach and Mark Covington fly at Marion to kick our asses. With the demise of Sting Aero when A2Z went away, this type of competition model is not easily commercially available It requires a tapered carbon boom and a fuselage pod, both of which are available online.

Next is a Fokker S-14 Machtrainer cat launched glider plan. With all the German connections in HAFFA, including myself, one or more of us is sure to build it. It has a fairly straight wing, with no fancy wrinkles, and should be easy to trim. I would blow the plan up to a 16 in. wingspan and go with that. I expect to see several by next spring for sure.


3.06
26% HP at root
Seagull Profile
.795
5.8% thk at root (.177")
blend smooth
flat from HP to TE
.20°
.061
.035
0.010" rad
.520
17% upsweep at root
3.875
7.80
4.25
1.825
HP 26%
3.060
0.025 TE
0.035" TE
0.050" x 0.5" x 1.0" wedge
left wing only
Dihedral View
9.5"
Newcat 16"
15.6" span clg
Designed by - Tony Mathews
Weight - 17 to 20 grams
Wing area - 43.64 sqr/in
Stab area 7.9 sqr/in (18.1%)
1.84
5.39
1.33
M&L Carbon boom

Fokker S-14 Machtrainer

Catapult zwever voor vrije vlucht, spanwijdte 20 cm

Ontwerp: Wout Moerman, 2008

