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 Editor: Jeff Nisley
913-406-1331

AMA Charter # 2357
SAM Chapter #14
FAC Squadron 43

Heart of America Free Flight Association

9135 Hall Dr.
Lenexa, KS 66219

Website - ***FLYHAFFA.com***

Dispatch

July 2019

Schedule of Flying
Events and Meetings

Date	Day	Location	Time	Notes
OUTDOOR EVENTS				
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**
August 13	Tues	Olathe, KS	~6:30	**Outdoor Champ Flying**
August 27	Tues	Olathe, KS	~6:30	**Outdoor Champ Flying**
Aug 30 – Sept 2	Sat – Mon	Denver, CO	All Day – All Days	**MMM Rocky Mountain Champs**
September 10	Tues	Olathe, KS	~6:30	**Final night, Outdoor Champ Flying**
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**
September 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 still ongoing, but no update yet as to when we can hold our meetings there again. Hopefully in August?



Jack may be gone, but he is with us in spirit, and always will be.

June Meeting – Small turn out for this meeting. Jack Vetter was carousing with the crowd in Montana, Mike Basta is still recuperating from his surgery, and several of the other regulars did not make it. However, we had a couple of guests arrive. Roie and Cheryl Black moved to KC, MO, from Texas about a month ago, and found our club flyer at Hobby Haven with meeting info, and came unannounced. Roie is a retired aeronautical engineer who worked in the space program, an interesting person, and I think is a serious new member candidate. Originally we were to have a WWII veteran, who fought at Guadalcanal, give us a talk. But due to short notice, we decided to delay his visit to the July meeting. Hopefully, we will have a big turnout then.

Indoor – Jeff Renz just sent me the proposed indoor schedule for the 2019 – 2020 flying season. I think it has us flying on the second Sunday in October, the week after the Marion outdoor contest, and the rest of the season on the first Saturday of the month through next April. He is to meet later this week with the clerk in Marion to get things cemented into place (A pun!). I would think what events to fly would be discussed over the next couple of meetings so we have a chance to build for any new events. Have not heard of anyone going to the Kibbie Dome in Idaho this year.

Outdoor – The weather for both June champ flying sessions was pretty good, but we have only had 4 of us competing. It seems that with both I-70 and I-435, along with I-35 torn up for construction, it takes flyers from Independence and Liberty the better part of two hours to get to Olathe during rush hour, and our flying begins

at 6:30. This is a problem with no easy solution and has taken 3 of our potential flyers out of the equation, and with Mike Basta recovering from surgery we are down to bare bones.
With 2 months of sessions done, Dana Field has a slim 2 point lead over Jeff Renz. But I have to say, no one has gotten in any really good killer flights or times. In the past, we have had multiple flyers with times pushing or over the 1 minute mark with gliders and rubber jobs. The ½ Wakes are the only thing that has broken 30 seconds. I know 30 seconds would be terrific for a jet cat, but still. Hopefully there are improvements coming. Current standings are below.

HAFFA 2019 Outdoor Club Contest Results/Standings

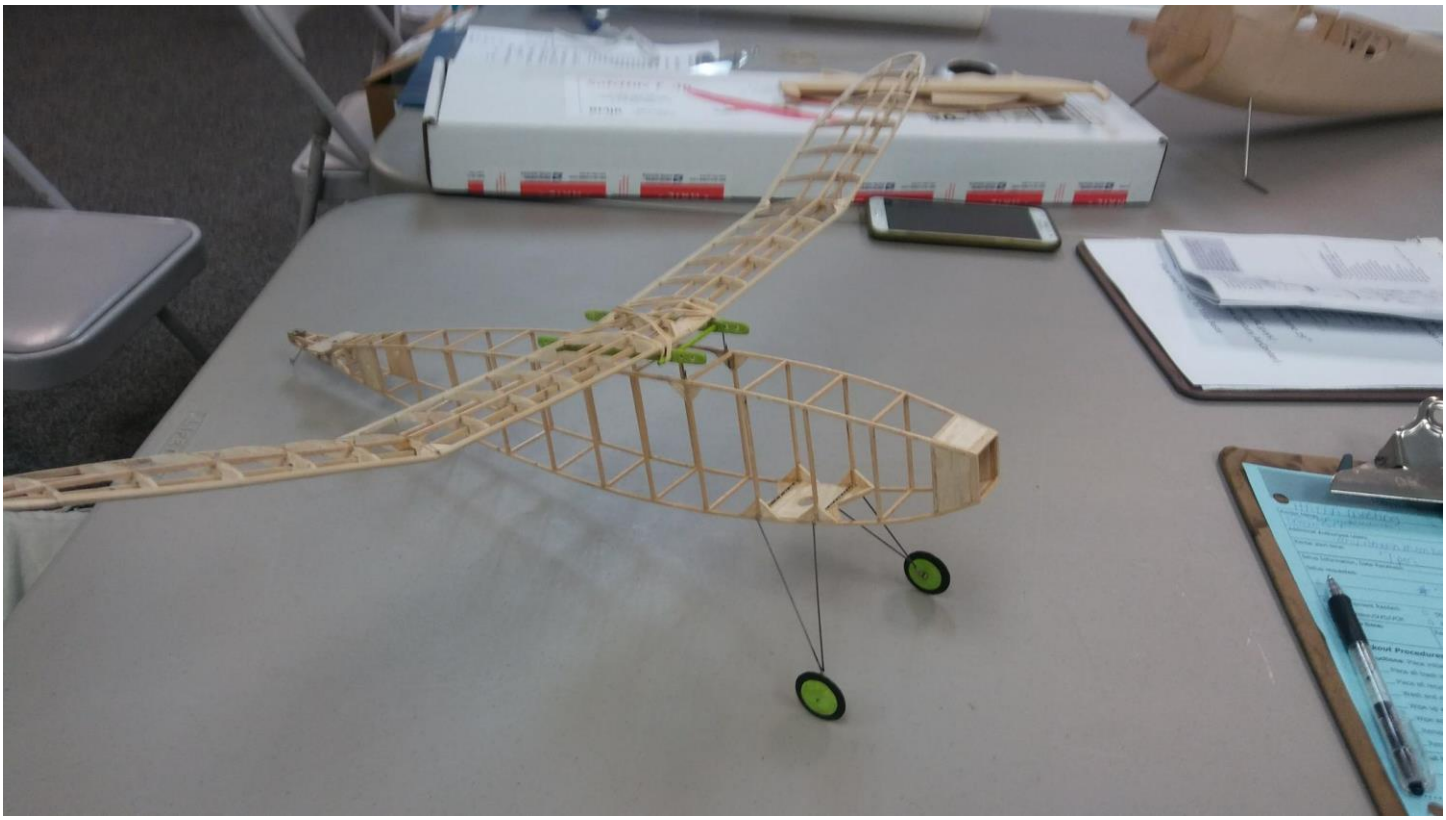
OT HLG - Best Time	May	June	July	August	September	Points Total
Dana Field	15 - 2	24 – 4				6
Jeff Renz	17 - 3	23 – 3				6
Jeff Nisley	8 - 1	8 – 2				3
Jack Vetter	-----	2 - 1				1

AMA Alpha – Best Time	May	June	July	August	September	Points Total
Dana Field	12 - 2	14 – 1				3
Jeff Nisley	8 - 1	20 - 2				3

Jet CLG – Best Time + Bonus Pts.	May	June	July	August	September	Points Total
Dana Field	11 + 5 - 3	14 + 5 - 3				6
Jeff Renz	3 + 5 - 1	15 + 5 - 4				5
Jeff Nisley	4 + 7 - 2	5 + 7 - 1				3
Jack Vetter	-----	8 + 5 - 2				2
Best Time + Bonus						

½ Wake/Wock – Best Time	May	June	July	August	September	Points Total
Jeff Renz	26 - 1	40 – 2				3
Jack Vetter	-----	35 - 1				1

Standings	May Pts	June Pts	July Pts	Aug Pts	Sept Pts	Tot Pts	Standings
Dana Field	8	8				16	1st
Jeff Nisley	4	5				9	3rd
Jeff Renz	5	9				14	2nd
Jack Vetter	-----	4				4	4th



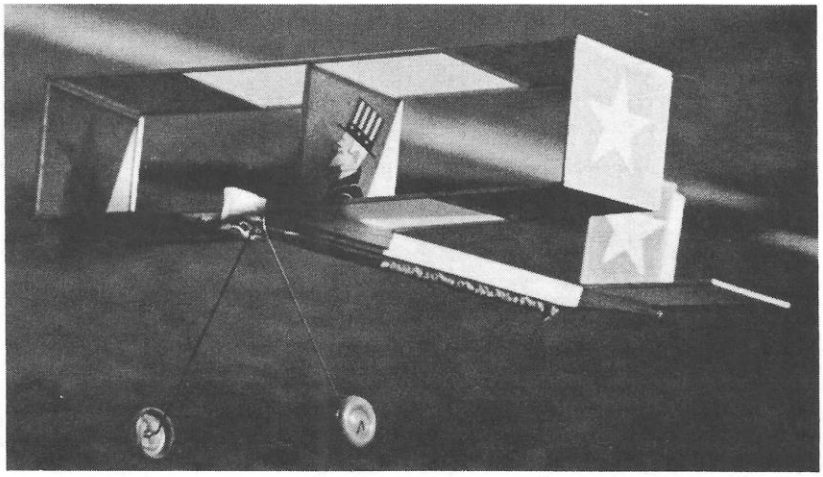
Jeff Nisley's ½ Kansas Wakefield, an Ernie Lynn design, being built from a Jim O'Reilly plan & Bob Holman Short Kit. Jeff is following the basic plan, but found a better way strengthen the Cabane Struts, or fuselage struts, and mounting location so it won't tear off the model using double wires and epoxy. Hope to see it flying by August?



Jack Vetter with his "Taube", which he showed us and flew in his yard at his July 3 fireworks picnic.

Following is an article and plan, the "Boxy Bipe" by Bill Hannan, that features Uncle Sam as the pilot. This was sent to us by one of Jeff Renz's former work and model buddies in Seattle, and we thought would be especially suitable for July with the 4th of July holiday.

Borrowing from the early days of flight, this R.O.G. uses interplane 'curtains' instead of dihedral.



With its plastic prop spinning madly, the "Boxy Bipe" flits by the camera, following a quick take-off!

Boxy Bipe

Bill Hannan

HERE'S A LITTLE two-winger which is both easy and inexpensive to construct. The fuselage, propeller assembly and landing gear are from a North Pacific "Sleek Streek," and a few items from your scrap box should complete the project.

The model is somewhat unusual in that it employs absolutely no dihedral. Instead, lateral stability is assured by the vertical curtain surfaces separating the wings. A glider, by Frank Scott/Jiri Kalina, featuring this system appeared in the February *Model Aviation*. **(1976)**

But the idea originated early in aviation history, having been advocated by Australian Lawrence Hargrave, inventor of the box kite, during 1893. Credit is also due F. W. Lanchester, of England, who flew model gliders with vertical stabilizing vanes during the early 1900's. The first constructor to apply the concept to full-size aircraft appears to have been Gabriel Voisin, during 1905. Santos-Dumont, who also employed wing curtains (six of 'em!), hedged his bets by using dihedral too. Other early experimenters who tried the idea include Louis Blériot and Henri Farman.

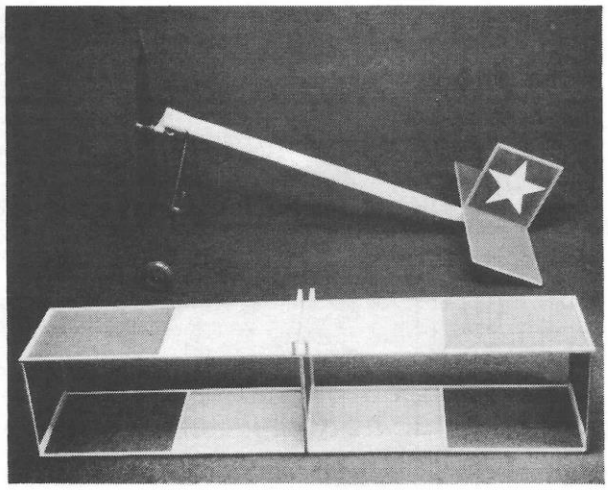
Interestingly, many pioneer model "aeroplanes" flew without dihedral or vertical curtains either, but the majority seem to have been gliders or contrarotating propeller-driven twin-pushers, which are not subject to the de-stabilizing effects of a single propeller. Then, too, a number of successful free-flight scale models were flown without dihedral, but most "cheated" a bit, using wing-tip washout or pendulum controls. A few years ago, Walt Mooney published a series of models which revived the vertical curtain theory, but in a new form, using oversize profile pilot caricatures for lateral stabilization.

Dihedral joints have always been a source of difficulty to beginning builders, and are often failure-prone in case of a crash. So here's your chance to try this well-proven, but seldom seen alternative, and have some fun in the process!

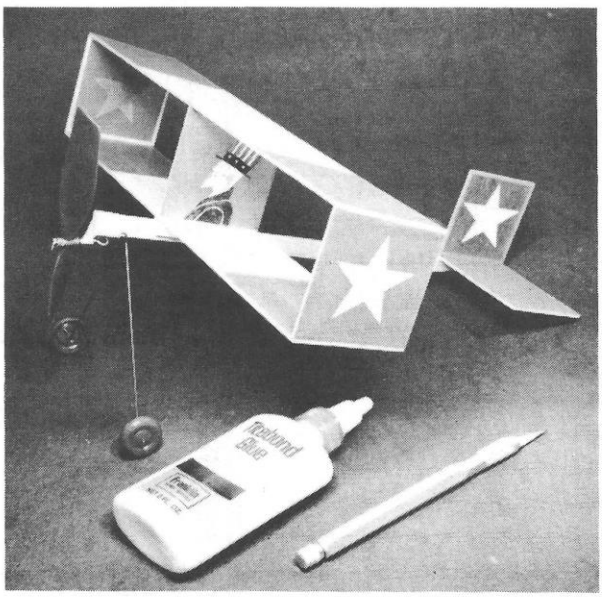
First, purchase a North Pacific Sleek Streek ready-to-fly model. You may as well fly the Streek for a while, as the parts needed for this model are not apt to be damaged in the process.

Other materials required include: Several 1/16″ sq. balsa strips, lightweight colored tissue paper, a small section of 1/16″ sheet balsa (Note: it would be possible to laminate 1/16″ sq. strips for the purpose), your choice of glue, plastic wrap.

Tools suggested include: Single-edge razor blade, sharp modeling knife with pointed blade, scissors, common pins.



Colored tissue covering is not shrunk or doped. Wing mounting-strips allow movement for balancing the model.



Glue, and a modeling knife are the basic requirements. ⟹

Construction

A soft building surface, such as insulation board, into which pins may be easily pushed, is recommended. Cover the full-size plan with plastic wrap to protect it from glue.

Wings: Construct the wings from 1/16″ sq. balsa strips. By cutting the longest pieces first, waste will be reduced. Note that the upper and lower wings are almost, but not quite, alike. The lower wing has two extra members in the center section, which are shown on the plan in dotted lines. Secure all strips with straight pins while they are drying. "X" the pins over the strips, rather than piercing the strips, which might weaken them. Allow the glued joints to dry completely, before removing the wings from the building board.

Tailplanes, and Wing Spreaders: The stabilizer, rudder and wing spreaders are constructed in the same manner as the wings. Try to make the three wing spreaders as nearly alike as possible.

Fuselage: The only modification to the Sleek Streek fuselage consists of cutting a portion from the rear, as indicated on the plan. This is not an essential operation, but serves to lighten the tail end for increased efficiency.

Covering: Only the tops of the wings and stabilizer are covered with tissue, and only one side each of the rudder and wing spreaders. Note the *outer* sides of the tip wing spreaders should be covered for best appearance. Flight performance will not suffer if you goof, however. The tissue may be applied with clear dope as an adhesive, but perhaps it is easier to employ white glue which has been slightly thinned with water, applied with a pointed brush. Do not use excessive amounts, or wood warping may occur. When the tissue adhesive has dried, trim off any excess, using a sharp razor blade. Do not water-shrink or dope the tissue, which could easily generate warps.

Colors: Although any color tissue could be used, we chose red, white and blue. The white stars and "Uncle Sam" were cut from ordinary white typing paper, with a pointed modeling knife, and glued in position.

Assembly: Cement the stabilizer onto the top rear of the fuselage, being careful it is properly square as viewed from both the rear and top. Next, add the rudder, lining it up accurately in the center of the stabilizer, then the trim tab.

Pin or weight the lower wing flat on the building board, and glue on the wing spreaders, one at a time, with the tallest edges to the front of the wing, since they determine the incidence. Prop the spreaders to a vertical position while drying, using sugar cubes, dice, or something similar.

Add the top wing, adjusting the spreaders as needed to line up properly. Work carefully to assure precise alignment. When the complete wing assembly, called a cellule, is dry, turn it upside down, and glue on the wing mount members, which have been cut from 1/16″ sheet. These should be spaced for a snug fit on either side of the fuselage. If too tight, use a folded piece of coarse sandpaper on the inner sides. If too loose, glue a strip of typing paper on the inner side of one mount. The wing is not glued on, but may be secured with a strip of scotch tape until its proper position has been determined.

Flying: Try for a windless day, and if possible, test-fly over grass or weeds just in case. Glide the model a few times from shoulder height. If it dives, slide the wing cellule forward slightly. If it stalls, slide the assembly aft. Next, try a few turns of the propeller, launch gently (do not throw). Watch the flight path carefully, reshifting the wing cellule if required to achieve a smooth descent.

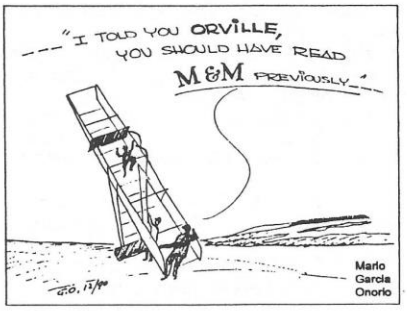
Increase number of hand winds, and repeat. If model turns excessively to one side, counter it by bending the paper rudder tab opposite the turn. In extreme cases, a tiny amount of clay ballast may need to be added to the wing tip opposite the direction of turn. Gradually increase the number of propeller winds until the model can safely handle a full row of knots or more. A rather peculiar skidding action of the model right after launch is characteristic of the stabilizing system, and is no cause for concern.

Up to this point, the standard North Pacific "gum band" has been employed. This can be replaced with a longer, lubed rubber motor for greater endurance. However, a longer motor may have a tendency to bunch up on the propeller hook, creating a prop-stopping bind. By carefully filing away more clearance in the plastic propeller support bearing, as shown on the drawing, the problem can be reduced. Experiment with different motor sizes and loop lengths. We use 2-mm size for slow flights, and ⅛″ for snappier ROG starts and better climb.

Postlude: Since our model was constructed, several different versions have been built by Russ Barrera and Warren Shipp (who came up with a triplane) and all have exhibited similar stable flight characteristics.

And, according to a newspaper clipping sent to me by my mother, both Boeing and Douglas engineers are giving serious consideration to vertical tips, which they call "winglets." Truly, history repeats itself!

Post-Postlude: The above was written during 1977. Winglets are now common on everything from homebuilts to 747s! ■



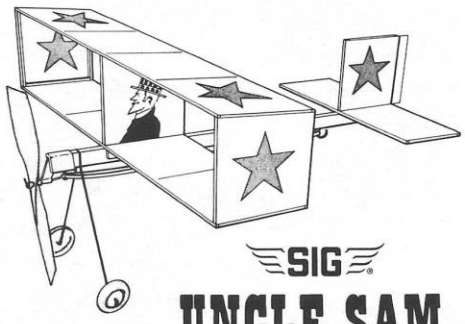
The "Boxy Bipe", renamed "Uncle Sam" is available as a kit, from: Sig Mfg.Inc. 401 S. Front, Montezuma, IA 50171.

A Swedish variation, "Tre Kronor", is available from: AKUS, Åkersliden 3 S-44641, Älvängen, Sweden.

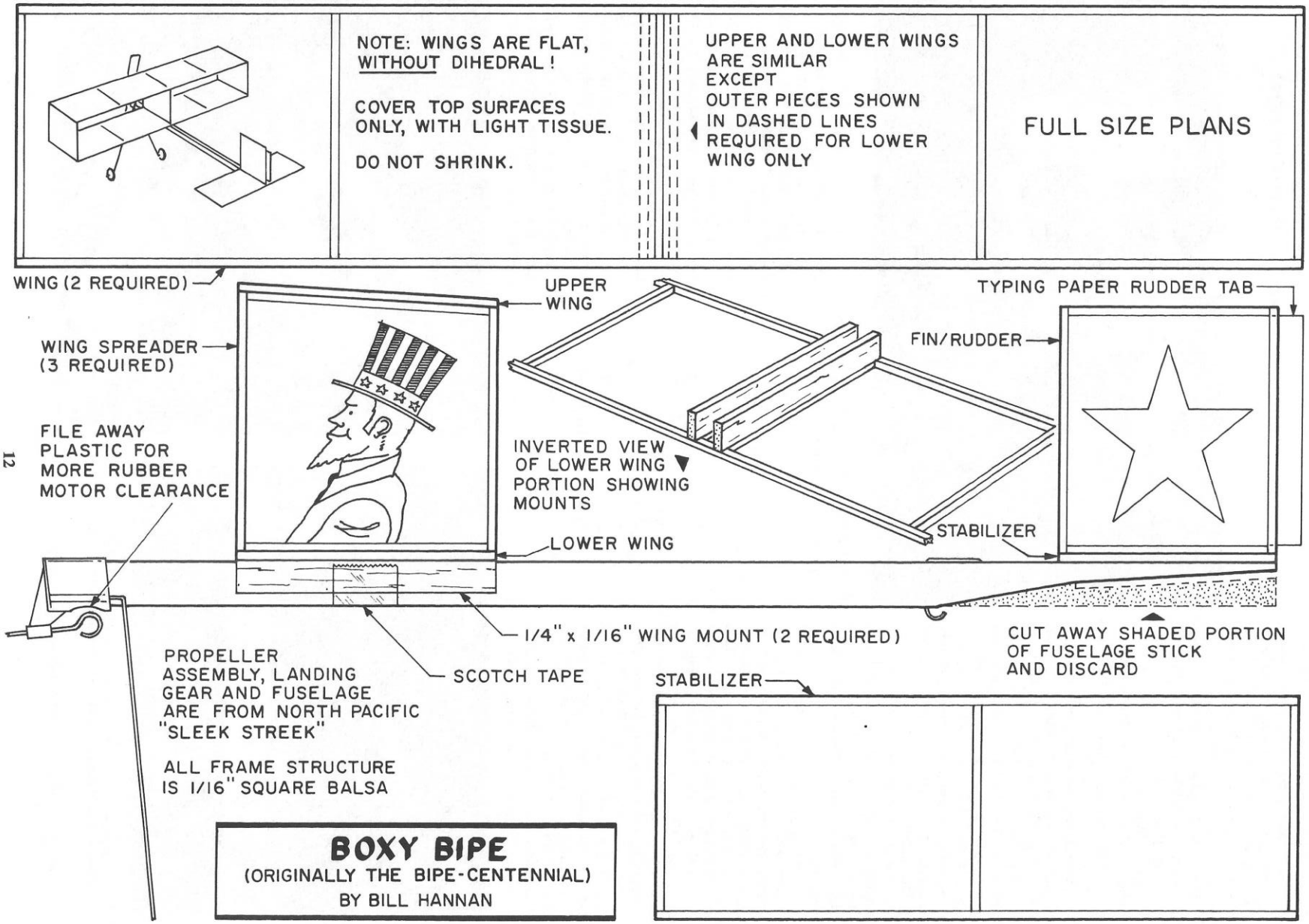


TRE KRONOR
en fantastisk flygande maskin

KIT FEATURES:
Wheels Included
Plan is Covering Material
Complete Propeller and Nose Piece Assembly



SIG
UNCLE SAM


NOTE: WINGS ARE FLAT, WITHOUT DIHEDRAL !
COVER TOP SURFACES ONLY, WITH LIGHT TISSUE.
DO NOT SHRINK.
UPPER AND LOWER WINGS ARE SIMILAR EXCEPT OUTER PIECES SHOWN IN DASHED LINES REQUIRED FOR LOWER WING ONLY
FULL SIZE PLANS
WING (2 REQUIRED)
UPPER WING
TYPING PAPER RUDDER TAB
WING SPREADER (3 REQUIRED)
FIN/RUDDER
FILE AWAY PLASTIC FOR MORE RUBBER MOTOR CLEARANCE
INVERTED VIEW OF LOWER WING PORTION SHOWING MOUNTS
STABILIZER
LOWER WING
1/4" x 1/16" WING MOUNT (2 REQUIRED)
CUT AWAY SHADED PORTION OF FUSELAGE STICK AND DISCARD
SCOTCH TAPE
PROPELLER ASSEMBLY, LANDING GEAR AND FUSELAGE ARE FROM NORTH PACIFIC "SLEEK STREEK"
ALL FRAME STRUCTURE IS 1/16" SQUARE BALSA
STABILIZER
BOXY BIPE
(ORIGINALLY THE BIPE-CENTENNIAL)
BY BILL HANNAN

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