



Ted Corbett, Ron Brideweser, and Steve Clem



# PEAK CHARGE

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

SEFSD Newsletter

November 2003

Volume XIII Issue

## calendar

### Pylon Racing

2nd Saturday, 10:30 AM  
November 8

### F5B Contest

3rd Sunday, 9:00 AM  
contact Steve Neu at  
(619) 284-0816  
November 16

### Next Meeting

Aerospace Museum  
Balboa Park  
4th Tuesday, 7 PM  
November 25

### ElectroGlide

Saturday following  
meeting, 9:00 AM  
November 29

### Membership /Subscription

\$35 per year, \$15 for subscription only. \$10  
for under 18 or additional family member.



**Board of Directors  
2003 Officers:**

- President David Pitcairn  
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  - Vice President Michael Blott  
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  - Treasurer Michael Neale  
858-674-1378 michaelwneale@earthlink.net
  - At Large Chuck Grim  
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  - Safety Steve Neu  
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  - At Large David Fee  
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  - Membership Pandi Bala  
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  - Editor Bill Fee  
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  - Video Librarian Uranna Greene  
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  - Raffle Bill Everitt  
760-753-1055 Billeveritt@cs.com
  - Flight Instructor Tim Gantz  
619666-7996 timg@sddn.com

**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

Minutes from the October Meeting 3/5

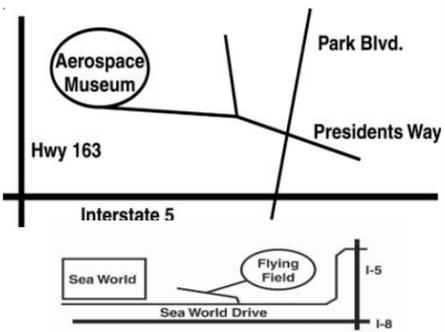
October Fun Fly..... 6/8

Treasurer's Report 2003..... 8

An Editorial +..... /9

Xmas Party..... 9

Electroglide -October (November 1st)..... 10



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

Bob Anson, the timer on this September day, in the middle of our landing circle.

If the nose of the landing ship stops in the center ring — 30 points in addition to flight time; second ring — 20 points, outer ring — 10 points.



**The Back Cover**

**Top LH**

Lil Bird — after

**Top Center**

Pedro Brantuas and Lil Bird — before

**Top LH**

A very wet Pedro Brantuas and the wreckage

**Center**

All the contestants with their birds; left to right: Don Wemple, Steve Clem, Ton DeShon, Ron Brideweser, Dick Kantner, Pedro Brantuas, Ted Corbett

**Bottom LH**

Ted Corbett, Ron Brideweser, and Steve Clem

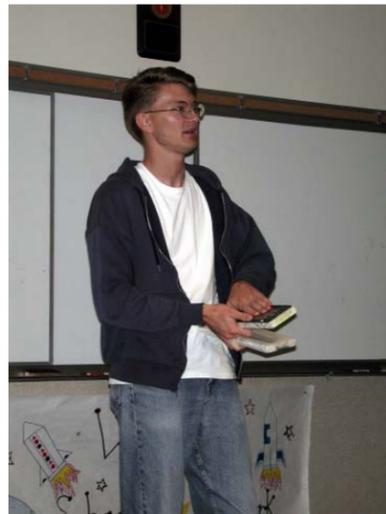
**Bottom RH**

Tom DeShon and Dick Kantner check out the Filip V

**San Diego Electroglide**

October, 2003 (1 November)

Pilot	Model	Toss 1	Toss 2	Toss 3	Total
Daniel Belknap	Filip V	32	20	63	115
Pedro Brantuas	Lil Bird	35	0	69	104
Don Wemple	Systole	32	20	31	83
Bob Stinson	Elexaco	26	29	29	79
Ivan Maric	Graupner Terry	24	24	23	71



## San Diego Electroglide October, 2003 (1 November)

The Great Fires of 2003 almost postponed this Electroglide until the 8th of November, but an e-mail polling of contestants indicated that the majority wanted to go on with the competition rather than to drop it back a week. This partially accounts for the rather poor showing of only 5 pilots. We presumed the others were sweeping up after the conflagration and will be ready to go for the next Electroglide, November 29th. Nonetheless, facing the possibility of morning showers, the "Intrepid 5" were ready at 9:30 to make the first toss.

Pedro Brantuas, who lost his Lil Bird II in the October Electroglide due to a structural failure, showed up with a brand new Lil Bird for this one. Way to go, Pedro! There's nothing like test flying a new model under competitive conditions!

We also had Daniel Belknap in the field, whom we've missed for the last few Electroglides. Those of you under 21, I'll remind you that you can fly with any motor you wish, not just speed 400's. And, yes, young Daniel came out of retirement and "cleaned our clocks"! Way to go Daniel! Dan scored 5, 3, and 7

minute flights and one 20 point landing. Believe me, landings were tough with a really variable south wind blowing. Ask Pedro, who landed short of the field on his second flight after a really long flight.

One of the basic rules of the Electroglide when we started it was to limit the batteries to 7 cells. Over a year ago, we relaxed it to any number you wanted to use. Now the Lithium-poly battery is on the scene and we had better specify that only nicads and NiMh cells be used. Even though the Li-polys may deliver a bit less power than the other two, their weight savings could give them quite an advantage. If any of you have comments on this, give me a call.

In short, we had a grand time in this Electroglide. No rain, very interesting landing conditions, with so-so lift, and no accidents. For those of you who didn't join us, what are you waiting for? All you need is some kind of a ship with a speed 400 motor. Any questions? Drop a note to me at [donk126@sbcglobal.net](mailto:donk126@sbcglobal.net), or call at (619) 469-5566.

Don Wemple

## The President's Message by David Pitcairn



As my Presidency draws to a close, the year ends, and new officers are elected at the November meeting, I would like to thank all those who helped make my job easier. One person I would like to single out is Chuck Grim. As a co-founder of the club and past President, he has been an invaluable help to me, and I dare say has put in a lot more time this year than I have in service to the club. Thank you. In addition, I appreciate the "grounding" that Michael Neale has provided and am very happy that he is willing to continue as Treasurer if elected.

On that note, please make all effort possible to be at the next club meeting so you can have a say in the election and the stewardship of the club for the next year.

A board of directors meeting was held at the end of

October. There were only a few new items but I am happy to report that Pandi along with Steve Younger's help has taken over Membership duties from Deb, so please contact him at [flysd@san.rr.com](mailto:flysd@san.rr.com) with any Membership inquiries.

Thank you to Mike Morgan for a second great demonstration in a row. Those of us that braved the smoke at the October Meeting were treated to a fascinating demonstration of how to vacuum form plastic parts.

Please bring your money for the Christmas Dinner to the next meeting if possible so that Mike Neale can enjoy the party instead of trying to track people down! Thanks.

Since this is the last issue for 2003, I hope all members and their families have a happy Thanksgiving and end of the year holidays.

Happy flying,  
David

## Minutes from the October Meeting

By Tom DeShon



### Introduction –

David Pitcairn called the October meeting to order on 10/28/03 at 7:00. There was a single new member in attendance tonight: John Shepard, who already has some experience with electrics. A smaller crowd than usual; probably due to the local fires and other associated events attended the meeting.

### Old Biz –

The club's video library has been stable for quite some time now. Any questions/concerns should be addressed to Urana Green.

All field improvements are currently on hold. The new signage is still in the works...slowed by recent club competition. A new lock has been procured and keys are available from Chuck Grim. The new lock uses the same key as the existing lock.

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 tempta-

tion to “browse” the museum in off-hours. He also explained that members of the club have complained about “cross-talking” during the monthly meetings. David asked that everybody remain quiet while others are talking so members in the back of the room can hear clearly.

New Biz –

Club Competition / Events –

The S400 Electroglide will take place Saturday, 11/1/03 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 11/29/03. For information on this event, please contact Don Wemple.

Jet Day at the Bay, Part IV will be held on 12/7/03. This event will highlight all planes with “jet-like” structures or EDF propulsion. Open flying for all other planes will be available before and after the formal events.

The Christmas Party this year will be on Thursday, 12/11/03 at Reuben’s on Harbor Island. Cost is \$23.00 and the signup sheets are available at the monthly meetings.

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 –

Nominations for 2004 Club Officers were held tonight. As attendance at the meeting was lower than usual, additional nominations will be accepted at the November meeting prior to the vote. Volunteers are welcomed as always. Elections will take place at the November meeting, as the club has no formal meeting in December. Nominations for elected positions were as follows:

President – David Pitcairn is no longer able to perform the duties of president considering his new involvement in the MWE. Bill Knoll nominated Doug Rubin who was not in attendance to accept or deny the nomination.

Vice President – Mike Blott is the exiting VP and accepted a nomination for next year. There were no other nominations.

Treasurer – Mike Neale is the exiting Treasurer and accepted a nomination for next year. There were no other nominations.

Secretary – Tom DeShon (that’s me) is no longer interested in this position so a new Secretary is needed if we want meeting minutes in our monthly newsletter. I nominated Pedro Brantuas, who was not at the meeting to accept or deny the nomination.

Board of Directors – The need for new “At Large” members of the Board will be decided on at the November meeting. A suggestion was made to keep the same “At Large” members as 2003.

Safety, Safety, Safety....

There was no specific discussion relative to safety at this meeting.

The Training Program-

Flight Training has been going very well recently. In addition to the ongoing beginner instruction on weekends, 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 Steve Belknap regarding vacuum forming plastic. Mike brought his vacuum-forming machine to the meeting and demonstrated its use with different types of plastic. Most of the molds that Mike and Steve use are

## An Editorial

By Bill Fee

Our membership is a diverse group of individuals with one interest in common. We all are addicted to RC electric flight: some of you are on the cutting edge, others just like to fun fly. But no matter how serious we may be about our hobby, we are all involved for fun and pleasure and personal satisfaction. But even for the most serious, winning is NOT everything.

My e-mail buzzes with banter about all manner of things involving the hobby and participation, but seldom do I get exposed to the humor that is a social part of the activity. I would like to share the following with you, a series of e-mail received over the last few days.

*Hi Bill and others,*

*Can we add to the calendar a fun fly “Jet Day at the Bay”? The desired day is Sunday December 7th. No entry fee—the only rule is the plane needs to be electric powered and look like some sort of jet.*

*Can we make this an official fun fly and have some sort of competition—like we had last weekend? Nothing serious—goofy stuff that is easy? Lunch for the people who fly and help? What do you all think?*

*Steve Neu*

*Let’s get some tasks together, that will inspire me to build out one of the jest I have in the rafters.*

*Wayne*

*How do you build a jest?*

*Chuck*

*Sounds good to me!*

*Doug - P.S. I think the fastest speed on the radar gun wins.*

*Wayne-*

*Here are some special tasks for the event:*

- 1) Perform (3) flights without crashing on launch*
- 2) Perform (3) flights without crashing on landing*
- 3) Perform (3) flights without crashing in the weeds*
- 4) Perform (3) flights without burning up speed control, batteries or other equipment*
- 5) Transport airplanes to and from the field without “hangar rash” damage.*

*Even if we have a tie for 1st place, it won’t be in jest!*  
*Steve Manganeli*

*I was thinking more along the lines of this—use Doug’s radar gun for a speed trial where the high score is the plane with the largest difference between 2 passes—one slow and one fast. And maybe the most loops in a 30 second window.*

*Steve*

*Steve, You forgot one “Make all flights for the day without In-Jesting” something!*

*Sounds good to me, but maybe 30 secs for loops is a little long?*

*How about most rolls in the length of the field?*

*Timed 5 laps on short Pylons?*

*Longest flight?*

*All up last down?*

*Best scale flight of a typical mission flown by that type jet?*

*Carrier Landing for Bill?*

*Wayne*

*How about largest and smallest.*

*Chuck*



## 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

bined. Now for the results:

David Pitcairn	455 points
Steve Neu	450
Jeff Kahl	410
Ray Fulks	405
Helmut	385

**Editor’s Note:**

The enthusiasm shown for this event resulted in inputs to Peak Charge from several different sources, with no solicitation on my part. I include the results for a second time for clarity, although the outcome was far less important than the widespread participation.

**TREASURER’S REPORT 2003.**

The bank account began the year at \$26,431 and I estimate it will close the year at approximately \$19,777.

So our net income for 2003 will be (\$6,654) – a loss ☹.

Subscriptions, flying members (\$35) and newsletter-only members (\$15), accounted for \$6,965 income. Our other main source of income was the Mid-Winter Electrics (net income \$3,571), including a \$1,000 sponsorship from Hitec—thanks, guys!

Our most significant expenses have been the Peak Charge newsletter (\$8,580), our field improvements (\$7,225), our new trailer (\$650) and our membership of the Aerospace Museum (\$500).

As before Bill Everitt has run yet another excellent raffle using the sales of raffle tickets to buy the next month’s prizes. So we have broken even (again) on the raffle.

Deborah Holland has been kept busy running our membership activities. Our membership has grown steadily throughout the year to an all-time high of 289, with an additional nine receiving the newsletter only.

Please remember these simple instructions when you renew your membership.

- 1) Send a copy of your new AMA card with your check.
- 2) Write “Renewal” or “New” as appropriate on your check.
- 3) Only send an Application Form if you are a new member or want to change your address, telephone number or email address etc.

SEFSD membership runs from January through December. If you do not renew your membership by March we will stop sending you Peak Charge and assume you are no longer a member.

If you are coming to the Christmas party please give me your checks at the November meeting or mail them to me before the 1<sup>st</sup> of December. I like to enjoy the party and not have to chase people for checks all night.

Enjoy a safe 2004 flying season.  
Michael Neale, Treasurer SEFSD.



made of either wood or a mixture of epoxy and micro-balloons. They both discussed the use of different plastics for different applications. Styrene and lexan seem to be the easiest sheet plastic for our needs. Steve made a point of explaining how clear lexan shows imperfections much more dramatically than

flies on straight-aways, but tends to roll a few times in turns.

Steve Younger brought his new “stagger-wing” biplane that he build using a free-flight plane available at Wal-Mart. It flies using a Li-Po battery, micro flight gear, and gets about 30 minutes on one charge.



Mike Morgan brought his new custom foam bi-plane. The wings are constructed of blue foam and have no airfoil at all. Mike says that the model is very predictable and could actually be used as a trainer. He flies it with a Li-Po battery and brushless motor and gets about 30 minute flights.

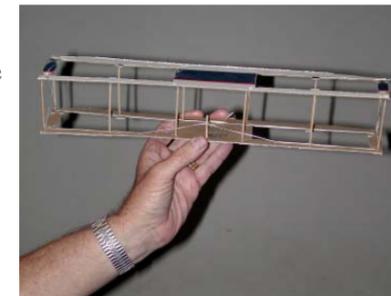


Steve Belknap showed off a new Aveox motor/gearbox combination. The motor is a brushless single turn motor coupled to a 6.75 x 1 gearbox. Steve expects this combination to create exceptional power due to the low motor windings and high gearbox ratio.

The meeting adjourned shortly after 9:00 PM.



opaque lexan and requires the mold to be much more accurate in finish quality.



**Show & Tell-**

Mike Blott brought an example of “wing warping” that he designed using light cardboard and wooden sticks. His example was not intended to fly, but to demonstrate the function of wing warping versus ailerons. Mike is working on a copy of the Wright Bros plane that used wing warping instead of the ailerons we see most commonly today.



David Fee brought a couple of horizontal stabilizers that he constructed using hollow-molding techniques. They were the size used on pylon racers and involved a lot of experimentation in the manufacturing process. David made his own plaster mold and used a vacuum process to complete the stabilizers.

Bill Knoll brought his latest aquatic plane. It’s a hydroplane that best fits in the category of “fast electric boat”. The boat uses a brushless motor and ESC, and runs on 7 – 1950 mah cells. Apparently, it



# October Fun Fly

By Uranna Greene--pictures by Ray Fulk

Tim Attaway organized a very successful Fun Fly yesterday (Sat.) morning. It was very entertaining. Ray Fulks brought his barbeque, and delicious polish sausages were served, along with chips and sodas. Chuck Grim was his always-pitching-in self. I believe that Ray has pictures and the end standings of the event. Many thanks to Tim, Ray and Chuck!!! Kudos on one really Fun Fly!

1. DAVE	95	100	95	85	80	455
2. STEVE	75	100	100	80	95	450
3. JEFF	80	95	70	90	75	410
4. RAY	90	60	90	80	85	405
5. HELMUT	100	85	80	50	70	385
6. STEVE M.	50	90	75	70	90	375
7. STELIO	85	55	65	50	100	365
7. GLEN	65	75	85	90	50	365
8. BOB	70	50	50	70	55	295
9. DUFFY	70	65	70	85	0	290
10. JIM	65	70	60	20	65	280
11. RODGER	55	45	55	50	60	265
12. WAYNE	60	80	70	0	0	210



Dave Pitcairn & Tim Attaway



Stelio & Electric Twin



Howie & Shorty



Roger & Camper Parasol



Helmut in Ready Circle

# SILENT ELECTRIC FLYERS FUN FLY EVENT

REPORT by Tim Attaway

This event took place on October 18<sup>th</sup>, a Saturday, and to my surprise, 12 and one half pilots showed up to take a chance on this inaugural fun fly. By definition (mine), a fun fly event can be just about anything your fertile mind can dream up...hopefully safe and interesting and challenging but fair. Assisting in this venture were Ray Fulks and Chuck Grim, Bob Davis and a couple of stopwatches from Steve Neu. (thanks)

Starting out with a **taxi around the cones and bring it back to the circle** imparted new meaning to tail wheels and soft dirt maneuvering. Helmut had his tri-cycle landing gear and he was last to do this first event and he made it look easy. He watched most everyone struggle with making the tight turns and went out and back in just 18 seconds. Second place was David P. with 21 and third was Ray with 25. Steve M. had only one wheel on his plane and was the bookend on the other end of the spectrum at 123 seconds. It was uh...ugly.

The second challenge was the **pylon event**, which sounds on the face of it like it would be fast and dangerous and...well...it wasn't. Some tried to make it scary with their turns towards the pit area but that was it. In fact 9 pilots failed to break one minute in getting around the pylons three times and then land and come to a halt. Roger Pederson with his Henry was grand champion at slow and deliberate...two minutes and two seconds. Steve Neu and David Pitcairn flying the same aircraft? How was it that they were flying the same aircraft you ask? While Steve was traversing the pylon event at such a wicked clip that he burned up his engine or whatever in the Diabolotin. He then was given a second go at it because we were real forgiving on the multiple attempts aspect. Second place with 56 seconds was a fellow to be reckoned with: Jeff Kahl. He and Helmut were sharing that trainer with trike gear. Third was Steve Manginelli making up for his sad showing in the taxi event with a respectable 58 seconds.

On to the third event and we find that what was good for the pylon is not good for the climb and glide...or so you would think. The climb for 20 seconds and try to glide for 2 minutes was more difficult to accomplish than you might think. Some motors were too weak. Some planes were not the optimum design. Some pilots were not optimally thinking and or flying. But, it was entertaining.

Funny thing--the Javelin seemed to have a good motor run and then it did float pretty well and the pilots did have a clue about blacktop parking area lift. Steve Neu and David Pitcairn milked it for all that it was worth and Steve had to make a downwind landing but stayed aloft for a score of 157. Dave was right behind with a 153, and Ray Fulks with a nice 152. Bob S. was the anchor with 20 second motor and 20 seconds of glide for a 40. Where were the electroglide guys?

In the fourth event we had to incorporate a very loose standard for what was a touch and a go. The **Touch and Go and Perfection Landing** was very amusing for the large spectator audience. Some touches would find the airplane upside down or hanging in the netting or in the weeds. The white circles were the target and the main gear were supposed to lightly touch down in the center circle and then rise off the dirt for a perfect 30 points, but not today. Seven pilots hit the circle for 30 on the first or second go at it; Jeff Kahl hit it twice on the touch and goes and missed the center on the perfection landing...his score of 90 out of a possible 100 was tied by Glen Merritt with his Accord (his first electric, so he said.) Steve M. and Bob S. also got a perfect 40 on the perfection landing...nice going...it wasn't that easy. Up until this event Wayne Walker had been almost perfect 100 on each event: Taxi 100, Pylon 100, and Climb and Glide 100, but due to a previous engagement he became the one half pilot and headed off to Warner Springs to play with gliders.

The **Land on Command** part of the contest was not my favorite, but Stelio Jackson liked it. His Twinstar came to rest in just 6.36 seconds after the command to land was given. Best in the event...second went to Steve Neu with a not-too-distant 6.46 seconds, and third was 6.84 seconds by Steve Manginelli. Slowest was Glenn with a 13.61. This concluded the festivities and we got down to some serious eating.

Ray and Chuck got out the grill earlier and had Hebrew National Polish dog on gourmet buns and lots of red onion, etc., ready for the pilots. The whole event was at a cost of 78 dollars for a plaque and the food com-