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Dues: \$20
Secretary: Dana Field
913-400-2132

AMA Charter # 2357
SAM Chapter #14
FAC Squadron 75



Heart of America Free Flight Association

9135 Hall

Dr.

Lenexa, KS

66219

website: FLYHAFFA.com

DISPATCH

February 2016

Schedule of Flying Events and Meetings

Date	Day	Location	Time	Notes
OUTDOOR EVENTS				
Apr 16 – 17	Sat - Sun	Marion, Kansas	All Day	WHAM 1 st Annual Outdoor Spring Contest
*Oct 1 - 2	Sat – Sun	Marion, Kansas	All Day	HAFFA Outdoor Championship
INDOOR EVENTS				
Feb 7	Sun	Osawatomie	9am – 3pm	flying
* Feb 16	Tue	Southridge Presbyterian	7:00 pm	Club Meeting
Feb 21	Sun	Ozanam	8am-12:30pm	flying
Feb 21	Sun	Tavern at Mission Farms	6:00 pm	HAFFA annual dinner
Mar 6	Sun	Osawatomie	9am – 3pm	flying
* Mar 15	Tue	Southridge Presbyterian	7:00 pm	Club Meeting
Mar 20	Sun	Ozanam	8am-12:30pm	flying
Apr 3	Sun	Osawatomie	9am – 3pm	flying
Apr 17	Sun	Ozanam	8am-12:30pm	flying
* Apr 19	Tue	Southridge Presbyterian	7:00 pm	Club Meeting
*May 7 - tentative	Sat	Osawatomie	8am- 3pm	HAFFA Annual Indoor Contest

* indicates official HAFFA event/activity

HAFFA Indoor Flying Site Locations:

Ozanam Gymnasium
421 E. 137th St.
Kansas City, MO

Osawatomie City Auditorium
425 Main St.
Osawatomie, KS

HAFFA Club Meetings:

Southridge Presbyterian Church
5015 Buena Vista St.
Roeland Park, KS 66205

Osawatomie reserves the right to cancel if they get a paying customer

For Outdoor flying information contact Mike Basta (913-492-4830)

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

This is a reminder that our indoor flying fee is \$10/person

Following are the Final Rules for the 2016 Club Indoor Contest

HAFFA INDOOR CLUB MEMBER Contest rules for spring 2015 for points

Original kit wheels may be deburred, cleaned up, but may not be sanded down to lighten them.

PHANTOM FLASH: HAFFA rules FOR INDOOR: note, must be plastic prop. PHANTOM FLASH Competition fun with a classic 1930's "sport rubber model." Can be Built as per kit or use plans to scratch build (I can get plans to you if you need them); color and decorate as you wish! Landing gear as per kit or plan. Wheels must turn freely. Wingspan: 16 inches, as per plan. Prop: Diameter as per kit or plan. Acceptable to use a smaller diameter prop but no larger than the prop shown on the plan. Prop MUST be one-piece molded plastic. Prop may be scraped, shaved or painted as needed. The prop drive shaft may be changed out to a different diameter prop shaft wire (any diameter) in order to eliminate the slop in diameter of the hole of the prop, versus the prop nose button Nylon or Wood bearing. The prop or the hangar may be "Sleeved" with bushings (aluminum or plastic) to allow the prop shaft to run true. Launch technique: INDOOR: ROG, unassisted from floor. Official flight: NO minimum! BEST FLIGHT OF THE DAY IS SUBMITTED, AS MANY FLIGHTS AS YOU WANT TO SUBMIT (ONLY BEST FLIGHT IS ENTERED FOR THE DAY). Back-up models are permitted. May be flown as a mass launch if advertised in advance.

PECK ROG: HAFFA rules FOR INDOOR: note, must be plastic prop. Build as per kit; color and decorate as you wish! Landing gear as per kit or plan. MUST USE KIT! Wheels must turn freely. Wingspan: as per plan. Prop: Diameter as per kit or plan. 2. Prop MUST be one-piece molded plastic as included in the kit. The additional plastic prop can have the additional plastic flash removed and the prop engage feature may be cleaned up to ensure the drive shaft hook is functioning and does not slip out of position under load. The prop drive shaft may be changed out in order to eliminate the slop in diameter of the hole of the prop versus the prop hangar. In order to balance the blade you can add weight to the light side of the blade or scrape off the heavy side of the blade. Prop can only be cleaned up and balanced, so only one side (the heavy one) could be scrapped. Two sides scrapped would constitute lightening. The intent is to not fully scrape a blade down to 0.0 grams but to allow a reasonable clean-up of the plastic prop. Wheels may be deburred and the flash trimmed off but not lightened up. Launch technique: INDOOR: ROG unassisted from floor. Official flight: NO minimum! BEST FLIGHT OF THE DAY IS SUBMITTED, AS MANY FLIGHTS AS YOU WANT TO SUBMIT (ONLY BEST FLIGHT IS ENTERED FOR THE DAY). Back-up models are permitted. May be flown as a mass launch if advertised in advance.

P18 MACE one design Event: HAFFA rules FOR INDOOR: must be plastic prop. Build as per the P18 plan (Don Mace Plan) I do not think kits are available if you have a kit available and want to build the Mace Kit that is acceptable. Color and decorate as you wish! D. Prop: 1. Diameter as per plan. 2. Prop MUST be one-piece molded plastic. 3. The additional plastic prop can have the additional plastic flash removed and the prop engage feature may be cleaned up to ensure the drive shaft hook is functioning and does not slip out of position under load. The prop drive shaft may be changed out to a different diameter prop shaft (any diameter) in order to eliminate the slop in diameter of the hole of the prop versus the prop hangar. The prop or the hangar may be "Sleeved" with bushings to allow the prop shaft to run true. In order to balance the blade you can add weight to the light side of the blade or scrape off the heavy side of the blade. The intent is to not fully scrape a blade down to 0 grams but to allow a reasonable cleanup of the plastic prop. Launch technique: Hand launch from above the floor. Official flight: NO minimum! BEST FLIGHT OF THE DAY IS SUBMITTED, AS MANY FLIGHTS AS YOU WANT TO SUBMIT (ONLY BEST FLIGHT IS ENTERED FOR THE DAY). Back-up models are permitted. May be flown as a mass launch if advertised in advance.

Comet ROG OK to use PVHC kit (Comet Senior ROG) or build from plans. (The intent is to follow the plans for dimensional requirements) You can carve your own prop and **use the diameter called out on the drawing** or use the plastic prop. You can use your own wood or the wood in the kit. The large plastic prop is very heavy and can be scraped or modified as required. However you can use a wood prop carved as you would like. The prop drive shaft may be changed out to a different diameter prop shaft (any diameter) in order to eliminate the slop in diameter of the hole of the prop versus the prop hangar. The prop or the hangar may be "Sleeved" with bushings to allow the prop shaft to run true. The wheels should match the diameter on the drawing. (plastic or wood accepted) Remember, the coveted trophy is awarded on this one from the mass launch at our annual indoor contest. Official flight: NO minimum! BEST FLIGHT OF THE DAY IS SUBMITTED, AS MANY FLIGHTS AS YOU WANT TO SUBMIT (ONLY BEST FLIGHT IS ENTERED FOR THE DAY). Back-up models are permitted. May be flown as a mass launch if advertised in advance.

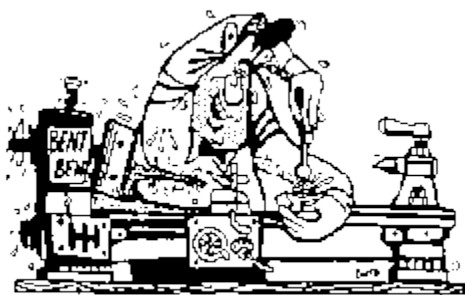
General note 1) For any of the events noted above where the model is made from a kit, it is permissible to substitute better wood. Some could be cracked, warped, or wrong grain in addition to being as heavy as mahogany. 2) for coverings, in all cases only tissue is to be used. No condenser paper or plastic film. Use the kit tissue or substitute or you can substitute Esaki.

Following is information and a tribute by Jack Koehlar about our late member Roger Schroeder. I got Jack started with a question about a classic engine, and Jack replied with a statement I should have asked Roger about classic engines, and this tribute. This is what happens when you get Jack Started.

Roger J Schroeder



My friend and mentor, [Roger Schroeder](#), left us in September. **Roger suffered a heart attack and although bypass surgery went well, he passed away on Wednesday, 16 September, 2009.** While it goes without saying that I for one will miss him, he has left behind so many good memories and smiles that I'd prefer to be happy I got to know him, rather than sad he is no longer an email away. Roger contributed a lot of ideas and content to this web site which is peppered with his wisdom, so the remembering will be easy.



Roger was born in 1930 and began modelling in 1938. His first engine powered model was a Playboy Sr with a borrowed [Super Cyclone](#). His first engine was a [Brownie 29](#) and he retained a special fondness for that model all his life. Like many of us, his engine collection came about more by accident than design. If pressed for a date for the start, it would be 1962 which places him at the front of the wave as the next year, 1963, saw the appearance of [The Engine Collectors' Journal](#) (yes, there were four issues of something similar in '62, but let's go with '63 and Volume 2 as the start). Shortly after, an item called *Engine-uity* by Schroeder began appearing as an occasional column where Roger wrote tips for the more mechanically minded collectors. In Volume 5,

Issue 2 (Nov/Dec 1966), *Engin-uity* started a series for engine builders: the [Schroeder Twin](#). This was a horizontally opposed twin based on Cox 020 cylinders. Roger wanted builders to succeed and made seven prototypes before commencing the series which was a hit with ECJ readers, so others followed and Roger's column became a fixture in ECJ all the way to the present day.



Following his [barstock designs](#), Roger added aluminium casting to his basement workshop and began supplying castings and plan kits to model engine builders under the name [Classic Model Airplane Engine Construction Kits](#). All his engines were prototyped and refined for builders at the low end of the experience and skill range and his after-sales service was outstanding. My first Classic kit was the [Original Ohlsson](#) and the page dedicated to this engine tells how Roger quietly made sure I became a happy customer and a convert to model engine making. When [Bob Washburn](#) launched [Strictly IC](#) in 1988, Roger was one of the Contributing Editors. His *Winged Motors* series followed his philosophy of simple engines that could be built by those with modest equipment, low skills, and bit of determination. His last design to appear in SIC was another Cox based opposed twin—this time using 049 cylinders and it was my privilege to collaborate with him on this project and get to see my name alongside his on the credits line. I always felt that this was a bit undeserved on my part as he did all the work; all I did was build a second prototype and proof-read his text, but I sure got a kick out of it, which I rather suspect was just what he intended.

Roger was also one of the original [Motor Boys](#) and recognized the use this website would be to new model engine builders. So in 2002, he began to gently prod me until I saw the light and reorganized the sprawling mess to the somewhat more structured and orderly maze of twisty little passages you see today. We miss him, but are glad to have known him.

Classic Casting Kits



Roger's family has asked me, as webmaster for the *Classic Model Airplane Construction Kits* website, to tell everyone what should now be painfully obvious: you can no longer place orders for the kits. We all regret this as these simple and inexpensive kits have brought enjoyment to many budding and experienced model engine builders over the past thirty odd years. But the patterns and drawings have been preserved and the Schroeder family would like to see the line continued by someone of suitable skill, enthusiasm, and nature. The patterns are now under the care of Motor Boy and [ECJ editor](#), Tim Dannels. Contact him if you are serious about continuing Roger's legacy. In the mean time, I've setup a redirect so any bookmarks to the Classic web site come to these entries. Roger's treatise titled [Building a Model Airplane Engine That Runs](#) remains on-line, with contact details elided.

Model Engine Gallery Page 7: The Roger J Schroeder Tribute Page

Created: May 29, 2005.

The name [Roger J Schroeder](#) will be familiar to readers of [Engine Collectors' Journal](#) and [Strictly I.C.](#) magazines, along with the casting kits and plans offered by [Classic Engine Kits](#). His first "Engine-uity" column for ECJ appeared in Volume 3, Issue 6 (May-June 1965) and has continued uninterrupted ever since. For SIC, Roger provided the series "Winged Motors" which helped launch the magazine with the February/March 1988 issue.

Now retired, and still actively enjoying his aeromodelling and engine making, Roger is a Mechanical Engineer. He has worked with the Ford Engine Research Division, Dearborn Michigan, and the Midwest Research Institute, Kansas City. His first engine was a [Brownie](#), an engine he retains a lot of affection for. He also exhibits a fine appreciation for diesels and counts one of the first [Swiss Dyno](#) compression-ignition engines to reach the US following WWII in his collection.



Roger's writings have covered techniques for engine restoration along with theory and practical workshop techniques. His published plans and construction articles include original designs, like the Schroeder Twin pictured here, as well as carefully researched and debugged replicas of historic engines. All Roger's engine designs are purposely oriented towards the neophyte builder, providing the initial success that is so important to gaining the confidence to tackle more ambitious projects. All this he has contributed freely—you don't get rich selling casting kits 😊.

Maybe this makes Roger some kind of 'pusher'—certainly his immediate response of a new crankcase, airmailed to Australia gratis in response to an email helped keep one Ron Chernich hooked on this insane hobby—after a stuff-up all of his own making on the first Original Ohlsson case, I might add. Roger's sage advice on my trouble (which I remember like it was yesterday): *"don't let your funny English lathe eat this one!"*



This page contains pictures of engines built to Roger's designs and from his castings. I've kicked it off with just photos I have to hand, but I'd be happy to add pictures of *your* Classic engine. Just email them to me at the address appearing at the foot of the page.

<http://modelengineneeds.org/>

Jeff Renz' Report on the Feb. Osawatomie Flying Session – Feb. 7, 2016

The Osawatomie Feb session last Sunday, Feb 7th, went quite well. Jack Vetter, Emil Schutzel, Evan Guyett, Dana Field and Jeff Renz made the flying session. Evan flew some great practice flights with his F1D and F1L. He is getting ready to fly in Westbadden as well as the Salt Mines in Romania. The F1D was amazing after he adjusted the stiffness of the fuselage and prop pitch. I saw multiple flights of the F1D just climbing out like a rocket.....compared to a normal sedate flights for a low ceiling. He spent a lot of time adjusting that machine. It was amazing to watch.

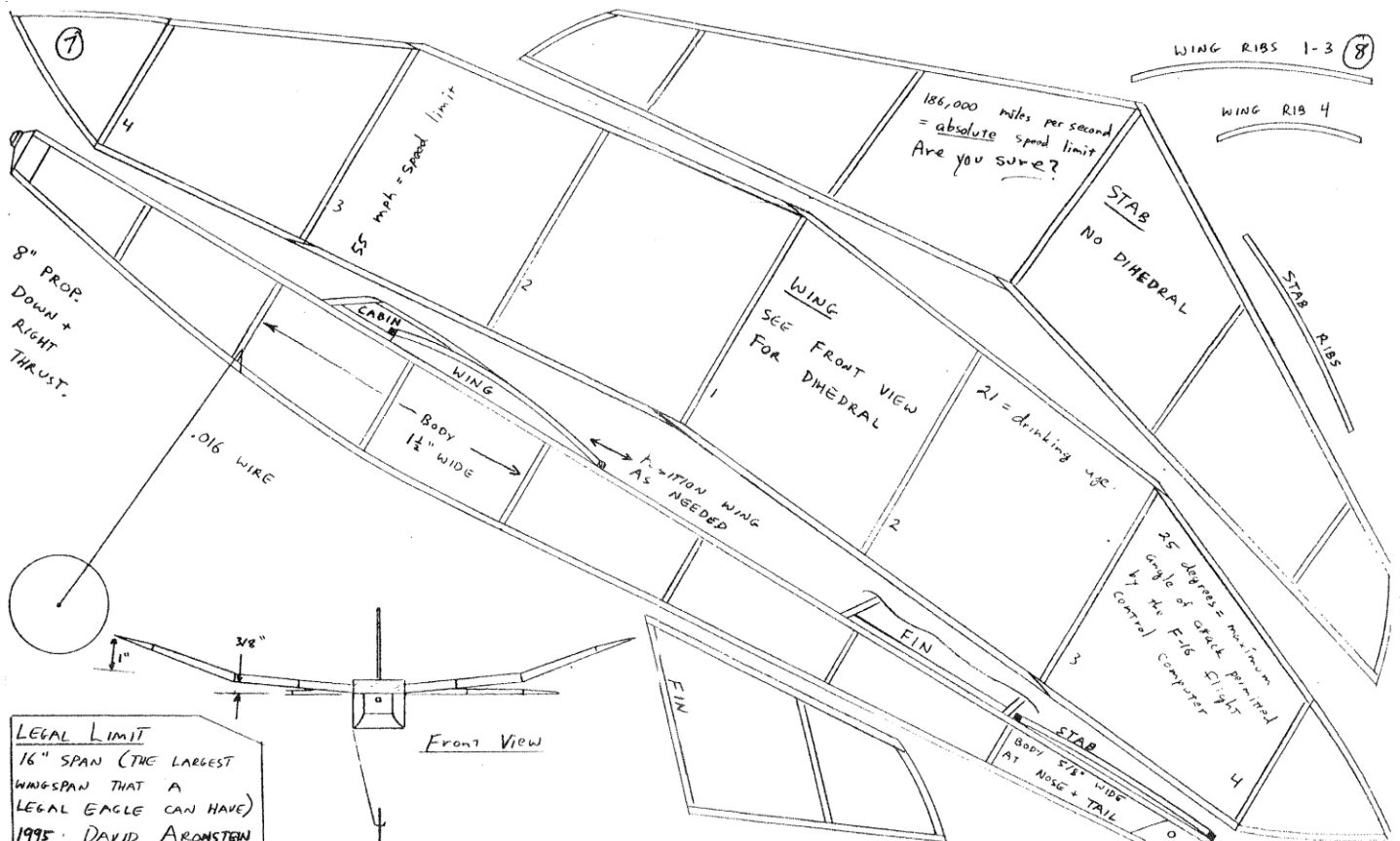
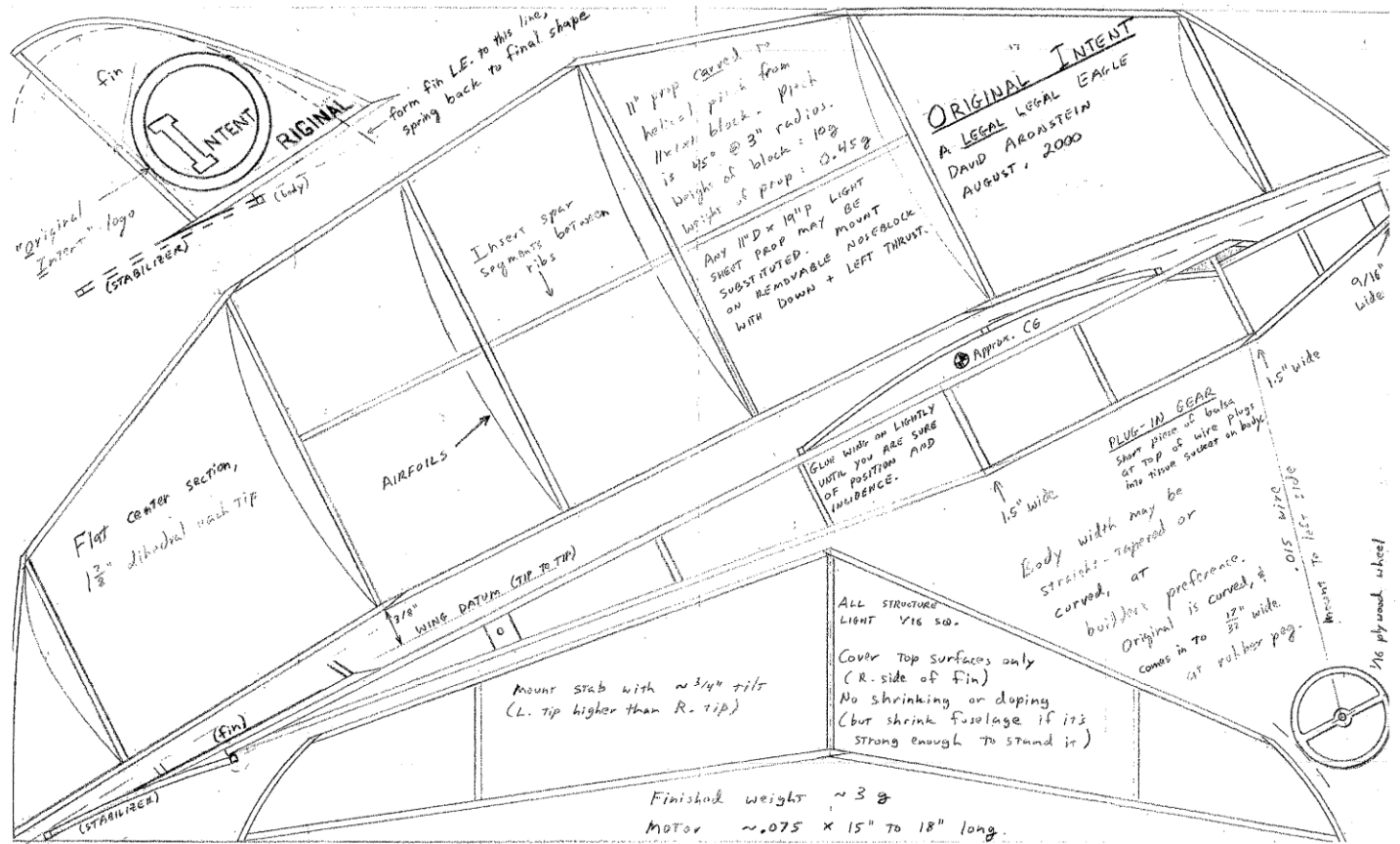
For the 2016 indoor season Jack Vetter now has surpassed the HAFFA club "type of events flown". Jack showed up with no less than a new minstick, new P18, new Legal Eagle, new Phantom Flash and new Peck ROG. He flew all of them including his Comet ROG! I was impressed. He had more types of models than any one there and flew them all. Good Job! Man he has been putting in some time in the workshop.

Emil was tuning his latest creation. A 2.5 gram Legal Eagle. He got some 3 minute plus flights. He gave a lot of pointers and went through the difficult process of winding with a blast tube and on the stooge without tearing it up. Emil tried multiple prop configurations to optimize his 3 minute + flights. That plane looked really cool orbiting around and scrubbing the ceiling. Renz's Legal Eagle was a no-show....it is still being covered with tissue and lacking a proper propeller.

Dana Field was flying and adjusting his Comet ROG and finally got the wing position and incidence he needed to make some competitive flights (kept flying into the wall though). Mike Basta better look out come contest time. Dana concluded he will lighten his carved prop for the CROG even more. "Hello Sandpaper Stash!". Dana also flew his Peck ROG at 34 seconds blowing past Renz's Peck ROG at 31 seconds. Renz flew mini-stick most of the day and managed to destroy his Phantom Flash and Peck Rog. (Both had the wings tore off and shredded). It was really easy to pack those up to go home though (one positive note)



Ralph Preston selling "Gallas Props" at the recent KCRC swap meet at John Knox Village in Lee's Summit.



Current standings for the HAFFA 2016 Indoor Championship

HAFFA 2016 Indoor Club Contest Results/Standings - Feb, 2016

PECK ROG	Jan 16	Feb 16	Mar 16	Apr 16	May 16	Points Total
Jack Vetter	----	5				1
Dana Field	-----	34				3
Jeff Renz	19	31				2

Comet ROG	Jan 16	Feb 16	Mar 16	Apr 16	May 16	Points Total
Jack Vetter	----	3				1
Dana Field	----	28				2
Jeff Renz	84	84				3

Phantom Flash	Jan 16	Feb 16	Mar 16	Apr 16	May 16	Points Total
Jack Vetter	----	4				1
Dana Field	----	----				----
Jeff Renz	24	22				2

P-18	Jan 16	Feb 16	Mar 16	Apr 16	May 16	Points Total
Jack Vetter	----	41				1
Dana Field	----	----				----
Jeff Renz	----	----				----

Standings	Jan Points	Feb Points	Mar Points	Apr Points	May Points	Total Points	Current Standings
Jeff Renz	3	7				10	1 st
Dana Field	----	5				5	2 nd
Jack Vetter	----	4				4	3 rd