

Hot Air



Message from the President

July 2024

We will hold our monthly meeting this week, Wednesday July 3rd. Same meeting location and time, LA Romeria Park Community Room at 7:30. Consider bringing your latest project to the meeting to share with the other members. I hope to see you on Wednesday.

I thought I would share a few of the models I have been flying since I completed some minor repairs and electronics upgrades. First up is the Willie Nillies mini-[Gentle Lady](#). In the photo, the plane is navy blue and transparent yellow. Wingspan 48.5 inches and the all-up weight is just under 5 ounces. The kit is laser cut and goes together easily. The plane flies just like the larger original as long as the winds are on the lighter side. At under 5 ounces, the plane easily meets the Redondo Beach requirement of 10 ounces for flying at Avenue B at the Beach, which is where I usually fly it. The kit is currently on sale.

The second plane is the transparent purple DLG called the Catia, 58.50 inch wingspan. I don't recall the manufacturer but I believe it was from Eastern Europe. I have had this plane for quite awhile and have flown it as a slope and thermal glider at Del Cerro and PV East. I don't discuss launch it. At 10.2 ounces, it is just over the Avenue B maximum. I have tried various battery and electronics combinations without success trying to get below 10 ounces. To get the required center of gravity, I always end up putting weight back in the nose. This is an excellent thermal seeking platform that I really enjoy flying on warm, sunny days.

Third is a plane I recently dug out of the rafters and put together for the first time, it is the red and white V-Tail motor glider called VX-400 EL. I don't have

a lot of information on it, other than it was an old Wattage kit designed for speed 400 brushed motors and Ni-Cad cells. I put an E-Flite 380 brushless in it with 2S2P Lipo battery. With mini servos and a Spektrum receiver, the all up weight is right at 20 ounces. It has ailerons and a polyhedral wing, making it quite stable. It also has a thick wing cord the entire length of the wing giving it a lot of lift.

The motor gets the plane out of sink and brings the plane back home. The small-ish motor definitely won't win any climb to altitude records. I am still working to get the balance and trim where I want it.

The fourth is the blue and yellow (Ukrainian colors) slope wing called the [Riddick](#). CCM Models in Ukraine is the manufacturer. The plane is the light version and mine comes in at 11.2 ounces. This is a fully-molded graphite composite plane. Highly aerobatic, it can be a handful in moderate winds due to the light wing loading (wingspan 1.2 meters). Due to the sleek, narrow fuselage and low drag wing, it will penetrate if you keep the nose down. In stronger winds if you present the underside of the wing to the wind, it will roll on its axis. One cool feature is that it comes with two graphite wing spars. One is flat and fast. The second one has dihedral which tames the plane a bit until you learn its' flight characteristics. On the pricey side, but a ton of fun to fly. Flightcomp carries high-end competition and sport planes.

Bob Okita provided some photos and information on his latest project, a half-size of the classic Hobbie Hawk. The fuselage is carved out of rigid foam. The wings' airfoil is sanded to the desired shape and the curved wing shaped as shown in the photos. The wing will be reinforced with a carbon spar. The wing

Next Meeting

Wednesday, July 3rd
La Romeria Park
7:30pm

Upcoming Fun-Flys

Del Cerro **July 6th**
Entradero **None**



and fuselage will be coated in fiberglass. The goal is to achieve a weight under 10 ounces so it can be flown at the Avenue B site. It will be fun to watch this model progress. Bob is always up to something cool!

It looks like everyone is avoiding the summer heat as the number of scheduled [A.M.A. events in July](#) is down. If you do attend any of the listed events, please consider taking some photos and write up your thoughts for next month's newsletter.

We are still working to correct the Entradero FRIA status with the F.A.A. Based on what the A.M.A. is telling me regarding the F.A.A. backlog, this may take awhile. The AMA continues to recommend that we keep flying at Entradero Park. Feel free to contact me if you have any questions. Let one of your club

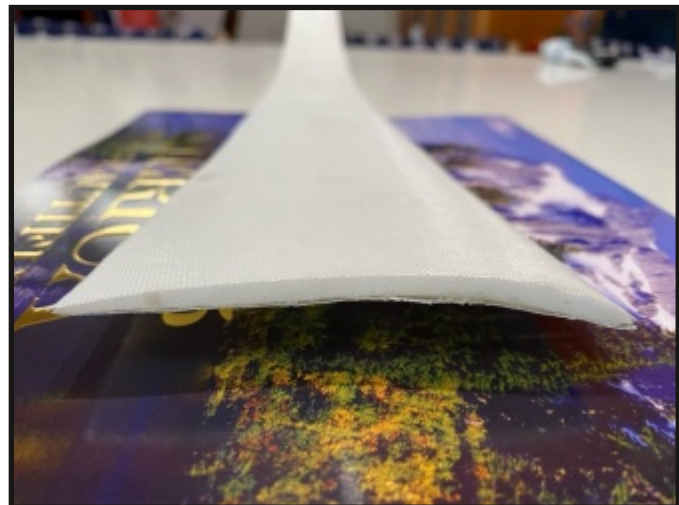
officers know if you have any access issues at the field so we can work with the field manager to ensure club access.

The current weather prediction for Saturday, July 6th at Del Cerro is for partly cloudy skies, temps in the high 70's with winds between 5-10 mph out of the south-southwest in the afternoon. It might be time to bring your lightest planes up to the hill. Hopefully the winds are closer to 10 than 5 mph.

I hope to see you at one of the fields or the meeting this Wednesday. Enjoy the 4th this Thursday!

All the best,
Jeff

Bob Okita's Half-Size Hobie Hawk



If you know someone who wants to join our club, please send them to our [website](#).

