

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 June 26

Electroglide
Saturday following Meeting

9:30 AM, June 30



F5B Contest
Sunday, 11:00 AM, June 17



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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.

**AN EDITORIAL
by Bill Fee**

The cover of PEAK CHARGE normally features a shot of one or more electric RC airplanes and the people who fly them. When I get input material, the inside has builders and models under construction, once in a long time a set of plans for the few who still scratch build on occasion, minutes, reports, scheduled events, once in a while a joke or a cartoon.

This month Peak Charge is featuring the people who make things happen at the MWE / Spring Fling. We wouldn't have the annual event (at least, as we know it, and that other ardent customers recognize as the place to be each spring). Vendors pay the bills, and provide raffle prizes. A hard working core of club members run the show for a few raffle tickets (NOT really, they support the club and the best RC electric show on earth). And then there are those who just come to see what it's all about, fun fly in open time slots, and give lady luck a try in the raffle.

Of course, airplanes are everywhere, but it's the people who make it happen. Forgive me if I write about things and events without participating. I don't like to think of myself as getting old, but aching joints and an accumulation of ailments make me feel a little bit like a Robert E. Stevenson, who wrote wonderful adventure stories from his bedside window (best know for Treasure Island).

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

**Special San Diego Electroglide
MWE/SpringFling - 18 May 2007
by don Wemple**

In front of perhaps 10 enthusiastic spectators, we fielded 9 eager contestants who flew their hearts out! In order to fit into the Friday morning MWE/SpringFling time slot, we cut the motor runs to 45 seconds, and the maximum flight times to 10 minutes. Considering the low ceiling, it proved to be a good call. Bob Stinson made only one scoring landing, but his flight times of 8:40, 8:40, and 9:40 put him at the head of the class! The Dreamline F5J is a "soaring machine"!

BTW A new motor that fits our specs (28x16) turned up at the MWE/SpringFling --The Scorpion S-2212-26. I haven't tried it yet, but it is nicely packaged with prop adapter, and alternative mounting hardware. Two advantages: the price - \$44 (it was \$36 at the field!), and.....a local supplier <www.Innov8tiveDesigns.com> in San Marcos. I don't have their phone number, but their web site should. Ask for "Lucien", their main man. They also offer a 25amp ESC for \$45 (\$40 at the field) that looks pretty good. I wasn't the only Electroglider who picked up Scorpions over the weekend, so you should see them in action soon!

Pilot	Model	Motor	Battery	Toss 1	Toss 2	Toss 3	Total
Robert Stinson	Dreamline F5J	Aurora 400T	3cLipo	52	52	55	163
Norm Arndt	Ascent Albatross	20-20L	2cLipo	36	62	60	158
Zeke Mazur	Allegro E Lite	\$26 outrunner	3cLipo	56	56	39	151
Bob Anson	Fling 2M	Hacker 20-20L	2cLipo	51	47	39	137
Stelio Jackson	Ascent	28x16 outrunner	2cLipo	61	25	34	120
Frank Smith	My Dezine	Sp400	7cNicaid	49	51	16	116
Glen Merritt	Easy Glider	BL-6D	2cLipo	57	19	38	114
Fred Daugherty	Ascent	400T	2cLipo	34	25	22	1
Don Wemple	Chimera	Hacker 20-20L	2cLipo	37	DNC	DNC	37





The June Raffle by Robert Abel

For June we will have a Multiplex Fun Jet for the raffle acquired from Pandi at Sureflite Hobbies. Thanks for the discount Pandi. From Hobby People we have a couple of HS 55 servos. A fire resistant security box for your batteries. From Radio Shack a dual heat soldering station. Some Velcro for holding stuff together, a set of helping hands and what ever else I can come up with before the meeting on the 26th. See you there. Safe Landings, Robert Abel.

IMAC San Diego at Riverside 07

the San Diego IMAC Team at Riverside 5/19-20. Standing L>R: Placques 1 thru 5th place, only Basic and Sportsman.

- Mike Root 1 st Sportsman
- Steve Nelson Unlimited
- Tim Attaway Unlimited
- Bruce Brown 5 th Sportsman
- Steve Dente 3 rd Basic
- Ken Wilson 4 th Basic
- Ray Fulks 5 th Intermediate [Kneeling with new ZN].



Silent Electric Flyers of San Diego

On Apr 17, 2007, at 4:14 PM,
James A Giannini wrote:

Hey my name is James and I'm a journalism student over at PLNU. I'm a student pilot also and have an interest in R/C flying. I'm thinking about writing up a little story about the club. What I'm most curious about is if you guys have had any trouble with your airspace and runway? Has the city been breathing down your back at all about it? Has the airport? Military? How was it resolved or is it still in contention?

Thanks for your help!
James Giannini

Editor's Note: Mr. Giannini is NOT a member of the club, but his article (and YOURS) will be most welcome.-
Jeff Keesman's courteous and informative response:

James,
FAA Advisory Circular AC 91-57 covers model aircraft operating standards. This dictates a max altitude of 400 feet for our models. We also operate in what the FAA considered a congested area. FAR 91.119(b) is applicable and requires a minimum altitude of 1000 feet over the highest obstruction within 2000 feet. Helicopters may operate at less than these minimums. Simply, we are at 400 ft or below, they are at 1000 ft or above. Also keep in mind that our flight area is in Class Bravo airspace which means that anyone flying over our area is in communication with ATC and on their best behavior. As long as we follow the rules we will not have any airspace issues.

Jeff Keesaman
Bored in Louisville, KY
PP-SEL

SCHEDULE OF EVENTS

- July 14th
San Diego Assoc. of Model clubs Swap Meet at Chula Vista ModelR/C Club
- Aug 25 10 AM.....
SEFSD Precision Aerobatics Contest6

Peak Charge

The President's Corner

By David Fee



Hello again, and welcome to the June issue of Peak Charge! Those of you who were at the May meeting may have noticed that I was not there.

Unfortunately, I was called away on business at the last minute and was unable to get back in time for the meeting. I trust that everything was ok and that we didn't have any riots!

Probably the biggest news for most of us is that the MWE/Spring Fling was a tremendous success! I think it is worth saying once again that this event would not have happened at all this year had it not been for the guts and motivation of Stelio Jackson. He simply refused to let MWE die and, with the help of many club members and other supporters, transformed it into a vital new event. Thank you, all!

The EMAC event is also big news. Over 50 pilots have participated, with an average of 25 attending each event. This event continues to grow, with interest now coming from other clubs... both regionally and nationally! Congratulations!

Something big is on the horizon. Two big things, actually. The AMA has awarded SEFSD the honor of hosting both the F5B and F5D team selection trials this year. The F5B Glider Team Selections will be held the weekend of September 29th and 30th 2007. The F5D Pylon Team Selections will be the weekend of October 20th and 21st 2007. In the coming months, we will be asking for volunteers to help with the judging of the contests. It's actually fairly interesting stuff... and no experience is necessary! We will train you!

Well, I hope all of you have a wonderful month, and I hope to see you down at the field!

Last Month's Meeting By Jeff Keesaman

5/22/2007@7:05pm
Steve M. Called the meeting to order. MWE Review and Thanks for help.

Show and tell by:
Bob Davis son had his old-timer. Another old-timer was shown. Steve Neu had his Inspire Fliton 90. Raffle Description.

5/22/2007@7:30pm
Break

5/22/2007@7:40pm
No entertainment this month. Raffle and adjourn.



Silent Electric Flyers of San Diego

Peak Charge

MWE Spring Fling 2007

by Stilianos Jackson

After many months of preparations the day finally arrived! MWE Spring Fling was off to a great start. The weather was cooperating (dry) as expected and lots of vendors and pilots poured in through our gate. One of the first ones to show up was Buckboard Catering and soon the unmistakable smell of what was in store for eating was permeating the field. The many volunteers and organizers were at their posts and soon there were airplanes in the air. Most were making scheduled landings, but once in a while there would be unexpected contacts and the crowd would ooohhh and aahhhh and the pilot would try the save their plane.

With Friday being light in traffic (some people choose to work for a living) there was plenty of open flying. Electroglide was the only scheduled event and it attracted about a dozen pilots, who had fun demonstrating this LMR (limited motor run) event.

Saturday was the big day, and before

long all six of the flying stations and the heli pad were full with happy pilots enjoying the fine San Diego weather. As noon rolled around everyone turned their attention to the much anticipated vendor demos while enjoying a tasty burger or tri-tip sandwich from Buckboard Catering.

Not long after that we had our first raffle with plenty of items (graciously donated by our sponsors and vendors) being won by lucky ticket holders. The day wound down with plenty of aircraft in the air. Sunday saw more great flying weather with plenty of opportunities for pilots to show off their one of a kind aircraft. Just as with Friday and Saturday there were some spectacular unscheduled "landings". The highlight of the day must have been the crowd pleasing Limbo Kombat. Except that for this year the "Doctor" opted to do without the limbo line but still managed to create an airplane crunching show. Due to higher than anticipated winds the competition devolved into an all out aircraft against aircraft combat with a sole survivor claiming the

spoils of the mayhem and the applause of the cheering crowd.

After all that fun it was time for the second raffle of the weekend with Mark Wood at the mike announcing tirelessly the winning numbers. One by one the raffle items were handed out to the lucky winners. The grand prize, a complete Futaba 6EX PCM radio was won by Daniel Belknap. And once again the many club volunteers got busy cleaning up the area after the fun and festivities were done.

A lot of people were thanking me through the weekend for putting on a great show, and while appreciating the praise and basking in the glory, I have this to say: I was not the "army of one", many, many club members and friends of the club volunteered untold hours, and that is what made this event succesfull. So, in return I would like to thank each and everyone of you for the great support you have shown to me and Silend Electric Flyers of San Diego. I am ready for MWE Spring Fling 2008!

"It came off without a hitch. It was bigger and it was better than ever before. SEFSD MidWinterElectrics for 2002. more than 150 pilots participated from 17 different locations, including California.

- 1 from British Columbia ,2 from Minnesota
- 1 from Alberta, 4 from New York
- 2 from Ontario, 2 from Colorado
- 11 from Nevada ,2 from Oregon
- 15 from Arizona, 2 from Washington
- 1 from Texas ,1 from New Jersey
- 1 from Arkansas ,1 from N. Carolina
- 2 from Pennsylvania 1 from New Mexico
- 1 from Hawaii

There were over20 vendors displaying their wares".

Your editor stumbled on this while searching for something else and thought it was of some interest.

Our objectives have changed, but it is good to look back and see where we have been, in planning our future course.

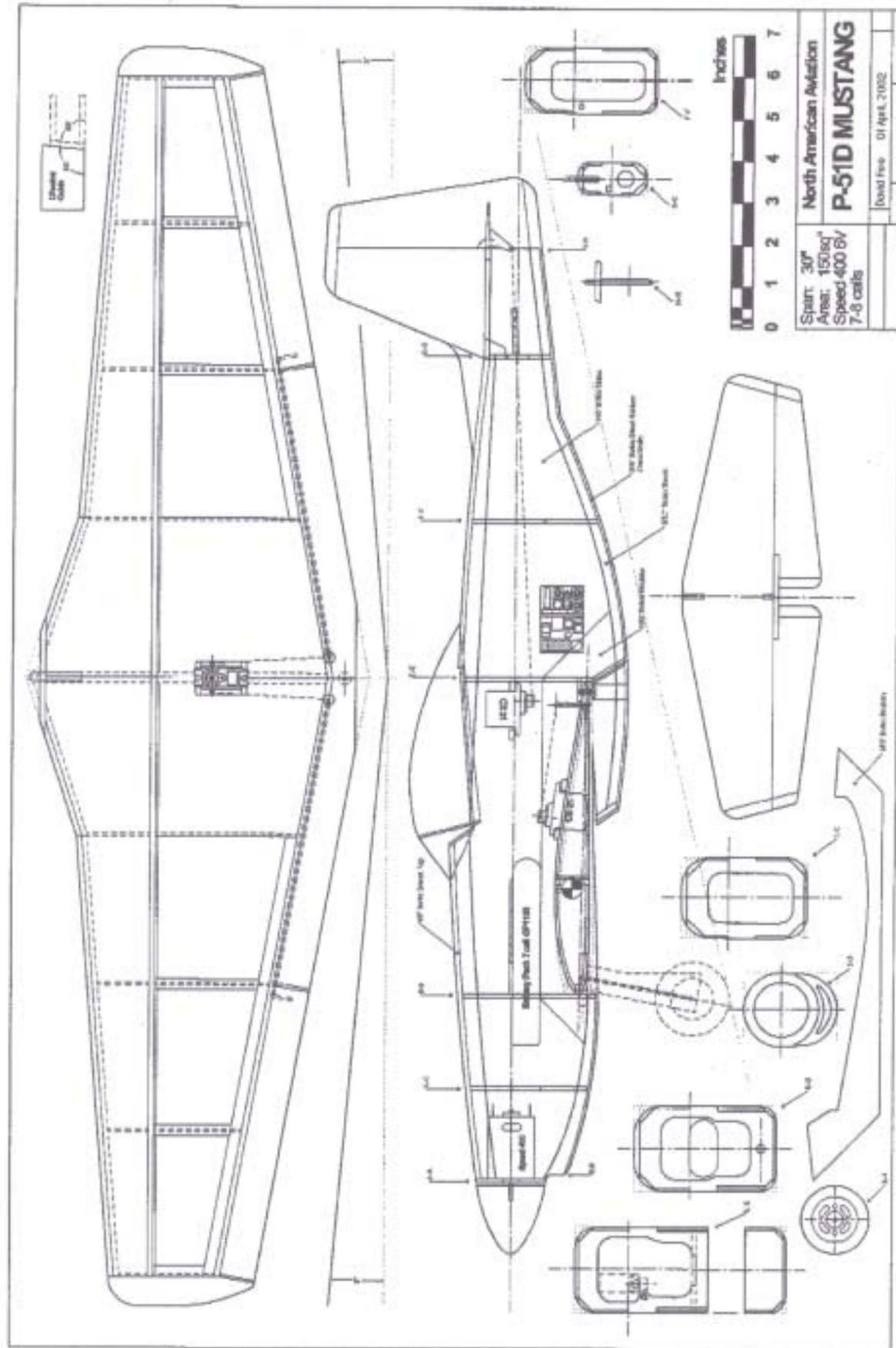
Bill Fee

GLAD Press 'N Seal plastic wrap makes a great masking medium for spray painting. It is sticky on one side and will stick to itself, or the item you want to paint. It is much easier to work with than paper because it clings to the surface without lifting the paint off when removed.



This Month's Speaker

Larry Jolly



Larry Jolly has been involved in aviation related activities for over twenty-five years. He is recognized as an expert in both fixed wing and rotary wing remotely piloted vehicles. He has been involved in the Special Effects and Aerospace industry since 1982. Commencing in 2000, he became more involved in the unmanned aerial vehicle industry where he now works for a variety of companies in integration, flight test, flight operations, and vehicle modifications.

1999-Present Northrop-Grumman
 Flight testing for Northrop's flight controls demonstrator for the Pegasus UCAV.

Allied Aerospace Industries, Inc.
 Test pilot and integration engineer on site at Athena Technologies in Manassas, Virginia. Culminating in a successful win of ACTD from DARPA.

United States Navy
 Test pilot and field engineer for Pirhana UAV rotorcraft.

Boeing Aerospace
 Fabrication of and test pilot for Future-X flight demonstrator UAV.

1991 - 1999 Larry Jolly Miniature Productions
 Design, construction, and operation of accurate scale models for the movie and aerospace industry. Aerospace models for Boeing (re-useable launch vehicle), Sikorsky (V22 Osprey), Canadian Forestry Service (RPV), and Grumann Aerospace (vertical take-off, transition to horizontal flight and vertical landing prototype).

Consultant to the aerospace and movie industries on design, conceptual models and historical aviation knowledge.

Movie credits include: Pearl Harbor (1/6th scale B-25), Castaway (1/4 scale aft section of MD-11), Godzilla (1/6th scale C-130, 1/8th scale Apache helicopters, 1/6th scale HumVee's), Air Force One (10th scale KC-10, C-130, 1/6th scale F-15's and Mig 29's), The Phantom (1/5th scale amphibian AG-Cat, 1/16th scale Martin M-130 China Clipper, 1/6th scale Beechcraft 18 amphibian), Bullet Proof (1/6th scale Metro III), Time Traveler 2000 (1/7th scale DC-3 with interior, Sky Base conceptual model). Additional credits available on request.

1985-1991 McDonnell Douglas
 Senior Loft Engineer

Aero/Advance design models at close tolerance for surface interference checks, wind tunnel, and full size duct designs used for loft patterns.

Development of loft surface definitions for the MD-11, C-17, and MD-80 aircraft. Provide technical support for matrix development, geometrical calculations, and production of loft drawings for parts production.

Training in CADD, Unigraphics and various machine tools for model production.

Interests
 Represented the United States in 10 FAI world model competitions. Authored helicopter column for Model Aviation Magazine for 10 years along with numerous other publications. Owner and pilot of a Cessna 172 with PPSEL ratings and glider add-on. Commercial training in process.

-Catalinas First Convair Airplanes ~ To See Action in World War II

Two Convair planes were produced in volume during World War II-more than 2,000 PBV flying boats and 18,000 B-24 bombers. They served with distinction in every American theater and both saw action with the British prior to Pearl Harbor, andwith several of the Allies.

Perhaps the most celebrated PBV was a Coastal Command Catalina that found the German battleship Bismarck 550 miles West of Land's End on May 26, 1941, some 24 hours after she had given the slip to Royal Navy surface vessels. Attacked and driven off, the PBV passed the word that brought a giant air-sea force (including more British Catalinas) to hound and harry Bismarck to her death May 27.

For the American forces, the PBV combat diary began a few minutes after sunrise Dec. 7, 1941, when a patrolling PB Y sighted theperiscope of a Japanese midget submarine off the entrance to Pearl Harbor. At 6:33 a.m. the pilot, Lt. William P. Tanner, dropped smoke pots to mark the spot, and a few minutes later the destroyer Ward attacked and sank the vessel. This was the Pacific Fleet's opening action of the war.



Peanut Scale **TURBO-PORTER** by Jack Hix

I became fascinated with the Pilatus Turbo Porter after seeing the movie, "Air America". I had been flying a Plantraco Micro Scout using their 9g, three channel, receiver/speed controller and 1.1g proportional magnetic



actuators. The 90 mAh li-poly battery has two small magnets that click onto two corresponding magnets on the receiver. The motor is a 7 mm, 3.3 ohm pager motor. This is a great radio for peanut scale r/c models (something I had been dreaming of for many, many years).



I built the model using styrofoam take-out food trays from a local mexican restaurant. This material is about 2.4 mm thick and weighs slightly less than 1 mm depron. I did use 1 mm depron for the fuselage top and bottom. The wing struts and lower l/g strut tubes are plastic coffee stirrers from my bank's coffee cart. The top of the cowling from the

windshield to the spinner is a section of a styrofoam coffee cup. To decrease the radius of the cowl and to shape the wing into an airfoil, I used a foam mousepad and various diameters of wooden dowels. I generated a grid with one millimeter increments with bolder rules for centimeters and an even bolder rule to use as a centerline. This proved invaluable in building the fuselage straight and squaring up the wing and stab.

The model has a 13" wingspan and weighs 20g. The motor generates 8.7g static thrust turning a Platraco Tri-Turbo Fan prop. The .020 wire used for the landing gear allow the struts to telescope realistically. The



tail wheel is steerable using tiny nylon thread from the external rudder control horn. It's very stable and controllable in dead air but gusty conditions get pretty exciting.



EADS suborbital rocket plane

Europe has stolen back some major space thunder with the unveiling of a top-secret suborbital rocket plane (pictured above). Burt Rutan's plans for SpaceShipTwo might have a leg-up—he does have Richard Branson and a spaceport on his side—but, as Rutan told us in accepting his PM Breakthrough Leadership Award last year (click here for video), this isn't about a space tourism race so much as smart (and thus profitable) research. Here's hoping EADS, the European aerospace giant that's already been through the Airbus A380 mess (click here for video), opts for innovation over attentions with its 7.5-mi.-high, 90-minute, liquid methane- and oxygen-powered joy ride. The first flight on this as-yet-unnamed jet is set for 2012. —Matt Sullivan



2 hurt when small plane crashes in Bucks County

By Larry King, INQUIRER STAFF WRITER

A small plane crashed today while taking off from a private Bucks County airstrip, injuring two men - one a member of the prominent Pitcairn family.

"They needed some help getting out," Lynn said. "There were some low trees, maybe 20 to 25 feet high," he said. "It clipped them, and they got stuck in them."

Laren Pitcairn, 75, (father of David Pitcairn, former President of SEFSD) was treated at St. Luke's Hospital-Bethlehem Campus and released after the accident on his 128-acre property in Tincum Township. He is a former president of the Opera Company of Philadelphia, and long has been active in the Clean Air Council and other environmental efforts.

Both men are certified private pilots, but it appeared that Specter, the owner of the plane, had been flying it, Lynn said. The area was foggy, he said, but whether that was a factor had not been determined. The National Transportation Safety Board will investigate.

The second man, James Specter, 58, of Shavertown, Pa., near Wilkes-Barre, also was treated at the hospital and released.



The men had been setting out for a fishing trip to Canada, Lynn said, and were taking off from a grass-covered strip on Pitcairn's property. An aviation Web site refers to the site as Hoge Farm, a private airstrip 2,200 feet long and 100 feet wide.

The men were aboard a single-engine Piper Arrow shortly before 6 a.m. when it apparently veered left at takeoff and clipped some trees off the side of the runway, said Marty Lynn, an aviation safety inspector for the Federal Aviation Administration in Allentown. The plane's left wing broke off, Lynn said, and the aircraft flipped over, coming to rest upside-down in trees and bushes.

Efforts to reach Pitcairn at his home for comment were not successful.

The Pitcairn name once was synonymous with aviation in Philadelphia. An uncle, Harold, operated an air-mail business that gave rise to Eastern Airlines. His sprawling airfield in Montgomery County became the Willow Grove Naval Air Station.