

PEAK CHARGE

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

SEFSD Newsletter

JUNE 2000

Volume X Issue VI

CALENDAR

JUNE 2000

June 21 - first day
of summer

JULY 2000

July 19 meeting

JUNE Meeting

Agenda

Some old business
and

Some new business

See President's Corner

Raffle Prizes

Results of the May Electroglide competition:

Cliff Vaughn flying his lo-winged Skimmer	88 points
Bill Knoll flying his Sunbird E	88 points
Pete Day flying his Skimmer	86 points
Phil Bernhardt flying his Graupner Electrostar	70 points
Ray Fulks flying his unnamed ship	18 points

Three flights were held and we ended with a tie! Since there didn't seem to be any lift to speak of, Cliff concentrated on nailing the landing - remember 30 points for one between the lines. He succeeded on a couple of them and came through with a tie even though flying a ship with a much poorer glide ration than that of Bill's. Just goes to show that there's more to the Electroglide than just performance! The next Electroglide will be June 24th, so mark it on your calendar, bring your latest creation out, and join us in the toss! Remember, the only requirements: Speed 400 motor and 7 cells. We welcomed Phil Bernhardt, who came down from the LA area after having read about the Electroglide in Peak Charge. Nice to see that our publication is read outside just our Club. Hope that you'll be down the 24th, Phil, and bring some of your fellow modelers!

Editor Charlie White asked me to write a bit about model designs that would be appropriate for the Electroglide competition - particularly ones that emphasize the inexpensiveness of the concept - that is, models that won't cost you an arm and a leg to be competitive. Obviously the Speed 400 was chosen because it's around \$10 and just about the cheapest thing to get into the air with, electrically, that there is. Note that one of the winners this month used direct drive (just the \$10 motor) and the other used a gearbox (adding \$20 to \$40 to the power package). I prefer to use a geared motor because of the higher rate of climb, but on the other side, the gearbox gives me no advantage when it comes to the precision landing! Ya pays yer money and ya takes yer choice BUT, the point is.....you can be competitive with just the ungeared, inexpensive Sp400!

Silent Electric Flyers of San Diego

Club Information

Web Site: <http://sefsd.org/>

2000 Officers:

President Wayne Walker

284-6119 wayne.walker@daou.com

Vice President Bill Knoll

582-2443

Secretary Cliff Vaughn

449-6941 pcat18@concentric.net

Treasurer Mike Neale

674-1378 MichaelWNeale@aol.com.

Co-editors Charlie White

223-8903 charliewhite@home.com

Bob Davis

277-8034 RD5677@aol.com

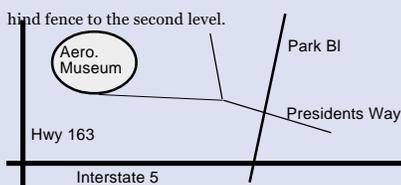
Safety Steve Neu

284-0816 SNEU@aol.com

Monthly Meeting

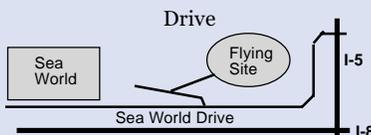
Held third Wed. of each month
(no Dec. meeting), 7:00 PM at the
San Diego Aerospace Museum.

Park at the rear left (south-west side) - use stairs be-



Flying Site

Located one half mile East of Sea World
on Sea World Drive at South Shores



Membership or Subscription:

\$25 per year, \$15 for subscription only. \$10 for under
18 or additional family member. Contact Mike Neale at
17140 Tam O'Shanter Dr., Poway, CA 92064.

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.



President's Corner

Wayne Walker

AIAA T-LAR Project

Two weekends ago several of us went out to the UCSD engineering campus and put on a series of flight demonstrations for the University's Engineering Outreach program. It was a great success and the hit of the high school students visit to the Engineering department. We have received a very nice commendation from the Outreach program and I would like to personally thank Bruce Cronkhite, Jeff Keesaman, Steve Belknap, Bill Knoll, Steve Neu, and Steve Manganeli for coming out two Saturdays to put on a great show.

How to put on covering and trim

Bill Knoll has arranged for some of the best experts to show us all how to do a great covering job, and how to add those great looking trims that make a model really stand out. Be sure not to miss the June meeting where we show it all!

Fiesta Island Landing Strip Work Party

The Saturday after the meeting night, June 24th, we'll have a work party to start the improvements at the World Championships site on Fiesta Island. If the grass has dried out enough we'll be able to mow it and level the areas. Bring gloves, rakes, shovels and water!

More news at the meeting.

Flying over the pits!

It is the PITS! We've had some instances of it recently. Please keep good control of your models and turn away well before you get close enough to cause a problem. It seems to be of a problem when we've got cross winds, so watch out for yourself & others.

Remember, Safety is no accidents!

Wayne

Will Trade: 2 new HS 81 hitec micro servos (valued at \$30 each) for a Digital Multimeter or Volt meter.
Call Armando @ 858-279-3251

Thoughts from Eflite:

See, ... this airplane hobby thing is more than just flying. It's also gathering and hunting.

EVERY ENTHUSIAST SHOULD HAVE:

At least 8 RTF at a moments notice

At least two of these should be slow/park flyers

At least one should be a backup of your favorite

At the minimum 12-25 kits in the box, opened and pre-rused but NOT started.

At least two of these should be back-up kits of your favorite models with all the trimmings and fixins for getting the above ready in limited time.

Extras, er, redundancies of everything else:

Rx's, Tx's

Batteries all sizes and mah

Servos all sizes

Motors: wet and e all sizes

Remember: It doesn't matter if you are not using all this now. You will be at some point, then you will already have it. 2-4 kits in progress. And space to have them displayed openly where they can remind you of your duty.

1 helicopter, in parts or whole. Why? Just because you can.

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May Meeting Minutes

By Cliff Vaughan

The May meet had a turnout of 47 people, that's a record this year. The main focus of the May meeting was the swap meet, so the meeting did not start officially until 7:30 PM. Wayne Walker announced that the club had bought a pair of top quality Walk-E-Talkies for use in club events. Charlie White and Pete talked about the LMG contest. Some discussion of the rules follow and it was decided to keep the rules as they are. Show and tell had Mike with his Sunbird motor glider (originally designed as a hand launched glider). Frank showed off his dragonfly. This looked just like a dragonfly (the bug type). Fred brought his butter fly kit to show just how nice it could look with a painted frame and covered with clear covering. Jack had his 1/12 scale Bearcat, and Steve showed off a Schulze speed controller rated for 70 to 120 Amps. Comments were made at the meeting about people not having their name on their transmitter pin on the pin board and the confusion it can cause when trying to find who's flying on your frequency. Jack suggested, that every one should have a frequency flag on their transmitters. A video on the Mid Winter 2000 was shown and I understand that this tape can be checked out from the club now. The raffle was great, with great prizes and from what I could see lots of tickets sold. Ya Should've been there!

FOR SALE:

Goldberg "MIRAGE" Immaculate, Great Flyer
 54" Wing Span Ready to fly, less radio and ESC
 Included: Motor, Battery, and servos - - Price \$230
 Roy McGuckin 858-673-8123

Arizona Flying Primer

Hi, guys,

Since I have moved to Tucson, it has become apparent that there are several new flying rules for this area I need to learn and observe. Conditions really are much different than flying at sea level by Sea World. I think the local fliers wouldn't observe these things, as they are used to them. The field where I fly now is at 3000 feet altitude and the temperature warms up to around 105 degrees and 20 percent humidity by 9:30 to 10 o'clock. After a month of flying in this altitude, heat and terrain, I have these observations:

1. Saguaro Cactus, 5 strand barbed wire fences and 500 lb steers have the right of way when taking off or landing. There are no exceptions to this rule. Shouting or swearing have little to no effect on these hazards.
2. If you land at other than the designated runway, the number of rattle snakes, scorpions ticks and centipedes between you and your plane increases by the square of the number of feet of brush and cactus you must pass through to find it. I'm told that to really appreciate a plane costing over \$1000 you must try to recover it from the center of a two acre patch of Cholla cactus.
3. If you land out in the brush and find a single Javalina calmly sampling your wing or vertical stab to see if it is edible, you may scare him off. However, if there are three or more dining on your plane, leave them alone or they will dine on YOU if they can catch you (And they CAN).
4. When flying a light weight, weakly constructed floater like a Lanzo Bomber or Playboy before 10 o'clock, look for lift first. After 10 o'clock, find the sink first. Then, only stay in the lift for 1 to two complete turns and dive for the sink to avoid specking out your plane and then losing it. There are some real elevators happening here, and winds aloft are far faster than winds on the deck. Putting the stick at 5 or 7 o'clock results in a plane doing an ever faster spiral upwards instead of downwards. Weakly constructed wings begin to flutter badly. You get to make a decision whether to watch a fly away or risk breaking a wing by a shallow, accelerating dive and trying to recover the wreckage when the wing rekits itself or a piece of covering shakes loose.
5. If you plan to fly your floater after 10 AM, build it strong enough that you can dive it at a 45 degree angle for several hundred yards without flutter destroying it. Or, use a ballast box (or extra large battery pack) so the lift is more controllable. I think a 7 to 10 cell FAI type all composite plane would fly really well here. Strongly built 2 meter poly hedral gliders seem to fly well in these conditions if the wing is not covered with Solar tex.
6. Aerobatic planes with short wings seem to require a longer takeoff run before rotation and turning. I have seen a number of local pilots stall their wing by rotating too soon after lift off. The result is a predictable staggering fall off on one wing tip, and crash. The planes appeared to be going fast enough for sea level flight.
7. Down wind landing legs need to be a bigger quarter circle or entered much faster to avoid the same symptoms. Pilots flying those aerobatic planes with short wings and fully symmetrical airfoils who try to slow down and make too tight a downwind turn find the thin, hot, dry air just doesn't hold up their planes. Then they tip stall and fall out of the air. This happens at sea level too, but not as often. Planes which seemed to be flying plenty fast enough in my sea level experience have fallen out of the air right in front of me.

All in all, I'm having a great time and learning to fly in a challengingly different set of conditions with some very fine fliers. I do look forward to coming back to San Diego every year or so just to see whats new at the club. I greatly miss the constant new and innovative things which show up at the SEFSD field, and the fliers I have been priviledged to fly with since the club formed.

Lynn Heffern

Now for the ship. Two of the May pilots flew Skimmers. According to my latest Hobby Lobby Catalog, these kits range from \$19.99 to \$77.00 depending on how much work has been done by the little elves at Hobby Lobby – the higher priced one is not quite ARF, but will save you quite a bit of time getting into the air. I've heard that the construction is ok IF you add CA at all the joints before covering.

If you like to build from plans, Tom Hunt of Modelair Tech offers plans of his Electroslot 400 Sailplane for \$12. Those of you who were at the Midwinter Electrics and heard Tom speak on model design know that this should be a stable, easy flying ship. My guess is that you would only have to come up with \$10 or so worth of balsa, a dollar or so of CA, and you're in the air. I am currently flying a modified Flick – a Ted Davey design – the plans of which were featured in RCModeler a few years ago. I bought the plans from RC Mod for somewhere around \$10. They should still have copies available. It is easy to build, and very sturdy – able to take the rough landings that are bound to be a part of the Electroglide competition. Regarding the modifications to Ted's original, I added 6 inches of wing to each side and made the wing polyhedral rather than simply a dihedral, and also added 4 inches in length to the fuselage. Modified, it is quite stable and if I ever get skilled enough to consistently land within the 30 foot lines, AND ON THE FIELD, maybe I'd be a contendah!

Hobby Lobby also has a whole bunch of ships in the ARF category, ranging from \$119 to \$179 that would be appropriate and quick to get into the air. Timothy, Demant, Lucy, Sting and the Electrostar 400 fit in this category. Our own Hobby Shack has the Universal 1.5m Electric Glider that they claim to be 80% RTF. The price, \$179.99.

Lastly, there are models available that would fly ever so nicely in the San Diego Electroglide, BUT.....you gotta have \$\$\$\$. More on the exotics (read EXPENSIVE) next month.

Don Wemple and Pete Day

SEFSD flight instructors are listed below - -

**SEFSD
Instructors**

Give these folks a call if you need the talents of a flight instructor. They are just itching to help!

Bruce Cronkhite
619-278-6643
Bob Davis
619- 277-8043
Bill Knoll
760-966-6884
Steve Belknap
858-693-3739
Steve Neu
619-284-0816
Pete Day
619-274-3016
Ron Stark
454-4900

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This seems to be the absolute minimum. All of the above is part of the enjoyment of this addicting hobby.

Newcomers should note that their individual progress to this standard may take time and reflect their current discretionary income level but this is a normal part of the enjoyment. A sort of natural maturing in the hobby as it were.

There should be absolutely no sense of guilt over any of the above. It is after all, a hobby. Just do not let the family go hungry.

I'm sure that some will have things to add.

Geez' I'm all heated up now.... gotta go to the hobby shop, bye...

"ELECTRIC FUN FLY"

DATE: SATURDAY, JULY 8th , 2000
TIME: 8:00 AM

PLACE: CASTAIC MODEL AIR FIELD
Castaic Lake Recreation Area

RAFFLE, STATIC CONTEST, & LUNCH

THERE IS A \$10.00 LANDING FEE FOR PILOTS, THIS INCLUDES A LUNCH TICKET AND A RAFFLE TICKET, ADDITIONAL RAFFLE TICKETS CAN BE PURCHASED. THERE IS, HOWEVER, A \$6.00 PARK ENTRANCE FEE FOR ALL NON-CANYON CROSSWIND MEMBERS.

ALL ELECTRIC PLANES WELCOME, LARGE, SMALL, FAST AND SLOW!

REGISTRATION WILL BE AT 8:00 AM FOLLOWED BY A PILOTS MEETING.
AMA MEMBERSHIP REQUIRED.

Website: www.canyoncrosswinds.com

CONTEST DIRECTOR STEVE CIAMBRONE 661-294-9547

Now available is a MWE 2000 video. This video was shown at the May SEFSD meeting.

Paul Naton
president-Radio Carbon Art

Producers of High Quality R/C
Silent Flight Videos
<http://www.radiocarbonart.com>
Paul@radiocarbonart.com
Tel: 541-752-9661
Visa/Mastercard Accepted

For Sale
Kits: New-In-Box

1939 AirTrails Sportster(Midway)
50"WS (.09 GLO) \$25.00

"Barnstormer"/ 1930 Fleet Bipe
(Concept) 49"WS (.40 Glo) \$25.00

Aeronca Champ (A&A) 65"WS (.35 GLO)
\$25.00

Ray McGuckin 858-673-8123

A party you won't want to miss!
August 2-13, 2000

International Electric Flight Festival 2000 — August 2 - 6
Non-World Championship Event: all competitors are invited!

2000 F5B / F5D World Championships — August 6 - 12

Thursday, August 3: Science to Sport Contest, F5B, F5C, F5D-A, F5D-12A, Best Flyer and BGL, Salute to Sport Search
Friday, August 4: F5B, F5C, F5D-A & F5D-12A
Saturday, August 5: Class B and C, Class D and E, Soloists, Sport Soloists
Sunday, August 6: Fun Solo (Electric), Fun, Speed 400 Flyer, Racing and F5D Demonstration

Sunday, August 6: F5B Previews, Official F5B Practice, Airspeed Master, Top Flighters Balloon Race
Monday, August 7: F5B Previews, Official F5B Practice, Official Fun Solo, Signwriting of San Diego, Opening Ceremony, Initial Briefing for F5B/F5D Team Managers
Tuesday, August 8: F5B / F5D World Championships
Wednesday, August 9: Friday, August 11: F5B / F5D World Championships
Thursday, August 10: F5B / F5D World Championships, 90 FT Soloists
Friday, August 11: F5B / F5D World Championships, Fuel Panel, Dining
Saturday, August 12: Build-It-Yourself, Contests, Exhibits
Sunday, August 13: Build-It-Yourself, Contests, Exhibits

<http://www.sefhd.org>

Mike Schwarz, Director Wayne Walker, President
Whelan Pagan, Manager Robert Woodson, Pilots of San Diego
Championships 2000 (619) 294-8119
E-mail: schwarz@sef.com E-mail: wayne.walker@sef.com

For complete details, accommodations, activities and more please visit our website at: <http://www.sefhd.org>

AVCOX **NEWCASTLE** **NEAC** **WORLDWIDE** **SPECTRUM** **SEMITECH**

Below is the list of all members who have qualified under the club standards of qualification. If your name is not on the list, check with the SEFSD flight instructors to confirm your qualifications or get checked

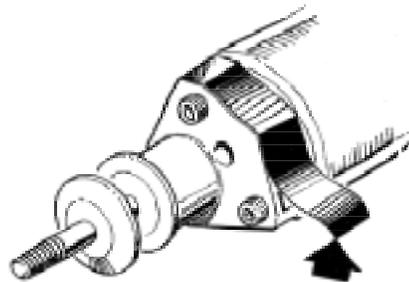
Tim Ardoin	Steve Belknap
Dick Cassity	Minton Cronkhite
Pete Day	Joe DeMarco
Tom DeShon	John Ellis
Don Haines	Fred Harris
Howard Harvey	Jack Hawks
Jack Hix	John Hood
Jeff Keesaman	Bill Knoll
John McKinney	Mike Morgan
Lee Norton	Steve Nue
Jack Roesch	Ralph Schierhold
Francis Smith	Ray Stelzner
Terry Thomann	Dudley Uphoff
Cliff Vaughn	Wayne Walker
Don Wemple	Mike Zimmer

The AMA National Model Aircraft Safety Code (page 135 of JULY 2000 issue of MODEL AVAITION) are the safety standards that SEFSD use for qualification and are those applied by AMA insurance

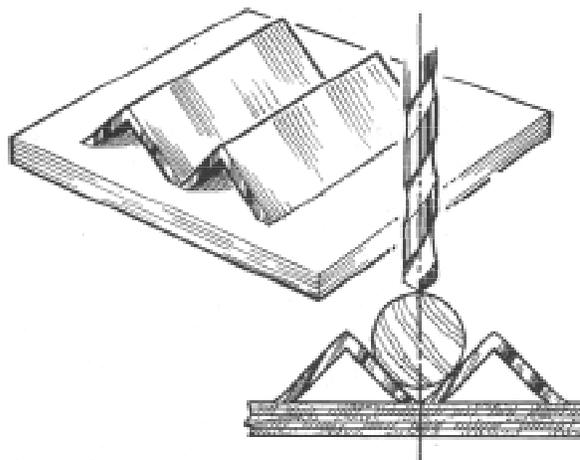
SEFSD VIDEO LIST
See Fred Harris, Librarian
One month free borrow

A Celebration of Eagles (AMA)
Float Flying (John Sullivan)
Airborne R/C Video(Fred Harris)
Gas to Electric Conversion
Airplane (Joe Wurts)
Getting Started in Electric Flight
Air Force Top Gun
1994 KRC Electric Fly
A-10 Warthog
1996 KRC Electric Fly
Basic Construction for Beginners
Lets get Serious About Electric Flight
Basic Flight Training for beginners
Monokote
Byron Originals Show Season 1985
Monokote-II
Cutting Foam Cores
1996 NATS-Video Highlights
Desert Storm-Tornado
Polyspan Covering Instructions
Double Eagle
Power for Performance
Electric Flight
R/C Flying
Electric Flight & Schneider Cup
The Schneider Sport Electric
Electrifying the Fantasy
T-Birde (Thunderbirds)
F-16 Falcon
Vacuum Bagging
Wring it Out
Wring it Out-II

Some kinks and hints



To keep dirt, dust, or mulch out of your gear box, use some making tape or the plastic electricians tape to cover those opening in the gear box.



Drilling to the dead-center

Glue two pieces of aluminum angle stock to a thick, flat plywood base that is big enough to allow clamping to a drill press. Center the drill bit in the angle of the aluminum vee, place the dowel or tube to be center drilled in the vee and drill away.

Membership Application

NAME: Last _____ First _____ Middle Initial _____

ADDRESS: _____

CITY _____ STATE _____ ZIP _____

PHONE: (H) _____ (W) _____

FAX: _____ E-MAIL _____

AMA NUMBER: _____ Dues Paid _____

Date of birth _____ Date _____

Note: AMA Membership **Required**

Flying membership \$25, Newsletter Only membership \$15. Join after July \$10. Bring to club meeting or mail with copy of AMA card and check to: Mr. M. W. Neale, 17140, Tam O'Shanter Drive, POWAY, CA 92064.

SEFSD c/o Charlie White
4420 Ladera Street
San Diego CA 92107