

PEAK CHARGE

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

SEFSD Newsletter

June 2001

Volume XI Issue VI

CALENDAR

June 2001

Tuesday June 26, 2001

7 pm Automotive Museum
at Balboa

Electro Glide Saturday
June 30 at 9:15 am

July 7th – Static Display of Models at the SD Aerospace Museum
Contact Don Madison 619-296-1510 to display your models.

July 21st – San Diego Co. Model Assoc. Swap Meet at Balboa Navy Hospital Parking lot on Park Blvd. 7 AM, the biggest Model Swap Meet in Calif.!

Sept 1st – Top Dog Aerobatics Contest at Palomar Flyers Field

Oct 18th – Miramar Air Show, Model Aircraft Displays and Air Show at 4 PM before Blue Angles Sunset Show.

There will be NO raffle at the meeting for this month, June.

San Diego County Association of Model Clubs Presents:

The Annual ASSOCIATION SWAP MEET

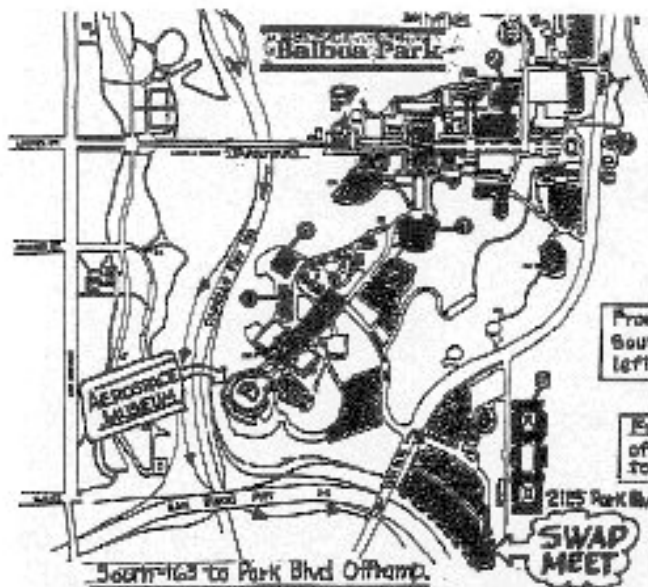
(Our 9th Year Anniversary)



Saturday July 21, 2001



- ➔ Site: Balboa Park, Inspiration Point Parking Lot
- ➔ Hours: 7:00 a.m. to 11:00 a.m.
- ➔ Entry gate will open at 7:00 a.m. No prior entry.
- ➔ There will be a \$5.00 sellers fee to cover costs.
- ➔ For Information call: Don Madison (619) 296-1510



From I-8, East or West take Route 163 South to Park Blvd offramp. Turn left, 1 block to Presidents Way.

From I-8 North, take Pershing Drive offramp, 4 blocks to B St, left on B St to Park Blvd, 1/2 mile to Presidents Way.

2155 Park Blvd.

SWAP MEET

South-163 to Park Blvd Offramp.

Silent Electric Flyers of San Diego

Club Information

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

2001 Officers

President Wayne Walker
1-619-284-6119 Wayne@Walker.org

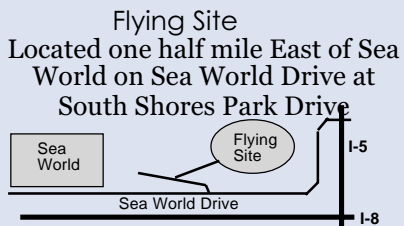
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Membership or Subscription
\$25 per year, \$15 for subscrip-
tion only. \$10 for under 18 or ad-
ditional family member. Mail to
the Subscription Secretary: Dennis
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San Diego, CA 92124.

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

June. 2001 Column

Don't miss the **Swap Meet at this month's meeting**. Clean out the garage & bring \$\$\$\$ to get those "Can't Live Without" items!

Bill Knoll needs some more volunteers to take one day a month to help with flight Instruction, please contact him at 760-966-6884 and help our new members learn to fly in record time. Bill has also created a **Training Manual** to guide the new flyers in getting to be areal "Top Gun"! It should be ready for publication in July.

The "**Team Chaos**" group of young pilots continues to grow and has had their first "**Spot Landing**" contest **June 16th, the 3rd Saturday** of each month is the day for them to come out and show us their skills and us to help them with anything they need.

See you then, and fly safely,
Wayne

The Skonk Werks crew is going to try to fly 50 miles with TLAR II out in the El Centro area the weekend before 4th of July. Anyone having a large convertible to act as chase car, please call me!

Also, A white bungee on a plywood winder was left out at the field in April, would the person that picked it up please contact me, I really miss it!

Thanks,
Wayne



June Meeting Minutes

By Tom DeShon

Introduction –

The May meeting was called to order on 5/22/01 at 7:05 PM. Two new members were welcomed; Robert Abel flying 2-meter gliders (Piece-o-Cake, Goldberg Electra, & Wanderer), and Larry Green flying a Zagi and Dragonfly.

Old Biz –

As discussed in the last few meetings, the new field proposal is still moving forward. Wayne Walker has met with the MBPC to negotiate improvements to our regular flying site and succeeded in gaining permission to move the new field to the eastern location. Wayne and Bill Knoll will meet with the responsible construction team to request assistance with paving, signs, etc. Their hope is that construction will begin in as little as 30 days.

There are still some “club” sponsored products for sale. T-shirts, polos, and club patches are still available for sale at the meetings and at the field on selected weekends.

New Biz –

Club Competition –

The S400 Electroglide will take place Saturday, 5/26 at 9:00 AM. Foul weather may move this event out one week. This event always occurs on the Saturday following the monthly meeting. Future competitions are planned for 9:00 AM on 6/30/01, 7/28/01, 9/1/01, and 9/29/01.

The Rock & Roll Marathon parking will most likely overrun the flying field on 6/3 AM. The next pylon and F5B practice will be 6/24, starting at 9:30 AM. Subsequent practice sessions will be held 7/22/01, 8/26/01, and 9/23/01. The actual selection trials for the national F5B Team will be held 10/20-10/21.

A general R/C swapmeet will be held at the large parking lot on Park Blvd above Hwy 163 on 7/21 @ 7:00 AM. A more “Electric Flight” specific swap meet will be held during the June SEFSD Meeting at the Auto Museum at Balboa Park. The meeting starts at 7:00 on 6/26.

Club Programs -

SEFSD is initiating a program that supports junior members. “Team Chaos” is the name given this program and includes flight competition in beginner as well as non-beginner classes. The only requirement for

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inclusion into this prestigious club is that you be under 16 years of age, and have the desire to fly a radio controlled electric airplane. Beginning on 6/16, a portion of the third Saturday of each month will be set aside for assisting these juniors. Please see Wayne Walker if you would like to assist this program.

For a couple of years now, the SEFSD has assisted UCSD students in an AIAA competitive design project. The University students design, build, and fly (all with the help of SEFSD members) a project plane with very specific design parameters. All teams are measured in accordance with a very detailed set of criteria. These include preparation (reports, research, speculation, etc), cost analysis, and actual flight requirements. Of the 30 University teams represented, UCSD came in 4th place. Club members assisted in configuration design, motor & power selection, and piloting. The “light” lift task consisted of flying a 2-loop, 1000’ heat while carrying 100 tennis balls. The “heavy” lift competition included flying while carrying a payload of steel bars. The flying competition consisted of alternating sorties between the light lift payload and the heavy lift payload. The team with the most sorties in a predetermined period of time was the flight competition winner. The UCSD students won this part of the overall competition with ease. A slightly higher “rated aircraft cost” was the part of the competition that UCSD came up short. When the cost of all components were added up, the UCSD plane lost percentage points due to their higher materials cost. Rumor has it that some of the other teams cheated in this category.....

Other Events –

The Aerospace Museum is staging a static display of different flying machines on 7/7/01.

The Silent Electric Flyers of Long Island are sponsoring an indoor weight lifting contest. The 1st day to compete is 7/29/01. They are also staging an R/C crossing of the Long Island Sound in June or July. Preparation of their plane (the X-Sounder) is underway.

The Palomar Flyers are holding a “Top Dog” pattern and aerobatic event on 9/1/01 at their field in North County.

A reminder for those interested, the Miramar Air Show is scheduled for 10/18/01 and will include static displays of R/C aircraft as well as flying demonstrations.

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 and 366 Mhz operating system to run properly. See Bill Knoll with questions or to sign up on the waiting list.

How To-

Tonight’s “How-To” consisted of two topics. First, Mike Blott demonstrated his methodology for measuring the thrust of small electric motors. Using a letter scale, Mike has constructed a simple lever device that the power unit hangs from. As the power unit (receiver, ESC, motor, prop, battery pack) is energized, the thrust from the prop pulls downward on the lever device making it possible to measure this downward force on the scale.

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In addition, Wayne Walker explained his article on the “Care and Feeding of Nickel Cadmium Batteries”. Wayne covered size ratings, the method of manufacture; rapid vs extended uses, capacity, and charging/discharging. Detail information is available on the SEFSD website.

Show & Tell-

Mike Blott brought his latest creation, a foam flying flag (fff?). He constructed it much like he does his other distractions, using readily available foam and off the shelf products.

Mike Morgan brought his Ace Biplane which flies on 8-800 cells with a can motor and gear box.

Bill Allen brought his MIG-21 that he hand-made from Estes rocket tubes and a Mirage wing. Bill flies it on 8-600 cells with an Aveox 1005 4Y motor and ESC.

NOTICE: The next meeting (June 26) will be held in the regular conference room and will consist primarily of the electric flight swap meet.

The meeting adjourned shortly after 9:30 PM.

San Diego Electroglide Results of June Second, 2001

Flight	One	Two	Three	Total	
Don Wemple	30	88	79	198	(Pulsar)
Tom DeShon	0	83	89	192	(Sunbird)
Jim Davis	40	28	60	128	(Candy 400)
Bill Thomas	23	50	41	114	(Carbon D-Light)
Lee J. Norton	14	44	56	114	(Daisy)
Daniel Belknap	0	42	0	42	(Fling Thing)
Sean Belknap	8	0	0	8	(Dragonfly)

What a sight! To see 8 screaming Speed400s being tossed toward the west! And this month -- not a single midair!

Tom DeShons Sunbird has the landing area permanently programmed into its guidance system, but somehow on the first toss, a glitch developed resulting in a landing but a foot or two off the field! Otherwise Tom and his ship would have walked off with bragging rights this month.

It was wonderful to see the Belknap brothers joining us. Others of you in the Club with 6v Speed400 Dragonflys should join Sean and have a sort on contest within a contest to get Dragonfly bragging rights for the month. You don't need to have a "supership" to have fun in the SD Electroglide. Again I say, "Join us!"

If you need further information on the Electroglide, call me at (619) 469-5566 or e-mail me at <DonK126@cts.com>.

The June Electroglide will be held starting at 9:15 AM, Saturday,
June 30th

How about Elexaco?

Ok gang, here's something new! Since all of you are members of AMA, you must get "Model Aviation". So, if you haven't thrown out last month's issue (June 2001), dig it up and turn to page 48.

A New Club Event -- Elexaco!

For those of you who can't find the June issue in all the balsa scraps, here's the idea: An electric power train -- speed 400, no gearbox, simple plastic prop, inexpensive BEC on-off controller (calibrated for a 2 minute and 15 second shutoff, and a seven cell Sanyo 270mAh battery pack. The model? Anything with an aspect ratio (wingspan divided by cord at center) of less than eight.

Competition Rules:

The battery is peak charged, the motor is turned on when ready, and the model is timed from hand-launch or takeoff to touchdown. The motor runs until it's stopped by the BEC shutoff. ... (if the pilot chooses to stop the motor for any reason, it is not to be turned back on during the flight.) Timing is to touchdown at the designated field area, and scoring is one point per second, for a maximum score of 900 points -- 15 minutes (900 seconds) total endurance. (Exceeding the max of 15 minutes results in a penalty of one point per second deducted from the total score.)

The whole concept is the brainchild of Joe Beshar, and I'm enthusiastic about it and so is everyone I've talked to. Bruce Cronkhite is currently surveying the ARF's that fit the Elexaco regulations for those of you who lack time to build a kit or design your own, and Steve Belknap is setting up a power system that fits the simple rules and will be available for purchase right here in San Diego! More on their activities in a later "Peak Charge".

I brought up the web site of Supercraft Models in New Jersey -- Joe noted them as a source for Elexaco power trains and models. Here are their prices:

Elexaco power system, \$39.95

Elexaco battery pack, \$29.95

HS55 micro servos, 22.95 each

and two planes:

Powerhouse, full kit, \$39.95

short kit, \$29.95

Simplex, \$39.95

Their web site is <www.supercraftmodels.com>.

So, talk it up! Let Bruce, Steve, or me know if you think that this is a good idea. If you do, plan on joining us. How about a tentative starting time of a Saturday in September? Stay tuned!

Don Wimple

WANTED: Instruction manual for an older Futaba transmitter (FP-T7FG/).
I will copy and return immediately. Thanks in advance,

Stan Silver
(619)479-3084 or sdoldfart@aol.com

This is an interesting web site for some inexpensive supplies

<http://members.aol.com/davthacker/radicalrcindex.htm>

Jet Powered Flying Wing

by pedro Brantus

Wing: Zagi 400x core
 Propulsion: 2 GR1401 Electro-Impeller for 480
 Motors: 2 SPEED 480 Race 7.2V
 Fuel: 10 cell 1250SCR (Diversity Model Aircraft)
 Controller: Jeti 50 Microprocessor
 Servos: Cirrus CS-21BB
 Receiver: FMA Magnum 8 Automatic Universal Receiver
 Radio: Futaba 8U
 Mis.: Zagi tray and canopy, 3 carbon fiber rods
 web site: <http://home.san.rr.com/brantuas/video/JetZagi.htm>



I started by putting the wing cores together exactly how Trick RC recommends with a carbon fiber bar underneath the wing 8" back from the nose. I then added one additional carbon fiber rod to each top side of the wing 1/2" behind the epp foam of the leading edge, from one end of the wing to the other. The Impellers were mounted 5" apart from each other and 1" up from the trailing edge of the wing. Special balsa wood mounts were built to attach the Impellers to the wing and align the thrust line to the cruising flight attitude. The receiver was placed 1" behind the left servo, right next to the. The winglets had to be cut from the trailing edge straight up to avoid fluttering at full throttle. The Wing was covered with tape colors resembling the Portuguese flag, green, red, and yellow. The Jet Zagi flying characteristics vary from the standard Zagi as follows: during turns it likes to carry at least half throttle, straight and level stalls turn into a one turn inverted spin followed by a steep dive, and you need assistance during the launch. The Astro Flight watt meter showed a 31 amp draw at full throttle and actual flight time was 3 1/2 minutes.



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

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