



HSS is the oldest AMA chartered R/C Soaring Club in the USA

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Help!

Harbor Soaring Society needs your help so we can continue as a functioning Club. We are looking for club members who have experience or are willing to learn how to set up and maintain a web site, do desk top publishing, i.e. help with the news letter, assist in our on going training program at the Sea Scout Base, and other thankless tasks that need to be done. Any assistance would be greatly appreciated. Remember the words of J.F.K. ASK NOT WHAT YOUR CLUB CAN DO FOR YOU BUT WHAT CAN YOU DO FOR YOUR CLUB!

Strange Planes



Canadian Bug by Jerry Laux

The Canadian Bug was designed by Laddie Mikulasko. It is a take off of Dick Tichnor's Dickie Bug, which was powered by a 049 fuel engine, with rudder, elevator controls, and was a bit smaller in wing size. The Canadian Bug has a 44 inch wingspan, 5 inch cord, 440 sq. in. area flat bottom airfoil, inch and one half dihedral in the front wing and no dihedral in the rear wing. The controls are Elevon and Rudder. The flying weight with brushless motor and three cell lipo battery is approx.28 to 30 oz. According to the story, this is a full scale model of a



mythical Canadian Tundra Bug. The build is strange in that you end up holding the wings in your lap while gluing the ribs to the top sheeting. It can get a little messy. I added some light fiberglass with CA glue to the center section of both wings as they are pretty soft when completed. Once it is trimmed for level flight, it takes both rudder and aileron input to make good smooth turns, but don't try to use mixing to do this as it has to be done manually or you will lose it. It is a little funny in aileron only turns and needs a little top rudder to counter or the turn ends up in a dive, but once you get used to that, it is pretty docile. To make the head I used some low density foam, carved and sanded to your own preference as to shape, covered with four layers of sheer nylon stockings, and then painted with about six coats of clear polyurethane paint. The previous models head was covered in paper mache. I am using a 28-16-890 High Maxx motor with a 36 Castle Thunderbird ESC, and a 2100-15C Lipo battery, turning an APC 9-4.7 prop at about 8,000 rpm, drawing about 15 amps at full throttle. Flight time varies from about 9 minutes full throttle to 25 minutes cruising. It sure keeps your attention on the job at hand, but it is fun to fly and everyone watching seems to enjoy it, a kit is available from Morris Hobbies, or plans only are available from RCM Plans.
Jerry Laux



Bruce McGivanew's Diddlerod an indoor model but will also fly in light wind.

Windshield Tips, High Wing Models- Gary Gullikson, Editor

I installed a new windshield on old my Comet Aeronca Chief conversion. I'll have to do the same on my C-140 soon. It occurred to me that it might help if I made pinholes in the edge of the windshield ahead of time rather than try to poke pins through the plastic and into the model during installation. I poked holes around the edge of the plastic into a thick piece of soft balsa paying attention to where the wooden model structure would be. I pinned the bottom center and top center of windshield securely in place and then applied canopy glue to the side and rear cabin structure, then pulled the plastic into place and pinned it down. Next I ran a bead of glue around the bottom. Finally I unpinned the top of the windshield, applied canopy glue and re-pinned it down again. The job came out nice with no gaps between windshield bottom and cowl. The tiny pin holes don't look bad. I may paint a strip of same plastic to match the metallic blue trim and glue it down along bottom of windshield with canopy glue, held with pins at the ends. Another idea would be to put a tiny dab of canopy glue in the holes to simulate rivets. White canopy glue is great, it cleans up with water and a Q-tip, dries crystal clear and seems to disappear.

BTW, the common styrene sheet sold now by hobby shops under the Evergreen and K&S brands is too brittle for the bends and curves needed for model plane windshields, it also will not tolerate many chemicals including enamel paint thinners, which cause it to crack split and go "milky". You



need clear "butyrate" plastic sheet which is often found on packaging of toys, flowers, etc. If you have a stash of butyrate sheet, good for you. Sterling Art Supply in Irvine may have it. I was given this referral by a local plastics company to Graphaids art supply stores in West LA area

<http://www.graphaids.com/>

Painting and Decorating Plastic Props for Scale Models –Gary Gullikson, Editor

If you would like your orange or gray plastic props to look more scale-like for display and/or flying, it takes only a few minutes to paint them with flat or gloss enamel paints. You can even copy and paste on logos from propeller maker's websites. Here's how I go about it. For simulated wood props, I mix yellow and tan Testor's enamel on a paper plate palette to get a basic wood color and brush it on the entire prop and let it dry. Next, if desired, I paint about 1/3 of each blade with paint to match the plane's color and let that dry. Next I draw a few "lamination lines" onto the prop with a very fine line marking pen. I brush more basic wood color over the lamination lines with a nearly dry brush and rub it in with a finger. You can also brush some tan or yellow with nearly dry brush and rub it in with your finger, to get more realistic wood look. Print logos in small enough scale, cut them out and paste them to the prop with a smidge of canopy glue. Finally cover the whole prop with varnish or water based clear finish and let dry.

Short Update about My Peashooter Model, Gary Gullikson, Editor

The plane is now flying in a scale-like 1932 Pursuit plane manner with a Scorpion 3008/32 outrunner and a potent X-Caliber Black Knight 2200 3S 20-C lipo pack. It is pulling about 25 amps at full throttle and can cruise at ¾ throttle on its 11x7 GWS direct drive prop. It takes a lot of watts (over 100 per pound, and 11-12" prop to overcome the large dummy engine and speed ring's prop blanking and drag, plus drag of simulated rigging wires.

Inputs for This Newsletter Badly Needed

If you are getting tired (or not) of my writings about my models and my observations, etc., please send me your own inputs with descriptive text and pictures about your models or other club member's , sailplane, gliders, scale models, sport models, novelty models, etc. that may be of interest to HSS members. Even if you cannot participate as a club officer or regular worker you can help with inputs to this club newsletter, which should be a focal point of any good model club.

Information on new products and forthcoming HSS and other club events, sales, and activities outside HSS are also welcome. We would like to make and keep this newsletter fun to read with useful and informative information. New model inputs should include typical information, name of modeler, type of model name of model, wingspan, brand name and number designations of motor, speed control, add-on BEC devices, battery pack(s) and propeller(s) used and lastly covering/finishing materials used. Any noteworthy operating features such as retracts, flaps, bomb drop, etc should be mentioned. Description of how the model flies, planned improvements or upgrades etc., should be included. I will edit inputs as needed for conciseness, grammar and spelling, (don't worry about your writing skills). Digital photos are desirable, and should be sized 640X480 for easy transmittal as e-mail attachments and use without resizing in the newsletter if you know how to set your camera or resize them with a photo program. If not, I can resized digital photos at this end,

Your inputs are welcome anytime, but if you would like to see the material in the next newsletter, send them to me by the middle to third week of the month preferably by e-mail.

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Minutes of the Harbor Soaring Society Meeting: August 7th, 2007

This was our first meeting at the Costa Mesa Community Center. It was well attended:

Board Attendance: Jim Hanson, President; David Wittington, Vice President; and John Anderson, General Director

General Attendance: Dennis Anderson, Ted Broberg, Charlie Grove, Les Hewitt, Bryan Jennings, Roger Nahas, Brian Schoenly, John Simmons, Bill Skinner, Henry Smith, Walter Stewart, Gytis Tamulaitis, and Ross and Maxine Thomas

After information-filled introductions (including several new members) and a pleasant and extended fellowship; a short, productive business meeting was conducted:

1. Jim Hanson encouraged (timely) newsletter/website submittals.
 2. Jim noted that Karl Hawley had suggested adding the City Permit number to the HSS application form. After considerable pro and con discussion; John Anderson suggested that this suggestion be included in the next newsletter for the general membership to consider.
 3. Jim also expressed a strong desire to offer a series of safety training seminars at the field to cover a range of important subjects. This was well supported by those present and will be carried forward.
 4. David Wittington expressed concern for behavioral issues at the field, primarily by non-members some of whom tend to use foul language and aggressively respond to requests for compliance with various ordinance provisions. This concern was noted and David was commended for his good efforts; but it was also recognized that HSS can only do so much and that any significant enforcement needs must ultimately be directed to the City authorities.
 5. In response to questions from the floor, John Anderson said he would contact the City as regards: A) The posting of ordinance signs (to aid in enforcement); B) the prospect for obtaining weekend permit issuance; and C) confirmation of the meeting room on an on-going monthly basis.
 6. Various non-business comments lead to a lengthy discussion of rudder modifications to Easy Stars and the availability of that type of foam (interested parties were directed to Tom Coop & web site f37.com).
 7. Bryan Jennings introduced his ideas for using model flying as a wholesome diversion for otherwise at risk kids and hopes to work with HSS to develop a program. John Anderson and others noted that HSS does work with the community with projects such as our Sea Scout "Design/Build/Fly) weekly courses. However, we offered to meet with Bryan to explore what else we could offer on a practical basis. Bryan did observe that the Costa Mesa was considering a community center as part of the Park's Train Station. (HSS noted that prospect; has informed the City of our support; and will be monitoring this matter - to be considered by the City Council on August 21st).
 8. John Anderson noted given that HSS had a video library and that he had a number of AMA videos would the members wish to make use of a video/document library and feature a short video at select meetings? This was well supported and will be carried forward. John also asked if the attending members preferred the Community Center meeting location and 1st Tuesday date. The response was very positive and accordingly John will arrange with the City for subsequent monthly meetings at this location/date.
- John suggested that this was a well attended, successful meeting. Jim agreed, concluded the business meeting, and introduced the Show and Tell portion:

A. John Anderson showed/described his further efforts to morph a \$1 garage sale foam glider into a "performance" RC sailplane. He described his adaptation of wingtip plates as shown in a 1958 Zaic book and felt that the glide was



great but the large rudder was basically ineffective so ailerons will be added. John also expressed his gratitude to Brian Shoently for giving him a Klingberg Wing kit at the meeting.

B. Jim Hanson showed/described his Century Swift helicopter (his 3rd effort); which Larry Jolly helped setup. He noted that with an electric gyro it flies well; but that he is still learning even after 6 months.

C. Walter Stewart showed/described his John Pond Old-time Plan Book; causing an number of members to reminisce and comment on this valued subject.

DESIGN, BUILD, AND FLY-ANOTHER SEMESTER

The Sea Scout Base folks and HSS instructor John Anderson are “on vacation” for a couple of weeks - after wrapping up a successful “semester”. The final student projects included some great little foamie hand-launched glider designs - which John added mainly to stress again the principles of 3-view drawings. More interesting were the last two projects. The first was an “emergency” design project for a large fire-fighting aircraft to combat the then raging California wildfires. Designs included various lifting bodies. The last project, in honor of the recent shuttle mission, was to research, design, and build the next generation “space plane”. This was a very successful two session project which resulted in a variety of novel and good-flying catapult glider designs. Inspiration was enhanced by handouts of neat stuff from www. Luft46 (secret weapons of the Luftwaffe) and a showing of the AMA DVD “Secret Fighters”. An incentive for prompt project completion was extra time on the flight simulators. The participating students are aviation-minded kids who have a remarkable feeling for and knowledge of aircraft and flight.

Ampeer Newsletter by Ken Myers

Lots of interesting stuff for serious electric modelers, you can sign up to receiver e-mail newsletter updates:

<http://members.aol.com/kmyersefo/>

also:

<http://members.aol.com/kmyersefo/ampeer.htm>

The other side of our hobby i.e. Free flight



Dave Rounsaville with 1/2A F1P winner



Terriann Popiel Dave's fiancée with f1p model

Above photos were taken at the AMA NATS. If you are interested in learning more about Free flight check out these web sites <http://freeflight.org/> or <http://www.fai.org/aeromodelling/>



"Good Combo Deals on Brushless Motors and Speed Controls-By Editor

I looked through Balsa Products motors to find the equivalent of my favorite Hobby Lobby Esskay 400XT motors and found the BP A2212-13 motor, 1000KV, similar to AXI 2212/26 and Esskay 400XT. You can buy this versatile motor with BP 18A Speed Control combo for \$32.36 . Motor alone is priced at around \$16.

This looks like a cheap versatile motor and esc combo for a wide variety of up to 28+ ounce models using 9x5 GWS direct drive props. It'll run on 2S lipos for small light 3D and scale models. The speed control is fully programmable for 2 and 3S lipo or round cell packs.

Look at their discount combo page for deals on wide variety of motors and speed controls

<http://www.bphobbies.com/view.asp?id=V672768>

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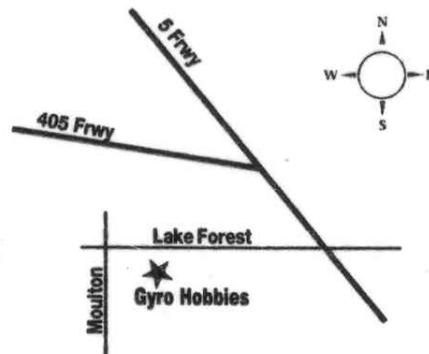
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