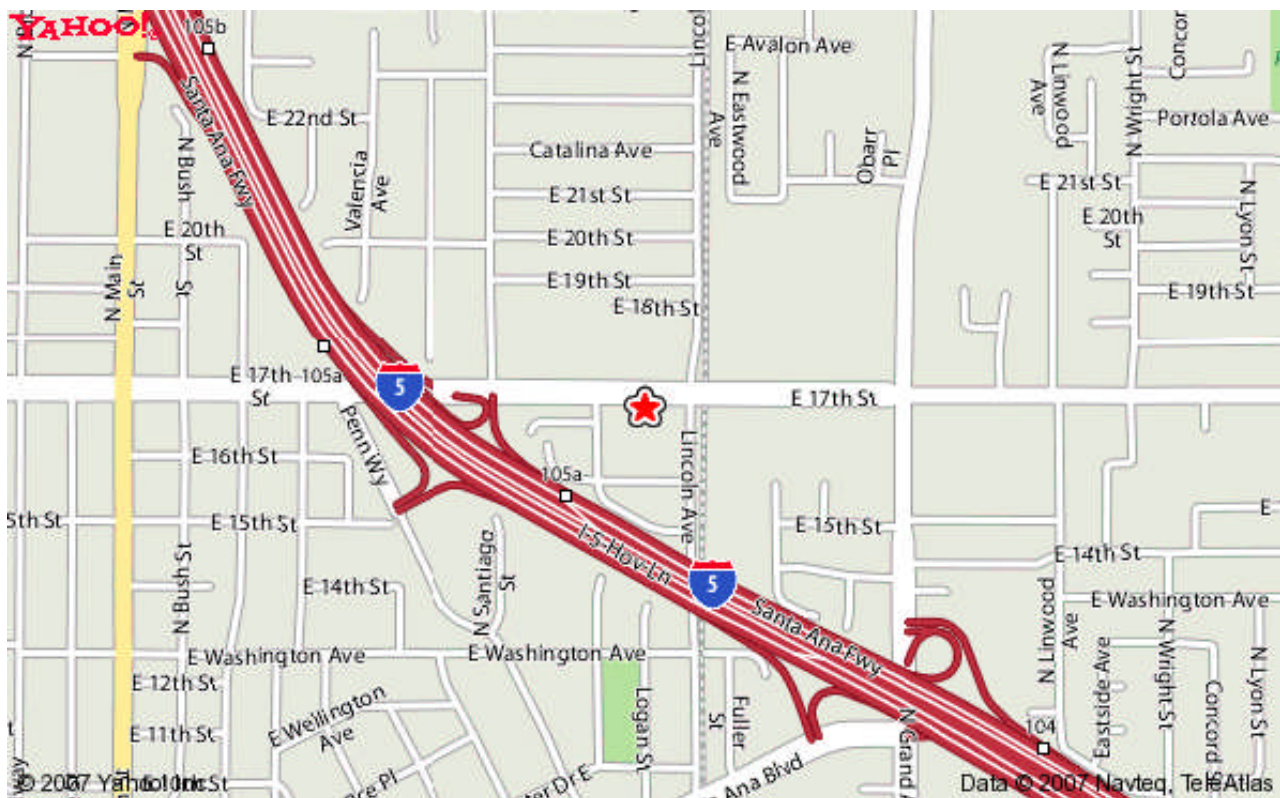


HSS is the oldest AMA chartered R/C Soaring Club in the USA
DECEMBER 2007

VOLUME 44

Attention

Club meeting for December will be our Annual Christmas Banquet on Wednesday December 12th 6:30pm at Home Town Buffet, 1008 E 17th St. Santa Ana.



Any questions contact Jim Hanson (949) 294-8365, e-mail tog4rc@pacbell.net, or see me at the flying field.

Hello Fellow Club Members we need your input to make this a club news letter. Please send your photos with captions and any articles you wish published to our editor Gary Gullikson



Online Scale Model Kit and Plan Build Contest By Gary Gullikson, Editor

One of the regulars on the Scale Electric Plane forum got the idea that we should have a kit and plan build off contest for those who aren't able to design their own models for the forthcoming multi-engine (motor) and electric ducted fan (EDF) contest which starts next month. We kicked the idea around and finally decided to simply call it a "Kit and Plan Build Fun Contest" and welcome anybody's entry regardless of past design experience. I was part way through building a 37.5" wingspan Berkeley Aeronca Sedan from plans and patterns and decided to enter it. Others were also started or about to start other kit and plans builds. One of the guys agreed to be the moderator for the contest. One of the kit makers said he would donate some modern laser-cut kits for winners. Some of us had already started so the start date was set at Nov 8, 2007. It was decided the deadline would be May 1, 2008 to give everybody plenty of time to build and accomplish the maiden flight and to post completion and proof of flight pictures. Models will be judged in two categories, Plans or Kits released more than 20 years ago and those released less than 20 years ago. Models must be of a successful man-carrying aircraft and must actually fly by the deadline to be eligible for judging.

You can read the ground rules here on the internet:

<http://www.rcgroups.com/forums/showthread.php?t=772148>

If any HSS members are interested in joining the fun contest, or the forthcoming design and build-off contest, you are welcome, just register on RC Groups, and find the Scale Electric Plane forum find out more. It's all free and there is a wealth of information and friendly help and information exchange, not just scale models but many other forums/subjects, just take a look and see what you have been missing if you're not a regular. It's addictive and can become an excuse for not building or flying.

My Berkeley Aeronca Sedan Build By Gary Gullikson, Editor

A guy from Portland OR, and I got to exchanging thoughts on RC groups about converting old Berkeley and Cleveland, etc., kits to electric R/C He mentioned that he had a Berkeley Aeronca Sedan kit. I mentioned that I had built that model as a Pee Wee .020 powered free flight model in the 60's and had a lot of fun flying it in Vessel's Ranch Racetrack parking lot. It was a stable and all around nice flyer. He sent me some Kinko copies of the balsa parts sheets and I sent for plans from Aerodyne Online.

The plans and patterns arrived and I went to local hobby shops trying to collect the balsa sheet, ply, sticks, wire, covering and other stuff that makes plans and kit building much more expensive than ARF models. I spent a full day tracing parts from the patterns onto balsa and ply sheet using carbon paper. I decided to use bass wood sticks for the basic fuselage frame, side stringers and wing leading edge and spars. I can't stand breaking sticks under covering just from handling and basswood doesn't add too much extra weight.

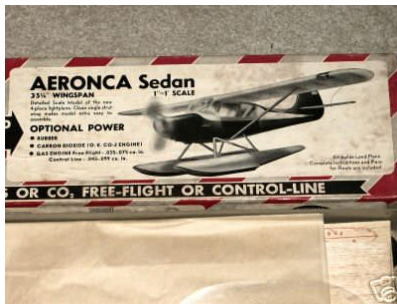
Once I had the equivalent of a 1949 Berkeley kit ready, I started the fuselage. Most Aeroncas have odd two piece fuselage design that is squared off in the front but transitions to a series of triangles aft of the wing. The modeler must attach the square front to the triangular rear sections and not introduce twists or change the angle of the stabilizer mount in the process. I took my time and it



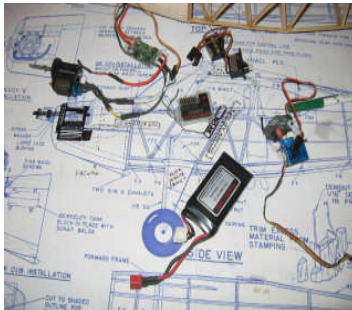
came out nearly right, had to make some changes so that the stabilizer's negative incidence was correct with respect to the wing incidence. Rounded formers are added to the triangles to get that sexy round Aeronca rear fuselage shape.

The Aeronca Sedan has a relatively long nose which permits using a light weight motor/gear drive like my GWS S1 gearbox with my Medusa 12mm 4200 KV "in-runner" motor. The 400mah 2S lipo pack Velcro's to the back of a piece of ply right behind the cg point shown on the plan. The receiver and speed control Velcro to the other side.

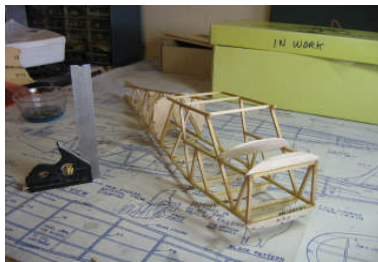
I'm using two GWS pico servos for the ailerons and two HS-55's for rudder and elevator. I enlarged the ailerons in chord and length for more authority. I lengthened the wire landing gear assembly to give enough ground clearance for 9" props if I should need that. I'm using a T-Bird 18 speed control that automatically detects 2 or 3 cell packs. If I need to go to 3 cell packs, I'll install a Park BEC (switching type BEC) to protect against receiver and servo shutdown crashes, just to be safe. I plan to cover the fuselage with maroon Monokote trimmed with cream applied with an airbrush. The wing will be covered with cream colored Microlite to save a little weight. The plane with everything but covering now weighs 13 ounces. I expect it'll weigh under 16 oz and hope it will fly as scale-like as my Cessna 140. I'd build the EDO floats if I was near water.



Picture of Kit from EBay ad



Where to stuff it all?



Square Triangular Fuse



Looking Aeronca-ish



Steer able tail wheel



Peg and Bolt Wing Mount



Real men do not need a winch or high start!



Our own Al Robertson doing his morning exercise with a RES discus launch glider.



Also Club member Gytis Tamulaitis the designer and builder of the wings for both gliders doing the same.



Two F3J Mules attempting to drag Chris Adamczyk with glider down the field during a F3J launch.

Our link of the month check it out

<http://www.rchobbies.org/e-flite-taylorcraft.htm>



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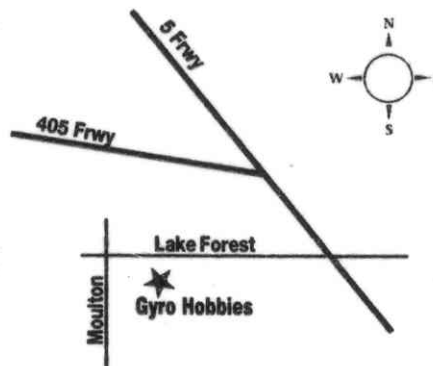


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Our web site is www.1hss.org.

