

May, 2006
Volume xiv, Issue 5



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, May 23

Electroglide
Saturday
following Meeting
9:30 AM, May 27



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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.

This Month's Program*by VP Doug Rubin*

This month we are going to show highlights of the MWE! We will also talk about the pro's and con's of the event. I will have lot's of photos, movies and some cool show and tells! Big raffle prizes! Please remind people about the meeting and bring a friend!



Next Month' Cover

Aerospace Museum
Monthly Meeting site

**Field**

Flying Field GPS Coordinates

AMA Charter Club 3078 Latitude 32.7626416 N Longitude 117.2143138 W

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

Zip Code 92109

**San Diego Electroglide -- April
29 April 2006**

Pedro, our perennial winner, has had a record of showing up about 10 minutes before the start of the Electroglide, throwing things together, running out to the launch point, joining us (just barely) for the first launch, AND WINNING!

This time, however, he was a little too late and missed the first toss! But as you can guess, even with a "DNC" for the first, he still finished way up there in the final standings!

Pedro was beaten by Bob Anson who put together a new Ascent just within the last week with an 8 volt Speed 400, six cells, and direct drive -- this is just barely \$100 worth of equipment, and does it climb!!!! Zeke's outrunner powered Lil Bird and Pedro's geared Lil Bird (on the second and third toss) were the only ones to keep up with it.

All in all, this was a good tune up for the MWE Spring Fling Electroglide over the Cinco de Mayo weekend. The rules are only slightly changed for the MWE -- 45 second motor run and a 10 minute maximum flight time. And a new start time -- 8:45, Saturday morning, May 6th will be the speed 400 event with the prizes donated by Quiet Flyer Magazine, and the Sunday morning Electroglide, also at 8:45, will be open for all -- brushed, brushless, Lipo's, or what have you, but no prizes.

Don Wemple

The April San Diego Electroglide

Pilot	Weight Model	Toss 1	Toss 2	Toss 3	Total
Zeke Mazur*	14 oz. Lil Bird	46	60	23	129
Bob Anson	Ascent	47	30	46	123
Pedro Brantuas	17 oz. Lil Bird	DNC	67	40	107
Don Wemple	21 oz. Sky Sergio	34	37	36	107
Lucas Worthen	32 oz. Easy-Glider	45	41	19	105
Roger Pedersen	23 oz. Pulsar	40	27	20	87
Fred Daugherty	30 oz. Ascent	33	22	15	70
Larry Fitzgerald**	Ascent	32	0	36	68

* flying with a 30 watt outrunner

** flying with a 400 outrunner and Lipo's

There were only two of us for the Standard Class Electroglide, and Lucas Worthen beat me out 114 to 87. Good flying, Lucas!
Hopefully on May 27th, the next Electroglide, we'll have more entrants in the "Standard".

Schedule of Events

June 24 Electric T-6 Race Weed Wackers Field.

June 24 IMAC event Whittier Narrows LA

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

June 24 IMAC event Whittier Narrows Whittier CA

July 8th Carne Asada BBQ Patriotic Fun Fly CVMRCC airfield

July 22 - 23 Camarillo IMAC Camarillo CA

WattFlyer OpenHouse/Fly-in, Saturday, July 22nd, 2006

August 17- 26 Electric World Championships Petesti Romania

August 19 Electric T-6 Race Miramar R/C Flyers Field

August 19 - 20 San Diego IMAC CVMRCC

Sept 16- 17 Buzzing on the Border # 2 CVMRCC

October 18-22 Tucson Shootout AZ

The Burnelli Photo*by Dick Kantner*

It was spring 1929 at Keyport, New Jersey on the Atlantic shoreline. I was two and a half years old.

Dad was designing amphibian pontoons for the newly imported Aeromarine-Klemm German design single engine low wing tandem light landplane for which Vincent Burnelli was a corporate officer as well as being an aircraft designer.

Our home was directly off the north end of the Uppacu-Burnelli Corp. airfield runway. (And yes, a Klemm did crash in our front yard and my heroine Mother helped the groggy pilot from the cockpit.

Dad and Mom were invited by their early flier friends, Vincent and Hazel Burnelli to some Demo shindig at the U-B facility. We loaded into the Packard and toured a mile to the airfield where the photo was shot by Dad. As I remember the fuselage had wrinkled sides and a heck of a Big Step-Up to the cabin. I don't have any recollection of what the cabin looked like. Sorry, I was only 2 Y2 and didn't know there was going to be a test 77 years after this field trip.



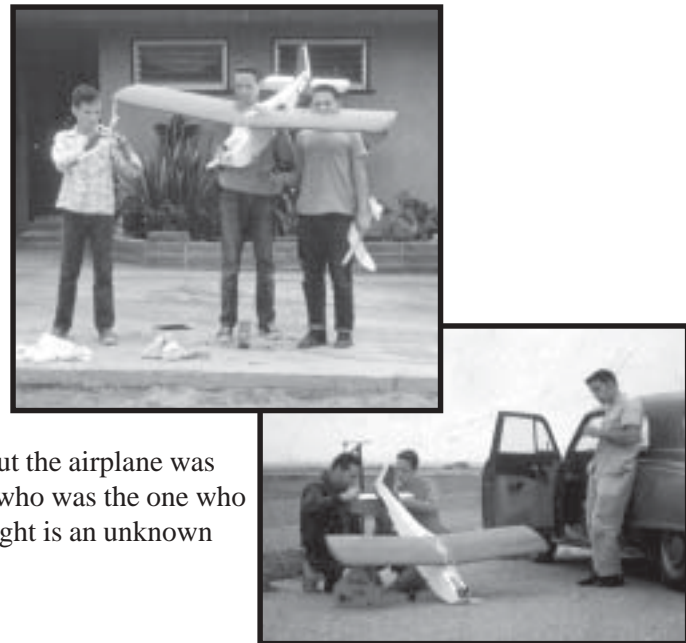


TOP Picture

In the center is Chuck Grim holding his first R/C airplane in 1960 when he was 15. On the left is Chuck's younger brother Richard and on the right is a friend Jamie Silva. The airplane is Smog Hog powered by a K&B 35 and controlled by a Citizenship 8 channel reed radio.

Bottom Picture.

Chuck Grim is in the center with his Smog Hog just prior to its maiden flight at Hourglass Field (where Miramar College is now located). The first flight resulted in a crash but the airplane was repaired and flew again many times. On the left is Ed Silva who was the one who got Chuck started with model airplanes. The fellow on the right is an unknown bystander. The car is Chuck's father's 1949 Studebaker.



Raffle.

by Robert Abel

For the May raffle those of you who wanted to get into the Electra Glide will have a chance to win a Multiplex Easy Glider which is the favored plane for that event. We will also have a Roto tool kit with accessories, a couple of motors, some miscellaneous items and some servos for the prizes. I've been under the weather so I haven't been able to get out and do all the running around I normally do, but we will still have an assortment of goodies for you to win.



The President's Corner

By Steve Manganello



Well folks, we did it again : MWE Spring Fling is in the can and I'm really proud of our efforts. We had raffle (or "lottery" which I'm told boosted ticket sales whenever I called it that on the PA). We had exciting demos from World Class pattern flyer Chip Hyde and jaw dropping helicopter performances also from World Class bothers Alan and Danny Szabo. We had 173 MPH fastest foam in the West from Jeff Keasaman. We had simultaneous F-5B demos from Steve Neu and Jeff Keasaman (one will never do again guys, the bar is that high now!). We had Pattern clinics from Tim Attaway, Pedro Brantuas and Bruce Brown; we had Tri-tip sandwiches, vendors with lots of goodies to buy.

We saw fabulous new scale models from Jim Luster and Mike Morgan. We had a little dust which was infinitely preferable to the lot of rain we've had in Mid-Winter. Wind was light to moderate and usually right down the pike.

We did some camping and some chalking and some jaw boning. We had a nearby Triathlon which we could have done without. The word for a late or early start on Sunday went out; our parking was preserved, no misunderstandings brought to my attention, no real harm done. We flew under the limbo and did combat under the limbo. Some idiot on the PA challenged Rich Lane to direct his flying wing under the limbo at full speed instead of the normal just-above-stall speed and he made it! We did Touch and Go challenge even if

we didn't have landing gear in one case (the tail touches were counted)

However, I'm ahead of myself. I want to use this opportunity to recognize those Club Members who worked their butts off to make this a successful event. Chuck Grim spent the most time in the dustbowl, which started with him getting roused out of bed Thursday A.M. for the scheduled afternoon port-a-potty delivery and ended at 5:00 O'clock Sunday when he pulled out with the Club Trailer loaded to the gunnels.

My next hero is Jim Bonnardel ,who provided traffic cones and parking barriers courtesy of SDG&E at no cost to the club. This not only saved us a ton of \$ on rentals, but Jim had the fun of picking them up himself after the festivities Sunday P.M. Thanks for that really unselfish contribution, Jim.

Our night watchman and impound leader, Frank Gagliardi and his wife got to camp for a couple of days which got one day longer after an unexpected phone call from the field : "Hi Frank. The rental stuff is here, when are you coming?" Turned out to be Thursday, Friday, and Saturday, even though Frank hadn't planned on Thursday.

Thanks also to co-watchman /camper Don Gurule. Jim Marr was our other selfless team lead, taking expert care of Registration duties. Jim not only was the advanced organizer but was there all day each day to ensure flawless execution. Jim's capable staff included Don and Donelle Griffin who had the beautiful souvenir T-shirts made.

Jack Hix was the logo designer and graphic artist for same. His logo also appeared on our website and our flyers.

Pedro Brantuas was our very capable solicitor of vendors and master advertising mogul. MWE could not exist without the revenue and prize donations from our vendors.

We are much obliged to our webmaster Stelio Jackson who kept pace with all of our last minute changes, ensuring up to the minute communications to our web surfers.

Thanks to Tim Attaway for being the cool-headed master of ceremonies, adjusting the flying event schedule as things evolved. Ray Fulks and Doug Rubin rounded out the Organizing committee respectively getting City Permits taken care of and the Caterer in place.

Last, but not least, I want to express my appreciation to all the volunteers that signed up during the last several club meetings. You guys are awesome, being there right when we needed you and adapting to any task we needed done, even if a crappy job like gate guarding! A tip of the hat to Phil Marshall, Jerry Jungling, Chet Tussey, Mr. and Mrs. George Sullivan, Jerry Walton, Craig Hunter, Mike DeGroot, Wayne Walker, George Symons, Walt Jellison, Dick Kantner, Jerry Walton, Paul Guidice, Bob Kreutzer and Robert Stinson.

I heard much good feedback from participants and vendors; thanks to you all for coming out with us and we'll see you next year.

Minutes from the April Meeting

by David Fee

Introduction-

The April meeting was brought to order at 7:05 PM. We were happy to have Richard Dimante and Bob Kreutzer as guests.

Announcements and Club Business-

Pandi announced that SureFlite is moving to Convoy on Friday. As of April 28th, SureFlite Hobby will be located at 4845 Convoy Street in San Diego.

Competitions/Events-

At the recent Electric T-6 races, we had 8 planes and 7 pilots. Steve Neu's unlimited model was clocked at 95+ MPH. All planes went home in one piece... there was no carnage, but there was some really close tip-to-tip racing. For those interested in building one, Sheldon's hobbies had 9 kits at last count and they are being offered for \$45 + tax & shipping.

The MWE helper signup sheet was passed around for those stragglers who still haven't signed up to help. As of the 20th, the list is as follows:

Frank Gagliardi – CD & Radio Impound

Jim Marr – Registration & Raffle

Tim Attaway – Flightline Control

Other Helpers:

Phil Marshal, Jerry Jungling, Chet Tussey, Mr. (& Mrs.) George Sullivan, Jerry Walton, Doug Rubin, Craig Hunter, Stelio Jackson, Mike DeGroot, Wayne Walker, George Symons, Walt Jellison, Dick Kantner, and Jerry Watson.

There is, of course, still room for more helpers.

The Palomar RC flyers are hosting a helicopter demo/funfly May 19-21.

There is also the Planes of Fame air-show at Chino on the 19th - 21st of May.

Safety, Safety, Safety...

Please, make sure your models are in safe operating condition. While flying, keep all models away from the foot path and Sea World Drive.

Show & Tell-

Mike Blott brought his "opposing solo" 12-inch F-18 with ailerons (rather than tailerons). The small model features IPS power, and Mike feels he's at the lower limit for size. He's using 300mAh 2s polyquest cells and the craft weighs 3.2 oz RTF.



Bob Kreutzer showed off his Southern Cross 3 (SX-3) foamie 3D model which he reinforced with Spectra fibers. The plan was obtained off the Internet, and Bob has been flying the model for almost 2 years. He's using 2 aileron servos, Spectra hinges, a spar & rib structure within the wing... and a Lite Screamer outrunner motor.



Bob also brought some thin EPP sheets... free for the taking. Quite a generous offer!

Bruce Brown displayed his new IMAC model, built from Hostettler plans (with Brown family custom modifications, of course). Motivation comes from a NeuMotors 1515, spinning a 24x12 prop at 5000 RPM on 10s4p TP 8000 cells. They're using a large Jeti ESC.

Raffle-

Tonight's raffle featured an Optic 6 radio, AEON brushless motors, a cold heat soldering iron, a socket set, a universal motor mount from Dymond, screwdrivers, etc... and a NeuMotors 1105/3Y from Diversity Models.

Program-

This evening's headliner was Tony Beres - Director of restoration for the Aerospace Museum at San Diego & Gillespie Field. He is in charge of all volunteer work for the restorations performed by the museum. The two main projects currently in-work in the basement are a Gee Bee R-1 scratch replica and a Boeing P-26 Peashooter. There are currently 12-15 volunteers per project. There's also a N3N at Gillespie Field, and there is a possibility of a He162 and Pogo on long-term loan for restoration and conservation. Tony has been with the museum since before the old museum burned in 1978. The museum maintains a running replica of the Wright 1903 engine. If you'd like to help out, you can volunteer MWF evenings. Just contact Tony at the museum.

Steve Manganelli & Steve Neu, also gave a presentation on the recent AIAA DBF competition. This year there were some 40-odd papers submitted, approximately 30 teams flew, and a fun time was had by all!

The meeting was adjourned shortly before 9PM.

Heinkel 219 Owl

1:8 Scale

Scratch built - Vance Moser plans

91" wing span 22 lbs.

Construction: molded balsa, plywood, carbon fiber

Power: Neumotors 1509/2Y5.2 geared,

6S2P lipo 5200mah batteries

.Distributed by Diversity Model Aircraft.

Flying props 16/8 3 blade

Electronics: Hitec-Eclipse 7 TX/RX & 14 servos.

3 rx battery system

Features: Century jet retracts with Sequential gear doors

Four slotted fowler flaps

Navigation and landing lights

Full cockpit and radar operator stations

Finish: Polycrylic over .75 oz fiberglass.

Latex paint including all markings.

Camouflage patterns hand cut with no two the same.

Crew: Pilot -Frank Gagliardi

Photographer-Don Madison/Bill Fee

Owner/builder-Jim Luster

