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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

September 2022

Date	Day	Location	Time	Notes
OUTDOOR EVENTS				
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	Tulsa Glue Dobbers Fall Contest
INDOOR EVENTS				
Sept 20	Tues	Roeland Park, KS	6:00 pm	HAFFA Monthly Meeting
Oct 18	Tues	Roeland Park, KS	6:00 pm	HAFFA Monthly Meeting
Oct 29	Sat	Osawatomie, KS	8:30 am	First Indoor Flying Date
Nov 3	Sat	Osawatomie, KS	8:30 am	Indoor Flying
Nov 22	Tues	Overland Park, KS	7:00 pm	HAFFA Monthly Meeting
Dec 3	Sat	Osawatomie, KS	8:30 am	Indoor Flying
Dec 20	Tues	Overland Park, KS	7:00 pm	HAFFA Monthly Meeting
Jan 7	Sat	Osawatomie, KS	8:30 am	Indoor Flying
Jan 17	Tues	Overland Park, KS	7:00 pm	HAFFA Monthly Meeting
Feb 4	Sat	Osawatomie, KS	8:30 am	Indoor Flying
Feb 21	Tues	Overland Park, KS	7:00 pm	HAFFA Monthly Meeting
Mar 4	Sat	Osawatomie, KS	8:30 am	Indoor Flying
Mar 21	Tues	Overland Park, KS	7:00 pm	HAFFA Monthly Meeting
Apr 1	Sat	Osawatomie, KS	8:30 am	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:

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

Editorial — Again, it has been a while since the last newsletter. This one was started in July, then the month at the top was changed to August, and now September. My fault, and I apologize. A combination of some lack of material, a couple of medical problems, serious computer problems, and some lack of initiative, I guess. In any event, our summer outdoor club championship has been completed, and new champ (actually an old one) is to be crowned. Our annual outdoor contest at Marion, Kansas, is on track for the first weekend in October, and as I type this, and our annual picnic is tomorrow at Suman's ranch in Perry, Kansas. So, no time for more editorializing.

Indoor — Jeff Renz has chosen the events for this coming indoor season, and more importantly, we have reserved, and paid for the Osawatomie City Auditorium for the entire season. The season starts a little late, October 29, with the second date of November 5 because our normal earlier date was already taken, as well as Saturdays in between. After that we fly every first Saturday of the month through next April, which is our annual indoor contest. The events are listed below, one of which is FAI Nickel Scale. The rules for this are on the last page of this newsletter, and include pictures of the original Comet ad. As follows:

- AMA A-6 (vintage rules on construction – 50% stab limit, tissue covering, no variable pitch props)
- FAC No-Cal
- AMA P-18 mass launch
- FAC Indoor Jet Cat
- FAC Nickel Scale
- Combined AMA Indoor HLG/CLG

A lot of new fun stuff! The old Salems will be competitive for A-6, and Volare has short kits for a couple of the Nickel Scales. We have plans for all of the planes if anyone wants one. The rules allow for slightly enlarging the stabs on the Nickel Scales, and I have legal revised plans for a couple of them. Same rules for the Jet Cat as last year, 1/16th max balsa for the wing, and 1/8th for the fuse. Only one side for details and no base color. You need to keep the weight down. Also 1/16th rubber for launching. We don't need any guided missiles launched inside the gym!

Outdoor — Except for our annual outdoor contest Oct. 1 & 2, our club outdoor flying is over. Our final flying the second Tuesday of Sept. was exciting. With only about an hour of daylight to fly, Dana Field came in tied with Mike Basta for the lead, with Jeff Renz one point behind. After an hour of glider chucking and launching, along with winding rubber, Jeff Renz managed to catch and nose out Mike by a point, with Dana fading to third! It was exciting! Dana and Jeff were tied going in for the Thermic Glider contest, and Jeff managed to blow Dana away in this one as well. So, both trophies will be residing in the Renz household for the next year. Too bad Jeff doesn't have a fireplace with a mantle to put them on (couldn't help myself on that one). Anyway, congratulations to Jeff!

It may seem premature, but before anyone had a chance to forget about what they liked and didn't like about our outdoor events, we have nailed down what next year's event will be. So, as follows as chosen by those at the last club meeting:

- Thermic Glider (we have a nice trophy for this one, so it always stays)
- Combined AMA HLG/CLG (javelin launched HLG only)
- FAC Jet Cat
- Combined FAC ½ Wakefield/ ½ Gollywock
- FAC Blue Ridge Special

The Blue Ridge Special is new to us. It is a stick rubber model, small, with a high performance wing. It is capable of getting up into a thermal when flown in the afternoon, good bye, no DT, but should be perfect for our small field outdoor championship, starting at 6:30 with no thermals. It is an official FAC event, and will be an event at our contest next month. Short kits are available from Volare to make it a quick build. The other events are a continuation of tried and true.



The group flying in August with the “super full moon” rising in the background. Doesn’t look so big here.



Jeff Renz presenting Cheryl Black with an award of appreciation. She timed at about every session



Paul Morganroth with his new Gollywock



Mike Schmidt's Jet Cat & Thermal Piglet



Liz Besser & Charlie Taylor at Open Hangar Day



Another Open Hangar Day photo – making foam plate gliders with the kids

Plan — Coming up is a bunch of stuff. There is a copy of the final standings of our outdoor championship (Hail Jeff Renz, this year), at the end a copy of the Nickel Scale rules, the Blue Ridge Special on two sheets, and four pages of building and trimming instructions. This was all copied from a 1983 Model Builder Magazine, and printed in the July-August Flying Aces Club News. As stated earlier, the Blue Ridge Special is an event in our contest this October, and an event next summer in our HAFFA Outdoor Championship. I expect to see a bunch of these.

HAFFA 2022 Outdoor Club Contest Results/Standings

<u>Thermic/OT HLG</u>	May	June	July	August	September	Pt Mth - Tot Pt
Dana Field	18 - 2	12 - 1	8 - 2	9 - 1	10 - 3	3 - 9
Jeff Renz	17 - 1	14 - 2	20 - 3	14 - 2	20 - 4	4 - 12
Mike Basta	-----	14 - 2	20 - 3	17 - 3	6 - 1	1 - 9
Jack Vetter	-----	-----	4 - 1	-----	6 - 1	1 - 2

<u>AMA HLG/CL</u>	May	June	July	August	September	Pt Mth - Tot Pt
Dana Field	34 - 2	21 - 1	30 - 3	24 - 1	25 - 3	3 - 10
Jeff Renz	19 - 1	37 - 2	25 - 2	46 - 4	32 - 6	6 - 15
Mike Basta	-----	37 - 2	85 - 4	34 - 3	27 - 5	5 - 14
Jack Vetter	-----	-----	4 - 1	-----	10 - 1	0 - 1
Mike Schmidt	-----	-----	-----	28 - 2	25 - 3	1 - 3

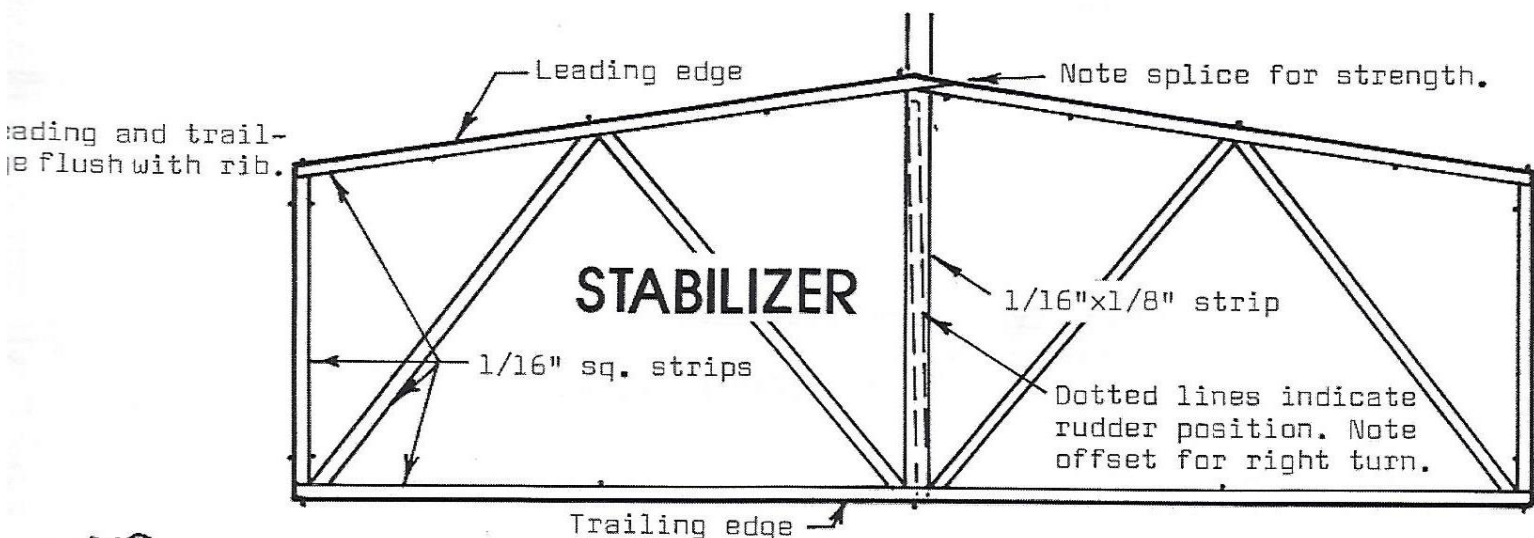
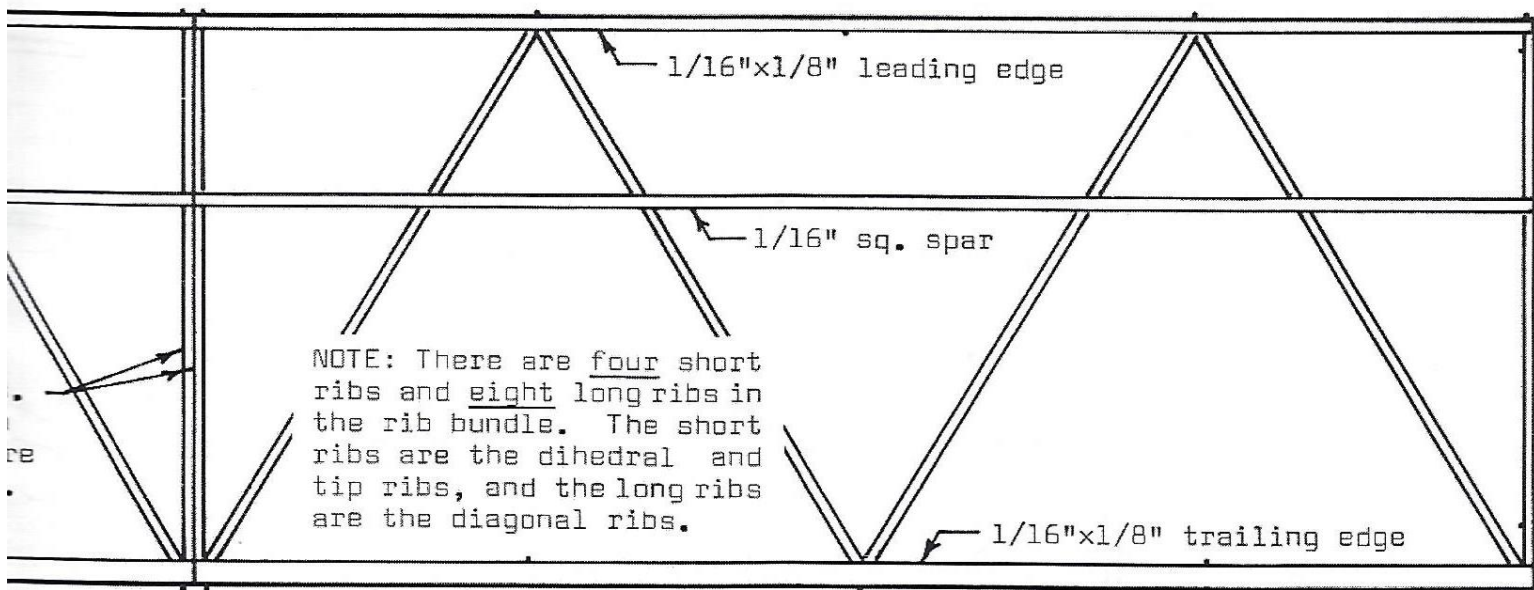
<u>FAC Jet CLG</u>	May	June	July	August	September	Pt Mth - Tot Pt
Dana Field	10 - 2	23 - 4	27 - 4	9 - 4	13 - 1	1 - 15
Jeff Renz	4 - 1	12 - 2	14 - 1	17 - 5	16 - 3	3 - 12
Mike Basta	-----	20 - 3	14 - 1	18 - 6	14 - 2	2 - 12
Roie Black	-----	5 - 1	-----	-----	-----	0 - 1
Jack Vetter	-----	-----	16 - 3	8 - 3	-----	0 - 6
Mike Schmidt	-----	-----	-----	5 - 2	-----	0 - 2
Jeff Nisley	-----	-----	-----	4 - 1	-----	0 - 1

<u>FAC Embryo</u>	May	June	July	August	September	Pt Mth - TotPt
Jeff Renz	-----	-----	26 - 1	21 - 1	25 - 1	1 - 3
Mike Schmidt	-----	-----	-----	-----	34 - 2	2 - 2

<u>½ Wake/½ Gollywock</u>	May	June	July	August	September	Pt Mth - TotPt
Mike Basta	-----	5 - 1	38 - 2	10 - 1	29 - 2	2 - 6
Jack Vetter	-----	-----	5 - 1	37 - 2	17 - 1	1 - 4

<u>Standings</u>	May Pts	June Pts	July Pts	Aug Pts	Sept Pts	Tot Pts	Standings
Dana Field	4	5	7	5	4	25	3 rd
Jeff Renz	2	4	4	10	12	32	1 st
Mike Basta	-----	6	5	10	10	31	2 nd
Roie Black	-----	1	0	0	-----	1	6 th
Jack Vetter	-----	-----	5	5	2	12	4 th
Mike Schmidt	-----	-----	-----	4	5	9	5 th
Jeff Nisley	-----	-----	-----	1	-----	1	6 th

*Thermic/Old Time points do not count toward HAFFA Club Champion
Old Time Thermic Champion is a separate award.



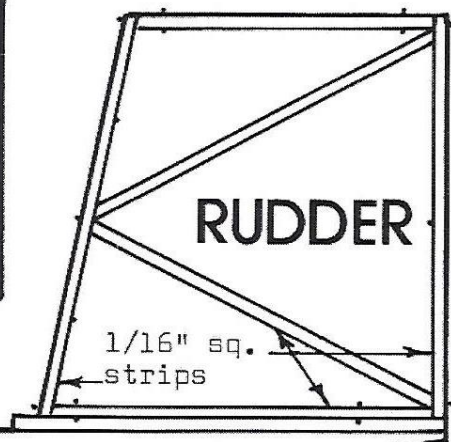
THE BLUE RIDGE SPECIAL

A HIGH FLYING RUBBER POWERED MODEL

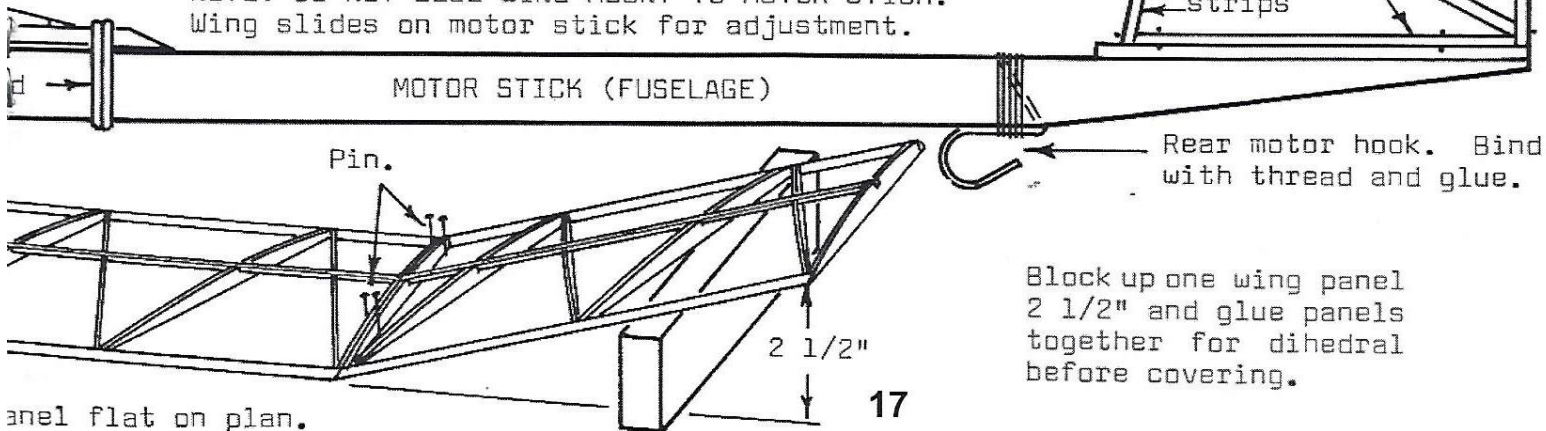
BY BLUE RIDGE MODELS

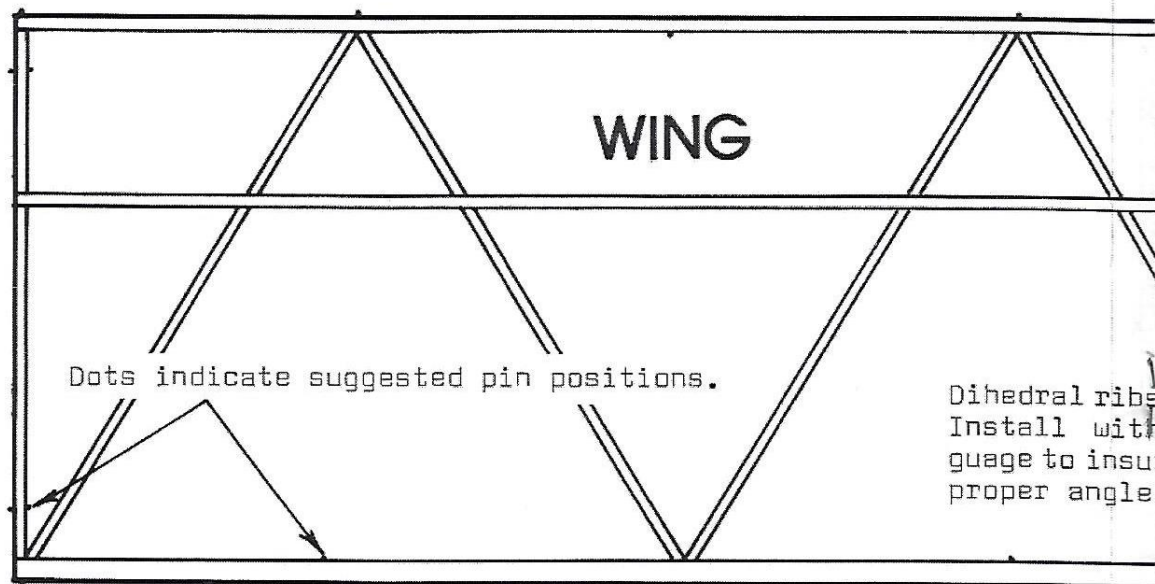
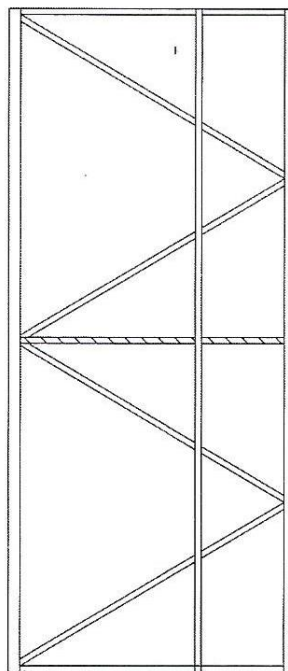
ASHEVILLE, NORTH CAROLINA

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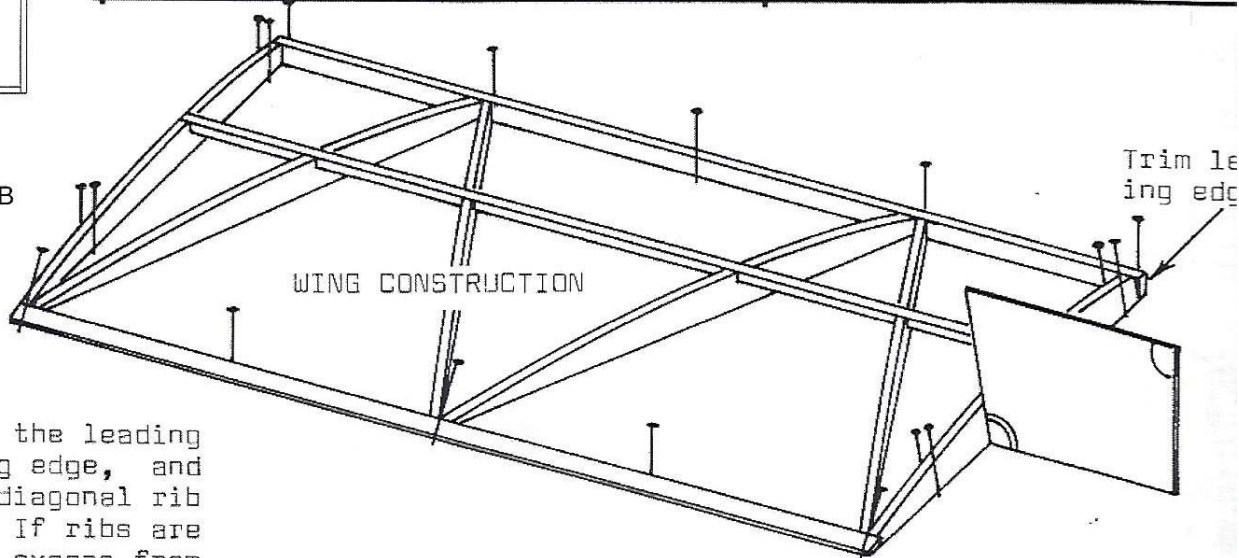


NOTE: DO NOT GLUE WING MOUNT TO MOTOR STICK.
Wing slides on motor stick for adjustment.

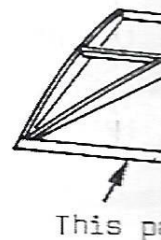
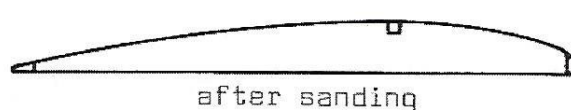
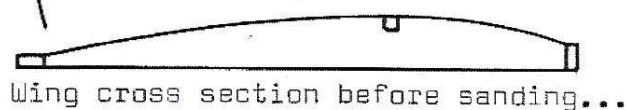
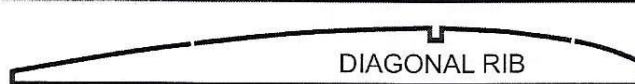
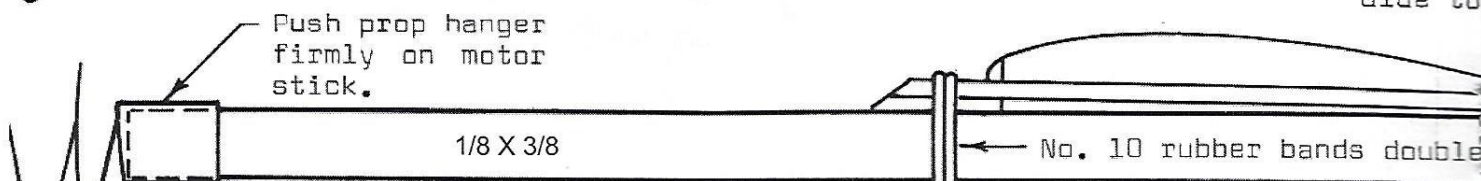
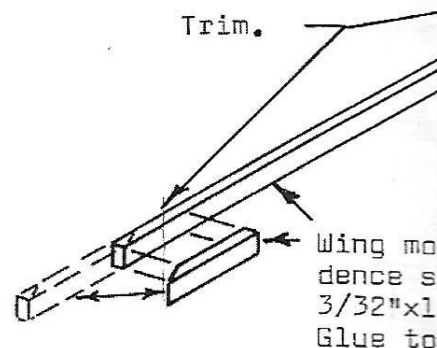
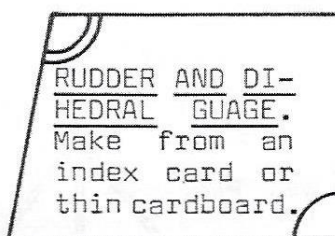
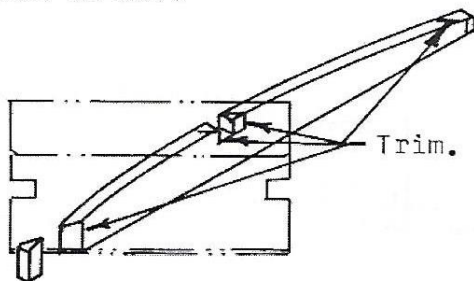


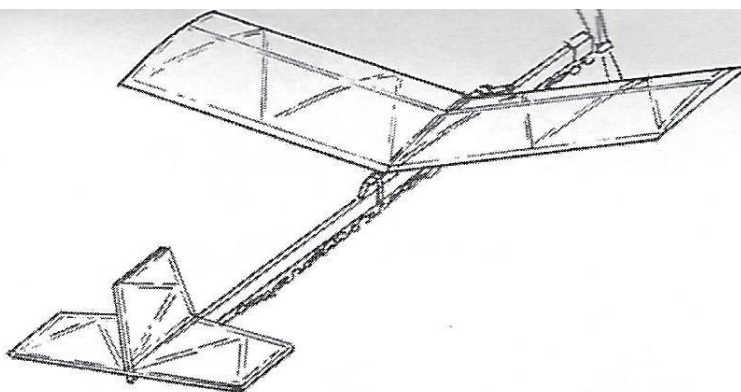


REVISED WING WITH
EXTRA VERICAL WING RIB
TO REINFORCE THE
LEADING EDGE AND
IMPROVE AIRFOIL



Carefully trim the leading
edge, trailing edge, and
notch of each diagonal rib
to fit snugly. If ribs are
too long, trim excess from
the back. USE A SHARP RA-
ZOR BLADE!!





THE BLUE RIDGE SPECIAL

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BUILDING.

1. Tape the plan to the building board and tape a piece of plastic wrap over it. This will keep the glue from sticking to the plan. Make sure everything is wrinkle free.

2. Begin with the wing, one panel at a time.

- Pin the leading and trailing edges to the plan. Straddle the pieces with pins as shown. Do not stick pins through the wood as this will weaken it. Dots on the plan indicate suggested pin positions.
- Glue each end rib and dihedral rib in place. Trim any excess rib length from the rear (small end). Use the dihedral gauge to install the two dihedral ribs at the correct angle. Use pins as necessary.

Apply the glue sparingly with a toothpick. Lots of glue makes a heavy model that won't fly well, and it won't be any stronger.

- Carefully trim and fit each diagonal rib as shown on the plan. Use pins as necessary.
- Add the 1/16" square spar. It is necessary to trim the notch on each diagonal rib as shown. The fit should be snug but not forced.

Allow the glue to dry thoroughly before removing the panel from the plan.

3. Build the other wing panel and the stabilizer and rudder in a similar manner.

4. At this point it doesn't hurt to go over each joint with a little extra glue. Wipe it on with a toothpick.

5. Sand each piece gently and carefully, giving particular attention to rough joints, and to rounding the leading edge and tapering the trailing edge of the wing as shown on the plan. It is this step that separates the beginners from the experts. Do neat work!!

6. Join the wing panels as shown on the plan before covering.

COVERING.

1. Cut the 12"x18" piece of tissue provided into pieces as indicated at the right. W stands for wing, S for stabilizer and R for rudder.

2. Mix a tablespoon of glue with an equal part of water in a small cup or jar lid. With a Q-tip or small brush, coat the outline of one side of the rudder with the mixture. DO NOT coat the diagonal strips. The outline should be wet but not sloppy.

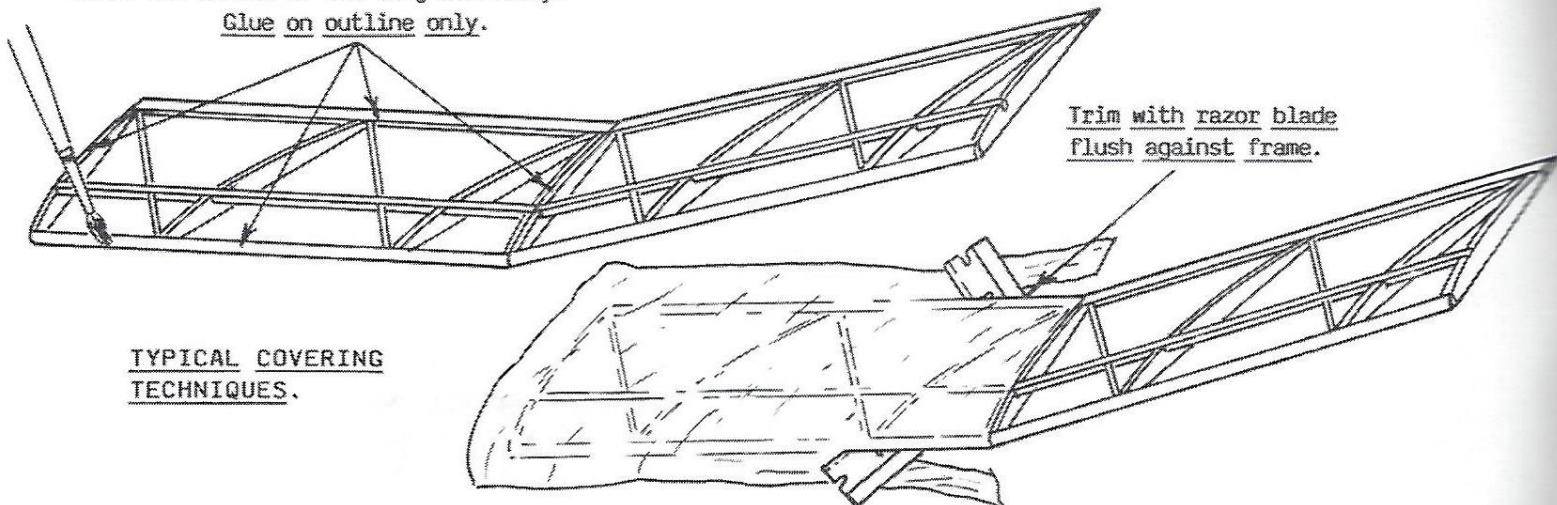
3. Lay the piece of tissue designated for the rudder over the coated side. Pull out any wrinkles. At this point, the covering should be smooth and wrinkle free. But don't attempt to pull it "drum tight" or you will add wrinkles. Set the rudder aside until the glue mixture dries.

4. Use a new razor blade to trim away the excess tissue from the rudder. Then cover the other side and cover the stabilizer in a similar manner. Again, don't coat the diagonal pieces of the stabilizer, only the outline and the 1/16"x1/8" center piece. Don't forget to trim one side before covering the other.

SCRAP (save)		W	4"
	3" S		
3"	R	3" S	W
3"	R	4" W	W
3"		7 1/2"	7 1/2"

5. Cover the top of the wing first, one panel at a time. Apply the glue mixture only to the outline of the panel you are covering, i.e., the tip rib, center rib, and leading and trailing edges. Trim away the excess tissue when the glue mixture is dry. Overlap the tissue on the center ribs when covering the second panel. Cover the bottom of the wing similarly.

Glue on outline only.



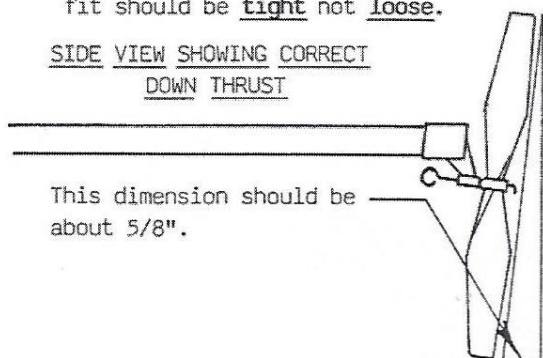
Trim with razor blade
flush against frame.

TYPICAL COVERING TECHNIQUES.

2. If the model is not climbing:

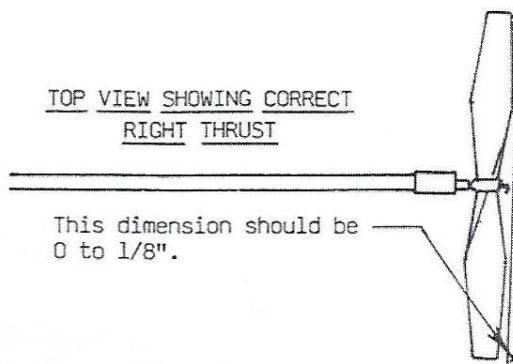
- a. Are you winding the motor enough? Use 450 or more turns for high flights.
- b. Is the motor tired? Try a fresh one. Rubber gets "fatigued" after several flights.
- c. Check for excessive down thrust. Refer to the diagram below. To correct, shim the motor stick nose to adjust and tighten the fit of the white plastic bearing. The fit should be tight not loose.

SIDE VIEW SHOWING CORRECT
DOWN THRUST

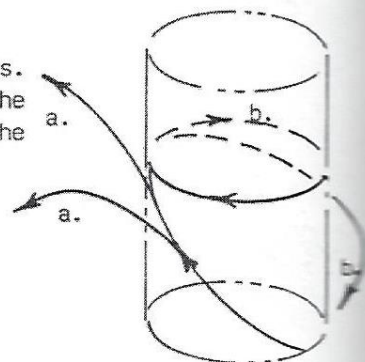


This dimension should be
about 5/8".

TOP VIEW SHOWING CORRECT
RIGHT THRUST

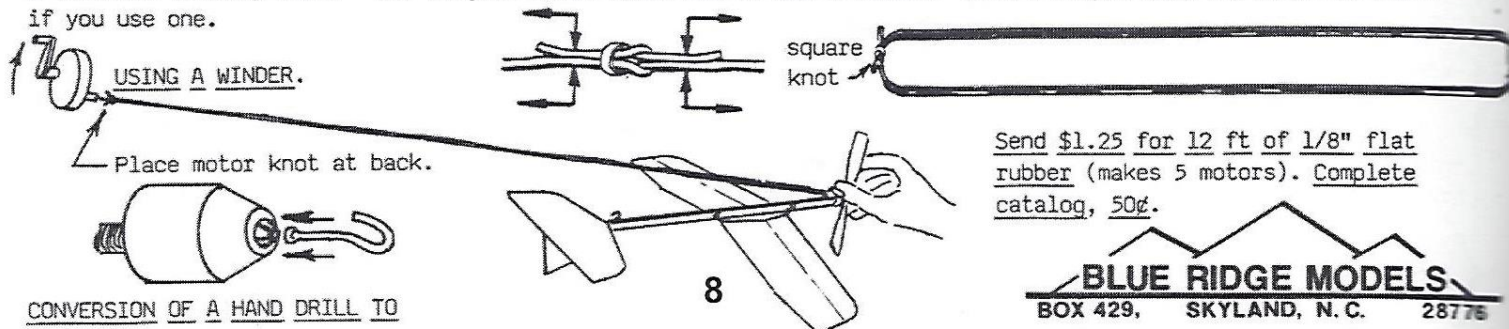


This dimension should be
0 to 1/8".



IMPORTANT NOTE ON THRUST ADJUSTMENTS. If the model is correctly built and there are no serious warps, it is unlikely that any thrust adjustments will be needed. An easy method of checking is to draw two straight lines at right angles on a large sheet of paper and hold the model against them (remove the wing while checking).

USING A WINDER. Should you wish to wind the motor more than 400-450 turns, use a mechanical winder and stretch the motor about 3 times its normal length while winding. When about half the desired number of turns are on the motor, begin shortening it so that you arrive at its normal length just as you place the last few turns on it. Maximum safe turns with stretch winding will be about 900-950. Old fashioned hand drills (not electric) usually have a 4:1 gear ratio and make good winders. A bent finishing nail clamped tightly in the chuck makes a suitable winding hook. The diagram below shows how to use a winder. Have a helper hold the model as shown if you use one.



USING A WINDER.

Place motor knot at back.

square
knot

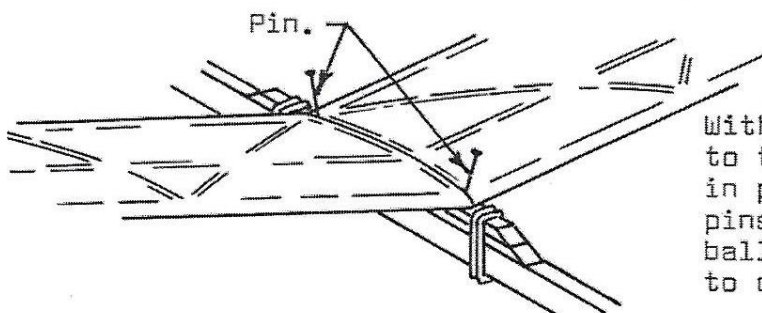
8

Send \$1.25 for 12 ft of 1/8" flat
rubber (makes 5 motors). Complete
catalog, 50¢.

BLUE RIDGE MODELS

BOX 429, SKYLAND, N. C. 28776

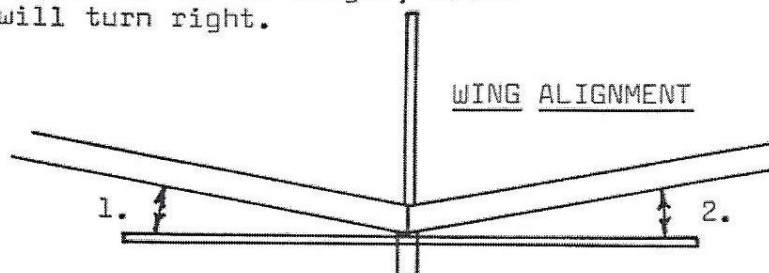
A 50-50 mixture of Woolite and glycerin is an excellent rubber lube.



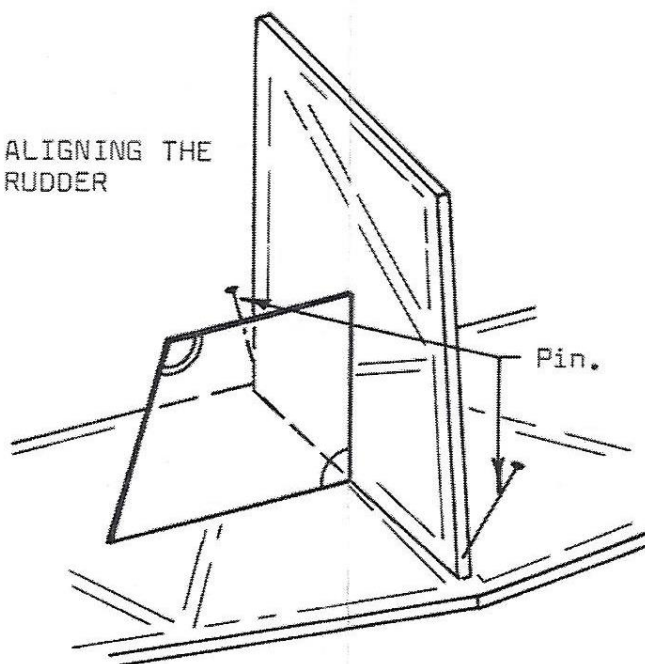
With wing mount banded to fuselage, glue wing in place. Hold with pins until dry. "Eye-ball" from the front to check alignment.

Glue stabilizer and rudder to motor stick first.

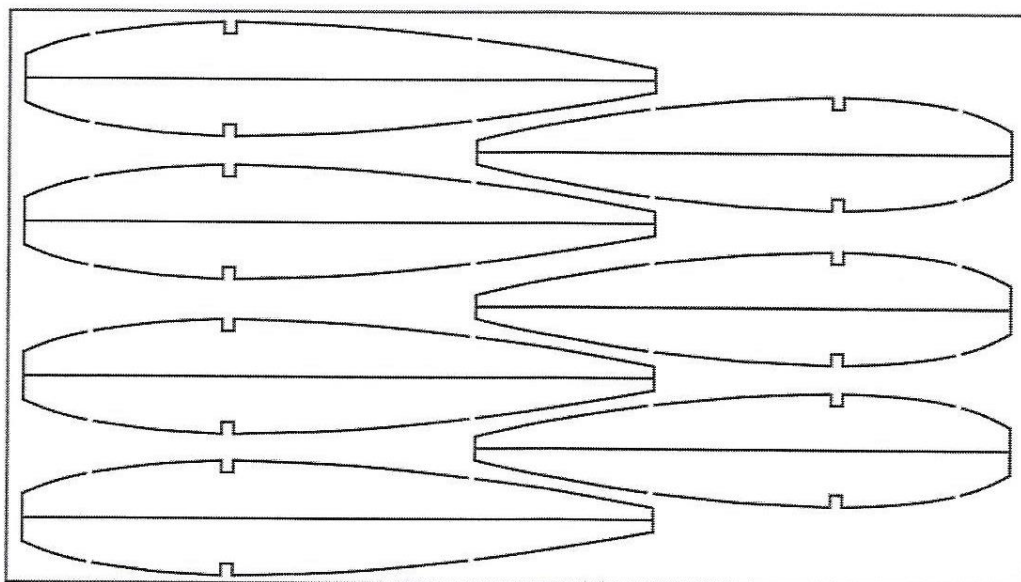
Angles 1. and 2. should be the same viewed from the nose. If 1. is larger, model will turn left. If 2. is larger, model will turn right.



ALIGNING THE RUDDER



BLUE RIDGE SPECIAL
1/16 PRINT WOOD



FINAL CONSTRUCTION STEPS.

1. Glue the stabilizer to the motor stick and the rudder to the stabilizer. Be sure to offset the rudder as shown on the plan, for turning flight.
2. Assemble the wing mount as shown on the plan and glue it to the wing. Do not glue the wing mount to the motor stick (basic flight adjustments are made by sliding the wing forward or back). Align as shown.
3. Add the rear motor hook. Glue and bind it in place with thread for safety.
4. Give the entire model one or two light coats of the fixative spray or clear dope, and allow it to dry thoroughly. This will tighten the tissue and increase its durability. If any sagging tissue or stubborn wrinkles remain, wet these with water to further shrink the tissue. Small wrinkles have no adverse effect on the flight.
5. Check the entire model for warps. Each panel of the wing, the stabilizer, and the rudder should be flat and with no warps or twists. If you find a warp, hold the warped part briefly near a source of low heat, not an open flame, while gently twisting in the opposite direction of the warp. It may be necessary to repeat this to remove a stubborn warp.

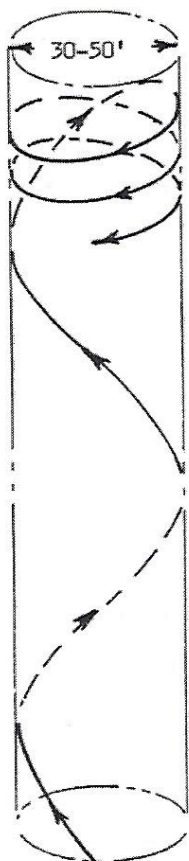
FLYING INSTRUCTIONS.

TAKE YOUR TIME. YOU'VE PUT IN A LOT OF EFFORT SO FAR. MAKE YOUR TEST AND ADJUSTMENT FLIGHTS WHEN THERE IS LITTLE OR NO WIND. CHOOSE A FIELD FREE OF TREES AT LEAST THE SIZE OF A SOFTBALL OR SOCCER FIELD. ONCE IT IS ADJUSTED THE "SPECIAL" CAN BE FLOWN IN UP TO TEN MPH WIND, BUT YOU WILL NEED MORE ROOM TO FLY IT THEN, AND SHOULD BE PREPARED TO CHASE IT. AVOID WET GRASS AND RAIN. Use the guide below to adjust the model.

PREPARING THE MOTOR. Use a 28" length of 1/8" rubber. Wet the ends of the strip with saliva, and tie it into a loop about 13" long with a square knot. Pull the ends tight (saliva keeps the rubber from chafing or being nicked when the knot is tied). This length of motor will allow some slack so that the propeller clutch can disengage and the propeller can "freewheel" when the motor is unwound (thus producing less drag and a longer flight). Wet the motor with 2-3 drops of a mild liquid soap before winding and after every few flights to give it a longer life. Rub it in well. It should be wet but not sloppy. Install the propeller and motor. Place the knot at the rear motor hook. (Otherwise the motor won't unwind properly.)

THE INITIAL WING POSITION should be approximately as shown on the plan.

TEST FLIGHTS. Make the first few flights with about 150 to 200 turns on the motor. Count them, don't guess!! Launch the model with a gentle shove and the nose held slightly high. The model should climb gradually to the right in a 30 to 50' diameter circle, and float back to the ground with the propeller freewheeling. If everything looks o.k., increase the motor winds by about 50 turns per flight, making adjustments as necessary. Maximum "finger winds" (without stretch winding--see below) will be about 400-450.



In a perfect flight with the motor fully wound, the model should climb steeply to the right in a spiral about 30-50' in diameter, and float back down in a right circle (see the diagram at the left). If not, work through the following to correct any problems. REMEMBER: LITTLE OR NO WIND during testing!

GLIDE ADJUSTMENT. (Take care of glide problems first.)

1. If the model stalls persistently (a), slide the wind back 1/8" at a time to correct this. If it dives (glides steep and fast) (b), slide the wing forward 1/8" at a time.

2. If the model circles too tightly to the right, breathe on the rudder while twisting its trailing edge to the left. This will remove the excess right turn. If the model glides straight or to the left, warp the rudder trailing edge to the right. Also check the motor stick to see if it is bent or bowed, and correct if necessary.

POWER ADJUSTMENT.

If any glide adjustments have been made since your last flight, test fly the model to see if any of the powered flight problems are still evident. They may have been corrected by the glide adjustments.

1. Refer to the diagram at the right.
 - a. If the model climbs or dives to the left or tries to fly straight, there is insufficient right thrust.
 - b. If the model chases its tail under power with little or no altitude gain, or dives in to the right, there is excessive right thrust.

To adjust the right thrust, refer to the diagram below and GENTLY bend the white plastic propeller bearing to correct it.

FAC PROVISIONAL EVENT – Comet's Nickel Series

1. Only Comet W-2 through W-12 plans permitted (see list below)
2. general rules per FAC primary Rules & Dime/Simplified Scale
3. coloring as typical per the era - plain tissue acceptable
4. all wood should be 1/16" balsa - no skimping!
5. typical FAC modifications permitted, i.e. - motor peg move, add structure - but not remove
enlarge tail - if desired, etc.
6. cover flying surfaces on BOTH sides
7. all Landing Gear built DOWN (no retracts)
8. builder's choice on prop and rubber
9. can be flown as TOTF or Mass Launch - CD's choice
10. at CD's discretion, this can be flown with no minimum flight time

W-1 Baby ROG - NOT PERMITTED

W-2 Aeroneer

W-3 Dart

W-4 Security Sport

W-5 Cessna

W-6 Ryan SC

W-7 Miller Racer

W-8 Fairchild

W-9 Bellanca

W-10 Ryan Trainer

W-11 Monocoupe

W-12 Howard

AMCO'S 5c SURPRISE

1940 AMCO/COMET CATALOG

BIG 10" FLYERS

Imagine being able to buy a FLYING model kit for 5c. Each kit contains plenty of balsa printed sheets, balsa strips, tissue paper, rubber, clearly marked plans, propeller, bent wire music wire landing gear, wheels, propeller shaft, thrust button, etc. See these dandy flyers at your Amco dealer.



No. W-1 BABY ROG	No. W-5 CESSNA	No. W-9 BELLANCA
No. W-2 AERONEER	No. W-6 RYAN S-C	No. W-10 RYAN TRAINER
No. W-3 DART	No. W-7 MILLER RACER	No. W-11 MONOCOUCPE

OTHER MODELS IN THIS SERIES



Manufactured by
AMERICAN MODEL CRAFT CO.
2911 South La Salle Street
CHICAGO, ILLINOIS
MADE IN UNITED STATES OF AMERICA