



SEFSD INVITES YOU TO ATTEND THE 2008 MWE SPRING FLING!

Join us at the West Coast's largest electric airplane event in warm sunny San Diego. Enjoy three days of electric aircraft flying at our beautiful Mission Bay site. There'll be great weather, lots of airplanes, plenty of flying time, out of this world demonstrations, vendors with new products and great show prices and scrumptious catering.

2008 MWE SPRING FLING
SILENT ELECTRIC FLYERS OF SAN DIEGO

Pilots-\$15/day or \$30 for three days. For updated information go to www.sefsd.org. For sponsor and vendor information, contact Stello Jackson at stelloj@cox.net or call 619-429-9042

MAY 16, 17 & 18

Event Sponsors: **FLYER**, **NEUMOTORS** THE FINEST IN BRUSHLESS MOTORS, **HITEC** MODELKING, **THUNDER POWER RC**

Only minutes from the world famous San Diego Zoo, Sea World, Balboa Park's wonderful museums, Old Town and many other attractions.



Silent Electric Flyers of San Diego

Peak Charge



March, 2008
Volume xxi, Issue 3

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, March 25
Electroglide
3rd Saturday, preceding meeting

Peak Charge

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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.

The Cover

Jeff Szeuber flying his Hacker Powered 29% AirWild Extra.

The 2008 EMAC season has started. We held our first event on Saturday February 23rd at the SEFSD Sea World field as usual. It rained both the day before and the day after, but we got lucky and the San Diego weather came through giving us perfect flying conditions. However, the field was very wet and muddy. This created an interesting challenge for taking off and landing. There was one small, fairly firm section at the far East end of the field. This made landing a little like trying to hit the deck of an Aircraft Carrier. Missing the spot usually meant your wheels sank, you made a big mess, and you had to wade through the mud to retrieve your now muddy plane. It was fun to watch and do, and I have to say, everyone did a good job of it. There were plenty of cheers and jeers after each landing, good times, and lots of fun!

We held three classes for the first time, Basic, Sportsman, and Intermediate. This seemed to work out well, so we will continue to offer the more advanced classes for the season. It was clear by the flying that people have been practicing over the off season. The competition is getting pretty stiff, and there was great flying in all of the classes.

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Aerospace Museum Monthly Meeting site



Field

AMA Charter Club 3078
Flying Field GPS Coordinates
Latitude 32.7626416 N Longitude 117.2143138 W

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

Zip Code 92109

Basic class was won by Craig Bosworth who has clearly spent a lot of practice time over the winter. He won three of the four rounds. Great Job Craig, soon you will be hearing the calls to move up. Richard Felkins came in second, flying his 50cc Aeroworks YAK. Third place was taken by Steve Belknap, who put up some really solid flights.

The Sportsman class was won by Steve Neu, who once again proved what a talented pilot he is by winning three rounds by a good margin. Randy Marsden really stepped up his flying, and took second flying his 74" YAK. Third place was Howard Pilcher, followed closely by Ray Fulks.

The new Intermediate class displayed some real talent. Jeff Szeuber took first place honors, followed by Pedro Brantuas in second, and Curtis Pilcher in third. We all really enjoyed watching these guys fly the more complicated sequences, and learned a lot from them.

Complete results and scores by round can be found online at: http://www.extremereproducts.com/EMAC/022308/report_results.html

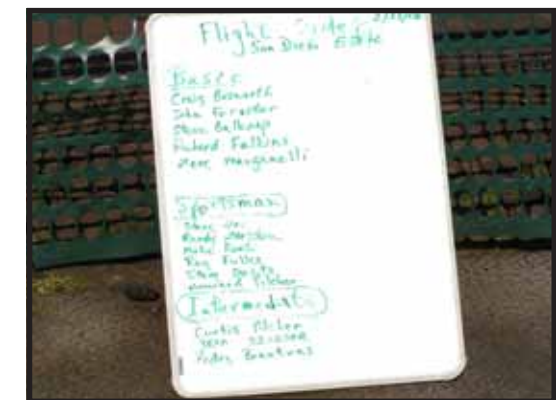
Thanks to the Szeuber family for coming down and flying with us. The Szeubers are world class pilots. Jeff is a frequent competitor in the invitational class at the Tucson Shootout. As this month's newsletter cover shows, not only did Jeff show us how the sequences should be flown, he did a noon time freestyle demo for us that even included music. It was an incredible thing to watch, and really got the crowd pumped up. Jeff, and his brother Matt have said that they will both be at the next

event, and will do another freestyle program. I am really excited by their joining us. For those of you missed it, there is a nice video of Jeff's flight posted at:

<http://www.teamflyingcirkus.com/MediaCenter/MembersVideos/tabid/81/VideoId/51/Jeff-Szeuber-Demo-At-San-Diego-EMAC.aspx>

Once again, great prizes were donated by our sponsors. www.flydma.com, A great new company: <http://www.extremereproducts.com>, and of course, Horizon Hobby/JR.

The next EMAC will be held Saturday April 12, at the SEFSD field. Once again, we will be having Basic, Sportsman, and Intermediate classes. There will also be freestyle demos during the lunch break. See you all there!



Note: a full page of pictures of this event will be included in the April issue of PEAK CHARGE.

My new 40% Comp. Arf. Extra 260

by Ray Fulks

- Desert Aircraft 150 c.c. Motor
- Mejzlik 32x10 prop.
- Graph Tech 5" CF spinner
- Control Surface servos JR 8711
- 2 ea. Ail.
- 2 Rudder[SWB 2xBC Servo Tray]
- 1 ea Elev.

- Three A123 Li Fe Nanophosphate 2S 2300 MAH Batts.
- Fromeco 2xWolverine and 1x Badger switches.
- Smart Fly Power Expander Pro.
- Rx 72 Mhz. JR 10 Ch R945
- Tx 9303 JR



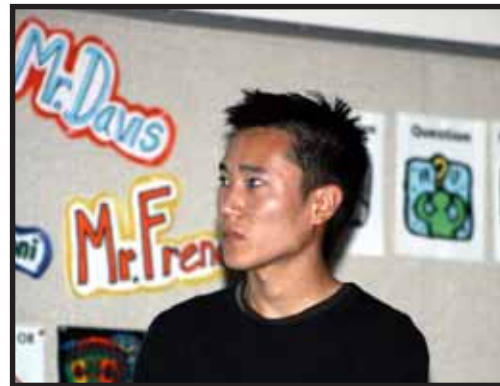
Maidened 2/25. Ten flights to date. Flies well.



over a functional wood frame. Again, necessity the mother of invention for this 2.6 lb. bird having just a 15 oz wing loading. Happy landings Frank!

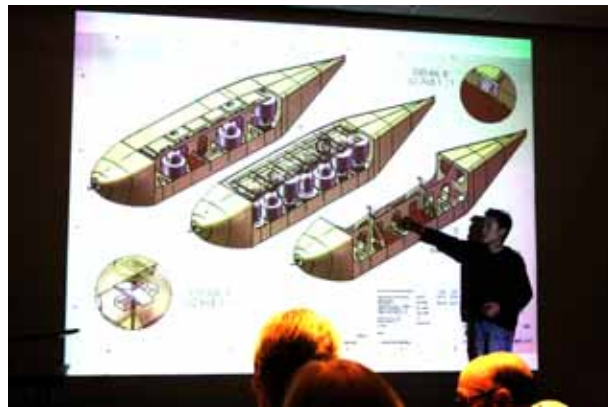
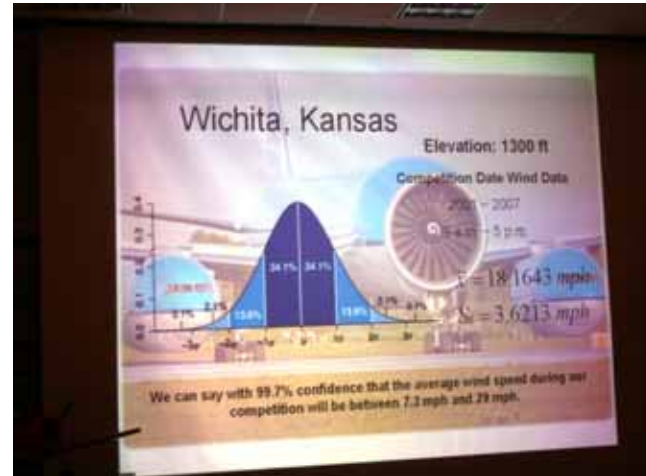
8. **Program.** Thomas Hong of the UCSD Design/Build/Fly Team gave an expose' on this year's efforts for the 19 and 20 April competition of undergraduate college students

building a cargo carrying R/C model. The rules which change every year involve a variable payload, simulated passengers/ cargo mission



and a distance type mission. The model must of course be electric powered and they are stuck with round cells for safety. One of the chief constraints is fitting the model over a 4' X 5' ground shadow, pretty tight for a model carrying around 7 lbs of payload! Thomas and his team was awarded \$300 from SEFSD to partially sponsor them on to Wichita KS where the competition is being held this year. Read more about it at <http://www.aiaadbf.org/> .

Meeting was adjourned at approximately 8:50 P.M.



The President's Corner

By David Fee



Welcome to the March issue of Peak Charge! We've had a lot of good rain so far this year, but the wet season is coming to an end and Daylight Saving Time is here. That means a dry runway, warmer evenings and lots of daylight for flying after work.

Speaking of the runway, one of the items discussed at the most recent Board of Directors meeting was a proposal that the club investigate the possibility of runway surface improvement. The current proposal is to scarify the top inch or two of the runway and then level the surface. This would provide a flat, uniform surface with improved drainage. The benefits of this are obvious, so the BOD authorized further inquiry with the city.

There have been some great photos submitted to the newsletter recently and I'd like to encourage everyone to keep them coming! Are you building something? Did you build something over the winter? Take some pictures, write a few words and send them to the editor! Got an idea for an article?

Start writing! The Newsletter depends on you, so make yourself famous... even if only for the month.

That's about all I have for now so, until next time... happy landings!



TIME FOR TAKEOFF

Shade tents lined the cliff above Carlsbad State Beach and slope soar planes were set for the Heads Up Racing League race day Feb. 9. Above left, James Mueller of Encinitas gives his slope soar plane flight. Above right, with little wind, Alex May of San Carlos opts to fly a remote controlled plane. Photos by Promise Yee

NOTE:

Membership Chairperson Sylvia Fee and Editor Bill Fee have changed their phone number in the Peak Charge Directory to their respective cell phone numbers, which will facilitate catching calls on the run .

This Month's Program

by Bob Boucher

Astro Flight Inc. was founded by Bob and Roland Boucher in 1969. The Company's mission at that time was to develop and produce high performance R/C Sailplanes for AMA competition. The company's first R/C Sailplane, the "Malibu", finished third in the first radio control glider national held at Coyote Park near San Jose, CA

. In January of 1971 Astro demonstrated the world's first practical R/C electric airplane. The next year Roland set two electric world records with his Astro-25 powered Fournier RF-4. The model flew for almost one hour and over 29 miles on a single charge of its silver zinc battery.

The next year Astro received a contract through the Northrop

Corporation to develop a stealth low altitude electric powered surveillance drone, and in the spring of 1974 was awarded a contract to build a Solar Powered Airplane. SUNRISE I made its first flight powered only by the sun's energy on Nov 4, 1974.

Bob will bring you up to date.

MWE Spring Fling 2008

Some ideas on how to help for this event

By the time you read this, there will be less than two months left for the MWE Spring Fling 2008, which this year will be on May 16-18.

For the veterans in the club it is a well known event, and most of those who have already volunteered to help know how or what they want to contribute. But for the uninitiated it might be a little intimidating to make the commitment, specially when you hear it is a three day event, four if you count the setup day.

A little background on the event might be helpful. By most accounts this is the 10th year anniversary, so we as a club have been doing this for a while. It is the once a year big event the club organizes for the benefit of all RC electric flyers. Pilots get a chance to congregate with their fellow aviators and spend three days enjoying their common hobby. In past years we even considered our event to be international since we have had pilots from other

countries. We also attract big name pilots that put their incredible skills on display for everyone to see in person. And don't forget Vendor Row where you can find show priced items, whether it be airplanes, helicopters, batteries, speed controls, motors, or accessories.

So you say "Sign me up!" but you are still not sure what to do. Well here are some ideas:

1) Contribute your old PeakCharge issues, we pass them out to the general public as a promotional item.

2) Contribute your old Model Aviation (AMA) magazines, same promotional benefit for the sport of RC flying.

3) Volunteer your time on setup day, May 15th. This is the day we do final cleanup, mark the parking and vendor areas, stripe the runway, and receive the party rentals.

4) Volunteer your time on any of the other three days. Impound control (where radios are kept) has hourly shifts, flight line safety, registration, "refuse management" (fancy word for emptying the trash cans), parking management, etc. An hour here or there, or the whole day if you want to.

5) Stay around on Sunday after the show is over to help with clean up.

6) This last suggestion is a tough one, sign up as a pilot! Your monetary contribution helps our fund raiser and your presence with your aircraft makes the event more appealing and colorful.

If you are still not sure on how to help give me a call at (619.429.9042), or send me an e-mail at (stelioj@cox.net) and I will find something for you to do.

Thanks in advance.
Stilianos Jackson

Minutes of the February 2008 SEFSD Members Meeting

By Steve Manganelli (Subbing for Jeff Keesaman)

1. President David Fee called the meeting to order at 7:05 P.M. February 26th, with 31 members and 3 guests/new members. Warm welcome to Gary and Carol Murray and Richard Felkins.

2. **Old Business** : Mike Degroot brought up proposal for some slight grading of the field to improve drainage and flatten it. This proposal arrived to the Board of Directors (BOD) just after the last BOD meeting, thus will be considered at March's BOD meeting with results posted in PEAKCHARGE after said meeting.

3. **MWE Planning**. Stelio Jackson reports progress as the day approaches : May 16, 17 and 18 are the days with Thursday the 15th as setup day. Signup sheets for various tasks were out for volunteers. If you missed the meeting and can give up a few hours on any of those days, the Club would be indebted to you. This is the kind of stuff that keeps SEFSD on the map. E-mail Stelio at Stelioj@cox.net .

4. **EMAC**. Definition : Electric Miniature Aerobatic Club. Myself (stupidly with Pedro there) and Pedro Brantuas reported on the 1st EMAC of the new year held February 24th between rainstorms. The soft conditions at the field made landings the hardest maneuver! The trick was to land short and kept it at the edge of the weeds. Land long and you had a muddy walk to retrieve as generally the model sank to the axles! New this year is the addition of Intermediate Class joining Sportsman and Basic. We had 3 Intermediates and about a 1/2 dozen each in the other 2 classes. Guest hot shoe Jeff Szuber cleaned up in Intermediate and showed us a fabulous Mid-time demo. Apparently his equally proficient brother forsake his chance to fly so Jeff would have batteries for the demo; thanks for that guys. Curtis Pilcher plus our own Pedro rounded out Intermediate. I recall that Craig Bosworth was the #1 Basic pilot to conquer the new 2008 pattern (changes every year). I for one don't quite have it down...nevermind! Next EMAC is April 12th, so get ready to come on out and sharpen your skills!

5. **Safety Officer/Raffle** Doug Rubin reported on efforts to clean up trash at the field and reminds us of the requirement to keep the gate closed. Doug then called the

weekday people "retired, old and lazy" for leaving the gates open. I'm sure said folks will have something special in store for Doug! Raffle grand prize was a Neumotor 1907-2Y and a 1-5 Cell Lipo Charger from Neutronics/NeuEnergy. Also included were some old fashioned round cells (good for your Makita drills), AMC movie tickets and some servos.

6. Don Gulihier gave some additional details about the Weedwackers/Cactus Park Lipo fire incident that resulted in the ban of Lipos at County Fields. Don reports that even though the gent stimulating the Government officials to impose the ban was himself deposed from the Weedwackers, the ban is not yet undone and this same individual is still on a crusade to ban Lipos though less draconian measures such as fire control implements are more typical control options. Don warns us to stay vigilant!

7. **Show and Tell**. Phil Marshall brought a beautiful



AT-6 modified from a VQ Warbirds ARF designed for .40 to .60 glow but readily modified to a NEUMOTOR 1910-2Y and 4S4300 Lipos. Phil was able to slip the batteries onto a fuel tank shelf and move the servos aft for the extra room required. The Texan came in at just 6 lb., 2 oz with retracts and a fancy

racing color scheme and can be had for just \$160. Phil used an Eagle Data Logger to get the volts, amps, watts and temperature in flight. VQ line includes a Hurricane, Platypus, P-51B, FW-190.



Frank Smith (see next page) brought along his scratch built JU-87 from unspecified 20% scaled down plans.

Frank maidenied the Stuka that day using a Phasor 15-3 motor, Jeti Speed Control, 2S4000 Lipos and Hitec radio. The JU-87 is covered with black monokote, features a fiberglass cowl made on a clay male mold (clever, that!) and a clear monokote canopy stretched