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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

August 2019

Schedule of Flying
Events and Meetings

Date	Day	Location	Time	Notes
OUTDOOR EVENTS				
August 13	Tues	Olathe, KS	~6:30	**Outdoor Champ Flying**
August 17 & 18	Sat & Sun	Wellington, KS	All Day both Days	**Tulsa Glue Dobbers 70th Annual Contest**
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**
October 2 & 3	Sat & Sun	Wellington, KS	All Day both Days	**Tulsa Glue Dobbers Annual Fall Contest**
INDOOR EVENTS				
August 20	Tues	NDT at this time	7:00	**Club Meeting**
September 20	Tues	NDT at this time	7:00	**Club Meeting**
October 13	Sun	Osawatomie, KS	8:30 – 3:00	**Indoor Flying**
October 15	Tues	NDT at this time	7:00	**Club Meeting**
November 2	Sat	Osawatomie, KS	8:30 – 3:00	**Indoor Flying**
December 8	Sun	Osawatomie, KS	8:30 – 3:00	**Indoor Flying**
January 4, 2020	Sat	Osawatomie, KS	8:30 – 3:00	**Indoor Flying**
February 1, 2020	Sat	Osawatomie, KS	8:30 – 3:00	**Indoor Flying**
March 7, 2020	Sat	Osawatomie, KS	8:30 – 3:00	**Indoor Flying**
April 4, 2020	Sat	Osawatomie, KS	8:30 – 3:00	**HAFFA Annual Indoor Contest**

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 – The latest from Wallie Freeburg is that the renovations are largely complete, but as of this date, 8/8, the power has not been restored. It is likely that should be done before our August meeting on 8/20, and we can then resume meeting at the Southridge Presbyterian Church. We do know that the insurance covered our meetings at the Roeland Park Community Center only through July. So, we will not likely be meeting there. Notices will be sent out as soon as we have anything definite to report.

July Meeting – This was a rather historic meeting, both literally and figuratively. We had Max Deweese, a 99 year old WW II veteran come and speak about the war. He was a 22 year old Marine who was in the first landing assault on Guadalcanal, and fought in all the island hopping campaigns through Saipan. Until 10 – 12 years ago, he would not discuss the war, but now lectures on it so that history will be remembered. At 99, he is still driving himself around, delivers for Meals on Wheels, and plays golf once a week. He has shot his age (98) once this past spring, and is pretty spry, with a wicked sense of humor, for his age. I have him lined up to lecture to my daughter's history classes in Sarasota, Florida, next January when he is down to visit his children, grandchildren, great grandchildren, and play golf! Hope I can do as well as he has. Gary Hodson, whom we have not seen in a while, came, and brought three friends as guests. Wallie Freeburg brought half of his church as well. The talk was interesting about an obviously horrible chapter in history. A meeting to remember.

Indoor – The dates for our indoor season have been set, and are published in our calendar. We begin the second Sunday in October, the weekend after our Marian outdoor contest, and continue monthly through our annual indoor contest next April. As of now the format and events for our indoor championship have not been finalized. Hopefully the events will be chosen soon so the procrastinators, like myself, can try to have planes built before the season starts. Easy to say, but admittedly, it is tough to think about indoor with outdoor going on, and Marion coming up.

Outdoor – Both of the July outdoor flying sessions had absolutely perfect weather, and we had more participants and spectators show up. Suman Saripalli came to one session, and was going to put up a diesel powered job, but did not get to it in time. It was good to see Mike Basta, back from open heart surgery in April, return to flying. He has not lost his competiveness, but due to his late return, maybe someone else can actually win the trophy. Both Jeff Renz and Mike Basta flew their AMA Alphas for the first time, and the times are starting to creep up as the bugs are worked out. Both Jeff Renz and Jeff Nisley added some dihedral to the wing, and this seemed to iron out a lot of the stability problems, as planned. It would seem that the designers for AMA should have seen this need, and wing bracket should have been designed with this taken into account from the start. I certainly plan to make this modification to my plane before the next flying session. The standings are on the next page, and have tightened up. Dana Field is now leading Jeff Renz by a single point! It will be a tight race down to the wire! The days are getting noticeably shorter now, no more flying to almost nine, and time management to get good times in all of the events is getting important. Can't spend a lot of time helping other people iron out their problems and get all of your flights in!

Last month's newsletter had a picture of Jack Vetter holding his "Taube" at his cookout before the fireworks on July 3rd. He flew it in his yard, and it flew great! For a plan this month, we have the plan and magazine article from the Aug – Sept 1966 Sig Air Modeler from which he built it. Pretty cool plane, and maybe the subject for a next year one design contest? It is not too soon to think about what events you would like for next year. Remember that 4 events covering the different types is the max to be practical.
Also included is the article and plans for the German V-1, the "Buzz Bomb", from the Mar – Apr 1967 Sig Air Modeler. This was designed, and the article written by Roger Schroder, one of our past long time members, whom I unfortunately never met. The V-1 was pulse jet powered, and by adding a hook, would be eligible for catapult launched jet designation. Don't know about the glide, but it would be fun!

HAFFA 2019 Outdoor Club Contest Results/Standings

OT HLG - Best Time	May	June	July	August	September	Points Total
Dana Field	15 - 2	24 – 4	26 – 2			8
Jeff Renz	17 - 3	23 – 3	30 – 3			9
Jeff Nisley	8 - 1	8 – 2	-----			3
Jack Vetter	-----	2 - 1	7 - 1			3

AMA Alpha – Best Time	May	June	July	August	September	Points Total
Dana Field	12 - 2	14 – 1	34 – 3			6
Jeff Nisley	8 - 1	20 - 2	34 – 3			6
Jeff Renz	-----	-----	19 – 2			2
Mike Basta	-----	-----	17 – 1			1

Jet CLG – Best Time	May	June	July	August	September	Points Total
Dana Field	11 + 5 - 3	14 + 5 - 3	22 – 4			10
Jeff Renz	3 + 5 - 1	15 + 5 - 4	20 – 3			8
Jeff Nisley	4 + 7 - 2	5 + 7 - 1	-----			3
Jack Vetter	-----	8 + 5 - 2	13 – 1			3
Mike Basta	-----	-----	18 – 2			2
Best Time + Bonus						

½ Wake/Wock – Best Time	May	June	July	August	September	Points Total
Jeff Renz	26 - 1	40 – 2	38 – 2			5
Jack Vetter	-----	35 - 1	49 – 4			5
Jeff Nisley	-----	-----	31 – 1			1
Mike Basta	-----	-----	43 – 3			3

Standings	May Pts	June Pts	July Pts	Aug Pts	Sept Pts	Tot Pts	Standings
Dana Field	8	8	9			25	1st
Jeff Nisley	4	5	4			13	3rd
Jeff Renz	5	9	10			24	2nd
Jack Vetter	-----	4	6			10	4th
Mike Basta	-----	-----	6			6	5th

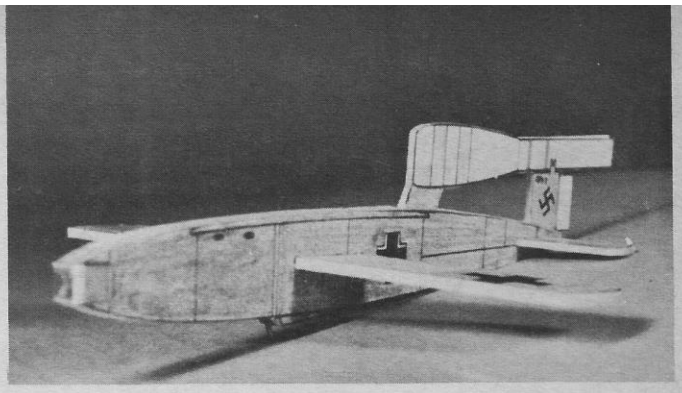


Mike Basta, back in action, with his ½ Gollywock. Good to see!



Jeff Nisley's latest, a "1/2 Kansas Wakefield", built from a Jim O'Reilly plan. Understand it flies really well.

the Buzz Bomb



A SAMM Color - Up model
by ROGER SCHROEDER

After winning air supremacy in 1943, the Allied bombers were free to attack the steel mills and oil refineries that supplied Hitler's armies. The bombings were so successful that Hitler wanted revenge. Starting on June 13, 1944, the revenge weapon number one was unleased upon London for 80 days. Since they were pilotless, but guided by a gyro and a magnetic compass, they could fly in bad weather when the British Fighters were grounded. The V-1 carried a 2000 lb. bomb and was launched from a 165' concealed ramp. After discovering 100 of these concealed ramps, American B-26's knocked out 80 launching ramps, but from the remaining, the Germans sent 8,000 V-1's of which 2,300 reached their target. The small 17½ foot Buzz Bomb was so named because of the sound of the pulse jet engine. It killed 5,864 people and destroying 24,491 buildings. The effectiveness of the V-1 would have been much greater if the B-26's had not destroyed 80% of the launching ramps and the Allied fighter planes had not been able to outrun the 360 mph bomb with their 400-450 mph P-51's and Hawker Tempest's. Fighters destroyed 1,800 buzz bombs by either shooting them down or getting their wingtip under the V-1's wingtip and gently flipping it over on its back which caused the gyros to go crazy. This "Color-Up" model will make history come alive, as the V-1 marked the beginning of the missile era.

COLOR: Before cutting the patterns from the magazine, color the German crosses black, leaving a white border. On the wingtips, the black cross is on a band of red. The rest of the bomb is green.

After coloring, cut out and trace the rudder, pulse jet and fuselage on 1/16" sheet. Then trim the rudder and pulse jet engine off the pattern and trace just the fuselage on 3/32" sheet twice, making two identical fuselage sides. Glue the 1/16" sheet between the two 3/32" sides, to make a laminated fuselage. Dope the rudder and pulse jet in place, and then the fuselage. If the paper pattern wants to curl away from the doped wood, place the fuselage between a fold of wax paper and press it with a book until it is dry.

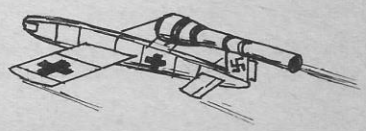
WING & TAIL. Dope the wing pattern to 3/32" sheet and the stabilizer to 1/16" sheet. Again press with wax paper and a weight if it wants to curl.

ASSEMBLY: Cut a notch in the fuselage on the dotted lines. It may be easier to cut through if a 1/16" drill is used to start the notch. Slide the wing and stab into the notches.

Balance - cut a piece of tin can the size shown on the plan. Fold it over three times on the dotted lines. Then bend it over the nose of the plane so it hugs each side of the fuselage. Glue it in place. If you wish, you can substitute a thumb tack securely glued into the nose. Add clay weight to nose until the model balances at the arrows on the wing. Now the plane should balance on the center of the wing. To put a BANG into your bomb, try sticking Mattel Greenie Stik-M caps to the tin can weight on the nose and fly the bomb towards a concrete foundation or any hard surface. When the cap hits it will explode just like the real V-1. The original had a small prop on the nose and after it had turned enough times and the bomb was over the target area, it would control the elevator *down* and the bomb would dive straight to the ground. Very realistic bombing runs can be made by adding clay weight to the nose so that your V-1 will make a long arcing flight and end up coming straight down toward the concrete, landing with a *kapow!* Just think of the games you can play with a flying missile like this!

MATERIAL LIST

1 - 1/16" x 2" x 10" hard balsa
1 - 3/32" x 1½" x 24" med balsa
1 - 3/8" x 3" strip sheet tin
1 box Mattel Stik-M caps



Cartoonist's Corny-er

This month's winner is Alt Vogelman, and he wins the $5.00 Sig Gold Certificate for the best cartoon. You too could latch on to some loot by sending your cartoons to SAMM, and if we publish it you're a winner!

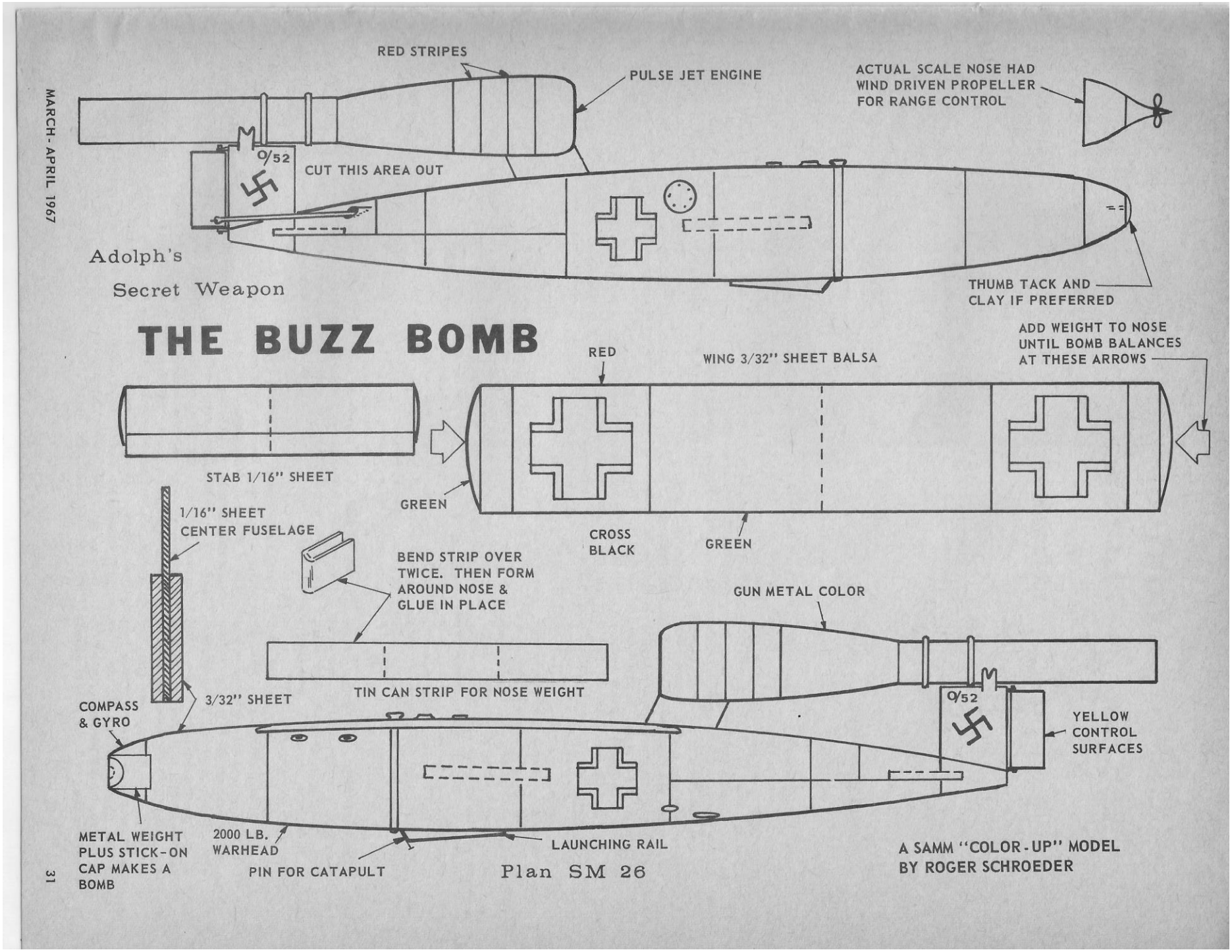
Here's how to get stuck in a CARTOONIST'S CORNY-ER.

- Cartoon and caption must be original and unpublished.
- Make a double sized (about) drawing in heavy dark pencil lines, or black ink.
- We can type-set caption for you. Be sure to include your name and address, and a stamped addressed envelope if you want the artwork returned.
- Send to: CARTOONIST'S CORNY-ER, Sig Air-Modeler Magazine, Route 1, Toddville, Iowa 52341.

I TOLD YA, AND I TOLD YA, IT'S RUNNIN' BACKWARDS!



BY ALT VOGELMAN


RED STRIPES
PULSE JET ENGINE
ACTUAL SCALE NOSE HAD WIND DRIVEN PROPELLER FOR RANGE CONTROL
O/52
CUT THIS AREA OUT
Adolph's
Secret Weapon
THUMB TACK AND CLAY IF PREFERRED
THE BUZZ BOMB
RED
WING 3/32" SHEET BALSA
ADD WEIGHT TO NOSE UNTIL BOMB BALANCES AT THESE ARROWS
STAB 1/16" SHEET
GREEN
1/16" SHEET CENTER FUSELAGE
CROSS BLACK
GREEN
BEND STRIP OVER TWICE. THEN FORM AROUND NOSE & GLUE IN PLACE
GUN METAL COLOR
TIN CAN STRIP FOR NOSE WEIGHT
3/32" SHEET
COMPASS & GYRO
O/52
YELLOW CONTROL SURFACES
METAL WEIGHT PLUS STICK-ON CAP MAKES A BOMB
2000 LB. WARHEAD
PIN FOR CATAPULT
LAUNCHING RAIL
Plan SM 26
A SAMM "COLOR-UP" MODEL
BY ROGER SCHROEDER

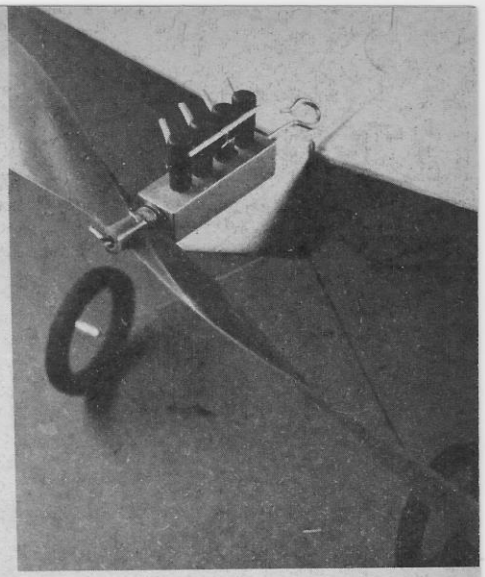
Typical Taube

By

W.C. HANNAN



Here she is lads, 18 inches of graceful, swallow-tail bird. An efficient plastic prop, and light construction make her a fine evening flyer. Costs about 60 cents to build.



Look at that four-banger engine on the front. Power is one loop of 1/8" flat.

It's a BIRD! It's a PLANE! It's a TAUBE!!

Tauben (plural of Taube) were not a specific "brand" of aircraft, but rather, a type, which were manufactured by many firms, including Rumpler, Albatros, D.F.W., Roland, Kondor, Gotha, Jathro, Harlan, Halerstadt, and several others. All of them, however, were descendants of the original Taube, which was designed back in 1910 by an Austrian, Igo Etrich.

The word taube is German for pigeon, or dove, depending upon which translation you prefer, and it is certainly no mystery why the airplane got the name. Among the most stable machines of the era, these birds are a natural for a free-flight flying scale subject. Alas, to duplicate all of the rigging, bracing, and other paraphernalia found on a real Taube, would require an entire season of model-building time. So, in an effort to capture some of the fine character of the breed, and yet minimize the effort involved, we came up with this rather abstract version, the TYPICAL TAUBE.

The plans should be studied carefully, then read these instructions. Rule number one: KEEP IT LIGHT

WINGS: Select some medium soft 1/32" sheet stock for the main wing panels. The wing tips are very soft 1/32" sheet. If you must use medium weight balsa for these parts, it would be better to run the grain parallel with the trailing edge of the main wing panels. In either case, it is better to glue the tip sections to the main wing sections before cutting the scallops. Next, glue the 1/16" square leading edges onto the wing panels, and apply weights on them while they are drying, to prevent any warping caused by the action of the glue.

Note that wing ribs W-2 and W-3 are cut to length and top curvature only. The lower curvature is not cut until each wing panel is complete.

After the leading edges are dry, the wing ribs may be added. If a bit of glue is rubbed into the top surface of each rib it will strengthen the joints, and make assembly easier. The wing panels are carefully glued to the ribs (or vice versa, if you prefer), remembering that W-1 must be installed at a slight angle (as viewed from the front) in order to achieve the dihedral. My wings were assembled "in the air", and hand-held until they were dry, but it is also possible to pin the various parts to the building board while they are drying, which will spare you the agony of being a human vice.

After everything has completely dried, carefully trim and sand the undersides of W-2 and W-3 to shape, being cautious not to remove too much wood, which might weaken the wings.

The small holes indicated by the marks near the R's on the wing drawing should be carefully made with a fine needle. Be certain to apply a spot of glue top and bottom of each opening where the rigging will pass through. For extra strength, tiny cloth patches may be cemented over each spot. The object is, to prevent the rigging from making like a cheese-slicer during hard landings!

FUSELAGE: Select a light but stiff piece of 3/16" sheet balsa from which to make the fuselage. The stiffness is needed to prevent the body from bowing under the pressure of a fully wound rubber motor. Shape fuselage to the general cross-section shown on plans, but the area directly between landing gear wire should be left rectangular, to present the maximum gluing area.

DUMMY ENGINE: The dummy engine serves as the prop shaft bearing, and is built up from scrap as shown. Here is an opportunity for you to be creative, as the various makes of Taubes were powered by different engines including both "fours" and "sixes", some of which featured exotic intake and exhaust systems, so feel free to design one of your own!

TAILPLANES: Try to keep the tail

(flap to page 33)

(TYPICAL TAUBE from page 17)

planes as light as possible, as this will reduce the need for nose ballast. Note that the stabilizer COULD be made all in one piece, but it will be much more flutter-resistant if made in halves, with the grain running as shown on the plans.

DECOR: The various rib lines and scallops are drawn on with a ball-point pen, or one of the fine-line marking pens, such as the Pentel. Black tissue is used for the iron crosses, which are clear-doped to the wings and vertical tails. Actually, the crosses are optional, as many of the Taubes were of a pre-WW 1 vintage, and did not feature markings.

ASSEMBLY: With the aid of a paper template and a soft pencil, draw the location of the wings on both sides of the fuselage. Rub some glue into both sides in these areas, and also into the W-1 ribs. This pre-gluing adds greatly to the strength of these junctures. Install the wings, one at a time, blocking them up as needed, so as to achieve the correct angle of incidence as well as the specified dihedral.

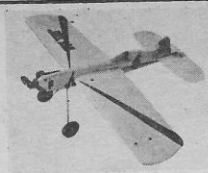
The tailplanes may now be added. Check the alignment carefully, and make any necessary corrections. A little extra care at this stage, will eliminate much "fiddling" at the time of flight testing.

Bend all of the wire parts from the sizes of music wire indicated, or, even slightly smaller diameters, if your ship is on the light side. Before installing the masts, tail-skid, and rear rubber hook, it is a good idea to rough them up somewhat, with a file or sandpaper so that the glue can get a good grip on the metal. The main landing gear is fastened to the fuselage with strips of silk soaked in Sig-ment. Press the silk down firmly on both sides of the wire, and apply more glue.

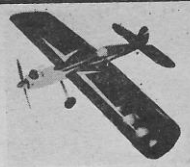
Note that the vertical tail skid wire is installed ALONGSIDE the lower rudder. (In other words, the lower fin/rudder is all one piece of balsa, not separated by wire).



MISS BEHAVE . . . 50" Wing—Jig Built Lower Fuselage, Carved and Hollowed Top, Engines 29 to 45 $10.95



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RENEWAL
NEW

WHEELS: While not really essential, the dummy spoke wheels on our model add a lot of charm, and are very easy to make. Cardboard is used for the "tires", as it will not crack under the shock of landing. You will find that it can be sanded and painted to look quite realistic.

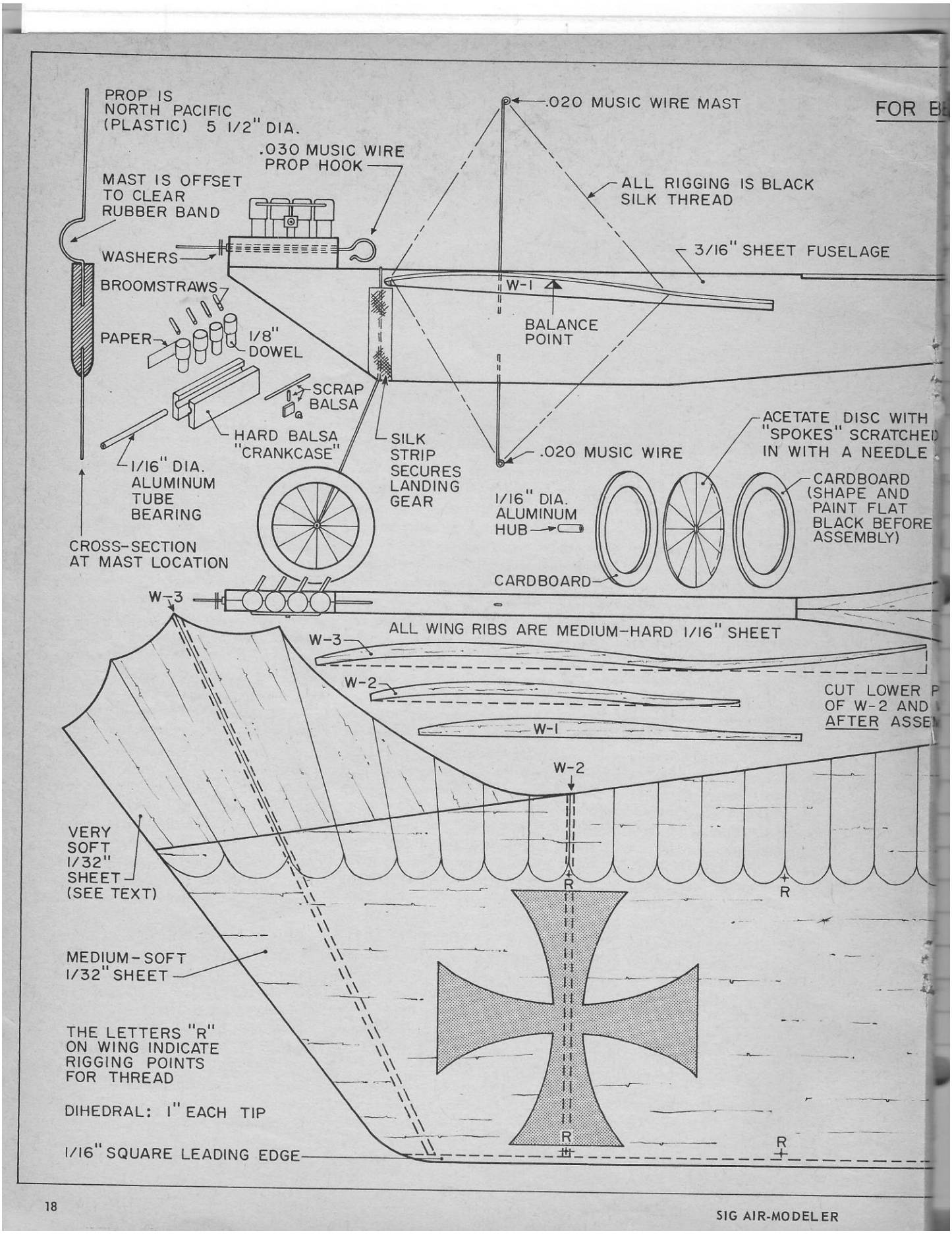
The center disc is cut from a heavy grade of acetate. When scratching the "spokes", go lightly, as if the scratches are too deep, the disc may crack. Another, perhaps less risky approach, is to apply lines of white ink, or thin silver dope with a ruling pen.

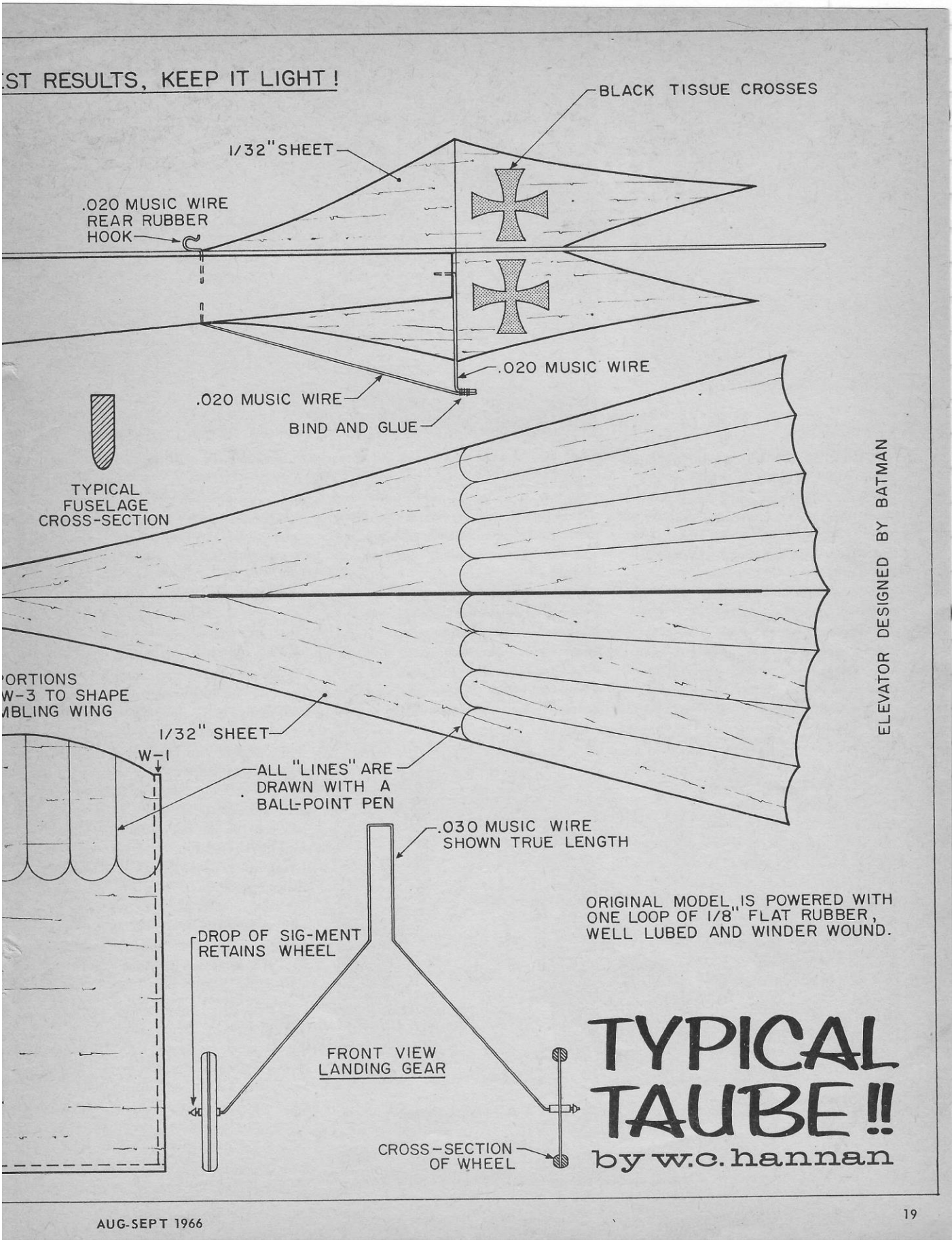
RIGGING: The wing rigging is made from black silk thread, and is functional – that is – it contributes greatly to the rigidity of the model. One advantage to the rigging is that it may be used to counteract any warps which may have occurred in the wing panels. Merely hold the offending wing a little beyond the desired position, and apply a drop of glue at the appropriate spot where the rigging passes through the wing. Less drastic adjustments can sometimes be made by shrinking the appropriate thread with water. More drastic warps can be taken out with steam.

FLYING: The original model required a small lump of clay on the nose to achieve balance at the point indicated on the drawings.

Try a few glides over a soft landing area, such as tall grass, adding or subtracting weight to achieve a long fairly straight glide. Next, try winding 40 or 50 turns into the rubber motor by hand. The original model required slight bending of the rudders to achieve large, open circles. Once you are satisfied with the flight pattern, start putting in the winds with a winder. The technique for this is to have a helper hold the model by the prop. The rubber band is streched out the rear of the model, being careful that it does not rub against the tail or the wing rigging. With lube, you can really pack in the turns, and the performance will be most satisfying.

* * * * * * *


PROP IS NORTH PACIFIC (PLASTIC) 5 1/2" DIA.
.030 MUSIC WIRE PROP HOOK
.020 MUSIC WIRE MAST
FOR B
MAST IS OFFSET TO CLEAR RUBBER BAND
ALL RIGGING IS BLACK SILK THREAD
WASHERS
3/16" SHEET FUSELAGE
BROOMSTRAWS
W-1
BALANCE POINT
PAPER
1/8" DOWEL
SCRAP BALSA
HARD BALSA "CRANKCASE"
SILK STRIP SECURES LANDING GEAR
.020 MUSIC WIRE
ACETATE DISC WITH "SPOKES" SCRATCHED IN WITH A NEEDLE
1/16" DIA. ALUMINUM TUBE BEARING
1/16" DIA. ALUMINUM HUB
CARDBOARD (SHAPE AND PAINT FLAT BLACK BEFORE ASSEMBLY)
CROSS-SECTION AT MAST LOCATION
CARDBOARD
W-3
ALL WING RIBS ARE MEDIUM-HARD 1/16" SHEET
W-3
W-2
CUT LOWER P
OF W-2 AND
AFTER ASSE
W-1
W-2
VERY SOFT 1/32" SHEET (SEE TEXT)
R
R
MEDIUM-SOFT 1/32" SHEET
THE LETTERS "R" ON WING INDICATE RIGGING POINTS FOR THREAD
DIHEDRAL: 1" EACH TIP
R
R
1/16" SQUARE LEADING EDGE


ST RESULTS, KEEP IT LIGHT !
BLACK TISSUE CROSSES
1/32" SHEET
.020 MUSIC WIRE
REAR RUBBER
HOOK
.020 MUSIC WIRE
.020 MUSIC WIRE
BIND AND GLUE
TYPICAL
FUSELAGE
CROSS-SECTION
ELEVATOR DESIGNED BY BATMAN
ORTIONS
W-3 TO SHAPE
MBLING WING
1/32" SHEET
W-1
ALL "LINES" ARE
DRAWN WITH A
BALL-POINT PEN
.030 MUSIC WIRE
SHOWN TRUE LENGTH
ORIGINAL MODEL IS POWERED WITH
ONE LOOP OF 1/8" FLAT RUBBER,
WELL LUBED AND WINDER WOUND.
DROP OF SIG-MENT
RETAINS WHEEL
FRONT VIEW
LANDING GEAR
CROSS-SECTION
OF WHEEL
TYPICAL
TAUBE !!
by w.c. hannan
AUG-SEPT 1966
19