

PEAK CHARGE

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

SEFSD Newsletter

February 2001

Volume XI Issue II



A lot of GOOD, a little BAD, but no UGLY

MWE 2001 is just about over, this late SUNDAY afternoon as this is written. For the most part everyone has gone. The vendors have packed up and are now on their way home, for tomorrow is not really a holiday for them.

It started on Friday, with first arrivals at about 8:30 am and a steady stream until Saturday around noon. There were people from Arizona, Iowa, Washington, and even Moloki, Hawaii. As a matter of fact, over 200 participants from all over the place arrived. Some

came in giant motor homes, but mostly by car and airplane. Some just thrilled to get away, for awhile, from snow, wind, and cold. Others were just glad to get away. More people showed up than all of our MWE combined, or at least it seemed that way.

The MWE venue was moved to the EWC site on Fiesta Island in Mission Bay and this was a good idea. There is more than enough parking, a huge safety margin, and every thing was nice and dry. The combination of spectators and participants

and their cars/trucks, would have been far beyond the capacity of the South Shore site on Sea World Drive.

Saturday was by far the biggest day. The crowds were humongous and the vendors were pleased with sales and the interest from the spectators. There were more vendors that ever before, with one vendor even coming from Germany to display his wares. What was striking about the vendors exhibitions, is the explosion in

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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
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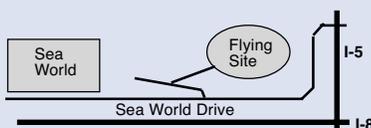
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277-8034

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Subscription Secretary Dennis Collins
1-858-569-5015
dennisc@pobox.com

Flying Site

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



Membership or Subscription

\$25 per year, \$15 for subscrip-
tion only. \$10 for under 18 or ad-
ditional family member. Mail to
the Subscription Secretary: Dennis
Collins, 5150 Corte Playa Catalina,
San Diego, CA 92124.

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.

park flyers, tiny tiny motors, just dinky speed controls, and all those ARFs. It was worth the effort to make the drive onto Fiesta Island just to stroll through the vendor's displays.

Don't forget the weather, no rain, not too cold, but afternoons of ldead calm. The flying weather was ideal.

This was all good.

What was a little bad - - -

Let's start with the symposium, better characterized as, lack of symposium, since NO ONE showed up. The symposium was scheduled from 2 until 5 on Saturday, bad timing. Everyone wanted to fly at that time and some were heard to grumble that they were frustrated at having to make a choice. Obviously, the choice was not to come to the symposium. Either schedule the symposiums on Friday night or forget the whole idea.

And right behind that, was the dinner Saturday, with only 51 paid participants. The failure of SEFSD members to support this (dinner) social activity, is rather embarrassing. You may not want to fly but attending the dinner to greet and socialize with the participants, helps to strength the success of MWE.

We have found success with MWE and the four previous MWEs have taught us how to make these things work. MWE has now grown too big for the dozen or so people that have make the MWE work. We are now at a cross roads and must evaluate the responsiblity SEFSD now faces in preparing for MWE 2002.

Next year, all tent(s), sun shades, tables, chairs, etc will be contracted out to a commercial establishment that will erect the tents/sun shades, bring in the tables and chairs. When the MWE is done, this contractor will come back and take down the tent(s), pack up the tables, stack the chairs, and send us a bill.

Next year, the MWE structure should be organized into committees that are responsible for an activity. The CD should only be responsible to coordinate these committees. A structure should be created that can be passed on to the successive CDs. There is a need for a handbook/guide so that members of the committees know what is expected of them and how their activities fit into the scheme of things.

Several years ago KRC folded when the burden of the few that organized KRC exceeded their ability to successfully sponsor this activity. We should not let this happen here.

And there is nothing ugly about having a good time - - -

Charlie White





January Meeting Minutes

By Tom DeShon

Introduction –

The January meeting of the SEFSD was called to order at 7:05. A few visitors were recognized; Vince Hysham flying a Kyosho Ferias, and Edgar Escobar.

Old Biz –

The proposal to move the flying field is moving forward. The “executive team” from the club is meeting with the SD Parks & Recreation Dept to agree on prospective changes. Wayne said that we could expect a decision in 30 – 60. He didn’t specify if he meant days, months, or years.

The Mid Winter Electric plans are moving forward. Committee members are working diligently and expectations are high. Bill Everett said that we can expect 15 – 20 vendors using 25 – 30 tables and canopies. Volunteers are still needed, especially for non-technical tasks like parking duty, etc. Another need for warm bodies is the put-up and takedown of tents and canopies. Anyone wishing to assist should show up at the flying site on Friday @ 9:00 (put-up) and Monday @ 12:00 (takedown). The actual flying site is still TBD. If the weather in the preceding days is dry, we’ll hold the event on Fiesta Island near the site of the pylon racing venue. If the weather/runway surface is other than dry, the events will be held at the South Shores flying field.

New Biz –

The interest in formal F5B and Speed 400 Pylon Racing has grown significantly in the recent past. Because of the number of people participating, the events will now start @ 9:00 on the third Sunday of each month. Regular sport flying is usually pre-empted during the races so plan ahead if you’re expecting to fly that Sunday.

An out-of-town event; the Harbor Soaring contest is the first Saturday of each month in Costa Mesa. Events include speed 400 and Zagi racing. Contact Wayne Walker or Bill Knoll for more info.

The speed 400 Electroglide contest will be held on Saturday 1/27 if weather permits. If a reschedule is required, the contest will be 2/3.

Safety, Safety, Safety....

There is a noticeable increase lately in incidents of pilots flying through and landing in the pits. Steve Neu asked

that all pilots land airplanes in the center of the runway; regardless of wind conditions. Crosswind takeoffs need to be announced clearly to all pilots on the flight line and should not interfere with anyone in a landing pattern. Fly-byes and high speed passes should be made north and parallel to the actual runway.

Discussion turned to radio hits. Suggestions included maintaining a reasonable spacing between pilots on the flight line; no more than 5 planes in the air at a time; and landing on the far side of the runway when the air is congested to maximize distance between your plane’s receiver and other pilot’s transmitters.

NEVER REMOVE ANOTHER PILOT’S FREQUENCY PIN FROM THE BOARD WITHOUT HIS EXPRESS PERMISSION. The penalty for violating this rule may be exclusion from the club.

The Training Program-

The club flight simulator has been purchased. Members may check it out for personal use for a nominal fee. A deposit will be required and the standard time limit for checkout is one week.

How To-

Steve Manganello developed a “destructive” test to understand the feasibility of using aluminum honeycomb, nomex honeycomb, and carbon fiber capped balsa as structural elements in a simulated wing spar. In simple terms, the test was to affix a 12" specimen of each type of construction to the edge of a table leaving about 10" extending over the edge of the table. At the end of the sample, a large bucket (load) was attached and gradually filled with water until the spar failed. The amount of water was measured and weight estimated. For these tests to be relative to the hobby, Steve created a common balsa spar capped with spruce to be used as the control specimen. The test results were:

Balsa spar & spruce cap = Failed @ 20 lbs (Control Specimen)
 Nomex honeycomb spar & carbon fiber cap = Failed @ 5 lbs
 Nomex honeycomb spar & spruce cap = Failed @ 10 lbs
 Aluminum honeycomb spar & carbon fiber cap = Failed @ 22 lbs
 Aluminum honeycomb spar & spruce cap = Failed @ 24 lbs

Show & Tell-

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Ray Fulks brought his Studaucher (Ace kit). It flies with a 25 geared Astro (3.6), 12x8 prop, and 16- 2400 cells.

Fred Harris brought his Demoiselle by Dymond. It weighs 8 oz including batteries and flies on 5-270 cells. He also brought a Sopwith Triplane sold by Dare Hobbies. He flies it with a speed 400, 2.5 gear drive, 9x7 prop, and 7-500 cells.

Steve Neu brought his Stinger 400 pylon racer. It has an all-up weight of 12 oz and flies using an Aveox 1005, 3turn motor with 7 cells.

Mike Blott brought his two "Cupid" delta wings. These are scratch built from standard foam and shaped in a heart pattern. Mike flies these with a speed 400 and 8 cells.

Not to be outdone, Bill Knoll brought his Sky Scooter on Steroids. Very little of the plane is stock. It flies using an Aveox 1010,2y motor, 8 cells and has German insignias and a slogan that reads "Death from Above".....

The meeting adjourned around 9:30 PM.

**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



**San Diego Electroglide
results for February 2, 2000**

1. Bill Knoll flying and Inpuls 169 points
2. Wayne Walker flying a Climax 114 points
3. Don Wemple flying a Pulsar 102 points
4. Cliff Vaughn flying a Gnome "60" 33 points

This was really supposed to be the January Electroglide, but the rainy weather and the muddy field forced postponement to the next Saturday --the second of February.

The first two "tosses" were "glide back to the ground" type flights. The third, however, was the charm and weak thermals kept Bill Knoll and his Inpuls up for 9 minutes, 10 seconds. As usual, he made all of his landings within the 30 foot mark (this time really 20 feet as the field was not marked correctly!) and he scored well on all three flights.

By the time you read this the MWE will be over and we will have introduced some of our visitors to the Electroglide concept -- both sp400 and open. Hopefully, all of our regular Electrogliders of the SEFSD will have shown that since it's our event, we can score well in it.

Now for the next regular Club competition -- It will be March 3rd, weather permitting. Remember if we are rained or mudded out, we simply go to the next Saturday.

It's not too late to put something together and join in the fun.

Don Wemple and Pete Day



Are you sure it went that way?



Heat-Shrink Secrets of the Ancient Masters

So you measure out a battery pack and cut the heatshrink to size only to find that it is just too long. So what do you do? Trim it and it is still too long. So you trim it again and it is at this point that Murphy's Law takes over and you find that your piece of tubing magically went from "too long" to "too short" without ever passing through "just right". So what do you do?

Here is a better way:

1. Cut a piece that is about 1" longer than the pack you are covering.
2. Cut this piece in half, two equal pieces.
3. Slip one half over the battery pack, hold the end in position and shrink it.
4. Slip the other half over the battery pack, hold it in position and the other end and shrink it.
5. The two pieces will overlap in the middle and fully protect the pack without having to fiddle around to find just the right length and your will not end up with any more "too short" wasted pieces

Silent Electric Flyers of San Diego AMA Charter #3078

December 12, 2000

Wayne Walker
4817 Bancroft Street
San Diego, CA 92116
(619) 284-6119 Cell: (619) 804-2932

Academy of Model Aeronautics
Competitions Department
5151 East Memorial Drive
Muncie, IN 47302
Attn: Ms. Teresa McKee

Dear Teresa:

As President of the Silent Electric Flyers of San Diego (SEFSD), I am submitting a bid to host the 2001 Team Selection Trials for FAI F5B.

The following is submitted for your consideration:

1. SEFSD has a large field in Mission Bay Park with excellent

flying, parking, and spectator conditions. Also, an excellent alternate field nearby in Poway has been reserved in the unlikely event Mission Bay Park becomes unavailable.

2. Arrangements have been made for all of the equipment needed to run the finals including sighting, weighing, timing, and field marking devices. Our club has sufficient member volunteers to fill all the needs for contest officials.
3. The City of San Diego has many fine motels and restaurants within 5 miles of the site. San Diego Lindbergh Field is a major airport served by most major airlines. There are also several smaller airports that primarily service General Aviation.
4. The area has a temperate climate; ranging in the 70s and 80s in September. Rain is normally nonexistent for that time of year.
5. Many of the contestants will be from the Southern California area, including members of the 2000 and 1998 F5B Teams.
6. The SEFSD Contest Director for the Team Selection will be myself. I have successfully organized and run three prior F5B Team Selection Trials and the Electric Worlds 2000 here at the Mission Bay Site. I will be assisted by Chuck Grim, Tim Attaway, Don Madison, and Keith Finkenbiner. All of whom have considerable experience in organizing, staging and running large events, including the Electric World Championships 2000 here in San Diego.
7. The dates offered as our first choice are Saturday and Sunday July 14 & 15, 2001. Monday, July 16th, will be reserved as a weather make-up day.
8. An entry fee will be charged of each contestant in order to cover costs of the event and to provide funds for the F5B Team. The fee will be \$60 per contestant. Anticipated costs are \$60 for rest room rentals, \$10 for field marking supplies, \$15 for scale calibration, and \$150 for refreshments and lunch for the contestants and workers. The total cost will be approximately \$235.

On behalf of the Silent Electric Flyers of San Diego, I am pleased to submit this bid to host the 2001 F5B Team Selection Trials. I look forward to making it a memorable event.

Sincerely,

Wayne Walker
President SEFSD

c.c. Al Williamson, 445 Westby, Chula Vista, CA 91911



Just when you thought that you don't need anything more!!

The vendors (10) with all those goodies.





That little black thing goes 'round and around and round . . .



Who is minding the store ?



Symposium attendance



Your check bounced



Next meeting is Tuesday February 27, 2001 in the Automotive Museum at 7:00 pm.



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 out.

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 144 of SEPT. 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

ENDLESS LIFT II
ELECTRIC AIR SHOW / MWE 2000
QSSAA FLY-IN 1994 VOL I & II
LET'S GET SERIOUS ABOUT ELECTRIC FLIGHT
1994 KRC ELECTRIC FLY
1996 KRC ELECTRIC FLY
1997 KRC ELECTRIC FLY
BUILDING WITH FOAM
AIRBORNE VIDEO/FRED HARRIS
F-16 FALCON
POLYSPAN COVERING INSTRUCTION
ELECTRIC FLIGHT & SCHNEIDER CUP
A CELEBRATION OF EAGLES (AMA)
AIR FORCE - TOP GUN
VACUUM BAGGING
DOUBLE EAGLE
SPEEDY BEE/LAZY BEE VIDEO
S.D. MIDWINTER ELECTRICS 2000
BASIC CONSTRUCTION FOR BEGINNERS
MINIMAX CONSTRUCTION
ELECTRIFYING THE FANTASTIC
ELECTRIC FLIGHT
U.S.AIRCORE, BASIC BUILDING TIPS
MONOKOTE I & II
WAR BIRDS OVER SCHENECTADY
DESERT STORM-"TORNADO"
T-BIRDS
SCHNEIDER SPORT ELECTRIC
BYRON ORIGINALS SHOW SEASON 1985
SPEEDY BEE/LAZY BEE VIDEO
A-10 WART HOG
JOE WURTZ-AIRPLANE
GAS TO ELECTRIC CONVERSIONS
POWER FOR ELECTRIC
FLOAT FLYING

Directions to the Automotive Museum

From Interstate 5 South: Take the 10th St. exit; turn left on A St.; turn left on 12th St. (which becomes Park Blvd.); turn left at President's Way (you are now in Balboa Park); when you come to the stop sign, the museum will be to your left with parking right in front.

From Interstate 5 North: Take the B St. Pershing exit; stay on B St; turn right on 12th (which becomes Park Blvd.); turn left at President's Way (you are now in Balboa Park); when you come to the stop sign, the museum will be to your left with parking right in front.

From Interstate 8 (either direction): Take 163 South exit; take the 4th Ave./Park Blvd. exit; turn left onto President's Way (you are now in Balboa Park); when you come to the stop sign, the museum will be to your left with parking right in front.

From State Highway 163 South: Take 4th Ave./Park Blvd exit; turn left onto President's Way (you are now in Balboa Park); when you come to the stop sign, the museum will be to your left with parking right in front.

From Interstate 805: Get on I-8, I-5 or ST HWY163 and follow directions above.

From State Highway 94 West: Take the highway into downtown San Diego; turn right onto 12th St (which becomes Park Blvd.); turn left at President's Way (you are now in Balboa Park); when you come to the stop sign, the museum will be to your left with parking right in front.

From Harbor Drive (either direction): Turn east onto Laurel St.; follow it through downtown and over the Laurel St. bridge into Balboa Park; turn right and follow the road to the end of the Park until you reach the museum.

When you have finally found the museum, park in the large parking lot in front of the AeroSpace Museum and Gym. Use the door to the right of the main entrance, up the stair to the balcony and follow this balcony around to our meeting site. We meet on the south side on the balcony level, a good view of all the cars and motor cycles.

End-to-end soldering of batteries

If you find it difficult to solder batteries end-to-end (+ to -) go to:

<http://members.home.net/solderingtips/index.html>

I have established this web site to demonstrate how simple it really is to solder batteries end-to-end when you have the correct tools - soldering tips. And remember - experience is something you don't get until just after you need it.

Charlie White

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 **Subscription Secretary: Dennis Collins, 5150 Corte Playa Catalina, San Diego, CA 92124.** Do not mail your application or subscription to the SEFSD newsletter.

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

