

Hot Air



Message from the President

September 2013

All is quiet regarding both of our flying sites. The last couple of times I have gone up to Del Cerro in the past month, there was no lift. Either it was dead calm or the wind was off the back of the hill. I did fly an electric on the one trip, but I was looking for thermals or slope lift.

Baseball is over and school in Torrance starts Friday, September 6th. Entradero should continue to be pretty much open both weekdays and weekend mornings. I haven't heard of any start date or change in plans for the refurbishment of the sump at Entradero. I guess we will know what is happening when the heavy equipment shows up. I will contact the City again and see if I can get a current schedule to share with you. Once it starts, we will need to be flexible regarding access to the field and, obviously, we shouldn't be flying over the heads of the construction crews.

Although unrelated to our club activities, Patrick Shuss and I, along with a number of

folks at the King Harbor Yacht club, are starting to sail one meter sailboats at the club on Friday nights. The intent is to get a consistent enough group to start Friday evening racing in front of the docks at the club. Contact me if you are interested and you can come down as my guest and sail or watch what is going on.

We will have a Fun Fly at Del Cerro, assuming there is lift, on Saturday, September 7th. Fun starts around noon. The Entradero Park electric Fun-Fly will be Saturday September 21st. The Flying starts at 8:00 AM. Bring your own lift.

We will have a meeting Wednesday, September 4th. Bring your latest project to the meeting and share it with the members. I am sure Jerry will have some great stuff for the raffle.

See you Wednesday,

-Jeff

Next Meeting

**Wednesday,
September 4th
7:30 pm**

**La Romeria Park
19501 Inglewood Ave**

Upcoming Fun-Flys

Del Cerro	September 7th
Entradero	September 21st



From our Treasurer

PSF Treasurer's Report

Month ending 7/31/13

by: Mike Lewis, treasurer@peninsulasilentflyers.com

For the month ending 7/31, no changes have been made to the accounts, except the usual whopping \$0.13 in interest income. I continue to unfortunately miss the meetings, as my hockey schedule keeps me booked every Wednesday night, but I am always available over email if you have any questions, comments or concerns about the financials... just let me know. I can't believe it's the last month of summer, let's make the best of it!

-Mike Lewis, Treasurer

**Peninsula Silent Flyers
Balance Sheet
As of July 31, 2013**

	<u>Jul 31, 13</u>
ASSETS	
Current Assets	
Checking/Savings	
Raffle Fund	100.00
WFCU Checking	1,362.19
WFCU Savings - Entradero Fund	1,561.12
Total Checking/Savings	<u>3,023.31</u>
Total Current Assets	<u>3,023.31</u>
TOTAL ASSETS	<u>3,023.31</u>
LIABILITIES & EQUITY	
Equity	
Opening Balance Equity	3,411.35
Unrestricted Net Assets	-1,211.46
Net Income	823.42
Total Equity	<u>3,023.31</u>
TOTAL LIABILITIES & EQUITY	<u>3,023.31</u>

**Club Officers and Volunteers
for 2013**

- President: Jeff Chambers
310-370-0771
- Vice President: Jerry Lake
310-370-6697
- Treasurer: Mike Lewis
310-987-8178
- Secretary: John Spielman
310-378-0951
- Newsletter: Chris Newton
310-347-6806



The Ultimate Del Cerro Setup

After building a new plane, I always get antsy to get it into the air. Occasionally this causes me to rush the completion of a project, resulting in a less-than-satisfying maiden flight, as hastily glued parts separate from the plane in flight. But with the super short build time (2.5 hours) on this project I was done before I realized it. Consequently, I had a complete plane with firmly attached parts to throw off the hill.

Since this project was billed as the ultimate Del Cerro set up, I felt it was appropriate to actually maiden the thing at DC even though I wasn't thrilled about the possibility of hiking the "Trail of Tears" to retrieve it if it didn't fly as hoped. In fact, this would be my first maiden flight ever at DC, so technically this would be a double maiden flight!

The Maiden Flight



After a couple of gentle tosses in the park to check the CG location I walked over to the fence line and prepared to chuck the project plane into the Wild Blue Yonder. Predictably, I did a last minute calculation of all the things that could go wrong. I was standing like a statue as the contingency list kept growing and decided that this was a pointless exercise and simply tossed the thing into the first anemic puff of wind blowing up the slope. A little up elevator and right elevon trim and the little wing was flying perfectly straight and level. It

Part III - Flying the DC Special

bounced around in the weak slope lift as I got a feel for the handling characteristics. Good penetration even with the light wing loading and it proved to be very maneuverable, carving nice symmetrical turns as I transitioned out of the slope lift and into thermal territory.



I pointed it straight at the ocean and headed into the deep end of the pool to see if there were any thermals. It was a very light lift day and I began to think I might have made a mistake as the blue and yellow wing settled into some bottomless sink over the valley below. As the project plane grew smaller and smaller I started to fly further and further out hoping to trade the sinking air for some lift. Bingo! I flew right into rapidly rising air and cranked a hard left turn to gain some much needed altitude.

Right about then was when I noticed the Peregrine falcon tracking the wing which was still very low in the valley. He dropped down like a Luftwaffe fighter lining up an allied bomber and got right on the plane's tail. You gotta be kidding me! I just saved myself a hike to retrieve my plane and now an angry hawk is going to take my plane down? Fortunately, after only one strike and a sliced elevon the Peregrine decided that he had shown the little piece of foam who was boss and retreated at a leisurely pace, shrieking as he went.



After recovering my composure, the DC Special thermaled its way back up to a comfortable altitude making the landing approach a cinch. The landing itself was drama free so I packed up and headed home with a very successful maiden under my belt.

The Real Test

I was looking forward to flying the following Saturday and anxious to get some feedback from the DC regulars on the project plane, but dense fog made flying impossible. Well technically it didn't make flying impossible it just made seeing the plane impossible. The day turned into an extended chat about all things RC while we unsuccessfully waited for the fog to clear. Fortunately, the following Saturday was



perfect with lots of sun and lift. I flew the wing several times then handed off to John G. to get his opinion. As a DC veteran he is imminently qualified to determine whether a plane is well suited to the particular demands at this site.

John proceeded to take the still new and mostly untested plane down into the valley to judge its true merit. Someone with lesser skills might have caused some anxiety on my part, considering it's a new plane. But having watched John save numerous gliders from fading into the depths, I was confident it would make it back to the top of Del Cerro. My confidence diminished only slightly as John

began searching for the suddenly elusive DC lift, necessitating a short walk down to the fence line to maintain a visual on the plane. A little to the right, no luck, back to the left, hmm. Must be between lift cycles at the moment. Finally the little wing bumped into a thermal and John began spiraling up before handing the transmitter back as the plane reached eye level. "It flies" was John's assessment. I stayed in John's thermal and kept the DC Special climbing well into the comfort zone.



After another easy landing, I solicited comments from the rest of the crew, most of whom focused on how light it was (10.7 oz.) and the blue and yellow color scheme. Phil mentioned that he had built a similar Zagi years ago that weighed in at an incredible 9.5 oz. ready to fly! The current project plane has a wing loading of 3.5 oz. per sq. ft and at 9.5 oz. AUV, Phil's version would have been under 3 oz. per sq. ft. In fact, he suggested that a similar wing built mostly from Depron would be substantially lighter than either. This definitely got me thinking. Maybe the next project plane will be super light with a wing loading under 2 oz. per sq. ft!

Conclusion

The finished project turned out to fly better than I hoped. It is incredibly sensitive to lift and can carve up a thermal with ease yet still maintain good speed. I haven't attempted to add the ballast compartment yet and I'm not sure I will



since this wing flies so well as-is. The conditions at Del Cerro are light wind about 95% of the time and it would be difficult to justify hacking a ballast compartment into what is truly a great flying model just to be able to fly on a windy day. Besides, almost any plane will fly at Del Cerro on a windy day and is it really so bad to keep two planes in the car all the time? At the risk of sounding a little fanatical, I usually keep three models in my vehicle.

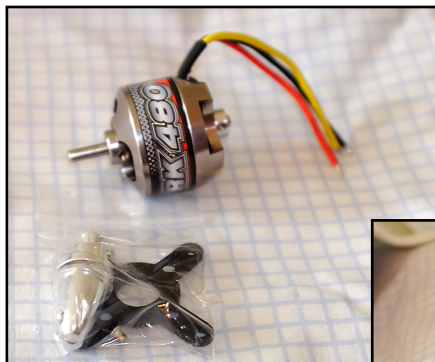
I have never considered myself to be much of a builder and PSF colleagues who have examined some of my earlier building attempts would undoubtedly agree, but I genuinely enjoyed the process and look forward to the next project. See you at Del Cerro!

- Steve

I'd like to thank Steve Kratz for submitting this great multi-part article for all of us to enjoy. If you have a story to tell, please consider writing it up and sending it to me for publication in the newsletter. Thanks.

- Editor

Monthly Raffle!



Once again, we will hold a raffle at the August club meeting.



Come on out and win something cool!

