



Pilots

Front row left to right: John Jennings, Steve Nue, Mark Ferreira, Dan Kane, Kevin Matney,
Back row left to right: Doug Rubin, Brian Buas, Tim Lime, David Pitcairn, David Fee, Travis Flynn, Troy Peterson



Left to right: Steve Younger, Jim Marr, Rob Mokery, Chuck Grim, Tim Attaway,
Uranna Green, Wayne Walker, Richard Hatch, Randy Ritter and Dick Kantner
Missing: Paul Guidice, Perry Ah-Tye, Rex Morgan, Michael Promesso, Steve Ritzl, David Fee and others



October 2003
Volume XVII, issue 9

PEAK CHARGE

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

F5D Team Winners

3rd Dan Kane 4th Troy Peterson 2nd Brian Buas 1st Travis Flynn



SEFSD Calendar

Pylon Racing

2nd Saturday
10:30 AM
Oct 11

F5B Contest

3rd Sunday
9:00 AM
Oct 19

Next Meeting

Aerospace Museum
Balboa Park
4th Tuesday
7:00 PM, Oct 29

Electroglide

Saturday
following meeting
9:00 AM, November 1

Board of Directors

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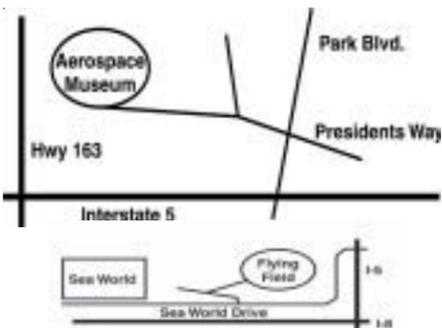
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Web Site: <http://sefsd.org/>

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.

IN THIS ISSUE

Mission statement.....	2
Board of Directors.....	2
Committees.....	2
Directions to Meeting and Flying Sites.....	2
The President's Message.....	3
An Editorial.....	3
Minutes to the August Meeting.....	4/6
SEFSD Christmas Party.....	6
Veteran's Day Warbird Fly-In.....	6
Board of Director's Meeting.....	7
Flying with the Best of the Best.....	7
SEFSD Book and Video List.....	8
some humor?.....	8
County Fun Fly.....	9
Electroglide -September.....	10
Random shots at the F5D championships.....	11
The Back Cover - F5D competitors and volunteers.....	12

.....This space is reserved for recognition of articles submitted by the membership. We look forward to you input.

Random Shots taken at the F5D Champs

by Chuck Grim and Bill Fee



San Diego Electroglide

September, 2003

Pilot	Model	Toss 1	Toss 2	Toss 3	Total
Don Wemple	Pulsar	102	50	87	239
Pedro Brantuas	Lil Bird	108	66	0	174
Steve Clem	Ascent	70	44	28	142
Dick Kantner	Filip V	24	41	29	94
Ted Corbett	Skimmer	36	24	12	82

The day dawned with a dense fog — chances of lift about zero, and chances of losing electrogliders in the soup very great! Around 9 am, we were looking up at the stuff and talking about reducing the length of the limited motor run to 30 seconds, but Timer Bob Anson said, “Let’s go with the usual 60 seconds and if you want to shut off earlier, go ahead!”

With warnings from me — thinking back a few years when I lost an Electra in the clouds at Mission Bay — about how suddenly a ship can disappear, we began the contest. At 50 seconds, the higher climbers began to lose their ships, but fortunately they all came back into view. And, to everyone’s surprise, there was lift all over the place! Remember that the maximum time for each flight is 15 minutes. If a contestant exceeds this — no points for the entire toss. Pedro Brantuas, with his usual cool, cut it rather close with his landing for a 20 point bonus at 14 minutes, 32 seconds. No one on the second launch found much lift, but Pedro stretched his flight to 7 minutes, 42 seconds — again with a 20 point bonus landing.

With Pedro leading the scoring, we got ready for the final toss. And, yes, there was lift again under the

Editor’s Note:
Don came through with some excellent pictures of the above participants, their models, and Pedro’s unfortunate accident. Look for them on the back cover of the next issue.

clouds. Three of us were at cloud base, just cruising around in big lazy circles. But then the 15 minute maximum came into play, and we started to increase speed to lose altitude. Then came a never-to-be-forgotten yell, “My wing’s folded!” Pedro’s beautiful new entry, Lil Bird, had indeed structurally failed and plummeted into Mission Bay. He eventually had to swim for it and finally came back to the field with the wreckage. While Pedro was gathering a group to go over to the Bay, Ron Brideweser really cut it close on his landing. As timer, Bob Anson yelled out the final seconds to 15 minutes, Ron’s Last Down came to a stop at 14 minutes, 59 seconds! Talk about cutting it close!! Steve Clem was the only pilot to gain landing bonus points on all tosses — 10 on the first, 20 on the second and 10 on the third.

To those of you who are holding back and not joining in the Electroglide fun, you’re missing a lot! Come and join us. The October Electroglide will be on Saturday, November 1 (remember that it’s the Saturday after the SEFSD monthly meeting). The first toss is at 9:30, as usual.

Don Wemple

This month’s cover spread is dedicated to the September F5D team selection contest that drew participants from around the country. Of further note: nearly all pictures in Peak Charge are in full color on the excellent SEFSD web page produced by Stelios Jackson.

The President’s Message

by David Pitcairn



It’s Election time! The California recall may have been unusual but the club elections always occur during the November meeting. Those that would like to run for office can be nominated at the October meeting. Please speak up if you are interested in a position and if the meeting does not fit your schedule, email me.

Note that I will not be running for President next year due to my commitments to the MWE and the F5B (Electric Glider) team. However, I will continue serving as Chairman of the Board for one year as stated in the club bylaws.

THANK YOU to all the volunteers who helped out with the F5D pylon racing team selection in September. A lot of people did some very hard work to make the event a success and your help was greatly appreciated. I would like to give extra thanks to Chuck Grim for organizing the

contest and Tim Attaway for doing a great job as CD and putting up with a bunch of stressed-out pilots!

Also, thanks to the rest of the club members for your patience and understanding when the field is closed for contests. The contest flyers bake in the sun during the afternoons so that they have minimal impact on the sport flying during weekend mornings. In return they appreciate your letting them close the field once or twice every other year for team selection contests.

A board of directors meeting was held October 2nd and another one will be scheduled for later this month. Please see the Minutes later in this issue.

Following on the heels of a very well done “How to Cover Airframes” demonstration by Mike Morgan and Jack Hix, Mike has agreed to teach the club about vacuum forming at the October meeting. This should be especially interesting for scratch builders and I am looking forward to it. Happy flying and see you all at the Meeting!

Minutes from the September Meeting

By Tom DeShon



ville, Fla.

Introduction –

The September meeting was called to order on 9/23/03 at 7:00 by the David Pitcairn. There was a single new member in attendance tonight. John Garrison is moving back to San Diego from Jackson-

some time now. A suggestion was made to share our video library with two other local clubs. After some discussion, it was decided that Urana Green would create a proposed “loaner” policy and the Board would review and decide if we would participate and under what conditions. There is no new information on this topic.

All field improvements are currently on hold. The new signage and locks are still in the works...slowed by recent club competition. Doug Rubin asked all members to take an active role in repairing the plastic fence at the flight line. If you notice a rip or tear, please attempt to repair using zip ties, etc. Another issue relative to field

Old Biz –

The club’s video library has been stable for quite

activities was the mention of pilots flying near birds in the area. The location of our flying field is immediately across the street (Sea World Drive) from a popular bird sanctuary, the San Diego River estuary. As with most bird sanctuaries, there are always "bird watchers" doing what the name implies. These folks are generally inclined to report any perceived contacts between birds and planes to the local park authorities. It is in our long-term interests to avoid contact with anything feathered. Please keep this in mind and advise others to refrain from competition between planes and live animals. As in the past, plane-on-plane contact is always appreciated by those other than the actual pilots.

David once again reminded all members that the Aerospace Museum is off limits during closed periods with exception of using the restroom. Please resist the temptation to "browse" the museum in off hours.

New Biz –

Club Competition / Events –

The S400 Electroglide will take place Saturday, 9/27/03 at 9:30 AM unless weather precludes. In that case, the event would move to the following weekend. This event always occurs on the Saturday following the monthly meeting. Future competitions are planned for 9:30 AM on 11/1/03. For information on this event, please contact Don Wemple.

The pylon racing club events are increasing in attendance. Structured classes for the races are usually divided between S400 and unlimited. For those interested in flying a foamy structure, classes are more vague, but should allow everyone interested to compete.

The tryouts for the F5D Pylon Racing Team were completed on 9/20 – 9/21. Pilots attempting to qualify for the US Team came from as far away as Michigan and Illinois. Like the F5B competition, the US Team is made up of three members and one alternate. The three pilots representing the US in England are: Travis Flynn, Dan Kane, and Brian Buaas with Troy Peterson filling the fourth spot as alternate. The championship event will take place next August (2004) in York, England.

There was a team "Fun Fly" event recently spon-

sored by the Chula Vista club. The Chula Vista team won the event and was followed by our own SEFSD team in second place and the Miramar flying club in third. We will be having our own "Fun Fly" event on 10/18/03 at the South Shores field. There are 5 different tasks required and entry is still open to those who may be interested.

Membership -

Our current Membership Chair, Deb Holland, is moving and we need to replace her with another volunteer. Please notify David Pitcairn if interested.

Club Programs –

The yearly election of club officers will occur at the November meeting. Nominations for all positions will be accepted at the October meeting. As usual, the December meeting will be Christmas dinner and party.

Safety, Safety, Safety....

The safety discussion tonight centered around the newest battery technology, lithium ion/poly. These batteries are still new to the modeling industry and have not yet had the time in practice to completely understand the risks. Unlike nicad and nmh technology, lithium batteries can become extremely hazardous during the charging cycle. Anyone using these new battery types must use extreme caution while charging. Most of the chargers available on the market today were not designed with lithium batteries in mind. Also unlike nicads or nmh cells, the lithium batteries are not all created equally. Some manufacturer's batteries tolerate charging parameters in excess of other manufacturer's tolerances. If a lithium battery should fail during charging, it will likely result in a fire. This is not the same as a smoldering pack of nicads that have heated enough to wrinkle the film packaging. These lithium batteries have been responsible for car fires and serious destruction of property when left unattended during the charging cycle. Another caution that was mentioned occurs when these batteries are involved in a sudden dramatic motion (see "crash"). The most common suggestion is to place any suspect batteries away from anything flammable until the risk has passed (48 hours).



Braden Moore, Stilianos Jackson, Ray Fulks, Pedro Brantaus, Bob Anson.



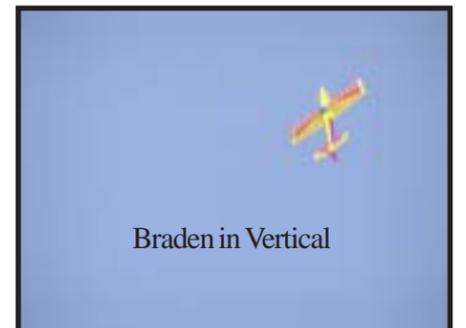
Pits and County Fun Fly No. 1



Pedro's Diablotin

County Fun Fly

Our SEFSD team won second place



Braden in Vertical



TEAM	TAKI	Limbo	Swab DooP	Play Express	Free Style	TOTAL
Chula Vista	150	300	150	250	84	934
MIRAMAR	175	50	300	300	67	892
Silent Electric Flyers	200	225	225	200	78	928



3rd Place - Miramar



1st Place - CVRCC Team



3 Pilots and 4 Planes

SEFSD Book and Video List

As of October 1, 2003

Book Titles

Electric Motor Handbook
 Entering Electrics
 Foam Wings
 The Quiet Revolution
 Radio Control Airplane Finishing & Detailing
 Radio Control Airplane Building Techniques
 Radio Control Airplane Workshop Secrets

Also Available: Some back issues of S&E Modeler Magazine

Video Titles

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)

DVD Titles:

Pro Aero Tow
 Secrets of Thermals
 Endless Lift III
 Just Want to Fly
 Airshow 2 (2001 Mid-Winter Electrics)

Listed Videos are available from Uranna Greene

Phone: (858) 453-4249 or e-mail:

ugreene@san.rr.com

Aoccdrnig to rscheearch at Txes M&A Uinervtisy, it deosn't mtttaer in waht oredr the ltteers in a wrod are, the olny iprmoetnt tihng is taht the frist and lsat ltteer be in the rghit pclae.

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Robert Anderson

The Training Program-

Flight Training has been going very well recently. In addition to the ongoing beginner instruction on week-ends, there is now aerobatic training for those interested. The trainer, Tim Attaway, is available at the field on Wednesdays at 10:00 AM. Reservations or a formal sign-up is not required. General flying assistance is available at the club on most weekends from 8:00 – 10:00. As always, the club is looking for new volunteers to assist with the training duties.

How To-

Tonight's "How-To" was a demonstration by Mike Morgan and Jack Hix on the use of monokote and other covering materials. One look at any of the planes built by either of the two explains why they were asked to explain their technique. There wasn't time for Mike and Jack to complete a thorough explanation on "everything" monokote. Instead, they used the time to communicate "tricks" or "lessons" that they had perfected over time. Mike and Jack offered the following pointers:

- 1) Use baby socks to cover monokote irons. They are cheaper than the covers sold by the hobby shops and work just as well.
- 2) Always use a new, sharp razor blade in your knife.
- 3) Use metal rulers whenever possible as wooden rulers may deform over time after the knife has removed slivers of the wood.
- 4) Use a small soldering iron (25w or less) to seal monokote to the inside surfaces of a through hole.
- 5) Solartex looks a lot like silk and covers odd shaped surfaces really well.
- 6) The surface prep is extremely important. All scratches must be removed from the balsa prior to adhering the monokote. If you are looking for a very smooth finish, the grain of the balsa must be removed (sanded smooth); otherwise it will show through the finished surface.
- 7) Common white board markers work

- 8) well when marking lines on monokote. After the application or cut is complete, the marks wipe away.
- 9) Always put the light colors on first, followed by darker colors.
- 10) When applying monokote to both surfaces of a wing, start with the bottom surface first, followed by the top surface.
- 11) When applying monokote on top of monokote, always use a very low setting on the iron. The intent is to adhere the top piece of monokote to the monokote underneath without activating the shrinking feature of either surface.

Mike and Jack also offered their advice on the general application of coverings when assembling an airplane. They start the process by tacking the monokote along spots around the perimeter of the surface. After the monokote is positioned properly, they start shrinking the surface from one side. They do not attempt to adhere the monokote to the entire surface. This is unnecessary (according to Mike and Jack) and will result in more effort later on in the process. One of Jack's recommendations is to make small pinholes in the monokote prior to the final stretching process. This allows the air to escape as the monokote is stretched and prevents bubbles from forming on the surface. Jack also advises that you pre-heat the leading edge of the monokote prior to attempting difficult compound angles. This makes the monokote more flexible and allows it to better adhere to the non-flat surface.



Show & Tell-

Tim Gantz brought his new Dave Patrick Ultimate 120 Biplane. The plane flies using a Hacker C5012XL motor, 8S10P Lithium batteries, and a



22 x 10 prop. The plane does all full-house aerobatics and can fly for 20 minutes on one charge. The plane weighs about 12 lbs. and makes almost 2,000 watts of power.

David Fee brought his custom brushless motor that he uses for high power applications. The motor is roughly the size of a S400 motor and looks a lot like an Aveox 1110. The motor has 1.5 turns, runs on 7-3000mah cells, and pulls 120 amps. For the purpose of comparison, this small motor makes the power equivalent to a 1 hp motor.



Mike Blott brought the new-kitted GWS Corsair. This kit comes packaged with a new style motor and two props and retails for about \$60.00.



Chuck Grim showed off his new Mini Lazer 3-D. He flies it using a Razor 2500A motor, 4.4 x 1 gearbox, on 8-950 mah cells. The all up weight of the plane is 20.5 oz.



Glenn Klein brought the new Cirrus Jewel receivers that weigh less than 2 gms. These are available at Hobby People.

Mike Morgan brought two of the Graupner Gee-Bees that some club members are now using for pylon racing. Mike flies these on a

PGS 800E motor with 8 cells and a 9 x 6 prop. He gets about 7 minutes flying from each pack. Mike anticipates that interest in

these planes is now enough that members of the club may consider a pylon class that uses this airframe as the standard.



the SEFSD Christmas Party

When: 11th of December

How Much: \$22.95 per person

What to eat: prime rib, lemon-herb chicken or salmon

Where: Reubens (same as last year)

What else: Raffle prizes and good company

SAN DIEGO COUNTY
ASSOCIATION OF MODEL CLUBS

VETERAN'S DAY WARBIRD FLY-IN

Saturday Nov. 8, 2003

First Weedwacker Field
Cactus Park, Lakeside

Host Club: First Weedwacker Aero Squadron

**FOR MILITARY & CIVILIAN SCALE
MODELS BOTH FLYING & STATIC**

- Free Registration, Flying & Lunch to current members of SD Flying Clubs in the Association. Bring your club & AMA membership cards to participate.
- All other flyers: \$10 Registration / \$4 Lunch / \$4 Guest Lunch
- In case of rain the event will be held the following Saturday, Nov. 15, 2003
- The field has strict sound control regulations. Model engine noise cannot exceed 95db @ 10 feet. Noise test measurements available at field.
- Awards / Prizes / Demonstrations / Raffle
- Registration at 8 AM, Flying 9 AM to 1 PM

For more information call:
 Ted Offutt (619) 670-1093
 Frank Gagler (858) 271-4430
 Don Guller (619) 448-8397

Board of Directors Meeting

A board of directors meeting was held on October 2nd 2003 with Michael Neale (Treasurer), Steve Neu, Chuck Grim, and David Pitcairn (President) in attendance.

Membership Chair needs to be filled: Potential candidates were discussed and the option of contracting out the work was also brought up. Vote was deferred until the next meeting.

Christmas Party: Uranna Greene has set up reservations at Reuben's but a \$200 deposit is required to hold the reservation. Club will pay the deposit.

MWE update: Meetings with sponsors are being set up and Tim Gantz has volunteered to take care of parking again. Moving the Limbo combat away from the pits for added safety was discussed along with the need to rent fire extinguishers or have buckets of sand on hand due to the increased use of Lithium-Polymer batteries.

Club Trailer: We have rapidly outgrown the club trailer and it can not be stored outside. Currently, Steve Neu is donating garage space to the club but that may not always be available in the future. Chuck Grim is searching for a trailer that will better fit the club's needs and hopefully last a long time. The trailer is used to store items for MWE, Competitions and other club events.

Advertising in Peak Charge: Michael Neale is revising his

earlier proposal to solicit ads. It will now only cover black and white ads and will be directed at local establishments.

Volunteer awards: Currently the club does not have a way to formally thank those volunteers that go above and beyond. In the past, free memberships have been handed out. Suitable ways to thank volunteers will be further discussed at the next meeting.

Club Trainer: Currently the club has a training airplane that the instructors do not use and do not want to use. Vote was passed to dispose of the club trainer in an appropriate manner such as donating it to a worthy cause. The club flight simulator will not be replaced since it is finicky and computer hardware dependant. Club members have downloaded free programs off the web and report that they work quite well so this is a viable alternative.

Contest Financials: the F5B contest lost a bit of money and the F5D contest made a bit of money. Unfortunately, they are separate so the extra F5D money has to be sent to AMA. A close review of the costs of the competitions will be done so that future contests break even or make money.

If anyone has items they would like brought up at the next meeting or would like to attend the meeting and bring up the issues themselves, please e-mail David Pitcairn at dtpitcairn@aol.com.

Flying with the best of the best

First of all, I'd like to thank the Silent Electric Flyers for hosting the F5D trials last weekend. Specifically, I'd like to thank Tim Attaway for being the CD, and also Chuck Grim for his efforts. Chuck's field prep, Steve Neu, Wayne Walker and Jeff Keesoman all made it happen. Last, but not least, Mike Morgan: without his support, I wouldn't have been there. It took a lot of work and volunteers to make it happen and the list is too long to thank the individuals, but you all know who you are.

When the world champion competition was in San Diego in 2000, I knew I wanted to fly in that competition

some day. At the time, I didn't even know how to fly. My goals were simple for this latest F5D trial: (1) not to crash, (2) not to get more than one cut and (3) not finishing last. Luckily, I managed all three.

It was a pleasure flying with such world class pilots! I learned a lot and now I know what to expect in the next couple of years. I look forward to helping the team to practice and to bringing home the gold. Congrats to Travis, Brian, Dan and Troy! I'm confident you'll do us proud!

We're behind you!

Doug Rubin