

January, 2006
Volume xviv, Issue 1



PEAK CHARGE

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

Monthly Meeting
Aerospace Museum
Balboa Park
4th Tuesday
7:00 PM, January 24

Electroglide
Saturday
following Meeting
9:30 AM, January 28



A bronze replica of the B-24 Liberator, built by San Diego's Consolidated Aircraft Veterans Memorial Garden, Balboa Park



Silent Electric Flyers of San Diego

Peak Charge

2006 Officers

President Steven Manganelli
619-298-7592 sefsdpres@yahoo.com

Vice President Doug Rubin
619-925-5357 dougrubin@san.rr.com

Secretary David Fee
760-583-1926 davidfee@cox.net

Treasurer Michael Neale
858-674-1378 michaelwneale@earthlink.net

Editor Bill Fee
760-967-7259 dwfee@cox.net

Safety Officer Steve Neu
619-284-0816 sneu@aol.com

Chairman of the Board Steven Manganelli
619-298-7592 sefsdpres@yahoo.com

Board of Directors

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619-298-7592 sefsdpres@yahoo.com

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619-298-7592 sefsdpres@yahoo.com

Vice President Doug Rubin
619-925-5357 dougrubin@san.rr.com

Treasurer Michael Neale
858-674-1378 michaelwneale@earthlink.net

At Large Chuck Grim
858-274-7322 chuckgrim@mac.com

At Large Ray Fulks
619-479-1321 rfulks@cox.net

At Large Tim Attaway
619-427-6392 ttrattaway@cox.net

Committees

Membership Sylvia Fee
760-967-7259 sylviafee@cox.net

Video/DVD/Librarian Chet Tussey
858-456-1261 ctussey@aol.com

Raffle Robert Abel
619-562-3774 Abelsantee@aol.com

Flight Instructor Pedro Brantuas
858-272-6882 pedro@san.rr.com

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.

THIS MONTH'S PROGRAM

Hello All members! Happy New Year!

To start off the first meeting we will have a swap meet, so clean out your garage and bring the planes and heli's that you don't fly, old servos and radios, and bring them to the meeting.

We will be also talking about what's going on for the year, events including MWE,funflays, Jet day at the bay, Heli fun fly,F5B,Pylon racing, IMAC and e-glide!

See you in the Pitts! *Doug Rubin*
V.P.SEFS

Aerospace Museum
Monthly Meeting site



AMA Charter Club 3078

web site: <http://sefsd.org/>



Field

Flying Field GPS Coordinates
Latitude 32.7625480 Longitude 1721415

Zip Code 92109

Electric Precision Aerobatic Results - by Tim Attaway, CD

November 19th, 2005 found a few good men down at the bayshore to see who would get bragging rights for this second contest in precision flying. We used the International Miniature Aerobatics Club sequences (IMAC) in the basic class and the sportsman class. Sportsman is more difficult than basic in that the figures you must fly are more complicated and somewhat more difficult in nature. The weather was perfection and the runway was in good shape. Ray Fulks brought his computer for Chuck Grim to record the scores in the scoring program. Two very fine upper class (Unlimited pilots) Steve Nelson and Sean Mersh were agreeable to do the judging. We set up the ez up and the computer and had the pilot's meeting at around 9 or so. It was very low key. We discussed the plan for the contest and talked about some of the maneuvers and what they should look like. Steve Nelson, a highly qualified full scale pilot and superb judge with Tournament of Champions credentials, told the group that he would give them a tape recording of each flight, describing the maneuver and the deductions given for each pilot. This is a very difficult endeavor and not many people have the skill and knowledge to simultaneously watch and keep the score and record with voice all that was required. The pilots seemed to be grateful for this service and well they should. After each round I would see the many pilots lining up to get the tape recorder.



Basic pilots were Braden Moore flying his Fliton Extra

1
Bruce Brown
and Dad
scratch built Giles 202
Hacker C50-14XL 6.71 Gearing

2
Braden Moore
Fliton Extra 330S
Hacker C-50 10L 6.7:1 Gearing
Thunder Power
17/10 APC Prop
18.5 Volt 5s3p Li-Poly pack

3
Steve Neu
Infinity 90
150024 -6.71 Gearing
8 3200 mA Kokom Li-Poly pack

4
Pedro Brantuas
QQ YAK 54 102"
NeuMotors 22/15/ 1.5y BAM
motor
Castle Creations HV-110
12s3P ThunderPower Li-Poly pack
30x20 Custom Prop - Fly DMA.com

5
Curtis Pilcher
Fliton Extra 330s
AXI 4130-16
17x10 APC Prop
ThunderPower 6s2p Li-Poly pack

6
Howard Pilcher
72" QQ YAK 54
AXI 5330/18
90 JETI ESC
18x10 APC Prop
10s4P Polyquest Li-Poly pack

7
Ray Fulks
Comp. ARF. 2.3m Extra 30
NEU BAM 2215 Motor
Polyquest LIPO
10.4 Ahr pack 1254P 2600's
Two 26x15 APC Props
4" Tru Turn Spinners
(Radio) Futaba WC2 with 8611 JR
servos
12s4P Polyquest Li-Poly pack

330 Extreme, Steve Neu flying his Fliton pattern ship, Curtis Pilcher, also flying a Fliton 330, and his father Howard Pilcher flying a Yak by QQ. These pilots have all flown in competition before except Howard. As the first round was completed Braden was in the lead and Steve and Curtis were close behind.

They flew the sequence of 10 maneuvers 4 times and received scores that went into the scoring program and the final results found: Braden Moore in first place Steve Neu in second place Curtis Pilcher in third place Howard Pilcher in fourth place Sportsman pilots were Ray Fulks flying his 30 % Extra with a BAM motor, Pedro Brantuas flying the

100 inch wing span QQ Yak 54 on a BAM motor, and Bruce Brown flying the Chuck Brown Special Pattern ship. It was a closely contested battle and Pedro was in the lead after the first two rounds and Bruce was right behind. In the final round Pedro's Yak system failed to develop full power and he was forced to go to a back up airplane the Impact Pattern ship. This allowed Bruce to sneak by and finish in first place. Ray was right there too and it was a lot of fun to see the competitive juices flow in this the last event of 2006. Thanks to all that came to give it their best.

Congratulations to Bruce and Braden for taking the "Gold"
Thanks for all the helpers that made this contest easy to run.

"Sportsman Class" for the Electroglide!

Pandi can provide you with an ARF Easy Glider (71 inch wingspan, 3-axis control) with motor, gearbox, and prop for only \$74 (regular price \$89.99)!

So..... take some of your loot and get one from him, <pandi@san.rr.com>

All you gotta do after the \$74 expenditure is round up three servos, a receiver, and a battery pack, guys. Install, and fly!!!

Join us in the very first SEFSD Sportsman Class Electroglide on Saturday, January 28th 2006.

And, yes — the 60 second motor run should work out OK, and the landing points will be the same.

Don Wemple

To all of you from Sureflite:

The newer RR version from Hitec/Multiplex came in. They are already built and needs only a very short time to

San Diego Electroglide -- October
26 November 2005

Wind, wind, wind!!! Seventeen to twenty knots makes it pretty hard to tame those under-20-ounce, Speed 400 ships. There were eight of us originally, but the final six deserve credit for great flying under tough conditions! Between flights, and carried on after the flying, was a discussion of possibly changing the direction of the Electroglides. One idea put forth was to create a "one-design" class, specifying the model, engine, and battery to be used. Until this class builds up enough competitors, it could fly with the San Diego Electrogliders -- eventually getting a special time to compete by itself. One of our local Clubmember/dealers, Pandi, suggested one of the foamy ARTF's gliders which would cost but \$200 complete with a specific power plant, battery, and ESC. The pilot would supply only the receiver with his/her special numbered crystal. Another suggestion was to create an open class with limited wingspan -- say 1.5 meters -- separating themselves from the 2-plus meter super ships. They too could be flown with the San Diego Open ships until their number increased to where they could be flown alone.

In short, we want to try to get more of our fellow Club members joining us in this "LMR/spot landing" type of low-key Club contest. Do any of these ideas appeal to any of you? If so, drop me a line and mention your preferences. I must personally admit a preference to the "one-design" type of contest. As an old Schweizer 1-26 pilot, I feel that competing in a 1-design event is the only way to accurately find out how good a pilot you are and then how much better you can become with practice. If any of you are interested in taking up Pandi's idea of a one-design category, count me in!

The December Electroglide will be Saturday, December 31. Join us to start out your New Year's Eve with a morning Electroglide! -- 9:30 AM

Don Wemple

The November San Diego Electroglide

Pilot	Freq.	Model	Toss 1	Toss 2	Toss 3	Total
Russ Parks	26	Sergio	47	32	57	136
Zeke Mazur	29	Lil Bird	0	46	58	127
Dave Kemper	37	Pulsar 2005	27	26	45	98
Roger Pedersen	55	Pulsar	23	0	45	68
Fred Daughery	15	Ascent	23	30	23	76
Dick Kantner	32	Early Terminator	0	0	35	35

put it up in the air. What needs to be done is to (1) glue in the stab and rudder (use medium CA), (2) insert your own receiver, battery and check the CG. You are ready to go. Hitec folks say that will not take more than few minutes (I think it would be about 15 to 20 minutes utmost). Your cost is \$150.00 and for public it would be around \$169.99.

Please make a note that I agreed to lower the price to jump start this class from \$89 (Minimum advertised price) to \$74 and not to create a price war with the local companies. I will not be able to lower price lower than the set price of \$74.00. I love this glider. It is easy, fun and above all gratifying. Best money one can spend to enjoy the flying. Pandi

MWE Spring Fling

Electric in the West
May 5, 6, 7th, 2006

presented by
**Silent Electric Flyers
of San Diego**

Loads of Open Flying
Events on Website sefsd.org
Vendors
contact Steve Mangnelli
sefsdpres@yahoo.com

San Diego Electroglides -- December
31 December 2005

During the month I did get a few responses regarding additional classes for our Electroglide, and perhaps in the near future we can approach a "standard class -- limited wing span" for the event. But for the time being, let's agree on the "Club Class". The Multiplex Easy Glider Electric will be the basis. Pandi at Sure Flite sells them for \$74 complete with motor, prop and the foamy airframe. Helmut at Diamond will probably meet this price, and as Pandi suggested in his note to you, perhaps will even beat it during special sales promotions. There will be no modifications to the airframe, and motor, gearbox, and prop that comes with the kit must be used. Pilots choice for servos, receiver, speed control and batteries -- I plan to use an 8 cell, 1200 ma pack. These rules will keep the cost down, eliminate major construction time and, hopefully, get more members of the Club to join us in the Electroglides. I had hoped to have mine flying by now and to get some idea as to the time of the motor run, but with Christmas and all, I'm not quite ready. But I think that a motor run of 90 seconds would be in the ball park. I'll let you know. Regardless, the January electroglides will be the first for the Standard Class. You have a good three weeks to get your Easy Glider ready to go!! The January Electroglides will be Saturday, January 28th. Join us for all three events; the San Diego Electroglide, the Open Electroglide, and the Standard Class Electroglide -- starting at 9:30 AM. Don Wemple

The December San Diego Electroglide

Pilot	Freq.	Model	Toss 1	Toss 2	Toss 3	Total
Pedro Brantuas	48	Lil Bird	87	40	55	182
Russ Parks	26	Sergio	69	28	46	143
Zeke Mazur	29	Lil Bird	80	0	46	126
Roger Pedersen	55	Pulsar	79	19	21	119
Fred Daughery	15	Ascent	25	17	19	61
Dick Kantner	32	Thud	18	17	25	60
Lucas Worthen	38	Easy Star	23	17	18	58

The December Open Electroglide

Pilot	Freq.	Model	Toss 1	Toss 2	Toss 3	Total
Russell Parks		Big Bird	48	41	64	153
Zeke Mazur	29	Lil Bird	45	14	6	65
Lucas Worthen		Flipper	16	16	12	44

The President's Corner

By Steve Manganelli



Let's start with greetings and Happy New Year to everyone. It's been a good year for the

Club and I'm looking forward to another year as your fearless leader. Thank you all for paying both your club and AMA dues on time; over 165 of us did by publication time. Thinking about it, if you didn't, you wouldn't be reading this except off the WEB. It certainly helps with the administration of the Club to have this all taken care of as early as possible and I thank you again. As I write this, we've just had our first significant rain since October with more on the way tonight; a dry year so far, would we have been OK with having MWE in January? Don't know but we're committed to May this year. Planning should be happening in earnest but unfortunately without our former master planner Dave Pitcairn who has moved to Philadelphia. Dave's departure leaves me with the dual role of President and Chairman of the Board of directors. Guess that doubles my salary except 2 X 0 is still 0! Again this year, our big event is MWE Spring Fling, where believe, based on preliminary feelers, may be a more intimate affair for us than a grand sales event for vendors. Hard to say at this point, but we certainly need our usual group of volunteers to make it a success. We will continue to have Electroglide on the Saturday following

the Monthly meetings throughout the year. We won't be selecting a US FAI-F5B Team this year as Steve Neu, Jeff Keesaman and Thomas Pils will be winging their way to Romania to represent the US at the 2006 World Champs in late Summer. You'll be seeing more and more of them "running the gates" late on Weekend afternoons as the contest gets closer. The other thing we have up our sleeves is one or perhaps a couple of micro AT-6 races at our field. This should be a hoot as there seems to be a lot of enthusiasm and participants from throughout Southern CA. Our organizational meeting is to happen right after our monthly meeting so a schedule of races should be established by February's PEAK CHARGE. This is just what I have in mind; peanuts compared to what Doug Rubin plans for us, but I'll let him tell you himself. Next, a new feature you'll be seeing in PEAK CHARGE from time to time; "Members History". I personally have heard stories from a lot of our members with some kind of connection to aviation history either full scale or model; either in San Diego or elsewhere. Most of these are too good not to share with everyone. Have an old picture of yourself doing something aviation related? A picture of you with a model that goes way back? Some kind of anecdote related to aviation history? Want to be semi-anonymous, give out some part of information and leave everyone guessing? Sounds like fun doesn't it? I'll be happy to accept loan

of pictures out at the field (to be scanned and returned promptly) along with the story either verbally or in writing. Chuck Grim has agreed to be my partner in this and you can catch him most Wednesdays and weekends. I unfortunately need to end on a few sour notes. We've had some problems at the field, the place we all care the most about, access to which being the most valuable asset of the club. In one case a member was flying over both Sea World Drive and the pedestrian path in spite of multiple admonishments not to do so. The Board felt that this behavior was endangering our use of the Field and that member was subsequently suspended. In another case, a presumably out of control model flew through the pits, struck and damaged another modeler's vehicle narrowly missing a fellow modeler. Folks, this latter incident is way different from the earlier description. Endangering each other is something we can prevent. South wind? East wind? Uncomfortable with a West to East approach? Save it for another day. Need help? Ask for it. We've had a formal certification program in the past where a demonstration of competency was required prior to issue of the flight permit. I thought that was a touch formal, but it boils down to knowing what you're doing before you take off. Safety is paramount and finding an Instructor/helper is not that hard. Just watch whose competently piloting their own model and ask for help. We all started there at one time or the other, OK?

Raffle by Robert Abel

Happy New Year to all. Santa brought me some goodies to play with. Hope he left you some also. For the raffle in January we will have a Super Field Buddy flight box, a Cold Heat soldering tool with a wire stripper, A dial caliper / micrometer set, a hobby tool kit and a foamy airplane. I know it's not a lot but it will have to do for this month. I have been working on a couple of new planes and will review one of them when I get it finished. Our Christmas Dinner at the Homefire Grill had some really great food. Those who missed it really "Missed Out" on all the fun and good times had by those in attendance. The Raffle gifts were passed out with glee and surprise. Hope you enjoyed them. God Bless, Safe landings, Robert.

Happy New Year

by Bill Fee

Hi, how are you? How's the family? What's new? What did SANTA bring you? What did you do for the holidays? How often did you hear those words in the past few weeks, and were the salutations delivered in a way that came across as genuine, or perfunctory?

Many members of SEFSD don't really have many friends outside of the club, SEFSD, and YOU. I happen to belong to another "club" called the Presbyterian Church. What's my message to you? Get involved, extend your hand of help in sincere friendship. It's infectious.

Saturday afternoon (New Years Eve) I dropped in to see Jack Hix, a purely social visit. As I was leaving, he said "I have something for you," and he produced a September 1959 issue of MODEL aircraft, a British publication. On the cover was a picture of three individuals holding a Wakefield in the process of winding a rubber motor in the "59 FAI F1B world championships, held in the town of Brienne, in southern France. The

entire event was covered in detail inside.

A small thing, but he knew that it had meaning for me. Actually, most of the people who were active at that time were retired long before the Fees became involved in Wakefield. There was one name I remembered, a Bob



Jack Hix and my RC electric WakeFEElD

Sugden of Ontario, Canada. One year at Taft, David found his F1A glider, and he found David's F1B. Bob White was around then. He would remember, so I gave him a call. "No longer in service", so I called Bob Piserchio of the San Diego Orbiteers. He didn't get involved in Wakefield until a dozen years later, but he did have an explanation about Bob Whites phone. Bob has a new address. He passed away on Thanksgiving morning, suddenly, a heart attack.

Friends; say hello and shake a hand, you never know when it might be the last time. And I had

plans to demonstrate my electric RC Wakefeeld to him and the rest of the free flight fraternity at Perris.

Schedule of Events

January 28-29 Tucson Electric Festival Tucson AZ

February 18-19 IMAC event Phoenix AZ.

March 18- 19 IMAC event Bakersfield CA.

April 1-2 IMAC event Las Vegas Bennett field LV NV.

April 8th Fun fly Races Chula Vista Model & R/C Club field

April 29-30 IMAC event Tucson, AZ

May 4-6 MWE Spring Fling SEFSD Field

May 20-21 IMAC event Riverside CA.

June 10-11 Flying Cirkus event Chula Vista Model & R/C Club field

June 24 IMAC event Whittier Narrows Whittier CA

August 17- 26 Electric World Championships Petesti Romania

Planning a Successful Mall Show

by Erin Dobbs, AMA Programs Coordinator

Malls shows are an excellent tool for building community relations. What better arena can you find? You can have center stage at one of the most heavily populated spots in town. You'll be able to show the non-modeling public who you are, what you do, and how you do it. You can show them that your airplanes are beautifully built flying machines that are sophisticated and designed for specific purposes.

When the National Mall Show program began in 1983, several AMA clubs were able to reap immediate benefits by being part of it. As the number of participating clubs grew in subsequent years, so grew our national image and overall membership. Today, the number of mall shows has increased to an exceptional level, and each one helps to promote the appreciation of model aircraft in that particular geographic area.

AMA has several ways of helping your club make a good presentation. We can send you informative brochures and other handouts that will aid you in your conversations with the general public. Each district vice-president has video tapes and a table top display booth that are free for you to borrow.

Also available from AMA's Supply and Service department is an extensive selection of video tapes to help you

build a club library to explain the fun and intent of our hobby. Hundreds of clubs have found that these professionally produced tapes entertain and stimulate aeromodeling interest in mall show observers. Why not have a club representative contact AMA headquarters? Ask for Erin Dobbs. I'll be happy to talk with you and encourage you with helpful hints on how to make your mall show a success. This information is free, and you can only gain from using it to improve your public image.

When you run a mall show there are many things you can include. Of course, you want to show off your models and please the mall management, but you also want to entertain and inform the general public. Many mall marketing offices report that a well run model aviation weekend brings in more foot traffic than any other event they hold. This is a good reason to get invited back!

Let's look at what you can have:

- finished models of all types
- open framework models
- covering demonstrations
- cut away working model with radio installed
- building demonstrations
- audio-visual center (VCR and monitor)
- club brochure or pamphlet
- ballots for viewers for "Best of Show"
- delta Dart building sessions for kids

Video/DVD Librarian

by Chet Tussey

SEFSD has a new DVD titled "Electric Revolution". About two hours long, it is well done and very instructive. The photography is also quite good.

After some general information on the reasons our hobby has taken a Quantum leap ahead in popularity, the film shows flying of all categories of aircraft including helicopters, seaplanes. Multiple engined types as well as single engine high performance jobs.

Of particular interest are the interviews the owner-builders. With close-ups of the planes, the pilots point out

special features, and explain the logic for using their particular equipment choices. I also thought it very helpful for the film to use the firm names of the products used and model numbers of motors and batteries.

For once, the DVD was not advertising a product or documenting a contest, but was actually telling a story about electric flight. If you have a DVD player, it's a good way to check out what the competition is doing! The new DVD will be available at our next regular meeting. See me there.

Chet