President: Jeff Renz

Vice President: Mike Basta

Treasurer: Jack Vetter

Secretary: Roie Black

Newsletter Editor: Dana Field

Website Editor: Jeff Nisley

AMA Charter # 2357
SAM Chapter #14
FAC Squadron 43

Heart of America Free Flight Association

9711 El Monte
Overland Park, KS 66207

Website - *FLYHAFFA.com*

Dispatch

October 2020

Schedule of Flying
Events and Meetings

Date	Day	Location	Time	Notes
OUTDOOR EVENTS				
Oct. 2 & 3, 2021	Sat & Sun	Marion, Kansas	All Day both Days	**HAFFA Annual Fall Contest**
INDOOR EVENTS				
Nov 1	Sun	Osawatomie, KS	8:30 – 3:00	**Indoor Flying**
Dec 6	Sun	Osawatomie, KS	8:30 – 3:00	**Indoor Flying**
Jan 2	Sat	Osawatomie, KS	8:30 – 3:00	**Indoor Flying**
Feb 6	Sat	Osawatomie, KS	8:30 – 3:00	**Indoor Flying**
Feb 21	Sun	TBD	TBD	**HAFFA Annual Dinner**
Mar 6	Sat	Osawatomie, KS	8:30 – 3:00	**Indoor Flying**
Apr 3	Sat	Osawatomie, KS	8:30 – 3:00	**HAFFA Annual Indoor Contest**

HAFFA Indoor Flying Site Locations:

Ozanam School Auditorium
421 E. 137th St.
Kansas City, MO

Osawatomie City Auditorium
Main Street
Osawatomie, KS

HAFFA Club Meetings:

Not known at this time

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

Editorial – The Sunday immediately after Labor Day we had the annual HAFFA picnic at Suman's Carmel Farms in Perry, Kansas. It was well attended considering the Covid 19 restrictions. We did not have the usual burgers and dogs along with the smorgasbord of stuff. You had to bring your own eats and drinks. None the less, a number of members came, and we had the best flying weather ever, a very light breeze from the south instead of our usual gale. Some pictures should follow the indoor and outdoor columns.
The Sunday of Labor Day weekend, a few HAFFA members gathered around 10:00 am at the usual flying field at the Pioneer Middle School in Olathe to participate in the Postal Skybunny Contest sponsored by Wind-It-Up (Peck). The weather was good, light breezes from the south, though they kept shifting from S to SE, then to SW. Scott Baird came with his son from Liberty, Jeff Renz was flying, and Mike Basta was there as well, and I came armed with a stopwatch, chair, and a pair of Bushnell binoculars, which proved necessary. Everyone got

their times up to around a minute, and with some obvious thermal activity, Mike Basta put up a pole and streamer in a strategic position just south of our launching area. After a couple of improved flights, Mike made up a monster braided motor, and launched into what proved to be a serious thermal, and after about 10 – 15 seconds his Skybunny was sucked up and headed west. Using the binoculars, I lost sight of it at 2:06 behind the trees across the road from the field, and we could not find the plane. Mike, being experienced, had put his name and phone number on the plane, and some kids found it an hour or two later, and had their mother call Mike, who rewarded them with a fully built and competitive Thermic B. Guess what! Mike won the national competition and is receiving, or has received, a trophy for his effort, as well as having his picture with the Skybunny published! We are planning on doing it again next year. It was a load of fun!

Indoor – Indoor flying commenced for the season on Sunday, Oct. 18, with four flyers showing up in Osawatomie. Suman came with Paul Morganroth, and of course Jeff Renz was there to set everything up, along with me (Dana Field). Flying was for fine tuning and practice this month, with competitive flying commencing on Sunday, Nov. 1st. Hopefully we get a few more people cranked up to participate.

Outdoor – Following is Jeff Renz's summary report on the Annual Marion Contest.

Marion Contest

The 19th Annual HAFFA Outdoor 2020 Contest / NFFS National Cup Meet is one for the books! Thank goodness it even happened during this year of the Covid19 crisis, which threw our club a real curve ball. We had to modify our approach to how we conducted this contest relative to Covid19.

No rain this year! However the winds were hitting 18 mph and higher around noon on Saturday, and most flyers opted to wait it out. Sunday flying turned out great, with plenty of thermals and mild breezes!

I would like to congratulate Don Deloach of Colorado Springs for his 2020 Marion Cup win! Chuck Powell put up a good fight for the Marion Cup, but due to plenty thermal activity, a fly off in P30, and no mercy in the coin toss with Marty Kline for the P30 1st place forcing the issue, Chuck could not quite catch Don.

This year at the end of September, with Marion Contest fast approaching, the week before the contest we had a Covid19 Exposure within our club. This resulted in a 14 day quarantine for several of our members (Mike Basta, Jeff Renz, Dana Field, and John Clark), meaning our CDs could not participate, along with some of our members. Had some contestants wound up sick, as a result of my presence, the thought of having to call up everyone with the news they were exposed to Covid19 was prohibitive.

Prior to the Marion contest Mike Basta had encouraged me to read the inside cover of this month's NFFS article relative to Covid19. Reading the article stimulated the safety and survival skills part of my feeble brain, versus the passionate urge to just fly and forget about everything else. The contest was almost canceled. However Chuck P. and Don D. threw out a lifeline to our club to run the Marion contest, and they made it happen. They really stepped up to the plate for us.

I heard there was plenty of thermal activity on Sunday. Some flyers had planes sucked up in thermals, and they were just gone, like Tim Pivonka. And others chased their planes for a couple miles, like Chuck Powell, whose P30 flew over 2 miles up to the old Pizza Hut building on highway 56. He found his P30 but had to flip a coin with Marty Kline over 1st place for the event.

Here are some comments I captured from our contestants emails:

Comments from Chuck Powell: *I think a good time was had by all!! Dave Wiebe did great at his first contest!*
Chuck

Comments from Suman Saripalli*: It was great to see everyone at Marion! I had a great day of flying and good camaraderie! The funniest comment I heard yesterday, by the gentleman flying power, as his plane came apart in the air, and the shredded wing half was fluttering down, "I'm going to HAVE to fix that dihedral now!"*

Comments from Deloach:
Jeff, Thank you for your hard work in managing the contest! You were definitely missed! It was a great success, almost entirely due to the efforts of Chuck and Linda Powell. They did about 95% of the work including shopping for food and arranging an outstanding cookout on Saturday night!

Comments from Tim Pivonka: *My P-30 maxed and flew OOS on the first flight. My HLG got run over by a chase bike. My Cessna CR-32 flew great, but lost to Chuck (by 4 seconds), and lost to Deloach by a lot.*

Gretchen provided lunch both days. We would like to thank her for doing this for us. Thanks Gretchen!

I would truly like to thanks to everyone who competed in the HAFFA Marion Contest. I would like to thank Chuck P. and Don D. for coordinating all this with me over the last week, and, as I have said before, throwing out a lifeline to run the Marion contest for our club. We can put this year 2020 behind us and look towards 2021. Believe me, I really missed you all!

Jeff Renz
HAFFA CD.


Mike Basta with his winning Skybunny


Scott and Alex Baird – Alex a future modeler?



Charlie Taylor at picnic with a Prairie Bird

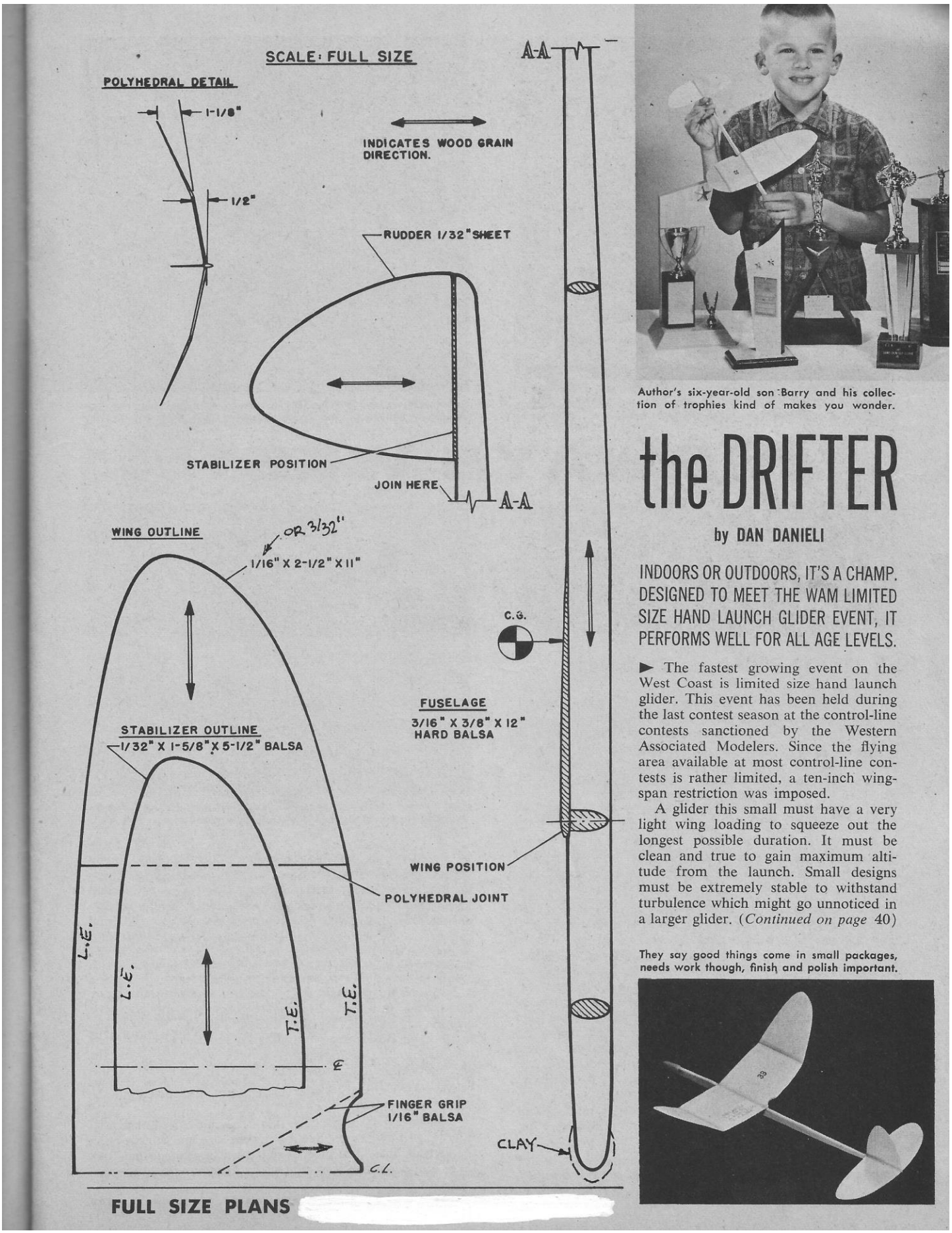


Paul Morganroth at picnic – electric powered RC Big! Korda



Don Deloach receiving the 2020 Marion Cup – I think he has a wall full of these!

Following is the plan for the month, the “Drifter”. This is an 11 in WS HLG from MAN that was deemed suitable for both indoor and outdoor flying. Dave Higgins, ex. Boeing aero engineer swears this is a great glider! Easy to build & fly!



Author's six-year-old son Barry and his collection of trophies kind of makes you wonder.

the DRIFTER

by DAN DANIELI

INDOORS OR OUTDOORS, IT'S A CHAMP. DESIGNED TO MEET THE WAM LIMITED SIZE HAND LAUNCH GLIDER EVENT, IT PERFORMS WELL FOR ALL AGE LEVELS.

► The fastest growing event on the West Coast is limited size hand launch glider. This event has been held during the last contest season at the control-line contests sanctioned by the Western Associated Modelers. Since the flying area available at most control-line contests is rather limited, a ten-inch wingspan restriction was imposed.

A glider this small must have a very light wing loading to squeeze out the longest possible duration. It must be clean and true to gain maximum altitude from the launch. Small designs must be extremely stable to withstand turbulence which might go unnoticed in a larger glider. (*Continued on page* 40)

They say good things come in small packages, needs work though, finish and polish important.

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to proper C. G. location. This is *important* in this or any control line model. Oh yes, another important feature is the ease of repairing this model. Hope you never get to find this out by experience. Now let's get down to pins and glue.

Begin construction by cutting out all of the required parts. Construct the fuselage by assembling the ½" sheet balsa frame, hardwood motor mounts and 1/16" plywood over the top and bottom of the front edge of the fuselage. Note that the 1/16" plywood top stops at the front edge of the ½" square wing spar. Make up a spar and doubler assembly of ½" square balsa. Glue and screw this to the top of the fuselage using two #4-40 screws and blind mounting nuts. Note the piece of 1/16" plywood used to keep the screw heads from pulling through the spar. Also note that the inside wing is 1" longer than the outside wing. The wing may now be assembled by adding the ribs, leading edge, trailing edge, etc. We did this by holding it in our lap and assembling it. Alignment was done by the "eyeball" method. However, if you prefer, you may lay the fuselage-spar assembly on a flat bench and block up your wing components for alignment. Be sure you use a good grade of glue, Elmer's preferred, on the root rib-fuselage joint. Add the half ribs after the lead-outs are installed.

Assemble the horizontal tail, hinging with a strong cloth or metal hinges. Bend the pushrod to length and glue the stabilizer in place. Add the rudder and other miscellaneous fill parts. The model is now ready for final sanding and finishing. Cover wings with Silkspan or silk and dope to your liking. If the wing warps it is easily straightened by using steam.

The removable landing gear is bent from 3/32" diameter steel wire and held in place by the same bolts that hold the motor in. Bend tin clips and attach as shown.

Flying the model is easy. Take it up, feel it out through several high maneuvers and then go to it. If you have had any flying experience at all you should have no trouble with the "Gremlin."

The Drifter

(*Continued from page* 23)

The "Drifter" will fill these needs. Although conventional in appearance, it is the result of fourteen previous variations. This glider requires very little weight to balance, is simple to adjust, and recovers nicely from even the poorest launch. It has the ability to "stick" in the weakest rise. My six-year-old son Barry has never failed to place with this design. His wins include the Pacific Coast Jr. Glider Championship.

These small gliders are just the thing to pep up interest in the old club. You city dwellers can fly them in any playground, park, or ball diamond.

March over to the balsa rack and pick out one sheet of 1/16" x 3" x 36", one sheet of 1/32" x 2" x 36", and one 3/16" x 3/8" x 36" strip. You now have material for *three* "Drifters" at a cost of 38 cents!

The construction is simple and self explanatory, but one word of caution; take your time, the wood is thin so sand slowly. A finished flying weight of ¼ oz. is average.

Balance and test glide until you start to get just a slight mush but no stall. Next, put in very slight rudder for turn. Strive for turns of about 30' in diameter. If turn is too tight bend just a little camber into the inner wing panel and that should set you up. Launch up at a 60° angle with 45° bank. If model stalls, use down elevator

(*Continued on page* 42)

The Drifter

(*Continued from page* 40)

and remove weight. Always use methods of trim which increase lift first. Add weight only as a last resort.

Youngsters should be able to toss the "Drifter" about 50', adults to 85'—100'. Indoor or still air times from these heights will be around 35 and 45 seconds. Outdoors, they do catch thermals, so put your name on them. Last minute flash from the author—The Drifter just set the new W.A.M. record for this event of 2 minutes 47 seconds.

Foreign Notes

(*Continued from page* 8)

ing as Bosch's at 17.6 oz./100 sq. in., but the only other models having average or above-average loadings in these first sixteen, were those of Van den Bergh (4th) of Great Britain at 14.8, Teuwan (10th) of Belgium 15.8, Bellochio (12th) of Italy 17.0 and Eliasson (15th) of Sweden at 15.2.

It may, or may not, be significant that the remaining (i.e. lowest placed) sixteen models nearly all had higher loadings, but the good showing of the more lightly loaded models does at least agree with the current (American) trend towards lighter wing loadings. On the other hand, present practice in Europe is to use a more powerful motor, relative to both wing area and weight, than we see in the latest trends in the U.S. Of the top six place winners, for example, three used .49's, one a .56 and one a .60 and, in the first 16, 9 were using engines larger than the .45 cu. in. size favored in the U.S. In fact, a light power loading was, interestingly enough, a factor common to all the top models at the 1962 Championships. It is difficult to put these figures into pounds-per-horsepower since engines were being run at different speeds on different fuels and props, but on a lbs./cu.in. displacement basis, the figures for the top eight run as follows: Brett 11.6, Brooks 12.6, Olsen 11.7, Van den Bergh 12.7, Brown 12.8, Bosch 13.4, Malherbe 10.5, Saemann 10.1. This gives an average of 11.9 lbs./cu. in. and compares with an average of 16.2 lbs./cu. in. for the *lowest* placed eight models. Incidentally, the model with the heaviest power loading was the Russian Velichkovsky's (29th) Super-Tigre powered entry which had a loading of over 20 lbs/cu. in. Velichkov-



Foreign Editor, Peter Chinn at right with Doug

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Z-129 Halftrack Infrared Searchlight New
Z-134 German Tank Tiger 11/182 New
Z-146 Ordnance Maintenance Truck M-109 New
Z-98 Howitzer USA
Z-99 Patton M-47 USA
Z-100 Patton M-48 USA
Z-101 Sherman USA
Z-102 Panther
Z-103 Stalin USSR
Z-104 M-40 Sun USA
Z-105 German AAA
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Z-148 WATER

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