

# Hot Air



## Message from the President

January 2021

Happy New Year everyone! I hope all of you and your families have made it to 2021 healthy and safe. With Covid-19 running rampant in Los Angeles County, the City of Torrance continues to keep the meeting facilities locked down. We most likely will not be able to hold a meeting for the next few months, at least. We will do everything we can to keep you informed through e-mail notices and the monthly newsletter.

Please don't hesitate to contact any of your club officers if you have any questions or information to share.

It's time to renew your PSF membership for 2021. Please take the time to get your paperwork into Don Rohweller. We are also in the process of renewing our club charter with the AMA. It is less work to submit your membership in the club at the same time as the re-charter paperwork, so please send it in ASAP. The package can be found [here](#).

The FAA has come out with the long-awaited rules for flying RC aircraft. For aircraft over 250 grams (about 9 oz.), there are three scenarios that cover flying and the need for remote identification. The bottom line is that, unless you are flying from an FAA-recognized flying site, you will need to have a transponder on your aircraft. AMA club flying sites are recognized by the FAA, so flying at our fields will not require them. It appears that existing aircraft have an 18-month grace period.

The ruling is 470 pages in length and can be found on the FAA website. The AMA has been reviewing the document and issuing updates on impact to hobbyists. I have found the analysis provided by

videos on the "Drone Valley" website to be very informative. The guy that produces the videos is very hands-on with a lot of useful information on multi-rotor platforms and how to operate them. His video summarizing the new FAA requirements can be found [here](#).

Bob Okita continues to keep himself busy with projects, with his latest being a really impressive bent-wing Born Free RES sailplane. The free plans and a description of the plane and its history can be found [here](#). Bob's build photos and notes can be found later in this newsletter.

If you have a project on the work bench, please consider sharing it with the rest of us. Snap a few photos and jot down a few notes. Send them to Chris or me and we will get them into the newsletter for everyone to enjoy.

The Entradero field was closed prior to the holidays for re-seeding. However, I received a text from the field manager on Monday, January 4th indicating that our field is open again for flying. Please note that the field gate combination changed a couple of months ago. Please contact a club officer for the combination to the field or for any other issues with gate or field access. Please remember that only a club officer is allowed to give the combination to other members.

If you are new to flying at Entradero Park, you will need to fill out the City of Torrance Release of Liability form for COVID-19. If you have previously submitted the form, you do not need to fill it out again.

Face coverings and social distancing are required at the field. The City emphasized that we need to respect this requirement if we want to continue using

**Next Meeting**

**No meeting in January**

**Upcoming Fun-Flys**

**Del Cerro      January 9th**  
**Entradero    None**



the facility.

Del Cerro Park is available for flying at this time. This coming Saturday, December 9th, is our scheduled Fun-Fly. However, the long term forecast is for north-northwest winds. This will make the hill there un-flyable. If the forecast changes, guys usually start showing up around noon.

John Spielman reports that the parking situation at Del Cerro Park and the surrounding surface streets

remains the same. If you know of any upcoming changes, please let us know. I will keep everyone updated as new information becomes available.

Once again, please get your 2021 membership package submitted right away. Take care everyone and stay safe.

All the best,  
Jeff

### Bob Okita's Latest Sailplane Project



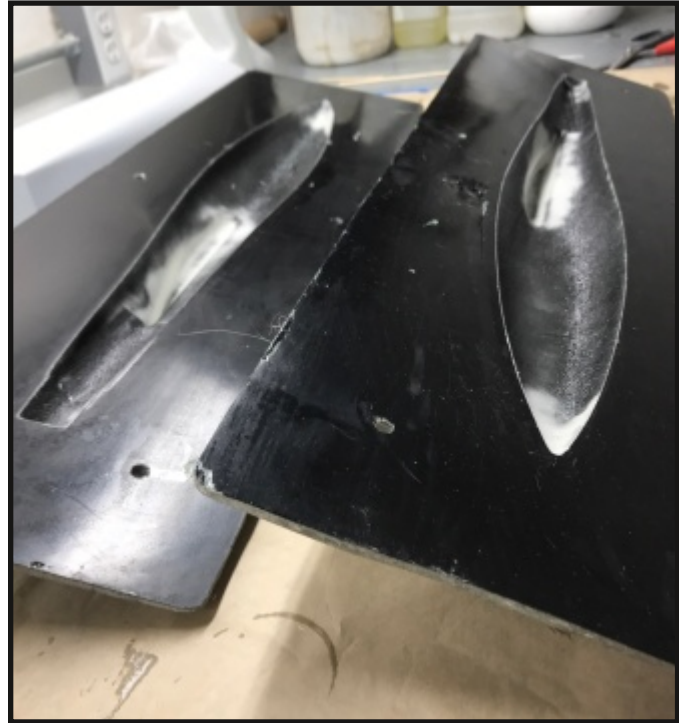
“I made some changes to the design. The original wingspan was 130 inches. I reduced it to 100 inches, for easier slope landing. *(Bob uses Staples to print the PDF files to the size he wants. In this case, they printed the plans at 73%.)*

The original fuselage was all balsa. I updated it to fiberglass and carbon fiber construction. Now that I have the mold for the pod, it can be easily duplicated. The original wing spoilers used the classic pull-string actuation system. I updated the system by installing mini servos for each spoiler in

the wings. Also, the spoiler blade is a balsa/composite combination instead of the original stock balsa. I installed a spring in the elevator push-pull nyrod to take up slack and reduce flexing. I plan to install a pull-pull cable control system for the rudder instead of the original nyrod push-pull system. This is done to minimize exit hole size on the tail boom and also for more precise control.”

- Bob





*Please send in your  
2021 membership today.*

*Thank you!*