

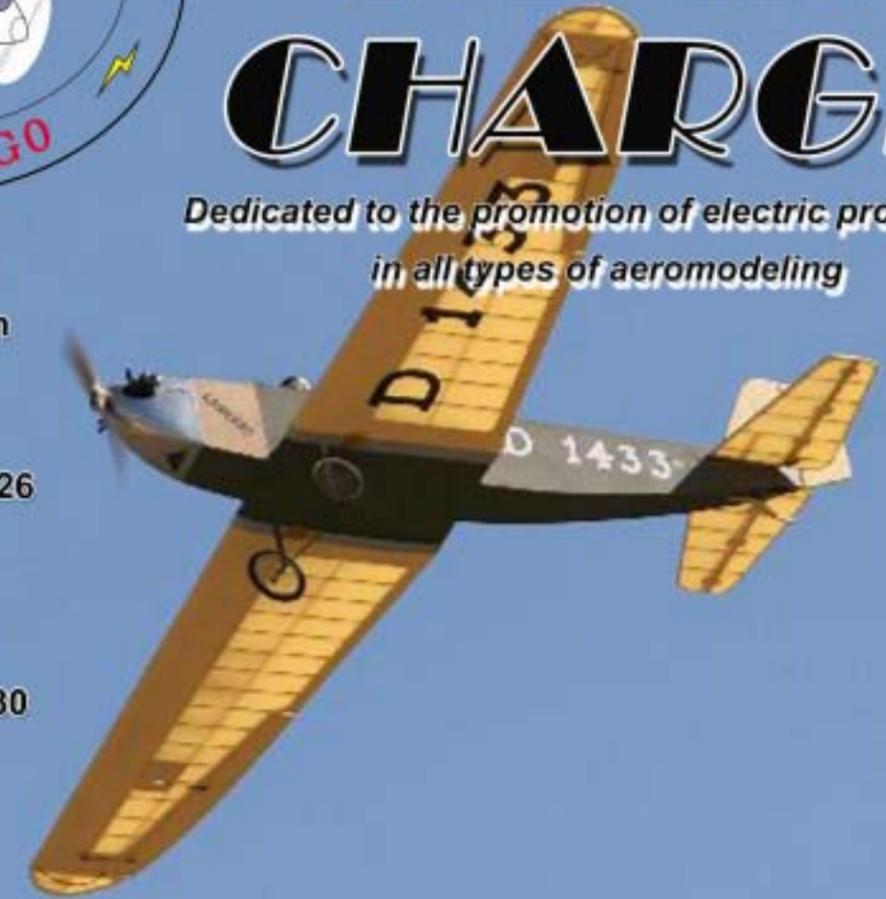
September, 2006
Volume xiv, Issue 9



PEAK CHARGE

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

Monthly Meeting
Aerospace Museum
Balboa Park
4th Tuesday
7:00 PM, September 26
Electroglide
Saturday
following Meeting
9:30 AM, September 30



2006 Officers

President Steven Manganelli
619-298-7592 sefsdpres@yahoo.com

Vice President Doug Rubin
619-925-5357 dougrubin@san.rr.com

Secretary David Fee
760-583-1926 davidfee@cox.net

Treasurer Michael Neale
858-674-1378 michaelwneale@earthlink.net

Editor Bill Fee
760-967-7259 dwfee@cox.net

Safety Officer Steve Neu
619-284-0816 sneu@aol.com

Chairman of the Board Steven Manganelli
619-298-7592 sefsdpres@yahoo.com

Chairman of the Board Steven Manganelli
619-298-7592 sefsdpres@yahoo.com

President Steven Manganelli
619-298-7592 sefsdpres@yahoo.com

Vice President Doug Rubin
619-925-5357 dougrubin@san.rr.com

Treasurer Michael Neale
858-674-1318 michaelwneale@earthlink.net

At Large Chuck Grim
858-274-7322 chuckgrim@mac.com

At Large Ray Fulks
619-479-1321 rfulks@cox.net

At Large Tim Attaway
619-427-6392 trattaway@cox.net

Committees

Membership Sylvia Fee
760-967-7259 sylviafee@cox.net

Video/DVD/Librarian Chet Tussey
858-456-1261 ctussey@aol.com

Raffle Robert Abel
619-562-3774 Abelsantee@aol.com

Flight Instructor Pedro Brantuas
858-272-6882 pedro@san.rr.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.

-The Cover-
The Klemm Story
by Mike Morgan

As a young boy from the age of 4, I lived for every moment working in the garage. Learning the secrets of model building from my father, a master builder, has carried me through a life long hobby. Today, I build both sport and scale models for customers and even one for myself once in awhile. Using modern tools such as a computer and a CNC router, I'm able to build very accurate and detailed models. Using computer cut stencils for painted markings, my graphic background gives my projects a professional finished look.

After two years of distraction, I found my way back to the workbench. My first building project was a model I stumbled across of which I knew nothing about. Upon extensive Internet research I discovered that I had a piece of aviation history, a story many have never heard. The aircraft was designed by Daimler's chief constructor Hanns Klemm in 1923. The aircraft is known as the Klemm-Daimler L-20B1 and was one of the first cantilevered low-wing aircraft of its time. In fact, with a high aspect ratio, a very low wing loading and a very small engine (a Daimler of 20 HP), it would probably today be called a motorized glider rather than an aircraft.

cont'd on Page 7

Aerospace Museum
Monthly Meeting site



Field

Flying Field GPS Coordinates

AMA Charter Club 3078 Latitude 32.7626416 N Longitude 117.2143138 W

web site: <http://sefsd.org/>

Zip Code 92109

IMAC REPORT

by Tim Attaway

Incredible success was ours at CVMRCC. 22 pilots from AZ CA came into town to challenge each other in the five classes. Weather was great and we had one line of pilots with only one being judged at a time. Leading off in Basic class, Chuck McGuire with my borrowed 330 (due to radio issues with his Comp ARF 260) won 5 of the 7 rounds and finished with a perfect 5000 points. His first time winning and against 7 other pilots....sweet....as he would say. Pretty incredible because his wife Laura has been really sick with an inner ear infection and he has been trying to be there for her and unable to practice for the last two weeks because of radio problems with his 260. Excellent flying and well done!!!!

Ray Fulks and 4 other sportsman pilots did battle and he was the dominant flyer. Ray beat two Tucson Shootout 2006 pilots along the way and finished 180 normalized points above second place.....that is huge. He won the unknown round and was unstoppable. I am looking forward to seeing how he will do with his new 40 % ZN Extra 330 in 2007. Ray is now in 10th place in the Southwest IMAC Region and should be considering going to the Las Vegas Regional Championship on Sept 30 and Oct 1 this year. Big ole Hooyah to him for some outstanding flying.

Intermediate class is the next one up and Pedro Brantuas won the first 5 rounds including winning the unknown and was in a commanding position by lunchtime on Sunday. So much so that he decided to fly his Yak 54 electric to see how he would score. I was one of the judges.....it flew pretty good but not nearly as dominant as his ZN Extra 330. Pedro finished 255 points above second place despite flying his electric in the final round. Truly stated he may be the best in the USA in his class. We will see at the Tucson Aerobatic Shootout because 13 others from many different states are going to be there and my money is on Pedro. He is so looking forward to October 24 when the action begins. His flying was outstanding this weekend and it will build confidence for Arizona.

San Diego Electroglides -- August
26 August 2006

A small showing this month -- perhaps due to vacations, but we couldn't have had better weather conditions. Flights in excess of 10 minutes were common. Not too bad on a 60 or 70 second motor run!

A sad note is that our perennial winner, Pedro Brantuas, launched with a different ship programmed into his computer! His faithful Lil Bird 2m ended up crashed and in the trash can. Pre flights, pre flights, preflight's.....! I suppose that we should all have the drill in printed form as pilots of the big ships do!! How many times have I left home without some vital thing? For example, a transmitter!!! I've taken off without extending my antenna.....etc. etc. etc.! Words to the wise, perhaps.

Lucas Worthen really can fly his Multiplex Easy Glider! Unfortunately his first landing got away from him a bit and he landed "off field", between the safety line and the fence on the south side of the field -- technically, off field and with no points for that flight. As you can see from his second and third flights, he would have easily won the event were it not for the first landing! During the thermalling, on the third flight, there were some loud comments made about "a 14 year-old outthermalling me! Well, he did!! He is a terrific pilot! Go, Lucas! How about joining us for the fun next month for the speed 400 event, the Standard Class, or both! September 30th, first toss at 9:30.

For more information, contact me at <donk126@sbcglobal.net>.
Don Wemple

The August San Diego Electroglide

Pilot	Model	Toss 1	Toss 2	Toss 3	Total
Don Wemple	Lil Bird 2m	66	46	93	205
*Bob Anson	Ascent	65	48	98	211
*Larry Fitzgerald	Ascent II	52	53	49	154
*Zeke Mazur	Allegro-Lite	18	25	34	77

* Indicates that the ship is not in compliance with the rules. e.g.. a more powerful motor than the speed 400 Mabuchi, or Lipo batteries, or both.

The August Standard Class Electroglide

Pilot	Toss 1	Toss 2	Toss 3	Total
Don Wemple	37	28	77	142
Lucas Worthen	0	33	100	133
Jim Shadwick	25	26	29	80

Congratulations to Pedro for his third win this season and well done getting into the field of the Tucson Shootout. Pedro is about fifth in the region due to not having a fifth contest in the books this year. He cannot go to the regional this year.

Two contestants came all the way from Tucson to see who would be supreme in Advanced; we do not have anyone flying in this class. Bernie Boland just nipped Dean Bird at the wire and will be the dark-horse favorite at Tucson in 8 weeks.

Just two team Chula Vista friends went at it in Unlimited. The Utah contingent did not come and the Szeuber duo elected not to make the trek from

Riverside so it was Steve Nelson and Tim Attaway. Steve flew great despite being hampered with little time to practice, flying a new Comp ARF Yak 54 and interviewing for a new job with the FAA. He won the last 3 rounds including the unknown on Sunday morning to really put my feet to the fire. Somehow, I had just enough of a lead to squeak by for first place with 4994 to Steve's 4976. Well done for the both of us.

Summarizing our standings in the South West region: Chuck is 7th out of 69 in Basic, Ray is 10th out of 55 in Sportsman, Pedro is tied for 3rd out of 40 in Intermediate and I am 4th out of 27 in Unlimited. Pedro and I are in the Tucson Shootout



Silent Electric Flyers of San Diego

Peak Charge

The President's Corner

By Steve Manganelli



"It's the field, stupid"! That's the glue that keeps us together. Some like the Christmas Party, some enjoy our

interesting monthly programs at the aerospace museum, some like the glory of serving on the Board of Directors (LOL!), some revel in the information in PEAKCHARGE, but everyone likes the field. We have a couple of issues relating to the field, let's start with the Fiesta Island planning session.

On August 16th, the City of San Diego hosted a public forum soliciting public input for long term Fiesta Island planning. Our connections with the City of San Diego told us that if we had any chance of gaining a foothold on Fiesta Island for a flying site, we had to express it at that meeting. The venue was the public library near Costco/Ikea.

I got there a little early and had a chance to mill about the displays before the official opening. There was a series of maps, each depicting some narrow facet of the island such as parking, traffic circulation, landscaping, utilities, etc. There ultimately was a staff member at each map to explain each facet. After walking through the displays, we were supposed to select from collection of stamps depicting every conceivable activity ever known to have occurred at Fiesta Island (including R/C Model flying) and place in on a huge map where we desired to do that activity. Ray Fulks and I dutifully placed stickers on the site of the 2000 F-5B/D World Championships, still clearly visible in the aerial photos. We then filled out a survey carefully fashioned (in my opinion) to solicit buy-in to the City's plan vs accept any significant changes in those plans. Then we had some hors d'ouvres and left. Bottom line: I don't think Fiesta Island is in the cards for us. Ray managed

to corner the head Planner (before he was inundated by "dog people") and got the feeling that Fiesta Island is not going to contain an R/C flying field. However, it was stated that we have a much better chance of being permanent tenants of the South Shores area, where we currently fly. It seems to me that squatters rights are respected. Case in point : the "dog people" . Those that participated in the 2000 F-5B/D W/C remember that our temporary permit usurped the outspoken and cantankerous advocates of the off-leash dog area and they weren't too happy about it. Many of that same type of people were at the meeting telling the City Official in no uncertain terms not to mess with their "off leash dog run area" as if having it was a right granted by some higher power. Believe me, every rendition of what Fiesta Island might be included some kind of Dog Run area. So when they start fashioning master plans for South Shores, we have to show that we need to continue to belong in those plans, OK?

Now I want to salute the Silver Medalists at the F-5B World Championships held August 21st through 25th in Pitesti, Romania. Yep, US! Congratulations to Steve Neu, Jeff Keasaman and Thomas Pils who were overall, xxth, yyth, and 4th place putting the Team solidly in Silver Medal position behind the Germans. I'm not going into details here, but it seems that once again, pushing the equipment beyond its envelope (like 275amps on NiMH cells) to be competitive caused some "problems" for our competitors. What might be in the cards for the next iteration could be Lithium batteries where say just 4 packs have to be used for the entire contest. Cut down on the explosions and the complaining over whether the end of charge timing coincided well enough to the called flight order.

Enough of that, I'm going to let you hear it from them first hand at our next meeting. Let's jump back to the field and thank Don Griffin for straightening out

the telephone poles, anchoring them down and cleaning up the debris that accumulated on the rug side. Thanks for that, Don! Also on Don's mind is a method for allowing our Senior members to get from the parking lot to the carpet without having to step over the poles. This will be taken up by the Board next week. In the similar vein, I received a plea from a member to improve the condition of the field. As we all know, this time of year after no rain, it gets sandy and soft, causing problems for some models. Can something be done to harden it up within our budget and be OK with the City? We'll find out at the next meeting if a Board Member can be found to chair a committee and work with the member to investigate.

Now let's go on to the T-6 races. August 26th was another hot time for the Purgatory Racing Team even with Chief pilot Steve Neu rushing back from Romania too late to fly leaving the Devil 666 in the pseudo capable hands of myself. Some formidable competition in the names of Brantuas and Attaway awaited the Red Devil but the Devil had his due! Tim fresh off his victory in Chula Vista IMAC must have had his racer on "3D rates" as it snapped and spun out of control and crashed into the helipad on takeoff. Pedro did a landing gear "el foldo" on ground roll leaving the devil as the last man standing. I showed off a little for the crowd then landed to accommodate Frank Gagliardi who wanted to demo the new standard class motor setup against the RD. It went very nice; nowhere near as fast as the Devil, but is isn't supposed to. This really makes a difference in the viability of the plane as a racer where with the plans defined speed 400 long can, it just wasn't The new standard class setup includes a brushless outrunner with speed control that can be had from Sureflight/Pandi for \$60 and you use the same 8 cell 1400 NimH pack. Frank and Dave Katagiri were the intrepid standard class competitors with Dave having a fate similar to Pedro's in Unlimited. Frank coasted to a 1st place finish in stan-

Silent Electric Flyers of San Diego

Peak Charge

dard class just by surviving. We had a little conflict with Don Wemple and Electroglide scheduled on the same day, solved simply with “wait til they’re done, then we’ll race.” Frank, ever the cool CD, forgot to collect entry fees, so the devil again was cheated out of a fabulous payday, (LOL). If you think we’re having way too much fun with this racing, you’re right! Come join us! The House of Balsa laser-cut AT-6 kit goes together fast and can be had mail order or the hobby shops in town.

Next, I want to congratulate Tim Attaway, Pedro Brantuas and Ray Fulks for winning their respective

classes at the San Diego International Miniature Aerobatics Club (IMAC) contest this past August 19th and 20th at the Chula Vista Field. Yeah, it’s a gas powered event, but Pedro un-touchable after 4 rounds, elected to fly his Neumotor 2215/12S Lipo equipped YAK 54 in the final round. Got some decent scores there too and I overheard the peanut gallery remarking “that’s what we’ll all be flying in 3 years or so”, ya think? Good plug there for Electric, Pedro; thanks for that. Also, Tim might have liked the results so much that he might ask me to come back and run the scoring computer again... Last month I was sure the “techno-

Tips & Tricks

Fixing Holes

Fixing fiberglass cracks or filling holes and missing sections on airplane parts such as cowls is not hard to do. Clean the part well. Patch the area with masking or electrical tape on the outside surface. Cut fiberglass cloth to fit the inside area and a second patch slightly larger to overlap. Coat the inside of the tape with epoxy and layer the patches. When the epoxy cures, remove the tape and the repair will have nearly the shape of the original.

—Ernie Lee via the Web

Keep Connected

To prevent electrical connections (such as servo wires connected to a servo connection inside of a wing panel) from coming apart, place a short piece of heat shrink tubing around the connections and then apply heat to the shrink tubing. This will ensure a connection that will not come apart.

—Gordie McCann via the Web
both from Odessa Probuilders,
Odessa TX

Working With Carbon Fiber or Fiberglass

You may have noticed that your tools do not last very long when sanding or filing carbon fiber or fiberglass. Even the best hardened tools will loose their edges when working with these materials. One trick I have found is to use a metal cut-off bit in my high-speed motor tool, but instead of using it at high speeds, I use it at low speed. I do not want to melt the resin as it will just wreck the bit. High-speed tools are great for many tasks, but when it comes to carbon fiber or fiberglass, I prefer to use these tools in the slowest setting possible.

Carbon fiber and fiberglass are great lightweight products used throughout our hobby. Sometime we may not even realize that we are working with these products since many airplanes are made of balsa and have a shrink-like covering, such as MonoKote or UltraKote.

Many of the airplane’s motor mounts are made of a plastic material which

geek”use of \$1,500 of club resources supporting the F-5B Team of Steve Neu, Jeff Keasaman, Thomas Pils and Team Manager Chuck Grim going to Romania would be enough to prod someone into action to depose me as President. But hmmm... not so far. Can anything I do be “reckless” enough get me deposed? Guys, there are only (2) more meetings this year after September. October to take nominations for new officers and November for election of new officers. So plz step to the plate, join the Board of Directors by running for Club Office, OK?

in many cases is carbon fiber. Carbon fiber and fiberglass can be deadly if inhaled. These materials cannot be dissolved by the body and will remain in your lungs. The body will try to rid itself of this foreign material and can cause respiratory problems and possible death.

When drilling, filing, or sanding anything that looks as though it is made of plastic, carbon fiber, or fiberglass, it is always best to wear a good mask that will filter out the very small particles you will be producing. The best mask you can buy and one that uses a carbon filter and has a good, tight fit is the one you should use.

You should also wear some sort of eye protection because removing fiberglass dust or particles from your eyes will not be a pleasant or easy task.

—from the Batavia RC Flying Club
Web site, Batavia NY

In The Beginning ...

Steve,

Here is an update on the goings on in Romania.

Well as it happened the date we chose to leave for Romania was the same day the shit hit the fan with airport security because of the terror plot in England. Luckily we had an early morning flight and got to the airport early. Airport security opened late and by the time we got in line there the wait was well over an hour. By the time we actually got to being checked the line looked like it was several hours long. Our flight was delayed about 45 minutes and we left with sixty people missing the flight because they were still in the security line.

The rest of the flight was uneventful except that every time you boarded a plane you had to go through carry-on luggage had to be searched again.

When we got to luggage claim in Bucharest one of my bags did not show up and it contained the best batteries for the team. We finally got the bag the next night after I had to go back to the airport and pick it up. It was a 5 1/2 hour round trip at night to get the bag.

When we got to Pitesti I had arranged to have a local modeler to show us a practice site that was away from the main contest site so that we could test planes away from the rest of the flyers and get more test time in. The site he showed us was an open field with tall grass and was not suitable for landing. We had to hire a local guy to mow a landing spot so we could fly there. Most of the modelers in Romania fly free flight airplanes so an open field with tall grass is

just fine for them.

We got a lot of practice in at that field before the international contest, the Pitesti Cup.

The Pitesti Cup consisted of three rounds over three days but the first day we did not get to fly because of setup problems.

The competition well for us when Thomas Pils was able to complete 52 legs in the distance task. The most anyone had done previously in competition was 49 legs. In a later round Guntmar Reub of Germany was able to surpass Thomas’s record with a 53.

We finished the Pitesti cup with Steve Neu in sixth place, Jeff Keasaman in eleventh place and Thomas Pils in twenty third place. Thomas finished far down because he had one round when his battery pack failed and he was not able to complete the distance task and got a low score and there was no through out round.

Today we completed the first day of the World Championships and Thomas Pils set the standard again by completing 51 legs for the best score for the first round.

The day was filled with carnage. The Japan team crashed two planes including one that crashed with 3 feet of the officials tent. The Italian team had one plane throw both prop blades and tear of the front of the fuse and only the motor wires held it to the plane. He was able to land without further incident. Later one of the Italian team had one plane crash through the pits luckily no one was in the way.

Also, a Swiss team member had a battery cell explode in flight and take out the all controls and caused

the plane to crash.

The were supposed to be two rounds on the first day but the second round was cut short because of rain.

follow tomorrow.

There was a lot of talk about the course not being fair, but I don’t think that it was that far off. The scores of 50, 51, 52 and 53 have happened too often not to be real. There is about 25% more power available now than two years ago. Thomas is running his system at about 275 Amps.

Chuck



who?

This face is nameless
someone gave it to
Sylvia (I think)

12

7. MWE - see the President's plea, top of previous page.
8. Succession: Steve Manganelli cannot serve another term as President (unfortunately). Our bylaws permit two consecutive years only. (Editor's not: take a year off Steve). Most of the remaining members are willing to serve another term if no one else is willing to step up and volunteer, but an infusion of fresh blood is highly desirable.

Not on the Agenda:

Bill and Sylvia discussed on-going problems with individuals failing to provide a properly filled in membership application. A different address on the envelope from that on the check. No phone number or e-mail; it goes on. ParPal is suggested as a solution. A club application on PayPal has to be properly filled in, or it will be rejected. Not everyone has ready access to a computer. Okay, so fill in the necessary and available form, or your application will be returned for completion. Jeff Keesaman was at the board meeting, uses and understands PayPal, and will investigate setting things up for SEFSD membership. I understand that there is a \$1.00 PayPal processing charge and that may be passed on to the membership.

The field badge and key are "extras" that were never included in club membership, and now that costs are up and revenue is down.....

The Raffle

by Robert Abel

For the September raffle we will have an inferred thermometer up for the taking: a helping hand for soldering, a mini pliers set and what ever I can find on sale at the hobby stores. I'm running out of Ideas for the raffle: What would the members want to have????? Paper airplanes, or?????. Input appreciated.

Safe Landings, Robert.

Schedule of Events

Sept 16- 17 Buzzing on the Border

2 CVMRCC

October 18-22 Tucson Shootout

The September Meeting

by Doug Rubin

Our F5B team will give a full report, audio and visual, on their recent experiences in Romania at the 2006 World Championships.

We will be celebrating with them with cake for bringing home the silver medal. We will see movies and pictures of the event! We will also show videos from the Heli fun fly from the border! We will also talk about our new board members coming up! Some new show and tells and Big raffle prizes!

Please bring a friend!



Introduction-

Steve Manganelli brought the meeting to order shortly after 7 PM and gave an update from Romania. At the time of the club meeting, the USA F5B team was at the F5B/D World Championships in Pitesti, Romania. The Americans were doing well, with our own Thomas Pils in first place. Steve and Jeff were not far behind

Competitions/Events-

Congratulations were given to Tim Attaway, Ray Fulks and Pedro Brantuas, each of whom took 1st place in their respective class at the recent IMAC competition in Chula Vista. Electric T-6 races were announced for the weekend following the meeting. At this contest there will be a demo of the proposed "limited brushless" setup, which is designed to improve performance and overall "flyability" of the stock class. The monthly S400 Electroglide was also announced for the Saturday following the meeting. First flight is at 9:30 AM.

Safety, Safety, Safety...

Please, make sure your models are in safe operating condition. While flying, keep all models away from the foot path and Sea World Drive. Please be considerate of other club members, and of the general public with whom we share Mission Bay Park.

General Meeting Minutes

Tuesday, , 2006

by David Fee

Show & Tell-

Steve Manganelli presented his Hanno Prettner "Magic," which actually is not a new model. The Magic is a famous pattern plane from days gone by and this one was originally powered by a brushed motor with 14 sub-C cells. Steve put the model on a bit of a diet, replacing the fragile retracts with standard fixed gear and upgrading to a brushless motor.



Frank Gagliardi showed off his U-Can-Do-3D aerobatic/funfly model. It was originally glow powered, but now sports a "Dualsky" motor swinging a 13x8 prop. He reports that the power level is about 1000W at 50A, which is more than adequate for this model.



Robert Abel described his new GWS Formosa II, which flies on 3S Lipos delivering about 130W at 12A. Sounds like fun!



Raffle-

This month's raffle included kits, a helping hand, packing tape (for those foamies), mini screwdrivers, precision pliers, a heat-gun, IR thermometer... and more.

Program-

You really missed out if you were not there. This month we received a special guided tour of the museum. The tour guides were very knowledgeable and friendly, giving a perspective that one taking a self-guided tour would never get. It was a great treat, so thanks are in order to the good folks at the SD Aerospace Museum and to our Vice President Doug Rubin for making it happen.

The meeting was adjourned just before 9PM.

Editor's Note: a page of museum aircraft restorations and full scale replicas on display, a sort of (partial) history of aviation follows on the next page.



NEW BLOOD NEEDED TO PRESERVE MWE

By Steve Manganelli

Planning for MWE needs to begin very shortly in order to pull off another Spring Fling or else it must be written off for at least the year 2007. The Board of Directors (primary planners for the last few MWEs) stared at each other at tonight's meeting, sadly hung our heads and said "no, not again, we just don't have the energy". This club has over 250 members, some of you have been very gracious in supporting roles of MWE's past, but if MWE 2007 is to happen, at least 3 to 6 of you need to step up to the plate and take the leadership role—or else it's on hiatus. You won't have to go cold turkey, we have all sorts of reference material and planning documents from which to draw from, but plan on attending a lot of meetings and putting in some hours here and there. The key role is Chief Organizer/Planner followed by Marketing/Advertising Manager. These 2 roles define the contest and must be filled just about immediately if we are going to pull off a 2007 MWE. Field Manager/Contest Director, Impound and Raffle Coordinators are large roles as is Procurer of City Permits, Rental Equipment Manager and Field Preparation take a lot of work at the last minute. So please, if you think MWE is what put SEFSD on the map and you want to keep us there, throw your hat into the ring to preserve this fine tradition. My contact info is on our masthead, I eagerly await your call/E-mail, OK?

Editor's Note: Although Secretary David Fee always takes board meeting minutes for the record, and President Steven Manganelli ordinarily covers matters of general interest or concern in his excellent monthly message, because of my vacation plans Steve got his "monthly" in early. Herewith are some of the highlights:

There has been discussion about whether or not we really need a regular board meeting, and in fact we do a lot of club "business via e-mail and the telephone. Several years back we had MWE planning sessions on a regular basis for about six months of the year, but other club matters were a sort of tag on. Steve comes to the board meeting with a typed agenda each month, and there are always more than enough things to discuss. It is a monthly commitment for board members and committee persons (if there is an area of their responsibility to be discussed) to show up and participate.

Board Meeting observations

by *Sylvia Fee*, Membership

Tuesday, September 5th, 2006

1. Financial State -In spite of revenue loss from MWE, adding a port-a-potty, increased meeting room cost and team sponsorship (partial) we are in about the same shape as last year.
2. Tim Attaway volunteered to tailor a presentation to 30 Cub Scouts in Penasquitos.
3. Suggestion of a combination lock on the port-a-potty was discussed; no action for now.
4. Chuck Grim agreed to serve as a Field Improvement Leader. Cost, city imposed constraints are concerns, but problems with field conditions will be addressed. Robert Stinson expressed concerns and will help solve the problems as part of any team effort.
5. Some time ago the Monthly Board Meeting time was fixed as the first Tuesday of each month to give the editor ample time to produce Peak Charge. Henceforth the meeting will be held on the second Tuesday. A change of printers reduces required lead time and provides an additional week for last minute input.
6. Field access for the handicapped: a gap between poles. Noted; that Don Griffin has been doing a lot of maintenance and repairs.

- cont'd next page

Murphy's Laws Revisited *by Al Coelho*

1. Law of mechanical repair: after your hands become coated with grease your nose will begin to itch or you'll have to go to the bathroom.
2. Law of tools: any tool, when dropped, will roll to the least accessible corner.
3. Law of probability: the probability of being watched is directly proportional to the stupidity of your act.
4. Law of the telephone: when you dial a wrong number, you never get a busy signal.
5. Law of the alibi: if you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.
6. Law of lanes: if you change lanes in traffic, the one you were in will start to move faster than the one you are in now.
7. Law of likeability: as soon as you find a product that you really like, they will stop making it.
8. Law of close encounters: the probability of meeting someone you know increases when you are with someone you don't want to be seen with.
9. Law of the result: when you try to prove to someone that something won't work, it will.
10. Law of biomechanics: the severity of the itch is inversely proportional to the reach.
11. Law of carpets: the chances of an open-faced jam sandwich landing face down on a floor covering is directly correlated to the newness, color, and cost of the carpet.
12. Law of logical argument: anything is possible if you don't know what you are talking about.



Klemm storycont'dfrom Page 2



In May 1928, Friedrich Karl Baron von Koenig-Warhausen (the "Baron"), a 22 year old lad with the assistance of his parents, purchased a Klemm L-20 aeroplane (type L-20B1 #D-1433) with the Daimler 20 HP motorcycle engine. With 5 hours of flight instruction, he used his new plane to obtain his pilot's license. His plane became his comrade and was thus named "Kamerad". President von Hindenburg created the "Hindenburg Cup" to be awarded to the amateur pilot completing the best sporting flight of the year. The Baron decided to compete for this honor by flying from Berlin to Moscow. From Moscow, he was pleased with his success and decided to continue flying east. Today the Baron is known for the "First Solo Flight Around the World", with ocean crossings done by boat.



As I sent my wife and daughter on a 7 day vacation to New York City, I was free to do a marathon building session. All building material needed was collected prior to the build and was hoping to complete it for the "San Diego Spring Fling 2006", I had less than 3 weeks for the build. While the family was off in New York, I got a great start on the Klemm with many 12 hour build sessions. The kit was a set of CNC machined

ribs and fuselage formers and the remainder was a large box of un-cut quality spruce and balsa. There were no plans and the instructions were in German. The pre-bent wire landing gear was non-scale; a shock/tube gear was designed much like the real thing. Researching and designing the 20HP dummy engine took much of a day. I was bit by the scale bug and the details seemed to never end. From the pull-pull wires, detailed instruments, the laminated tail skid and much more, my deadline was coming near. The airframe was covered with SolarTex iron cloth, using 15 yards of olive drab and antique white. Without the need to paint, much time was saved and I quickly got back on track. The lettering details were done with stencils and automotive paint.

In less than 180 hours I had completed the Klemm, but to fly it I needed a maiden flight under my belt, for the "Spring Fling 2006" time had ran out. Early Sunday morning before the event, I was able to get 2 successful flights on the Klemm, but

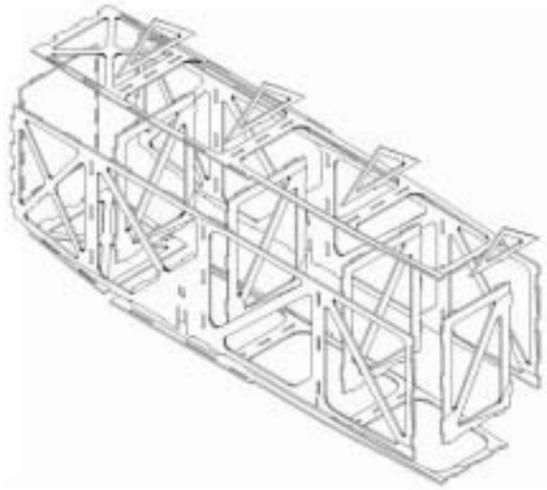
didn't feel comfortable flying the last day of the event. The motor is an old Astro 90 brushed cobalt with a 50 amp controller. The batteries are the new Emoli 3000mAh Li-Ion's from 28V Milwaukee tools. At half throttle, my flight times are around 10 minutes. Landing is pretty much hands off with a long rollouts. On a side note- the first Klemm used wing tip ailerons only and proved to be unstable for flight. Conventional ailerons were later added for more stability. I have not been able to document the effects, but I can say that the plane has great roll control at very low speeds.



I run a small graphic business, Morgantech, which produces photo simulations for civil engineers and architects. When aerial photography is needed, I launch one of my radio controlled aircraft, with a hi-res digital camera, and take the photo needed to complete the project.

-Mike Morgan





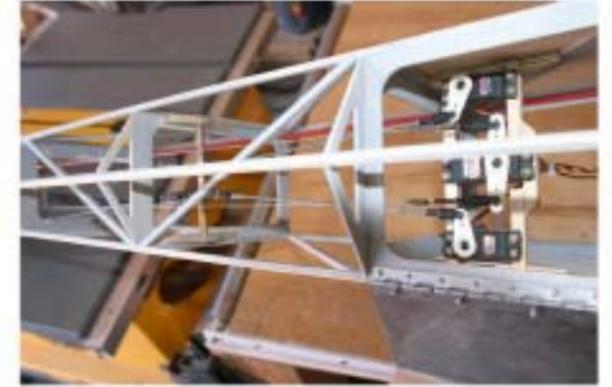
Cad_Fuse_detail



Wing_frame



Fuse-stab_frame



Servos-pullpull



Gear_undercarriage



Framed-up_on_Grass



Engin Right Top



Ready for Covering



Ready for Covering



finished



Klemm_fly-by