

July, 2008  
Volume xxi, Issue 7

# PEAK CHARGE

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

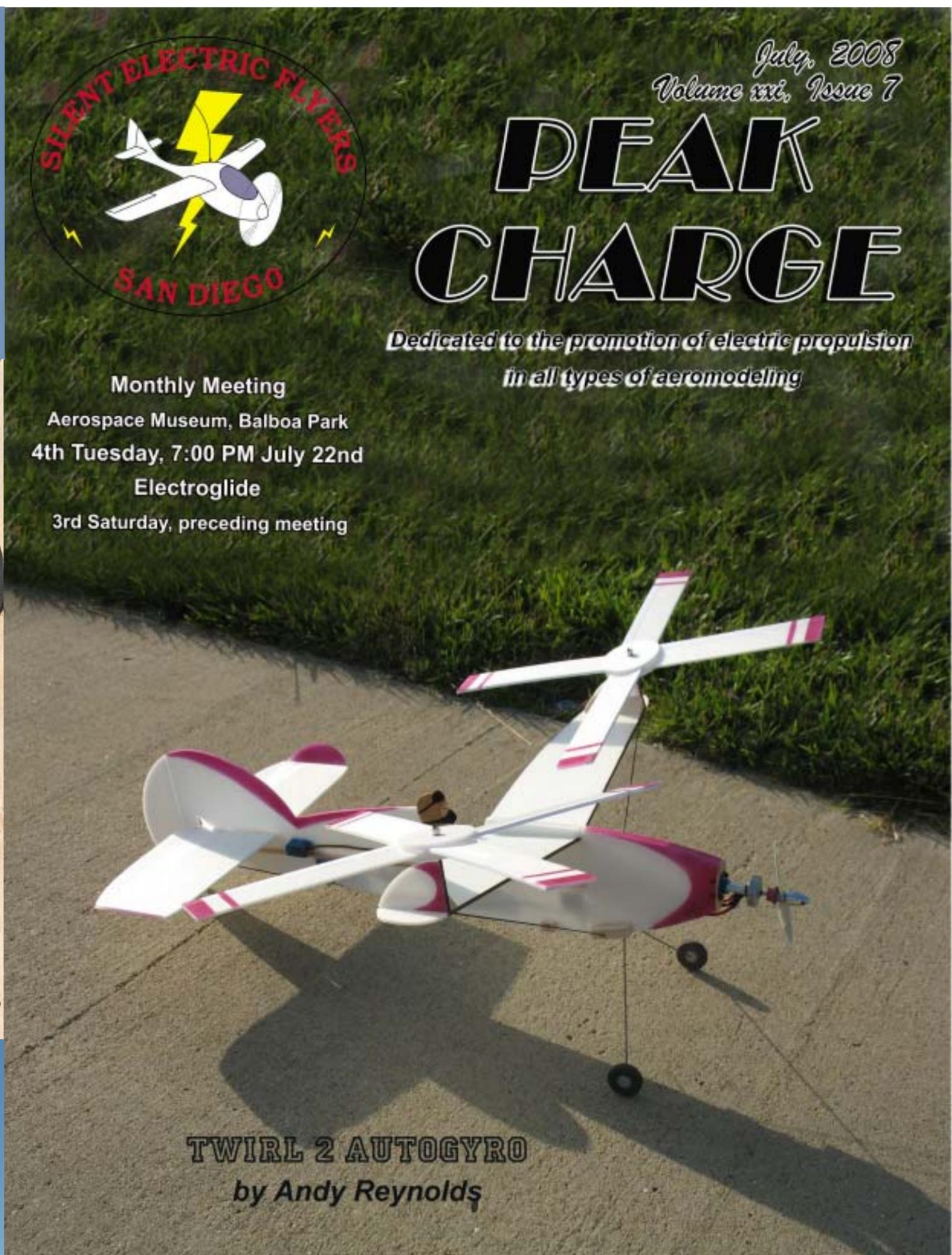
Monthly Meeting  
Aerospace Museum, Balboa Park  
4th Tuesday, 7:00 PM July 22nd  
Electroglide  
3rd Saturday, preceding meeting



Where are the Float Flying Enthusists?



Osprey - by Mike Blott



TWIRL 2 AUTOGYRO  
by Andy Reynolds

**2008 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 Bill Fee  
760-521-0694 dwfee@cox.net

Safety Officer Doug Rubin  
619-925-5357 doug@rubinsworld.com

Chairman of the Board Steven Manganelli  
619-298-7592 smanganelli@earthlink.net

**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  
760-583-1437 sylviafee@cox.net

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

Raffle Doug Rubin  
619-925-5357 doug@rubinsworld.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:** something a little different: my

**Twirl Autogyro** is a dual rotor model that was built from plans found on the Internet. It was originally designed by Al Foot and published in RCME. It's made of 3mm Depron with a bit of carbon fiber, balsa, and spruce thrown in.

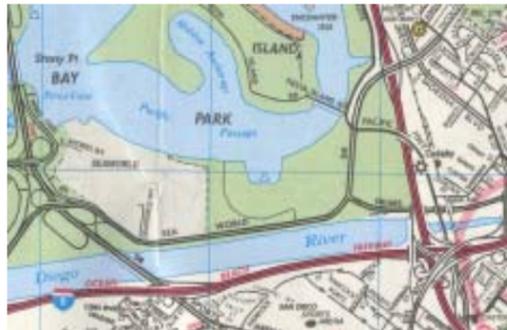
Overall span: 30" rotor tip to rotor tip  
All up weight: 7oz  
Motor: GoBrushless kit wound with 23 turns of 26AWG wire  
Battery: 620mAh 3S lipo  
ESC: TBird 9  
Servos: HS-55 (rudder and elevator)  
Radio: Spektrum AR6100  
Prop: GWS 7x3.5  
Thrust: over 9oz  
RPM: over 11000  
Current: 3.5A at 12.3V

It's quite a different animal to fly as an autogyro doesn't stall the way a regular plane does. You can just keep pulling the nose up and up and go slower and slower until it's hovering, or cut the power and

cont'd page 4



**Aerospace Museum**  
Monthly Meeting site



**Field**

AMA Charter Club 3078  
Flying Field GPS Coordinates  
Latitude 32.7626416 N Longitude 117.2143138 W

web site: <http://sefsd.org/> Zip Code 92109

**EMAC AT SEFSD**

	23-Feb	12-Apr
<b>BASIC CLASS</b>		
Steve Belknap	150	250
Steve Manganelli	100	200
Alfred Ramirez		150
Craig Bosworth	250	100
John Sigurdson		50
Sean Belknap		45
John Forester	50	40
Richard Felkins	200	

<b>SPORTSMAN CLASS</b>		
Bruce Brown		250
Howard Pilcher	150	200
Randy Marsden	200	150
Steven Dente	45	100
Chris Boutelle		50
Ray Fulks	100	45
Craig Hunter		40
Lucas Worthen		35
Steve Neu	250	30

<b>INTERMEDIATE CLASS</b>		
Jeff Szeuber	250	250
Matt Szeuber		200
Pedro Brantuas	200	150
Curtis Pilcher	150	100
Tim Attaway		50
Mike Root		45

first place	250
second place	200
third place	150
fourth place	100
fifth place	50
sixth place	45
seventh place	40
eighth place	35
so on	

FINAL STANDINGS WILL BE BASED ON THE BEST OF 5 CONTESTS OUT OF THE 8 FOR THE YEAR '08

"We've cleaned up the air, but polluted the soul. We've conquered the atom, but not our prejudice. We write more, but learn less. We plan more, but accomplish less. We've learned to rush, but not to wait. We build more computers to hold more information, to produce more copies than ever, but we communicate less and less."

George Carlin

**TIPS AND TRICKS**

**Captured on Tape:** Before cutting steel control cable, wrap it tightly with masking tape to prevent the strands from unraveling as you cut. It makes it easier to solder into a threaded push rod end too. Remember to wear safety goggles.

**Pellon:** Fabric stores sell a product known as "pellon." This can be used for general reinforcement and is especially good for wing center sections. Be careful when you do apply it as it does have grain and should be applied in the direction that affords maximum strength.

**Push Rods:** Did you ever go through all the trouble to make up your control surface push rods only to find at installation that they were a quarter inch too short? Try this easy way to get the lengths just right. Tie a string to the control horn on the control surface. Drop the free end of the string through the fuselage. With the control surface in neutral position, tie the other end of the string to the servo arm. Cut off the excess string at both tie points. Now, cut the string at the ties and what you end up with is a piece of string that is the exact length of the push rod you will need to fabricate.

**Instrument Panels:** An easy and cheap way to obtain an instrument panel for that sport model is to look through a full-scale airplane magazine for an advertisement showing instruments. I found one I liked and used my scanner to scan the image into the computer, and then pasted it into my word processor, scaling it to different sizes. This could also be done using a copy machine that will reduce. If using the computer, any size can be easily scaled. I printed out several different sizes to have on hand. The ones I made were all in black and white, but if you have access to a color scanner and color printer, some really nice instrument panels could be created this way. You could also add color to black-and-white copy instruments using markers or colored pencils so they look more realistic.—Taken from the *Talon Tales* newsletter, *Schoolcraft, Michigan* (collected from various sources)

# Spring Fling - Saturday



Silent Electric Flyers of San Diego

Peak Charge

# The President's Corner

*By David Fee*



One of the most significant changes is that each member (or guest) must now sign a waiver form before they may participate in flight activities at the field. Current members must complete this waiver form and mail it to the membership director. Upon receipt of the signed form, members will be sent a new flight badge. ~~In order to ensure full compliance with the new Right of Entry Permit, members should suspend flight activities until such time as they have received their new flight badge.\*~~

One other thing which has not changed is that each member carries the responsibility of acting as deputy while at the field. If you observe unsafe behavior, or any activity which is not in compliance with the ROE Permit, SEFSD Field rules or the AMA Safety Code, it is your responsibility to bring it to the attention of the offending party. Turning a blind eye will not make the situation go away but it might, in fact, result in the loss of our flying field.

Also required by the Permit are some things which should sound familiar. All pilots must abide by the SEFSD Field Rules and the current AMA Safety Code at all times. All flight activity is to be limited to the authorized flight area, as identified within the field rules. Failure to comply with any aspect of the ROE Permit may be considered a default and can result in revocation and termination of this Permit.

We will report further details as they come in. Please feel free to contact me if you have any questions about the new permit, or any other club matters.

Well, with that I will wish you all a happy month, with clear skies and calm winds.

See you at the field!  
-David Fee

Welcome to the July issue of Peak Charge! July is typically a slow month but this time we've got big news. The City has issued SEFSD a new Right of Entry Permit, which will be valid for two years, at a cost of \$600. Contained in this ROE Permit are several new and important requirements.

**\*"This part should be removed unless it is approved by the board. The city people know that we need time to comply with the waiver requirement. We will need to end date at some time but it is not now." "There was no mention of not flying until people had new badges at all. Nor was there any mention of not flying until the waivers were signed."**

A Board Member

*Sylvia and I are of the opinion that the board agreed to, in fact specified this inclusion to be fully compliant, even though it may be well nigh impossible to enforce with the terms of the ROE permit and waiver form. And the effectivity IS July 1st, even though no doubt it will take some time (a 30-day grace period is suggested) to complete the paperwork and get the message across. We need your help and cooperation.*

# This Month's Program

*by Chuck Grim*

Our program for July is Glen Merritt the President of the 140 member First Weedwacker Aerosquadron speaking about the safety requirements now required to fly with Lithium batteries at their field in Lakeside..

He invites all the members of SEFSD to hear about the recent experience the Weedwacker club has had with their attempt in receiving approval to fly with Lipo's at Cactus Park field. Glen will speak on how the SEFSD might avoid the same type of experience, and on new Lipo battery safety protocols now in place at Cactus Park. Glen's local modeling experience includes being a Charter member of SEFSD. He fly's mostly electric models now. is a self described "airplane junkie" and has flown almost every kind of model aircraft type, blimps, helicopters, sailplanes, aerobatic, racing, scale and sport planes.

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give it some elevator to let it autorotate down. Landings can be like a regular plane or, with a bit of throttle management, you can bring it in almost straight down.

If anyone is interested, the plans are available for free download from <http://my.pclink.com/~dfritzke/twirl.pdf>. There is a thread on RCGroups and there are videos on YouTube; just search for "twirl autogyro."

## Andy Reynolds

Note:  
The bikers on the back page are Mary and Jack Hix

Editor's Note:  
I have found that accidentally stepping on an airplane in the pit belonging to someone who ignores and violates the club rules will effectively ground the pilot.

## San Diego Electroglide -- June

21 June 2008

On one of the hottest days of this summer (really still spring!), eight intrepid pilots faced off in this month's Electroglide. Norma Linda handled the calling of the launch, motor cutoffs, and flight times. At the end of the first flight, we all realized that this was a thermal day, with several pilots getting within seconds of the fifteen minute maximum flight time. Aiding these longer flights, and further boosting scores was the absence of any appreciable wind making the setups for landings somewhat easier.

Congratulations to the two pilots who scored over 200 points! Looking back over the write-ups of the electrogrides, seeing scores exceeding 200 is a rarity, and many of the earlier ones were when we had a 30 minute flight limit, thus amassing more duration points per flight. Keep up the great flying, Gentlemen!

The July Electroglide: July 19th, first toss 9:30.

Don Wemple

### Results

		1	2	3	Total
Norm Arndt	Ascent Albatross, Hacker 20-20L, 2c Lipo	104	64	78	246
Bob Anson	Ascent, Hacker 20-20L, 2C Lipo	110	60	81	231
John Sigorson	Renny 2M, 1251, 1320	89	40	65	194
Roger Pederson	Sky Sergio, sp400, 7x1100 NiMH	84	81	13	178
Randy Ritter	Question Mark, 2830, 7xNiMH	70	52	53	175
Jeff and Marshall Struthers	Easy Star, Sp400, 3c 1800	42	48	80	170
Zeke Mazur	Allegro IV, Hacker copy, 2cLipo	42	54	23	119
Don Wemple	F5B Dreamliner, Hacker 20-20L, 2cLipo	55	30	asea!	85

## The June Meeting



Silent Electric Flyers of San Diego



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## June 14, 2008 EMAC

"June Gloom," a San Diego summertime tradition, was evident in force this Saturday, accompanied by an equally vile, strong, swirling, gusty, unrelenting and just plain nasty, north wind. It made the flying tough, landing sometimes exciting, and furnished some surprising results.

Intermediate had three pilots. Ray (Santa) Fulks, with his Comp Arf "Miss Ellie." Steve Dente, who would have rather been flying Sportsman but, nice guy that he is, flew with Ray to "keep him company" and Steve Nelson. Steve Dente shared his pre-production Extreme Flight Extra 260 (74inch) with Steve Nelson. Fulks and Dente had a pretty good contest between them and the wind with Dente getting the nod, but barely. Then along came Nelson who flew like he never heard of the wind and won rather easily. The most impressive part of his victory was that he was flying a borrowed plane, which he'd never had in the air before.

Sportsman was the surprise class of the day; "bigger is better" fever is rampant in that class with the first three places going to pilots with planes of over 85inch wingspan. Of course bigger doesn't mean an automatic win, the pilot able to plan for the wind was going to come out on top. Prior to the contest Howard Pilcher was doing a lot of hand wringing and bleating about his lousy handling Yak, some jive about the tail feathers being too low and evil handling in hammerheads—poor Howard! Then along came Lucas Worthen with his new 88" Extreme Flight Yak, not sure about how it would do. As always, there was Bruce Brown with his Air Wild Extra, as solid a pilot as there is and a favorite for the win. Lucas had a terrific first flight, winning the round, and there were more than a few raised eyebrows. Brown was close and Howard was lying in wait, a close third. The final round had everyone expecting an upset from Lucas and it showed in their flying; everyone was on edge except Jolly Howard and his crappy Yak. What the hay, Howard just flew to have fun and the other guys choked, so wonder of wonders, Howard squeezed out a win over Bruce; Lucas, doing a nice job with a new, unfamiliar plane, was third.

Basic was a hard-fought class. Craig Bosworth flew a steady contest but had his hands full with Steve Manganelli. Steve is really coming to terms with his plane and was breathing down Craig's neck all day. A lesser pilot might have choked, but Craig kept his head and won all four rounds. Steve was a close second and

Mike Eberle, who was in his first contest and had been practicing furiously for it, was a solid third. Team Belnap was there and ready to rock and roll, with Dan also trying his hand at precision aerobatics.

### Tentative EMAC schedule

- #4 Sunday, July 13
- #5 August 16 San Diego IMAC Miramar club
- #6 September 13
- #7 October 25
- #8 November 22

### Results:

Craig Bosworth	3000
Steve Manganelli	2935
Mike Eberle	2775
Steve Belknap	2686
Sean Belknap	2505
Dan Belknap	2243
John Forester	905

### Sportsman:

Howard Pilcher	2930
Bruce Brown	2910
Lucas Worthen	2812
Steve Neu	2775
Chris Boutelle	2567
Randy Marsden	2478
Craig Hunter	1362

### Intermediate:

Steve Nelson
Steve Dente
Ray Fulks



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