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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

May 2022

Date	Day	Location	Time	Notes
OUTDOOR EVENTS				
May 10	Tues	Olathe, KS	6:30	**HAFFA Outdoor Champs Flying**
May 17	Tues	Roeland Park, KS	6:00	**Monthly Meeting**
May 24	Tues	Olathe, KS	6:30	**HAFFA Outdoor Champs Flying**
June14	Tues	Olathe, KS	6:30	**HAFFA Outdoor Champs Flying**
June 21	Tues	Roeland Park, KS	6:00	**Monthly Meeting**
June 28	Tues	Olathe, KS	6:30	**HAFFA Outdoor Champs Flying**
July 25 – 29	5 day	Muncie, IN	All Day	**AMA Outdoor FF Nats**
Aug 13 – 14	2 day	Wellington, KS	All Day both days	**72rd Glue Dobbers Annual**
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**
Nov 19 – 20	2 day	Wellington, KS	All Day both days	
INDOOR EVENTS				
May 24 – 28	**5 day**	**Eager, AZ**	**All Day**	**AMA Indoor FF Nats**
Oct 9	**Sat**	**Osawatomie, KS**	**8:30 am**	**Tentative First Indoor Flying Date**

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 a couple of meetings, the last regular indoor flying session and annual indoor contest, the WHAM Annual Spring Contest, and the first night of Champs outdoor flying. Jeff Renz sent out a summary with the indoor results for the season, but some of the photos are here in the indoor section. There are a few photos from the WHAM contest in outdoor, and a sheet sent to me by Bill Schmidt (WHAM Supreme Model Builder) with the correct specified rubber/prop combinations for a slew of outdoor models. We can add others if we are requested. Also, our super club website, thanks to Jeff Nisley and Roie Black is getting interest worldwide. There has been some interest from New Zealand, and Aerormodeller published the page below. Way to go guys! With that:



To Finish

Tail End Charlie

Another pot pourri of aeromodelling miscellany...

Conversions

One of the joys of organising the Fly The World event (SAM 50 engine flown in many countries) has been corresponding with other modellers all over the world and not just the participants. Participant Suman Saripalli lives in Kansas. When he "disappeared" from the radar in January 2022 we started to worry that he might be in difficulties with the terrible storms sweeping through the state, not to mention Covid. I found "HAFFA" (Heart of America Free Flight Association) a club he appeared to belong to and another contact of mine went direct to AMA HQ and both soon confirmed that all was well! Jeff Renz the HAFFA contact kindly gave permission to use pictures and information from their web-site.

Suman and his friends have an excellent and comprehensive article on the site describing restoration and conversion of very old "stick and tissue" airframes to electric power. Go to https://kcfreeflight.org/visit-the-phoenix-aea-website/altimeter-hybrid-phoenix-conversion/

This involved Suman Saripalli, Paul Morgenroth III, and Jeff Nisley. After Suman's preliminary electrical conversion work, and the restoration work by Jeff Nisley (adding new tissue), Paul Morgenroth III finished the project by reducing weight where possible and adding exquisite tie rod detail work. It was truly a team effort!

They have christened this activity as "GEECma" and describe it as the Sport of taking an old time stick and tissue free flight model and adding just enough electronics, GEEK power and know how to be able to control it from the ground and guide it safely back to earth at a point of your choosing.

These designs are conceived for endurance, so can have long flight times—often over an hour! Rather than zooming around in a fast RC plane, or as Suman puts it "drilling holes in the atmosphere with a drone", the idea is to relax and enjoy the majestic flight of one of the old classics without the need to chase after it. Often, if you set it in a circle pattern, you can set the transmitter down and just watch. And may find you have more "flight" time than you ever thought...

Baby ETA News

Derek Butler from Queensland has shared a wealth of information on the previously mythical (to me anyway) ETA 1.5cc diesel. There is a fabulous 44 minute video about it on YouTube – go to www.youtube.com and search for "valic000 ETA 1,5 D build".

The design is most un-ETA like with a front rotary intake. It looks almost European whilst the internal design borrows the piston/conrod ball joint design of the American Cox engines and the cylinder screws into the crankcase in Allbon/D-C style. Peter Valicek in the Netherlands built 10 or so of these engines, much from original parts, and produced the video. Even as a great fan of ETA engines I have to say that I suspect that his small batch of engines was made to an even higher standard than that achieved by the excellent ETA factory on production engines; they had to sell them at a profit – although he signs off acknowledging that in his opinion his work is not a good as that of Ken Bedford!

Adrian Duncan has tested one and found it to be good for about 0.17 bhp at 13,200 rpm which isn't bad, especially as Peter remarks that he had to use a certain amount of guesswork for the timing as the relevant drawings were not available. Interestingly whilst Adrian found the example he tested "to be somewhat temperamental to start" Peter's video shows his to be a complete pussy cat!

Naturally having gone to Adrian's comprehensive article on ETA engines (adriansmodelaeroengines.com) I had to read it all! As a result I now know that Ken Bedford also looked at a short stroked version of his ETA 19 engine as a possible glow alternative to the legendary ETA 15D! The more I learn, the more I realise there is to discover!

Do get in touch either via the Editorial office or direct to chrisottewell@anworld.com ■

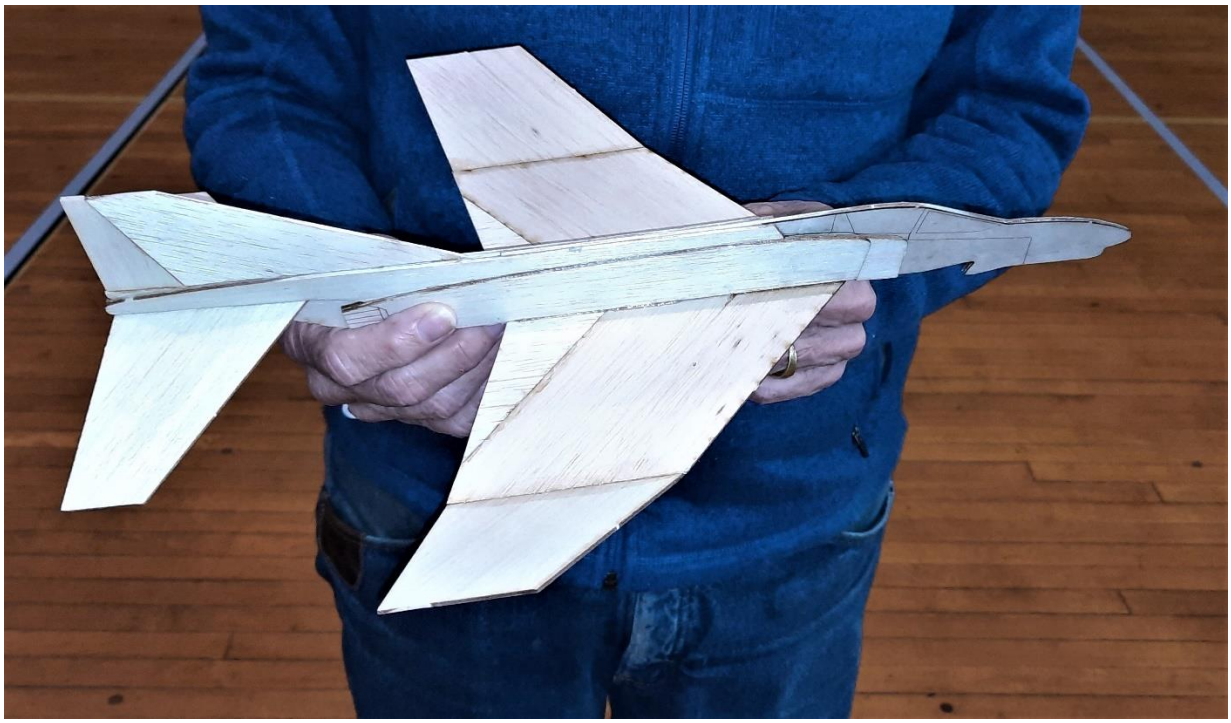
By Chris Ottewell

1 The FTW Redfin at the Heartland Free Flight club meeting in Kansas City. 2 GEECma in action! Suman prepares his Easy Build Models Wakefield conversion. 3 The 1.5 cc ETA diesel is a departure from the typical ETA layout of the 2.5 cc 15D.

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Indoor – Jeff Renz has promised to get out a list of what next fall's indoor models we will be flying in the contest. I have heard something about the Comet Nickel Scale and No-Cal being considered, but other than that I know nothing.



Roie Black's new indoor jetcat. He built it big! Stay out of the way!



Dana Field's "PF 84" and Jeff Renz's Canberra indoor jetcats. Treat these as No-Cals – no paint Job, decorate only one side, 1/16 wing max, 1/8 fuse max, only 1/16 allowed for launcher



Dana Field receiving Tem Johnson IHLG Award



Jeff Renz holding Indoor Champ Award

Outdoor – As usual, we were bombed out by foul weather for our April practice sessions. We had our first "for real" session last night, and after a moderately windy (we have had serious winds lately) day, the wind settled down by our start time, and we had fabulous conditions for flying with a little thermal activity. I am sorry to say only Jeff Renz and I showed up. Both of us, expecting windy marginal conditions, only brought gliders we took turns flying and timing each other. Oh well! We have a meeting next Tuesday night, and a flying session the Tuesday after, which I won't make. Both Jeff Renz and I, along with Tim Pivonka attended the WHAM Spring Contest down in Marion, Kansas. The first day was seriously blown out, a tornado, not touched down passed over the motel where I was staying. Scary, but no damage. Chuck Powell, our illustrious contest director, had parts of a neighbor's roof in his yard, with no damage to his house in El Dorado. Not so good for people living in Andover. Conditions, while windy on Sunday, were perfectly flyable. All three of us HAFFA members came away with some sort of awards, with Jeff Renz hitting the jackpot. He won both the Thompson-Greves and WWI mass launches, winning his first two FAC Kanones, as well as the 1/'2 Gollywock, and some other 2nd and 3rd awards. I managed to break almost everything I brought, as usual, but unbelievable took 2nd in Mulvahill flying a "Sky Bunny" I brought for fun. It climbs really well, caught a thermal, and after an extensive search was found about a quarter mile into the pasture on the far side of the airport on it's first flight. The next two were not as exciting but still pretty good. Also had a third in SAM Old Time Glider. Don't remember what Tim won for sure, but I think he won a couple of events as well as placing in the mass launches. Of special note, Jim O'Reilly won the Twin Pusher, as usual. His well worn pusher flew out of sight after over 6 minutes. After an extensive search it was found and recovered from a tree south of the airport. Don't think any one got much over a minute, if that.



Chuck Powell and Jeff Renz, holding their ½ Gollywocks.



Tim Pivonka with his Thompson – Greves racer



Chuck Powel, Jeff Renz, and Tim with racers



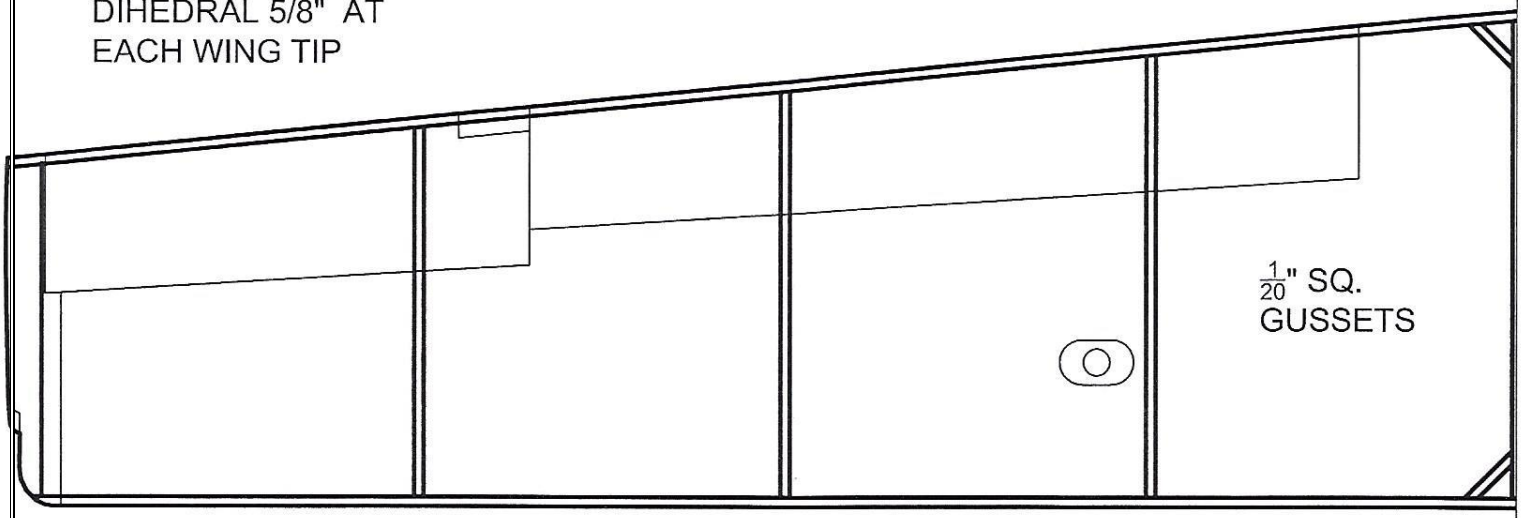
Jim O'Reilly, Chuck Powell, and Jeff Renz launching their twin Pushers. There were seven persons launching.

Plan - I know the plan this issue is an indoor, and it is outdoor time. But I published outdoor plans during indoor season, and with our indoor contest just passed, and the interest in No-Cals, I could not resist. The plan is for Mike Schmidt's Cessna "cardinal". Mike, a long time club member of ours, drew it up in 2008, and I saw it fly in March. If he had been able to attend our contest in April (he had family conflicts) I think he would have challenged Gary Hodson for the N-Cal title. I expect to see some of these flying next season.

Rubber Endurance Model Prop Specifications

Altimeter	14" Folder	Stratosphere	12" F/W
Ames Trophy Winner	14" Folder	Super Flyer	Not Stipulated
Angel	16" Folder		
Beaumont	14" Folder Single Blade		
'34 Cahill	16" Folder		
Casano	15" Folder or F/W		
Crusader	15" Folder		
Double Feature	16" Folder or 11-1/2" F/W		
Dyna-Moe	13" or 13-1/2" Folder		
Flying Aces Moth	8-1/2" F/W		
Flemish Defiance	12" Folder- All In Series		
Flying Cloud	15" Folder		
Gollywock	12" or 13-1/2" Folder		
Hammer Stick	16" Folder		
Hi Ho	16" Folder		
Jabberwock	12" or 13-1/2" Folder		
J. A. Special	7" F/W		
J.A. Skokie	10" F/W		
Korda Stick	17" F/W		
Korda Stickler	18-3/8" Folder		
Korda Victory	!0" or 11" F/W		
KS Wakefield	16", 17", or18"		
Lanzo Puss Moth	17" Folder		
Lanzo Stick	19-3/8" Folder		
Lanzo Wakefield	18-1/2" Folder		
Lamb Climber	16" Folder		
Perky	12" F/W		
Senator	13" F/W		
Sky Hopper	12" F/W		
Smith Stick	17" Folder		
Smoothie	17" Folder		
Space Conqueror	14" Folder		
Sparky	12" Folder		
Stahl Hi-Climber	12" Folder		
Stahl Gypsy	18" Single Blade		
Stratometer	14" Folder		
Thermalier	14" Folder		
Wanderer	12-1/2" F/W		
Whitman Falcon	11" F/W		
Whitman Sky Rider	11" Folder		
Wilbur	15" Folder		
Wren	15" Folder		

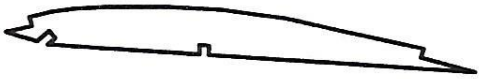
DIHEDRAL 5/8" AT
EACH WING TIP



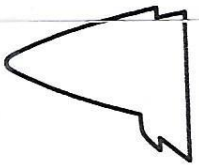
WING



1/20" SHEET SLICED RIBS



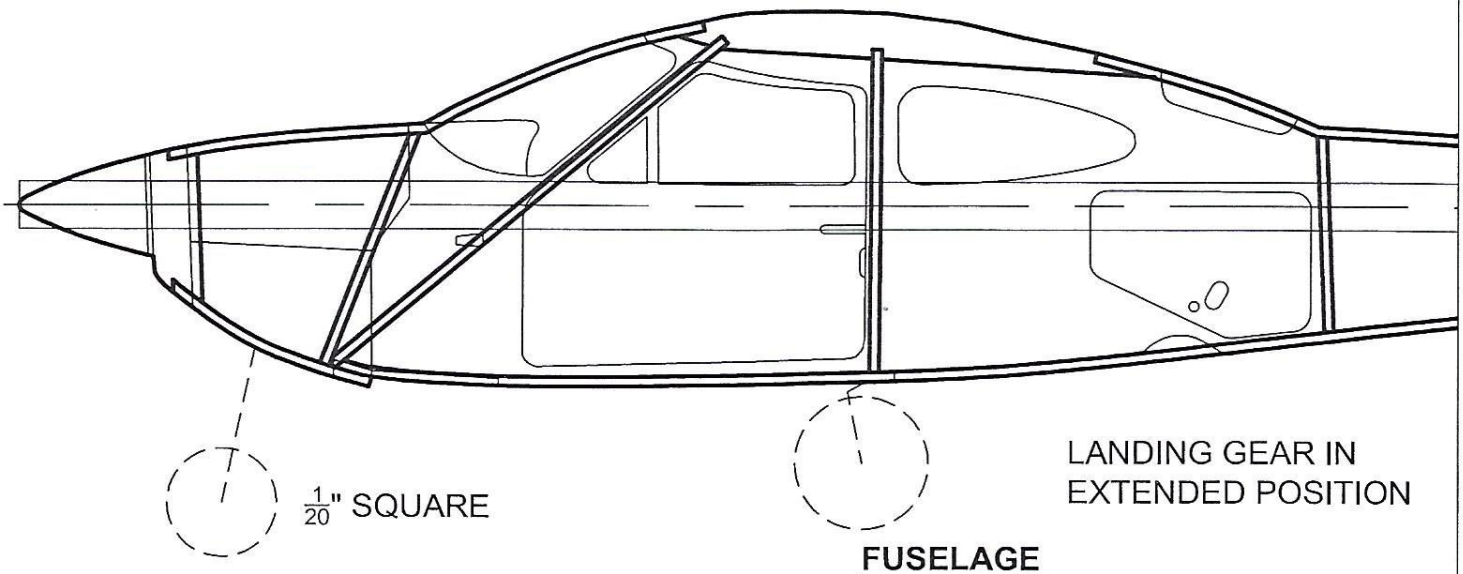
1/20" SHEET WING
CENTER SECTION



1/20" SHEET NOSE

WINDOWS BLACK
MARKER OR ACETATE

1/20" SHEET WING
CENTER SECTION



1/20" SQUARE

LANDING GEAR IN
EXTENDED POSITION

FUSELAGE

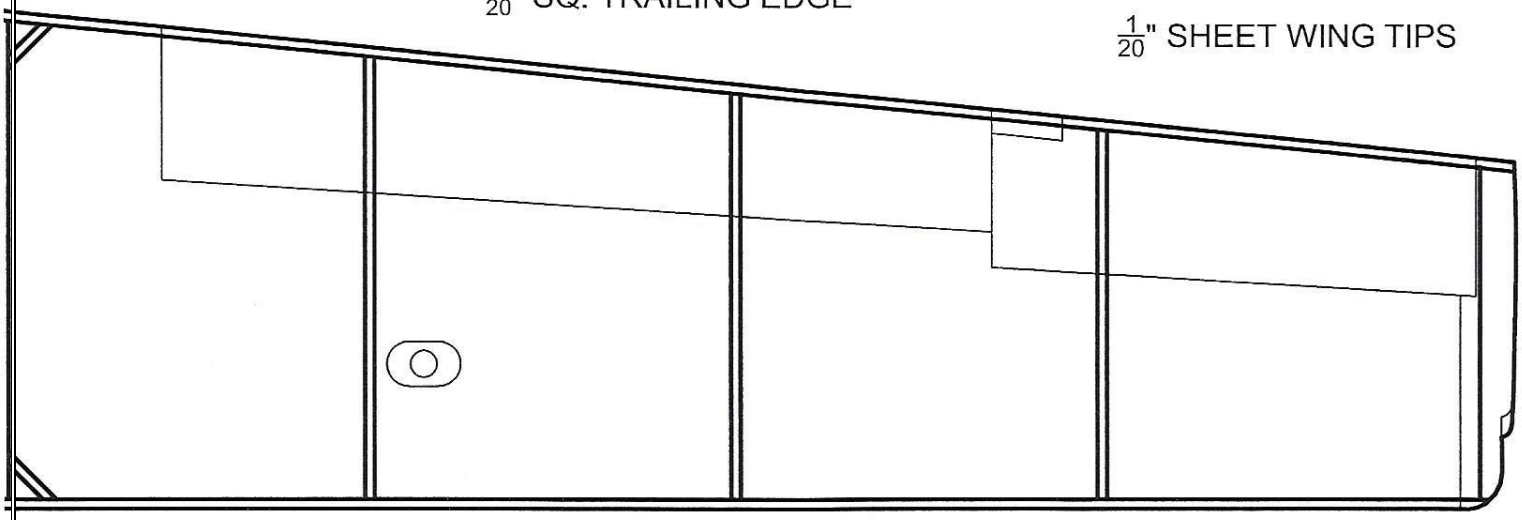
NO-CAL CESSNA 177 RG CARDINAL

By Mike Schmidt

© 2008

$\frac{1}{20}$" SQ. TRAILING EDGE

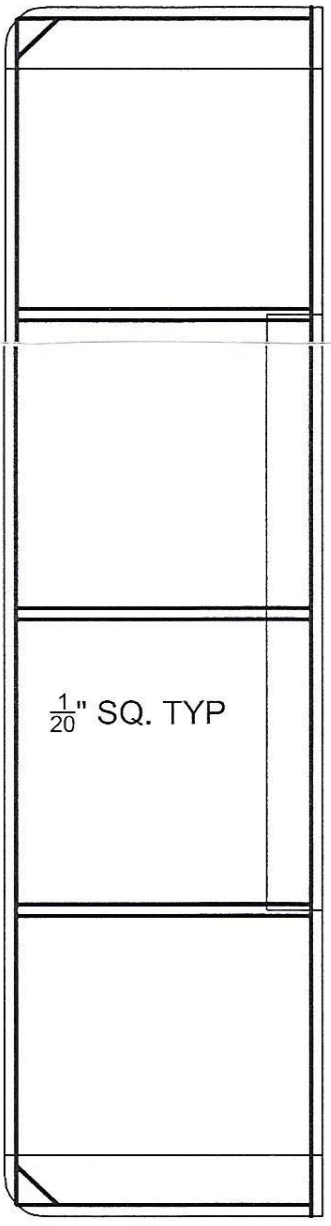
$\frac{1}{20}$" SHEET WING TIPS



$\frac{1}{20}$" SQUARE LEADING EDGE

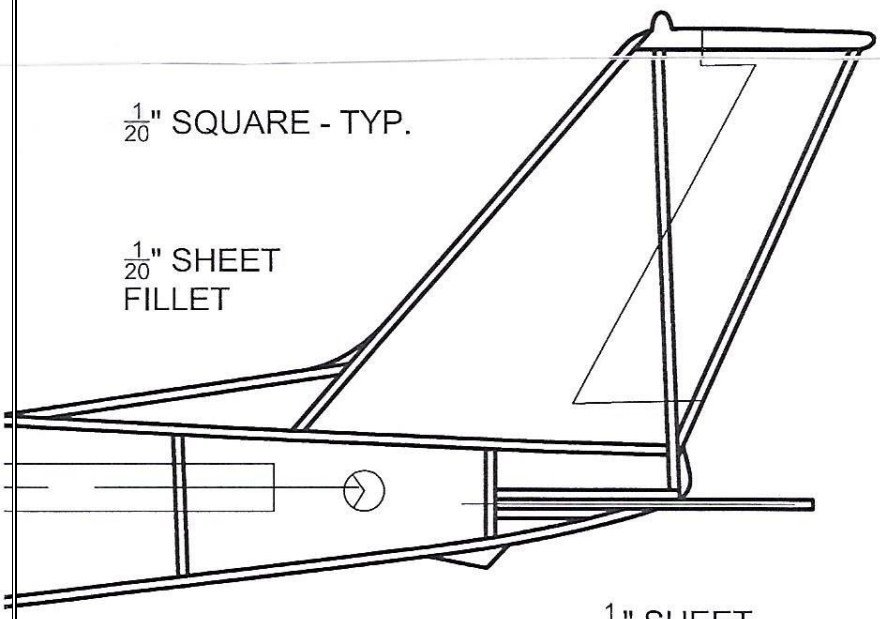
STABILIZER
ENLARGED 20%
FROM SCALE
OUTLINE

$\frac{1}{20}$" SHEET TIP



$\frac{1}{20}$" SQUARE - TYP.

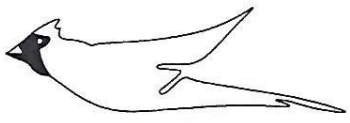
$\frac{1}{20}$" SHEET
FILLET



$\frac{1}{20}$" SQ. TYP

$\frac{1}{20}$" SHEET
SKID

$\frac{1}{4}$" X 9" ROLLED $\frac{1}{32}$"
SHEET BALSA TUBE
MOTOR STICK OPP. SIDE



$\frac{1}{20}$" SHEET
GUSSETS

STABILIZER