President: Mike Basta

Vice President: Dana Field

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

Dispatch

Website – *KCFreeflight.org*

9711 El Monte
Overland Park, KS 66207

Schedule of Flying Events and Meetings

February 2022

Date	Day	Location	Time	Notes
OUTDOOR EVENTS				
Apr 12	Tues	Olathe, KS	6:30	**HAFFA Outdoor Champs Flying, 1st Day**
Apr 26	Tues	Olathe, KS	6:30	**HAFFA Outdoor Champs Flying**
Apr 30 & May 1	Sat & Sun	Marion, KS	All Day both Days	**WHAM Spring Contest**
May 10	Tues	Olathe, KS	6:30	**HAFFA Outdoor Champs Flying**
May 24	Tues	Olathe, KS	6:30	**HAFFA Outdoor Champs Flying**
Sept 3, 4, & 5	Fri – Mon	Denver, CO	All Day All Days	**MMM Rocky Mt. Championships**
Sept 3, 4, or 5	Fri – Mon	Wherever, TBD	Time not set	**Sky Bunny Postal Contest**
Sept 13	Tues	Olathe, KS	6:00	**Final 2022 Champs Flying**
Sept 18	Sun	Perry, KS	12:00 pm	**Tentative HAFFA Annual Picnic**
Oct. 1 & 2, 2022	Sat & Sun	Marion, Kansas	All Day both Days	**HAFFA Annual Fall Contest**
INDOOR EVENTS				
Mar 5	Sat	Osawatomie, KS	8:30 – 3:00	**Indoor Flying**
Mar 15	Tues	Roeland Park, KS	6:00 – 8:00	**Monthly Meeting**
Apr 2	Sat	Osawatomie, KS	8:30 – 3:00	**Annual HAFFA Indoor Contest**
Apr 19	Tues	Roeland Park, KS	6:00 – 8:00	**Monthly Meeting**
May 17	Tues	Roeland Park, KS	6:00 – 8:00	**Monthly Meeting**
June 21	Tues	Roeland Park, KS	6:00 – 8:00	**Monthly Meeting**

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:

JC Library – Cedar-Roe Library
5720 Cedar St.
Roeland Park, KS

Editorial – Since the last newsletter we have had two monthly meetings, and our Feb. flying session, and indoor flying is in full swing. The last indoor session was well attended with seven flyers and a couple of other extraneous attendees. Jeff Renz has escaped being an officer, but is still running the indoor flying and has written up a synopsis of the session. No actual point standings to post, however. We have pictures of the session, and some from the last two meetings as well. My editorial comments on the indoor are as follows: With A-6 being one of the events for championship points, we have a bunch of guys flying the event after having no one flying it since the rules were modified to let a few pros stomp the amateurs. All were flying old rule planes, like the Salem, and all were having a great time with 3 and 4 minute flights. If Don Deloach reads this, the A-6 rules should be changed back to what they were with a couple of tweaks. The lifting horizontal tail should be banned, and back to the percentage limit on size. Microfilm covering banned, back to tissue (maybe Gampi allowed?) for covering. And, finally, the pseudo variable pitch props outlawed as well. The props are far beyond beginner ability, and probably mine as well. This was supposed to be the beginner intro high performance indoor event after Easy B was ruined by the pros. Witness, there used to be 15 – 20 entrants at the AMA Nats, and other big contests. This past Nats there were only 3 persons flying A-6! Make it fun again for the neophytes, not harder!

Indoor – Jeff Renz on the Feb. flying session:

We had 6 flyers last Saturday. Warm temperatures in the auditorium greeted us on a super cold morning outside. Unloading our planes was an adventure because the streets, concrete steps and curbing were full of ice. However, everyone managed to get in safely, and get set up. NoCal flying was one of the main focal points for the morning flying. Roie Black was able to get a 2 minute flight with his turbo Cessna after some coaxing of the rudder setting. It is great flying airplane! Mike Schmidt showed up with his fleet of aircraft. His NoCal "Cardinal" flew great! Plans for the "Cardinal" are available on "Hip Pocket" aeronautics website. Mike drew up his "Cardinal" plans some years ago, along with a color scheme sheet. It is a very consistent flyer! Jack Vetter made the trip, with his fleet of models, and flew every contest event. His P-18 flew quite well! It is from a NFFS centerfold plan a few years ago, and it is a consistent flier as well. Dana brought a new glider, the "Ear Spear", a Dick Mathis design that he published in the last DISPATCH club newsletter. Check out the photos. It is a cool model to see when you see it fully built. Gary Hodson fired up his fleet of rubber powered models. His "GEE BEE" NoCal is just amazing! Check out the video of it flying in the photo links (in a Renz email). Suman made it down to Osawatomie as well. He had been at the giant RC swap meet for the KCRC club and reported it was well attended. Next year I will schedule the flying session for February on a different day so everyone can attend. Suman flew a NoCal he had repaired and trimmed out, a "Gloster Meteor", which was Carl Perkins'. It has lots of wing area to work with, and is fun to watch. I managed to bust the wing on my "Gloster Meteor" when it tangled with the basketball hoop structure. I have been tracking the points for the intra-club contest, and will be publishing them soon.
I would like to thank Cheryl Black for doing all the timing, and being there for our club!
I have kept the points Talley for intra club contest flying, M. Schmidt and Gary Hodson are tied for 2nd place. Renz is in first, with everyone else back in the mix.

Renz

Outdoor – At the January meeting I proposed the four events for the summer HAFFA Outdoor Championship, and asked for input and approval. The four Championship events, plus the "Thermic Event", were combined hand launched (Javelin, no tip launch, field is way too small) and cat launched glider, combined ½ Wake/½ Gollywock, FAI Jet Cat, and finally, FAI Provisional Comet Nickel Scale. The Jan/Feb Fai Digest introduced the Comet Nickel Scale with some original plans, and some tweaked, improved plans, and I thought they would be fun! For the Thermic glider event, any SAM Old Time eligible hand launched glider is OK, no cat launched. Well, I got multiple blowbacks on the Comet Nickel Scale. With only a ten inch wing, I had to admit it would, maybe, not do well in windy conditions, and there was an outright refusal to build one. So, after further discussion at the Feb. meeting, the Nickel Scale was scrapped for the outdoor flying season, and replaced with FAI Embryo, which was an event last year. A lot of us have an old Peck "Prairie Bird", and there are plenty of plans and short kits out there. I will say I think that the Nickel scale may come back as an indoor event next fall. Jeff Renz liked the idea. So, for this coming summer's outdoor Championship, the events will be as follows, and I will get a detailed set of rules published very soon:

Outdoor Championship events:

1) Combined AMA HLG/CLG – Javelin launch on the HLG, no tip launched, field too small!
2) FAI Jet Cat – FAI Rules
3) Combined FAI ½ Wake/½ Gollywock
4) FAI Embryo

Thermic Award – This event, a separate trophy, is limited to SAM Old Time eligible (published or kitted prior to 1950) hand launched gliders. However, a time in this event, using a SAM eligible Old Time Glider, may also be used as a time for Championship points.



Jeff Renz presenting Mike Basta w/Outdoor trophy



Dana Field receiving the Thermic Award trophy



Mike Basta brought his father's 50 – 60 year old Cleveland kits to the Jan. meeting. They are quite the detailed, complete kits for sure!

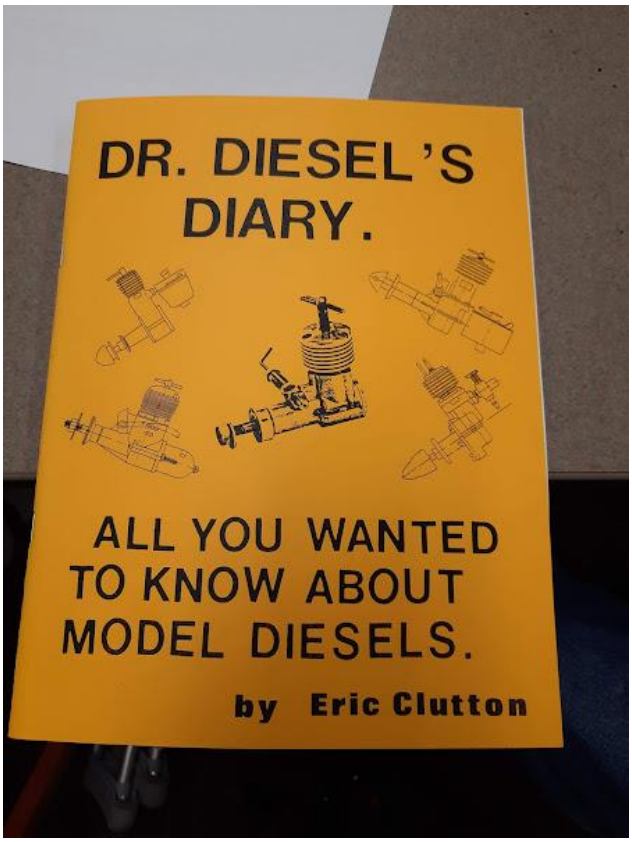


Because of Eric Clutton's death, Dr. Diesel, a couple of weeks ago, the Feb. meeting was the "diesel meeting. I used to talk with Eric on the phone from time to time, and possess a couple of engines I bought from him. Above is Suman Saripalli with a plane powered by an 030 Red Fin diesel that is being shipped around the world, and run or flown at each stop along the way. An interesting and cool thing to do!

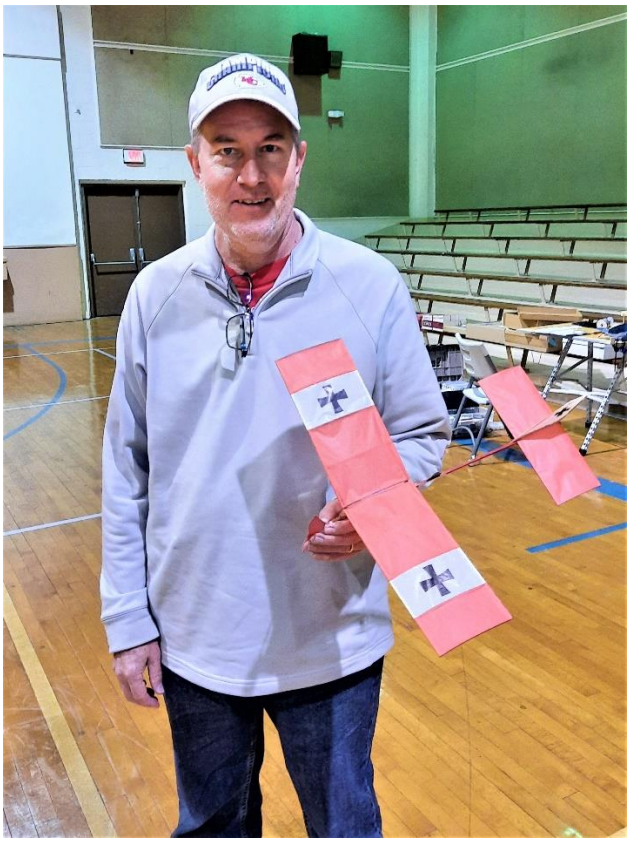


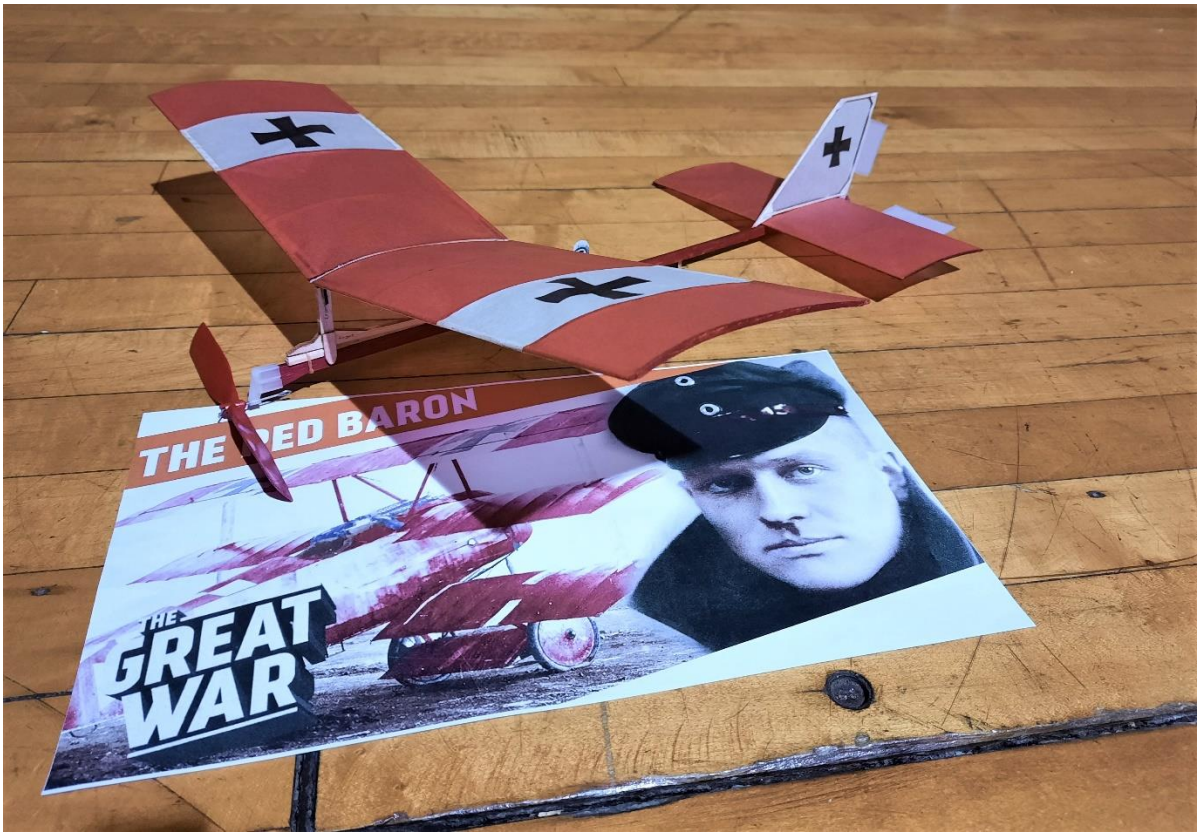
Dana's diesels L to R – Oliver Tiger 2.49 Mk 4, PAW 2.49 TBR, PAW 049 BR, and ED 3.46

I wanted the OT 2.49 Mk 4 in 1963 for FAI Team Race. My father went to England in 1963, and came back with the ED. The OT was a custom order, and not easily available. Oh well, I got one, NIB, 50 years later.



Eric Clutton's handy book on running diesels


Mike Schmidt with his "Red Baron" P-18



Close up of that bad boy, flies really well too!



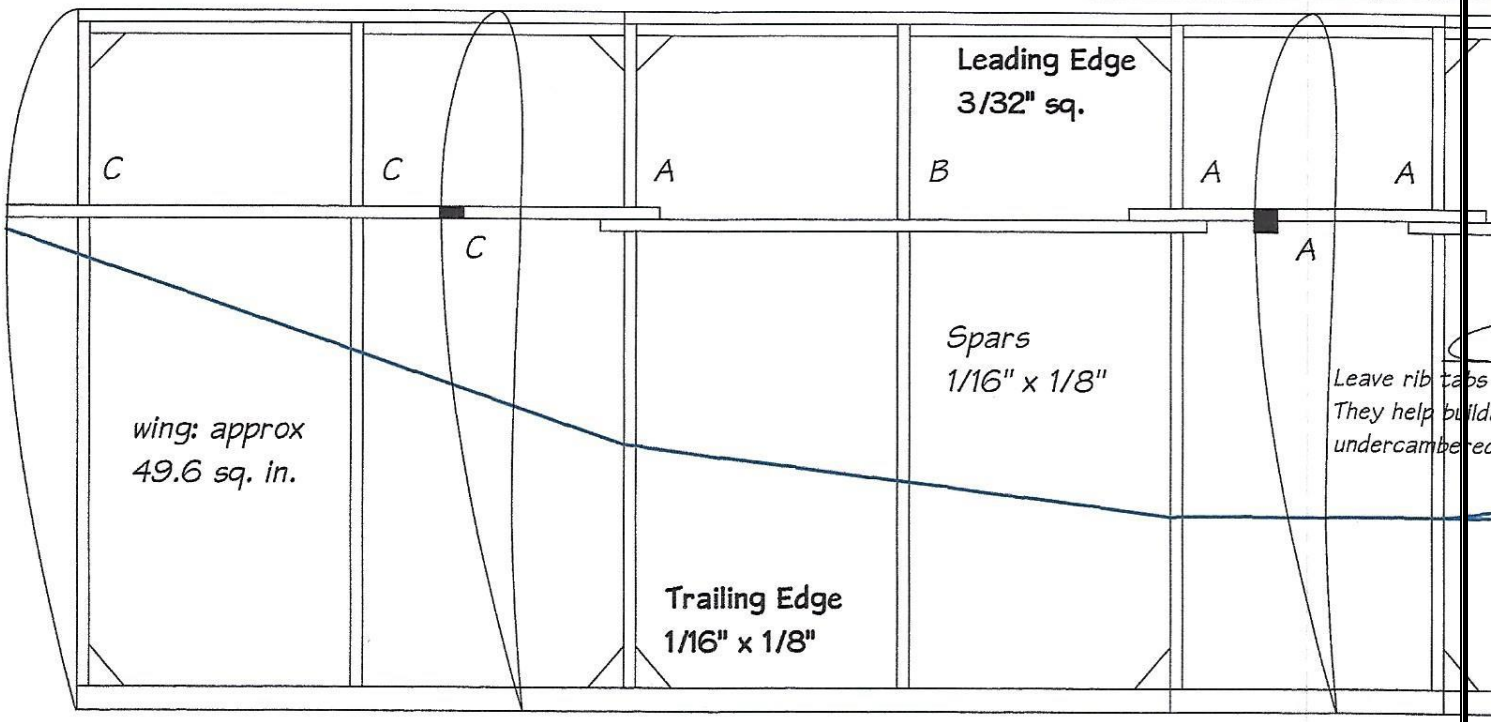
Gary Hodson's NoCal – He blows us all away!


The gang at the Feb. meeting - More on Zoom

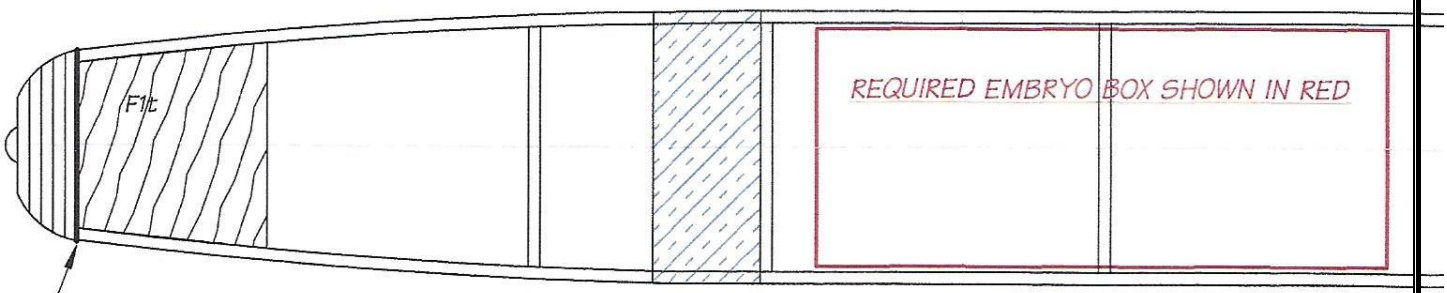
One of the new things we have done at the last two meetings is to have a computer set up at one end of the room for Zoom calls for those who can't actually make it, but still want to participate. We have as many as 4 people doing this. If you have a computer with a camera and mike, you can talk and participate. Otherwise, you can see and hear what is happening. Suman Saripalli is the one setting this up. If you are interested contact Jeff Renz, who is still working weekdays, or Suman directly. Suman travels and can be tricky to actually get to answer the phone. Emails or texts may be the way to go.

Plan - With spring and outdoor flying just around the corner, it is time to get cracking on some new models for our outdoor championship. So, with that, the plan for this newsletter is the "Durham Air Limousine". This is an embryo that is short kitted by Volare, and is reputed to be a really good flyer.

There is a pretty good yarn, probably written by George Bredehoff about the Durham embryos. If I had the story I would print it for a good laugh. First, you need to know that Durham is a town in rural Connecticut where Pinkham Field is located. Pinkham is a free flight site that shares the ground with the Durham Fair, an annual event. My wife's aunt and uncle, and cousins lived just down the road, maybe one mile from the field, and years ago we used to always go to the fair. I really enjoyed the horse pull contest, as well as eating all the fair junk food I could manage. Never knew about the flying or the Pinkham Field Irregulars as the club was known by. Not sure, but they might precede the FAC. The FAC prints the Pinkham Field Rule Book, and I think planes the that conform to Pinkham rules are legal. Anyway, the other Durham embryo is the "Mystery", a very small, but legal, embryo which is also reputed to be a great flier. I can print the "Mystery" in the future, and Volare also has a short kit for that as well.

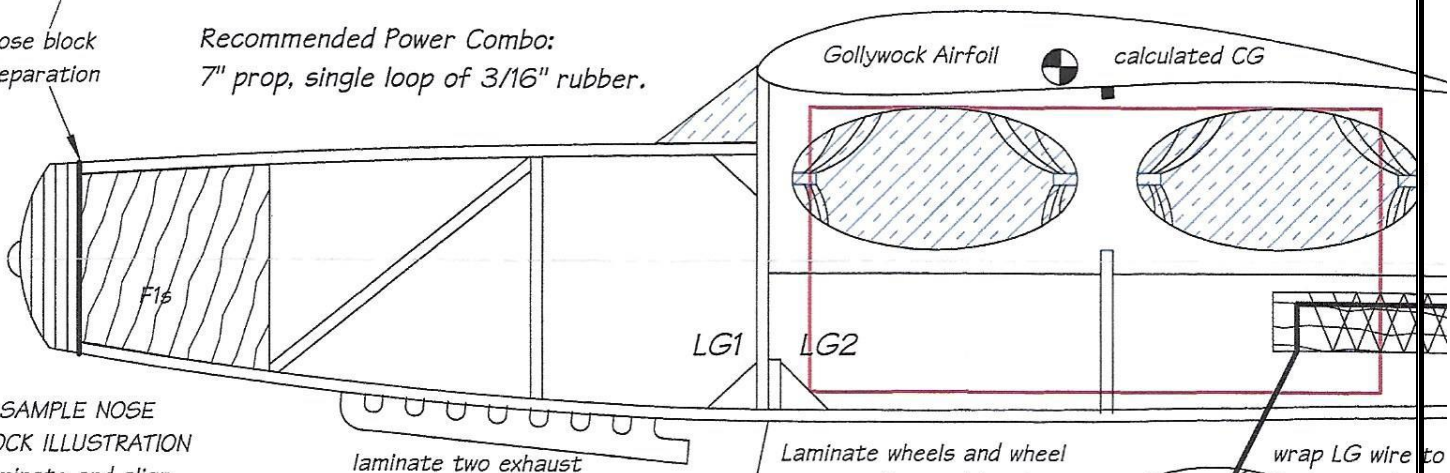


Leave rib tabs
They help build
undercambered



nose block separation

Recommended Power Combo:
7" prop, single loop of 3/16" rubber.

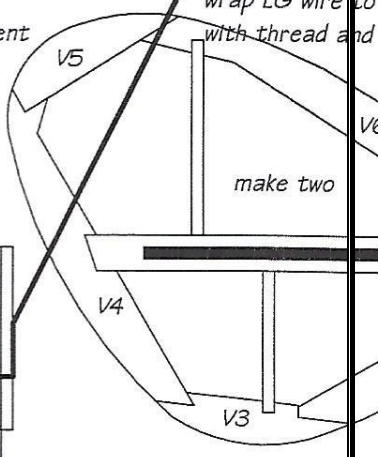


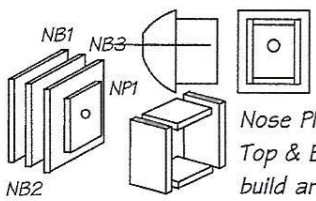
SAMPLE NOSE BLOCK ILLUSTRATION
laminate and align using center hole

laminate two exhaust into one unit – sand smooth

Laminate wheels and wheel pants and assemble. Cement onto landing gear wire.

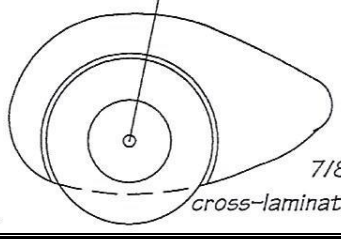
wrap LG wire to
with thread and





Nose Plug Sides,
Top & Bottom
build around NP1

LG wire = 0.025" wire



Wheels
7/8" diameter
cross-laminate two discs



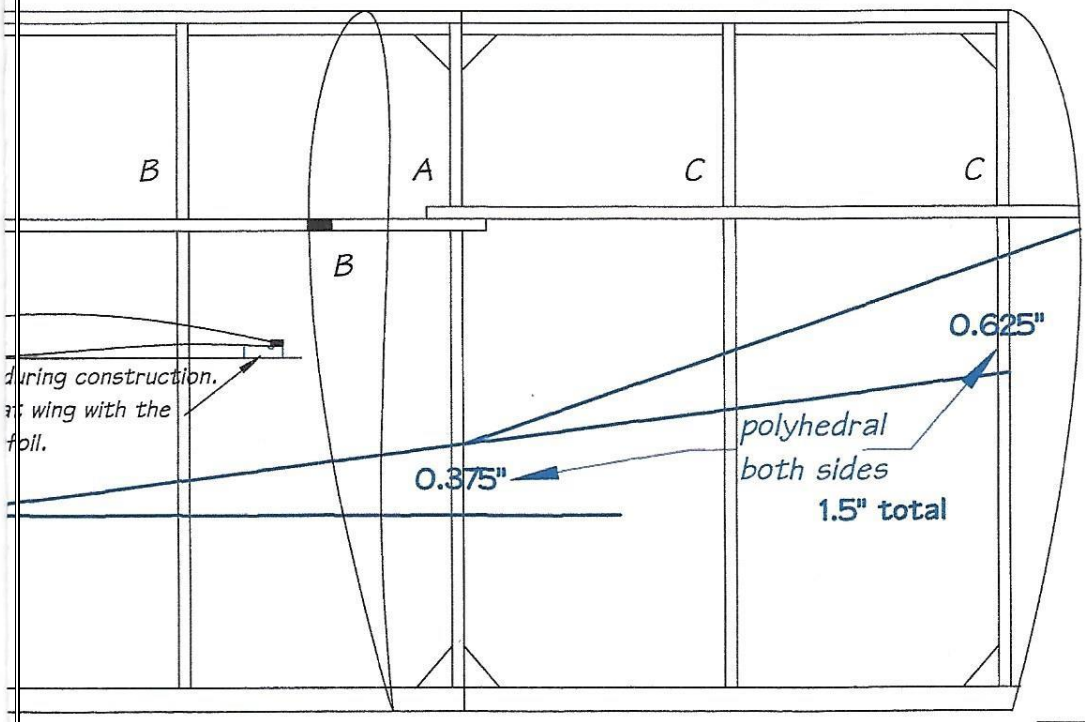
Wheel Pants Construction:
From the centerline of the plane out:
FULL pant, partial, partial,
with the wheel inset into the open area – reverse for opposite side pant.

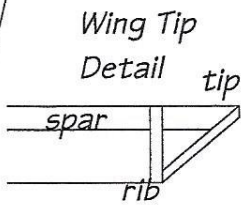
Durham Air Limousine

Based on Tom Nallen's Embryo reworked October 2018

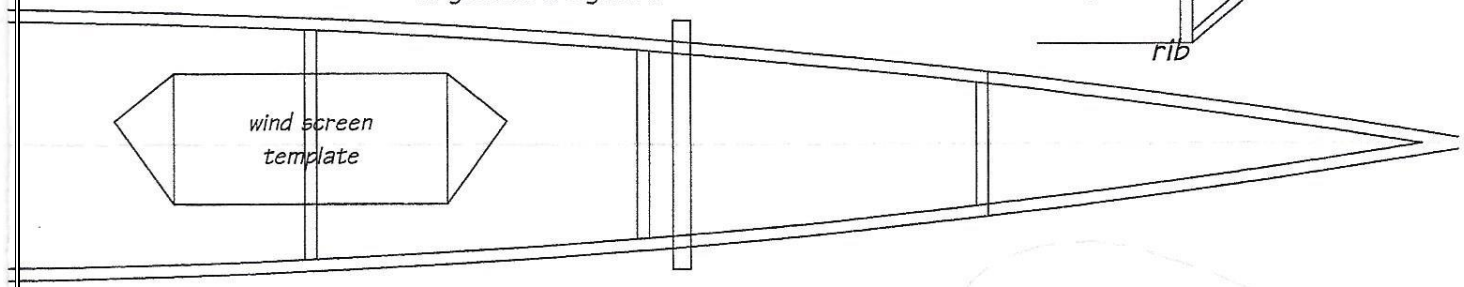
Volare Products
George Bredehoft
e-mail: volareproducts@gmail.com

Conversion inspired by Winn Moore



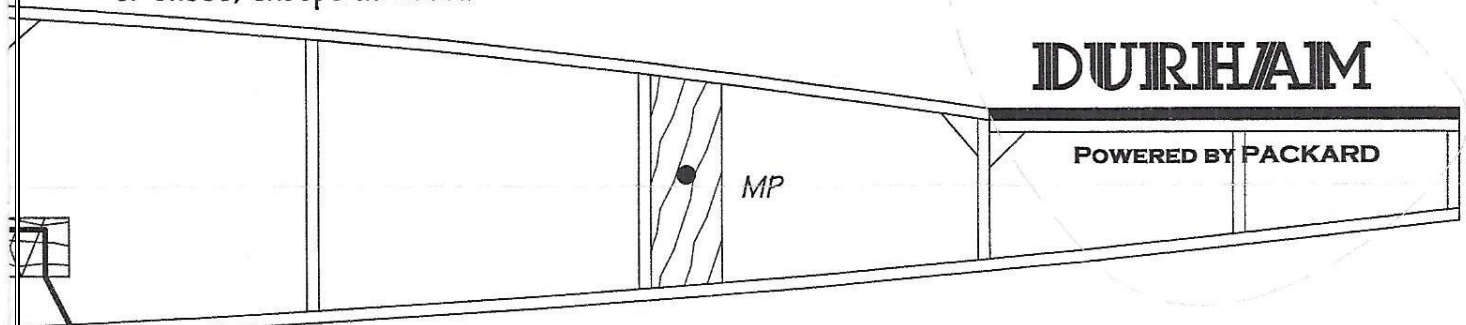


all gussets are generic



aluminum tube
motor peg

all structure 1/16" square
or sheet, except as noted



DURHAM

POWERED BY PACKARD

