

PEAK CHARGE

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

SEFSD Newsletter

March 2001

Volume XI Issue III

CALENDAR

March 2001

Electro Glide Saturday
March 31, 2001

Begin daylight Saving Time
Sunday April 1, 2001

March meeting
Tuesday March 27, 2001

April meeting
Tuesday April 24, 2001

Raffle prizes for March

Ezette ARF
Hi-Tec 335 Charger
HS-81 Servos
Oriole 20 kit
And others



First Place - Junior Engineer!

By Tei Newman (Summer 2000)

Hi, I'm Tei Newman and I just finished the 8th grade at Muirlands Middle School in La Jolla. I joined this Club about two years ago. Steve Belknap, one of our Club's most active members and my flying instructor, asked me to write this article about my experiences in the Greater San Diego Science and Engineering Fair (GSDSEF), which took place in April of this year at Balboa Park.

My project was called "Aerodynamic Advantages of Spinning vs. Stationary Wing Profiles." To conduct this research, I built a wind tunnel and powered it with a high-powered leaf blower. I would like to thank Steve Belknap for lending me his book on wind tunnels, which I found very useful in the construction of the wind tunnel for my project.

Silent Electric Flyers of San Diego

Club Information

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

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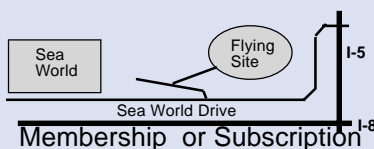
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Mission Statement

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.

President's Corner

First of all I'd like to apologize for my behavior at the field on Saturday the 3rd. I should never have yelled at full volume toward another person. My apologies to Lee Norton and to all the members that had to endure my tirade.

Unfortunately the subject had to do with field safety and proper Radio Frequency etiquette. As we've posted at the field and explained at the January club meeting, the pins are to have your name on them so someone that wants to use a particular channel can find the other person and work out sharing. In this particular instance the person using the channel used his nickname and I and two others had walked up & down the flight line asking for the channel & person. For some reason that person didn't hear or recognize the name, so Bill & I were just about to pull the pin off and allow the other person to fly that frequency when he realized what had happened. Two more minutes and at least one plane would have been trash! That's why I was so upset. Please remember to put your true name on the pin, if you want to put a nickname on, make a large tag with both names!

The MWE 2001 is now history, and what a Fly-In it was!! From all accounts it Was A Smashing Success! We had 98 pilots registered, twenty vendors present (several of whom ran out of kits to sell!), and so many spectators that the parking on Saturday extended down past the West end of the runway! Bill Everitt counted over 250 cars at noon, and I noticed that the spectator line was 3 & 4 deep with visitors! The In-Door flying at the Confederate Air Force hanger at Gillespie Field was full both Friday and Sunday. Glen Merritt and the owners of Hitec RCD were very pleased with the turn out and the great amount of fun everyone had with the FunTec Sky Scooters! They were so impressed that Glen will come to our March meeting and present the check to us for our putting on the Mid Winter Electrics, sponsored by Hitec RCD!

Fred Harris ran a great Scale contest with some very, very good looking planes, and Don Wemple ran a spirited Electro Glide for both Speed 400 & Open gliders. Of course the most fun were the Sky Scooter events, especially the Killer Kombat (how come were there no hits or crashes!), and Kit Bashing! Some great looking Nasty and Politically Incorrect ones!

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February Meeting Minutes

By Tom DeShon

Introduction –

The February meeting was called to order on 2/27/01 at 7:00 PM. Attendance was a little light due to inclement (read “rainy”) weather. These monthly meetings are held at the San Diego Auto Museum on the second floor mezzanine. New members / visitors included: Mike DeGroot, who recently joined the club and flies a Dragonfly; and David Pitcairn who flies fixed wing aircraft as well as helicopters.

Old Biz –

The SEFSD sponsored Mid-Winter Electrics was a resounding success. The club has been receiving congratulatory emails as well as positive personal comments. Some recommendations have been suggested for next year’s event. Some of the proposed changes were in the following areas: Attendance at this year’s seminar was almost nonexistent. Because of this, next year’s seminar will likely be cancelled or scheduled to occur only in case of inclement weather. Likewise, the Mexican Feast was not attended as expected. Next year, the social event will probably be changed to a no-host arrangement at a local restaurant. The assembly / disassembly of the tents and the actual rental costs proved to be more complicated and costly than anticipated. The small individual tents and cabanas will likely be replaced by a smaller quantity of very large tents.

Attendance at the MWE was likely the largest ever. Saturday and Sunday were each attended by hundreds of people with 300+ cars parked in the area each day. The indoor exhibitions on Saturday and Sunday were equally well attended. Representatives from the San Diego Union/Tribune as well as S & E Modeler and Model Airplane News were on hand to document the various events. The Union will likely publish an article in the near future and pending articles in modeling magazines will include photographs as well as explanatory text.

New Field Proposal – The initiative and suggestions for our new flying field will go to the Mission Bay Planning Committee on Tuesday, March 6 for assistance. Wayne believes that support from the local City Council Members is critical for the success of this plan. The club is currently looking for volunteers with experience in local politics to assist. The goal is to convince the city to construct an asphalt sidewalk (adjacent to the club flying site) along the north perimeter of Sea World Dr. We would hope to take advantage of the available machinery (tractors, graders, etc) and material (asphalt) to “assist” us in construction of our own future facilities.

Video Tape Circulation – A reminder.....As videos available for loan and viewing are limited, a request has been made for everyone to return these loaners within a 30 day period.

New Biz –

New 2001 MWE long and short sleeved t-shirts and polo shirts are still available for sale. These shirts, as well as selected iron-on patches are available for purchase at the monthly meetings.

Upcoming events include the monthly S400 Electroglide. Assuming good weather, the contest will be held at the South Shores field on Saturday, March 3 at 9:00 AM. The F5B competition and S400 Pylon Races are planned for Sunday, March 18 at 9:00 AM. Zagis and foamies are invited to participate in unique classes if justified by the number of available entrants.

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Presidents”s Corner - - -

Don and Anne Wemple put on a fun Mexican Feast to cap it all off on Saturday night. Many thanks to them & everyone that helped. Congratulations to Bill Everitt all the ladies he brought to register, promote, and sell raffle tickets to all the pilots. A special thanks to Lou Rosse for all his help driving trucks, putting up barriers, filling in at impound and doing all with a great smile! Mike & Deb Holland did a fabulous job at the Impound tent both days! Bob Davis had signs all over the place, Charlie White arranged the rental of awnings, tables, and chairs from the Marine Base. And to everyone who helped with setting up tents, tables, & equipment, directing traffic, registering pilots, sending out publicity, selling tickets & shirts, impounding transmitters, staging events, making signs, answering questions, holding the raffle, and cleaning up the field on Monday afternoon. It’s this kind of group effort that makes these big events relatively easy to put on, and so much more rewarding.

At the MWE and afterwards we received many, many compliments from participants and spectators alike on how well run and fun the whole event was! The weather was great, no rain and no big winds! What more could anyone want for a February Fly-In in San Diego!!

Don’t miss this months’ meeting, we’ll be trying to explain the mysteries of control surfaces, decollage, CG, and some tips on setting up different planes.

The latest on our New Field: I presented the proposal to the Mission Bay Planning Committee on Mar. 6th. They received it well and asked the Parks Dept. staff to review it. Parks Dept. reports that this is a normal procedure, and we expect a positive report back for the April Planning committee meeting.

February minutes - -

Safety, Safety, Safety....

There was no specific discussion on this topic tonight.

The Training Program-

The recently purchased computer flight simulator is available for rent to club members. The club’s formal Flight Instructors are available at the flying field weekends from 8:00 – 10:00 AM. Bill Knoll can assist with questions / concerns.

How To-

There was no presentation at this meeting. The residual work and clean up of the MWE has occupied most of the available time of members likely to complete presentations on how-to topics. The “How-To” portion of the meeting agenda will begin again at the March meeting.

Show & Tell-

Wayne Walker brought his new Gnat (Housefly?) indoor flyer. This plane is marketed by North East Sail Planes and includes a carbon boom and V-tail. Total weight including battery pack is less than 6 oz.

Bill Knoll showed his new Hot Cat by Garrison Aerodrome. This EPP foam plane flies on a S400 motor, 8-cells and performs similarly to the average S400 pylon racer.

Mike Blott brought his R/C Cox Sky Cruiser. This plane is marketed as a free-flight model that Mike has “reworked” into a 3-channel flight configuration. Mike uses a Litestick motor, 6 - 50mah cells, and believes the ready-to-fly weight to be around 109 grams.

The meeting adjourned around 9:15 PM.

Interesting web sites

<http://aerocar.com/> This is Ed Sweeny's web site. Ed was at MWE 2001 with those little helicopter pictured in last month PEAK CHARGE. He was also picture on page 7 top left corner.

<http://gnv.fdt.net/~redscho/> Here you will find information about batteries.

<http://www.modelclubs.net>
This is the web site for the San Diego County model airplane club association.

I have not read much on the recent Mid Winter Electric Event and being my first year of attendance I thought I would give my impressions. WOW! I have never seen so many really fast planes! dozens of jets and pylon racers way faster than my quickest plane(8cell speed400 Switchblade). Lots of vendors with great deals(300\$ well spent). Great weather (no rain not much wind). I had a great time and look forward to next year.

I put some video clips up on a web site of some of the planes I really liked take a look.

<http://www.angelfire.com/ca7/mwe/>

Frank Wallace
Phoenix,AZ

More indoor pictures from the San Diego Meet

Click here: San Diego Mid Winter Electric Meet 2001

Mike
Insandiego AMA#02241

<http://members.nbc.com/insandiego/RadioControlProjects.htm>

San Diego Electroglide results for 3 March 2001

ONLY TWO COMPETITORS!!!!

WHERE WERE ALL THE OTHER STALWARTS?

I heard the Bill Knoll "forgot" his model!!! I guess that the Chief flight Instructor always has a lot on his mind!!

I had to go to Los Angeles, and so left the match in charge of Bill.

anyway..... Tom DeShon cleaned up with all three landings in the money area, and an 11 minute flight on his second one!
Congrats Tom!

Now...the news is this!..... There are three new ships in the process of being set up! Hopefully at least two of them can be ready by the next Electroglide — March 31st. Can we look forward to six or seven competitors? I hope so!

I always keep harping on the simplicity of the Electroglide. It's so easy!!!! A 6volt speed 400 and 7 cells! Every member of the club can set up something in but a few hours. Guaranteed, it will improve your abilities as a pilot...and....it's fun!

As usual, the San Diego Electroglide is held monthly, the Saturday following the general meeting.

Be there: Saturday, March 31st. First toss at 9:30

Don Wemple and Pete Day

Over the next several months PEAK CHARGE will publish WAYNE'S SEFSD COOKBOOK FOR MODEL BUILDERS. This document is 19 page long and about 3 to 5 pages will be included in the proceeding newsletters.

Wayne's SEFSD Cookbook for Model Builders

Epoxy Tips and Techniques

- Differences in Epoxies: Thin is for layup and laminating construction – 5 & 15 minute types are for repairs.
- Temperature and Time establish the pot life, set time, and cure times. Be aware of your epoxy's limits. Once it starts to thicken or gel, do not continue to work.
- The best epoxies have long cure times and very thin viscosities. Avoid "5 Minute" epoxies for bonding to cured epoxy.
- Jeffco and Diversified Materials of La Mesa sell the best high strength epoxies. WEST System Epoxy is also available from West Marine in Pt. Loma.
- Devcon 2 Ton is OK for most small repairs and balsa construction.
- Gloves are the best protection. Clean skin with hand cleaner first, then soap & water, not solvents.
- Always prepare surfaces by sanding and solvent cleaning as needed.
- Use plastic or paper cups to mix in. Small amounts can be mixed on a piece of paper.
- Only add fillers after mixing the epoxy. Micro Balloons and Lite fillers are for sanding. Cabosil, Flax, and Fibers are for structural uses and fillets, i.e. firewalls and joiners.
- Avoid MEK and Acetone in favor of Rubbing Alcohol and Lacquer Thinner as solvents. (ed. note: white vinegar will remove epoxy) Always try to use clamping pressure to decrease glue line thickness. Even tape & rubber bands make good clamps.
- If the pot gets hot, you mixed too much! Mix small batches of only enough for what you can use immediately.
- If the epoxy doesn't cure in 48 hours in a warm room, the mix was bad. Do it again!
- If the Hardener turns color, it has been contaminated with water. Test it before using.
- The most common problems are not mixing enough, 1 minute minimum, and incorrect mixture ratios. Do a test batch if uncertain.

General Epoxy Use and Techniques

Epoxies are safe when handled properly. To use epoxies safely, you must understand their hazards and take precautions to avoid them.

Hazards

The primary hazard associated with epoxy involves skin contact. Resins may cause moderate skin irritation. Hardeners are corrosive and may cause severe skin irritation.

Resins and hardeners are also sensitizers and may cause an allergic reaction similar to poison ivy. Susceptibility and the severity of a reaction varies with the individual. Although most people are not sensitive to Resins and Hardeners, the risk of becoming sensitized increases with repeated contact. For those who become sensitized, the severity of the reaction may increase with each contact.

These hazards also apply to the sanding dust from epoxy that has not fully cured. These hazards decrease as resin/hardener mixtures reach full cure. Refer to product labels or Material Safety Data Sheets for specific product warnings and safety information.

Precautions

1. Avoid contact with resin, hardeners, mixed epoxy and sanding dust from epoxy that is not fully cured. Wear protective gloves and clothing whenever you handle Epoxies. Barrier skin creams provide additional protection. If you do get resin, hardener or mixed epoxy on your skin, remove it as soon as possible. Resin is not water soluble—use a waterless skin cleanser to remove resin or mixed epoxy from your skin. Hardener is water soluble—wash with soap and warm water to remove hardener or sanding dust from your skin. Always wash thoroughly with soap and warm water after using epoxy. Never use solvents to remove epoxy from your skin.

Stop using the product if you develop a reaction. Resume work only after the symptoms disappear, usually after several days. When you resume work, improve your safety precautions to prevent exposure to epoxy, its vapors and sanding dust. If problems persist, discontinue use and consult a physician.

2. Protect your eyes from contact with resin, hardeners, mixed epoxy, and sanding dust by wearing appropriate eye protection. If contact occurs, immediately flush the eyes with water under low pressure for 15 minutes. If discomfort persists, seek medical attention.

3. Avoid breathing concentrated vapors and sanding dust. epoxies have low VOC content, but vapors can build up in unvented spaces. Provide ample ventilation when working with epoxy in confined spaces, such as boat interiors. When adequate ventilation is not possible, wear a NIOSH (National Institute for Occupational Safety and Health) approved respirator with an organic vapor cartridge. Provide ventilation and wear a dust mask when sanding epoxy, especially partially cured epoxy. Breathing partially cured epoxy dust increases your risk of sensitization. Although epoxy cures quickly to a sandable solid, it may take over two weeks at room temperature, or elevated temperature post-curing, to cure completely.
4. Avoid ingestion. Wash thoroughly after handling epoxy, especially before eating. If epoxy is swallowed, drink large quantities of water DO NOT induce vomiting. Because hardeners are corrosive, they can cause additional harm if vomited. Call a physician immediately. Refer to First Aid procedures on the Material Safety Data Sheet.

KEEP RESINS, HARDENERS, FILLERS AND SOLVENTS OUT OF THE REACH OF CHILDREN.

Contain large spills with sand, clay or other inert absorbent material. Use a scraper to contain small spills and collect as much material as possible. Follow up with absorbent towels. Uncontaminated resin or hardener may be reclaimed for use.

DO NOT use sawdust or other fine cellulose materials to absorb hardeners.

DO NOT dispose of hardener in trash containing sawdust or other fine cellulose materials—spontaneous combustion can occur.

Clean resin or mixed epoxy residue with lacquer thinner, acetone or alcohol. Follow all safety warnings on solvent containers. Clean hardener residue with warm soapy water.

Dispose of resin, hardener and empty containers safely. Puncture a corner of the can and drain residue into the appropriate new container of resin or hardener.

DO NOT dispose of resin or hardener in a liquid state. Waste resin and hardener can be mixed and cured (in small quantities) to a non-hazardous inert solid.

CAUTION! Large pots of curing epoxy can get hot enough to ignite surrounding combustible materials and give off hazardous fumes. Place pots of mixed epoxy in a safe and ventilated area, away from workers and combustible materials. Dispose of the solid mass only if cure is complete and the mass has cooled. Follow federal, state or local disposal regulations.

A letter to the Editor

Editor,

I noticed in the February newsletter that Steve Manganelli had done some testing of some composite spars. I am new to the club and thought I would introduce myself in case members had need of my services. I am a retired mechanical engineer who specialized, as a consultant, in product analysis, engineering, and design, primarily using advanced composite materials. If any of you have questions, or need some assistance, I'd be glad to help. (It's all free, of course, until I get bored. Then I charge \$125/hr. 8-0)

Guy Buchanan

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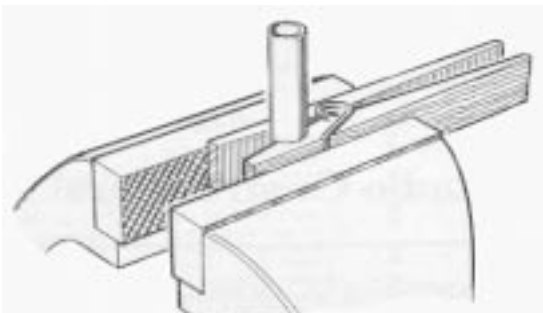
I won First Place in the Junior Engineering Division, and was so surprised when I also won "Sweepstakes in the Junior Division. My project was also lucky enough to win recognition by the Aerospace Museum, Hewlett Packard, and the Science Fair Board for my project.

I want to personally thank the Club very much for keeping me interested in aviation. Recognition by the Aerospace Museum was especially exciting, because I was invited with my family to the Museum's May Board Meeting. At this meeting I was asked to briefly explain my project, and then Wally Shirra, the former NASA astronaut, presented me with a \$100 US Savings Bond.

When I received the news that I was to be recognized at the Aerospace Museum's Board Meeting, I was at my Grandma's house. My Dad called me and said Tei, "Wally Schirra will be presenting you with a Certificate of Achievement and a savings bond." I replied, "That's nice and who's Wally Schirra?" After that, my Dad was so surprised that I did not recognize the name that he gave me a five minute history lesson on the important astronauts. Then I replied in a dumfounded and surprised tone, "Wowwww". Now, one month later, I read an article in [Air & Space Magazine](#) and saw a big picture of Wally Schirra with John Glenn, Jim Lovell, and Pete Conrad. You can imagine the amazement on my face when I saw this, I mean, the man that handed me my award was a famous astronaut on the same level as John Glenn and Jim Lovell.

So anyway, I would like to thank the Club once again for their help and support of my interest in aviation. And happy flying!

Tei Newman



Holding a thin tube to file or drill can be tricky. Slip the tube into a regular spring-type clothespin, and then put the pin into a vise. Several sizes of slots can be filled in the pin to accept more than one size of tube.

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 **Subscription Secretary: Dennis Collins, 5150 Corte Playa Catalina, San Diego, CA 92124.** Do not mail your application or subscription to the SEFSD newsletter.

SEFSD c/o Charlie White
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