

May, 2007
Volume xx, Issue 5



PEAK CHARGE

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



Whether you call this 9-hp. job an automobile or a scooter...
... it's a heap of fun to drive—and cheap to run.

Meet Messerschmitt's Three-Wheeled 'Bomb'



Monthly Meeting
Aerospace Museum, Balboa Park
4th Tuesday, 7:00 PM May 22
Electroglide
Saturday following Meeting
9:30 AM, May 26
F5B Contest
Sunday, 11:30 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.

MWE Spring Fling 2007 final thoughts!
by Stelio Jackson

The MWE Spring Fling 2007 dates have practically arrived, being less than a week away. The sponsors have lined up, the vendors are knocking on the door and the pilots are making their final preparations for this great event. The weather forecast promises to be, well... typical SoCal weather, sunny, sunny, and more sunny with temperatures in the low 70s.

As mentioned in previous newsletters, allot of effort goes into setting up an event of this magnitude. And that effort comes from club members like you and me, and some SEFSD friends.

If you are still thinking about helping but have not signed up yet, don't worry. Send me an e-mail (stelioj@cox.net) to let me know what day and shift you want and you are on your way to being a part of this club effort called MWE Spring Fling 2007!

As a bonus you will get a one day free pilot pass for the day you volunteer.

The fun starts on Friday the 18th of May!

Happy flying.

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://sefspd.org/> Zip Code 92109

San Diego Electroglide — April 28 April 2007

First off, there will be a demonstration Electroglide at the MWE Spring Fling. It will be held on Friday, May 18th 9:30 to 10:00 am. You will not have to pay the entry fee if you volunteer to help out during the Friday of the Spring Fling (even if you don't fly, as a Club member, it is, of course, your obligation to lend a hand!). A sign up sheet is available on the Club web Site <SEFSD.org>, so you can pick your time to volunteer. We will use the same format as a monthly Electroglide, but with reduction in maximum flight time to 10 minutes rather than the usual 15, so the 30 minute time slot in the Spring Fling will be about right. Please plan to join the Club in this event. We need a big showing!

For April, Bob Anson again cleaned everyone's clock! He had only one 10 point landing, but his ability to SOAR did it for him. Bob and his 2m Fling/Hacker 20/20L appears to be the combination to beat. Bob did pull a fast one on the field at the beginning of the third toss. Everyone was lined up to launch toward the west as in the first two tosses, and the count down was, "Five!, Four!, Three!, Two!, One!!" and just before the "Toss'em!", Bob suddenly did a quick 180 and tossed to the East!!!! Ahhh, Gamesmanship!!! It will be talked about for many Electroglides to come. Fortunately Norm Arndt's wife had her camera ready and got the shot — the "Anson Switcheroo"!!! I enclose it with this report. The next two Electroglides will be May 18th and May 26th. First toss 9:30. Plan for both!

For further information, give me a call at (619) 469-5566 or e-mail me at <donk126@sbcglobal.net> Don Wemple

Results

Pilot	Model/Motor/battery	Toss 1	Toss 2	Toss3	Total
Bob Anson	Fling 2M, Hacker 20-20L, 2cLipo	53	40	52	155
Norm Arndt	Ascent Albatross, 20-20L, 2cLipo	53	33	34	120
Zeke Mazur	Allegro E Lite, \$26 outrunner, 3cLipo	22	47	36	105
Fred Daugherty	Ascent, 400T, 2cLipo	33	0	60	93
Stelio Jackson	Ascent 28x16 outrunner, 2cLipo	23	44	0	67

from The Flypaper, May 2007
President *Tim Attaway*



SCHEDULE OF EVENTS

- May 18-19-20 SEFSD MWE Spring Fling
- May 19-20 IMAC Riverside CA
- June 2-3 IMAC Oakdale CA
- June 9 10 AMSEFSD Precision Aerobatics contest 5
- July 14thSan Diego Assoc. of Model clubs Swap Meet at Chula Vista ModelR/C Club
- Aug 25 10 AM..... SEFSD Precision Aerobatics Contest6

Asking what a pilot thinks about the FAA is like asking a fireplug what it thinks about dogs.

Good judgment comes from experience and experience comes from bad judgment.

Passengers prefer old captains and young stewardesses.

The only thing worse than a captain who never flew as copilot is a copilot who once was a captain.



We had a high dollar raffle in April with a low return. Thanks to all who bought raffle tickets. The turnout for the meeting was light and most who were there bought tickets. It will all even out in the long run. For some reason I didn't plan on a May raffle. We will have one in spite of my brain

The MayRaffle

motor along with some heavy duty gold plated connectors. I have a inferred temperature gauge and a digital meter for the raffle. A couple of hobby knife sets are also up for someone to win. Some cut off disks and a few other items will be there and an aluminum transmitter / tool case.

I will have to look into the pile of goodies I've got to see what else I will bring for May.

Safe Landings, *Robert Abel*, Raffle Chairperson

Fig. Steve Belknap of Diversity Models donated a Neu motor and Steve Neu donated some batteries and a Razor

From Roxbury Area Model Airplane Club
Lake Hopatcong, New Jersey

Top Ten Reasons Why It's Not So Bad to Crash Your Airplane

- 10. If there are people in the club who are wondering why you haven't done it recently, they will finally be "off your case."
- 9. You get everyone's attention for a few seconds.
- 8. You get some people's sympathy for second or two.
- 7. Certain club members run to get their camera to take pictures of the wreckage.
- 6. You don't have to fold the back seat down in your car to get your airplane in on the way home.
- 5. Your spare parts collection just got bigger.
- 4. You now have more room at home for your next airplane.
- 3. You now have room on your transmitter for your next airplane (if you were maxed out).
- 2. You will never have to bring that airplane to the club auction.
- 1. You don't have to fly that airplane anymore.



The President's Corner

By David Fee



This time of year we have many things on our minds, but the biggest buzz is about the MWE/

Spring Fling (May 18-20). Preparations are nearly complete and excitement is running high. So come on out to the MWE Spring Fling to fly (or even just to watch)! When you're down at the field for MWE, take a little time to help out. Stelio and the other organizers can always use an extra hand or two. With that in mind, the April 28th field clean-up

party was quite successful, but there is more work to be done. Please bring flat shovels, buckets, wheel barrows, brooms and dust pans on Saturday, May 12th. We need to get the field looking good before the MWE Spring Fling.

I hope to see you there!



This Month's Program

By Pandi Bala

How to make a fortune – Sureflite Story

While I was at the flying field, my good friend Steve Neu asked me a question: How to make a small fortune in this hobby industry? While I was baffled and trying to find words to respond, he gave me an answer for that question: Start with a large fortune ! When the club asked me to tell our members about Sureflite, I decided to explain the evolution of Sureflite and how we turned it around from a near collapse to a satisfactory business.

Sureflite has been making war birds for over thirty years. The original designer and manufacturer was way ahead of the curve and started making these planes using a light material - EPS (extended Polystyrene). These are made by using compressed molding system. The molds weigh about 1 ton or more. The manufacturing facility needs to be very big and so the cost of production is higher and as well one need to make them in large numbers and so the volume of storage is very large. Why I am explaining all these is to point out the problems associated with small business, especially trying to do manufacturing in US and that too in California.

Even though these models look very nice and fly good, the compounded problems associated with labor, storage, assembly, the present day customer who prefer ARFs and especially the competition created by Chinese manufacturers lead to the decision that Sureflite, as a California company cannot sustain as a profitable business.

Now comes the, “making small fortune out of large fortune” story.

After a successful completion of a company and made a small fortune, I

wanted to relax for an year before starting another company in the field of Biotechnology. So, what I did, in spite of every one's advice: engaged myself into this Hobby business without knowing how small the return is and above all how much time it is going to consume. Sometime Passion blinds the eye and nay common sense one has. With the helps of friends like Mike Morgan, Dorian, Alfred, Jared Wilson and innumerable others, Sureflite started making the planes and we started converting the use of clumsy glow engine to electric power. We all went to the shows and with a college try, tried our best to push these products to the market. After an year or two and with a net loss of about \$140,000, it dawned on to our minds – that a disaster is bound to happen. So, persistence in making any company – a character I always had- started kicking in and what alternate I found: GO DEEP and bury myself more and more into this ever challenging business. The only alternate is to add more and more products so that people have more and more stuff they can look at. Some day we can make it work!!!

So, there goes another drop in the savings. GWS products were added and that increased the product total to about 1000 and then came the electric revolution and now we have more than 1800 products in our catalogue (last check was 1st May 2007). So, Sureflite now have products from the following vendors and manucaturers: APC Props, Astro Flight, AURORA , BP, Castle Creations, CMP, DC Power, Dionysus Design, Dualsky, Dubro, Edge RC, E-Sky, Excel, Extreme Flight, Feigao, Fliton, Foamwing, FullyMax, GWS, China Tools, Hifei, Hitec-Multiplex,

Hobby Lobby, Hyperion, Ikarus, K & S, Kokam, LIPOSACK, Magnet man, Major Decals, MaxxProducts, Micro Heli, Model Motors, Nitro Models, Raidentech, Scotch, Slofly, Sparky Products, SureFlite, Superfly RC, World Models, and few others.

That is a large list and lots of money invested.

What can you do if manufacturers from China are going to be a threat for US companies like Sureflite: two options – shut the doors and go to beach or go to China and make them work for you. So, I had to take the second approach. After many visits to China, we now have three major companies providing Sureflite a steady supply of quality products. Fullymax, Dualsky and Hifei are the three companies manufacture Lithium Polymer batteries, Brushless Motors and Brushless Speed controllers. Sureflite will have a long standing relationship with these companies due to the investments we made and hope in the long run it will all work out.

Finally, based on a large number of inputs from our fellow club members and friends we have identified one good problem Sureflite can solve for the local flyers. That is ‘Customer Service’. For some reason all of our associates starting from Mike Morgan till the latest Brad Bender and Jordan Lease, all of our people are the best and that makes Sureflite a special company. Sureflite stands behind a ‘service with a smile’ principle and hope one day Sun will shine in our quarters and we will make that “Small Fortune”.

Valley City RC Club,
Medina, Ohio

Three Preventable Sins of RC Flying

by Jim Procise

One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose an airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable.

Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps to avoid them.

Wrong Model Number

Programmable radios make the sport more fun and arguably safer too. One of the primary benefits of a programmable radio is that it can store settings for several models. With a click of a button, you can call up the setting for the model you're about to fly, complete with trim settings, servo end-point adjustments, servo rotation directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, a reserved rudder and/or steering, improper trims or throws, or other ailments. Rare is the airplane that lands safely when

the radio is set to the wrong model.

The solution is twofold. One, remember to check the model selected the moment you turn on your transmitter and make sure it matches the airplane you are about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model selected, you'll almost always catch the error if you check the control surfaces before flight.

Having a radio set to the wrong model is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program the servo directions before flying a new airplane. Again, make it a habit to check the movement of the control surfaces before every flight and you'll head off disasters before they happen.

Improperly Located Center of Gravity

Balance is important in full-scale airplanes, but it is even more important in RC aircraft, where fractions of an inch or so can make the difference between a model that flies well and one that is unmanageable in the air. Most construction manuals or plans specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the recommended CG is

at or very near the recommended location. If necessary, add lead weight to the nose or tail to achieve the recommended CG. Often, instead of adding weight, achieving the desired CG can be accomplished by moving the receiver battery forward or backward. Always check the CG with an empty fuel tank. If your airplane has retracts that fold backward (like the F4U Corsair), check the CG with the wheels up. Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing that tail-heavy during flight.

Inadequately Charged Batteries

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter battery, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you are not sure whether they are charged. Most transmitters have built-in volt meters; don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive expanded scale voltmeter (which should be a part of every flight box). Remember, low batteries lead to crashed airplanes. This is one case where an ounce of prevention is worth a pound of cure.