

HSS is the oldest AMA chartered R/C Soaring Club in the USA
 Founded 1964 Silver Leader Club since 2009

JULY 2009

Volume 46

THIS MONTH'S HEADLINES

BIG NEWS! HSS RECEIVES AMA GRANT FOR FIELD IMPROVEMENTS.

Join us at the July 2nd meeting to find out how you can help plan the largest field development in club history.
 Details on Pages 4 and 9.

THE LATEST MEETING VENUE

Our next general meeting will be held Thursday, July 2nd, 7:00 PM at Round Table Pizza 1175 Baker Street, Costa Mesa.
 Come for the fun, stay for the raffle. Guest speaker Don Hofeldt tells the secrets of big power planes.
 The executive/steering committee meeting will begin at 6:15 PM.
 See map on Page 5.

Coming Soaring Competitions For July - September 2009

The following events are of interest this month.

- Sunday June 28. SCSC fourth thermal duration competition, hosted by EDSF pilots at ISS Brown Field. See www.glideiss.us.
- Sunday July 19. 7th Gene Hays Memorial RES Challenge, at AB Brown field, Riverside. Hosted by ISS. www.glideiss.us for map.
- Sunday July 26. Southern Cal Soaring Clubs fifth competition (www.sc-2.org), at Fish Canyon. Hosted by HSS. See www.1hss.org and www.silent-wings.org for map.
- Sunday August 30. Southern Cal Soaring Clubs sixth competition (www.sc-2.org), Redwood school in Thousand Oaks, hosted by TOSS. See www.toss.freesevers.com for map.
- Sat-Sun Sept 19-20. El Dorado Silent Flyers discus launched glider competition. Details still being planned. Contact Clay Hollingsworth at clayrace24@earthlink.net.

See Page 11 for complete events schedule.



Plane of the Month

Your editor is seizing the moment to tell everyone about some of his "Plane Love". You know the line, "We won the election, we write the rules". Well, your editor won the position so he writes what he wishes (at least part of the time). Therefore, here is his Conzelmann/Kavan Partenavia. All photos courtesy of Rob Askegaard, our newsletter staff photographer.



Back in the 2002-2003 era there were at least three of these beautiful semi-scale twin motor Partenavia models being flown at Fairview. This plane just wanted to fly, and I was stunned when mine was stolen from inside my car (doors closed but not locked). A search of all of the local hobby shops revealed that the plane was no longer available. Broken heart! But wait! Fast forward to 2009. While prowling around in the www.ductedfan.com web site, here is a misfit (meaning it was not a jet) Partenavia kit. A quick phone call revealed that the business owner (Morris) had purchased a large number of the kits, and indeed it was the original model from 7 years ago. This was a molded styrene foam airframe with the following specifications.

Manufacturer: Conzelmann Modelltechnik of Germany, distributed through Kavan.

U.S. Source: Ducted Fans .com (web site: www.ductedfans.com) P.O. Box 13848 Fairlawn, OH

Zip code 44334, Phone 330-872-8381

Kit number: Kvparten1, Cost = \$160 + \$11 shipping.

Wingspan: 59" Length: 43" Wing area: 480 In. sq. Specified weight: 49 oz.

Control: Rudder, aileron, elevator, motor RPM.

Power: Originally two Speed 480 (7.2 to 9.6V) motors, sold separately (Part No. DFRBLK01 - \$10 ea.).

See below for power consumption.

The Build - The kit is reasonably complete with wheels and pants, metric hardware, and control push rods. What is not included are the motors, speed control(s) wiring, props, spinners, and radio/servos.

Preferred servo is Futaba S3114 which is slightly smaller than the very popular HS-55 and has 20 in.-oz. torque vs. 15 in.-oz. for the HS-55. Motors are any brushed Speed 480 size, at \$10 - \$25 each from everywhere. The cheap ones gave about 2 dozen flights before needing new brushes. Next time brushless in-runners with separate speed controls will be used.

Hobby-Lobby (www.hobby-lobby.com) had all of the other hardware, but you can shop for yourself. Spinners with built in adapters are 38 mm Graupner part no. GR1298/40 (watch out for matching motor shaft and prop shaft diameters), props are cute little Graupner Semiscale 6.5" x 4" part number GR6070P, and motor mounts are part number GR1794/2.



Plane of the Month (continued)

The instructions have good drawings, but poor description. However, this is not really a problem. What is needed is minor design improvements for strength, access, and durability. Starting with the motors, they say glue them in. No, no, motors should go in mounts so that they can be repaired or replaced. Make a 1/16" plywood insert and epoxy into each nacelle under the wing for a motor mount. Include a 4-40 T-nut to receive a screw through the bottom half of each nacelle so that it is removable. The screw holding the bottom half of the nacelle wants to go through a wood insert so the foam doesn't get abraded.

The stock spar is 5mm x 10 mm spruce 1 meter long. This seemed way too flexible (weak?) so a 5/16" carbon tube was used. The spar slot was lengthened to about 48" to get a little more strength out at the tips. After the wings are joined, the wiring installed, and the spar is epoxied in, it is highly recommended to put a 1/16" plywood reinforcement on the bottom of the wing where the wings sit on the fuselage. An extra feature of this is that it spreads the load of the four factory installed wing mount bushings which could pull out of the foam wing.



On the fuselage where the wing mounts, make another thin plywood protective surface with mounting screw holes, cut-outs for access to the servos, and wire routing. This reinforces the foam around the wing mount threaded inserts so they don't pull out. Once you get the two thin plywood surfaces installed (one under the wing, and one on top of the fuselage) you will find that the back of the pilot's canopy does not fit. Simply sand a little of the streamlining off of the top of the wing where it meets the canopy. There is no air flow over the speed control(s) or batteries. In this case the front half of some white plastic ice cream spoons make neat air scoops placed right behind the pilot windows. Cut out the foam behind the scoops, then cut air passages through the fuselage to an outlet somewhere in the aft part of the plane. Fashion an exit scoop (ala P-51) if you wish.

Wheel pants need 1/16" plywood backing to keep them from getting ripped off. Make thin plywood mounts for all the servos, so you can replace gears which always go bad.

Surface Finish: The instructions advise sanding and brushing prior to installation of the trim material. This is a quick solution, but does not do this beautiful model justice. On the other hand, getting a perfect finish will be disappointing because, face it, the plane is foam and sensitive to any bumps and miss-handling.

The first step was to fill the big mold marks and spar slot on underside of wing using Light Spackle, available from any hardware store. Next, all exterior surfaces were sanded to remove the mold vent marks and smooth the Spackle. The outer surface was then "brushed" with a mixture of Light Spackle watered down to a consistency of very thick cream. When dry, this was sanded. Repeat where the original foam surface still



Plane of the Month (continued)

shows. The next step uses a water soluble spray primer called "H2O Latex" made by Krylon that specifically states "safe for Styrofoam". When dry, this sands beautifully and leaves a nearly smooth surface. Two or more coats of primer are optional, as they add more weight. I put on only one coat of primer and while it looked very smooth, when the finish coat went on, some faint foam cell structure could still be seen. The final coat was H2O Latex color coat. Two coats were applied with light sanding between coats. The color coat does not sand as nicely as the primer. The color coat tends to sag very easily. This can be avoided by applying multiple thin coats, or holding the freshly painted surface and moving it so the wet paint does not get to feel the effects of gravity. (this is a real nuisance, but it works). Sags and drips do not sand out easily.

The decorative trim is high quality, but cannot be washed with any solvent. You will notice that the photo on the box does not match the included trim. You can mess with the trim as you wish. Cutting the yellow off the top of the rudder gives you some extra to make wheel pants stripes. Do not try to put the clear part of the trim on the tips. Cut that off at the end of the colors where it is still flat. Putting the trim on the compound curves of the nacelles is not recommended. Cut the unused trim into thinner stripes that conform to the curves better. It will take four hands to put the big trim panels on the wing. In all trim installation, start by peeling about one inch of the backing paper away from the film. Do not remove film completely from the backing paper as you need something to grasp. Fold the paper back so you can get the trim close to the surface before touch down. If the trim starts crooked, peeling it off must be done very carefully. It can lift the finished paint off which really makes a mess. Try not to allow any bubbles to occur. They do not pop with a pin as easily as with MonoKote.

Power Analysis - Many of you are familiar with designing electric powered aircraft, so the following are guidelines and observations.

I like to derate electrical systems when possible, so I tend towards paralleling batteries. Using a pair of 3S-1P 2100 LiPo rated at 16 C (33 A) each, a 3S-2P is good for 66 A and 4.2 Amp Hr capacity. Using one brushed ESC rated at 35 A, I got a little nervous to see 38 A, 11.0 V and 410 W on the Wattmeter. With this battery, the plane weighted in at 59 oz or about 100 W/lb. In the interest of not frying the motors immediately, a 2S-2P battery was tried. This brought the power down to 23 A, 7.6 V, and 170 W, and a power to weight of 50 W/lb. All these tests are for two motors total each swinging a 6.5 x 4 prop. Initial flights show a rather slow (but scale-like) take off, the ability to do loops with a little dive, rolls, and inverted flight. Cruise power can be reduced to half throttle, but duration was not measured, other than the first several flights of about 10 to 12 minutes using 2.2 of the 4.2 Amp Hour capacity. Subsequent tests using A123 Li-Fe 3S-1P batteries of 2.3 Amp Hr capacity (70 A or more max) resulted in Wattmeter readings of 26.3 A, 8.3 V and 215 W. Ready to fly weight was 57 oz which gives about 60 W/lb.

If this model intrigues you, and have questions, contact the editor: fhesse@socal.rr.com, phone 714-963-5838

President's Message

We hope for a good turnout at the next meeting. Most members have heard by now the club applied for and has received a grant in the amount of \$3,250.00 from AMA for field improvements. We now need to come up with a detailed plan for the improvement project and its various stages. A good turnout at the July meeting will allow everyone to contribute to the planning. There has already been a lot of discussion about re-aligning the runway. This will probably be the first phase of the project and will involve moving some of the dirt mounds on the west side of the field. A suggestion has been put forth to install two concrete pads for winches and the turnaround pulleys. The winches and pulleys could be bolted to the pads when in use and stored in the container at other times. I would like to see the pads put in as soon as possible after the runway is re-aligned. Anyway there will be lots to talk about at the meeting.

This months speaker will be Don Hofeldt. Don will talk about the development of larger size electric power systems. He will also point out some do's and don'ts. This should be interesting.

This months reading recommendation is The Few by Alex Kershaw. This is the story of the eight American citizens who served as pilots in the RAF during the Battle of Britain. Fascinating story if somewhat sad.

Regards, Henry Smith, President



July 2009 Dinner/Meeting Notice

Our next general meeting will be held Thursday, July 2nd, at 7:00 PM at Round Table Pizza 1175 Baker St. Costa Mesa. Bring your wife, family, friends, etc. We will feature a wonderful presentation by Don Hofeldt on large power planes. We will also have a raffle. The location is shown in the map below. The executive/steering committee meeting will begin at 6:15 PM. The raffle prize is tbd. See below for description.

Map to July 2nd Meeting Location**HSS Meeting Minutes For June 4th, 2009**

I. Executive Session: Meeting was called to order at 6:30 by President Henry Smith III. In attendance were Henry Smith, Dennis Anderson, Karl Hawley, Ross Thomas, John Anderson, and Ted Broberg.

A. Henry asked whether there had been anything specific about safety citations. John said there was one plane cited for flying over 400 feet in March. The fine was over \$200. Robert Staples will forward the information to John on a monthly basis. Henry suggests that we inform the membership via the Plane Rap.

B. Karl would like to install a pole on which to mount the glider turnaround pulley. He'd like a single wooden post, about three feet high, at the west end of the cleared strip where the winch line runs. John suggests putting a socket there, and fitting and removing the post each day. [At present, the line drags on the uneven ground, causing wear and fraying of the tow line, resulting in frequent breaks in the line.] John will discuss the matter with Robert Staples.

C. Henry has contacted an antique tractor club about the possibility of having them bring their equipment, and moving our dirt for free. They talked with him, but have not come to look at the site. Rami Awwad has made the arrangements with the city for him to be the contractor.

D. Fred has told Henry that it costs \$2.11 per issue to print and mail a single "paper" copy of the Plane Rap. About six members now receive these. It has been suggested that those who want mailed copies be assessed another \$20 per year fee, to cover the costs. More discussion to follow.



HSS Meeting Minutes For June 4th, 2009 (continued)

E. John suggested that we buy the dinner for our speakers, and issue a certificate of appreciation. That should be retroactive, at least to Frank Colver. Motion was moved, seconded, and carried.

F. Henry has been unable to find the certificate for the Silver Leadership Award. We have not yet received the badges that go with it.

G. Fred asked Henry about the membership survey. John suggests that Fred and/or Henry send it via the new web site.

H. Next meeting will be at the Round Table Pizza place, at Baker and Fairview.

I. John mentioned the AMA grant. He's working up a list of things for consideration. More on this later.

J. Ross brought up the need for contest trophies. He has some people working on making trophies for the next contest here.

K. Karl brought two ruined LiPo batteries that he found in trash cans from the field. He has been told that it is illegal in California to dispose of batteries in the trash, and suggests that we provide a recycle can, and inform our fliers to dispose of used batteries only in that receptacle. Karl will provide a suitable container, with labels. (Walt Cloer looked them over, and said several portions of the batteries were still usable, and will reclaim them.)

II. General Session: Called to order at 7:10 p.m. Also in attendance were Chuck Billstrom, Walt Cloer, Walter Stewart, Rob Askegaard, Jon Lamb, and Gytis Tamulaitis. Joining the club tonight were John Rittenhouse and Jeffrey Greene.

A. Walt Cloer was our featured speaker. He told about his love of airplanes, and especially a desire to build a model DC-3. He made a model, but didn't want to chance crashing it. So he de-constructed it, and made a mold from it so he could make fiberglass pieces; then he could make more than one model. He took one of the planes to a national meet, where he got national recognition -- which caused him no end of trouble! The magazine had published his photos, with his name, address, and phone number. (This was in 1974). There was so much attention and interest in the DC-3 then, and many people wanted one of his models. He thought for a time that he could turn this into a business.

. It wasn't long before he learned that the work was so time and labor-intensive that it would be impossible to produce the plane for a profit! He had to send back the deposit money to several people who had made orders that he could not fill. At the time, he owned a machine shop, so he could stamp pieces out of sheet aluminum.



Walt Cloer and the fuselage of one of his big production(?) DC-3s



HSS Meeting Minutes For June 4th, 2009 (continued)

He made his own pneumatic retracts. He has built and sold 37 of these DC-3's, and has gone through 10 or 12 himself.

At the urging of the fliers at the field in Colorado, the first plane's maiden flight was made by another pilot, the local "pro," who crashed it straight into the ground. Walt took the plane home, sawed the front off, and grafted the front of another one onto it. He went out the next day, and flew it himself perfectly.

He'd like to make one more DC-3, using plans from Nick Zioli. He has most of the parts cut out and ready to build.

B. Ross Thomas showed a new Danny R E S (Rudder, Elevator, Spoiler) competition sailplane, which belongs to Alberto Dona. It's mostly carbon and Kevlar, with carbon boom. It features a full-flying "stabulator," and carbon-capped ribs. Wing span is 3.5 meters, or about 140 inches, and weighs on the order of 48 ounces. Cost for the plane, which will be available through Hobby Club, will be about \$895. Ross is helping with the development of spoilers and control surfaces. He's put a music wire torsion-bar retractor in each spoiler bay, to provide positive closure.

C. Dennis Anderson showed an EDGE 330 S, from Hobby People. At full power, it's almost uncontrollable! It's really a nice-flying airplane, if you are careful with power. He's pretty happy with it. The motor is an Ultrafly, as recommended by Hobby People.

D. Henry showed a mock up of a Mercedes engine he made for a scale World War I fighter, a Proctor kit of a Fokker D VII, in 1/4 scale. Wing spread will be about seven feet.

E. Tonight's drawing was won by Dennis Anderson. It's a "KASTAWAY" one and one-half meter grenade-launch glider, by Bridi Aircraft Designs.

Meeting was adjourned at 8:30 p.m.



Dennis Anderson and his Edge 330S



Henry Smith and his Mercedes engine mock up.

Raffle Prize for July 2 Club Meeting

The prize for the July 2 meeting is a Multiplex Gemini with motor and speed control. (See picture at right.) Any one attending the July 2nd meeting gets a free raffle ticket to win this prize.



The General Direction By John Anderson, General Director/VP

North. My general direction in mid-late June was north . North to Seattle-and its great air museums.

First stop was the Museum of Flight - the world's largest private air and space museum. It features the beautifully restored original Boeing factory with its drafting room and factory equipment manned by statuary workers. The aircraft collection ranges from replicas of the early glider pioneers and the Wright biplane to the actual Gossamer Condor, the SR71-with drone attached, the Lockheed Dark Star UAV, the Concorde and the presidential Air Force One -43 aircraft in all - and also a variety of space craft/memorabilia. As I was leaving, a restored F-80 Shooting Star whooshed overhead as if to offer a farewell salute. WOW!

Then further north to the Flying Heritage Collection. This facility houses some really unique aircraft, often the last of their kind, as for example the Russian Polikarpov Rata fighter (a stubby Gee Bee-like plane which I commented on to the staff - their reply Visit tomorrow and see it fly!). They also have a Fieseler Storch and a dozen or so flyable/flying war birds. Regrettably and understandably, the very rare Fieseler piloted V-1 was not to be flown! Darn.

Still further north , I briefly visited the Boeing Future of Flight but did not have time to tour the adjoining Boeing commercial jet factory. This facility displays various small commuter and sports aircraft and offers hands-on exhibits such as design and test computer simulators. Double darn - had to run!

There was much more to see such as the Spruce Goose; but not enough time. However during the trip the local papers and media offered considerable coverage of the significant current military emphasis on UAVs noting that a new division of Boeing intended to be a key player - and further noting that they tend to be like model airplanes. Maybe they should consult with us!

During the trip, I really missed flying RC at our own home field; but I have several new planes ready or almost ready to fly - so that's my general direction. Hope to see you there soon!



Flying Site Development/Improvement Grant

Thanks to hard work and an excellently prepared application by John Anderson, HSS has just received an AMA grant of \$3,250 to cover part of the cost of field improvements at Fairview Park. This brings our club to a very exciting task of planning field improvements that are desired by our sailplane pilots, hand launched glider enthusiasts and power plane aficionados. We need all club members to participate in the planning so start putting together your best ideas. Your executive council will begin a phased development plan, along with surveys of club member desires and funding options to see how far we can go with our field improvements. A number of local clubs have used this approach to develop some outstanding flying sites. An excellent example is the Miniature Aircraft Radio Kontrol Society (MARKS) club in San Bernardino – Redlands. See their web site at www.rcmarks.org for a description and documentary of their 500' Polypavement runway suitable for turbines. MARKS built this incredible project for only \$15,000 by using a lot of member assistance and talent.

Vernal Pond Cleanup Work Party

Our president, Henry Smith, reports on a Tuesday June 16 work party as follows.

Erin Bomkamp, Biologist, and Rebecca Schanna, Regulatory Specialist, came out to the park to help clean up some dumped material in the vernal pond area. A work party consisting of Karl Hawley, John Anderson, Ted Broburg, Ross Thomas, myself, and one or two other club members were present to help out. A non-member (Joe) loaned us his truck to move the material. There were about 5 small pickup loads of debris removed from the vernal marsh. According to the environmental people, we should not remove any more material until a further assessment is done. The debris appeared to be from a landscaping project. I hope we convinced the biologist the dumping was not done by any club member.

SWSA Monthly Contest

A number of the local clubs conduct monthly glider competitions in which other local clubs can participate as guests.

In this case, Silent Wings Soaring Association (SWSA) located in the Azusa/Cucamonga area, conducted their club event on June 14, 2009.

Contest Director was John Barr who conducted four rounds for four classes. These included RES, Expert, Sportsman, and 2 meter.

A number of HSS members participated, including Ross Thomas, Alberto Dona, and Curt Nehring.

PLACE	PILOT	CLASS	TOTAL	NORM
1	Vera, Edgar	RES	3756.5	3800.2
2	Rodgers, John	RES	3727.3	3770.6
3	Vera, Edgar	E	3698	3741
4	Kindrick, Keith	E	3679.5	3722.3
5	Borer, Dan	E	3674.8	3717.5
6	Thonet, Andy	RES	3658	3700.6
7	Aveson, Bruce	S	3648.8	3691.2
8	Thomas, Ross	RES	3602.5	3644.4
9	Thonet, Andy	E	3581	3622.7
10	Jenkins, Harvey	S	3579.8	3621.4
11	Spielman, John	E	3546.5	3587.8
12	Kindrick, Keith	RES	3521.5	3562.5
13	Sallenbach, Steve	E	3521	3562
14	King, John	S	3437.8	3477.7
15	Corsaro, Frank	2M	3434.8	3474.7
16	Smith, Jim	S	3367.3	3406.4
17	Dona, Alberto	RES	3262.5	3300.5
18	Stark, Toni	E	3189.5	3226.6
19	Vera, Edgar	2M	3179.5	3216.5
20	Barnes, Dennis	E	3169.3	3206.1
21	Aveson, Bruce	2M	3112.5	3148.7
22	Arance, Henry	E	3091.8	3127.7
23	Nehring, Curt	E	1387.5	1403.6
24	Barr, John	S	802.5	811.8



Annual HSS Bent Wing Soaring Competition Results

The following report for the HSS Bent Wing glider competition held Saturday June 20, comes from Jim Hanson. "Here is a photo of some of the glider meet trophy winners and contest officials. Some contestants went home early -- it was drizzling."

"On his first launch, Norm Kutch's RES blew up a wing, so he used a 2 meter Bird of Time of Ted Broberg's. It has no spoilers, so his landings went rather long." Thanks Jim. - Ed.



L-R Jim Hanson, Ross Thomas, Mike Morjoseph, Ted Broberg

Contest Results for: HSS RES WOODY

Date: June 20, 2009

ID	Class	Name	RD 1	RD 2	RD 3	Total	Norm by Contest	Norm by Class
2	W	ROSS THOMAS	885	900	880	2,665	945	1,000
3	W	TED BROBURG	740	834	763	2,337	828	877
6	W	NORM KUTCH	790	891	565	2,246	796	843
7	W	KARI HAWLEY	525	849	393	1,767	626	663
4	R	MIKE MORJOSEPH	965	894	963	2,822	1,000	1,000
1	R	ROSS THOMAS	890	879	973	2,742	972	972
9	R	ALBERTO DONA	885	988	760	2,633	933	933
8	R	CHRIS ADAMCZYK	940	225	945	2,110	748	748
5	R	BRUCE SCHAFFER	775	642	678	2,095	742	742



Coming Events For 2009

Thursday	July 2	HSS monthly meeting, Round Table Pizza, 1175 Baker St. Costa Mesa. Exec. meeting 6:15 PM, General meeting 7:00 PM. Raffle and show and tell.
Sunday	July 19	7 th Annual Gene Hays Memorial RES Challenge, at A B Brown Field, Riverside. hosted by ISS. 4, 7, 10,12 minute tasks. See www.glideiss.us for map
Sunday	July 26	Southern Cal Soaring Clubs fifth competition (www.sc-2.org), at Fish Canyon hosted by HSS. See www.1hss.org , and www.silent-wings.org for map
Thursday	August 6	HSS monthly meeting, TBD time and location.
Sunday	August 30	Southern Cal Soaring Clubs sixth competition (www.sc-2.org), Redwood school In Thousand Oaks, hosted by TOSS. See www.toss.freesevers.com , for map
Sat-Sun	Sept 19-20	El Dorado Silent Flyers discus launched glider competition. Details still being planned. Contact Clay Hollingsworth at clayrace24@earthlink.net .
Sunday	Sept 27	Southern Cal Soaring Clubs seventh competition. (www.sc-2.org), at A B Brown Field hosted by ISS. See www.glideiss.us for map
Sat-Sun	Oct 3-4	CVRC Fall Soaring Fest. Duration contest. Russell Pond, 8400 Ave. 320, Visalia, CA 93291. Web site www.cvrcoaring.com has all information.
Fri-Sun	Oct 16-18	CVRC Fall Aero Tow. Giant scale soaring. Russell Pond, 8400 Ave. 320, Visalia, CA 93291. Web site www.cvrcoaring.com has all information.
Sunday	Oct 25	Southern Cal Soaring Clubs eighth competition. (www.sc-2.org), at Encinitas Flight Center, hosted by TPG. See www.torreypinesgulls.org for map

Did You Know?

The WACO Aircraft Company was named after a stunt pilot! The Weaver Aircraft Company. The Original Founders were: Clayton Brukner 1896-1977 & Elwood "Sam" Junkin 1896-1926. The aircraft was manufactured in Ohio, not Waco Texas! The original 1934 Waco UMF with a 210 HP Continental engine sold for \$56,350. The aircraft cruised at 128 mph and stalled at 47 mph. The UMF burned a mere 13 gallons per hour with a range of 460 miles.

Both Clayton J. Brukner and Elwood Junkin graduated together in 1915 from the same high school in Battlecreek, Michigan. Both learned to fly during their time at the Curtiss plant in Buffalo, NY, where they met two barnstormers named George E. "Buck" Weaver and Charlie Meyers. Buck Weaver damaged a Jenny Biplane and Elwood Junkin agreed to repair it. Buck was popular and was able to raise the funding for all of them to start the Weaver Aircraft Company and their aircraft was designated the WACO. Believe it or not, during the repair of the Jenny, they believed they could improve on the design & several Jenny type models were manufactured until they finally built the first UMF WACO.

The very first UMF was an open cockpit sport utility biplane. The front seat could seat two passengers side by side.

Elwood was the president and tested all of the aircraft. The first design by Elwood was the Model #2 called the COOTIE. The entire WACO history is a good one to read., Now you know. - From Scale Dimension News, So Cal Scale Squadron. Courtesy of Sam Wright, Editor

New Club T-Shirts

Karl Hawley has HSS T-shirts. They have the club logo on the back in full color, and a small sailplane on the front. These high quality shirts are priced as follows: T-Shirt, no pocket, \$5; T-Shirt with pocket, \$7; Golf shirt with a polo collar and a front pocket, \$13. These are available to all members. Contact Karl.

2009 HSS Membership

2009 Membership applications can be obtained from any club officer, and are also available on our club web site at www.1hss.org. Applicants must be members of the AMA prior to joining HSS. AMA Membership applications can be obtained from club officers, or from the AMA web site www.modelaircraft.org. Download document No. 902 from the publications page.



Fun Stuff at the Scale Fly-In

The Scale Squadron of Southern California held their 3rd annual Scale Fly-In on June 6-7, 2009 at the Pomona Valley Model Airplane Club Field in the Prado Dam Recreation Area. Rob Askegaard (our staff photographer) took the assignment and brought back hundreds of fabulous photos of the event. Sorry we don't have more details on the planes but there was so much, and so little time.



Fun Stuff at the Scale Fly-In (continued)

Initially, Rob's photos are very high resolution jpg files. Unfortunately, all the newsletter photos have been compressed to reduce the size of the newsletter. Anyone wishing high quality files of any of the pictures in the newsletter should contact Rob Askegaard or Fred Hesse (E-mail and phone number on last page of this issue).



Seen Around the Field

Our hobby must be a sport, because of the physical exertion expended. To prove the point, we have a group of exhausted gentlemen pilots, and their exhausted planes. Rest up my lords.

Dennis Anderson seems to be keeping his Edge 330(?) in one piece. Don Hofeldt is walking out another of his big beautiful Stearman biplanes with a 72" span, and we have two photos of Rian Millett with his new B-25 with an 81" span. Photos all courtesy of Rob Askegaard.



Old friend of Harbor Slope Soaring Society dies

Back when the HSSS, as it was known then, main activity was slope soaring on the east bluff of Newport Back Bay. The number of people flying RC gliders was not very large then, we knew just about everybody doing it, and we used to get flying visitors from other areas. Possibly our most well known frequent visiting slope flier was Rolf K McPherson.

Rolf was the son of famous minister Aimee Semple McPherson who had founded the Foursquare Gospel Church and 5,000 seat Angelus Temple in LA. He became known all over the world after he took the reins of the organization when his mother died. During his time of running the church it grew from 410 churches to 19,000 worldwide.

His regular slope soaring site was Hughes Hill but he frequently would visit our Back Bay site (Instant Lift) and fly with us. In return we would sometimes go as a small group to Hughes Hill and fly with him and the others there. They did not have an organized club over there and I don't remember if he was actually a member of the HSSS but he probably was.

I was always impressed that a person with the huge responsibilities he had, would take the time to build and fly original design RC gliders. It was probably a great stress reliever for him. I had not had any contact with him in many years so I don't know if he kept on flying RC gliders or not. We all kind of scattered when the Instant Lift site was turned into Park Newport. Most of us changed to thermal flying, with winch launches, so that may not have appealed to him.

I don't think any of the other flyers ever attended his church, so to us he was just another member of the greater slope soaring fraternity, even though we knew he was world famous. Unlike his flamboyant mother, Rolf was a mild mannered and very quiet man who built good RC glider designs. Before he was thrust into the leadership position of his church he had studied engineering, so his glider designing was probably a way to keep up that interest and use the talents he had in that discipline.

He died May 21, at the age of 96, and the LA Times ran an obituary on May 28 that was more than a half of a page. No mention of his love for RC gliders.

Frank Colver

Lithium Polymer Battery Usage Policy

The Silent Electric Flyers of San Diego share their monthly newsletter (Peak Charge) with us as part of our network of model club editors. This always brings some new ideas, and in this case, an interesting outlook on Li-Po batteries. They report that a local club in Lakeside (near San Diego) called the First Weed Whacker Aero Squadron has a policy in which they allow Li-Po batteries only after the pilot is certified in their use.

From Soaring Union of Los Angeles (SULA) May 2009 newsletter.

Li-Po battery subject from the recent newsletter of the Charles River Radio Controllers Club. Much of which you should already know.

If no cells are damaged, you can discharge a LiPo at C/10 until its voltages drop to 1 volt per cell (may take a day). They suggest using a 150 ohm 2 watt power resistor.

Next, drop into a solution of 1/2 cup of salt per 1 gallon of water (in a plastic bucket) for two weeks.

And the easiest part: DISCARD as normal trash, for there are no hazardous materials present.

I have witnessed a SULA member at Field of Dreams drive a metal rod through a crashed LiPo pack and let it sizzle until cold! Courtesy of Lonnie Cope, Editor.

Ground Crews Wanted for Full Size Glider Flights

Are you interested in adventure and adding to your aviation and glider knowledge? Every weekend from Spring to Fall cross-country pilots flying straight out from Crystal Gliderport need support crews. Its a weekend all expense paid road trip! If you are interested contact Larry Tuohino at LarSwan@aol.com or 714-319-9988. He'll hook you up with pilots from the "Crystal Squadron".



Third SC-2 Thermal Duration Contest Results at SULA

Here are the results of the May 31, 2009 Southern California Soaring Clubs (SC-2) thermal duration competition, held at the Soaring Union of Los Angeles (SULA). The contest director was Terry Throop, and the score keeper was Melanie Throop. The required tasks were 6 min, 8 min, and 10 min duration, each with landing points. Annette Dora, editor of the ISS newsletter had this to say. "SULA definitely put on a nice contest and the field is "The Field of Dreams", wonderful field to have a contest; lots of grass, clean restrooms, and FREE food and drinks, what more can you ask for. The contest was also very well organized and we can't thank SULA enough. They had a great turnout of 56 entrants and 55 pilots registered, best turnout so far for a contest this year."

Place	Pilot	Club	Class	Total	Norm	Place	Pilot	Club	Class	Total	Norm
1	Vera, Edgar	SWSA	E	2976.5	1000.0	28	Thonet, Andy	SWSA	RES	2898.8	973.9
2	Mierop, Lex	TOSS	E	2975.1	999.5	29	Kutch, Norm	HSS	S	2897.0	973.3
3	Copp, Tom	HSS	E	2974.1	999.2	30	Le, Tuan	HSS	RES	2885.3	969.3
4	Watson, Tom		E	2971.8	998.4	31	Krug, John	SWSA	S	2883.0	968.6
5	Jolly, Larry	TPG	E	2970.5	998.0	32	Thonet, Andy	SWSA	E	2836.0	952.8
6	Clerx, Ben	HSS	E	2967.0	996.8	33	Barr, John	SWSA	RES	2815.1	945.8
7	Rodriguez, Joe	HSS	E	2965.0	996.1	34	Thomas, Ross	HSS	RES	2735.0	918.9
8	Lee, Mike	ISS	2-M	2962.6	995.3	35	Graham, Eber	SWSA	E	2724.9	915.5
9	Borer, Dan	SWSA	Int.	2953.0	992.1	36	Bankston, Brian	ISS	S	2685.8	902.3
10	Spielman, John	SWSA	E	2951.8	991.7	37	Loredo, Javier	ISS	S	2679.9	900.3
11	Stewart, Ed	ISS	Int.	2945.5	989.6	38	Garland, Matt	ISS	S	2661.3	894.1
12	Gomez, Manny	ISS	E	2943.9	989.0	39	Gomez, George	ISS	E	2648.6	889.8
13	Crittenden, Paul	toss	S	2943.3	988.8	40	Halford, Phillip		E	2616.4	879.0
14	Throop, Terry	TPG	E	2941.0	988.1	41	Smith, Jim	SWSA	RES	2593.4	871.3
15	Le, Tuan	HSS	Int.	2935.5	986.2	42	Morjoseph, Mike	SWSA	2-M	2589.5	870.0
16	Hollingsworth, Clay	z	Int.	2934.8	986.0	43	Pearson, Rick	ISS	E	2579.9	866.7
17	Reagan, Mike	TOSS	E	2929.6	984.3	44	Funfstuck, Albert	SWSA	RES	2537.3	852.4
18	Felice, Gary	TOSS	E	2926.5	983.2	45	Brown, Scott	SULA	RES	2489.1	836.3
19	Sallenbach, Steve	SWSA	E	2921.0	981.4	46	Corrales, Tony	ISS	S	2487.6	835.8
20	Lee, Mike	ISS	E	2916.1	979.7	47	Ward, Les	ISS	S	2441.3	820.2
21	Brooks, Tony	SWSA	RES	2914.0	979.0	48	Vera, Edgar	SWSA	2-M	2379.3	799.3
22	Garland, Steven	ISS	E	2913.5	978.8	49	Nehring, Kurt	HSS	E	2358.9	792.5
23	Brooks, Tony	SWSA	E	2910.0	977.7	50	Funfstuck, Albert	SWSA	Int.	2266.4	761.4
24	Reagan, Mike	TOSS	RES	2906.8	976.6	51	Dona, Alberto	ISS	S	2209.5	742.3
25	Morjoseph, Mike	SWSA	E	2905.5	976.1	52	Gurski, Dave	SULA	S	2081.6	699.4
26	Dora, John	ISS	Int.	2904.9	975.9	53	Townsend, Craig	SULA	S	1935.3	650.2
27	Adamczyk, Chris	HSS	RES	2902.6	975.2	54	Anderson, Major	SWSA	S	946.9	318.1

Jim Hanson's HSS On-Line Photo Site

Hello Fellow Club Members: This is a link to a web page I have created to place Club photos for you to view and enjoy. If you have any photos I can post, please e-mail them to me @ tog4rc@pacbell.net. Check out the photos at <http://picasaweb.google.com/rc.goat> Jim Hanson Former President

Plane Rap Classified Ads and Services - For Sale

This area is free to club members to sell planes, related equipment, and services. Contact Fred Hesse at fhesse@socal.rr.com with any material that you wish to insert here.

- Tim Beegan, HSS Member: Do you have a need for machine work? I can do small parts for R/C planes. Call me at (949) 646-6285 or see me at the field for consulting.



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Cody Remington and SD-10G

After competing in the 2008 World Championships, Cody Remington, a 10-year-old, was named the youngest champion in the world.

Cody, the youngest pilot to ever win a title, was named the youngest champion in the world.



Photo: Cody

After competing in the 2008 World Championships, Cody Remington, a 10-year-old, was named the youngest champion in the world.

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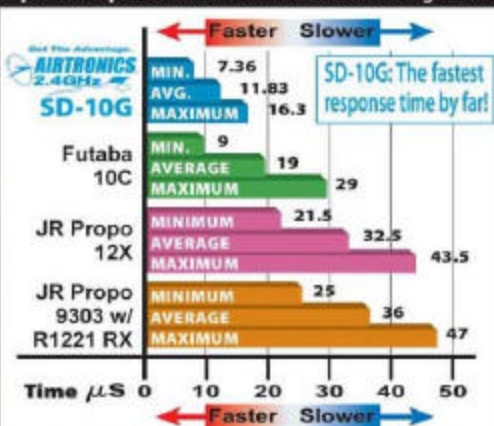


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See our web site at www.1hss.org, and our photo site at <http://picasaweb.google.com/rc.goat> .

NEXT CLUB MEETING WILL BE THURSDAY JULY 2, 2009 AT ROUND TABLE PIZZA, ADDRESS IS 1175 BAKER ST. COSTA MESA. EXEC MEETING 6:15 PM, GENERAL MEETING 7 PM. BRING YOUR WIFE, FAMILY, AND FRIENDS FOR DINNER, RAFFLE, AND A GREAT PRESENTATION ON LARGE POWER PLANES BY DON HOFELDT. SEE MAP ON PAGE 3.

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