

PEAK CHARGE

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

SEFSD Newsletter

August 2002

Volume XII Issue VIII

CALENDAR

August Meeting

7:00 pm Tuesday
August 27, 2002

Automotive Museum,
Balboa Park

August RAFFLE

Flipper 400 ARF
Simple Series 400 Kit
Set of tools
Set of Mini Servos
280 Motor & Gears
Zoom 600 motor

THE FOLLOWING IS FOR THE INFORMATION OF THE RC COMMUNITY

San Diego, CA 08/07/02

Effective today the lease holder of the Torrey Pines Glider Port (San Diego) has permanently banned RC model glider flying at this nationally known slope-soaring site. This action is (apparently) within the lease agreement and (reportedly) has the backing of the city of San Diego. David Jebb is the current lessee and operator of a commercial Paraglider training facility that includes the sale of Hang/Paragliders and accessories. He also sells tandem Paraglider and Hang Glider (PG-HG) rides to the public.

The premise for this action, if taken at face value, is that RC gliders pose a safety hazard to manned aircraft (PG-HG) and spectators on the ground, as such are in violation of AMA rules. Fact: In 35+ years no one has ever been injured by a model aircraft at Torrey Pines. It is currently a recognized AMA flying site. Depending on what source is used; there have been between 12 and 16 fatal and many less serious accidents involving PG-HG flights. WE take no pleasure in that. There are some fine and skilled Ultralight pilots who fly here.

We have cohabited the airspace without injury for all of these years. True; there have been mid air collisions..the blame for which covers the spectrum of such incidents. The history of slope soaring at Torrey Pines goes back to the days of Charles Lindbergh who reportedly flew a glider here while The Spirit of St.Louis was being built in 1927. Full sized sailplanes still fly here in the Springtime when the winds are usually at their peak. The benign weather and consistent onshore breezes from the ocean provide some of the best RC year round RC sailplane flying in the country. There is no other location to replace it.

Paraphrasing one of the paraglider instructors: "He (Jebb) envisions this place as a million dollar paraglider operation.." With the RC community

TORREY PINES continued on page 4

Silent Electric Flyers of
San Diego

Club Information:

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

2002 Officers

President Bill Knoll
stinkbugworks@hotmail.com

Vice President Tom DeShon
258-1538
EWUTODE@am1.ericsson.se

Recording Secretary

Treasurer Mike Neale
1-858-674-1378
mneale@enerdyne.com

Newsletter editors Charlie White
1-619-223-8903
charliwhite@cox.net

1-619-277-8034

Bob Davis

Safety SteveNue
1-619-284-0816
SNEU@aol.com

Membership 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 Park Drive



Membership or Subscription
\$25 per year, \$15 for subscrip-
tion only. \$10 for under 18 or
additional 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.

PREZ SEZ

Well, often times it is difficult to decide what to write in this column. I originally thought I would discuss the results of the pinboard/frequency problems and the final outcome of what to do. All this frequency contro business was a reaction to people approaching me at the field complainir that there was somebody on their frequency or they think they got shot down. I was simply reacting to the whiners. After trying to initiate a mc responsible system, I received a lot of criticism and "Why are you doing XXXXX?" questions. I have abandoned all hope of club members actually doing anything different, so for the time being our usual frequen anarchy rules will prevail. All will remain as before with one exception: When someone comes to me complaining about the frequency being unavailable or whatever, I will simply tell the whiner to go solve the problem himself.

I had considered writing about upcoming events such as 3-D/Jet Day, bu no firm date has been set, so there is not much to say about that. I also considered asking for club members to actually help with the field. One member contacted me the other night and said "We need this and we nee that." My response was "OK go do it!" Absolutely nothing will get don if the members sit on their collective butts and do nothing but complain (offer suggestions on how things should be done, without helping doing t work.

Lastly, I have come across a subject for my column that I had no idea I would ever have to write, and one that pains me greatly: An obituary for my good friend Larry Brown. We just had breakfast together the other day, and now this. He never gave any indication of any health problems but he was the type of man that would not share information of this natu

Larry was a remarkable man. He was always willing to help, to go the extra distance, with no concern of his personal benefit if it would help th club. Larry would back me up no matter what hair-brained scheme I car up with. Larry was an innovator (even if his ideas had been tried by othe in the past, he still would go through the process if he thought there may be a positive outcome). Larry had the gift of gab and style. This was probably developed and fine-tuned during his employment as a radio personality in the '60's. Larry also invented and promoted a shooting sport called BR-50 (one of his other hobbies). He showed me a group of

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targets he had shot in the past. 5 rounds through a target and only one hole! That's right, he put 5 rounds through the same hole!

Larry had tried many aspects of the RC electric aircraft scene and finally found his niche in gliders. He loved bungee launching his big glider, doing high-speed passes and flying the thermals.

Our condolences to his wife, TJ.

Goodbye my dear friend, may you forever ride the thermals on the wings of eagles.

SEFSD minutes 7/23/02

Start 7:05pm

Frequency board has been the center of several debates.

Please send your ideas to the president for a discussion next month.

There have been problems with people leaving their pins on the board when not flying and leaving the field.

The number of flyers may be causing interference problems on landings.

Urana suggested the purchase of video equipment a radar gun since the treasury is flush.

Mike Greenshields of Hobby People demonstrated their new line of ARFs. Including parkfliers to aerobatic models. Hobby People has developed a lot of micro hardware for the micro flyer. Discussed the steps bringing a model to market. Very generous with a donation to the raffle and handouts.

Helmut from DYMOND models announced the opening of his store on Convoy street. This store is an extension of one other store in the area and several in Europe. He demonstrated a dual S motor gearbox.

Steve Belknap and Sean demonstrated their conversion of a foamy toy 747 to RC using two S motors. Fiberglassed the flying surfaces. Yet to fly.

David Fee demonstrated his Skat and a homebrew pylon plane that sports a 7% wing.

Mike Blott demonstrated a RC ornithopter that uses an S300 motor and two stage gearing. He demonstrated a home brew dual GWS IPS motor that can be built to last 15 minutes.

Huge Electric Accessory Inventory

Helmut says "I want to meet all Southern California RC enthusiasts". Finally, a local place with 5,000 feet of RC planes, motors, servos, radios, and hardware.

They get love their stuff!

www.rc-dymond.com

In-House Service Center

The Rest of the Story

Helmut and Ziggy have been designing and distributing model airplane kits for 25 years, first in Germany, and now in the U.S. Their DYMOND MODEL WORKS distributorship is in Oshkosh, Wisconsin. San Diego is the home of their nearest retail store. Folks, it doesn't get any better than this. We now have their knowledge and expertise right here, on the West Coast. People are telling Helmut the inventory is overwhelming. Come see what all the buzz is about.

DYMOND MODEL WORKS
3904 Convoy Street #110-111
San Diego
858-495-0092 Fax: 858-495-0095
e-mail: dymondrc@comcast.com

Map showing location of Dymond Model Works at 3904 Convoy Street, San Diego, CA.

LETTER TO THE EDITOR:

Subject: **Meeting Etiquette for SEFSD Members**

I was in attendance at our monthly meeting held on Tuesday night, July 23, 2002. I was excited about attending due to the participants that were speaking and I was looking forward to gaining some useful information.

On invitation from our club, two of the guest(s) at the meeting were Mike and Ron from Hobby People. They had taken time out of their evening to present new planes that Hobby People would be carrying; giving us the first glance at these new entries, that would marry up perfectly with our electric propulsion requirements. Along with the planes, Mike and Ron were kind enough to bring bottles of glue and other miscellaneous "freebies" for all that were in attendance. After Mike's presentation, he asked if there were any questions or comments. This is when the meeting took a bad turn and I was truly embarrassed to be a member of this club.

In my opinion, Mike was "ambushed" and ridiculed by a small minority of our group for allegedly having "poor inventory" at his stores and hiring incompetent store personnel. This was neither the time nor the place for such derogatory comments to be brought forth. Hobby People continues to contribute frequently to our raffle drawings, supports our Mid-Winter Electric program and affords us other unique services and in my opinion does not deserve such public abuse.

We must also realize that Hobby People as a store is not, nor has it proclaimed to be, an "Electric Flight Specialty" retailer. Instead, it has tried to appease to a wider demographic group that includes all ages with varied hobby interests. One look at the inventory carried by Hobby People shows they have taken the "middle road" and try to carry something for everybody. If they don't stock or carry what you need, find it elsewhere!!

I hope in the future that public negative comments like the ones that I heard at the meeting will be handled with discretion and tact.

I welcome your comments and opinions.

Respectfully Submitted,

Tim Ardoin

TORREY PINES from page 1

gone there will be ground space to expand the PG-HG operation considerably. Perhaps Torrey Pines Safety is more properly spelled: Safety.? RC pilots pay the user fees to the lessee as the ultralights: \$7 a day or \$1 year. But we don't need their \$1200+ training course a can't buy RC equipment there as they don't carry it.

It is hoped that AMA can intercede and help reverse the capricious action. They are reportedly in the process... individual constructive thoughts are solicited. Just say "This isn't fair" or; "We were here first" hasn't worked

~John Davis~ San Diego ~

Larry Brown, SEFSD member, Flying Buddy

Background info from Teri Brown, Larry's wife:

Born on 7/17/44 in Wichita, Kansas. Died Aug 7, 02 San Diego, from a heart attack.

He moved to San Diego from Nashville, Tennessee in 1960. Graduated from Mount Miguel HS in 1962. Went to radio school - first broadcasting job as DJ playing "rock 'n roll" in Blythe, CA. Came back to San Diego and went to work for KGB radio, where I met Larry in 1967. He later went to KFMX in La Jolla and played "Jazz". Larry also did "voice overs" for radio & TV commercials. Years later, he helped his friend Bill Hergonson launch Z-90, a brand new "heavy rock" station here in town. This was only a short-term project and once the station got up & rolling Larry bowed out -- he was no longer interested in "rock 'n roll" or broadcasting in general by that time. He sold life insurance for quite a few years, and eventually formed his own agency.

As a kid Larry loved BB guns and his grandpa got him his first one when he was still a young boy. In about 1975 Larry started shooting in competition. He originated BR-50 in 1986. This was a .22 rimfire competition game with a ranking system based on accumulated points throughout the "season" (as is done in NASCAR). It is still shot here in the U.S., Europe, South America and Australia.

A personal note from Steve Belknap:

I met Larry when he first joined the club a couple years ago. Since then I watched and helped him with

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SEFSD Book and Video List:

As of June 1, 2002

Book Title:

Electric Motor Handbook
Entering Electrics
Foam Wings
The Quiet Revolution

Video Title:

1994 KRC Electric Fly
1996 KRC Electric Fly
1997 KRC Electric Fly
1996 London Bridge Seaplane Classic
1996 NATS Highlights
2000 San Diego Midwinter Electrics
Advanced Kit Conversions
Airborne R/C Video (Fred Harris)
Airplane (Joe Wurts)
Airforce Top Gun
A Celebration of Eagles
Basic Construction for Beginners
Building with Foam
Byron Originals show season 1985
Desert Storm/ Tornado
Double Eagle
Electric Jet Factory
Electric Flight (Building & Flying)
Electric Flight & Schneider Cup
Electrifying the FANTASY (Vol. III)
F-16 Falcon
Float Flying – John Sullivan
Gas to Electric Conversions
Learn How to Build a Power Airplane
Let's Get Serious About Electric Flight
Mini-Max Power Gliders
Monokote I
Monokote A
Neat 2001+
Power for Performance Electric Flight
Schneider Sport Electric
T-Birds
U.S. Air Core Basic Building Tips
Vacuum Bagging tips
Warbirds over Schenectady
Wring it Out (Vol. 1)
Wring it Out (Vol. 2)

New videos:

Secrets of Thermal Soaring
Soar Utah Adventure
Electric Airshow I (Our midwinter electrics 2000)
Electric Airshow II (Our midwinter electrics 2001)
Cape Blanco DS Fest 2002

Available at our next meeting

Missing Videos:

Basic Flight Training for Beginners
Cutting Foam Cores
Getting Started in Electric Flight
Polyspan Covering Instructions
QSAA Fly-In 1994 (Vol. 1)
QSAA Fly-In 1994 (Vol. 2)
RC Flying
Speedy Bee / Lazy Bee – Clancy Aviation

Members, please check your video library for these!

Listed videos are available from Uranna Greene who usually attends the club meetings and is down at the electric field either Saturday or Sunday of every weekend. Phone no.: 858-453-4249 or email: ugreene@san.rr.com

A news group has been created for the SEFSD members and guests.

<http://groups.yahoo.com/group/sefsd>

Group Email Addresses

Post message:

sefsd@yahoogroups.com

Subscribe:

sefsd-subscribe@yahoogroups.com

Unsubscribe:

sefsd-unsubscribe@yahoogroups.com

List owner:

sefsd-owner@yahoogroups.com



The fence builders, left to right:

Mike Blott

David Fee

Doug Rubin

Not shown: Chuck Grim, Uranna Greene, Bill Fee, Ray Fulk

In a typical powered model, the BEC supposedly cuts off the power to the motor when there is still enough juice left in the battery to operate the radio long enough to get the plane safely back on the ground. In a typical power model that needs the motor to sustain flight, the plane will come down when the motor is shut off, so the possible flight time after reaching BEC cutoff is severely limited (typically a few minutes or less), and therefore still within the reserve power left in the battery.

On a pure sailplane, we have a battery to run the radio, and only the radio. We can make a good estimate of the radio's electrical consumption, and therefore a pretty good prediction of how long the radio's battery will last. We keep track of our time accumulated on that battery, and land while there is still a safe margin of reserve electrons left in the battery.

The problem comes in when we try to use the same battery to run both the motor and the radio. A typical electric sailplane uses the motor for just a minute or two for climbing up to thermalling altitude, then shuts off the motor and uses the battery to power just the radio while we sustain flight by using the available thermals. Assuming the weather is cooperative and that we are reasonably skilled at finding and flying in thermals, we can stay up as long as the lift holds out. If we do run out of lift, we have the option of turning the motor back on and climbing under power again for another try.

Unfortunately, we're talking about a battery that can run the radio for hours, but typically can only run the motor for a few minutes. Let's say we get 6 minutes of powered flight from this battery, which is also enough for three hours of radio-only flight, or typically about an hour and a half of radio plus 3 minutes of powered climb. If we're off even a little on our accounting of time under power, or if we climb steeper and slower than usual (which will increase the current draw because of the higher power absorption of the prop), or any number of other factors that mess up our estimate of how much battery we used to run the motor, we could be happily circling in a thermal at 1500 feet an hour into the flight, thinking we still have a half hour of battery left to run the radio, when in fact we have only a minute or two left before the battery goes dead and the airplane becomes a free-flight model.

When we use the battery to run both the motor and the battery, it's extremely difficult to tell how much battery is left after the motor is shut down. On a soaring model that can fly for virtually unlimited amounts of time after the motor is shut off, that can be a recipe for disaster. Even turning on the motor periodically to see if it still runs can be an inconclusive test if the model is high in a thermal, and from that altitude you might not be able to get safely down in time even if you do detect that the battery is getting near the end of its charge and the BEC cutoff has been triggered. Also, the extra power drain from testing the throttle periodically might be just enough to use up the remaining battery power while you are still too high and too far away to get safely home and on the ground, thereby causing the very thing that the test was supposed to prevent.

By running the radio from a separate battery pack, we can consistently predict how long the radio will operate, regardless of how much we use the motor. Getting down safely before the radio dies then becomes a simple matter of noting the total time.

BEC's work fine on powered models that don't soar or glide significantly, and on sailplanes that have a prescribed length of time under power and a time-limited soaring flight segment after that, such as in some types of electric sailplane competitions. However, for sport flying of electric sailplanes, where the power usage for climbing and the total flight time power off and power on is unpredictable, it's a good idea to run the radio from a separate battery pack.

Don Stackhouse @ DJ Aerotech
djaerotech@erinet.com
<http://www.djaerotech.com>

There is a very fine line between "hobby" and "mental illness."

San Diego Electroglide

(reinstated)

The ^ Monthly SEFSD Contest

Wouldn't ya know it!!!

One has to do is to cancel something due to lack of interest, and suddenly everyone comes out and wonders, "where is it?"

Last month's "Peak Charge", I noted that since no one showed up for the last three Electroglides, it seemed like that we had just as well cancel the whole concept.

However, the Saturday following the last general meeting -- July 27th -- the usual time for the monthly Electroglide -- almost a dozen pilots showed up for the event (at least, so I heard since I wasn't there. Its cancellation wasn't it?)!!!!

Just as I said at the conclusion of the article last month, it is ready any time to get things going again.

..... the monthly San Diego Electroglide is back in business!

Get your ships tuned up gang! The next Electroglide will be Saturday, August 31st. (It will always be Saturday following the General Meeting.)

Start launch 9:30 am!

We will repeat the simple rules and scoring: any ship, 6 volt speed 400 motor, but no more than 7 cells.

Launches make up the competition, everyone launches at the same time, and motors are permanently shut off at the CD's call (usually 45 seconds or so)

Points per minute from launch to a dead stop on the runway and with a bonus of 20 points if you stop within the foot marked area on the runway.

Points for that launch if the motor is started again or if the pilot lands his/her ship off the marked runway.

Second and third launches follow as soon after the ship lands as possible (that usually means, no additional battery charging between launches)

Special exception: Junior contestants (under 18) -- no restrictions on motor or cell count. Fly anything!!

So, come on out!!!! Join in the fun! This is not a "eat-the-dog" kind of a competition -- no prizes, records, psychological harassments, etc. Just a lot of fun and a chance to hone your skill in our great sport of Electrogliding.

by Wemple

continued from page

many of his unique airplane creations. He was never satisfied with just building a plane as it was intended but rather he would make his own creative improvements and always gave them names. He started building several iterations of sport planes such as the yellow and gray "F-45" as pictured (one was even a biplane version). One of his clever ideas was using the bottom half of a shampoo bottle for the entire nose of the plane (one was named "Shooter"). Not even knowing how to fly them at first, he let others give him feedback on how well they performed. Eventually learning to fly with the help of the RealFlight Simulator, he was on his own.

The powered glider bug bit him next. He modified and flew several colorful versions of the Kyosho ARF Saurus kits (one of which he named "Spirit of Elsinore"). He flew the heck out of them but finally sold them in favor of his next infatuation - the Phillip ARF. This beautifully crafted 400 size glider really caught his eye and he made several of them. Still, he felt something was missing. So like all who fly Sp 400s for a while conclude, he needed more power. The Hobby Lobby Condor with a Jeti 40/5 on 16 cells was a perfect fit which he named "Strobic". This was the plane he felt satisfied with and absolutely loved flying.



GWS IPS (indoor power system) motor made popular by the Lite/Pico stick has quickly made a name for itself in a few short months. It is available in several gear ratios and recently upgraded to include carbon brushes for longer life. GWS offers an option of a heatsink that extends the life by keeping the motor cooler. While GWS recommends the use of 7.2 volt battery packs, the motor can handle more if careful.

Changing the gear ratio, prop size and voltage allows you to tweak the motor to your special needs. Sometimes though, there just is not a replacement for cubic inches ..err.. I mean bigger motor. Adding a second motor to the GWS IPS provides a nice intermediary between the IPS and S280/300 motor drives.

ES has recently made this option available but you can do it in 15mins of building time.

You will need to sand down the rear-mounting lug to allow motor alignment

Use a piece of 1/16" styrene plastic to cover the two braces. It should be flush with the height of the mounting lug. CA it in place.

Apply a bead of CA on the Styrene and lay the motor on the Styrene. There is a spacer at the front of the gearbox that helps align the motor. Once the CA is cured, wrap the two motors with the unwaxed dental floss and CA. Carbon fiber tow or kevlar thread could be used but is overkill here.

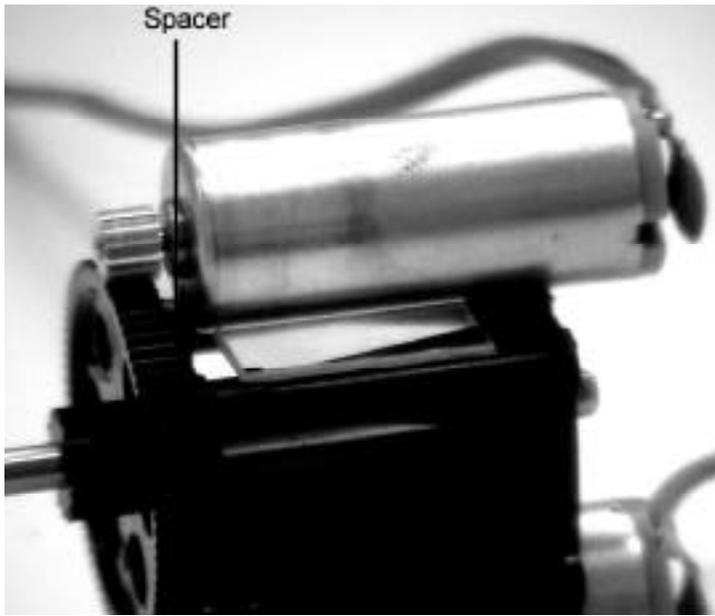
The two motor plugs can be ganged together by pushing the pins from the second motor plug into the back of the first plug. Black to black and red to red. I run the dual motor on 8 NiHD cells spinning at 7000 RPM. The motors barely get over room temperature after 5 minutes. The heat sinks in this case are to make it look cool! Obviously you can run a larger prop or for super duration try running the motors in series.

Michael Blott
86 Via Loma Dr.
Hayward CA 92064
(415)487-6940
blott@yahoo.com

What you will need:
gear box
second motor with same size pinion

scissors
1/16" styrene plastic
dental floss (unwaxed)
cyanoacrylate CA (regular gel CA will work)





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San Diego CA 92107

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Membership Application

NAME: Last _____ First _____ Middle Initial _____

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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.**