

September, 2007  
Volume xx, 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 Sept 25  
Electroglide  
2nd Saturday following Meeting  
9:30 AM, October 6  
F5B Team Trials Sept 29/30



**2007 Officers**

President	David Fee
760-583-1926	davidfee@cox.net
Vice President	Steve Neu
619-284-0816	sneu@aol.com
Secretary	Jeffrey Keesaman
619-518-0597	jkeesaman@mac.com
Treasurer	Michael Neale
858-674-1318	michaelwneale@earthlink.net
Editor	
	Doug Rubin
Safety Officer	dougrubin@san.rr.com
619-925-5357	
	Steven Manganelli
Chairman of the Board	smanganelli@earthlink.net
619-298-7592	

**Board of Directors**

Chairman of the Board	Steven Manganelli
619-298-7592	smanganelli@earthlink.net
President	David Fee
760-583-1926	davidfee@cox.net
Vice President	Steve Neu
619-284-0816	sneu@aol.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	Stilianos Jackson
619-429-9042	stelioj@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.

**This Month's Cover**

*By Ray Fulks*

I became acquainted with this model airplane when I was approached by a guy at the field. He was selling it in kit form. The box looked in good shape and the balsa strips and sheets looked intact as well as three sheets of plans. A price tag of 90\$ was on one corner so I offered him 30\$ and he took it! The kit lay undisturbed in my attic for three years.

When it was apparent that the Otay Float Fly was still viable I decided to build this plane with floats. This is not a scale model, but it closely resembles the great pontoon racers of the 1920's and 30's. I think the most famous racer was the Supermarine S.6A-N248 designed by R J Mitchell who also designed the Spitfire. The other S6 airplane is on display in the Science Museum London together with the Schneider Trophy.

The construction is classic balsa sticks and sheeting. The fuse sides were pinned to the plans; then doublers and stringers were added. Balsa formers were glued in place then lower bulkheads were added on a crutch. The wing and tail assembly were formed up covered with Ultracote and hinged with Sonitronics Nifty Hinge.

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**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



*Three things in life that, once gone, never come back-*

- 1. Time
- 2. Words
- 3. Opportunity

*Three things in life that can destroy a person -*

- 1. Anger
- 2. Pride
- 3. Unforgiveness

*Three things in life that you should never lose-*

- 1. Hope
- 2. Peace
- 3. Honesty

*Three things in life that are most valuable -*

- 1. Love
- 2. Family & Friends
- 3. Kindness

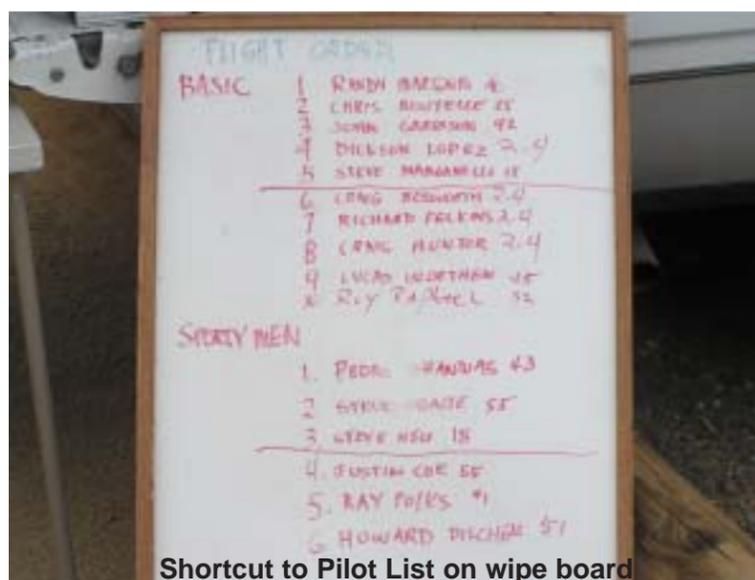
*Three things in life that are never certain -*

- 1. Fortune
- 2. Success
- 3. Dreams

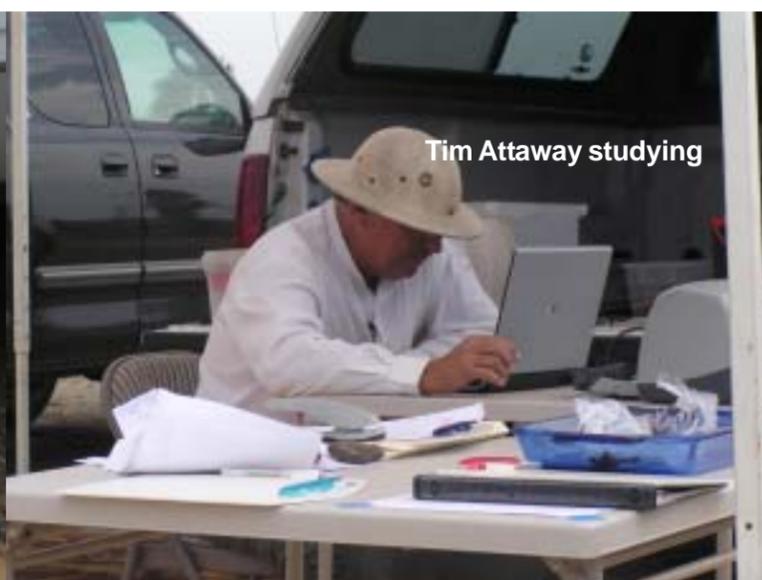
*Three things that make a person*

- 1. Commitment
- 2. Sincerity
- 3. Hard work





Shortcut to Pilot List on wipe board



Tim Attaway studying

# The President's Corner

*By David Fee*



about things and not nearly enough time building and flying! I received a phone call recently from Jim Kidrick, the President of the San Diego Air & Space Museum (our host for our monthly meetings). The museum is planning some public events and asked if our club might be interested in participating. So, here's a great opportunity for our club to not only improve relations with the museum, but also with the city and the public. If you have any interest in being involved, or ideas for possible activities, please let me know. Jim was quite open, since they are in the very early planning stages. Static display, indoor flying, or just about anything is a possibility. Please speak up and get involved!

a project, I have an assignment for you. Take some pictures and write a small blurb for the newsletter! Chances are several other people in the club will be interested in what you're up to.

Coming up at the end of this month, Sept. 29<sup>th</sup> and 30<sup>th</sup>, is the F5B Team Selection Trials and Intergalactic F5B Championship. Please come out to show your support, to assist with the score keeping, or to fly in the Intergalactic event! It will be a great time for all. Next month we have the F5D Team Selections, on Oct. 20<sup>th</sup> and 21<sup>st</sup>. Helpers will be needed for that event as well, so please come out and participate.

Is anyone building anything these days? Based on the show and tell at our last meeting, I suspect the answer is yes. If you're working on

Don't forget about the other upcoming events, either. We've got SEFSD Electroglide, EMAC, the Otay Lake Float Fly on Nov. 18, and much more.

See you at the field!

Hello again, and welcome to the September issue of Peak Charge! Have any of you thought about our newsletter's title lately? In this day of LiPo batteries, is the concept of peak detection losing some of its relevance? Should we change the name to a more generic "Charge Termination?" Obviously, I'm spending far too much time thinking

## Clipped Wing Cub

*by Andy Reynolds*

After all the talk at the last meeting, I just wanted to say thanks for doing such a good job on our newsletter each month. I realize that you can only do so much on your own, you need more people in the club to contribute. I'm fairly new to the hobby and don't have a lot of material, but I'll try to send you things when I have them. That said, I wanted to send you a picture of one of my planes.

Bird 18 ESC, 4 HS-55 servos, and 3S 1050 and 1250 lipo packs. I use a Spektrum DX6 radio. Covering is Coverite MicroLite with Solartrim



This is a Mountain Models 1/9 scale clipped wing Cub and was my first kit build and covering job. Wingspan is 37.9". I fly it with a 400XT brushless motor from Hobby Lobby, Castle T-

detailing. All up weight of this plane is just under 16 oz. With an APC 8x3.8 slow fly prop, it draws around

7A full throttle and gives it plenty of pep. Mountain Models ([www.mountainmodels.com](http://www.mountainmodels.com)) also has a 1/9 scale Cub with a 48" span and plans are to soon release Super Cub and L-4 Grasshopper kits. If anyone is looking for a source for some nice laser cut kits in this size range, I definitely recommend Mountain Models. Being laser cut, they are basically a 3D jigsaw puzzle. You put all of the pieces together then put a little thin CA on each joint. They also do a very good job of choosing high quality wood for the models and the laser cutting is very well done, everything slips together very easily.

## Solar-Powered Aircraft Breaks World Record

LONDON (AP)—A solar-powered aircraft has broken the world record for longest unmanned flight, sailing for 54 hours more than 50,000 feet (15,240 meters) above the New Mexico desert, said defense research company QinetiQ. QinetiQ's ultra-thin "Zephyr" plane nearly doubled the current record, which stood at 30 hours, 24 minutes in a flight on July 23, 2007, the company said in a statement released Monday.

three. It uses paper-thin silicon panels to draw on the sun's power and the surplus is stored in lithium-sulphur batteries, which power the plane through the night. QinetiQ declined to say how much the program cost, although it said Britain's Ministry of Defense had contributed several million pounds to the project.

The company acknowledged the record might not stand because the test, held at the White Sands Missile Range in New Mexico, was not witnessed by officials from the World Air Sports Federation, which keeps and certifies records. Built from carbon fibers, the trapezoid shaped aircraft is 18 meters, or 59 feet, long and weighs only 30 kilograms, about 66 pounds — light enough to be launched, by hand, by a team of

**"Note:** Several SEFSD members participated in a similar 48 hour 16 minute flight of AC Propulsions SoLong aircraft in 2005. The plane could have flown much longer but the goal had been met and the crew was very tired. A formal record was not submitted for that accomplishment. This flight cost on the order of thirty thousand dollars versus the millions of dollars the current flight cost."



*the 16th Annual Otay Lake Float Fly  
Sunday, November 18, 2007*

# This Month's Program

*Excerpts from Articles by Mark Kendall "The Press-Enterprise"*

*and Ryan Vaillancourt*

Gary R Macha is a walking, talking black box, holding the stories of long-ago plane crashes. He rattles off the wreckage of the Aviation Age:

In 1949, a pair of Hellcat fighters slammed into the side of



Mount Baldy during a snowstorm. No fire, but the impact kills the pilots. A mom and dad die in 1962 when their plane hits dirt nose-first near Big Bear, but their two young daughters in the back seat survive and are rescued days later. A 16-year-old girl survives for at least 54 days in snowy woods near the Oregon border after her family's plane

crashes in 1967. They know because she left behind a diary of the ordeal.

Macha (pronounced MOCK-uh) is one of a dozen or so serious "aviation archaeologists" in the nation who explore and document old plane crashes. He pioneered this hobby in Southern California, which has perhaps the nation's largest concentration of wrecks.

Using old newspaper clips and archived Army and Navy records, G. Pat Macha researches aircraft wrecks in remote areas — mostly mountains and deserts — and tries to piece together the back story of each crash. "As long

as people have been flying, there have been mishaps," Macha said.

Long before he became a high school history and geography teacher in Hawthorne, Calif., Macha got his start in aviation archaeology by chance.

In the summer of 1962, when he was in high school, Macha landed a summer job as a camp counselor at YMCA Camp Conrad in San Bernardino County. As the designated hike master, he led day trips up Mt. Gorgonio, or Old Gray Back."After a while, I got sick and tired of going the same old way," Macha said. To break up the monotony, he took a new route down the mountain one day and came across a piece of wreckage that changed his life. Gleaming in the sun was the battered metal of an Air Force C-47 transport aircraft — a stark reminder of a little-known tragedy."When we came up on the crash, everyone was silent," Macha said. "I didn't know what had happened, when it happened or why it happened, but you bet I wanted to find out." It wasn't long before he found an old newspaper clipping that told the story — the young Air Force pilot was flying in a blinding snowstorm and likely crashed into Old Gray Back just after he saw it, Macha said.



Silent Electric Flyers of San Diego

Peak Charge



Craig Hunter 3rd Basic



Dixon Lopez 1st Basic



EMAC Plane Lineup 07



Lucas Worthen 2nd Basic



Michelle, Steve Manganelli P51 Draw



Pedro Brantuas 1st Sportsman



Steve Dente 3rd Sportsman



Steve Neu 2nd Sportsman

year for all IMAC pilots because you must earn your way into the contest in the top 4 classes (no basic class flown). Points are earned by pilots taking their top three contests up to the cut off date of July 30 and then you pay 300 dollars and hope that you have enough points to finish better than tenth in your class in the USA. 80 thousand dollars in prizes/ money and the status of making it into the contest and being the best you can be in a national contest is a rush. In fact this year it looks like about a dozen foreign pilots will make the field in the top three classes so it really has become international in nature. Mike Root, EMAC pilot, is in Sportsman. Pedro Brantuas, EMAC pilot is in the Advanced field at Tucson, and Tim Attaway, EMAC CD is in the Unlimited Class for Tucson.

You can access the details at [www.desertaircraft.com](http://www.desertaircraft.com) and it will go the first week in October.....Tues the 2<sup>nd</sup> to Sunday the 7<sup>th</sup>. Freestyle is a major part of the contest too and is a separate part of the event.....it is really cool.

Following this huge event is the Southwest IMAC regional in Las Vegas and it comes just 2 weeks later and most of us will want to go to that if we are close to the top in IMAC points for that championship.

Team San Diego might have more representatives at Tucson in 2008.....

I have a gut feeling that Steve Dente, Steve Neu, Ray Fulks, Bruce Brown, Chris Boutelle, Lucas Worthen, Randy Marsden, Dickson Lopez, Craig Hunter and maybe a few other SEFSD aerobatic pilots will improve enough to make it.

### E-MAC SEFSD SAN DIEGO RESULTS AFTER 5 EVENTS

HOW THE STANDINGS ARE CREATED:

Best 5 of 7 contest results for 2007. After the 5<sup>th</sup> contest we will select the top 5 contest results from then on. 15 points for the winner and 1 additional point for each competitor flying. 14 points for second place plus 1 additional for each competitor flying. 13 points for third place plus 1 additional for each competitor flying. and so on down the line to the last competitor. Note: I dropped off those with just one contest result

#### BASIC CLASS RESULTS

NAME	2-17	3-10	4-14	6-9	8-24	total
Steve Neu	27	27	30	MU	MU	84
Doug Rubin	25		19			44
Craig Hunter	17	23	8	12	19	79
Cris Boutelle	23	11	22	20	13	89
Rob Ferro	15	15	16			46
Randy Marsden	3	25	28	24	17	97
Steve Belnap	21		26	14		61
Dickson Lopez		21	20	18	23	82
Lucas Worthen	5	13	24	16	21	79
Steve Manganelli		17	14		11	42
Roy Raphael	11	5				16
David Snyder	13		6			19
Craig Bosworth		7	18	10	15	50
Alfred Ramirez			4	8		16
Sean Belnap		2	2	6		10
John Garrison	9	9	12		7	37
Justin Coe				22	MU	22
Richard Felkins					9	9

#### SPORTSMAN CLASS RESULTS

NAME	2-17	3-10	4-14	6-9	8-24	total
Pedro Brantuas	22	21		23	20	86
Bruce Brown	20	19				39
Ray Fulks	18	13	14	21	12	78
Mike Root	14	15	16	17		62
Howard Pilcher	12	11		9	10	41
Steve Dente	10	9	12	19	16	66
Barry Mattingly			18	11		29
Steve Neu				13	18	31
Justin Coe					14	14

Since that fateful summer day on Old Gray Back, Macha has visited "hundreds and hundreds" of wrecks in the mountains and deserts of California, he said. His book, "Aircraft Wrecks in the Mountains and Deserts of California: 1909-2002," co-authored by Don Jordan, details 1,600 wreck sites, he said.

Macha has built such a reputation for prowess in the subject that military officials doing their own research turn to him. But in addition to learning how to find and document the crashes, he has also developed a captivating public-speaking persona. He makes history come alive.

Macha zips through slides depicting fallen planes, some at the hands of inclement weather, others due to inexperience of pilots."A lot of people don't realize that during

World War II, more than 35,000 air men and women lost their lives in routine training in and around the continental United States," Macha said. "In those days, they were training so many pilots and there was a high accident rate."

Macha says his work has a dual role. Primarily, he hopes his research and presentations will help current pilots avoid the bad judgment that led to many of the wrecks he has visited. Secondly, his work is about preservation, he said.

"There's a lot of history in our hills, mountains and valleys and we want to preserve as much of it as we can," Macha said.

cont'd from P2

A long 9" wire was soldered to the tailwheel wire such that a thin Bakelite water rudder glued to the lower end makes for good water steering. The plans call for 3.75" Williams Bros. Golden Age wheels. These can now be obtained from Williams Bros Model Products 512 352 9346# 0010-15300. This model maiden with these wheels 8/10/07. She maiden with Obag Fiberglass floats (Czech Republic Fax 206682552) from Lake Martinez 9/5/07. Data: Built from Stream Kit 804 591 0720, Wing Span 63" Area 667 Sqs. AUV wheels=5 # floats=6#3 oz. WL=22 oz/Sq Ft with Neu 4S1P 3200's. Astro 25G Brushed Motor ESC New Creations M-60 APC[E] Prop 12x8 6300RPM @ 24 AH. She is a stable flyer on wheels or floats. It flies best on floats with 4S1p 3200's although 3S's are ok with wheels.

### SCHNEIDER CUP, its origin

The cup was named after its creator, Jacques Schneider. He thought that the prosperity of Aviation depended on the seaplane, because ¾ of the world is covered by water, and "landplanes" have no future. Of course, he was mistaken but at that time, very few airstrips existed. That's why he decided in 1912 to create a new international competition engaging seaplanes. The prize was a bronze trophy on a marble pedestal and 50,000 francs for

the winner of the race. The first winner was Frenchman Maurice Provost with a "Depurdessin".

Initially, the rules stressed floating qualities. One had to make a figure of eight between two buoys, stand still in the water during 10 minutes, test watertightness, and make landings during rough weather and 2m waves. But with increasing age, the event's became the most famous speed competition.



The competition is biennial to allow development of innovative techniques. The French and Italians are obliged to build supercompetitive seaplanes to challenge English superiority. America abandoned the event in 1929 because of the stock market crash. In England, private funds financed the participation.

The French government has decided to participate and the Bernard HV 320 seaplane was born July 1931. It was

fraught with technical problems and France threw in the towel. Italy also throws in the towel, and England became the sole competitor.

English and Italians then attacked the only remaining challenge : the absolute speed record. Immediately after the competition, September 16, 1931, the British Stainforth with a supermarine SB-6 blasts off for the race. His plane was equipped with a 2300 CV engine specially designed for speed records, using a particular fuel, mixture of gasoline, methanol and ethyl. Starting the engine was uneasy and there was considerable danger of engine explosion. Stainforth took off from the water after a very long run up. The long distance was required because of

the absence of flaps. At 400m height he established a new record at 655 km/h.

After numerous Italian accidents there was only one experienced pilot left to beat Stainforth's record, the adjutant Francesco Agello. In 1933, at Denzano the Italian dream takes shape. After four runs Agello arrives at an average speed of 682 km/h. But the 700 km/h barrier remains untouched. October 23, 1933 he makes the final try... With a baffing speed of 709 km/h he makes four passes and establishes a record that has never been beaten by any seaplane with a piston engine.

In August 7, 1961 Russian Nicolai Andrievski does better with a jet seaplane...

# EMAC SEFSD ..A REVIEW AND OUTLOOK

*By Tim Attaway*

EMAC is a mutation. It began ultimately in 1974 when a few good men had lunch in the Bay area and brainstormed a precision scale aerobatics format for model aircraft. It was named the International Miniature Aerobatics Club stemming from the IAC. (International Aerobatic Club) Founded in 1974 with 97 charter members it now counts close to 1000 plus or minus with 800 or so dues paying members.

In 2007 650 competed nationally in 5 classes: Basic, Sportsman, Intermediate, Advanced, and Unlimited. Each class adds more difficulty by way of an FAI catalogue of 9 families of figures such as lines, loops, rolls, snaps and spins and a few others. Each figure has a variety of elements that make them increasingly more difficult as a pilot goes up in class.

The overall objective is to duplicate full-scale sport aerobatics with miniature radio controlled aircraft in a realistic manner that is challenging for the contestants as well as interesting for the spectators. In IMAC, the only aircraft requirement for classes above basic is that it is a scale model of a real aerobatic aircraft. The current crop of Extras, Yaks, Sukhois, Caps, Edges all are good examples and are competitive choices for those that want to get involved in learning the basics and increasing their skills.

Born in 2007 as the brainchild of Steven Dente, EMAC is a forward-looking mutation of IMAC in that International is replaced by Electric.... Therefore we have Electric Miniature Aerobatic Club. What are the differences you ask? Many and here is the list of those differences:

- Aircraft must be electric
- EMAC is locally focused at SEFSD, San Diego
- No membership is required
- Contests are one day only
- Scale Aircraft are encouraged
- 7-8 contests are planned in 2007
- 2 flights, 4 sequences are flown and no unknown sequence is flown (IMAC has an unknown sequence)
- Steven Dente and Tim Attaway collaborate on the rules.

The fifth contest of the 2007 season was held August 24<sup>th</sup> with 15 pilots competing. Nine Basic pilots went at it and 4 experienced pilots rose to the top with First though Fourth up for grabs. Randy Marsden had a connector

break and elected to fly his backup aircraft. He still managed to hold it together under less than perfect conditions and win Fourth Place. Craig Hunter was lurking around the top of the leader board flying great and won the last round and grabbed third place. Lucas Worthen got out of the gate real early and had the lead after the first round. Very nice flying with wind correction helped him to take Second Place, his best finish in the five contests we have had. In First Place, Dickson Lopez, has made big progress in consistency and smoothness and flew outstanding in the wind and took top honors. Big congratulations to all of the basic class because they all flew exceptionally well in the wind and well done to Dickson, Lucas, Craig and Randy.

The Sportsman class had 6 pilots and they were ready to rock and roll. Bruce Brown, Mike Root, and Barry Mattingly were absent with good reasons and the others just went at it trying to stay with Pedro Brantuas. Pedro is flying the biggest aircraft and normally flies in the advanced class so it is a tall order for anyone to challenge his supremacy in Sportsman. Note: We are going to have a look at maybe having the Intermediate class in November 2007. Pedro would have to move up, as did Steve Neu from Basic to Sportsman. Steve was crushing his opponents in Basic in the first 3 contests and so in the best interests of having fun and progressing we moved him up to Sportsman. Pedro's superiority is evident and he needs to move up also. Intermediate would maybe have 3 pilots and Sportsman might see a few more from Basic and so on.

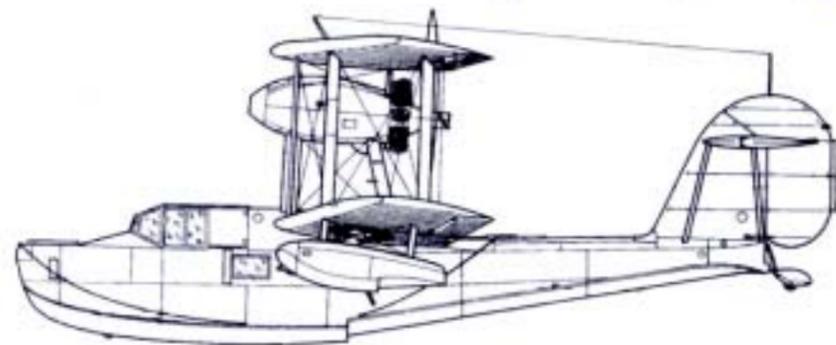
Pedro did dominate as expected but the big surprise was Steve Neu in his second attempt took second place over Steve Dente, Ray Fulks, Justin Coe and Howard Pilcher. He is flying a pattern aircraft but still.....excellent improvement in skills for him. Steve took third and Justin won fourth rounding out the top four. Congratulations to all Sportsman pilots.

You might be wondering why it is that we are not having another EMAC until November and the reasons are as follows. Number one: September and October are months for FAI F5B & F5D tryouts for the USA team in 2008 AND the Red Bull Races will be here on Sept. 22<sup>nd</sup>. September 15 is too soon for most of us and 3 of Team San Diego IMAC will be practicing for the Tucson Aerobatic Shootout. This is the premiere contest of the

**16th Annual  
OTAY LAKE FLOAT FLY**

**Presented By**

**Chula Vista Model & Radio Control Club  
and the Silent Electric Flyers of San Diego**



**SUNDAY, NOVEMBER 18TH, 2007**



**\$10.00 FLYING FEE  
NO PARKING FEES  
FOOD AND DRINKS  
AVAILABLE**

North of the boat ramp and  
East of the Concession/  
Bathroom bldgs.

**Contact: Stilianos Jackson**  
**e-mail stilioj@cox.net and home phone 619-429-9042.**  
**Visit www.otaylakefloatfly.org for updated information**