

February, 2004
Volume XV, issue 2

PEAK CHARGE

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

SILENT ELECTRIC PRECISION AEROBATICS

Front Row: left to right: Steve Neu, Troy Petterson, Steve Manganelli, Mark Fernera, Pedro Brantuas, Ray Fulk

Back Row: left to right: Braden Moore, Doug Rubin, Frank Gagliardi, Jeff Keesaman, Tim Gantz, Bruce Brown

SEFSD Calendar

Pylon Racing	F5B Contest	Next Meeting	Electroglide
2nd Saturday 11:00 AM March 13	3rd Sunday 9:00 AM March 21	Aerospace Museum Balboa Park 4th Tuesday 7:00 PM, Feb 24	Saturday following meeting 9:00 AM, Feb 28

Board of Directors

2004 Officers:

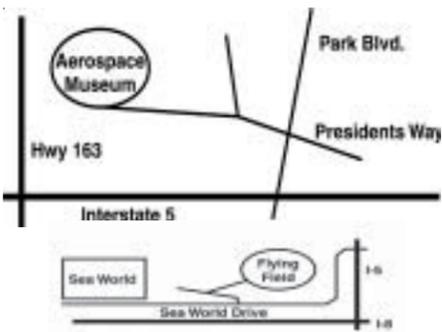
- | | |
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Mission Statement

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.

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

A Membership Profile of Michael Blott

----- Self Interview -----

Mike, you are currently the SEFSD vice president, how long have you been a member and when were you first interested in RC?

I have been a member 3 or 4 years now. Hard to remember, because for awhile I was also a member of the Torrey Pines Gulls.

I was 14 years old when I was first bitten by the RC bug. Reading magazines had to do at first, as RC was fairly expensive then. I worked one summer cutting lawns to buy a World Engines RC radio kit. Took a few weeks to assemble. Then came the Mark's Models Windward glider. Fortunately, Colonel Bob Thacker was a regular at the Marine Corps base flying field. (I was a dependant.) I have the privilege to say he was my first teacher. As with

most, girls and cars came at 16, so the hobby took an hiatus for about 16 years.

Some of your RC planes actually look like airplanes, how did that happen?

It is "plane" to see I like unusual flying things. I like the challenge of making strange things fly. The OPTICA plane is an obsession of mine that still has a few more versions to build, before I get it right. Most of the scale airplanes or otherwise "airplane-looking" airplanes are magazine reviews or beta testing.

What is your favorite type of RC flying?

It changes from time to time, but usually it is flying something I was not sure I could make work.



SWAPMEET

FIRST WEEDWACKER AERO SQUADRON
March 06, 2004
 If Rain—March 13, 2004
 Time 7:30am—11:00am
LOCATION
CACTUS CO. PARK
 Ashwood St. (1/4) mile N-E of El Capitan
 High School in Lakeside Ca.
SELLERS \$ 4.00 Information
BUYERS FREE Walt Wilson 619-596-9005
FREE PARKING Lance Edmanson 619-669-6613
Coffee and Donuts for sale

CLASSIFIED
 Two helicopters, ECO-8, and fun Piccolo for sale. Call Jay Hakes for price at (619) 435-5144



The President's Message

by David Pitcairn



What a great event! The Mid Winter Electrics ran very smoothly this year despite some minor disputes with the Park Rangers. Note that it is in the club bylaws that nobody other than club officers are authorized to contact the city. We will meet with the city in an attempt to work out a mutually beneficial solution so that we do not have problems in the future.

The MWE could not have been such a great event and gone so well if it were not for a very large group of Volunteers, some of whom were not even in the SEFSD! I hope you came out and enjoyed the event and thanked some of the Volunteers. The full report on the MWE will be out next month, and when I get an accounting of all the volunteers, we will publish the list. In the meantime, I would like to thank the following people who went above and beyond, helping to plan and run the event--including sitting through very long meetings every week. Bob David, Bill Knoll, Chuck Grim, David Fee, Don Madison, Don Wemple, Doug Rubin, Frank Gagliardi, Lou Rossé,

Ray Fulks, Mike Morgan, Stelianos Jackson, Steve Neu, Tim Attaway, Tim Gantz and Wayne Walker.

This group was so great and did their part so well that all I heard was praise for the event and how it was run! Thank them the next time you see them, please.

There is a new sign on the gate so now there is no excuse to not close or lock it every time you go through. Thank you to Mike Morgan for taking over that task and getting it done right.

The Club has a new trailer. Tim Attaway's friend gave us a deal and Chuck Grim did the legwork--thanks. The trailer served us well during the MWE and now we have one that can hold all our stuff and keep it dry. It seems to be very well built, so it should last a very long time.

One side benefit of the MWE is that the field gets fixed up every year. Thank Chuck Grim and helpers for the new fence and for smoothing the runway. We now get to enjoy it for the rest of the year, so there is no excuse not to go out and fly!

Minutes from the January Meeting

by David Fee



Introduction-

David Pitcairn called the January meeting to order on 1/27/04 at 7:00PM. There were no new members or guests in attendance this evening.

Old Business-

The SEFSD video library has been stable for some time. Any questions or concerns, including requests for new items, should be addressed to Urana Green.

Mike Morgan will soon be posting signs at the gate to the flying field which will inform and remind all who enter that the gate is to be kept closed at all times. It shall be unlocked by the first person arriving in the morning and it is the responsibility of the last person leaving to lock the gate.

Chuck Grim will be organizing a work party for field cleanup in preparation for the MWE.

No other field improvements were discussed at the meeting.

New Business-

Club Competitions and Events-

The SEFSD Precision Aerobatics Fun Fly, directed by Tim Attaway, was held on January 25th. It was a great success, with 13 pilots entering with many types of models. There were various categories based on model type and pilot skill, from "world class" to "foamie trash." Tim Ganz entertained the crowds with his "Trash Can VTO," in which he flew his MorganTech Foamie Bipe vertically out of a trash can! A great time was had by all, and plans are in the works to have more of these fun and challenging events.

The S400 Electroglide will be held Saturday, 1/31/04, at 9:30AM. If weather precludes, the event will be rescheduled for the following weekend. The Electroglide event is always held on the Saturday following the SEFSD monthly meeting. A special-edition Electroglide contest will be held during the MWE at 9:00AM on Sunday the 15th. For further information, please contact Don Wemple.

The 2004 Mid Winter Electrics (MWE) is coming February 13th – 16th. It was announced that volunteers are still needed for registration and impound duties, as well as for coordination of Registration and the Raffle. [ed.- the Registration and Raffle coordination positions were filled at the MWE planning meeting 1/28/04.] There will be vendors selling at the MWE this year, thanks to the generous support of several electric-flight suppliers and manufacturers. Castle Creations, Hobby People, Thunder Power batteries, RC-Direct/Discount Hobby and Dymond Modelsports all contributed a substantial amount of money to pay for the required city selling permit. Make a special effort to show your appreciation by doing business with them!

Membership-

Our membership chairman, Pandi Bala, reported that membership renewals have been steady, but slow in coming. As of the start of the meeting, only approximately 1/3 of last year's members had renewed. He was available to process renewals on the premises at the break. Pandi can be reached at pandi@san.rr.com. Membership dues are \$35 per year and include a subscription to *Peak Charge* and full use of the club flying field seven days a week. Such a deal!!

Club Programs-

The meeting floor was again opened to accept nominations for the positions of President and Vice President. David Pitcairn provided descriptions of what each position currently requires. No one accepted a nomination for either position.

Safety, Safety, Safety-

There was no safety announcement at the meeting. Please remember to review and be familiar with the Field Rules which are posted at the field, and may be found in your January 2004 *Peak Charge*. Be courteous and safe at all times.

The Training Program-

There was no specific announcement regarding the training program. General training is available most weekends from 8:00-10:00AM. Aerobatics training is available Wednesdays at 10:00AM. New volunteers to help with training are always appreciated.



Show & Tell-

Tim Gantz brought his MorganTech Foamy Bipe which he had flown in the Precision Aerobatics competition earlier in the month. It is powered by a Razor RZ2500 brushless motor with a gear drive, and a lithium polymer battery pack. Of special note was the prop-saver which Mike Morgan had supplied. The propeller is held in place by rubber bands, so it can rotate out of the way in the event of a nose-over.



Mike Blott showed a Wattage Turbo Hawk which has recently been given a new lease on life. The well-used plastic fuselage has been repaired with polyurethane glue, which Mike reports bonds to the plastic better than

EDGE 540T
80" wingspan - by Pedro Brantuas

- It works.....
- 2 Aveox 36/30/1.5
- 1 Inner Demon Gearbox
- Hitec Digital Servos (140/oz torque)
- 2 Jeti Advance controllers
- 2 Flydma.com GP3300 21cell packs
- 1 DP Edge 540T

Plane all up weight is 17lbs, and the power system produces 25lbs of thrust. Kevin Miller will perform a demo flight with this plane at the MWE..

You can get every single item from Steve Belknap at Diversity Model Aircraft, (858) 693-8188.



pictures by Robert Stinson

JET DAY AT THE BAY
By Chuck Grim

On December 7th SEFSD held Jet Day at the Bay. Although the morning started with rain, several pilots made their way down from the Victorville, Orange County and Los Angeles County areas and several of the local jet jockeys showed up. The rain stopped about 9:30 AM and the flying began. Please see the accompanying photos of the jet planes in attendance. Included in jet day this time, thanks to Doug Rubin's radar gun, we held the first Electric Ducted Fan fast/slow contest! The object is to have the largest difference between 2 passes through the speed run. The larger the difference between the fastest run and slowest run is the score—larger the better. The results are shown below:

PLACE	PILOT	AIRCRAFT	HIGH SPEED MPH	LOW SPEED MPH	DIFFERENCE MPH
1	Doug Anderson	Mig 15	104	19	85
2	Doug Anderson	Mirage 2000	108	26	82
3	Gregg Fullington	Mig 15	101	25	76
4	Dan Savage	Mig 29	88.7	18	70.7
5	Daren Savage	Mig 29	86.3	19	67.3
6	Steve Manganelli	XB70	69.7	19	50.7
7	Gregg Fullington	A7			30

A good time was had by all. Then it started to rain again in the early afternoon, and everyone packed up and went home. See pictures on last month's cover of *PEAK CHARGE*, the next page, and on the back page of this issue.



The San Diego Electroglide — January 2004

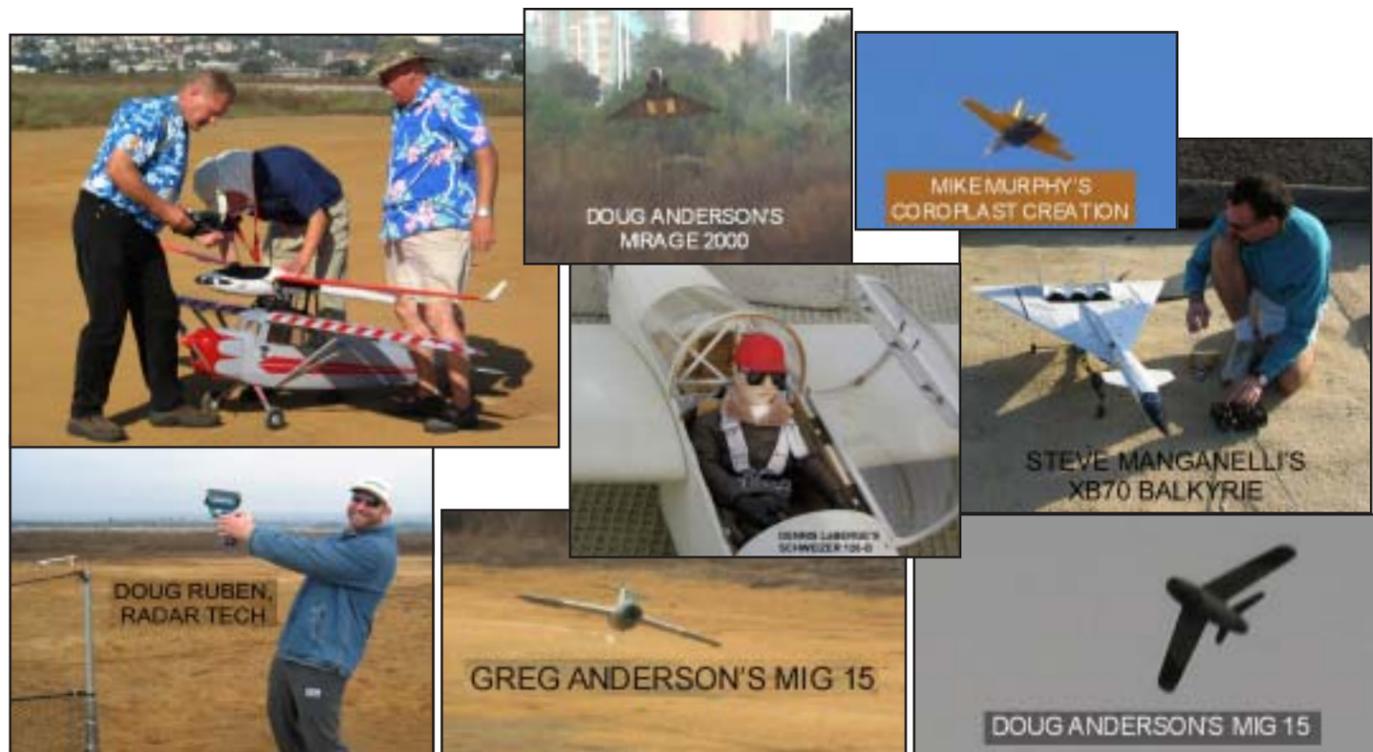
by Don Wemple

Pilot	Model	Toss 1	Toss 2	Toss 3	Total
Pedro Brantuas	Lil Bird	67	36	70	203
Daniel Belknap	Fillip V	31	35	61	127
Don Wemple	Pulsar	44	0	60	104
Ted Corbett	Sniffer 2	20	16	49	85
Bob Stinson	Elexaco	22	0	31	78
Sean Belknap	Question Mark	21	18	36	75
Steve Clem	Cloud Cruiser	21	32	0	53
Dick Kantner	Filip V	17	0	0	17

Rain the day before, and showers predicted for Saturday morning, didn't chase away too many Electrogliders on the last day of January. At 9:30 AM, with no rain in sight, we had our largest ever mass launch — eight competitors. Pedro was up for almost 8 minutes on his first launch, and Dan Belknap for over 10 on his third. So, lift was there for those lucky/skilled enough to find it. However, landing was another problem! Pedro picked up a 20 point bonus on his first, and a perfect 30 on his third. There were, however only

three more bonuses recorded! The wind would seem fairly calm on most approaches and then suddenly, on final, the wind would blow!! For some of us, we were blown clear off the runway. Ahh, but that's all part of the game in the Electroglide.

To those of you who are holding back and not joining in the fun, you're missing a lot! Come and launch with us. The February Electroglide will be on Saturday, February 28th (remember that it's the Saturday after the SEFSD monthly meeting). The first toss is at 9:30, as usual.



anything else he has tried. Power is from 10 KAN 650's and he is getting flight times of 6 minutes. This would make a great starter EDF with long flight times and no need for a bungee.



Mike Blott also brought his tiny EDF-50-powered Optica model. It is constructed mainly of foam, and should be presented as a construction article in an upcoming national hobby magazine. Mike is now using a 2-cell 540mAh lithium polymer pack, and the flight times have increased to 10 minutes! This is an impressive small, light model.

Daniel Belknap brought a self-designed, scratch-built foamie which he has named "Green Thing." Construction is of green sheet insulating foam and carbon rods for spars and stiffeners. His initial power system was an 8-cell KAN 1050 pack powering his GWS-gear 280BB, but he is considering switching to a 10-cell KAN 650 pack for improved vertical performance.



Mike Morgan brought some beautiful scale models from SureFlite. The first was a Foke Wulf 190 which was covered with paper and white glue, then painted. The paper was applied such that the edges of the pieces simulated panel lines on the finished part. Quite an interesting technique and it looked really nice!

The second model Mike showed was a great looking P-51 Mustang. This one was covered with fiberglass and

epoxy to give a hard, smooth surface for the paint. Mike reported that these models will make great conversions to electric power because they are lightweight and sturdy.



David Fee showed an unfinished hollow-molded F5D wing. The span is 40" and the airfoil is quite thin—only 6.4%. The skins are a glass/balsa/glass sandwich, with carbon reinforcements in high-stress areas. The spar caps are carbon, but are still a little too flexible because of the limited thickness of the wing.

Entertainment-

Don Wemple showed a great video of the November 8th Weedwacker's Warbird Fly-In. There were WWI planes, WWII planes and even more modern warplanes. Really, some beautiful models and some impressive flying!

Doug Rubin showed us a video of Dynamic Soaring on Parker Mountain. Perhaps you've heard of DS but have never seen it. Well, there's nothing like it! These all-composite speed demons are flying over 200 MPH, using large wind gradients to accelerate them to speeds much greater than normally possible. Included in the video was a speed of 232 MPH obtained with a 2M Opus. Unfortunately, sometimes the airframes just aren't up to the task. Wings have been known to explode without warning, as flutter can lead to catastrophic failure at these speeds. Quite a sad sight, but the adrenaline rush must be worth the risk!

The meeting was adjourned at approximately 8:45PM.

See you at the next meeting,

David

A Membership Profile of David Pitcairn by Michael Blott

You are now president of SEFSD. How long have you been a member, and when were you first interested in RC?

I have been a member of the SEFSD for 3 years. I first became interested in R/C airplanes at age 11 when

my father bought himself an R/C plane. Until then I had flown rubber band and u-control airplanes.

I had a few R/C cars when much younger, but they were pretty terrible. Most were promptly dismantled and the parts used for other fun projects.

SILENT ELECTRIC PRECISION AEROBATICS REPORT

January 25th, 2004

By CD Tim Attaway

The weather was a worry...but it finally cleared a little after 10 AM on January 25th. I really had no idea how many interested pilots would prepare for the contest and show up to fly in front of judges and their peers: it is not something for everyone.

Requirements:

- An aircraft capable of straight lines and good loops
- Talent
- Learning a sequence of 10 figures
- Practice Practice Practice

After the pilot's meeting wherein the "Action Plan" was spelled out in some detail and the outstanding judging crew was introduced, (Note: Like to thank Ted Cobarrubia and Ermanno Bonifin from Team Chula Vista and Kevin Miller, Unlimited Pilot from up North) we finalized the registration at 13 eager aerobatic minded pilots.

The first pilot up to fly was SEFSD Pattern competitor Bruce Brown flying his dad's creation. It was built from scratch by Chuck Brown and has an Aveox 36/38/3 motor with a lot of batteries. This combination was a killer combo and Bruce flew rock solid all three rounds winning them and First Place in the contest. His lines were long and smooth and the figures were close to geometrically perfect. Congratulations to Team Brown!!!

Ray Fulks was impressively focused with his Diabolotin, a non-pattern but very aerobatic aircraft. Powered by the Hacker B 50 and LIPO batteries and trimmed to perfection and using his experience with flying in front of judges he made very few mistakes. He convincingly took second place in the first two rounds and all the others had to really go hard to catch him. His hard work and talent held off the rest of the young lions. He took second place wood. Well Done!!

The top "young lion" trying to overtake Ray happened to be the multi-talented Steve Neu flying his pattern ship the Extreem; with Aveox. A controller quit on him and he borrowed an airplane for the first round and then came up with two stellar flights to finish up about 40 points behind Ray with a repaired aircraft. Steady improvement from flight 1 – 3 and it paid off with third place

and a plaque to take home. Nice going, Steve!

Well known pylon team member Troy Peterson came down from Costa Mesa with his Extra 300 powered by an Aveox 1409 Astro 2:38. In his final round he took second place to Bruce and closed the gap with Ray and Steve but came up a bit short....70 points behind Steve. Fourth place ain't bad.

Just 8 points back of Troy was first timer Jeff Keesamon, F5B team member to the Worlds and flying a Worlds model P-51, that's right a P-51. A warbird, with a Jeti 45/3. Jeff flew it quite well indeed, putting up solid rounds each time and staying very close to Troy. His talent was clearly above the norm and I know he and Steve Neu had been practicing for the event a few times, so I was not that surprised.

Jeff beat out freestyler Pedro Brantuas on the final round by only 10 points total.

Pedro received one zero on the last flight or he would have finished above Troy. His Edge, powered by an Aveox 36/30/1.5, was one of the few SCALE aircraft in the contest. It was nice to see a scale aircraft flown so well by a talented pilot who had put in a lot of practice in the last few weeks. I surely think Pedro will be improving his standing in the next go-around. Sixth place is very respectable.

The next group down was led by Frank Gagliardi, who was firmly in seventh place. He was flying a Diabolotin with Hacker B 50 11 S and electroned by 12 3300's. This aircraft with digital servos performs very well indeed. 4 1/2 pounds all up and totally unlimited in vertical for the first 4 minutes. I know...it is my aircraft. Frank had not practiced for the event; he just showed up and went for it. I admire that in a man.

Braden Moore was next in 8th place and would probably have been much higher if he had taken of his Venus, powered by a Hacker B 50 11 S with the ailerons working the correct direction. He miraculously saved the aircraft from certain death but it had some damage and had to be shelved for the day. He flew my Diabolotin in the first round and then went home and got his own Diabolotin to finish the contest. His talent and hard work on the sequence will earn him a higher place next time--

you can bet on that!!

Giving it a go for the first time in Electric Precision Aerobatics, and in 9th place, was the soaring, ds'ing, pylon racer...do it all...Doug Rubin...the Rubinator was also flying my Diabolotin and with some practice he will be a contender.

10th place went to Steve Belnap, flying the Skoot with an Aveox 27/26/1.5. This was Steve's first time, and he had some good flying most of the time.

11th place was claimed by Steve Manganelli with his Calypso. Obviously talented, and in need of a little more practice time, he will move up.

12th went to Mark Ferriera from the LA area, doing his thing with a SCALE aircraft--a Staudacher powered by the Aveox 1015-2 turn. Sure like to see the scale airplanes compete, and thanks for coming down to enjoy the day.

13th place went to our own free-styling, torque-rolling Morgan-tech-outfitted Tim "the torque-roller" Gantz. His foamie aircraft was a show-case of Mike Morgan's creative skill in airplane development. I have one of his foamie bipes and love it. Thanks, Mike!

Tim was hampered by the wind and its effect on that one-pound aircraft. It needed a little more power, too. Talent is there, but remember what the requirements are to successfully compete I was very pleased with the cooperative nature of the pilots, and the spectator group was much larger than anticipated. As always, an event like this needs co-conspirators, and Ray Fulks was the man. He provided the computer and the computer van and too much else to mention. He was the right-hand man in the right place. Chuck Grim, as ever, was right there to imput scores and run for copies etc. He was his usual support-

ive self that we always need when the rubber meets the road. The judges, as I mentioned, are key to this type of an event. My three-man crew looked at 39 sequences for a total of 400 + figures, and gave scores based on deductions from a starting score of 10. This is not an easy job...it takes lots of concentration and proper application of deductions. Thanks to Kevin Miller, Ted Cobarrubia and Ermanno Bonifin...friends of mine that I am now indebted to for coming out to help this event.

Next month, February 28th, will bring another event of this type at Chula Vista Radio Control Club. Electrics are invited to this precision aerobatics, one-day event that will be very similar to the SEFSD event, except it is open to all powered aircraft.

I hope that you all will come down to give it another go next month, right after the MWE 2004.

Three rounds were flown:

1. Bruce Brown	3000
2. Ray Fulks	2661
3. Steve Neu	2623
4. Troy Peterson	2554
5. Jeff Keesaman	2542
6. Pedro Brantuas	2532
7. Frank Gagliardi	2335
8. Braden Moore	2296
9. Doug Rubin	2175
10. Steve Belnap	2085
11. Steve Manganelli	1830
12. Mark Ferriera	1732
13. Tim Gantz	1562

A Membership Profile of Pandi Bala By Michael Blott

You are now the membership chair of the SEFSD. How long have you been a member and when were you first interested in RC?

I've been a member for about an year, and became interested 4 years or so ago, watching them fly out of Torrey Pines 'Gulls' glider port. I had an office nearby.

You have kind of a southern accent, where did you live before coming to san Diego?

Washington DC and London, UK.

What is your favorite kind of flying?

It changes as I mature in flying. My favourites are going to be 'War birds' and 'soaring gliders'.