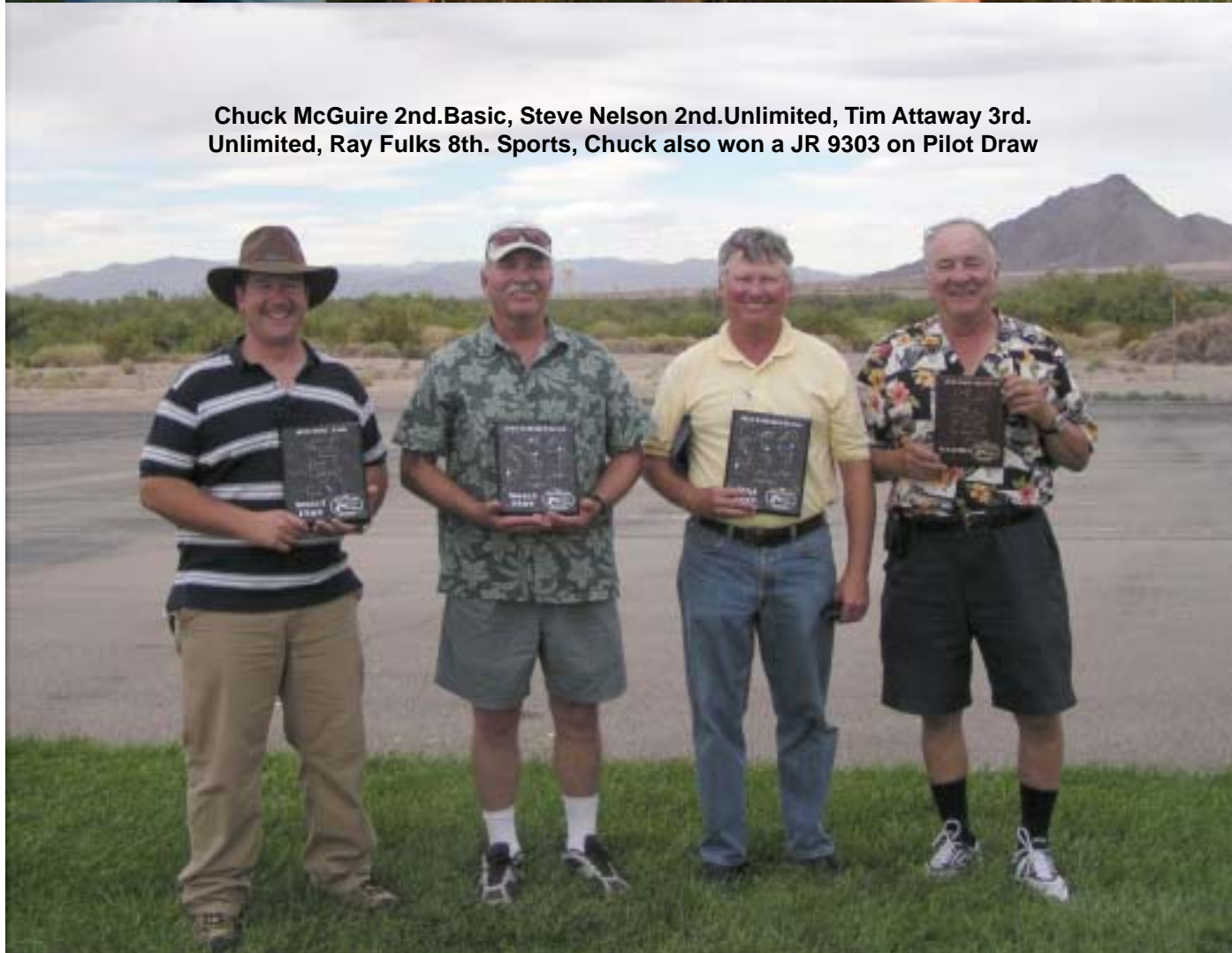




2006 EWC Pitesi, Romania
Team USA F5D (rear) & F5B (front)

Chuck McGuire 2nd. Basic, Steve Nelson 2nd. Unlimited, Tim Attaway 3rd. Unlimited, Ray Fulks 8th. Sports, Chuck also won a JR 9303 on Pilot Draw



IMAC SW Regional
Las Vegas 9-06



October, 2006
Volume XXV, Issue 10

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, October 24
Electroglide
Saturday
following Meeting
9:30 AM, October 28



2006 F5B Electric World Championships

Petesti Romania

Thomas Pils Jeff Keesamin

Chuch Grim - Team Manager Steve Neu

2006 Officers

President 619-298-7592	Steven Manganelli sefsdpres@yahoo.com
Vice President 619-925-5357	Doug Rubin dougubin@san.rr.com
Secretary 760-583-1926	David Fee davidfee@cox.net
Treasurer 858-674-1318	Michael Neale michaelwneale@earthlink.net
Editor 760-967-7259	Bill Fee dwfee@cox.net
Safety Officer 619-284-0816	Steve Neu sneu@aol.com
Chairman of the Board 619-298-7592	Steven Manganelli sefsdpres@yahoo.com

Chairman of the Board 619-298-7592	Steven Manganelli sefsdpres@yahoo.com
President 619-298-7592	Steven Manganelli sefsdpres@yahoo.com
Vice President 619-925-5357	Doug Rubin dougubin@san.rr.com
Treasurer 858-674-1318	Michael Neale michaelwneale@earthlink.net
At Large 858-274-7322	Chuck Grim chuckgrim@mac.com
At Large 619-479-1321	Ray Fulks rwfulks@cox.net
At Large 619-427-6392	Tim Attaway trattaway@cox.net

Committees

Membership 760-967-7259	Sylvia Fee sylviafee@cox.net
Video/DVD/Librarian 858-456-1261	Chet Tussey ctussey@aol.com
Raffle 619-562-3774	Robert Abel Abelsantee@aol.com
Flight Instructor 858-272-6882	Pedro Brantuas pedro@san.rr.com

Mission Statement

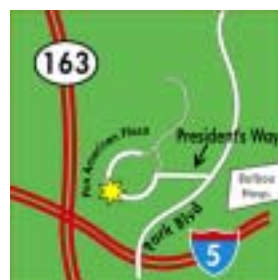
The objective of the Silent Electric Flyers of San Diego is to promote and further the technology of electric powered R/C aeromodeling; encourage competition in Electric Soaring, Pylon Racing, FAI-F5B/D, Scale, Old Timer, and Pattern Electric categories by hosting major Industry-sponsored events and 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.

The October Meeting by VP Doug Rubin

This month Winston Tan from Loctite will be our guest speaker! We will also have a movie and big raffle prizes! Here is a little info about Loctite. More than 50 years ago, Loctite® Corporation developed a line of anaerobic adhesives that are still widely sought after and used today. Well known for its blue, red and green liquids in a red bottle, Loctite has gained world recognition and success for its ability to prevent fasteners from failing due to vibration, shock, thermal changes and inadequate locking devices.

In 1997, Henkel Corporation acquired Loctite Corporation and the company now offers the broadest line of acrylics, anaerobics, cyanoacrylates, epoxies, hot melts, silicones, urethanes and UV/light curing adhesives in the world. Henkel Loctite's products help keep things together in a diverselineup of items that includes compact disc players, computers, cosmetics, airplanes, automobiles, medical devices, home appliances, etc.

Aerospace Museum Monthly Meeting site



AMA Charter Club 3078

Field

Flying Field GPS Coordinates

Latitude 32.7626416 N Longitude 117.2143138 W

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

Zip Code 92109

Regulations of any kind tend to rub many of us the wrong way.

For example: closing the gate at the field. It's kind of like coming to a complete stop at a stop sign when there doesn't seem to be any traffic. It's the law, and for a reason, but if no one is looking (especially a police officer) who cares. Aside from city and parks board stipulations, (disputed by some and disregarded by many) the gate when closed serves to keep stray intruders off the property. When left open it serves as an invitation to enter. Visitors interested in model aviation are welcome, but recently the open gate serves as an invitation to use our private porta-potty.

Flyers are requested to put their pin (ID badge) on the board just before flying, and to remove it immediately afterward, so that your radio frequency will be cleared for others to use ASAP. It's a regulation and a requirement, but it's also a common courtesy thing to do. Failure to remove your pin may tempt someone else to remove it for you. I have seen as many as a dozen pins on the board with nobody flying. Pins still on the board at the end of the day (a common occurrence) are removed and dropped in the bucket behind the board. If you forgot to remove yours look in the bucket next time you are at the field. A number of members have lost or misplaced their field badges in the past year. They take time and money to replace. Perhaps a replacement charge of \$5.00 might be in order. I will bring it up at the next board meeting.

People have even misplaced their gate key. In the past keys were made available for those few "frequent flyers" that show up early in the morning. Because of numerous requests, this year we issued them in each new member package. A key plus postage costs the club over \$2.00. The gate lock key doesn't change from year to year, so I will continue to issue them only to new members. If you are a returning member who never received a key in the past, we will send you one with your 2007 membership renewal (on request).

Bill Fee

Tips & Tricks

Fixing Holes

Fixing fiberglass cracks or filling holes and missing sections on airplane parts such as cowls is not hard to do. Clean the part well. Patch the area with masking or electrical tape on the outside surface. Cut fiberglass cloth to fit the inside area and a second patch slightly larger to overlap. Coat the inside of the tape with epoxy and layer the patches. When the epoxy cures, remove the tape and the repair will have nearly the shape of the original.

—Ernie Lee via the Web

Keep Connected

To prevent electrical connections (such as servo wires connected to a servo connection inside of a wing panel) from coming apart, place a short piece of heat shrink tubing around the connections and then apply heat to the shrink tubing. This will ensure a connection that will not come apart.

—Gordie McCann via the Web

both from Odessa Probuilders, Odessa TX

Working With Carbon Fiber or Fiberglass

You may have noticed that your tools do not last very long when sanding or filing carbon fiber or fiberglass. Even the best hardened tools will lose their edges when working with these materials. One trick I have found is to use a metal cut-off bit in my high-speed motor tool, but instead of using it at high speeds, I use it at low speed. I do not want to melt the resin as it will just wreck the bit. High-speed tools are great for many tasks, but when it comes to carbon fiber or fiberglass, I prefer to use these tools in the slowest setting possible.

Carbon fiber and fiberglass are great lightweight products used throughout our hobby. Sometime we may not even realize that we are working with these products since many airplanes are made of balsa and have a shrink-like covering, such as MonoKote or UltraKote.

Many of the airplane's motor mounts are made of a plastic material which in many cases is carbon fiber. Carbon fiber and fiberglass can be deadly if inhaled. These materials cannot be dissolved by the body and will remain in your lungs. The body will try to rid itself of this foreign material and can cause respiratory problems and possible death.

When drilling, filing, or sanding anything that looks as though it is made of plastic, carbon fiber, or fiberglass, it is always best to wear a good mask that will filter out the very small particles you will be producing. The best mask you can buy and one that uses a carbon filter and has a good, tight fit is the one you should use.

You should also wear some sort of eye protection because removing fiberglass dust or particles from your eyes will not be a pleasant or easy task.

—from the Batavia RC Flying Club Web site, Batavia NY

PRECISION AEROBATICS

by Tim Attaway

One of the first things one must ask oneself is do you like a challenge. Precision aerobatics is a challenge that will infect you with a desire to learn to fly straight and loop beautifully and then expand on these two essentials. When asked what to practice first my standard reply is learn to fly wings level and do loops that maintain constant radius and stay on heading. Sound simple enough? The neat thing about getting into this is that any aircraft that is straight and set up correctly will allow you to practice these things anytime you want, adding little things to your repertoire until you are able to do a number of really nice looking figures. The basic figures that comprise the beginner level are really simply horizontal lines, vertical lines, 45 degree lines, simple axial rolls, and then spins and stall turns to provide a bit of spice.

When you have soloed and you have moved up to more challenging aircraft...perhaps a low wing tail dragger. Take offs and landings are in the bag so to speak and you are looking for new things to try then pilots frequently are caught rolling and looping and keeping good control of the aircraft all of the time and they begin to watch what others are doing with their aircraft. Often times you will be impressed by someone who seems to be disciplined and is trying new things. You want to go there too but you do not know how to get on that road.

The road begins with watching the action at the field and picking out certain aircraft that you like the look of and can afford...both time and moneywise and talk to those that are flying these aircraft. Many new aerobatic planes exist on the market and asking questions about them is a terrific idea. One club member that comes to my mind is Craig Hunter who approached me repeatedly when I was flying a Fliton Extra 330 and plied me with questions about this and that and took pictures and asked how I liked the plane. This went on for quite a while and I was wondering if it would come together and sure enough I know that he is successfully using that very good airplane to practice precision aerobatics. Steve Dente is another example of constantly studying and asking

questions and then trying out new things. He now has several capable aircraft to practice the beginning figures and is making major progress to fly them well. SEFSD club members Ray Fulks, Pedro Brantuas, Bruce Brown, Steve Neu, Braden Moore all went before these two in the same way to find aircraft that would fly straight and were capable of flying more complex figures as the thumb/brain connection improved.

Once an aircraft has your fancy and you think it will fly straight then the next thing you must do is put it together correctly with the best servos and dependable power system that you can afford and begin to fly it and watch what it is doing when you try to fly straight lines of all types. Here's

the thing: light weight means a light wing loading...a very good thing...., you must then get the center of gravity correct, you must get the thrust lines correct, and you must get the control throws correct. When these are achieved you will be amazed at how much pleasure you will get from flying that aircraft.

Small airplanes are at a disadvantage because they tend to jump around a bit and seem to dart and get busy but I am very pleased with a 40 inch aircraft by Aeroworks called the Sting Ray. It costs 120 dollars and I put it together in about 5 hours and it runs on a 54 dollar motor and an 80 dollar battery. I fly this airplane through some very demanding figures and it performs very well indeed. I do wish it was

larger but then the batteries get pricey and every thing goes up as well. This plane flies with Hitec 55's and I like it. It lands with ease and would be a very good entry level aerobatic airplane to consider. The Brio is another airplane that seems to follow the above description and there are several Hyperion models that seem to fly well also. ARF's abound and larger is better but do what is comfortable to you and bring your aircraft to the first clinic on December 9th at 11 AM and we will talk more about the proper set up that comes next that will make you love your airplane. In the meanwhile...if you see me at the airfield...bring your airplane over and we can go over your set up before the clinic and you will be ahead of the rest and on your way to enjoying the world of precision aerobatics.



Let's start with an unfortunate subject turning into a miracle

: contrary to what was discussed at the last members meeting, it looks as if there will in fact be a Mid-Winter Electrics (MWE) in 2007. Why? Because our capable webmaster Stelio Jackson felt that MWE was just too important of an SEFSD tradition to let fall by wayside and graciously volunteered to grab the reigns of this time honored SEFSD tradition; yeah Stelio! Though he is just starting to see the entire picture, let's get behind him and make this thing happen even if it ends up being an "MWE-light" with somewhat less vendors, rentals, permits, advertising and all the complexity that takes the fun out of it for the organizers.

Next, on to that rather quizzical blue painted curb stone toward the East end of the field, the work of Don Griffin in an attempt to ease field access to for our less ambulatory members. Is this handicapped parking requiring a placard to park there? No! The curbstone merely prevents a vehicle from getting real close to the poles where they have a breach thereby allowing a person to get to the carpet without having to step over the poles. My personal feeling would be to leave the blue curb parking space for someone needing it more than I so it could be convenient to their own vehicle, but that's for each member to decide. While I'm on the field, we have some new signs in the works denoting the pilot stations courtesy of Bruce Brown, Chuck Grim and Mike Morgan. These signs remind all pilots

The President's Corner

October 2006

By Steve Manganelli

that we are an AMA chartered club and current AMA membership is required in order to fly here. I'm pleased to report on a very encouraging meeting of a newly formed Field Improvement Committee chaired by Chuck Grim with Norm Arndt, Steve Dente and Bob Stinson. We got a further update at the past Board meeting where a topographical map of the field was shown and a rough plan for flattening and stabilizing the soil with a fancy polymer laid out; I'm optimistic about the possibility of much improved field conditions! It's still too early to begin celebrating but the wheels are turning to begin socializing this plan with the city. Ray Fulks, our City of San Diego Parks Dept. Liaison has the lead on this and will pull it off if anyone can.

Now on to Pattern flying. I don't think I need to say too much about our new upstart E-Pattern group as new member and spark plug Steve Dente covers it very well himself elsewhere in the issue. I just want to salute Steve personally for getting really involved and look forward to becoming a better pilot because of this new pattern endeavor. Myself, Steve Neu, Pedro Brantuas, Tim Attaway, Ray Fulks and Bruce Brown have all done at least some contest Pattern flying with E-power. I think it's about time we did it Silent Electric Flyers Style, don't you?

Next, get your pencils out and scribble a tentative date of Saturday, December 16th for SEFSD Holiday party, possibly at a Mexican Restaurant in Old Town TBD. Not confirmed yet on date/place but the Board did vote to invest a few

hundred dollars in a club sponsored raffle and partly offset the cost of the meal. Good deal, another way to get back some of those dues! We are also going to spice up the event with the presentation of a couple of fun perpetual awards. Speaking of dues, this is a good a place as any to discuss the idea of a dues increase. In order to accommodate next year's agenda which hopefully will involve a substantial field improvement expense, it will be necessary to raise dues to \$40 next year in order to keep the Club Treasury at an even keel. If there is a silver lining here, we are trying to hook up with PAYPAL so it will be painless to pay your dues on line. Stand by for details, this is not a done deal yet and heck, we're still the cheapest club in town that has a flying field.

Finally, it looks like we may have a worthy successor for SEFSD President in the name of world class F-5B pilot Jeff Keasaman. Go Jeff, go! I'm sure that when elected, Jeff will take us to new heights with his combination of charisma, style and super-technical wizardry. I will be honored to serve as Chairman of the Board with such a Board as that led by Jeff. At October's meeting in a couple of weeks, the Board of directors will have a proposed slate of officers. Between then and November's meeting is your chance to nominate anyone else (with their permission of course) so that per our bylaws, an election may be held at November's meeting and we will have all this election trauma behind us so we can have a ball at the Holiday Party in December, sound like a plan?



General Meeting Minutes

Tuesday, Sept. 26th, 2006

by David Fee

Introduction and Announcements-

-Steve Manganelli brought the meeting to order at approximately 7 PM.

-There has been concern about the cleanliness and security of the portapottie, but the decision was made to leave things as-is for the time being.

-The monthly Board of Directors meeting will be held on the 2nd Tuesday of each month. Contact a board member for further details if you would like to attend.

-It was announced that an effort is being made to allow SEFSD membership renewal via PayPal.

-MWE is dead... Long live MWE!
At the time of the monthly meeting, MWE had been effectively cancelled for the year. SEFSD Webmaster Stelio has since volunteered to be the ringleader to make it happen after all, so get in touch with him if you want to help out.

-A field improvement committee was announced. Chuck Grim, Bob Stinson, Steve Dente and Norm Arndt are looking into the possibility of stabilizing the runway surface and improving drainage.

-Chuck Grim announced that he has placed five 2.4GHz pin locations on the pin-board for those members flying with the new spread-spectrum

radios.

-Reminder: Please close the gate after entering and when leaving the field.

Competitions/Events-

-The Buzzing the Border helicopter event in Chula Vista was a great success. There were 53 registered pilots and three or four vendors.

-Steve Manganeli won the most recent AT-6 races, providing another victory for the "Purgatory Racing Team."

-The monthly S400 Electroglide was also announced for the Saturday following the meeting. First flight is at 9:30 AM.

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. Please be considerate of other club members, and of the general public with whom we share Mission Bay Park.

Show & Tell-

-Wayne Walker brought a Multiplex Microjet, an Eflite mini Ultra Stick, a foam EDF for the 40mm GWS fan unit and a servo tester that he picked



up at Pandi's shop (Sure Flite).

-Steve Manganelli presented a set of graphite/Rohacell landing gear for his new large-scale YAK aerobatic model. The ARF came with some very heavy glass gear, so this set of graphite "legs" will save considerable weight.



Precision Aerobatics is coming to SEFSD!

Have you ever wanted to try your hand at IMAC or AMA Pattern style precision aerobatic flying? We all know that learning to fly with precision is one of the best ways to improve our flying skills. It can also be a fun way to spend our time flying with a group of friends who share our interests. Throw in a little 'friendly' competition and it can be a great enhancement to our RC flying hobby.

One of the big challenges to those who have wanted to try precision aerobatics is deciding how to get involved without a big investment in either time or money. Well, now you can give it a try at your local flying field. SEFSD will be holding a year long series of precision flying events. The events will include technical clinics, practice and training sessions, and a friendly competition series for year end trophies and "bragging rights".

Our club is very lucky to have as members some very talented aerobatic pilots. These people compete in precision aerobatics at regional and national levels. Tim Attaway, Pedro Brantuas, Steve Nelson, Ray Fulks and others have offered to share their knowledge with us. Starting in November they will begin writing a series of articles for our club magazine. These articles will cover subjects such as, choosing and building a scale aerobatic model, trimming and radio setup, and of course flying with precision. In addition to the magazine articles, they will be holding clinics at the field. These are an opportunity to have your plane dialed in, and get some great flying coaching from these talented people.

The competition series will be 8 one day events held at the SEFSD field. The events will use the IMAC patterns for 2007. There will be three classes, basic, sportsman and advanced.

The basic class is for beginners. IMAC has done a great job in designing the pattern for the basic class. Basic focuses on the core maneuvers required for all aerobatic flying. While certainly easy enough for all of us to fly safely, it may surprise you how difficult it is to do with precision.

The Sportsman class will be for those who have basic mastered and want a bigger challenge. It adds more complex components such as snaps, inverted flying and rolling figures. This class is suitable for the more experienced flyers.

The advanced class is for highly experienced aerobatic

flyers. It contains the most complex patterns. Advanced will give the pros a place to compete, and the rest of us an opportunity to learn by watching incredible planes, flown at a very high skill level.

As you can see the SEFSD precision aerobatic program is designed to offer a great experience to those of all flying levels. The planes will, of course, be limited to electric power. Although some people will build planes specifically for these events, the plane you are now flying should work. If your plane can roll and loop, it is most likely capable of flying the basic patterns. This program has been designed to make it easy for you to participate. The competitions are designed as one day events, so they require no travel and should be easy to fit in your schedule. In addition to leading the educational parts of the program, Tim Attaway has offered to serve as Contest Director and Chief Judge for the competitions, so although they will be friendly in nature, they will also be well run events.

The first clinic will be held Saturday December 6th at 11:00am at the SEFSD field. The clinic will include demo flights of the patterns, so you won't want to miss that one. There will be another clinic Saturday January 6th also at 11:00am. The pros will be there to help you setup your plane in preparation for the first competition, which is scheduled for Saturday, February 10th, starting at 10:00am and running until done. We are still working out the schedule for the rest of the year, so watch the website and magazine for details. If you have an interest in precision flying, and want to be sure you get the latest information, send an e-mail to Steven Dente sdente1@san.rr.com with your name, phone number and e-mail address and. We will add you to the interest list and make sure you get the latest details and schedules. Also, make sure you have signed up for the clubs general e-mail list at <http://groups.yahoo.com/group/sefsd/>. Tim Attaway's first article on precision flying is in this issue of the newsletter, be sure to read it. See you at the field!

Steven Dente
sdente1@san.rr.com
Phone: 858-454-2996
Cell: 619-889-9146
Fax: 858-454-8897



MEMBERSHIP IN AMA
(ACADEMY OF MODEL AERONAUTICS)

AND

SILENT ELECTRIC FLYERS OF SAN DIEGO (SEFSD)

ARE REQUIRED TO FLY

VISITING AMA MEMBERS MAY FLY AS A GUEST OF A SEFSD CLUB MEMBER

San Diego Municipal Code €63.0201

-Doug Rubin showed videos from both the Buzzing the Border heli event and a recent excursion to Parker Mtn. for some serious DS'ing. Doug set a personal best of 274 MPH.

Raffle-

-This month's raffle included kits, servos, several motors, tools, an IR thermometer... and more. You can't win if you don't play the game!



Program-

-Steve Neu, Jeff Keesaman and Chuck Grim gave a great presentation on the 2006 Electric World Champs. There was a slideshow with lots of pictures and a question & answer session afterwards. Congratulations to Team USA for a job well done!!

The meeting was adjourned at 8:45 PM.



San Diego Electroglides -- September 30 September 2006

The Club that seems to have the most activity in the Limited Motor Run/Spot Landing Event such as our Electroglide is the Albuquerque Soaring Association. You might like to take a look at their excellent and informative web site: <<http://www.soarabq.org>>.

They have decided to have four classes for their event: the Speed 400, the Outrunner, the Limited, and the Unlimited.

The Speed 400 class is like our Electroglide with the slight difference that they limit the batteries to 8 cells, Nicd or Nimh.

The Outrunner class is restricted to outrunner motors, without gearboxes with the maximum flux ring (the part of the motor to which the magnets are attached) size of 28 mm in diameter and 18 mm in length; and batteries restricted to 7 Nicd/Nimh or 2 lithium polymer cells in series.

The Limited class has no restrictions on the motor type, but the batteries are restricted to 7 Nicd/Nimh or two lithium polymer cells in series.

The Unlimited class has no restrictions at all.

I am particularly interested in their Outrunner class, and in looking at their last competition results they are almost all flying 60-90 inch span ships, weighing between 17 and 22 ounces, powered by the Hacker 20-20L (less than \$55). Are we interested in accepting these class definitions? It is food for thought, isn't it? Let's talk about it at the field this month! Meanwhile.....the October Electroglide will be October 28th, with the first toss at 9:30! For more information, contact me at <donk126@sbcglobal.net>.

Don Wemple

San Diego Electroglide

Pilot	Model	Toss 1	Toss 2	Toss 3	Total
Frank Smith	Owne Desine	48	24	117	189
*Larry Fitzgerald	Ascent II	54	24	87	165
*Richard Prentice	Pulsar 2000	56	24	84	164
Zeke Mazur	Allegro Lite	34	24	89	147
Don Wemple	Lil Bird 2m	56	34	42	132
*Fred Daugherty	Ascent	28	20	69	117
Lucas Worthen	Easy Glider	21	29	36	86
Bob Anson	Ascent-8	50	20	0	70
Roger Pedersen	Sky Sergio	0	10	12	22

*Indicates that the ship is not in compliance with the rules. e.g. a more powerful motor than the speed 400 Mabuchi, or Lipo batteries, or both.

SAN DIEGO COUNTY ASSOCIATION OF MODEL CLUBS

VETERAN'S DAY WARBIRO FLY-IN

Saturday, Nov 11, 2006

First Woodwacker Field
Cactus Park, Lakeside


Host Club: First Woodwacker Aer Squadron

FOR MILITARY & CIVILIAN SCALE MODELS BOTH FLYING & STATIC

- Free Registration and Flying to current members of SD Flying Clubs in the Association. Bring your Club and AMA membership cards to participate. Lunch for members-\$2.00
- All other flyers: \$10 Registration / \$4 Lunch / \$4 Guest Lunch
- In case of rain the event will be held the following Saturday, **Nov. 18, 2006**
- The field has strict sound control regulations. Model engine noise cannot exceed 95db @ 10 feet. Noise test measurements available at field.
- Awards / Prizes / Demonstrations / Raffle
- Registration at 8 AM, Flying 9 AM to 1PM

For more information call:

Frank Gagliardi (619) 271-4430
Don Gullbur (619) 449-8397
Don Matheson (619) 296-1510




I WANT YOU

TO SERVE

SEFSD

ON THE BOARD OF DIRECTORS

OR ON A COMMITTEE

USA F5B TEAM CAPTURES SILVER MEDAL 2006 ELECTRIC WORLD CHAMPIONSHIPS

PITESTI, ROMANIA

AUGUST 19-26

By
Chuck Grim



FAI and Romanian Flags with the flags of the participating countries (background: Incomplete powerplant from the comunist era)

In August I, as Team Manager, traveled as part of the USA F5B Team of Thomas Pils, Steve Neu, and Jeff Keesaman to Pitesti, Romania for the FAI Electric World Championships.

Romania proved to be a pleasant surprise. I had never been to Eastern Europe and was a bit unsure what to expect. I had expected to have a lot of trouble finding people who spoke English. As it turned out most of the people spoke at least some English. After the dictator Nicolae Ceausescu fell in 1989 English became mandatory in schools, so all of the younger people spoke English very well. The food was a bit different we are used to; we ate meals that consisted of a lot of small portions of grilled meats, including chicken, pork, beef and sausage. We also ordered pizza to our hotel from a place called Club 32 Pizza and I have to admit it was the best delivery pizza that I have ever had. Our first night there we had dinner at a restaurant next to our hotel and the tab for six of us was under \$20, so food was a bargain. We also found a great Chinese restaurant near the center of town. And yes, there were two McDonalds in Pitesti if you did not like the local food.

Every evening, in an open field about half a mile from our hotel, a gypsy camp would form with about twenty or more small, one-horse wagons. Some were covered wagons that served as living quarters for the gypsies and others were open wagons that they used to gather scrap metal to sell at the scrap yard across the road from the camp.



Gipsy Wagon

The site of the contest was a local, full-scale airfield with a mowed grass strip. This airfield is used daily for flight training in a wide variety of aircrafts, including Zlins, a Wilga, motor gliders and sailplanes. There was also an AN-2 biplane and a strange looking helicopter, which were both equipped for spraying crops. I spoke to several of the young pilots and found out that the government pays for flight training for those who are age 22 or younger.



Pitesti Airfield

The Raffle

by Robert Abel

Happy Halloween to all. There will be an Extra 300 by Seagull. It is a built up balsa ARF that is a great looker and flyer. There will be a Berg 7p, full range receiver, also a frequency checker donated by John at Discount Hobby Warehouse. A pair of HS 55 servos and a pair of micro

blue bird servos. A prop balancer from Hobby People will be available along with some assorted goodies. See you on the 24th. Election of officers is coming soon. Safe Landings

BEC OR NOT TO BEC THAT IS THE QUESTION?

How much "Current" do your servos really use under load? My watt meter won't measure that low, I can only estimate the current draw you say. Here is a simple way to measure the current used by each servo or all of them at once at once. First, you need to make an adapter with the appropriate connector that fits your receiver on one end and a female connector on the other end for the servo lead to plug into. In the middle of the Red or positive (+) wire you cut it and put a pair of insulated alligator clips or connectors that will accept the test leads from your multi-meter on each end of the cut wire, insure that no short circuits can occur and your test lead (shunt) is ready for use. Change the red lead on your meter to the 10A DC socket. Set the meter dial to the 10A setting. Turn on meter. Plug test lead into receiver in the channel of the servo to be tested and then plug the servo into the female test lead. IMPORTANT!!!! Plug the red lead of the meter into the most "positive" side of the test lead, usually the receiver side, and the negative meter lead into the most "negative" side, usually the servo side. You are going to be operating the servo through the meter to read the current. IF, you wanted to measure the Voltage, you would need to make up a parallel test lead using both the positive and negative sides to measure the voltage and the voltage drop, then some math with Ohms' law to arrive at the current reading. CAUTION, DO NOT TEST MOTOR CURRENT DRAW THIS WAY. IT will measure up to the maximum of your meter then burn up your meter. Wouldn't want that now would we. Most meters are not fuse protected on the 10A setting, only on the lower

settings, micro and mille amp settings using the standard volt/ohm, mA connection on the meter. (Read the meter instructions) a new concept for us men, but it helps now and then. Where was I,,,oh Ok, . We are now ready to test, again, make sure nothing can short out. Turn on transmitter, throttle off and locked then power up receiver (usually by plugging the battery into the ESC) your receiver should do its normal beeps and whistles to set itself. Plug in each servo to be tested, R, E, A, Flap,. You want to measure the idle current, the travel current, and the end point in each direction current. Write all 5 down. Repeat with each servo. Like servos should have the same or very close to the same reading. Depending on your meter, you may have to use the highest mili-amp setting and only test one at a time.

So what does all this work tell you? It tells you how much current each servo uses at idle (center) the amount used in travel, both directions should be the same, and end point load, when servo current is totaled, how much load is placed on the BEC function of your speed control. Each speed control / ESC has a BEC AMP rating. If you exceed this amount you run the risk of burning out the fet's of the speed control, which equals loss of servo control and loss of plane, better known as a crash. These measurements can also help you spot excess drag and binding of control surfaces with high current measurements. It will also help you spot a bad servo. I haven't tested digital servos with this set up, so I don't know if it will work, should, but I don't know. Be sure to leave an amp cushion for actual flight loads which are higher. Hope this helps. Robert.

I Went to El Centro on the first of the month and took along my old reliable and trusty Slow Stick (highly modified) and my Bird Dog to fly when things got slow. Mild temperatures in the 105 degrees range prevailed, in the shade. Got out the planes, did the usual short pre-flight, and launched. Hang on to your hat, this is going to be a tough one, what happened to my sedate, easy relaxing flyer? I've got a wild untamed, unbroken wild bronco on my hands. Several heart stopping maneuvers later, I

managed to land safely. What in the world happened? It seems that even though I took the care to see that my planes were carefully stowed, the extreme heat had induced some wing warp into both of my planes. Using the exhaust from my truck to heat the wings, I was able to re-warp them back to their original positions. POINT IS, DON'T TAKE ANY THING FOR GRANTED! Always recheck your entire plane when traveling. You never know!

NEW BLOOD NEEDED TO PRESERVE MWE

has volunteered to chair the Operation - Stelio Jackson



Greetings to all who will join me in severely punishing ourselves by engaging in the planning and organizing of MWE blank blank 2007! During a temporary loss of my faculty, at the SEFSD board meeting yesterday, I agreed to be the chief organizer for next year's MWE.

This is an introductory solicitation of as much help as I can receive and to get familiar with all the players/contributors of past MWEs.

For starters, SteveM has promised to send me the "recipe" spreadsheet, Michael Neale will send me the financial details for the past two MWEs, RayFulks will provide any documentation he has, Bill Fee will try to get the list of participants of the last event from AMA. Any other materials/documentation that is out there will also be appreciated and will help me get up to speed with the

organizing of this great event. As soon as I can assemble a core group of dedicated volunteers I will start having meetings to work out, initially some of the basics and eventually the nuts and bolts.

With basics, I mean:

a) selecting a date (that is the reason for the MWE blank blank 2007 in the subject line, it could be late winter, spring fling, or even summer fling, all suggestions with their pros and cons will be entertained.)

b) defining the event (fun fly only, full on extravaganza will lots of vendors, or something in between)

I believe that the above two questions will be the building block of our work and once we have the answers we can establish a timetable and get busy.

In summation, any documentation you have that can help me please provide it, any names that could be added to my distro list please suggest them, and lastly think about the two questions above. I hope to have my first meeting within the next week or two.

Thanks in advance for your support.

619-429-9042

619-767-7000 stelioj@cox.net

Now on to the contest. During a practice flight before the contest Jeff Keesaman had an incident that ended up causing us some problems during the World Championships. At the end of one of J Jeff's flights, just as he was about to land and was about ten feet high, one of the Nimh cells exploded. Jeff successfully landed the plane, but the tape holding down the tab at the back of the wing was sheared and the rear portion of the wing was wrinkled. Also, the inside fuselage was full of electrolyte and pieces from the inside of the cell. However, with a little repair and cleanup, the plane was ready to fly again.



Late evening at the practice field

During the Pitesti Cup prior to the World Championships, Thomas Pils, after having some fantastic runs, had a battery pack go flat during the distance task and was not able to complete the round.

Steve Neu was using a slightly more conservative setup and did not have any problems with his batteries.

We had been running the same setups during our practices in San Diego and had not had any problems with batteries.

The opening ceremonies for the World Championships began with the usual speeches and were followed with an aerobatic air show by the full-scale pilots that usually fly at the field. They flew a couple of Zlins and skydivers jumped from a Wilga. The air show was performed only a few yards from the spectators and was a big thrill. They would not have been able to do this in the US because of safety regulations.

I am not going to go into a round by round discussion of the event. However, if you are interested, you can view the complete scores from the following website: <http://www.frmd.ro/>

Round one started with a great performance by Thomas Pils, 1998 F5B World Champion, who got 51 legs in the distance task. At the end of the round, Thomas Pils was in first place, Jeff Keesaman in sixteenth place and Steve Neu in eighteenth place. Thomas Pils was off to a good start with Steve Neu and Jeff Keesaman safely within striking distance.



Thomas Pils awaiting his turn to fly

During round four, Jeff Keesaman completed his distance task with some time left over so he was able to power up, climb and shut the motor off before the duration task began. We then noticed a plastic grocery bag floating in the air about fifty feet away that was climbing rapidly. Jeff immediately flew over to that area and was able to stay in that thermal to finish the duration portion without any motor run time. The plastic bag was still rising the last time I looked for it, and it appeared to be over 2000 feet high.



Jeff on approach to a perfect landing

Thomas Pils met disaster in round four. On the seventh climb a cell exploded and the wing blew off. As the wing floated down gently at the edge of the runway, the fuselage shot like an arrow past a field of corn and crashed into a plowed field with major damage. The wing was only was not in terrible shape, but the forward portion of the fuselage was heavily damaged, the controller was destroyed and the motor was bent. Since you can only check in two airplanes in the World Championships, the plane would have to be repaired for Thomas to still have a backup plane. We cut off the front of the fuselage about mid wing and grafted the same piece of another fuselage in its place and the plane was test flown the following afternoon. It is a good thing that we have one throw out round for the World Championship. This flight was his throw out.



Stev Neu holding Thomas's damaged Fuselage

In round six the battery demon struck Jeff Keesaman again. It was obvious during his climbs that his battery was not up to par. It got worse with every climb. He was trying to do the best he could to get into the duration portion when Steve Neu convinced him that he should pull out and land before the battery blew up. Jeff made a quick landing and he and Steve ran with the plane to the edge of the runway and rushed to get the battery out. After they got the wing off, Steve had pulled the back of the battery out and Jeff was disconnecting the battery wires when a cell blew up. When a battery blows up the positive end cap blows off with great force and the inner contents of the cell also blow out. Jeff received several small burns on his left arm and one small spot where some very small pieces of the battery were imbedded just under the top layer of his skin. He was treated at the field by one of the Belgium F5B team members who is an MD. The injury was a bit painful but it did not get in the way of his flying later that day.



Jeff with Bandaged Arm

Steve Neu flew very well during the entire World Championships and was extremely consistent as is usual for him. He had the distinction of having more re-flights during the competition than anyone else due to scoring errors. In the competition each competitor provides a spare receiver on their frequency for use with the scoring equipment to enable them to monitor the motor run time. For some reason, Steve's spare receiver had a bunch of glitches and caused erroneous motor on times and he was given several re-flights.



Steve flying the duration task with Jeff and Bruce Flockhart assisting.

The Swiss and Italians normally rank among the top teams but they were both beset with many problems, including broken propellers and exploding batteries. The Italians had a bunch of out of control launches, including one that resulted in a crash into the pits. Luckily that particular pit was empty at the time.

The German team members all flew very well and were well-prepared. They did have one battery explosion, but it

happened in the pits and did not hurt their flight scores. They finished in first, second and third and took both the individual and team gold medals.

The USA Team finished with Thomas Pils in fourth place, Jeff Keesaman in seventh place and Steve Neu in eighth place. Their excellent efforts won us the Team Silver Medal.

The Austrians, who we were always concerned about, flew well and finished close behind us with the team bronze medal.

This World Championships marked my third time as a team manager and I am always surprised at how much work the team puts in before and during the competition. We had a good time with the other competitors, met some very nice Romanian people and left with the team silver medal. We came home pleased with the results.



F5B Award Ceremony
USA Team on left,
German Team in center
and Austrian Team on
right

Murphy's Laws Revisited *by Al Coelho*

1. Law of mechanical repair: after your hands become coated with grease your nose will begin to itch or you'll have to go to the bathroom.
2. Law of tools: any tool, when dropped, will roll to the least accessible corner.
3. Law of probability: the probability of being watched is directly proportional to the stupidity of your act.
4. Law of the telephone: when you dial a wrong number, you never get a busy signal.
5. Law of the alibi: if you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.
6. Law of lanes: if you change lanes in traffic, the one you were in will start to move faster than the one you are in now.
7. Law of likeability: as soon as you find a product that you really like, they will stop making it.
8. Law of close encounters: the probability of meeting someone you know increases when you are with someone you don't want to be seen with.
9. Law of the result: when you try to prove to someone that something won't work, it will.
10. Law of biomechanics: the severity of the itch is inversely proportional to the reach.
11. Law of carpets: the chances of an open-faced jam sandwich landing face down on a floor covering is directly correlated to the newness, color, and cost of the carpet.
12. Law of logical argument: anything is possible if you don't know what you are talking about.

F5B INDIVIDUAL RESULTS

PLACE	NAME	COUNTRY
1	Wolf Fickenscher	GER
2	Guntmar Reub	GER
3	Heiko Greiner	GER
4	Thomas Pils	USA
5	Rudolf Freudenthaler	AUT
6	Karl Georg Waser	AUT
7	Jeff Keesaman	USA
8	Steve Neu	USA
9	Johannes Starzinger	AUT
10	Sergey Anashin	RUS

F5B TEAM RESULTS

PLACE	COUNTRY
1	GERMANY
2	USA
3	AUSTRIA