

February, 2007
Volume III, Issue 2

PEAK CHARGE

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

Monthly Meeting
Aerospace Museum
Balboa Park
4th Tuesday
7:00 PM, February 27
Electroglide
Saturday
following Meeting
9:30 AM, March 3



2007 Officers

President David Fee
760-583-1926 sefsdpres@yahoo.com

Vice President Steve Neu
619-284-0816 sneu@aol.com

Secretary Jeffrey Keesaman
619-518-0597 jkeesaman@mac.com

Treasurer Michael Neale
858-674-1318 michaelwneale@earthlink.net

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

Safety Officer Doug Rubin
619-925-5357 dougrubin@san.rr.com

Chairman of the Board Steven Manganelli
619-298-7592 smanganelli@earthlink.net

Board of Directors

Chairman of the Board Steven Manganelli
619-298-7592 smanganelli@earthlink.net

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

Vice President Steve Neu
619-284-0816 sneu@aol.com

Treasurer Michael Neale
858-674-1318 michaelwneale@earthlink.net

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

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

At Large Stilianos Jackson
619-429-9042 stelioj@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 Cover

by Frank Gagliardi

In the late 1930s engineers in Great Britain began work on a new method of aircraft propulsion: the gas turbine engine. Developing the new power unit was difficult enough, but German engineers faced a further problem. Owing to the Allied blockade, the hardening elements necessary for high-temperature-resistant steel alloys--in particular, chromium and nickel--were in short supply.

For the Jumo 004 engine that powered the Me-262, engineers were forced to use materials that were not up to the job. For example, the combustion chambers were made of mild steel with a baked-on aluminum coating. When the engine was running, these chambers would buckle out of shape due to the tremendous heat and the blades would "creep" outward due to centrifugal force!

With a very slow "spool-up" time and a 10 hr useful life, the 262 was a "sitting duck" for allied fighters while taking off or landing, but when airborne it was a very effective and fast killing machine. The GWS version features 64mm fans turning GWS inrunner brushless motors putting out 117w @ 33a on a Thunder Power 2200 3s1p. It weighs 29 ozs and is finished with latex paint and a top coat of satin poly-u. It now has had four flights and performs quite well.

**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

The February Raffle

by Robert Abel



Thanks to all the members who come to the meetings and buy tickets. The selection of goodies I get for you is based on the "THLAR" principle of economics and "Murfeys Law". So, at the meetings, if there is something special some of you would like to see on the raffle table, PLEASE let me know, I'll do my best to get it, within reason and finances.

For the month of February, we will have an aluminum tool / transmitter case, a set of long reach needle nose pliers, a plane, donated by a club member, (beat me till it hurts) whom I forgot to get his name. It is by Great Planes and is a balsa build up called the X-RAY EP, looks like a fun plane. And some miscellaneous items. There will be more, but the news letter needs info early for printing deadlines.

Safe Landings,
Robert Abel

**San Diego Electroglide -- January
27 January 2007**

Variable, and gusty wind from the south made landings somewhat of a problem, with several pilots not able to stretch back to the field, much less earn any landing points. However, we do have a new winner in Stelio Jackson who scored a 20 point landing on his third toss, moving him into the lead. Bob Anson had the longest flight -- 14 minutes and 30 seconds! That is shaving things pretty close, but it does show how well the Ascents can be flown.

Hopefully, as the weather warms up, we'll have a few more contestants, and perhaps even see resurgence of the Standard Class!

The February Electroglide(s) will be held Saturday, March 3rd with the first toss at 9:30. If you need further information, give me a call at (619) 469-5566 or e-mail me at <donk126@sbcglobal.net>

Don Wemple

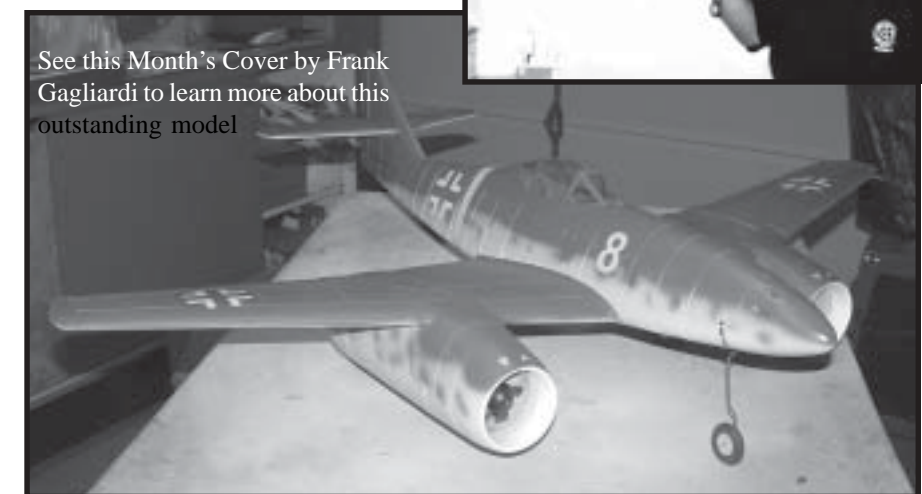
San Diego Electroglide

Pilot	Model/Motor/batt.	Toss 1	Toss 2	Toss 3	Total
Stelio Jackson	E-Flight Ascent 28mm brushless 7 c NiMH	48	31	61	140
Zeke Mazur	Allegro E Lite/ \$26 outrunner 8 c NiMH	58	45	30	133
Don Wilson	Ion Lehner Basic 8-GP 3300	37	33	63	133
Don Wemple	Lil Bird 2M 20/20L 2cLipo	45	39	37	121
Fred Daugherty	Ascent 400F brushless 2cLipo	21	53	26	100
Bob Anson	Ascent II 400 XT 2cLipo	0	87	0	87
Roger Pedersen	Sky Sergio sp400 w 7cNiMH	0	23	22	45

This Month's Program
brushless motors.
Steve Neu



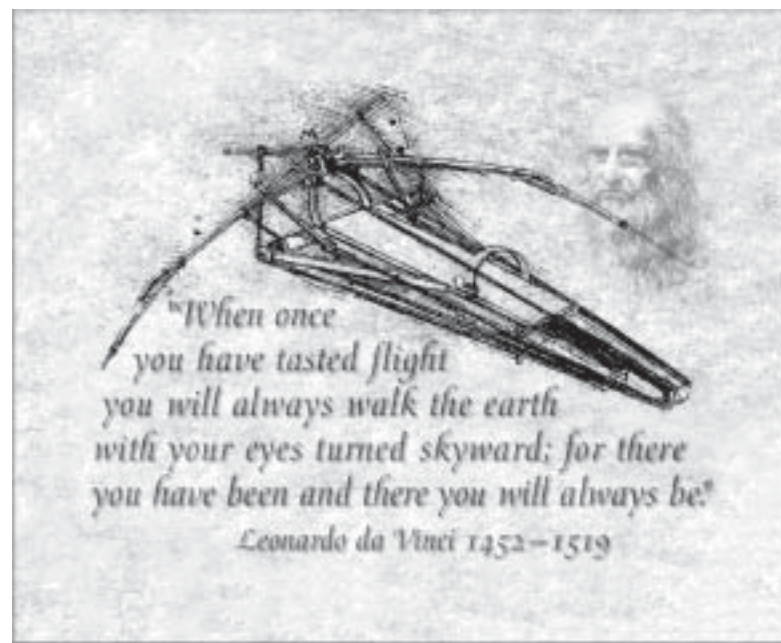
See this Month's Cover by Frank Gagliardi to learn more about this outstanding model



In Case You Wondered

by Jack Hix

I was asked to do the MWE logo the first time in 2001. The only instruction Wayne Walker gave me was to try to make it visually say "San Diego" somehow. Anyway, that is how it started and that is why the graphics are still there. We, here in the San Diego area, take this sort of thing for granted. I think that people in other parts of the country will probably "get it". The seagull is a character from a dingbat font called Animals. The starfish is pictured in the margin in my dictionary and was used as a reference to draw the one in the logo.



Some thoughts on ART

by Bill Fee

"Art is in the eye of the beholder." From realism as in Rembrandt to surrealism as in Picasso (or would you prefer those who followed in his footsteps). In architecture we studied the impact of shape, colour, shade, shadow, perspective, and depth of field..

This month's cover is a case in point. The engine nacell's outer dimension is very close to scale, but the camera position and focal point make it dominate the picture. It is ready to GO!

Membership

Applications for SEFSD membership come in all "shapes and sizes."

Most, of course, follow established procedure and provide a properly filled out current year's application form, along with a check for the appropriate amount and documentation verifying current year's AMA membership.

A few have handed cash to a board member under the assumption that someone else will establish and verify the paper trail. A PERSONAL check at least establishes who the money was from, in writing (although too frequently the check is written on a business account with no visible tie-in to the would-be member, except perhaps for an undecipherable signature).

Others have mailed in a check without an application, but they can be traced by the return sticker on the envelope.

A number of people have mailed in everything except the money. A few have failed to renew their AMA membership, which makes them a non-flying member of SEFSD until that matter is attended to.

... but we aren't perfect either. In a number of cases, we have made a database entry and forgotten to save it. The information disappears, and consequently a field badge is not created and mailed. Normal in-house turn around is two or three days. If you haven't received your badge within a week or ten days, either your application was lost in the incoming mail (admittedly unlikely), it was incomplete and we have asked you for more information (providing you have furnished a phone number, e-mail or snail mail address) or we have inadvertently dropped the ball.

The President's Corner

By David Fee

Welcome to the February issue of Peak Charge! I want to thank everyone who came to the January meeting. We had what I think was the largest turnout I've ever seen and everyone made my task of conducting the meeting both easy and enjoyable, so thank you! I'd like to encourage all of you to come to the meetings whenever possible. It is a great time for sharing and socializing. Bring your current projects for show and tell, and have a great time!

As you are probably aware, planning for the MWE is well under way. Ads have been placed in Quiet Flyer, and should soon be found also in Model Aviation, and on RC Groups and RunRyder RC forums. There will be a lot of interesting things going on, and many people have already stepped forward to help. If you'd like to get involved

and help in any way, please contact Stelio Jackson.

Planning is also continuing for the potential future location of our runway at Mission Bay. The City is making revisions to the plans for Mission Bay Park, so we are in a position to potentially secure a more

This Month's Program
Brushless Motors
By Steve Neu

permanent stake there. The proposal is to move the runway a bit east and a little north, in order to increase the buffer zones and further improve safety. Larger over-fly areas are important with the ever-increasing size of today's models. Chuck Grim and several other club members are working together to plan a field

layout to present to the City when the time comes.

The future of the County Association of Model Clubs' annual swap meet in July is currently in the air. The current location has become too expensive and so the Association is looking for a new place to hold the swap meet. If you have a suggestion for an alternate location, please contact one of the SEFSD board members so we can put you in contact with the swap meet planners.

This is your club, so please contact me if you have any questions or concerns. If you have any suggestions for things you'd like to see happen this year, be it at the field or at the club meetings, please let me know! As always, I encourage you all to get involved. There are many fun competitions and other events already, and we are always open to new ideas. So, until next time... happy landings!

SEFSD Book and Video List

Book Title

Electric Motor Handbook
 Entering Electrics
 Foam Wings
 The Quiet Revolution
 RC Airplane Finishing & Detailing
 RC Airplane Workshop Secrets
 Also Available: Some back issues of S&E Modeler Magazine

Video Title

1994 KRC Electric Fly
 1996 KRC Electric Fly
 1997 KRC Electric Fly
 1996 London Bridge Seaplane Classic
 1996 NATS Highlights
 2000 San Diego Midwinter Electrics
 Advanced Kit Conversions
 Airborne R/C Video (Fred Harris)

Airplane (Joe Wurts)
 Airforce Top Gun
 A Celebration of Eagles
 Basic Construction for Beginners
 Building with Foam
 Byron Originals show season 1985
 Desert Storm/ Tornado
 Double Eagle
 SEFSD Peak Charge
 Electric Jet Factory
 Electric Flight (Building & Flying)
 Electric Flight & Schneider Cup
 Electrifying the FANTASY (Vol. III)
 F-16 Falcon
 Float Flying . John Sullivan
 Gas to Electric Conversions
 Learn How to Build a Power Airplane
 Let.s Get Serious About Electric Flight
 Mini-Max Power Gliders

Monokote I
 Monokote A
 Neat 2001+
 Power for Performance Electric Flight
 Schneider Sport Electric
 T-Birds
 U.S. Air Core Basic Building Tips
 Vacuum Bagging tips
 Warbirds over Schenectady
 Wring it Out (Vol. 1)
 Wring it Out (Vol. 2)

DVD.s:

Pro Aero Tow
 Secrets of Thermals
 Endless Lift III
 Just Want to Fly
 Airshow 2 (2001 Mid-Winter Electrics)

Minutes from the January Meeting

by Secretary Jeff Keesaman

Introduction-

At 6:58 the meeting was called to order. David Fee introduced himself as incoming President. Attendance was good. There were three guest that introduced themselves. Dave informed those present that he will be taking over the president's email address of: sefsdpres@yahoo.com.



Announcements and Club Business-

Mark Wood gave an overview of the recent AMA Convention. He was an active participant as he was running air traffic control in the demonstration area.

Ray F. gave a report on the aerobatic clinic that Tim A. and Steve N. gave a couple of weeks prior. The event was a success with 12 to 15 planes in attendance. The next event (a basic contest) is scheduled for Feb 17th. Many members came forward to thank Tim for the help setting up their airplanes.

An MWE report followed

with information that business cards were collected at the AMA convention and that Hitec and QuietFlyer was a sponsor. It was also noted that DMA and EJP were on board as vendors. The March issue of QuietFlyer will have an ad. Members are already volunteering to help, which is greatly appreciated.

Bill Fee came forward to and requested information and content for the newsletter. Everyone needs to participate and make contributions, it is only as good as we make it.

Steve M reported on the T-6 class races at Miramar. There were 4 that started in the stock class, one of which finished. Two were in the unlimited class. Frank announced the creation of a new one-design race class, based on a simple to make design that Frank and Mike M are working on.

Thanks to Ray F. we have a right of entry permit for the next 13 months. We are not yet on the master plan for Mission Bay. We need to decide the desired field location and then proceed with the effort to get us on it. Steve M. expressed that squeaky wheel gets the grease and that we should show our faces each month to make our desires known. Members request to be notified via the Yahoo Groups email list of future meetings so they could attend.

Safety, Safety, Safety-

Doug Rubin, our new safety officer, has deputized everyone to help be on the lookout and help everyone fly safely. Particularly keep a safe distance from people on the bike path and stay away from the birds. It was also noted that non-members are using the portapot and

that keeping the gate closed should minimize this and the expense of excessive use.

Competitions/Events-

Everyone was reminded of the upcoming electroglide the Saturday after the meeting.

Show and Tell-

Bruce Brown displayed his huge 29% Airwild Extra 260. Some of the specifics are the 87" span, 16.5 lbs, NeuMotor 1527@6.7:1, CC 110HV controller, with the 4 bladed prop it draws 72A on a TP 10S4P 8000mah pack.

Steve Neu showed his latest 10KW motor, a 2230@6.7:1 for airplanes in the 40% size range. It spins a 35x10 prop about 5200 RPM! He also showed the Tigercat that Frank built for him.



Frank expressed his thanks to everyone for being open with information that helped him successfully enter the electric flight portion of our hobby. The knowledge that he has gained helped him with the successful GWS Me-262 that he showed

everyone. It has 2 brushless motors, Krylon primer, latex paint, 2@18a Castle controllers, and a TP2100 battery. It flies straight and the Berg receiver is solid!

The break was started at 7:55 and we resumed at 8:05.

Doug showed his video of him dynamic soaring at 301mph in Norco, Ca.

Presentation-

Steve M. presented the Perpetual Meritory Service Award to Don Griffin for his help in the last year.



Dewalt, and 18650 from the laptop computer industry. He suggested that we store our batteries at 50% capacity (about 3.8V per cell.) He reminded us to be sure not to overcharge, as cells are full at 4.2 volts and burn by 5.25 volts. This lead to Mark W. showing video of his LiPo Sack and the aggressive nature of these cells burning. Needless to say, you should make every effort to ensure this doesn't happen.

Raffle-

The raffle commenced and the meeting adjourned just in the nick of time. We need to finish a bit earlier next time.

