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

September 2019

Schedule of Flying
Events and Meetings

Date	Day	Location	Time	Notes
OUTDOOR EVENTS				
September 10	Tues	Olathe, KS	~6:30	**Final night, Outdoor Champ Flying**
September 15	Sun	Perry, KS	12:00 noon	**HAFFA Annual Picnic**
October 5 & 6	Sat & Sun	Marion, KS	All Day both Days	**HAFFA Annual Outdoor Contest**
October 12 & 13	Sat & Sun	Wellington, KS	All Day both Days	**Tulsa Glue Dobbers Annual Fall Contest**
INDOOR EVENTS				
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**
November 19	Tues	NDT at this time	7:00	**Club Meeting**
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 – As of my most recent discussion with Wallie Freeburg, everything is complete at the church, but the city had not issued an occupancy permit. Since there were significant renovations, the city was requiring changes to bring additional items up to the new codes that were not in place or necessary before. Look for a meeting notice with the location next week before the meeting for the final location. Hopefully, it is the church.

August Meeting – Mike Basta returned from his convalescence for the July meeting, and is now back to his normal self, running the meetings. Since Jeff Renz was away, a formal program had not been arranged, but there was a big show and tell session. Jeff had asked for input for events to be included in the indoor club competition, and it seems there is interest in having another scale rubber event, like Bostonian, Peanut, or Dime to replace one of the current ROG events (more on final results in the indoor section). For show and tell, Charlie Taylor brought a 1960 single channel transmitter from MC MFG. What a monster! Ironically, Wallie Freeburg worked for MC MFG at the time these were made here in KC. Roie Black brought a Peck Pietenpol he started about 35 years ago, but had not completed. His workmanship is outstanding, and hopefully he gets it done soon. Jeff Nisley brought his beautiful completed ½ Kansas Wakefield, and a "Bernadette", which is a solid balsa wing Bostonian. Jeff wants to contact Volare, or someone else, about kitting this model. He also brought about half of his workshop for show and tell!

Indoor – The dates for the 2019 – 2020 indoor season were set and posted last month. Flying starts in October with a practice session, and points will begin accruing with November's session. The format has been modified from past years a bit. First, the new event will be FAC Dime scale. Do not know if there is any deviation from the FAC format, which is a little complex, but any FAC eligible model will be OK. Dime Scale, with the 16 in wing, is a little easier than Peanut to fly. A little less fussy. This is to replace Comet ROG in the format. Comet ROG and the mass launch will still be in the end of year contest. For the club championship points will be included from Dime Scale, Phantom Flash, and P-18. Combined indoor CLG and HLG will be flown as a separate event, and points kept in a contest for the "Tem Johnson" trophy, the HAFFA indoor glider champion, which Jeff has promised to buy or make. This should be a really fun indoor season!!

Outdoor – Both August flying sessions had cool north – northwest winds, and though light, practically no lift at all. Just sinking air. In spite of this, times are improving, with the exception of HLG, where the sinking air is really fatal. Dana Field had his AMA Alpha fly off the field and hit the bleachers in the football field adjacent to our flying field. This was too bad because his flight ended at 42 seconds, with more to come without the premature end. This was 1 second behind Jeff Nisley's excellent 43 second flight. Jeff also had a 1 minute 14 second ½ Wake flight with his Kansas Wakefield. If there had been thermals, I am sure that beautiful model would have flown away never to be seen again! Mike Basta's Canberra jet CAT, with all the bonus points, looks like it would also be capable of flying away with some lifting air. Jeff Renz missed the second session and it cost him dearly. Instead of being one point down, he is now 6 points behind the leader, with only the Sept. 9th session left. However, Jeff and Dana are tied in HLG in pursuit of the coveted Thermic Glider trophy as the champion outdoor glider flyer.

At the end of this newsletter is a story about the Durham Air Limousine, and the plan for it. There is a second plan for the Durham Mystery Plane in the story, which I have and will publish about next February or March. I believe the story and plan, which appeared in the Jan – Feb Flying Aces Digest, was written, and the plan drawn, by George Bredehoft of Volare Products. He also has short kits available for both planes for $11.00 each, which includes the plan and 2 laser cut balsa sheets of parts, and is cheap for what you get. Both are FAC Embryos, and I am planning on having Embryo as an event in next year's outdoor championship season. You can get a head start on building for next year by starting one of these. A Peck "One Night 16", now called something else would also be eligible, and an easily built and available kit.

My family is from Connecticut, Madison and Westbrook, and Durham is the first town northeast of Madison, and a couple northwest of Westbrook (both Madison and Westbrook are on the "Sound", and we are known as "Clam Diggers"). My wife had an aunt and uncle living in Durham, on the Durham – Middlefield Road, which is where Pinkham Field is, and where the story takes place. The field is also the site of the Durham Fair, which we went to every year, to eat junk food and watch the horse and ox pulls in my case. Don't remember any airplanes actually. It is not much of a field, but when I saw the story I had to investigate and get the kits. Another story, like living in the same town as Henry Struck at the same time, and never meeting him.

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	18 – 6		14
Jeff Renz	17 - 3	23 – 3	30 – 3	16 – 5		14
Jeff Nisley	8 - 1	8 – 2	-----	10 – 2		5
Jack Vetter	-----	2 - 1	7 - 1	14 – 4		6
Charlie Taylor	-----	-----	-----	6 – 1		1
Mike Basta	-----	-----	-----	13 – 3		3

AMA Alpha – Best Time	May	June	July	August	September	Points Total
Dana Field	12 - 2	14 – 1	34 – 3	42 – 3		9
Jeff Nisley	8 - 1	20 - 2	34 – 3	43 – 4		10
Jeff Renz	-----	-----	19 – 2	15 – 1		3
Mike Basta	-----	-----	17 – 1	29 – 2		3

Jet CLG – Best + Bonus	May	June	July	August	September	Points Total
Dana Field	11 + 5 - 3	14 + 5 - 3	17 + 5 – 4	14 + 5 – 4		14
Jeff Renz	3 + 5 - 1	15 + 5 - 4	15 +5 – 3	9 + 5 – 1		9
Jeff Nisley	4 + 7 - 2	5 + 7 - 1	-----	10 + 7 – 3		6
Jack Vetter	-----	8 + 5 - 2	8 + 5 – 1	10 + 5 – 2		5
Mike Basta	-----	-----	11 + 7 – 2	15 + 7 – 5		7

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	49 – 2		7
Jeff Nisley	-----	-----	31 – 1	74 – 4		5
Mike Basta	-----	-----	43 – 3	58 – 3		6
Charlie Taylor	-----	-----	-----	29 – 1		1

Standings	May Pts	June Pts	July Pts	Aug Pts	Sept Pts	Tot Pts	Standings
Dana Field	8	8	9	13		38	1st
Jeff Nisley	4	5	4	13		26	3rd
Jeff Renz	5	9	10	7		31	2nd
Jack Vetter	-----	4	6	8		18	5th
Mike Basta	-----	-----	6	13		19	4th
Charlie Taylor	-----	-----	-----	2		2	6th

Durham Air Limousine

A short history

It was the early 30s and experimental aviation was at its heyday, with little mom-and-pop companies starting up (and flashing out) all across the country and New England was no exception. In Durham, Connecticut, Tom Nallen and Sons had just had a variation on success with their first design – a flivver of sorts. It was a single-place open cockpit broad-winged tail-dragger. They had taken it out to Pinkham Field for its first test flight and young Frankie Barnett was at the stick.

They had used a Ford engine and the old four-cylinder popped to life and Frankie taxied to the end of the runway and pushed the throttle forward. After just a short run, the tail came up and then the little flivver jumped right off the ground and headed straight away, climbing at a wonderful rate. They had expected Frankie to turn and circle the field, but he just kept going inexplicably straight with nary a wing waggle.

That was the last they saw of the little ship; its fate was a mystery. They hadn't heard it crash and no wreckage was ever found (it would be a year or so before Old Man Simpson found a well-preserved runabout that turned out to be the Durham Mystery – Frankie was never heard from again.)

While ol' Tom was concerned about loss of the plane and the pilot, the boys were clamoring and excited. "Did you see how that jumped right off the runway?" "And how about how stable it flew!" Tom couldn't keep them down and they formed "AC/DC" – the Aircraft Corporation of Durham, CT. And the boys got to work thinking about their next design and the wonderful future that laid ahead of them. They thought about building another flivver, but dad wouldn't have it, given that the original seemed to be so ill-fated. The excitement was there, but there was little consensus and no focus on a singular direction.

One day, a stranger walked into the barn where the boys were working on the chalkboards. "I hear you all are building aero-planes and I am here to help you out!" He introduced himself as "Giorgio Breda-Pensutti" straight off the boat from the Italian design hangars. (This was quite strange as the boys didn't hear any Italian accent – it was more like a clear Midwestern twang.) But Giorgio had some ideas – and some resources – that the boys just couldn't ignore.

Giorgio brought an entire concept to the design board: he said they should take their little flivver and think bigger – literally. The best way to make money was to attract money and who could afford planes these days but the very wealthy? They were at that point in time where the Executive aircraft market was just beginning to get started. They would grow and stretch the basic design they had into something much bigger and grander: The Durham Air Limousine!

And, he knew of the perfect power plant that could be had for cheap. Just recently, Ayreton Squires, the playboy heir to the local Squires fortune, had a "slight mishap" with his new 1932 Packard Super Eight Roadster when "flock of turkeys" flew in front of him on his way home from a party at heiress Beatrice Parsons' family estate.

Turkeys hadn't been seen in the Durham area for quite some time, but you know how things get resolved when you're young – and loaded.

In any case, the Packard Super Eight was available for cheap – and "Powered by Packard" would certainly lend an air of elegance to the new cabin plane. They went all out – they took the same wing layout and calculated how large it would need to be to carry the weight of such a motor. This increased the other dimensions of the aircraft so that it would carry four in luxury, not including the pilot – and a steward. In addition, Giorgio pulled a "secret" airfoil out of his hat, one that promised superior lift and increase efficiency in the cruise. The Boys questioned the airfoil, but Giorgio built a model and when it glided clear across the barnyard, the Boys were sold.

The first example of the Durham Air Limousine was completed and testing commenced. The Packard had some minor quirks that needed to be ironed out – all of which had to do with the conversion to an aircraft motor. It was noted that it was quite torquey and should produce wonderful pulling power. The twin-tailed beauty was ready for that first flight.

Ol' Tom had "retired" from the airplane business, but as the first flight approached, he voiced significant concern, reflecting on the past experiences with the Mystery. He was adamant that his sons not be on board for the first flight. That only left Giorgio to go for the test hop. He wasn't the best pilot, although he could manage, so he agreed to pilot the elegant aircraft.

As he jammed the throttle forward, the big Packard roared to life. Unfortunately, it appeared that Giorgio could not ease the throttle back – at all – with any amount of force. It was all he could do to counteract the massive torque and the plane leapt off the runway and locked into an amazing right spiral climb. With no throttle control and a full tank of gas, the single example of the luxurious Durham Air Limousine corkscrewed right on up – right through the cloud that was right above the field – and continued on. The Nallen crew watched in a combined awe and horror as their creation flew out of site. They could hear the droning of the Packard for ages, they would occasionally see a flash of the wing tip way up, but they finally had to give up.

That was the end of AC/DC. It was also the end of Giorgio. Nallen and Sons closed up shop and threw their materials and library in the local landfill. Decades later, the drawings for the Mystery and the Air Limousine were discovered by local free flight modelers. They quickly noted that some of the elements of the Air Limo were used a decade after the factory closed shop, namely: the twin tails were exact matches to the Shaft (Jan 1944 Flying Aces Magazine) and the airfoil was a combination Clark Y (upper) and RAF 32 (lower) that was found on the Gollywock (1939). How these details went from the Aircraft Corporation of Durham, CT to the model building community is still a mystery.

By some strange coincidence a short kit for the Durham Air Limousine! Is available from Volare Products.



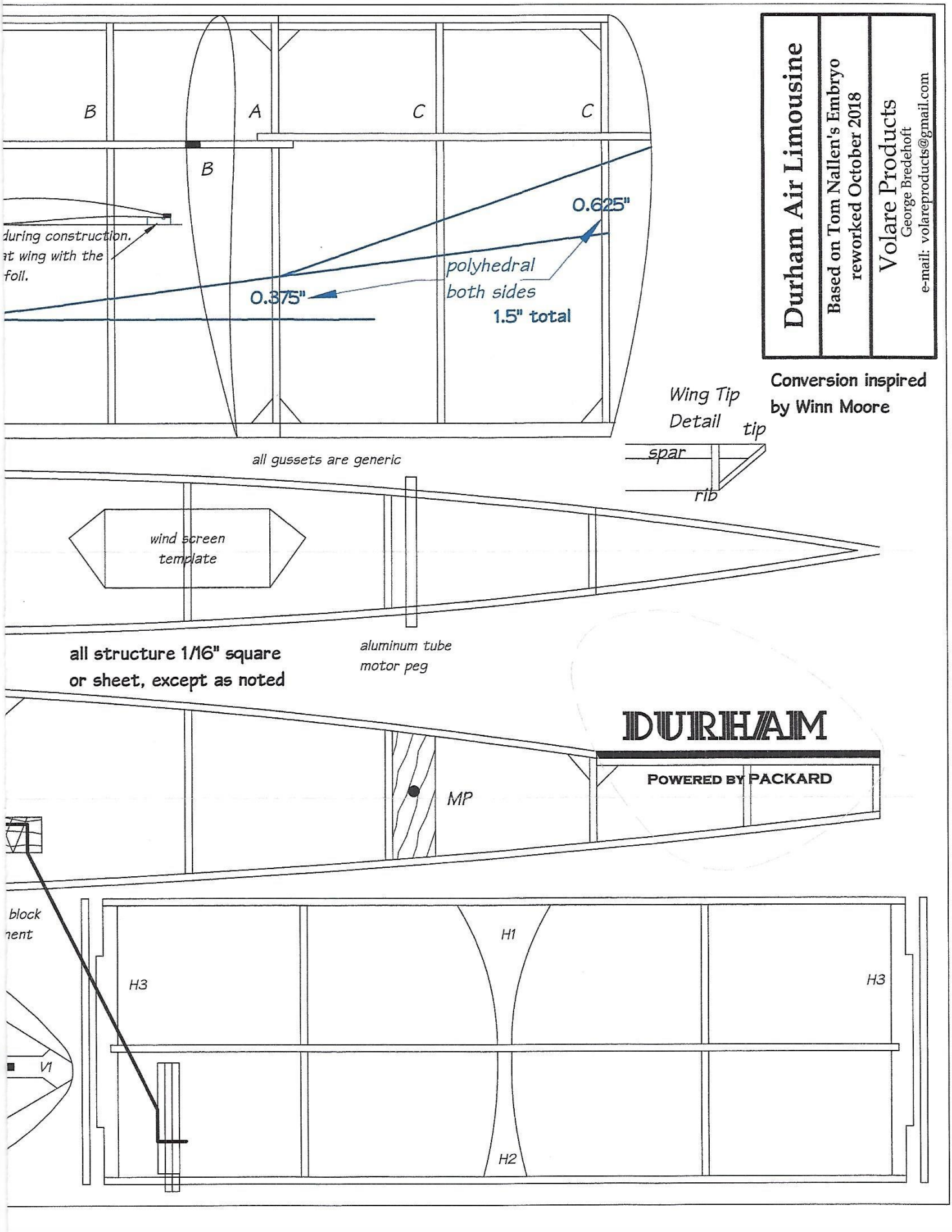
The “Durham Mystery Plane”! Plans to come in time for next spring.

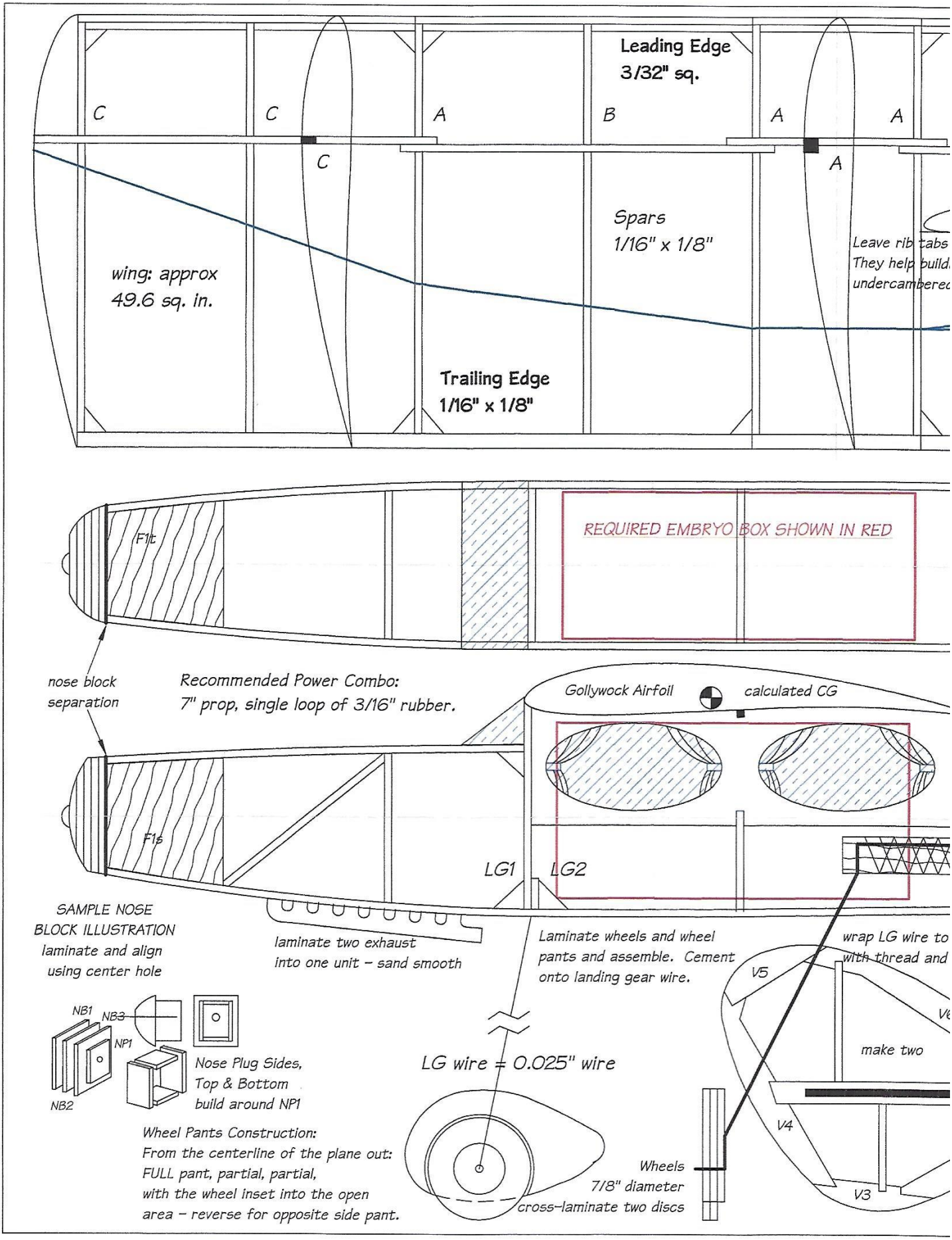


Tim Pivonka’s first Embryo – A “Miss World’s Fair”



Suman Saripalli with a 12ft 1937 Lanzo Racer. He has converted it to electric power.


Durham Air Limousine
Based on Tom Nallen's Embryo
reworked October 2018
Volare Products
George Bredehoft
e-mail: volareproducts@gmail.com
Conversion inspired
by Winn Moore
B
A
C
C
B
0.625"
0.375"
polyhedral
both sides
1.5" total
during construction.
t wing with the
foil.
Wing Tip
Detail
tip
spar
rib
all gussets are generic
wind screen
template
aluminum tube
motor peg
all structure 1/16" square
or sheet, except as noted
DURHAM
POWERED BY PACKARD
MP
block
nent
H1
H3
H3
V1
H2


Leading Edge
3/32" sq.
C
C
A
B
A
A
C
A
Spars
1/16" x 1/8"
wing: approx
49.6 sq. in.
Leave rib tabs
They help build
undercambered
Trailing Edge
1/16" x 1/8"
F1t
REQUIRED EMBRYO BOX SHOWN IN RED
nose block
separation
Recommended Power Combo:
7" prop, single loop of 3/16" rubber.
Gollywock Airfoil
calculated CG
F1s
LG1
LG2
SAMPLE NOSE
BLOCK ILLUSTRATION
laminate and align
using center hole
laminate two exhaust
into one unit – sand smooth
Laminate wheels and wheel
pants and assemble. Cement
onto landing gear wire.
wrap LG wire to
with thread and
V5
V4
V3
make two
NB1
NB3
NP1
NB2
Nose Plug Sides,
Top & Bottom
build around NP1
LG wire = 0.025" wire
Wheels
7/8" diameter
cross-laminate two discs
Wheel Pants Construction:
From the centerline of the plane out:
FULL pant, partial, partial,
with the wheel inset into the open
area – reverse for opposite side pant.