

AMA Charter Club #128
<http://www.1hss.org>

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



DECEMBER 2009

Volume 46

THIS MONTH'S HEADLINES

DECEMBER CHRISTMAS PARTY

The next general meeting will be held Tuesday, December 8, 7:00 PM. This will be the annual Christmas Party
**Home Town Buffet, 1008E. 17th Street
 Santa Ana**
Cost: \$11.99 regular, \$11.19 for seniors.
Installation of 2010 officers and raffle.
See map on Page 11.

**2010 AMA Convention
 Friday – Sunday Jan 8 – 10
 Ontario Convention Center
 Ontario CA.**

See details on Page 10.

HSS Membership Enrollment

Membership for 2010 begins in November 2009. Renew your AMA license, then send in the HSS Application found on the next to last page of this newsletter.
 New HSS members get December 2009 at no charge.

Coming Events and Soaring Competitions

December 2009 – January 2010

The following events are of special interest.

- Tuesday December 1, **There will be No Meeting** on this first Tuesday of December. It is re-scheduled for the following Tuesday.
- Tuesday December 8. **HSS Annual Christmas Party**, club meeting, special raffle, and officer installation. See details on page 11.
- Tuesday January 5. **HSS General Meeting**, 7 PM. Round Table Pizza 11075 Warner. 2010 HSS officer elections. Exec meeting 6:15 PM.
- Fri-Sun Jan 8- -10. **2010 AMA Expo**. Ontario Convention Center. Advance tickets on sale at www.modelaircraft.org/amaexpo . See Page 10.

See Page 8 for complete events schedule.

Fairview Park Flying Permits

It is time to obtain your annual flying permits from the City of Costa Mesa.
 Cost is \$20 for the year.
 See page 9 for details.



Model of the Month – John Bayshore’s Cessna 182

Here is the latest from John Bayshore's stable of airplanes. It's a Cessna 182 Skylane, which is an ARF made by Advanced Scale Models and distributed by Hobby People. It has a wingspan of 120" (that's 10 feet). It has an AXI 5345 motor with a Turnegy 100 amp ESC and uses a 22-12 composite prop. It uses 12 cells - at 8000 ma. It is a beautiful scale plane and flies just like the real one.

Rob Askegaard has collected the details on John's Cessna, and then took the photos. Rob is having way too much fun with his new Nikon camera that takes spectacular telephoto action shots. Thanks, Rob.



President's Message For November

This month's message is about safety. Around 35 years ago, an R/C airplane that was out of control struck the antenna of a transmitter I was holding. I was trying to teach a student at the time. Long story but anyway ever since then I have been rather nervous when models are flown in close to the flight line at high speed. I also tend to hide if an airplane flies overhead or behind the flight line. Recently at Fairview Park I have asked several people to refrain from flying in an unsafe manner. Most people accept this for what it is, not an insult but rather a suggestion to improve the safety situation for all of us.

Not everyone is so accepting however. Some pilots have become quite defensive and emotional when asked to change their flight pattern.

Just for the record, it is my belief than no one, including myself is above listening to constructive criticism. The safety officers are not insulting anyone. We are only trying to improve the safety situation.

Please co-operate. It is not necessary to get defensive or emotional.

In the very near future the club will post maps at the field showing the designated flying areas. This should help reduce the number of safety incidents at the field. Henry Smith, President

Minutes of November 3, 2009 Meetings

- I. **Executive Session:** Called to order at 6:47 p.m. by General Director John Anderson, in the absence of President Henry Smith III, who is in China on business.
- A. First order of business was the election of officers, with a word from each of the candidates/officer. As no ballots were in the HSS mailbox, those received tonight were taken as the total number of ballots. We heard a few words from each of the candidates.
- B. Dennis gave the report of the tally of ballots. The slate of candidates was accepted. 2010's officers shall be: President, Henry Smith; Vice President, Chris Adamczyk; Secretary, Ted Broberg; Treasurer, Dennis Anderson; General Director, John Anderson; Contest Coordinator, Ross Thomas; Assistant Contest Coordinator, Jim Hanson; and Newsletter Editor, Fred Hesse. Karl Hawley will continue as Safety Officer; Mike Gaczkowski as publisher; Berkeley Green, Webmaster; Assistant Webmaster, Fred Hesse; Winch and Key coordinator, Karl Hawley; and Club Photographer, Rob Askegaard.
- A. **General Meeting:** in attendance were John Anderson, Fred Hesse, Dennis Anderson, Chris Adamczyk, Jon Lamb, Ross Thomas, Rob Askegaard, Ted Broberg, Ralph Ranalli, Charles Billstrom, Tom Cody, Jeff Green, John Rittenhouse, Sean Delaney, Marty Delaney, Karl V. Hawley, and Mike Fox.
- B. Ralph Ranalli continued his video show of footage he shot from his planes, putting airborne picture-taking and R/C flying together. He reported that he and other fliers -- using 2.4 GHz radios as well as 72 MHz-- had crashes from radio outages at a region of our field he calls "The Devil's Triangle." It's over the two mounds of earth, opposite the benches and "corral." He now has a "high definition" camera, which worked very well, until that crash of his T-38 camera plane. The video file was corrupted by the crash, and he pursued ways of getting the recent footage "resurrected." In his searching, he met a technician who connected him with the head of the Long Beach Port Authority, who has been wanting a means of getting high-def video of the construction projects there in the harbor. Ralph showed the man some of his R/C aerial photography, and as the fellow was highly impressed, Ralph may find himself with a job creating the aerial footage of the construction in the area! Ralph also mentioned that he now has two Spektrum DX 6i transmitters, and a trainer cord. He can use his T-38 as his trainer with this "buddy box" system. For his picture-taking, he prefers a plane with a pusher-prop, so you don't get the interference-patterns from the propeller and video camera, as you would when shooting through a tractor propeller.
- C. John asked for reports from officers. Treasurer Dennis Anderson gave the financial report. Karl Hawley reminded us to fly safely. John Anderson mentioned that he walked with a group of community people interested in Nature, led by Robert Staples. As they passed near the field, several mentioned their concerns about the speed and noise made by some of the planes. A few of them reside near the park. We all need to remember that we are at risk of losing our privilege of flying at Fairview Park, and do what we can to be good neighbors. John also mentioned Berkeley Green's contact with a soon-to-be started Magnet School that is interested in model aircraft, and who will have a large field suitable for flying. This may lead to a mutually beneficial partnership.



Minutes of November 3, 2009 Meetings (continued)

D. Show and Tell:

1. John Anderson showed a video of his flying dinosaur and free-flight eagle, and several of his Hallowe'en-themed, electric-powered foamy free-flight planes, including a bat, a ghost, an angel, an "air surfer," a Tomahawk missile (made from a mailing tube), and a bird-man suit. John also gave a summary of model airplane records for speed, distance, and altitude.
2. Karl Hawley brought one of his GNOME sailplane fuselages, to show a clever rudder hinge using carbon-fiber stiffening and Monocoat for the hinge material. Another idea he tried was a reinforcement for cooling holes he added in the front of a foam e-powered airplane. He made rings of Kevlar, and lined the holes with them.
3. John suggested we start a tradition of presenting an annual award to the flier who has the most spectacular crash. He suggested the title "Idiot's Award," but was talked out of it. He read to us some of the causes of crashes from an article in the November MA magazine, and discussed certain ones with the audience. He recommends the article.

E. Drawing: Jon Lamb won a plane donated by Mike Fox, an EDGE 540-T mid-wing stunt plane, and Rob Askegaard won the Multiplex TWIN STAR with two brushless motors and landing gear.

--Meeting was adjourned at 8:30 p.m. Respectfully submitted, Ted Broberg, Secretary

Detailed Election Results

Here are the details of our election. 22 ballots were filed, with the following results

President	Henry Smith - 20
Vice President	Chris Adamczyk - 21
Secretary	Ted Broberg - 20
Treasurer	Dennis Anderson - 21
General Director	John Anderson - 21
Contest Director	Ross Thomas - 20
Assist. Contest Dir.	Jim Hanson - 19
Editor	Fred Hesse - 20

We had three ballot propositions intended to collect member opinion.

Should dues be increased? Same - 11 votes, an increase of \$5 - 4 votes, an increase of \$10 - 3 votes.

Should monthly meetings be relocated? Yes - 4 votes, No - 15 votes.

Should the meeting day be changed? Yes - 0 votes, No - 16 votes.

From this survey, the conclusion is that the club will continue with dues at \$20 per year, the meeting place will continue to be the Round Table Pizza Restaurant at 11095 Warner Ave, and meeting day will remain the first Tuesday of each month.

HSS Executive Meeting October 27, 2009

Meeting was held at Henry's place of business, and called to order at 3:25 p.m. by Henry. In attendance were Henry Smith, John Anderson, Dennis Anderson, Ross Thomas, Fred Hesse, and Ted Broberg.

Henry raised the topic of the glider launch and landing layout. He and Ross discussed the factors that will affect the decisions.

Fred asked whether the city will allow us to have grass as a landing surface. Henry said it was all right, within limits. Fred asked whether we might use the water from Waldorf School, since it is free to them. John wondered whether there were other ways to get the water. Henry said that the city has non-potable water available, and that we might have access to it. Coordination with Robert Staples would be needed. A plan and a map would be required, and these can be drawn on the city's construction drawings, which Henry has on his computer. We need a volunteer to take the leadership on this. Fred volunteered! Several ideas for operating the control valves were discussed, including radio-controlled and battery-powered [replacing the batteries once a year.]

Regarding the electrical connections, Karl is working with the city toward bringing power to a locking box at the new kiosk. Henry will check with Karl on the progress. He also suggests that there be a GFC (Ground Fault Circuit-breaker) in the box, and that the reset capability should require a key that only certain club officers be empowered to perform, in the event that an overload pops the breaker.



HSS Executive Meeting October 27, 2009 (continued)

Fred asked where 2010's meetings will be held. The new ballot has a line for suggested meeting sites. (Later that evening, Ross arranged for January, February, and March meetings to be held at the Round Table Pizza place on Warner at Euclid.)

Raffle prizes Ted will carry the prize planes for November and December's meetings: brushless-powered TWIN STAR for November, and an 80-inch OLD TIMER (from the late Dr. Mike Nisbet) for the Christmas party meeting.

John showed some ideas for "business cards" and other publicity publications that officers (and members) could hand to any interested parties. The city permit counter would also have them available to give to permit applicants. Fred handed out membership applications and brochures to us. John will deliver several to the permit agents at the Parks and Recreation counter.

Fred reminded us that the club field rules and flying areas need to be posted. Henry and Fred reminded us of the need for spotters for fliers.

Henry warned against shifting the 3-D planes' flying area to the east side of the path, since that is now to be the landing area for the gliders.

Fred asked if we are still considering putting in a runway surface. Henry said it's still in the works, but it's not immediately feasible, due the cost. Henry has had several parties say they will make contributions.

Dennis handed Henry the progress reports on the field improvements. Henry will take care of providing the photos, and sending the report to the AMA.

John: We need to enlist people on working committees, such as: events and community relations; media; finance/donations; training/education; field safety; interclub. He also brought up the ideas of hobby shop or manufacturers who might help with donations or sponsorship; other flying clubs; calendar activities, including competitions, and fun/social/informational/city staff involvement; nature interests, and many other topics to follow up on.

Fred would like to have lots of us contribute to the new interactive website. He suggested having a group of us meet at Henry's office, for training.

John would like each officer to send him SOON the names and contributions of any people who have made positive contributions to our club and hobby, whether money or otherwise, so that they may be recognized.

Henry asked Ross to get a team to produce a plan for the winch and turn-around pads.

Henry said we will likely move the pilot stations out several yards west of the tables and fence.

John warned us that taxiing planes back to the fence area has risks.

Henry will take a look at updating the field rules. Each officer needs to spread the rules to the people with whom we fly.

Meeting was adjourned at 5:15 p.m.

Respectfully submitted, Ted Broberg, Secretary

November 4, 2009 Fairview Park Meeting – Minutes

Attendance: Robert Staples, Karl Hawley, Fred Hesse, Ross Thomas, and John Anderson

Purpose: Identify and clarify various field matters as follows:

Water/lawn. Fred presented a very preliminary irrigation map and sought comment and input. The map depicted a connection for non-potable water near the restroom with a new line leading from there to near the potential location of the electrical box (for convenient connection of sprinkler controllers. Fred noted that the City was using RC-type controllers). Robert indicated that the detailed sprinkler layout would be determined by Rainbird upon request by the City. It was noted that HSS may need to buy and install a backflow device. A subsequent discussion followed including lawn size (not too big to encourage soccer use), lawn shape (circular vs rectangular-most likely) and location (which side of the path - given various landing patterns and vernal pond considerations). The nature of the grass was also considered, the thinking being to use winter rye and then perhaps let the native grasses take over.

Charger. The location and details of the battery charger/electrical system were also discussed. Robert noted the need to specify a security-lock provision for the electrical box. Karl was planning to use whatever would be the City standard. This detail probably needs further coordination between Karl and the City - as well as



November 4, 2009 Fairview Park Meeting – Minutes (continued)

finalization of the box-mounting location (on the frequency board or more likely on the nearby wooden fence post).

Pilot stations. Robert was told of the potential desire to improve safety and operations by providing for perhaps five pilot stations and possibly related fencing and runway marking. Robert suggested that our president submit a request letter and sketch depicting the layout.

Glider launch blocks (2). Robert also suggested that our president submit a similar request letter/sketch. (After Robert left) Ross outlined a preliminary design for a 2' x 1' removable angle-iron "table" structure bolted to two threaded-nut inserts in a 2' square/1' deep cement base. Meanwhile, the specific location of the launch blocks must be finalized.

Container/awning. Karl noted the desire to improve and/or expand the container and Robert again suggested submittal of a request letter/sketch - as he had previously suggested in past discussions on this subject.

Other items. Karl noted the graffiti; questioned the availability of doggie bags; and requested some trash pick-up sticks. The need for butt cans was noted and John suggested that perhaps HSS could fabricate and install a tubular unit(s) on one or more of the fence posts. Karl asked Robert if HSS could obtain a permittee list for use in validating permits. This may not be possible??? However, Robert asked us to verify the current AMA status of Terry Stuart who applied for a permit claiming he had a special three-month limit AMA membership. John also reminded Karl to offer flying orientation to Stephen Mandoki, the City=s Administrative Services Director, in response to Stephen=s expressed interest. Karl will do so and offered an orientation flight that foggy morning to Robert, who declined for the moment due to pressing work matters.

Conclusion. John thanked Robert on behalf of HSS and fellow flyers and recommended that we offer Robert and family a place at our Christmas dinner. We agreed to send Robert an invitation. Based upon the various matters considered in would appear the HSS team will want to work together in the immediate future to develop and submit a comprehensive phased field improvement plan to the City.

Postscript. After the meeting Fred recommended that John review the archives and develop a long-range calendar of time-critical items such as renewal of the City agreement and highlight relevant material such as the original "understandings" for storage, field use areas, etc.

Fairview Park Meeting Minutes for 14 Nov 2009

The goal of this meeting was to survey glider pilots for their opinion on a grass landing area location, winch pad location, and general field layout.

In the early part of 2009, the city contracted significant improvements to the park. These changes have impacted the layout and usage as perceived by HSS. We now need to advise the City of how we might most safely re-assign the flying areas specified in 2006. We can make our recommendations in writing as accommodated in the above usage documents, however, we should first assemble an overall plan for 2009 HSS usage.

This plan should incorporate our suggestions for revised flying areas, and improvements proposed and funded by HSS, including the following.

- Relocation of glider winching area. This has been done in a preliminary manner but has not been approved by the city.
- Install concrete mounting pads for welded steel tables that hold the glider winches and turn-around pulleys about 30" off the ground. The location will be defined after the tables are completed. All costs paid by HSS.
- Develop a small (100-200 ft sq) patch of grass for the gliders to land without damage. This is to replace the landing area that was lost due to contracted park improvements. Location to be determined. See comments below.
- Construct a non-potable irrigation system for this grass. All costs to be paid by HSS.
- Propose a runway of TBD size and location, constructed of Polypavement.



Fairview Park Meeting Minutes for 14 Nov 2009 (continued)

- Provide access to 110 V AC power for battery chargers for electric planes and irrigation controls.
- Establish pilot stations as defined in AMA approved flying sites. See comments below.
- Add a second container (shed) and sun shade near the existing HSS container.
- Provide cigarette butt cans in the pit area(s).

The following consensus and comments are derived from the glider pilots present at the 14 Nov meeting.

Concerning glider landing area location, a survey of attendees indicated the following:

Location South of the paved path - 13 votes.

Location North of the path - 5 votes.

Included in the above are 3 each votes that supported either location.

The primary comments opposing the North location was concern over having the power plane pilots to the back of the launching glider pilots, and the closeness and conflict of landing patterns. Glider pilots, while preferring the South location, were aware of the City requirement not to fly over the paved path, but were willing to follow the AMA recommendation of maintaining sufficient altitude (100' suggested), if the City would relax the "no fly" requirement over the path. With the prevailing wind coming out of the South-West, power planes would fly a right hand take-off/landing pattern, and glider pilots would fly a left hand landing pattern, thus affording more than adequate separation.

Opinions on the size of the grass landing area ranged from 50' by 50' to 100' by 200'.

Karl Hawley suggested that the City needs to move the paved path.

Chris Adamczyk would like to see grass in both locations.

Further comments suggested moving the present pits significantly closer to the latest electric runway, as recommended by the AMA. This should be done after marking out a proposed runway location with chalk.

For the winches and turn-around pulleys, glider pilots agree to a 2' x 1' x 30" high welded steel table with 2" angle iron base and legs, and 1/8" steel table top. I will draw up a proposed design. By temporarily staking the tables down, we can then determine where the pads should go.

A proposal for a pilot station made of PVC pipe and safety netting will be drawn up as well.

Prepared by Fred Hesse 15 Nov 2009

November 24, 2009 HSS Steering Committee Meeting Minutes

I. Meeting was held at Henry's place of business. In attendance were Henry Smith, HSS President; Fred Hesse, Newsletter Editor; Dennis Anderson, Treasurer; Ross Thomas, Competition Chairman; John Anderson, General Director; and Ted Broberg, Secretary.

II. Pilot Stations and Glider landing areas: Fred provided diagrams and specifications, and discussion followed. Some revisions were recommended. The committee will meet at the field Friday, Nov. 27, to make measurements and suggestions, and mark out the runway. Pilots will be asked for their input. Safety, and the separation of gliders and electric-powered planes were major considerations. Fred showed some approximate costs. Relocation of the pits will not occur at this time.

III. Irrigation for the grass landing area: topics included types of valves, water flow rates, diameter of feed pipes, etc. Late spring would be our target date for finishing the sprinkler project. John raised the question of drainage, warning that grass doesn't do well if too wet. Henry suggested not sowing grass, but rather letting the area grow in with what propagates naturally.

IV. Charging station: This would be a 120 volt hook-up point. Users would provide their own extension cords for their battery chargers. Henry reminded us that we must check with the city for approval of any planned trenching lines for the electrical lines and conduit. The outlet station could be hung on either the new kiosk, or on the large post at the end of the fence. Henry will talk with Karl, for his ideas. Ted suggested that one of the tables could be moved nearer, to serve as a charging bench.



November 24, 2009 HSS Steering Committee Meeting Minutes (continued)

V. Glider launch stanchions: Discussion included whether to weld or use rivets to fabricate the parts, and the advantages of steel or aluminum. Henry suggested the lighter weight of aluminum would make it easier to transport the structures, which will be stored in the container when not in use. Fred provided preliminary sketches to promote discussion. Ross said that one table for a launch winch, with a concrete pad for that table, and a second pad for the turnaround stanchion, will be adequate for the present. The present three-legged turnaround would still be used, with a concrete pad as anchor points for the legs. If over time additional winches are required, more pads could be added. Expansion anchors in each would be provided, so that 1/2 inch bolts would fasten the winch table and turnaround stanchion during their use, and be tightened into the anchors when the devices are stored. This would keep the bolt anchors free of dirt and debris in the interim. Ross suggested setting re-bar through the concrete, deeper into the ground, to prevent loosening under the loads of launching. Fred will draw up the plans for the concrete blocks. [FRED: PLEASE ADD DETAILS AND SPECIFICATIONS.] Ross mentioned the name of a member who has a contact who works with sheet metal fabrication, as a likely constructor for the winch table(s). This person has a supply of suitable metals.

VI. Container and awning: We are open for ideas to replace the existing storage container. As the glider pilots have the greatest interest, perhaps they should handle the decisions. There was some question of whether the present "shed" needs to be replaced, since Karl has patched the existing one. The topic was tabled. John expressed the view that it is an eyesore, and needs attention soon. Ross suggested further repair. Henry said he knows of organizations getting free containers, but the cost of transporting and installing is a factor to consider. Also, there is the matter of transferring the materials and equipment stored in the present "shed," and the removal of the existing structure.

VII. Cigarette butt-cans: Discussed. We need to take action soon.

VIII. Action: Ted: Deliver to Robert Staples at City Hall an invitation for him and his family to attend the HSS Christmas Party, per information in the November newsletter.

IX. Selection of a plane for January's raffle: Mike Nisbet's SUPER SPORTSTER, with a SPEKTRUM DX 6 transmitter and receiver!

Meeting adjourned at 5:20 p.m. Respectfully submitted, Ted Broberg, Secretary

Meeting Minutes for 27 November 2009 at Fairview Park

As part of preparation of the HSS Master Plan for field improvements, Henry Smith and Fred Hesse met at Fairview Park to take measurements for field improvements soon to be presented to the City of Costa Mesa. Improvement topics have been covered in the previous Steering Committee meetings discussed above.

Dimensions were taken for electrical conduit, a 300' by 50' runway, and 5 pilot station locations. These will be transferred to park master plan drawings, and Jim Hanson has volunteered to make GPS readings and put them on a Google Earth satellite image.

Coming Events For 2009

Tuesday	Dec 1	HSS monthly meeting is cancelled and replaced by the annual Christmas Party.
Tuesday	Dec 8	Annual HSS Christmas Party at Home Town Buffet, 1008 E 17 th St. Santa Ana. Buffet dinner, installation of 2010 club officers, and spectacular raffle.

Coming Events For 2010

Tuesday	Jan 5	HSS monthly meeting, Round Table Pizza, 11095 Warner Ave. at Euclid in Fountain Valley. General meeting at 7 PM. Election of 2010 club officers. Exec meeting at 6:15. All you can eat \$6.99. Raffle and show and tell.
Fri-Sun	Jan 8-10	AMA Expo 2010. Ontario Convention Center, Ontario CA. Advance tickets on sale at www.modelaircraft.org/amaexpo .
Tuesday	Feb 2	HSS monthly meeting, Round Table Pizza, 11095 Warner Ave. at Euclid in Fountain Valley. General meeting at 7 PM. Election of 2010 club officers. Exec meeting at 6:15. All you can eat \$6.99. Raffle and show and tell.



Park Permits Available After November 2nd

Robert Staples has sent us the announcement (below) stating that City Flying Permits will be available as of the beginning of November. For those new members, this is an opportunity to get 14 months of flying for the price of 12. (Wow says the editor!). Remember to bring your new AMA license.

RENEWAL NOTICE:

The City of Costa Mesa will be accepting renewals for the 2010 Flying Permits beginning Monday, November 2, 2009, at the following locations:

- Costa Mesa City Hall (77 Fair Drive, Costa Mesa 92626) – 3rd floor Recreation Counter, during regular business hours from 8:00am – 4:30pm (excluding City observed holidays). Call 714-754-5300 for details.
- Temporary permits are issued at the Downtown Recreation Center (1869 Anaheim Avenue, Costa Mesa 92627) between the hours of 10:00am – 1:00pm on Saturdays. For more information, call 714-327-7560.

Thanks for all your help,

Joyce M. Santos Administrative Secretary

City of Costa Mesa - Recreation Division
 77 Fair Drive, Costa Mesa 92626
 Phone: 714-754-5009 Fax: 714-754-5166

Light Foam Sheeting

Most of us have built planes using Depron, which comes in 2, 3, and 6 mm thickness. Now, try your hand with Durobatic polystyrene. According to Bob Hurd who distributes the material, it is made from polystyrene that has a gas impregnated into the raw material. It is then heated, extruded into an expanded tube, sliced and put into rolls. It is then reprocessed by expanding it again and pressed flat. It is reprocessed again to a specific thickness by reheating a third time and pressed flat to the desired thickness. This is a "Foamie" material good for very light designs, particularly indoor planes. The table below compares characteristics to 2.8 mm Depron. We have found that the weight difference between 2 mm and 3 mm Depron is negligible. They just seem to squeeze the 2 mm stuff more.

Material	Thickness	Weight	Color	Cost
Durobatics	0.020 in.	3.0 gm/sq ft	Black	\$6.30 (12" x 13")
Depron	0.113" (2.8 mm)	11.0 gm/sq ft	White	\$2.00 (15" x 39")

The Durobatics foam is also available in white, and 0.050" thick in black. The white has been successfully printed upon using an ink jet printer. Strangely, the web site products description lists both black and white as 0.025" thick, but an E-mail from Bob Hurd specifies 0.020". The source is www.durobatics.com and Bob Hurd can be reached for questions at flybob@accucom.net. It's not cheap, but it sure is light.

OFMC Ride to Pt. Fermin and Lunch at Redondo Beach Nov 12 2009

Gary Gullikson reports on the OFMC (Old Farts Motorcycle Club): The weather was nice after all the worry about possible rain and fog. The long stretches of wavy rain grooves on the Vincent Thomas bridge made my Indian wobble what felt like 4 inches from side to side, t'was like the onset of a "tank slapper" speed wobble. We found point Fermin after Jerry Laux consulted his map. Redondo Beach and its pier area has changed a lot since the last time most of us were there. We had to park in a huge parking structure and ate lunch at one of the fast food places. Thanks to Bob Goff for starting my stubborn Indian for me twice. I'm going to install a longer kick starter arm which may help a lot. The last major engine work was in 1970 so no wonder it's a little cranky but that's also typical of old Indians. We came back via PCH, traffic was a little heavy before we got into the Long Beach area but got better. I feel like I've been through a meat tenderizer, Ted Broberg had a muscle in his leg acting up and had to stop and walk around a little. The rest looked as if they were not much worse for wear, BUT WE ALL HAD FUN!



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.

2010 AMA Expo Convention

It's almost time for the annual AMA Convention. Get your advanced tickets for a discount now.



AMA EXPO 2010 January 8-10, 2010
Ontario Convention Center, Ontario, California



ADVANCED TICKETS NOW AVAILABLE

If you have any questions about AMA Expo 2010 please contact us at (765) 287-1256 ext. 272 or email [Erin Dobbs](mailto:Erin.Dobbs@ama.org). AMA Programs Department

Join Us for the 2010 Academy of Model Aeronautics Expo. January 8-10, 2010
Ontario Convention Center, Ontario, California

Event Hours

Friday, January 8 Noon – 6 pm
Saturday, January 9 10 am – 6 pm
Sunday, January 10 10am – 4 pm

Admission

Advance Ticket Prices NOW AVAILABLE - [Click Here to order.](#)

One Day Ticket	\$11	AMA Member	\$13	Non Member
Two Day Ticket	\$20	AMA Member	\$23	Non Member
Three Day Ticket	\$27	AMA Member	\$32	Non Member

At The Door Prices

One Day Ticket	\$13	AMA Member	\$15	Non Member
Two Day Ticket	\$24	AMA Member	\$28	Non Member
Three Day Ticket	\$33	AMA Member	\$36	Non Member

2010 HSS Membership

Membership Applications for 2010 are now available on the next to last page of this newsletter, or can be obtained from any club officer. They 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. However, for new members, note that the club has a provision for 2010 membership beginning in November of 2009, with the last two months of 2009 as gratis, included with the basic annual charge for 2010.

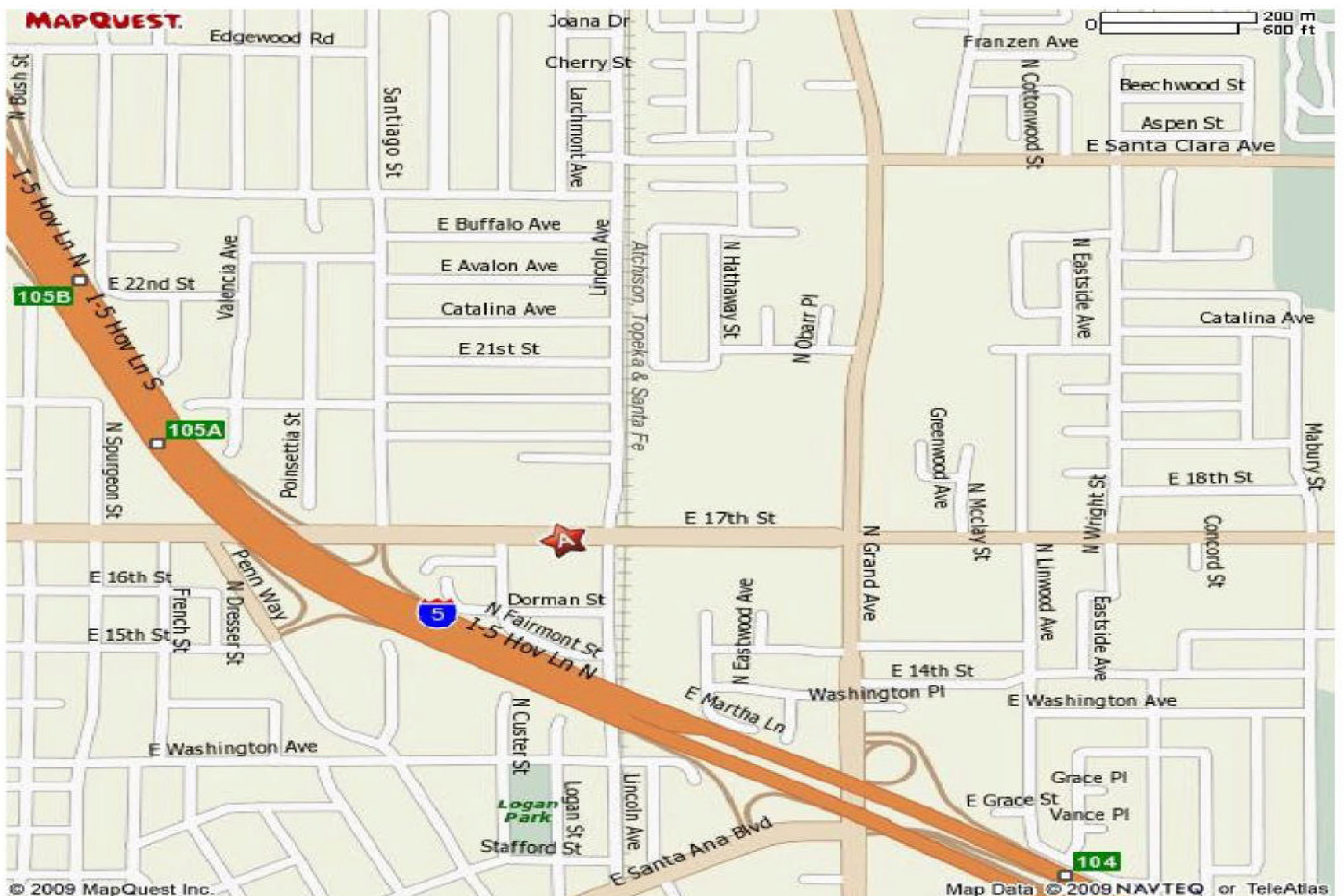


Christmas Party

John Anderson and Karl Hawley have made the arrangements for our annual Christmas Party. The Home Town Buffet has been used previously by HSS and receives rave reviews. Note that this is scheduled for 8 December 2009, and will replace the normal first Tuesday of the month general meeting. The details are as follows:

- Place: Home Town Buffet
- Address: 1008 E. 17th Street
- City: Santa Ana
- Phone: 714-5411-3020
- Date: Tuesday, 8 December 2009
- Time: 7:00 to 9:00 PM
- Cost: \$11.99 regular, \$11.19 for seniors.

The price includes a huge selection of salads, entrees, and deserts. Drinks include coffee and tea. We will have a private room, and unlimited access to the buffet. Activities include member camaraderie, installation of 2010 club officers, and a raffle for the spectacular prize shown by Ted Broberg..



Flight Training

In the area of community service, the introductory pilots of HSS are conducting regular classes nearly every day, but especially Saturdays and Sundays. For instance, Ted Broberg has given 96 lessons since the beginning of June 2009. These are not necessarily all different people, but it is a notable effort. Likewise Karl Hawley is giving lessons. Great work, Ted and Karl.

We have some photos of Bob Shourt with grandson Everett McIntire - age 11 years (right), Ted with Robby Robison - age 9 years, and. Dave Maze with his grandson, Burke Hammond - age 6 years (both below).

Once again, photo credits to Rob Askegaard.



The General Direction

By: John H. Anderson, General Director and Vice President

The general direction this time of year should include being thankful. For starters, let's be thankful for the privilege of flying at Fairview Park! So our heartfelt thanks to the nice folks at the City of Costa Mesa and especially to Robert Staples, the Fairview Park Administrator!

Let's also be thankful that we have a few hard-working individuals that do most of the work to maintain and improve the field for all to enjoy! Our special thanks to Henry Smith III, our President, Karl Hawley, our former president and current safety Officer, our newsletter team, secretary, treasurer, contest director, and all the board members, instructors, speakers, and those fliers who pitch in from time-to-time. Thanks also to those who have made thoughtful donations, with a special thanks to the Sam Lane estate/family (\$1000).

Looking ahead to next year, I expect that we will be doing some significant planning and implementation to further maintain and improve the field. Stay tuned - or better yet get involved! Thanks in advance!

Thanks also for spotters. At our last general meeting we briefly explored "Why do models crash?" based in part on an article in a recent Model Aviation magazine. I have a number of valid answers - having extensive personal experience with the creative crashing of a variety of models. One good way to avoid crashes is to enlist the help of a spotter - who hopefully knows what to spot and how convey that to the pilot. Recently I asked for spotters when testing two potentially "challenging" planes I was working up with. Glad I did. In both cases the experienced spotters helped a lot and likely prevented avoidable crashes. Thanks guys. In one case, when I flew just after the spotter left, I was distracted and forgot to re-extend my antenna with the predictable results! Hopefully we can all learn to act as and consistently use good spotters...it's easier than losing a special plane or worse. Spotters-another thing to be thankful for.

I'm especially thankful for the great little Spirit of St. Louis given to me by Walt Cloer (I've dressed up the scale details a bit; but still needs more power to fly right) Thanks Walt. I'm also thankful to Berkeley Green for a little outrunner motor/controller which I adapted to my 30-year+ old Klingburg Wing. I recently flew it at Fairview for the first time in about 20 years. Does unexpectedly well on only a 7.4 V/480mHA LiPo. See photos below.

And thanks Berkeley for the opportunity to share my love of model aviation with the Sea Scout Base Aviation students on behalf of HSS. We've got another great class. This semester we're focusing on UAV models -and may be expanding the program to a local "magnet" school focused on science and technology. It's good to see youngsters still interested in model aviation - hopefully that makes all of us thankful. As being thankful is the general direction this Holiday season, I'll conclude in that spirit by saying to any fellow fliers who chance to read this column -"Thank you and Happy Holidays".



Seen Around the Field

Photos and text all courtesy of Rob Askegaard.

Rami Awwad's B-25J is shown as it taxied out for its first flight. Don Hofeldt assisted by using a training controller and cable. Rami took off, then Don assumed control and got it trimmed out. Rami then took over and flew it beautifully, finishing with a nice landing. It looks good and flies well. This version is a Nitro Model powered by two AXI 4120 motors and 4 cells at 5000 ma and has a 72" span.



Gary Gullikson flew his Me-262 EDF jet fighter - a GWS foam kit with about a 40" span powered by two GWS brushless motors and one 2200 ma 3 cell "Outrage" LiPo. - A nice flying plane.



Seen Around the Field (continued)

Rob caught this astonishing photo of Kenny Blasius' Nieuport 17: It's an Aerodrome kit model with a 40" wingspan - 1/8 th scale, and uses an E-flite motor with 3 cell LiPo. Even the flying wires are visible!



Now, for the unusual - I hope the club officers OK this entry as not being too dangerous for the environment at the Fairview flying field. It's Larry Koch' Park Hawk. (This is an electric powered ornithopter - Ed). It looks exactly like a raven (or crow) in flight. It has no propeller but flaps its wings just like a bird. The flight is very realistic. In fact the first day he flew it, about 20 or so crows went a little nuts over it. I guess they though it was a serious intruder in their territory. Very funny. Thanks, Rob.

**Final 2009 SC-2 Competition Results**

Your editor has tried repeatedly to obtain the final results of the Southern California Soaring Clubs thermal duration competitions for 2009. Interestingly, here is the response from www.sc-2.org.

Forbidden. You don't have permission to access /web/ on this server.

Additionally, a 404 Not Found error was encountered while trying to use an Error Document to handle the request.

It is peculiar that this site used to be available to the common public. If anyone can access the site and obtain these results, please forward them to the Plane Rap editor. Thank you.



Wings Over Chino Photos

Rob Askegaard put in a huge amount of work photographing the 2009 Wings Over Chino event held Saturday and Sunday November 7 – 8. This was hosted by the Pomona Valley Model Airplane Club. Rob took over 140 photos and has successfully linked them to our web site at www.1hss.org. Check out these photos of HSS members along with all of the other fantastic photos of scale models flown at the Prado Dam flying site.



Don Hofeldt and his Dehaviland DH-4 with 104" wingspan John Bayshore with his Grumman F8F Bearcat



Don assembling his Zero with Ron Obrecht



Don Hofeldt flying. John Valentini and Ron Obrecht observing



First Use of Cell Pro Charger Submitted by Gary Gullikson

Most of the balancing chargers are sophisticated, almost lab quality devices, and have many complex settings and detailed hookup and charging regimens that must be done correctly. Be sure to read the instructions. My new Cellpro10S is good at very quickly and safely charging, and balancing, one or two Lipo or A-123 chemistry battery packs at a time, with all cells charged and balanced individually, up to a total of ten cells in series, (example one four-cell and one six-cell pack pack charged in series, total 10 cells). The charger gives alarms, error messages and corrective action instructions so you can't "fry" the charger itself or battery packs. The Cellpro 10S also has an optional PC USB interface cable that supports online charge firmware updates, easy monitoring of charging and balancing displays, and easy changes to the charger's charging and balancing settings.

I connected the charger to my PC through the optional PC interface cable and downloaded some firmware updates from FMA before starting charging activity. I used the interface software to set the charger to match my 10 amp power supply output and watched all charging activity on the various viewing screens. You can save all readings and graphs as separate files on your PC to track each of your pack's life cycle charging and IR changes indicating overall pack and individual and cell health as the packs age. At the field, you can hook the charger to your car battery and temporarily set the charger to use much higher charge rates up to 3C for fast charging large packs that are rated for charging faster than 1C rates. It's great for really "anal" and impatient battery charging freaks. You cannot charge packs that don't have balancing connectors or packs that have broken balancing leads. You must have compatible balancing connectors on your packs or use multi-connector charger-to-pack adapters for your various brands of battery packs.

The device has only two buttons, the mode button is digital and how long you press it and number of times you press it gets you into the many manual and automatic settings. The mode button is also pressed to bring up the various display screens. The charger is primarily intended to charge and balance one or two Lipo or A123 packs of varying cell counts and capacities up to ten cells in series (10S). It can be set to charge at 1,2 or 3 C rates depending on the capacity of packs to take high speed charging. To charge one pack, you need to put the two output leads into the outermost banana plug jacks on the front and also hook the pack to the multiple connector balancing adapters that plug into the side of the charger. To charge two packs you need to use two sets of output leads, plugged into the correct banana plug jacks channel 1 and 2 on the front and two multiple connector balancing adapters that plug into the sides as channel 1 and 2. Channel 1 is pack #1 and Channel 2 is pack #2. When you have everything hooked up properly, (phew!) you push the start button once. If you have something connected wrong, you get an alarm sound and an error message. Then press the mode button for instructions. It can't injure itself or a battery and won't charge unless everything is connected properly and battery packs have their balancing wires intact. You cannot use this charger without the balancing connectors being connected. It will not charge a previously charged battery. Now during charging, you can view and compare voltage variations for each cell in both packs, balancing current to each cell, and after 12 minutes, you can view the internal resistance (IR) of each cell by pressing the mode button to cycle through the displays. I used the standard 1C charge rates. You have to select the 1 or 2 pack charging option. It then sets and varies the actual charge rates automatically or you can manually set charge rates in one tenth amp increments using the mode button. When charging is done, an alarm goes off and the display reads "Done". If one pack finishes charging much before the other, you should stop charging and change the output leads and balancing leads to finish charging the remaining pack. Re: IR readings. Variation in individual cell resistance within each battery pack of 10% is ok, larger variations indicate weaker cells. IR readouts are in milli-ohms, and a good quality high capacity 3S pack should have IR readings or 2.X milliohms per cell. I'm trying to find out how much variation above 10% indicates that a pack has a bad cell and is ready for retirement. I have read that the best 3S packs (currently Hyperion and Thunderpower) have a total IR of 7 milliohms or 2.X per cell. My new NRG Outrage packs and Long Max 30 C-rated packs have much higher IR readings of around 15 milliohms or around 5.X to 6.X milliohms per cells. The more resistance per cell, the less ability to maintain voltage under load and tendency to get hot and lose capacity at higher amp draws and higher ambient temperatures (sitting in the sun on a hot Social day, then pulling 25 or more amps for sustained periods during a flight with poor airflow around the pack).

Thanks, Gary. – Ed.



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Regards, Glen Harbottle President GDH Consulting Corp. Tel: 905-668-2326 glenh@gdhconsulting.ca

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