

PEAK CHARGE

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

SEFSD Newsletter

April 2001

Volume XI Issue IV

CALENDAR

April 2001

ElectroGlide
Saturday April 28, 2001

April meeting
Tuesday April 24, 2001

May meeting
Tuesday May 22, 2001

RAFFLE

Raffle prizes for April;

Rascal kit & power system
2 Servos
7.2V Battery
RC Report subscription
4" Table saw
30 A ESC
Model knife & blades

Subject: Electroglide

It is the creative idea of Don Wimple and a unique SEFSD event. The success of this activity is **participation**, participation by SEFSD members.

The San Diego Electroglide: Results for 31 March 2001

Don Wemple	Pulsar 273
Tom DeShon (tie)	Sun Bird 247
Mike Morgan (tie)	Sun Bird 247
Bill Knoll	Impuls 228
Bill Thomas	Carbon Delight 160
Barry Mattingly	Carbon D-Lite 142

Amazing Day!! Quite cloudy, but with excellent lift in spite of the general overcast. For those of you readers that are not familiar with the Electroglide here at the SEFSD Field, good lift is not so common.

Two factors are involved: one is that we fly early in the morning (first launch at 9:30) and the ground is not too well heated by then; and second, the more humid air near the ocean is, in general, an inhibitor of thermal activity. So.... March 31st was a rare, amazing day!

Remember that we have two scoring rules that wipe out all points for a particular flight: 1. You must land at the field, and 2. You must not be aloft for more than 30 minutes.

Well, with the good lift, there we were at 20 minutes plus trying to figure out how long it would take us to get down and landed before

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Silent Electric Flyers of San Diego

Club Information

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

2001 Officers

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Vice President Bill Knoll
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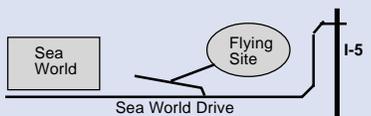
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Flying Site
Located one half mile East of Sea
World on Sea World Drive at
South Shores Drive



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.

President's Corner

Radio Interference at the Field

During the last month or so, some things have come up that deserve our attention. I've found that some of my old receivers give only 50% of the range check distance, sent them in for repair and many parts were replaced and range improved. Actually, any time a receiver has been in a crash or just Hard Landing, they should be check. Airtronics charges about \$20 for most repairs, and little to nothing for checking them. Turnaround time is 2-3 weeks. RCD is even better, quicker and less cost, mostly free as a Warranty repair unless it looks like shrapnel from the bomb that hit it!

New Deal for the young beginners!

I want to start a junior group of under 16 year olds. They would have one Saturday a month that they could come to the field and always find help with flying, building, flight checking and construction topics as needed. I'd like to make this the second Saturday of each month and encourage the juniors and their parents to come out and get any thing or information they wanted.

If you have children please let me know if this is feasible and let your neighborhood friends know too. We will have one or two trainers to give intro flights and any help wanted in getting started. The only name I've come up with so far for the group is "**Team Chaos**"! But if you have a different idea, let's hear it!

Don't forget to renew memberships, This will be the last Newsletter if you don't renew!!

Dennis & Michael will have the cards at the meeting, you bring your AMA cards and a check!

The main topic at the meeting this month will be "**Tuning Speed 400 motors and Battery care & conditioning**". Also the **Student TLAR II will be shown** as well as a full report of their winning (?) at the AIAA contest in Maryland last weekend!

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March Meeting Minutes

By Tom DeShon

Introduction -

The March meeting was called to order on 3/27/01 at 7:10 PM. A few new members and visitors were welcomed. Elliot G. Miller is relatively new to R/C flying and is modifying a home-built plane for electric R/C flight. Ron Cook flies a Zagi, a Sandy, and assorted helicopters. Tammie Thompson is new to the area and interested in electric R/C flight. Jeff Everett (Bill's son) introduced himself and stayed long enough to win most of the raffle prizes. Dustin Pachura and Rick Cotton from Hobby People in El Cajon were present and brought raffle prizes with them. In addition, Lee Norton from the Kearny Mesa Hobby People also brought donated kits for the raffle. Many thanks to Dustin, Rick, and Lee for the raffle contributions.

Old Biz -

The new field proposal is still moving forward. Wayne Walker has met with the MBPC and is negotiating improvements to our regular flying site. He believes that a decision will be made shortly. Our greatest need today is for members at large to communicate our desires to the local political representatives; specifically, Councilman Byron Wear. Letters and phone calls supporting our desired changes need to be sent to Councilman Wear so he feels some pressure to support our needs.

There are still some "club" sponsored products for sale. T-shirts, polos, and club patches are still available for sale at the meetings.

New Biz -

Club Competition -

The S400 Electroglide will take place Saturday, 3/31 at 9:00 AM. This event always occurs on the Saturday following the monthly meeting. The rules are reasonably simple. All airplane types and airframes are allowed. Power is restricted to a S400, 6V motor and 7-cell battery packs. The rules of the contest are as follows: All airplanes launch simultaneously and climb under power for a specific period of time (usually 30 - 40 seconds). All motors are shut off simultaneously and the gliding competition begins. From this point on, motor runs are prohibited. Points are awarded for time aloft (1 point for each 10 seconds) and landing accuracy (20 points for spot landing). The contest usually consists of 2-3 heats with the winner having the highest cumulative points. The award for winning is huge; bragging rights and a small mention in the newsletter.

The F5B competition and practice will be 4/15 at 9:00 AM. The actual selection trials for the national F5B Team will be held 10/20-10/21.

Club Programs -

SEFSD is initiating a program that supports junior members. The proposed plan is to select a single Saturday each month where specific club members make themselves available to assist juniors with building, flying, etc. This program is still in the planning stages and leadership & volunteers are still required.

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Presidents's Corner - - -

We will have the MWE 2001 Video from Radio Carbon Art to show also, be early and get good seats!

Great new raffle prizes are promised by Bill too!!

See you then, and fly safely,
Wayne

Safety, Safety, Safety....

There was no specific discussion on this topic tonight.

The Training Program-

The training demand for the club simulator has increased so a waiting list has been created. As a note, this software requires an 8mb (or larger) video card to run properly. See Bill Knoll with questions or to sign up on the waiting list.

How To-

This part of the evening was dedicated to a "decolage" demonstration presented by Bill Knoll. Decolage is loosely defined as the relationship between the angle of the wing as compared with the angle of the horizontal stabilizer. If the incidence angle of the wing and stab are parallel with the datum line of the aircraft, then the decolage angle is 0 degrees. As a general rule of thumb, the closer this relationship is to 0 degrees, the faster (due to less resistance) the plane will fly. On the other hand, the further this relationship moves away from 0 degrees (through increased attack angle of the wing, increased dihedral, etc), the more stable (possibly even self-righting) the plane becomes. Bill did a much better job of explaining this topic at the meeting than I can in a few sentences. Please speak with him personally for a more thorough description.

Show & Tell-

Don Wimple brought his new Honey Electric S400 F5B airplane. It flies using a 4.5 x 1 gearbox, 10 x 8 folding prop, and 7-cells. The Honey weighs 19.9 oz and is available at Northeast Sailplanes. Don describes the performance as excellent.

Bill Allen brought his camouflaged Mirage 200 pusher. Bill painted the plane with acrylic paint and added cockpit detail. This plane flies on a S400 with an 8-cell power source.

Mike Blott brought his highly modified Litestick. Mike has converted this park flyer to utilize wingers and a V-tail.

Stilianos Jackson brought his Cox XB29 airliner that flies using thrust differential between the two S400 motors instead of normal control surfaces (aileron, elevator, rudder, etc). He reported that the plane flies adequately in low wind situations, but fails to generate enough thrust to maneuver in medium wind conditions. The audience question regarding the controls used in returning to the field after the BEC cuts power to the motors left most of us scratching our heads.

The meeting adjourned shortly after 9:00 PM.

Its that time of year again when everyones interest in flying peaks and the flying field becomes a gathering spot of excitment and this newsletter brings "the happenings" of our sport to its members.

This is the final newsletter to be mailed to anyone that has not remitted dues for the current year. Dues are paid only once a year and therefore easily forgotten. But now is the time, its only \$25.00 for a year of fun in the sun and Peak Charge. Find a better bargin anywhere, one day at Seaworld is \$45.00 and SEFSD offers adult fun in addition to the opportunity to share with the younger set.

If your name is included on the following list - get with it - - - -Dennis Collin, Subscription Secretray

Ament	Doug	San Diego
Attaway	Tim	Chula Vista
Avila	Matthew	San Diego
Baron	James	San Diego
Bernhardt	Phil	Long Beach
Blodgett	Edward	Olivenhain
Bridgeman	Jerry	Huntington Beach
Brown	Tom	Oceanside
Burke	W.	Escondido
Calkins	Grant	Camarillo
Clem	Steve	Laguna Niguel
Cody	David	La Mesa
Coleman	Debbie	Trabuco Canyon
Corbett	Ted	Laguna Niguel
Cordasco	Thomas	Pacific Beach
Couey	Russ	Murrieta
Cronkhite	Minton	San Diego
Day	Peter	San Diego
Dennen	Joe	La Jolla
Deranian	Robert	La Jolla
Douglas	Wade	La Mesa
Ellis	John	San Diego
Finkenbiner		Keith Carlsbad
Fogel	Lawrence	La Jolla
Fontaine	Darrell	San Diego
Fuqua	Frank	Denver
Gaeth	Keith	San Diego
Green	Jess	San Diego
Harris	B.	Salt Lake City
Hason	Leon	Del Mar
Heffern	Joe	Tucson
Heffern	Lynn	Tucson
Hix Jack		Cardiff By The Sea
James	William	San Diego
Jones	Sherwood	Menifee
Keesaman	Jeffrey	San Diego
Keiesner	Charles	Carlsbad
Kimball	Donald	San Diego
Kwak	Steve	San Diego

Lawrence	Jesse	San Diego
Manganelli	Steve	San Diego
Masangkay	Leo	San Diego
McGuckin	Roy	San Diego
McNeil	John	La Jolla
Mogk	Seth	San Diego
Neu	Steve	San Diego
Newman	Ti	San Diego
Olson	Larry	San Diego
Pearce	Bob	San Diego
Perlman	Mitchel	San Diego
Pils Thomas		Santa Monica
Potiker	Michael	Rancho Santa Fe
Rasas	Justin	San Diego
Royer	Michael	San Diego
Scherling	Alex	San Diego
Schuppner	Russ	El Cajon
Shellhammer	Rol	San Diego
Smith	Weldon	Cary
Stakelum	Richard	San Diego
Stelzner	Ray	San Diego
Stipanov	Thomas	San Diego
Sykora	Davey	La Jolla
Tynan	Russell	San Diego
Van Gundy	Donald	Chula Vista
Wager	Ivan	Olympia
Walrod	Fred	Del Mar
Westland	Gary	Trabuco Canyon
Whisler	Don	San Bernardino
White	Ron	San Diego
Willis	Roger	San Diego
Zammit	Alexander	San Diego
Zirwes	Paul	Julian
Buaas	Brian	Northridge
Coy LD	Spring	Valley
Gervais	Dan	Vista
Jolly	Larry	Westminster
Nicholls	Douglas	San Diego
Peterson	Troy	Huntington Beach
Ballasch	Joe	Downey
Caluory	Emil	Royal Oak
Cutler	Rick	San Carlos
Hill	Chris	Chatsworth
Modelair-Tech	T Hunt	Lake Grove
Robbins	Jerry	Morgantown
Salani	John	Flat Rock
Schneider	Reuben	Phoenix
Blumberg	Neil	Pittsford
Buice	James	Fort Worth
Hill	Charles	Concord
James	Dylan	Santa Barbara
Lewis	George	Sublimity
Mahoney	Ronald	San Diego
McAvinew	Bruce	Long Beach
Morfis	Gus	Torrance
Nettleton	Jeffrey	San Diego

A Letter to the Editor:- The following letter was written by Bob Kopski who writes the RC Electric column for MODEL AVIATION magazine.

Dear Charlie

I read with interest your comments re; MWE 2001 in the Feb. Peak Charge and am taking the liberty to comment just in case it might be helpful to SEFSD in the future. Despite some of your members having attended over the years (Steve Neu, Steve Belknap, Brian Chan (?)), they may not have picked up on some behind the scenes stuff that I feel was fundamental to the successful running of "The KRC", and its demise.

I'd like to insert here that KRC always was primarily a wet power club with a relatively small percentage of E-membership. EVERYONE participated in some way.

Anyway, from the start, "The KRC" was an organized undertaking. Each year had it's meet Manager. This was in every sense the commander of the affair. He may also have been the CD, but often there was someone else who was the CD, for AMA purposes. The Manager ran the show.

Each year the Manager would select 5 to 7 key assistants each to head or run some major aspect of the meet. These aspects varied some in definition over the years and as the meet grew, but examples included in no particular order: Field Management, Event Director, Registration, Impound and Flight Line Control, Saturday Evening Social Mgr., Solicitation, Parking - and such.

Each of these Assistants had what was deemed a very important or key aspect of the meet to run, and as such each had their own right hand man - just in case the Assistant had something come up that preempted his attending. If effect, the Assistant has his own assistant.

The Assistants and Manager would meet a few times throughout the year in preparation for the meet, and early on the entire club roster would be "divided-up". That is, each Assistant would select members to help him with his own task. In this way, essentially everyone in KRC had some involvement in the meet. In this was, everything was "covered" and there were very few administrative glitches over the years.

In short, "organization". In essence, each meet had a classic "organization chart" structure. In your words, you need "committees". And a meet how-to handbook. We did that too in later years. While the KRC itself never had a seminar, there was a seminar associated with KRC for several years. The seminar was the independent brainchild of Larry Sribnick of SR, and he set it up in a local motel conference room or auditorium the day before the meet. Each of these seminars was packed to capacity and tremendously successful.

Yes - - it would be tough to choose between the seminar and the field - so maybe you could separate 'em too.

All the above notwithstanding, and as you note, the meet ended. This was due many things that sort of "added up" including a tremendous growth in later years that stretched the limits of KRC resources. As for this one component, one could say the meet dies of success.

But there were some other things “mixed in” too. While the majority attended was very happy with the affair, there were always a few who were unhappy for one reason or another. Some presented so much public “bad mouth” that some officers became disheartened and began to question the merits of the meet - for after all, the hobby is for fun, and this aspect was not fun.

Then there was the challenge of establishing a increasingly larger site every few years to keep pace with the growth - a MAJOR consideration. One recent meet had attendance from 33 states and numerous foreign countries - at a city-run airport - where we just about maxed out on the available parking space.

And there was the ever-present cloud of a weather-out - which could have been financially devastating to a small club like KRC (about 60 at the time). The meet budget grew from \$25 in 1983 to \$50 in 1984 to over \$7000 at the end.

The demise of “The KRC” was a particularly hard blow to me personally - since I founded in in ‘83. At the same time I can look back and smile at what it came to be, and herein caution you folks about - paradoxically - the downside of becoming too successful - as in the context above!

Meantime - have a great time and many successful meets - and maybe “meantime” can grow to a SEFSD tradition without end.

Cordially,
Bob Kopski

the 30 minute deadline! Tom DeShon and I got down simultaneously, and in a near collision at 28 minutes 19 seconds — but not in the landing area!! 170 points! Mike Morgan got the landing bonus with 26 minutes, 44 seconds for 181 points, and Bill Knoll also got the landing bonus with his 26 minute, 36 second flight for 179 points. A close first heat!

Before the second flight we all got together and decided that 30 minutes was just too long as a maximum. So, we opted for a 15 minute maximum (and it will be that for future Electroglides, too!).

So we threw again.

I ended up frighteningly too close to the maximum, 13 minutes, 54 seconds, and got the landing for 103 points. Tom had 9 minutes, 21 seconds with a good landing for 77 points, and Mike, 7 minutes, 36 seconds also with a good landing for 66 points. Bill Knoll missed the lift and landed at 5 minutes, 35 seconds and a good landing for 54 points.

That’s about as close as we’ve ever had it in the San Diego Electroglide. Come join us, Saturday April 28th. First Toss at 9:30. If you want to know the rules of this club contest, give me a call at (619) 469-5566 or e-mail at <DonK126@cts.com>

Don Wemple

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.

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4420 Ladera Street
San Diego CA 92107

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