



PEAK CHARGE

Newsletter of the Silent Electric
Flyers of San Diego
AMA Charter #3078

1993 Officers

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Club meetings are held on the third Tuesday of each month at the Serra Mesa Recreation Center, 9020 Village Glen Drive, San Diego, at 7:00 pm. Full membership is open to all Academy of Model Aeronautics (AMA) members. Next Fun-fly: 8:30 am, Saturday, October 23rd at Dusty Rhodes Park, SW corner of Nimitz Blvd and I-8. Next meeting: Tuesday, October 19th, 1993.

PRESIDENT'S CORNER

Presidents Corner, October 1993

Last Call for Bonita Flying Site

As of September's meeting no one had seen or communicated to the executive council, a desire to pursue the South Bay/Sweetwater Park field. There was an expression of interest so we agreed to give the members one more chance to look at it. Once again, directions are as follows :

- 1) I-805 South, Off at E Street/Bonita Rd. (Chula Vista)
- 2) Bonita Rd. East to San Miguel Rd. East (Bonita Rd. Makes a deliberate turn North. If you instead go straight, you end up on San Miguel rd.)
- 3) Watch for a "wooden County Park type" sign and gate on your left indicating SweetWater Park.
- 4) Go left up the hill on the paved road into Sweetwater Park. There is a ranger station, bathrooms, a parking lot, and some RV/camping area.
- 5) Walk to the West, past the developed area into the 3' high brush : That's it! There are some equestrian trails and plenty of relatively flat ground.

There is probably room to sneak in an old-timer, so check it out and let us know. I'm hoping enough people will have seen it and sufficiently enthusiastic to want to develop it as a SEFSD flying site by October's meeting. Otherwise I will communicate our regrets to the Alpine Aerosquadron.

September Funfly

September's funfly had some noteworthy exploits; namely George Joy's Anniversary Cub

and another enigmatic ducted fan test. George took Steve Neu's advice and replaced the 14 X 4 prop with an 11 X 7 on the Astro FAI 60/27 1000 mAh cell powered Goldberg Anniversary Cub. No matter how he adjusted the timing, he couldn't get the current much below 45A. The predictable result was a Cub that flew like a pattern ship! George learned that the same motor/battery setup from his FAI ship is just a little too much for the Cub. We surmised pattern wind 60 with 25 Sub C cells would turn that scale 14 inch prop just right and provide a much longer, more scale like flight. The "rewinged turbo-Cadcat" which also got a new 10 cell battery pack, made a few more inglorious turns around the field. Test one with the new swept forward wing and a 3 inch long exhaust extension was the best flight ever. Next, we hot-stuffed the "drag reducing" tailcone stinger back on to see how that would work : It didn't. Off it came, and the rest of the plastic with it to run the Morely Helicopters fan totally bare. This didn't work that well either. In fact, the plane seemed to fly with a bit of a yaw which made no sense at all. Post flight examination revealed no new thrustline anomalies. More trials to follow.

Epilogue on our F-5B Contest

Received enclosed letter from Cal Ettel, FAI Team Selection Jury Chief (AMA Official sent to check up on us), describing the results of our efforts. Cal said "We came, we saw, we kicked butt!" but it is written in bureaucratic doublespeak so it instead says : "well disciplined...competently organized, well run event". We'll take it!

Group Purchase

As we discussed at the last meeting, we were going to take advantage of the Astro Flight Gift Certificate won at the F-5B Team Selection Contest and have another group

purchase of goodies from Astro Flight. While we were at it, we were going to buy batteries and kits from Cermark (at good prices) and Steve Neu will arrange to procure those neat Gold plated "banana connectors" he uses in his models and displayed at the last meeting. These connectors require at least cutting in half with a razor saw for use. The wire will then have to be butted up against the back of the connector to be soldered. The alternate is for someone with a lathe to "gun-drill" the back of the connectors for the wire and provide some value added (make a few cents) on the process. Volunteers?

CERMARK BATTERIES

Cell Size	Type	MaH	Use	Price/cell
4/5 Sub C	SCR	1000	Motor	\$3.10
Sub C	SC	1300	Motor	\$1.80
			<20a (avail?)	
Sub C	SCR	1400	Motor	\$3.10
Sub C	SCR	1500	Motor	\$4.00
Sub C	SCRC	1700	Motor	\$4.00
1/3AA	SR	110	Rcvr	\$1.35
1/2AA	SR	275	Rcvr	\$1.35

*These are the prices from our last buy and could be changed slightly

CERMARK AIRPLANES

Per handout (missing), Dealer Prices

ASTRO FLIGHT

50% off enclosed Astro price list

CONNECTERS

\$1.50 per set of two.

The prices will include a few cents/cell for shipping and handling plus CA tax. Any profits will go to the club treasury. Orders will be taken at October's meeting and delivered at November's. Bring your checkbook.

Next Months Meeting Program

Member Bob Kreutzer will relate his experiences in applying full scale aircraft composite fabrication techniques to his electric R/C models. Should be a great show! The raffle will include merchandise from Sanyo and one of Harold Reed's famous "hammerhead" soldering irons.

MINUTES OF THE SEPTEMBER MEETING (SEPTEMBER 21st, 1993)

The meeting was called to order at by President Steve Manganelli.

1. Guests: New member Wayne Walker

2. Treasurer's Report:

Beginning Balance (7/20/93)	\$ 374.53
Income F5B entry fees	\$ 300.00
F5B food sales	\$ 38.50
Dues	\$ 15.00
Raffle	\$ 37.00
Total Income	\$ 390.50

Expenses

F5B postage	\$ 11.02
F5B Food	\$ 142.66
F5B Porta-potty	\$ 58.00
Newsletter (two months)	\$ 146.14
Total Expenses	\$ 357.82

Ending Balance (9/21/93) \$ 407.21

3. F5B Contest: We had an extremely successful meet. Steve M. received a letter from Cal Ettel, the AMA's jury chief, telling us what a good job we did. Lynn Heffern won the radio in the raffle. Now the practice begins -- word is that the Europeans are getting 30 laps in the distance task -- our contestants were only up to 28. Model Builder will be carrying an article about the contest hopefully in their January 1994 issue (on sale at the end of November).

4. Bonita Field: Did anyone look at it?? Is anyone going to look at it? It will be brought up again at the next meeting -- if there's interest then we'll continue to pursue it. Otherwise it will be tabled.

5. Sea World Drive: The site will be available soon. Details will be forthcoming as they become available.

6. Club Equipment Purchase: We will be having a club AstroFlight/Cermark purchase at reduced prices for motors, batteries and other equipment at the next meeting. The catalogs and prices should be included in this issue of the newsletter. Please figure out what you want, bring a check and place your order at the next meeting.

7. Show & Tell:

a. Wayne Walker brought his new Stik-E -- 45 ounces, 05-size ferrite motor, 7-cells and never been flown -- maybe at the fun-fly.

b. Bob Kreutzer brought his new Slo-Motion -- 59 ounces, Astro 15, 12 900 Mah cells, APC 8/4 prop, carbon fiber landing gear and a Neu throttle. This one also hasn't been flown -- maybe at the fun-fly.

George Joy shared his J3 Cub. It's a Goldberg anniversary edition and was built for a Saito 90. He took the 90 out, put in an Astro 60 on 27 cells. It's heavy -- George didn't know the weight and it's also never been flown electric. Maybe at the fun-fly.

d. Harold Reed showed his battery cooling system -- a length of water heater vent ducting with a Radio Shack computer fan on one end. He says it works great. Perhaps he'll let Wayne, Bob and George use it when they fly their planes at the fun-fly.

8. Program: Steve brought his brand new video of this years KRC fun-fly held last weekend in Pennsylvania. Lot's of neat planes.

9. Forward Dates:

10/19, 7:00pm Club meeting, Serra Mesa Rec Center

10/23, 8:30am Club fun-fly, Dusty Rhodes Park

Respectfully submitted,

Roger Jaffe

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Florissant, MO 63034
27 August 1993

FAI Executive Committee, AMA
Don Lowe
Bob Underwood
Dave Brown

Jury Report -US F5B Team Selection
1994 World Championship Event (Australia
Hosting)
Host Club -San Diego Silent Electric Flyers AMA Charter
3078, Steve Manganeli President
Contest Director-Keith Finkenbiner
Date -20,21,22 August 1993
FAI Jury Chief -Cal Ettel AMA 819

The site selected for the Team Trials was adequate for the competition and properly prepared in compliance with all pertinent Directives of the governing bodies.

There was ample food and lodging available at reasonable costs. Processing of the models, certification of the competitors appropriate licenses and event entry documents was accomplished on August 20, after an adequate period of test flying was offered at the competition site. All was in good and proper order.

Competition began on time, after an adequate Pilot's Meeting conducted by the contest director, on 21 August. Four rounds of competition were flown on the first day, with all rounds completed by 5:00 PM. The second day of competition was a duplicate of the first. Final scores were posted promptly, and after the CD had checked the scores, the jury verified and certified the results, the official final standings were read to the competitors, and the team was named and announced by the jury. There were no protests or unofficial complaints lodged or offered. The competition was of a very high, World class, caliber. A well disciplined, highly professional team was selected at a competently organized and well run FAI event.

The US F5B Team selected (listed in the order of score standings):

1. Jerry Bridgeman
2. Steve Neu
3. Bob Sliff
4. John Wyss (1st Alternate)

Team manager selection, remains to be accomplished, as provided by the FAI Program Management Manual.(pg 10 sect III B 2.)

Respectfully,


Calvin E. Ettel
AMA 819

Copies: Lowe, Underwood, Brown
Manganeli, Finkenbiner