

PEAK CHARGE

Dedicated to the promotion of electric propulsion in all types of aeromodeling.

SEFSD Newsletter

September 2000

Volume X Issue IX

CALENDAR

SEPTEMBER 2000

Electro Glide Sept 23

Next meeting Tuesday, October 24
at the Automotive Museum (pg 3)

SEPTEMBER Meeting

See page six for this month's
agenda

FUTURE EVENTS

The 3rd Sunday as F5B & F5D
practice, open to all.

Electro Glide on 3rd Saturday
Miramar Airshow October 13-15
Scale Fly-In November 11th at

Weedwhackers

Black Sheep Squadron Fly-In Nov.
12th.

Otay Lakes Float Fly Nov. 19th??
Tucson Jet Rally Nov. 18th??

**Mid-Winter Electrics Feb. 16-
19, 2001**

Sept Raffle

A-10 Warthog kit
Great Planes Spectra kit
includes motor
Hitech Feather RX
2 Hitech HS-55 servos
Dial calipers
Other goodies

Silent Electric Flyers of San Diego field rules:

1. The SEFSD club field is to be used for the operation of electric powered model aircraft and gliders only. No internal combustion powered models are permitted.
2. Access to the field is to be through the gate located off the roadway to the South Shores Boat Ramp. This is the only access to the field. If you are the 1st to arrive at the field, open the gate and leave it open. If you are the last to leave the field, close and lock the gate. Do not drive around the gate! (See map)
3. The field is open to flying 7 days a week unless closed by the city for construction or other special events. The normal pattern is right handed, clockwise, taking off to the West. Pilots should stand near the edge of the field, in front of the pits.
4. Flight area boundaries: (see map)
 - A. The flight area is bounded by the Boat Ramp parking lot to the west.
 - B. The north limit is the jogging path, unless above 100 ft altitude.
 - C. The eastern limit is 100 feet this side of Sea World Drive.
 - D. The southern limit is 100 feet this side of Sea World Drive with the following additions:
 1. Models south of the pit area must be above 100 feet.
 2. There will be no flying over the pit and parking areas. (See map)
5. There is No Smoking or Alcohol anywhere near the field. Please keep the field free of trash.
6. Use the frequency control board at all times. A pin with your name on it must be the only pin on your frequency before your transmitter is turned on. Remove your pin when your transmitter is turned off. Do not remove a pin, other than your own, from the board until you have checked with ALL pilots on the flight line! Do not turn on transmitters in the parking areas.
7. Pilots or helpers will announce in a loud voice "Landing". Pilots will announce "On The Runway" when crossing to launch or pickup a model, or for any other reason.
8. All model aircraft will land or descend to a lower altitude if full sized aircraft are operating nearby.
9. Beginners and unqualified pilots must ask for assistance before attempting any flight. Before being allowed to solo, new pilots MUST be qualified by a club instructor. (See newsletter for a list of current instructors)

--- continued on page 4

Silent Electric Flyers of San Diego

Club Information

Web Site: <http://sefsd.org/>

2000 Officers:

President **Wayne Walker**
284-6119 wayne.walker@daou.com

Vice President **Bill Knoll**
582-2443

Secretary **Cliff Vaughn**
449-6941 pcat18@concentric.net

Treasurer **Mike Neale**
674-1378 MichaelWNeale@aol.com.

Co-editors **Charlie White**
223-8903 charliewhite@home.com

Bob Davis
277-8034 RD5677@aol.com

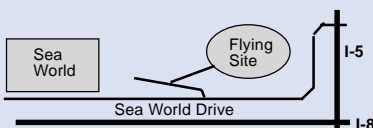
Safety **Steve Neu**
284-0816 SNEU@aol.com

Monthly Meeting

Held third Wed. of each month
(no Dec. meeting), 7:00 PM at the
San Diego Aerospace Museum.

See page 7 for directions to
the Aerospace Museum

Flying Site
Located one half mile East of Sea
World on Sea World Drive at
South Shores Drive



Membership or Subscription:

\$25 per year, \$15 for subscrip-
tion only. \$10 for under 18 or ad-
ditional family member. Contact
Mike Neale at 17140 Tam
O'Shanter Dr., Poway, CA 92064.

Mission Statement

The objective of the Silent Electric Flyers of San Diego is to promote and further the technology of electric powered R/C aeromodeling: encourage competition in Electric Soaring, Pylon Racing, FAI-F5B/D, Scale, Old Timer, and Pattern Electric categories by hosting major Industry sponsored events and sanctioning "Fun-Fly" types of contests; provide forums for the exchange of technical information, instruction and experience; and participate in demonstrations of electric propulsion in area wide model aviation events.

Dear Ms. Kehoe,

I am the President of the Silent Electric Flyers of San Diego, www.sdfsd.org, a recreational and educational model aviation club of 150 members. We've been meeting in the San Diego Aerospace Museum for 5 years now, and have always had very good relations with the Museum & it's staff. Recently there was a change in the leadership of the Aerospace Museum and we've now been given notice that clubs will no longer be able to meet in the Museum as we have in the past. Ostensibly this is because the auditorium will be remodeled into an educational facility. When the prior director had informed me of this a year or so ago he had assured us that there would be meeting space available for clubs in the museum as a part of the remodeling. The new director now has made no provision for meetings by the aviation clubs of San Diego and advises us that the only way we will be allowed to use the facility is by either paying \$200/hr for evening meetings or having meetings during the normal hours of 9-5. As neither of these options is feasible for a non-profit recreational and educational club we are now being forced out of a facility that several of the clubs have used for over 20 years.

My concern is that the Museum receives funding from the City in order to serve the citizens of San Diego and now they will be getting their subsidy and not serving these same citizens that help pay for their operating expenses. If they wish to be a for-profit operation, then they should not be getting funding from the city to serve citizens, but since they are a non-profit operation getting funding from the city to serve the needs of citizens then they should be continuing the popular service programs they've been running for the last 20 years or so.

Could you comment on why they would be getting this funding if they are not going to be serving your constituents as they have in the past? I must add that we pay \$500.00 per year to get this privilege of having our meetings in the Aerospace Museum where the atmosphere of the aviation history of San Diego is one our the greatest advantages for members and guests that have come from as far as Europe, Russia, Japan, and Australia to see this great Museum and it's basement workshops that have re-created some of the most significant historical highlights of American & San Diego Aviation history.

I hope you or someone on your staff could look into this matter in the near future and give us some information on the City's policy on subsidizing the Balboa Park Museums.

Sincerely yours,
Wayne Walker
President, Silent Electric Flyers of San Diego

July Meeting Minutes

By Cliff Vaughan

The August meet had a turnout of 35 people, two new member, Don Kimble and Dave Martin.

Don Wemple reminder that members needing flight instruction to call the Instructors before coming out to the field so the Instructor could be ready for the training session., Also of the LMG contest on Saturday the 19.

Wayne Walker stressed the importance of safe flying, and not to fly over the pits, that your pins on the board are to have the flyers name on them. A big thanks was made to all who help out at the worlds and International flight fest. Special awards were given to Milk Neal, Ron Shark, Bill Evert, Steve Bellnap, Jeff Kesseaman, Tim Attaway, and Wayne Walker for their extra effort on the Worlds/International Fest.

Under new Biz the Aero/Space museum has decided to give all the clubs using the facility the old heave hoe!. A few other sites were suggested so keep a look out for a good place.

Show and tell had Wayne Walker with a prototype 1-26 Motor Glider, Bill Knoll with his Grumman Albatross (a Work in progress for the Otay float fly in November). And a new speed 400 motor glider for the LMG on Sat. Lee North Had a Speedy from Arol.

The raffle was great, with great prizes. A Flash 5 radio system and a set of High-tech 55 servos. And several other good prizes.

Ya Should've been there!

From Wayne Walker:

I just spoke with the Auto Museum Manager, we now have approval to hold our meetings there. We will have all of our meetings on the 4th Tuesday of the month, starting October 24th. at the Automotive History Museum in the upstairs Large meeting room. This is entered from the main parking lot in front of the museum by the doors at the right side of the building when looking at it from the parking lot. The doors will only be opened for us from 6:30 to 8 PM. After that you can't get in.

Our next meeting, Sept. 20th, will be our last at the Aerospace Museum. The agenda will be a show & sell from Multiplex of Germany put on by Carlton Spindler, the US importer of Multiplex models and radios. We will also review the new club Flying Field Rules and the proposal to move the field to the East of our present location.

I would like to encourage all club members to submit to their city (San Diego) council representivite either a copy of the letter on page 2 or one of their own.

The following videos have not been returned as of August 2000. Please return them at the next meeting

Grant Calkins.....A-10 WART HOG	7-21-99	Mike Morgan.....MONOKOTE II	5-17-00
Seth MogkJOE WURTZ-AIRPLANE	3-15-00		
Paul MorrisElectric Flight	5-17-00		
" "Float Flying	5-17-00		
Jack HixGas to Electric Conversion	1-19-00		
" "Power for Performance	1-19-00		
Del NebekenWring It Out I	5-17-00		
" "Wring It Out II	5-17-00		

10. All pilots will obey current AMA rules and have current AMA membership card in their possession when at the field. Pilots who use the field on a regular basis must join the club (SEFSD) and have a current membership card in their possession when flying.

11. Club officers have the final say in the interpretation of the club safety rules.

12. Only club officers are authorized to contact park or city officials concerning the SEFSD's operation or use of the field.

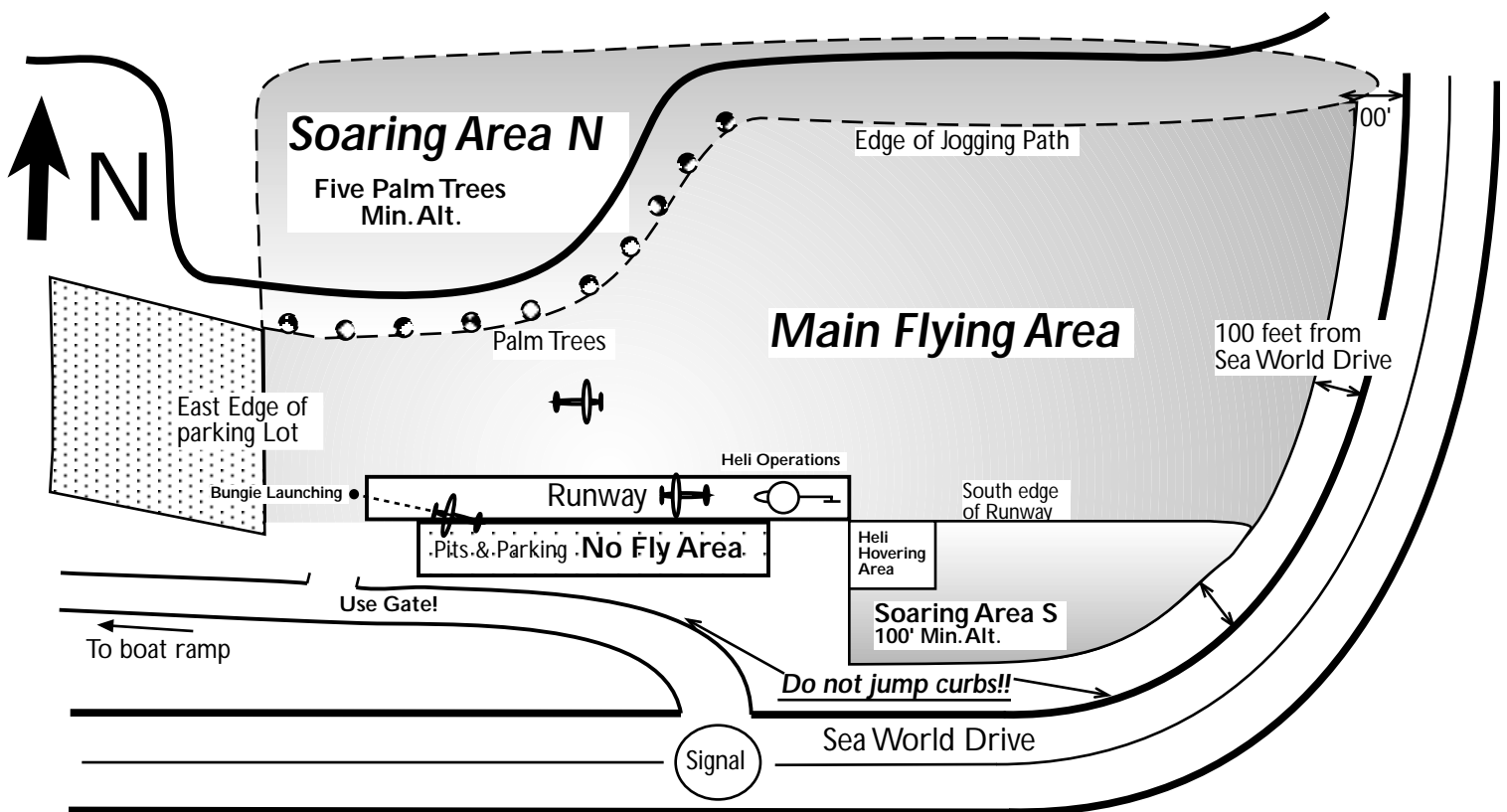
13. Takeoffs and landings will be into the West, towards Sea World, unless there is a prevailing East Wind. Models will not take off across the runway (north or south) unless cleared to do so. Clearance can be obtained by informing all pilots in the air or in the process of launching or landing of the intent to launch or land in a nonstandard manner.

14. Bungie launches should be conducted at the southwest edge of the runway area with the bungie attached in the area past the end of the runway. Launching equipment should be positioned so as to not interfere with runway landings. In addition launch equipment should not be placed in the pit area. Bungie launches should be announced so as to inform other pilots of the launch. During East wind conditions bungies should be positioned at the opposite end of the field.

16. During busy times, (more than 5 planes in the air) it may be necessary to limit some types of model flying. Specifically unpowered gliders that use a high start to launch should not fly when the field is busy. Pilots of the unpowered gliders must coordinate their operations with the "Electric Powered" pilots.

17. Helicopter operations should be made from the east end of the field. Choppers will follow the same general rules as "fixed wing" planes. For those who are learning and need to have extended hovering practice; those operations should be performed at the open area at the southeast end of the field. (See map). Extended hovering over the main runway is to be avoided.

18. Overtaking aircraft must give way to safely pass slower models.



From EFLIGHT - -

On Tue, 22 Aug 2000 14:19:13 -0700 Lawfay@aol.com writes:

I need help I am 77 years old and would like a hobby.

The response:

Keep lurking on this list. In between the flack and crud there is a wealth of information.

Where are you physically located? The best thing you can do is to find a RC Club that is either Electric specific or has a significant electric contingent.

Best starter plane — Garrison Aerodrome Push E Cat. Made from EPP foam, nearly indestructible and a gentle flyer. Big too with a 5 foot plus wingspan.
<http://www.rc-aero.com/>

A Hitec Focus 3 radio receiver and Servo pack. Spend the extra \$'s and get the one with the small servos.
<http://www.towerhobbies.com/>

To start with, a 7 cell 1500 mah sport pack for RC Cars or from your local radio shack a 1000mah 9.6 volt RC car pack.

You will need a good charger. The minimum I would recommend is the Hitec CG330 . The best is probably the Astro 110D or 112D
<http://www.towerhobbies.com/>

By the small motor and speed control as recommended by the Push E Cat Instructions (Speed 400 6Volt and the Jeti Speed 400 speed control that fits on the back of the motor.)
<http://www.hobby-lobby.com/>

All of this can be gotten at one place if you want.

New Creations RC - 1(409)856-4630 Kurk is the guy you want to talk to and he will help you muchly.

You can see a picture of my Son's Push E Cat. at:
<http://www.isd.net/mmmmpc535/Hobby/hobby.htm>

A CD on the Fast Track

Several weeks before the onset of the International Electric Flight Festival, Ron Scharck contacted me about the possibility of my overseeing the sailplane events. I agreed to accept this honored position as long as I could also fly as a contestant. Everything was affirmative in a split second of e-mail and I set about writing the rules.

For reasons which I will not go into at this juncture, it was determined that we would fly two events, A and B Sailplane under AMA rules and NEAC Sport Sailplane, both to be conducted as battery allotment contests. This means that the flier may not recharge his motor battery between the rounds in each event, which, in turn, means that you must have enough battery capacity to make three launches and fly for at least eight minutes per round. Motor use during flight was unrestricted.

The Sport sailplane would, according to its rules, perform three ten-minute flights with a restricted maximum two-minute motor run on the front end of each launch.

Almost everything went predictably well in the face of relentlessly strong winds from early in the day onward. Of the nine entrants in Class A Sailplane Ron Scharck (San Diego), David Wenzlick (Mesa AZ) and Ed Skorepa (Sandy UT) took the honors of first, second and third respectively.

Twelve persons entered the Class B Sailplane event with Ed Skorepa coming in first, Norbert Hilber (Switzerland) in second and Ron Scharck in third.

Sport Sailplane only fielded four hearty entrants with the Japanese brothers Hiroyuki in first and second (Sakai was first and Yasui followed with second) flying a really odd-looking but exciting mid-wing entry—more like a slope model than a sailplane. Gary Westland of Trabuco Canyon, CA, did himself proud with a third place conquest.

There were thrills with, in one case, most sobering consequences. Alex Larionov from Canada brought a brand new model and launched it into the overcast only to see it disappear and come roaring back downwind beyond saving before contact with Mother Earth. It was demolished but Alex took a positive philosophical view—this hobby makes philosophers of us all at one time or another—as he explored the limp remains looking in vain for something salvageable.

But then, zany Wayne Walker, never to be counted out, provided gross entertainment and helped us dry our tears when his sailplane would not start. In his dogged pursuit of the Grand Prize, he had his timer launch the model three times without power just high enough to spiral back in for a spot landing and a last place total of 464 points. I wouldn't have missed this for anything!

Kudos to Ron, Wayne, Tim Attaway, Don Madison, Mike Neale, AMA personnel, and all of the many others who made our trip from the East a memorable event. I can't wait until the next time! (Doug Ward)

San Diego Electroglide

Here are the results of the August 19th Electroglide:

Bill Knoll	flight 1	38pts.	flight 2	53pts.	flight 3	46pts	= 137
Bill Thomas		32		35		23	= 90
Cliff Vaughn		9		43		31	= 83
Pete Day		11		50		0	= 61
Don Wemple		13		33		0	= 46

The wind began to come up by the time we launched for the third flight, but Bill Knoll still managed to stick the landing as he had in the first two and gained the 20 point bonus for all three flights. His new ship, the Impuls, proved to be the best of the day. As he said, "It has never landed outside the 30foot marks, ever!" -- and, ps. - it has a VERY flat glide!

We are still waiting for YOU to get something together to fly in the Electroglide. Remember, there are only two limitations -- a Speed 400, 6 volt motor, and no more than 7 cells. We all toss together and stop the motor run at the call of the CD -- usually 30-40 seconds. Scoring is 6 points per minute with a 20 point bonus for landing between the 30 foot marks on the runway and 0 points if the landing is off the field.

The next San Diego Electroglide will be held September 23rd, the first toss at 9:15 am. Come join us!
Don Wemple and Pete Day

Things Change

I am sure you are aware that there are no photos in this month's newsletter. It seems that the outfit that had been printing our newsletter has gone bankrupt. For more than a year International Office Supply on Mira Mesa Blvd had been printing for us. We have been using this service because this company can print directly from a zip disk without making a master copy.

Each newsletter is created with Adobe PageMaker. When completed it is then converted by PageMaker into an Encapsulated PostScript file and written to a disk, usually a Zip 100. This EPS file is read by the computer/printer that in turn produces those good quality photos - good quality for a club newsletter.

We now must revert to taking a master copy to the printer who in turn just reproduces copies of the masters and any photos are just big black abstract looking blobs.

A plea, do anyone know who can print EPS files? All the usual sources, such as Office Depot, Staples, Kinkos, etc use the master copy process.

End-to-end soldering of batteries

If you find it difficult to solder batteries end-to-end (+ to -) go to:

<http://members.home.net/solderingtips/index.html>

I have established this web site to demonstrate how simple it really is to solder batteries end-to-end when you have the correct tools - soldering tips. And remember - experience is something you don't get until just after you need it.

Charlie White

**Blacksheep Exhibition
Squadron
All Electric R/c & c/l fun fly
Sunday
Sepulveda Basin - Apollo 11
Model Field
Van Nuys, CA.
8:30 a.m. - 4:00 p.m.
Radio Control Events
Smallest Electric
Ducted Fan
Old timer
Pattern
Scale
Glider Sport
Park Flyer
Control Line Events
Fun Scale
Stunt**

**All Entries Judged By
Contestants!**

**A.M.A. License Required to Fly!
\$10 Entry, \$2 for each additional
event or airplane.
Free Pilot's Raffle!**

**Contest Director:
Tony Naccarato
(818)842-5062**

Below is the list of all members who have qualified under the club standards of qualification. If your name is not on the list, check with the SEFSD flight instructors to confirm your qualifications or get checked

Tim Ardoin	Steve Belknap
Dick Cassity	Minton Cronkhite
Pete Day	Joe DeMarco
Tom DeShon	John Ellis
Don Haines	Fred Harris
Howard Harvey	Jack Hawks
Jack Hix	John Hood
Jeff Keesaman	Bill Knoll
John McKinney	Mike Morgan
Lee Norton	Steve Nue
Jack Roesch	Ralph Schierhold
Francis Smith	Ray Stelzner
Terry Thomann	Dudley Uphoff
Cliff Vaughn	Wayne Walker
Don Wemple	Mike Zimmer

The AMA National Model Aircraft Safety Code (page 144 of SEPT. 2000 issue of MODEL AVIATION) are the safety standards that SEFSD use for qualification and are those applied by AMA insurance

SEFSD VIDEO LIST
See Fred Harris, Librarian
One month free borrow

ENDLESS LIFT II
ELECTRIC AIR SHOW / MWE 2000
QSSAA FLY-IN 1994 VOL I & II
LET'S GET SERIOUS ABOUT ELECTRIC FLIGHT
1994 KRC ELECTRIC FLY
1996 KRC ELECTRIC FLY
1997 KRC ELECTRIC FLY
BUILDING WITH FOAM
AIRBORNE VIDEO/FRED HARRIS
F-16 FALCON
POLYSPAN COVERING INSTRUCTION
ELECTRIC FLIGHT & SCHNEIDER CUP
A CELEBRATION OF EAGLES (AMA)
AIR FORCE - TOP GUN
VACUUM BAGGING
DOUBLE EAGLE
SPEEDY BEE/LAZY BEE VIDEO
S.D. MIDWINTER ELECTRICS 2000
BASIC CONSTRUCTION FOR BEGINNERS
MINIMAX CONSTRUCTION
ELECTRIFYING THE FANTASTIC
ELECTRIC FLIGHT
U.S.AIRCORE, BASIC BUILDING TIPS
MONOKOTE I & II
WAR BIRDS OVER SCHENECTADY
DESERT STORM-"TORNADO"
T-BIRDS
SCHNEIDER SPORT ELECTRIC
BYRON ORIGINALS SHOW SEASON 1985
SPEEDY BEE/LAZY BEE VIDEO
A-10 WART HOG
JOE WURTZ-AIRPLANE
GAS TO ELECTRIC CONVERSIONS
POWER FOR ELECTRIC
FLOAT FLYING

Directions to the AeroSpace Museum

From Interstate 5 South: Take the 10th St. exit; turn left on A St.; turn left on 12th St. (which becomes Park Blvd.); turn left at President's Way (you are now in Balboa Park); when you come to the stop sign, the museum will be to your left with parking right in front.

From Interstate 5 North: Take the B St. Pershing exit; stay on B St; turn right on 12th (which becomes Park Blvd.); turn left at President's Way (you are now in Balboa Park); when you come to the stop sign, the museum will be to your left with parking right in front.

From Interstate 8 (either direction): Take 163 South exit; take the 4th Ave./Park Blvd. exit; turn left onto President's Way (you are now in Balboa Park); when you come to the stop sign, the museum will be to your left with parking right in front.

From State Highway 163 South: Take 4th Ave./Park Blvd exit; turn left onto President's Way (you are now in Balboa Park); when you come to the stop sign, the museum will be to your left with parking right in front.

From Interstate 805: Get on I-8, I-5 or ST HWY163 and follow directions above.

From State Highway 94 West: Take the highway into downtown San Diego; turn right onto 12th St (which becomes Park Blvd.); turn left at President's Way (you are now in Balboa Park); when you come to the stop sign, the museum will be to your left with parking right in front.

From Harbor Drive (either direction): Turn east onto Laurel St.; follow it through downtown and over the Laurel St. bridge into Balboa Park; turn right and follow the road to the end of the Park until you reach the museum.

When you have finally found the museum, park on the south-east side of the museum building. There you will find a fenced set of stairs. Enter through the gate, up to the stairs to the second level, enter through the opened door, first room on the left.

**SEFSD
Instructors**

Give these folks a call if you need the talents of a flight instructor. They are just itching to help!

Bruce Cronkhite
619-278-6643
Bob Davis
619- 277-8043
Bill Knoll
760-966-6884
Steve Belknap
858-693-3739
Steve Neu
619-284-0816
Pete Day
619-274-3016
Ron Stark
454-4900

Membership Application

NAME: Last _____ First _____ Middle Initial _____

ADDRESS: _____

CITY _____ STATE _____ ZIP _____

PHONE: (H) _____ (W) _____

FAX: _____ E-MAIL _____

AMA NUMBER: _____ Dues Paid _____

Date of birth _____ Date _____

Note: AMA Membership **Required**

Flying membership \$25, Newsletter Only membership \$15. Join after July \$10. Bring to club meeting or mail with copy of AMA card and check to: Mr. M. W. Neale, 17140, Tam O'Shanter Drive, POWAY, CA 92064.

SEFSD c/o Charlie White
4420 Ladera Street
San Diego CA 92107