

P l a n e RAP

AMA Charter #128
The Western Soaring Capital
<http://www.1hss.org>



From the President:

Well, hell. No one stepped forward or backwards or any other way to take over the newsletter Editor's job. How about that? (That's all I have to say about that.)

Happy October. I will be looking forward to seeing you at the annual Fall Festival, 2002, at Visalia on October 5 and 6 because I haven't seen you out at the flying field.

The Fall Festival is a must see, even if you don't fly sailplanes. There are 325 flyers signed up for the contest and Saturday night after the BBQ, you can never tell what is going to be happening or flying in the night with light strips. There may also be a rocket plane or just a rocket. So, have fun and drive safe.

Steven and I are trying to go up on Wednesday before all the crazies show up on Friday.

The only new thing at the field is a sign and pole right in the way of the E-flyers.

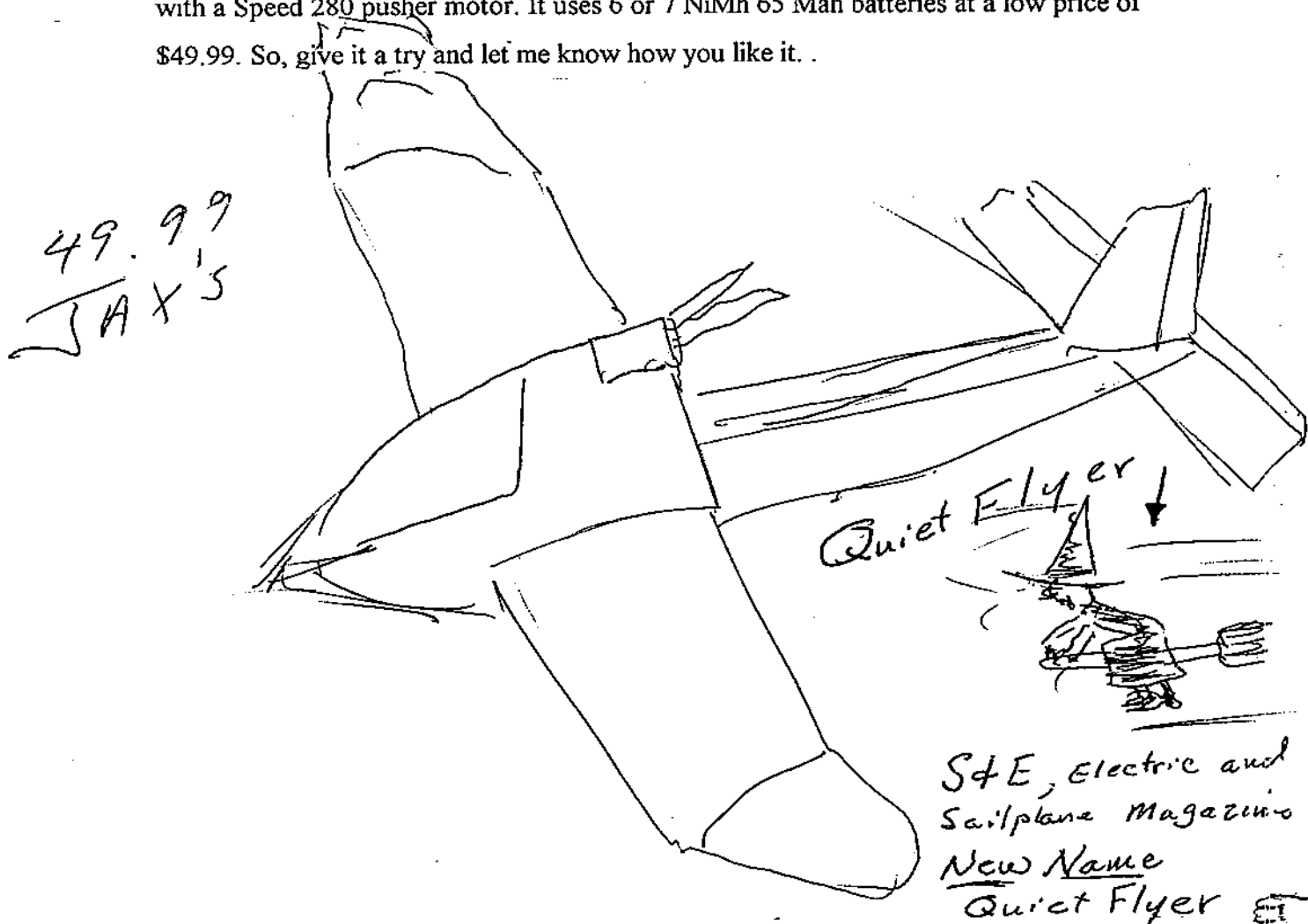
Remember, you have no right to remove the sign, so when you are done flying put the dam sign back up!! And, no one has come to the meeting to ask the club (the one you belong to) to go to the city and ask if it can be moved.

In August, I got a post card offer from Aliso Viejo Golf Club, for \$49.00 Monday through Thursday for 18 holes. Friday is \$59.00 and Saturday and Sunday is \$68.00. I have never played Golf, so I don't know how long it takes to play 18 holes, but it must be about 8 hours for the price. But, now I can see why flying fields fall to the side for Golf. And we can't even get \$20.00 out of flyers that use the flying field all of the time. HSS is you link to the City, so help support the club. I think right now we have about 100 members. When we move to our new flying spot (whenever that will be) most likely we will need an annual user permit to keep it open to flying and right now you are supposed

to have a permit anytime you have over 7 or 8 people participating in the same activity in the park. Now, how much will it cost? I don't know, but we paid \$45.00 for the last SC2 in July. But, of course when you have a permit, then non club members and club members will need to follow HSS rules, or go find a new park to fly in. How about that. It is one way to keep the flying field clean.

That brings up one more thing. BOARD OF DIRECTORS NOMINATIONS: The voting will be held at the club meeting, and there are a lot of jobs to be filled.

The other day I was over at Jax's Hobbies. I was looking at a Topsy by Graupner. It looks like a nice flier, maybe even for a beginner. The Topsy is an RC-Park-Fly model with a Speed 280 pusher motor. It uses 6 or 7 NiMh 65 Mah batteries at a low price of \$49.99. So, give it a try and let me know how you like it. .



And now for something really cool: Mark Ferreira of Ferreira & Son Flooring Specialties (714-810-3362) was flying a brand new Hangar 9 P51 Mustang 60 size ARF. Boy did it look cool in the air. He did a 1/2 speed pass. What can I say? It flies really nice. It climbs out at full speed, and it is very aerobatic. It has a 66-inch wing. The motor is an old Plettenberg 1800, 6 turn, with a 16 x 10 APC prop and a Robart 608 HD retracts. This

Need I say more?

plane is a must see and the retracts make it really so cool. It makes me want to have one. Maybe he will let me fly it, Not! If you are old and show, this plane is not for you. But, I'm sure you would like to watch it fly. Really cool plane, Mark.

Jim Henson's contest for October 13th is a 6 – 8 – 10, and two winches, so get out there are help set up.

For November's contest, F3X, man on man. Bring a winch and get free entry. It must have good lien and one or two batteries would be nice.

Jim North and Yannis South special boys contest, team North against team South? Will have to see. Date will be in the next newsletter or on the web at IHSS.org.

Now for the most important part: Thank you Bob for all your help on the newsletter, on typing and spelling. Without you there would be no Newsletter.

Karl.

Sept HSS meeting: 73 in attendance

7:30 Yoni called the meeting to order. The dancing girls were a bit late this month but fun to watch never the less. Karl is taking a class at Orange Coast, same class he took last year, must be a bunch of women , why else take the same class again and again? Prior to the meeting, two motor powered hang gliders flew by and landed in the field across the street. Real cool. Yoni reported on the Laguna Nigel site. Seems as if the unfriendly home owner is suing the city over slope flying. He is seeking an injunction against slope flying there. This will not affect the thermal flying done at the bottom of the hill. Roger Macgregor reported that the car guys are banished from the park. They did not stay in their dust bowl, a few of them went over to the hill were the environmentalist had planted plants last year and tore everything up with their cars. OPPPS!! *Visalia* is coming up the first weekend in Oct. If you haven't been, it is a must for all who enjoy thermal duration. 300 Pilots and venders from all over are there with their goods. Lots of used airplanes for sale and a ton of fun after the flying stops. Camping at the field is the best way to enjoy this two day event. Hope to see you there. Meeting adjourned 8pm

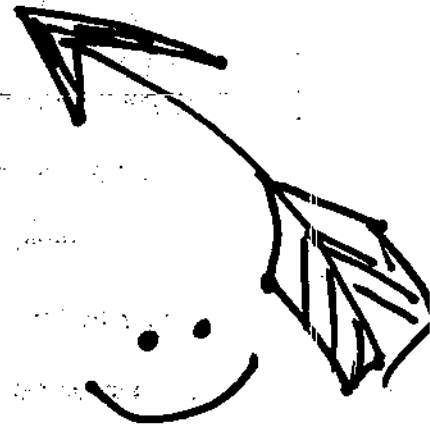
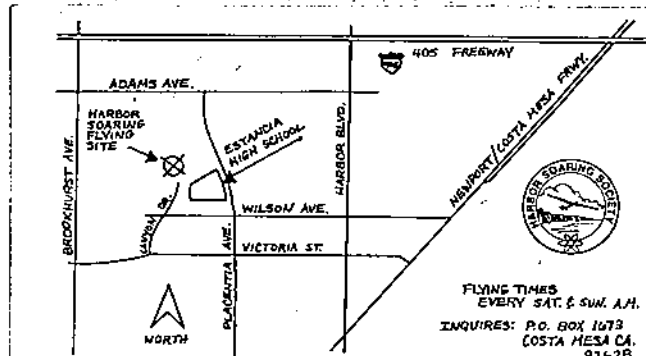
- **Oct 20th (SC)² Silent Wings Soaring Society-SWSA Map**
- **November 4th Sun HSS Monthly TD Contest Fairview Park. **F3X Style Contest Man On Man 4 10 Min Rounds. Bring A Winch With Good Line, And Get Free Entry. CD Is Tom Copp. Rain Date Is Following Sunday.****
- **November 6th Tuesday 7:30 PM HSS Meeting @ Irvine Water Dist.**

BOARD OF DIRECTOR NOMINATIONS

It is this time of year again for me to ask for nomination for the Board of Director. We are looking for a few good people to serve on the Board for the next year. A lot of you out there have some good suggestions on what the HSS needs to do to continue as a flying club , Here in Costa Mesa. Please give Your nominations to a Board member.

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- Sep 15th (SC)² El Dorado Silent Fliers-EDSF
- Oct 5th and 6th C.V.R.C.'S ANNUAL FALL SOARING FESTIVAL 2002
Entry Application. "MAIL ENTRY ON 1 AUG. NO EARLY ENTRIES!!"

ELECTRIC HAPPENINGS

by John Williams

We have all heard that Electric models are too heavy, underpowered, and don't fly long enough. Where it was the truth in the beginning, it is a long way from factual today. We fly Electric models today from the speed of a slow walk to 187 mph. You can launch a model vertically and have it out of sight in seven seconds. Today, you can hover a fully acrobatic model and do a 10-minute flight routine with an inexpensive, \$15 "canned" motor with ferrite magnets.

I was in Toledo many years ago when Bob Boucher of AstroFlight put on the first public demonstration of an Electric model. It was aloft about 30 seconds before arcing in the motor caused radio interference and it crashed in the parking lot. This was an inauspicious beginning. Incidentally, at the same show, Deiter Schuller from Germany demonstrated the first helicopter. It flew a short while, then also crashed, and beat itself to death with the rotors.

Three areas are responsible for these big improvements to Electric flight. The first area is vastly improved motors. All original motors had ferrite magnets. Many expensive motors still do. Then cobalt magnets and adjustable timing arrived. Today the brushless motors are reaching new levels of efficiency, as well as lower price level. Today's motors range from \$8 to \$175.

Second, a very large improvement has been made in Nicads, our generally accepted energy source, or fuel. A few years back the largest sub C cell was rated at 1200 milliamp hours. Today the same cell is 2400. The newer cells are capable of much higher current outputs than in the past. Think of it as a 55-gallon drum filled with water. Put a pencil-size hole in the bottom and the water comes out slowly over a period of time. Cut a foot diameter hole and the water empties rapidly for a short period of time. We have cells that do both, depending upon the application. Nickel Metal Hydride cells are now coming on fast, especially in the low current draw models. They weigh about two-thirds as much as the Nicad.

The third area is that of design. Because we have no vibration problems, and no fuel soaking problems, our models can be designed significantly lighter to compensate for our heavier energy source. Rarely is any plywood or spruce used in all but the largest models. A little light ply serves for firewalls and wing attachment areas. (cont'd next column)

Two important subcategories under design are propellers and materials. The first propeller designed specifically for electric was the Windsor wooden prop for Electrics only. It was thinner, lighter, and better shaped for Electric. Now APC has gotten into Electric-only props in a very big way, and they are the best for our purposes so far.

The other subcategory is materials. Foam of various types has been used to lighten structures, to make very light ready to fly park flyers, and in some cases, make almost indestructible models. Carbon fiber for spars and strengthening material has helped as well.

In another column I will go into some recommended models, with pictures and the whys. My favorite is a model that goes from a light thermal soarer to a wildly aerobatic model solely by pushing the stick forward. It is highly prefabricated, inexpensive, absolutely indestructible, uses an \$8 motor, and I know one person in SRQ who learned to fly on one.

from *SRQ Flightline*
Sarasota RC Squadron
George Jenkins, editor



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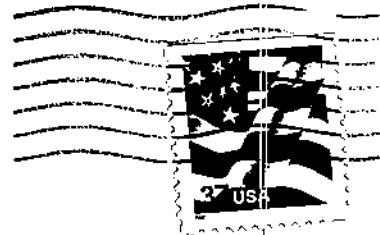
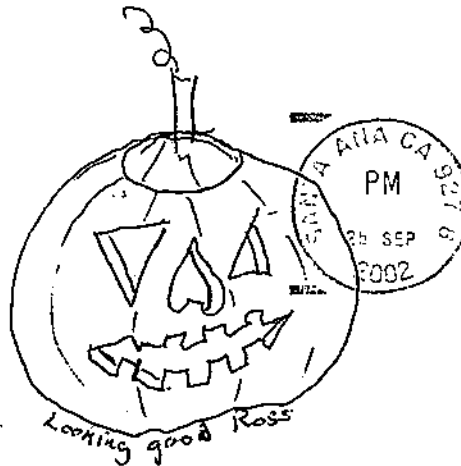
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**Reminder: RENEW YOUR
MEMBERSHIP for 2003!!!!!!!**

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October, 2002



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