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AMA Charter # 2357
SAM Chapter #14
FAC Squadron 43

Heart of America Free Flight Association

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Website - *FLYHAFFA.com*

Dispatch

June 2019

Schedule of Flying
Events and Meetings

Date	Day	Location	Time	Notes
OUTDOOR EVENTS				
June 11	Tues	Olathe, KS	~6:30	**Outdoor Champ Flying**
June 25	Tues	Olathe, KS	~6:30	**Outdoor Champ Flying**
July 9	Tues	Olathe, KS	~6:30	**Outdoor Champ Flying**
July 13 – 15	Sat – Mon	Denver, CO	All Day – All Days	**MMM 14 Rounder**
July 23	Tues	Olathe, KS	~6:30	**Outdoor Champ Flying**
Aug 30 – Sept 2	Sat – Mon	Denver, CO	All Day – All Days	**MMM Rocky Mountain Champs**
October 5 & 6	Sat & Sun	Marion, KS	All day both days	**HAFFA Annual Outdoor Contest**
INDOOR EVENTS				
June 11	Tues	Roeland Park Com. Center	7:00	**Club Meeting**
July 16	Tues	Roeland Park Com. Center	7:00	**Club Meeting**
August 20	Tues	NDT at this time	7:00	**Club Meeting**

HAFFA Indoor Flying Site Locations:

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

Osawatomie City Auditorium
Main Street
Osawatomie, KS

HAFFA Club Meetings:

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

For outdoor flying information contact Mike Basta (913-492-4830)

For indoor flying information contact Jeff Renz (913-484-0377)

Update on the church fire – Reconstruction of the Southridge Presbyterian Church, where we hold our monthly meetings, is underway. But the contractor has had some unplanned delays, and the work is taking longer than originally anticipated. The insurance has increased the time they will pay for scheduled activities, such as our meetings for an additional two months. So, we believe our June and July meetings will be at the Roeland Park Community Center, but the August meeting is still up in the air. Further when we know more.

May Meeting – Suman Saripalli gave a wonderful program on model diesel engines at the meeting. It was good enough that it inspired Jeff Renz to do his own meeting write up, which follows and is accompanied with a bunch of photos.

We had a great Club business meeting for the month of May. Suman Saripalli gave an excellent presentation on the subject of diesel engines for model aircraft use. Suman has been collecting model airplanes engines for years that are powered by a diesel fuel (I think he said since he was about 12 & still living in India – editor). Diesel fuel is basically a combination of lamp oil, ether, and other lubricants, and does not need a glow plug or spark. It self ignites under much higher pressure than glow plug engines. Suman brought several examples of different engines, one with a cutaway view to explain how the diesel cycle Works. Other club members brought their diesel engines. Dennis Baker currently fiddles with diesels, and runs them at his workshop at home. Dana Field, who has been collecting diesel engines used for control line competition, brought several of his latest acquisitions. Dana had been hunting out a particular engine (Oliver Tiger 2.5 CC Mark IV) for years, and managed to snag one on eBay a while back. Anyway this was a fascinating aspect of our hobby that I feel does not get much attention. Even more interesting was that many club members have experience with diesel engines, both operating them and collecting them. This brought an excellent subject to the table for our club meeting.

Dennis Baker also brought a nearly completed Flying Aces Moth. It turned out quite gorgeous. Hope to see it flying at Marion this year.



Suman lecturing on diesels



The cut out diesel – pretty nifty! But it won't run, ever!



An array of diesels from many countries. Suman had many more than these, quite an interesting collection!!



Jerry White with his new Island Flyer at May Outdoor Flying



Dennis Baker with his FAC Moth, and one of the diesels he brought to the meeting

Indoor – Not a lot of indoor activities for me to report on, and not a lot of local activity since our contest in April. The AMA Indoor Nats were the end of May – beginning of June, and the Kibbie Dome contest is later this month, but for the first time I do not believe any HAFFA members went to the Nats, or are going to the Kibbie Dome. If I am wrong, let me know, and send me any info to report.

Outdoor – Flying for the 2019 HAFFA Outdoor Championship got underway in May. We had beautiful weather for the first session on the second Tuesday of the month, but the fourth Tuesday was blown/stormed out. That was the day of the EF 4 tornado and associated storms, not too good for model flying. Only four members showed up to fly, but of course Wallie Freeburg came to lend support and time. Jerry White made the trip in from Independence with his wife to fly his new, scratch built, Island Flyer. This was his first scratch built model, and it flew wonderfully first flight right out of his hand. The other three of us flew models for the Championship. No one had really great flights in any of the four events. There was no thermal activity at all, and times were pretty low. We need some calm evenings after a hot day!

The following page is the Championship standings for the month. There is not a plan for this issue. Instead on the last page is a copy of Don DeLoach's HLG Trimming Chart. I suggest that we all print it out and keep a copy in our field box. Make sure you have some small balsa scraps and glue for adding a wash-in wedge if that is needed. An X-Acto knife is also handy to have, and maybe a small sanding block. None of us is reliably getting decent glider flights, and SAM Old Time HLG is a key part of the HAFFA Championship for this year.

HAFFA 2019 Outdoor Club Contest Results/Standings

OT HLG - Best Time	May	June	July	August	September	Points Total
Dana Field	15 - 2					2
Jeff Renz	17 - 3					3
Jeff Nisley	8 - 1					1

AMA Alpha – Best Time	May	June	July	August	September	Points Total
Dana Field	12 - 2					2
Jeff Nisley	8 - 1					1

Jet CLG – Best Time	May	June	July	August	September	Points Total
Dana Field	11 + 5 - 3					3
Jeff Renz	3 + 5 - 1					1
Jeff Nisley	4 + 7 - 2					2
Best Time + Bonus						

½ Wake/Wock – Best Time	May	June	July	August	September	Points Total
Jeff Renz	26 - 1					1

Standings	May Pts	June Pts	July Pts	Aug Pts	Sept Pts	Tot Pts	Standings
Dana Field	8					8	1st
Jeff Nisley	4					4	3rd
Jeff Renz	5					5	2nd

HLG Trimming Chart

Don Deloach

Symptom	Cause	Remedy
Model loops on full power launch and is stallish in the glide.	Too much decalage (angular difference between wing & stab)	Decrease decalage by turning adjustment screw clockwise or by bending the TE of stab down.
Model pitches up steeply at launch, doesn't transition and nose dives into the ground.	Not enough decalage	Increase decalage by turning adjustment screw counter-clockwise or by bending the TE of the stab up.
Model hand glides nicely and launches high but doesn't consistently roll left for the transition.	Not enough left rudder	Add left rudder by bending the TE of the fin left until "flip" or roll-out transition is obtained.
Model doesn't get very high on launch and tends to roll too sharply to the left during launch.	Too much left rudder	Bend TE of fin right gradually until the sharp left roll is replaced by a high launch and "flip" or roll-out transition to the left.
Model launches high and transitions well but glide circle is either nonexistent or too wide.	Not enough stab tilt	Soften the glue joint and increase stab tilt until the glide circle is about 100 feet in diameter.
Model launches high and transitions well, but the glide turn tightens up rapidly resulting in a spin into the ground.	Not enough wing wash-in	First check for warps or misalignment. Assuming model is straight and true you should add another small wash-in wedge to the left wing panel until the spin disappears. Don't reduce left rudder since this controls your launch and transition.
Model launches high and transitions well but the glide circle is too tight.	Too much stab tilt	Soften the glue joint and decrease stab tilt until the glide circle is about 100 feet in diameter.
Model launches high and transitions well but is stallish in the glide	c.g. too far back	Add noseweight or decrease tailweight until stall disappears.
Model launches high and transitions well but is pitched-down and too fast in the glide.	c.g. too far forward	Decrease noseweight or increase tailweight until slow glide is obtained.