

PEAK CHARGE

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

SEFSD Newsletter

July 2001

Volume XI Issue VII

CALENDAR July 2001

Tuesday July 24, 2001

7 pm Automotive Museum
in Balboa Park

Electro Glide Saturday
July 28 at 9:15 am

Sept 1st – Top Dog Aerobatics
Contest at Palomar Flyers
Field

Oct 18th – Miramar Air Show,
Model Aircraft Displays and Air
Show at 4 PM before Blue
Angles Sunset Show.

JULY RAFFLE

Focke Wulf ARF
Mirage kit
Scooter II kit
Atomic Force Motor
Flying Model Mag. (1 Year)
Sub Micro servos
Standard servos

San Diego Electroglide Results of June Thirtieth, 2001

	Flight One	Two	Three	Total
Don Wemple 48 (Pulsar)	29	40		117
Tom DeShon 42 (Sunbird)	51	0		94

We started the day with four competitors. However, I couldn't talk the other two out of their score sheets so I'll only list Tom and myself. I tried to explain that there should be no stigma attached to being at the bottom of the page since this is only a club event, but to no avail. Maybe next month I will be able to list more participants.

As you can see, I was in dire straights following the second launch when I missed the landing, but somehow the speed 400 gods caused Tom and his Sunbird to miss the landing AND the field and put me in on the money for the landing — a rarity for the Pulsar and my ability to land smoothly and gracefully. Someone quoted the yogiism, "It ain't over till it's over" Too true!

It's lots of fun! And I repeat that you don't need to have a "supership" to have fun in the San Diego Electroglide. "Join us!"

If you need further information regarding the rules and regulations, call me at (619) 469-5566 or e-mail me at <DonK126@cts.com>.

The July Electroglide will be held starting at 9:15 AM, Saturday, July 28th.

Don Wemple

Silent Electric Flyers of San Diego

Club Information

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

2001 Officers

President Wayne Walker
1-619-284-6119 Wayne@Walker.org

Vice President, Chief Flight Instructor
& Gate Keys Bill Knoll
1-760-966-6884
billknoll@earthlink.net

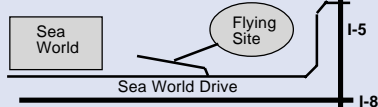
Treasurer Mike Neale
1-858-674-1378
mneale@enerdyne.com

Newsletter editors Charlie White
1-619-223-8903
charliwhite@home.com
Bob Davis
1-619-277-8034

Safety SteveNue
1-619-284-0816 SNEU@aol.com

Membership Dennis Collins
1-858-569-5015
dennisc@pobox.com

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



Membership or Subscription

\$25 per year, \$15 for subscrip-
tion only. \$10 for under 18 or ad-
ditional family member. Mail to
the Subscription Secretary: Dennis
Collins, 5150 Corte Playa Catalina,
San Diego, CA 92124.

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

July 2001 Column

The Swap Meet at last month's meeting was a resounding success, and the club made over \$400 from the sale of donated items. By the time you read this the SD Co. Model Assoc Swap Meet will be over and I'm sure everyone will have picked up just as many great, can't live without bargains there too!

The new field project continues to move along with the selection of Montijo's Tractor and Backhoe Service to do the work of clearing and grading the new area, clearing the road and parking areas, and covering the old field area with the unneeded mulch. By the meeting date I should know the exact dates he will be doing the work, and how long it will take.

You may have heard that the Silent Electric Flyers of Long Island have flown a seaplane across Long Island Sound for a distance of 15 miles. Our congratulations to them, but we've mounted a SEFSD Project to fly more than 30 miles in the desert! We also know of Alan Concone from Los Angeles area flying an electric powered glider to over 11,000 ft. altitude and documenting it with live TV downlinks to his base station on the ground! Congratulations, Alan!

Don't forget the Electro-Glide contest for S400 planes the Saturday after the meeting.

See you then, and fly safely,
Wayne

June Meeting Minutes

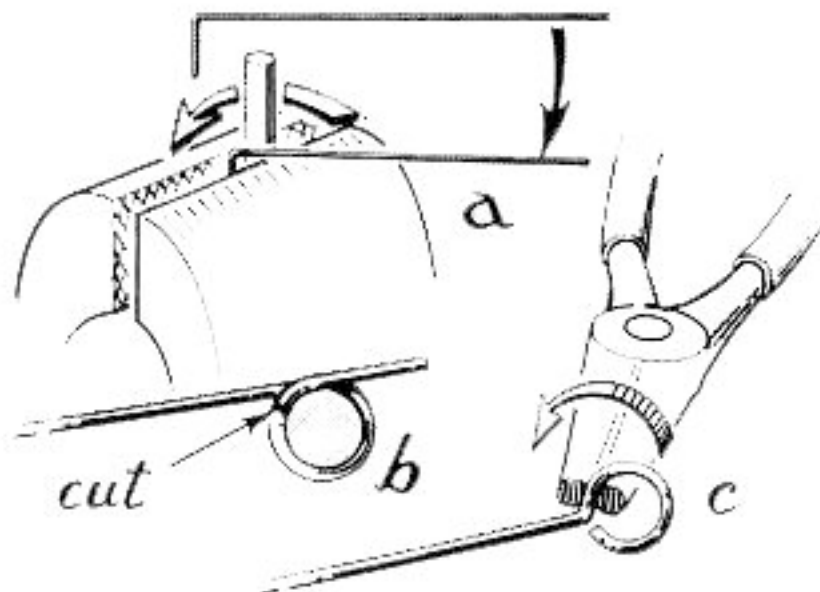
By Tom DeShon

Introduction –

The June meeting was held on 6/26/01 and was dedicated to the annual swap meet. No official business was discussed.

WILL THE GENTLEMAN THAT BOUGHT MY “SOMBRERO” ASTRO 05 OLD TIMER AT THE CLUB SWAP MEET, PLEASE RETURN THE RECEIVER. IT WAS NOT INCLUDED IN THE SALE PRICE. THANK YOU. ROY MCGUCKIN 858-673-8123

Clamp a rod or a nail in a vise. Make a 90 degree bend in a piece of wire and secure one end in the vise. Pull the wire around the rod or nail as shown (a). Snip off the excess wire as shown in (b), and then bend the loop back 90 degrees as in (c).





This photo is a 1968 Stearman biplane covered with trans. orange Monocote built from a Sterling U-control kit. It first flew on "gas" in 1968 by a Veco 45 then in 1979 by a Webra 61.

First 3 E-flites were on 7/3/01. Motor is Plettenberg 220/20/A3/P4/5:1 on 14-16 1900SCR's with a 12/8 MAS Nyl. ESC is Schulze 45 bo.

The dude holding the plane is Ray Fulks and the photo was taken by Doug Rubin

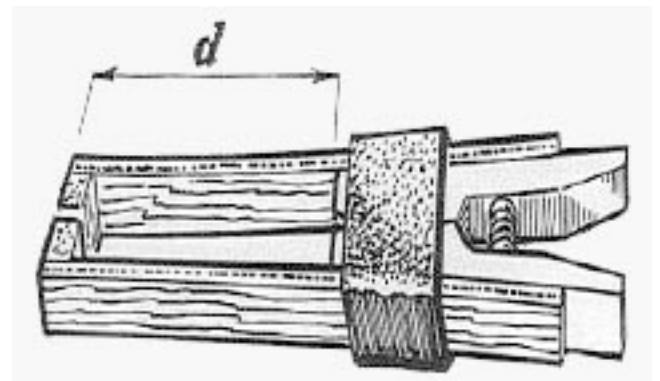
Since many people are alone when they suffer a heart attack, this article seemed in order.

Without help, the person whose heart stops beating properly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest.

A breath and a cough must be repeated about every two seconds without let up until help arrives, or until the heart is to begin beating normally again. Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a hospital.

If you are online and find this energy "crisis" interesting, log on to <http://energycrisis.lbl.gov/>. You can watch the energy "crisis" unfold before your eyes every ten minutes.

Contact-glue strips of plywood to the jaws of a plastic clothespin, securing them with a wide rubber band or bands cut from a bike inner tube. The bands add good clamping force to the pin's spring and allow deep clamping jobs as spar webs. The throat depth (d) is 2.5 inches and the jaws open to 1 1/8 inches. Note the balsa block jaws glued to the end of the strips



The "plane driver" says....

It only takes five years to go from rumor to standard operating procedure.

Now I know what a dog feels like watching TV (A DC-9 captain trainee attempting to check out on the 'glass cockpit' A-320.)

Speed is life, altitude is life insurance.

No one has ever collided with the sky.

A "GOOD" landing is one from which you can walk away. A "GREAT" landing is one after which you can use the airplane again

If you've got time to spare, go by air. (More time yet? Go by jet.)

It only takes two things to fly - airspeed and money.

The similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies. If ATC screws up, the pilot dies.

The difference between a duck and a co-pilot? The duck can fly.

It's better to break ground and head into the wind than to break wind and head into the ground.

If it doesn't work, rename it. If that doesn't help, the new name isn't long enough.

Please don't tell Mum I'm a pilot; she thinks I play piano in a whorehouse.

Will Rogers never met a fighter pilot.

The difference between flight attendants and jet engines is that the engine usually quits whining when it gets to the gate.

If it's ugly, it's British; if it's weird, it's French; and if it's ugly and weird, it's Russian.

New FAA motto: We're not happy, till you're not happy.

A copilot is a knothed until he spots opposite direction traffic at 12 o'clock, after which he's a goof-off for not seeing it sooner.

Without ammunition, the USAF would be just another expensive flying club.

If something hasn't broken on your helicopter, it's about to.

The three most dangerous things in aviation are a doctor in a Bonanza, two captains in a DC-9, and a flight attendant with a chipped tooth.

I give that landing a 9 . . . on the Richter scale.

Electric National for 2001

July 29 will be the first day of the AMA/NEAC 2001 Electric National Championships, this country's premier electric competition. The main events are LMR (Limited Motor Run) soaring competition. LMR events draw upon influences from SAM, Soaring, F5B, and even Free Flight. The task requires high power for near vertical climbs as well as soaring and piloting skills for the precision timed landings. The open format requires tactics and strategy beyond the normal man-on-man type competitions. You not only have to fly well; you have to fly at the right time.

A/B LMR

The Class A events limit the battery to 7 cells, while the Class B events allow up to 30 cells. In both classes there are Sailplane events for those who enjoy the sleek modern ships as well as Oldtimer events for those who enjoy a more classic look and construction.

Sport Sailplane

The Sport Sailplane event allows a longer motor run for those who would like to fly LMR events without committing the resources required for class A or B power systems.

1/2A Sailplane

1/2A (Speed 400) Sailplane requires the use of a stock motor and no more than 7 cells. This class is an interesting mix of low and high tech approaches.

1/2A Texaco

1/2A Texaco requires a stock motor and no more than 7 NiCd cells of no more than 600mah capacity. These attractive little Oldtimer planes can fly for as long as the batter and the thermals last. The winner is usually determined in a fly-off.

1/2A Pylon

1/2A pylon is always exciting with several of the little racers on the course at once.

Electric Sport Scale

Several of the competitors bring along scale electric models for a low key scale competition.

Come to compete for the prestigious title of "National Champion" or just to enjoy the company of other electric flyers. Whether you are interested in competing, watching, or helping out, visit www.modelaircraft.org and www.electricalaircraft.org for more info.

My site www.ralphweaver.com

MTI products www.magtechinc.net

Ralph Weaver "The key to success is: pick your game and don't dabble."
Fishers, IN Jack Welch
USA

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



Don Wemple and his Fieseler Storch.
 Powered by a Sp 600 with a 3:1 gear box and
 8 2000 cells.



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
4420 Ladera Street
San Diego CA 92107

PRESORTED STANDARD US POSTAGE PAID SAN DIEGO CA PERMIT NO. 3476
--