

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

June 2007

VOLUME 44

My P-26 Peashooter

Some five months ago, I instigated a design and build-off contest for original design, building and successful maiden flight of sport scale models of man carrying civilian or military aircraft. Use of previous designs or others plans is not allowed. There are two categories "Pro", for people who have sold kits or plans commercially or have been published in model magazines and Amateurs like myself who have never been published. There will be plaques awarded to winners on the basis of popular votes by registered E-Zoners.

There are some 160 registered entrants from around the world. It looks like a relative few will complete their entries and fly them by the May 30, 2007 deadline.



I'm in the amateur category and impulsively chose to design, build and fly 1932 vintage P-26 Peashooter to resemble the one at Planes of Fame Museum in Chino. I had never designed a model and have only basic mechanical drawing skills. I took my time getting started and wish I hadn't. I have been working the last couple of months like those monks translating Greek to English bibles. I must complete the maiden flight successfully and submit in-flight pics to the RC Groups E-Zone Scale by Wednesday. I hope that I can get a successful flight with pics accomplished in time.. I need to finish painting the ring cowl to match the Monokote fuselage

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graphics, add wheel covers and the peashooter gun sight and a few more details then check everything out for flight readiness. I recycled my old Bob Hoover bust from my Mile Square Fun Scale P-51. Cowl Ring and wheel pants are held on with Velcro. Rigging is by metallic elastic thread. Gear legs have coils and can pivot backward. I hope to successfully maiden it on Tuesday May 29th, wish me luck, I'll need it especially with all the gopher holes.

Model Statistics: Power : AXI 2212/26, 10x6 GWS direct drive prop, Tanic 2200 3S Lipo, CC T-Bird 18 speed control with add-on Park BEC. Control: Spektrum DX-6, two Blue Arrow 3.6 gm aileron servos and two HS-55 servos for rudder and elevator via pull-pull linkage. The tail wheel is in scale position and is linked to rudder via pull-pull also. The dummy Wasp radial is a 5 7/8" diameter Dare engineering moulded ABS item. Covering is Monokote, Ultracote and Econocote. Landing gear fairings and dummy engine are held on with Velcro. Rigging is elastic metallic thread from Micheals craft store. Roundels and lettering, etc, by Jm Hanson, Goat Hill Graphics. Improvements from Scale: Enlarged/lengthened wing, enlarged ailerons, spread landing gear, enlarged tail feathers,



Membership Dues Are Due!!!!

Current and new HSS members who have not done so already are asked to download the application form off the HSS website (1hss.org), complete the form, make a copy of their AMA card and send the application, AMA card copy, and check for \$20 in an envelope to Jim Hanson at the address shown on the application form. For those few who are not on the internet, please contact Jim Hanson by phone, at (949) 294-8365.

Club meetings

Club meetings are at 7:30 pm, on the 1st Thursday of each month at the Newport Sea Base at 1931 West Coast Highway, Newport Beach. Get directions and the map on page 6 of this issue.

Web Site

See our new web site at www.harborsoaringsociety.net for a bright new club image. Our other web site can still be viewed at www.1hss.org . Both feature the latest news, the color issue of plane rap, photos, and more.



More Airplane Pics This Month

Fred Hesse's Secret Classified Project, Fred will input details in a later issue of Plane Rap



Dennis Mallet's Spitfire and F-86- Beauties! No details provided



More Pictures From The Fun Fly Next Month



For What It's Worth : Is Your BEC overloaded?

I had just completed a number of nice scale like flights with my little Pat Tritle Cessna 140, took off again, and after a normal climb to about 100 feet, and leveling off, the plane suddenly pitched over into a steep dive with no control response. I was almost able to pull out but it went into the thicket. The wings were torn off but the fuselage was undamaged. On the ground, all controls were working normally. I have had loss of control crashes like this in the past with my GWS Zero and other models and sent my Spektrum DX-6 transmitter and receivers in to Horizon for checkout/repair. The technician said that he could find nothing wrong but replaced an RF deck per their repair policy. The technician said that if I had any more unexplained crashes, to look for a low-voltage-to-receiver problem such as a bad lipo pack, bad or binding servo or ESC/BEC problem.

Today on E-Zone, I was referred to a write-up by "Vintage 1" and regular contributor from the UK, who is an electronics engineer and scale modeler. He said that when we use three or more sub-mini servos and run the motor at partial throttle, temperatures can build up in the speed control's BEC section and the BEC chip may shut down to protect itself thus cutting off power to the receiver and servos. The model usually crashes before the BEC can cool down and reset. Then the receiver/esc/servos operate normally on the ground if not damaged in the crash. To make a long technical dissertation very short, Vintage recommends use of an add-on switching type BEC like the Park BEC or Ultimate BEC (UBEC) if you are using three or more servos. Another less attractive solution is to use a separate flight battery pack like on an IC powered model

Vintage also recommends assuring that your ESC be provided adequate cooling airflow i.e. large enough inlet and exhaust provisions. He recommends that ESC's not be mounted to anything but hang free for better air circulation. (Hot weather will probably make for more problems with BEC's shutting down). He says that physically small speed controls (Phoenix 20, etc.) have more trouble dissipating heat than larger ones (Phoenix 25, etc.)

I will quit blaming my Spektrum DX-6 and try to make sure that my models with two aileron servos and two rudder and elevator servos have adequate cooling air to the speed control. My new P-26 Peashooter has a Park BEC installed. I plan to install more switching BEC's in my other models for insurance.

Upcoming Events

- Saturday June 16 – RES / Wood crafter contest.
- Thursday July 5 6:30 pm – Club meeting at Napa Valley Pizza & Pasta
2278 Newport Blvd., Costa Mesa

Newsletter Inputs-Needed by 3rd Friday of Each Month-

We want the monthly club newsletters to be interesting and informative for beginners and experienced soaring and electric power flyers alike. If you see a build, how-to, or other article in a model magazine on sailplanes or electric powered models that grabs your interest, tell me about it including magazine name, issue date, page number and title and author of the article. Naturally, we want pictures and descriptions your latest model in work or completed including motor/gear ratio, battery, speed control used, maiden flight and post-maiden mods.

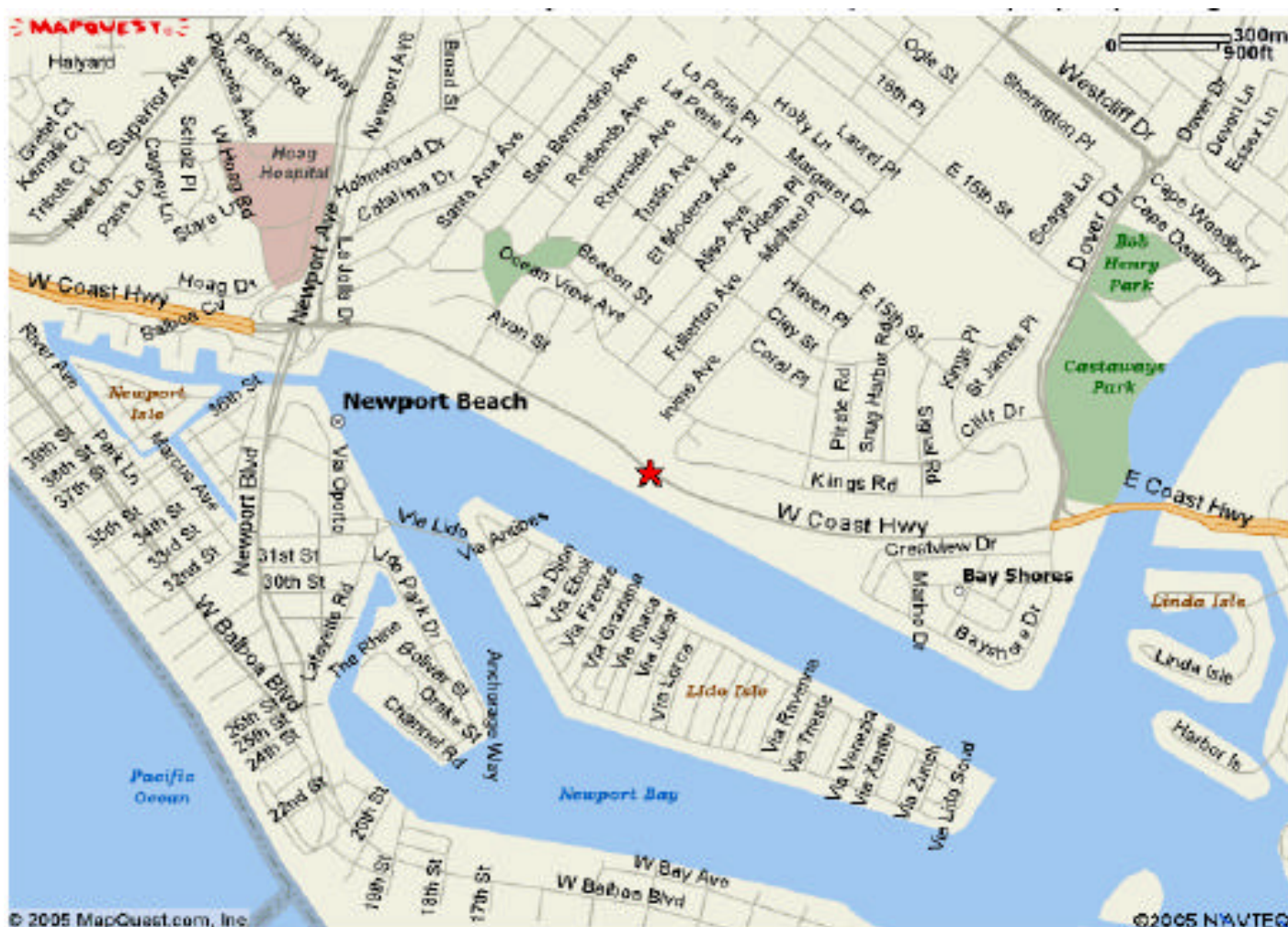
Your newsletter editor, Gary Gullikson, would like to receive newsletter inputs, text and photos (if any), by email, phone or US mail by around the third Friday of each month. This gives me time to assemble a draft newsletter, get it to the Publisher, Mike Gaczowski, and for Mike to finalize, print and e-mail it to all hands by around the first of the month. Send or phone inputs to me, Gary Gullikson, by e-mail ggullikson@socal.rr.com by phone (714) 539-8880 or by mail to 10242 Parliament Ave, Garden Grove, CA 92840.



June 7th 2007 Meeting Notice

Club meetings are at! 7:30 pm, 1st Thursday of each month at the Newport sea base at 1931 west coast highway, Newport Beach.

Directions: Take anything to Coast Highway in Newport Beach. Go East on Coast Highway several blocks East of Newport Blvd. It is adjacent to the UC Irvine/Orange Coast College sailing facility. There is a parking lot in front of the building, and an additional public parking lot a short block up from the corner of Coast Highway and Tustin Avenue (City of Newport not City of Tustin). Some metered parking is also available on Coast Highway. Warning, do not park in business lots such as Ardels or Taco Bell. They have observers to prevent improper parking.




Classified Ad

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.

HSS Sponsors

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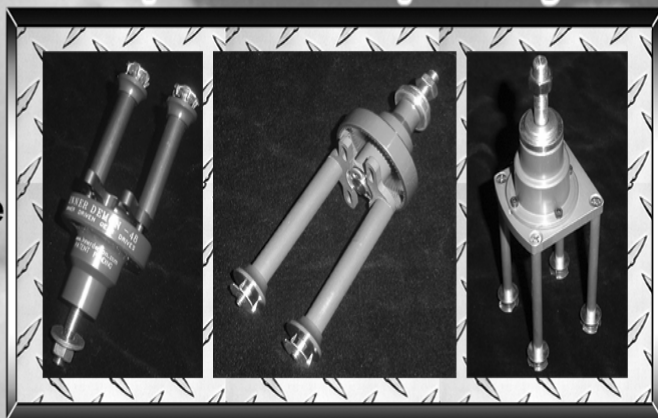
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MEMBERSHIP APPLICATION 2007

Harbor Soaring Society
AMA Chartered Club # 128
P.O. Box 1673
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AMA's Oldest Chartered Soaring Club

I understand that by applying for membership in the Harbor Soaring Society, I must be a current member of the AMA.

Please Print

NAME _____ **Home Ph.#** _____

ADDRESS _____ **Work Ph. #** _____

CITY _____ **STATE** _____ **Zip** _____ **E-MAIL** _____

AMA # _____ **(PROOF OF STATUS REQUIRED, Xerox copy OK)**

DATE OF BIRTH _____ **Frequency channels used** ____/____/____/____

- ☐ **NEW APPLICANTS (Without Name Tag)---(17 years and older) = \$20.00**
- ☐ **SENIOR MEMBER (Renewal W/O Name Tag)(17 years and older) = \$20.00**
- ☐ **JUNIOR MEMBER -----(16 years and under), = \$10.00**
- ☐ **FAMILY MEMBER -----(At same address) = \$ 5.00**
- ☐ **Optional or Extra HSS Name tag----- = \$5.00**
- ☐ **I hereby give my permission to publish my [NAME], [ADDRESS], [PHONE], [E-MAIL ADDRESS] in the monthly newsletter. (Strike out any element of personal information that should not be published). Note that newsletter is published on club web site.**
- ☐ **I request E-mail delivery of the monthly newsletter in place of U.S. Mail delivery of hard copy.**

My primary interests in radio control flying are? Check all that apply. Show future interests with the letter F.

Thermal Duration Gliders _____	Slope Soaring Gliders _____	RES Gliders _____
Large Scale Gliders _____	Hand Launched Gliders _____	Electric Motor Gliders _____
Park Flyer Electric Planes _____	Acrobatic Electric Planes _____	Scale Electric Planes _____
Electric Pylon Racing _____	Indoor Electric Planes _____	Electric Helicopters _____

Applicants making application for senior membership between July 1st and October 31st pay a reduced rate of \$10.00 (Name tag extra). New applicants making application between November 1st and December 31st will pay the annual rate indicated above and such dues will make the new member paid in full for the following year. A signature is required from all Harbor Soaring Society members, agreeing to comply with the current AMA Safety Code and the current HSS General Field rules and Field Safety Rules.

The undersigned attests that: I will operate my model using only radio control frequencies currently allowed by the FCC. Further, any transmitter that I use at any designated HSS flying field must be manufactured to meet the AMA/FCC specified 20 Khz per channel frequency separation. I understand that my failure to comply with the above restrictions will result in nullification of liability coverage for damages caused or claimed.

SIGNATURE: _____ **DATE** _____

Total dues owed and attached: \$ _____

SIGNATURE OF CLUB OFFICER RECEIVING APPLICATION _____

HARBOR SOARING SOCIETY OFFICERS FOR 2007

President	Jim Hanson	(949) 294-8365	tog4rc@pacbell.net
Vice President	David Whittington	(949)514-0385	nsansone@hotmail.com
Treasurer	Jim Hanson	(949) 294-8365	tog4rc@pacbell.net
Secretary	John Anderson	(714)963-5838	a71673.1300@netzero.net
Contest Coordinator	Tom Copp	(949)645-7032	tom@f3x.com
Safety Officer	David Whittington	(949)514-0385	nsansone@hotmail.com
Assistant Safety Officer	Karl Hawley	(714)963-5838	www.1hss.org
Editor	Gary Gullikson	(714) 539-8880	ggullikson@socal.rr.com
Publisher	Mike Gaczkowski	(949)582-9390	mgaczkowski@cox.net
Winch Engineer	Karl Hawley	(949)574-9379	www.1hss.org
Webmaster	Don Knight	(714)719-2661	dknight@harborsoaringsociety.net
Assist. Webmaster	Berkeley Green	(949)370-2755	AMA826255@gmail.com
General Director	John Anderson	(949)723-1556	a71673.1300@netzero.net
LSF Coordinator	Jeff Donoh	(562)868-2190	jdonohe@ellisonsc.com
Field Marshal	Karl Hawley	(949)574-9379	www.1hss.org

CLUB MEETINGS ARE AT 7:30 PM, ON THE 1ST THURSDAY OF EACH MONTH AT THE NEWPORT SEA BASE AT 1931 WEST COAST HIGHWAY, NEWPORT BEACH. SEE OUR NEW WEB SITE AT WWW.HARBORSOARINGSOCIETY.NET FOR A BRIGHT NEW CLUB IMAGE. OUR OTHER WEB SITE CAN STILL BE VIEWED AT WWW.1HSS.ORG . BOTH FEATURE THE LATEST NEWS, THE COLOR ISSUE OF PLANE RAP, PHOTOS, AND MORE.

