



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 April 27th

Program

"How to Build - Part 2"

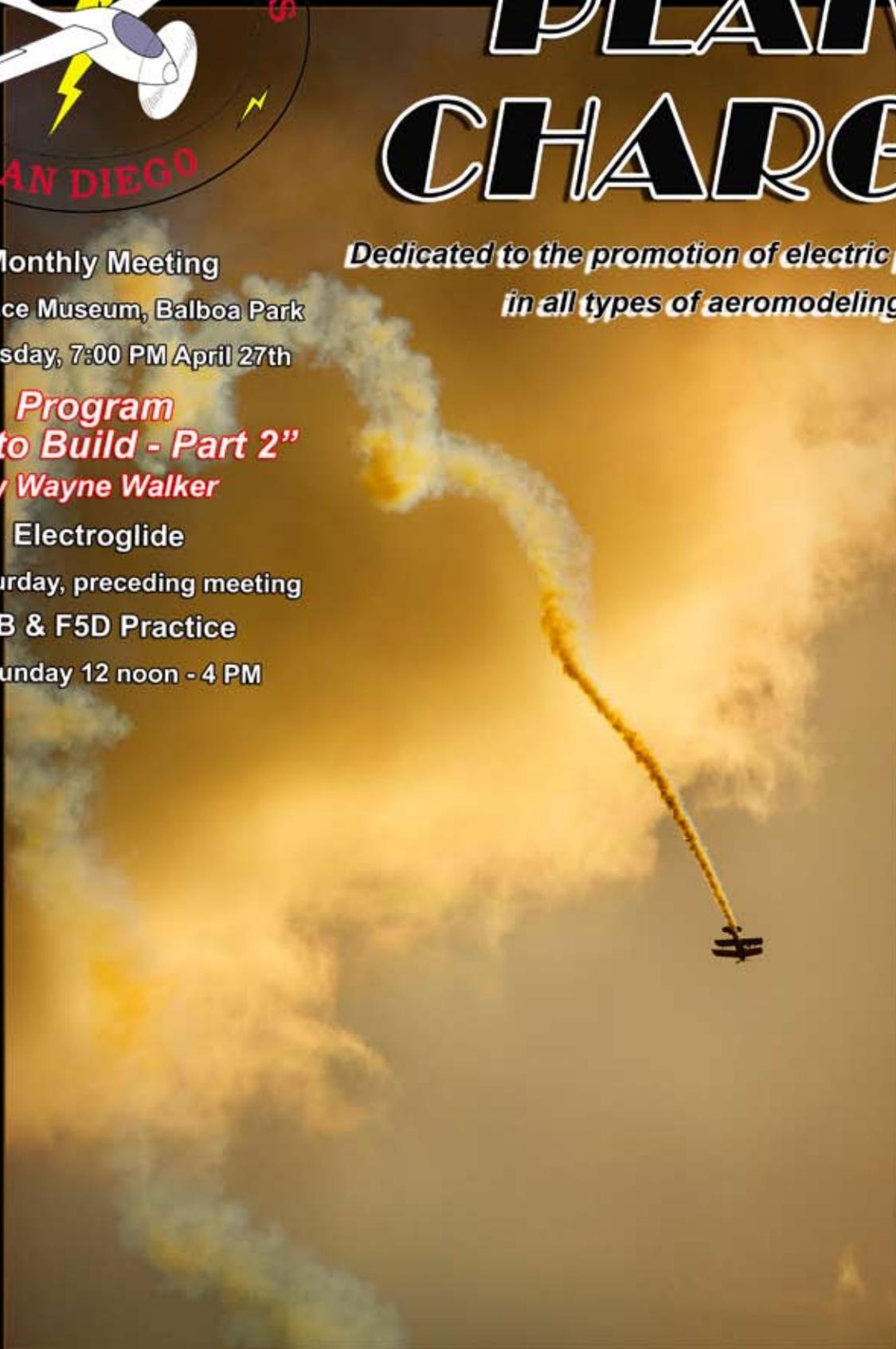
by Wayne Walker

Electroglide

3rd Saturday, preceding meeting

F5B & F5D Practice

3rd Sunday 12 noon - 4 PM



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Board of Directors

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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.

The Front Cover

"Going Down" by Dennis Mock

"Going Down" won Best of Show and Best of Class (Photojournalism category) at the recent March, 2010 Professional Photographers of San Diego County Print Competition. The image was captured using a Canon 1Ds3 and a Canon 300mm lens in manual exposure mode. The color is straight out of the camera, with contrast added. The smoke from the plane created some nice colors and the breaking clouds added a little depth to the image.

This picture also graces the cover of my latest issue of "The Professional magazine and is used with permission

Bill Fee



Aerospace Museum
Monthly Meeting site



Field

AMA Charter Club 3078

Flying Field Google Earth Coordinates

Latitude 32°45'45.21"N Longitude 117°12'50.89"W

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

Zip Code 92109

The President's Corner

By Randy Marsden

The Spring Fling is now a month or less away. The event schedule is pretty well set – we will discuss it in detail at the program meeting. The raffle will have a new twist so be sure to come and buy a few tickets.

If you can volunteer any time at all to assist during the event, please get in touch with Frank Gagliardi. Thursday before the Spring Fling for setting up and Sunday Afternoon are the time we most need your help (since Frank will draft anyone he needs on Friday and Saturday).

As I have mentioned before, we are very fortunate to have our field at such a unique and central location. But we are GUESTS! We do not own our flying field but we lease it from the City of San Diego and are supervised by the Parks Department. In recent weeks, the Park Ranger has had occasion to visit the field to admonish us for flying over the

boat ramp parking lot, for flying low over the walking path and gazebo to the north of the field, and the police even came once to report that Lindbergh field had called them because someone's plane was flying too high and appearing on the airport's RADAR. When these type of events occur, we are not showing our gratitude for the privileges we enjoy as a club and we are certainly not being good guests and neighbors of others who use the park.

The Field Rules exist not to try to keep everyone under the Board's thumb but to ensure that pursuit of our hobby interests does not adversely disturb other people who also use nearby parts of Mission Bay Park.

So, PLEASE be a good neighbor and guest when you visit the field. If you observe other who willfully violate our field rules, please report them to the Board of Directors in a timely manner. The process is described in the club bylaws.



March 28th EMAC

Electroglide

Don Wemple <donandanne@cox.net>

As I predicted, “No Rain!” After Saturday, after Saturday, after Saturday of rain, we finally had a grand spring day. A totally clear sky didn’t promise lift, but on the first toss, five of the Radian lads exceeded 13 minutes with Bob Anson coming in with a nail-biting 14 minutes, 54 seconds and a 20 point landing!! A really cool pilot!! Subsequent tosses didn’t get near the max, but 10 minute Radian flights were common. And..... this is the first Electroglide that I can remember when NOT A SINGLE PILOT LANDED OFF FIELD!

Next month we will hold the Electroglide as part of the Midwinter Electric/Spring Fling. The contest will be divided into two parts, two tosses on Saturday, May15th, and the final two on May 16th. Both parts will be at 9:30. I have promised Frank Gagliardi, the CD, that we will occupy the field for no more than 25 minutes each morning, so, motor runs will be reduced and maximum flight times will be 10 minutes, rather than the usual 15.

So, warm up your Radians; bring out your Hacker 20-20L Specials; and Easy Stars are always welcome! See you then! Saturday, April 17th and 18th, 9:30!

Easy Star Electroglide

Toss 1 Toss 2 Toss 3

Total John Forester 32 20 19 71

San Diego Electroglide

Andy Reynolds 107 (20) 48 (20) 35 190

Michael Royer 59 (10) 29 80 (20) 168

Standard Class Electroglide

-- stock Radians (parentheses represent spot landing points: 10, 20, or 30 per landing)

Norm Arndt 98 (10) 95 (20) 76 (10) 269

Fred Daugherty 101 (20) 50 91 (20) 252

Bob Anson 110 (20) 75 (20) 64 (10) 249

Tom Erickson 86 75 (20) 57 218



An Editorial

by Bill Fee

Sometime things fall through the crack. I commit to doing something right away, and then another “priority” pops up, what gets put off ‘till tommorrow doesn’t get done until the matter is brought to my attention a month (or more) later.

On December 14th, 20009 we mailed a group of 2010 field badges to earl bird pais up SEFSD/AMA ,members. By late January we received an inquiry from someone who had paid early and was becoming impatient, espccially since others at the field were displaying their NEW badges. We blamed the Post Office, but sent a replacement on the next production run. Others followed. The most recent “victim” approached us at the meeting last month. “Why is it taking so long to get my pin (BADGE) for the frequency board”. He apparently took it personally and said he was laughed at by the other flyers at the field.

This individual pays his dues, flies responsibly and attends most meetings. If YOU have concerns about a non-guest (frequent flyer) and club membership, ASK someone who knows, like chuck Grim, or contact membership.

Last Month's General Meeting

Tuesday, March 23rd, 2010

by Secretary and Membership Chairperson

Sylvia Fee



Introduction-

Randy Marsden brought the meeting to order at 7:00 PM.

Old Business-

Discussion (ongoing) concerning field behavior (ongoing) by (almost invariably) non-members of SEFSD. There are folks who seem to think it is cute to fly out of our airspace, between the trees, over the boat ramp, buzz cars and people, and so on. The City of San Diego expects the Club to police the field as a condition of keeping the right to fly there, but some people do not take kindly to remonstrations and advice; and reporting incidents to the Park Police is not always productive.

We were reminded that members must sign that they have read and do understand the Field Rules. Bill Fee suggested that we revive the sending out of a membership packet. If a member observes an infraction, he or she should document the incident and send it to the Board (you can find the board members listed right inside the front cover of Peak Charge).

Frank Gagliardi said that at Miramar, they send a registered letter to the pilot regarding the violation, and he must talk to their board and give assurance that it will not happen again. There is

no recourse after a second infraction. Miramar does have the advantage of more security, so the general public can't really just drive up and fly, as they do at our field, but that is food for thought.

New Business-

Frank Gagliardi passed around the Spring Fling sign-up sheet. Raphael's will set up the big tent and the bleachers. Spotters are needed—no one flies without one!

If you have a good plane to donate to the Spring Fling raffle, hanging it up for all to see is a great way to sell raffle tickets like crazy! (We will not be selling hats this year, only raffle tickets.)

Saturday night our Valued Vendors will be hosted at a buffet at the rib joint.

Remember that [lots of] volunteer help is needed on Sunday for the tear-down and cleanup; you will be richly rewarded with Frank's undying gratitude!

Show & Tell-

By the way, participants in Show and Tell receive two raffle tickets.

Leland Buck showed a pusher that he brought for the raffle, and also a puller.

Steve Neu showed some new props designed in CAD by David Fee, with molds carved somewhere in Europe.

Travis showed a "Little Tami."

Frank showed in Model Airplanes

magazine plans for a Shoestring, and a picture of a plane he has to sell.

Steve also showed electric-blue Medusa motors; Neumotors has bought them out; the next ones will be black.

Break-

Program-

Wayne Walker gave the next in a series of Tips for Building. Among them: use fabric hinges, anchor with CA (Frank added some details). Make sure you have access holes for wires and servos. Wayne is adapting a plane that was designed for a glowmotor to an electric plane. Needs a motor mount. But watch that motor mount! A plane designed for 300 watts, given 800 watts, will torque the motor mount right off the fuselage! Room for a battery and servo tray—can put in a 4-cell battery. Frank: Marshall's on Production Avenue near Miramar sells nylons spacers.

Next month: weight and balance.

Raffle-

Prizes were won by Mike Chambers, Leland Buck, Ron McDonald, and Randy Marsden.

Meeting adjourned ~8:40PM..

Reminiscences of a Flying Aces Fall Meet, 1975

by Bob Clemens

I wrote the following after attending a Flying Aces Club (FAC) contest in the fall of 1975, held at a meadow near Durham, Connecticut, known to FAC members as Pinkham Field, a reference to the Phineas Pinkham character who appeared in the old Flying Aces magazine. This piece was published in the December 1975 edition of the National Free Flight Society Digest. At that time I was the digest's contributing editor for Scale. The FAC has grown considerably since that day 35 years ago when its membership numbered around a mere 100, but I know the same spirit pervades the club and its members today as it did on that long-ago autumn afternoon.

Only a dim afterglow remains beyond the low Connecticut hills to the west as I slide my two model boxes into the back seat of my car. The 1975 Flying Aces Club fall meet is over, but its impressions linger on. As I drive off through the deepening twilight my mind replays the day's recollections ...

The morning dawns clear and crisp; the ground fog and heavy dew are just burning off the meadow at Durham as the now-familiar yellow judging tent, fashioned from a large parachute, goes up. Contestants trickle in at a steady rate, their model boxes and paraphernalia dotting the grassy area around the tent.

A few tentative test flights by peanuts and profile models test the air; it is ideal and will remain so for the next two hours, calm and buoyant. My quarter-ounce Bede-4, inactive since the first

Model Builder magazine postal contest, comes out of the box and on to the wind-ing stooge. Two quick test flights confirm its trim, with the little ship turning 1:10 on the second flight. Mike Midkiff from Erie, Pennsylvania, has joined me and will be my flying companion throughout the day.

I change to a fresh motor for the Bede, but the rubber must be lousy as the model fails to climb and hits only 34 seconds. Not good in an event where the flight score is the total of three officials. Back to the test motor: 1,300 turns on the long loop of .065 rubber. The model rides the good air for a beautiful 1:43. Circling with it is a Folkerts Toots 1930's racer warming up for the Greve and Thompson mass-launch events.

Walking back to my table, I look up and see a Mattel Super Star electric model thermaling smoothly about 300-feet overhead, then start to slowly descend. What air!

Charlie Learoyd has arrived, and is flying his Lacy M-10 in Peanut Scale. His first flight with the nine-gram ship hits 1:21. The second maxes out at 123 seconds, followed by a spectacular thermal flight of 5:31 that peaks out at about 350-feet overhead and lands only a few hundred feet from the launch point.

Charlie has just retrieved his ship when Mike Midkiff flies his clipped-wing Piper Cub into the same air. It orbits in the light lift for six minutes. Again, the model lands only a short walk from

where it was launched. Does it get any better than this?

Trying for 2,000 turns on the BD-4, I blow the motor, luckily without damage. Noting that the break was at the knot, I retie and use it for my final official: 1:40. Damn that first flight! But my total score will be good enough for second place behind Charlie Learoyd.

My 18-inch Farman Mosquito makes 1:19 on its first flight in FAC Scale, and I turn it in for scale judging. Mike Midkiff winds up his jumbo Bristol M1-C World War I fighter, his second entry in FAC Scale. It rises slowly and realistically for a short but impressive 34-second flight.

The wind has shifted and picked up, now coming from the south. The blue sky has given way to a light overcast, and the good air has started to fade. My Eyeball Embryo endurance ship, flying in its first meet, lifts off the card table and climbs into what's left of the lift. I'm able to jog under it as it drifts off the field, finally landing in an open area beyond a tree line. This would be the only max anyone gets in Embryo that day. Lucky!

Some guy shows up a little later to post 73, 117, and 109 and win first place in Embryo for the third year in a row. What was that name again? Oh yes—Henry Struck, one of Free Flight's greats.

My second flight is a fair 87 seconds, but the third dies out at a disappointing 63, still good enough for second place.

By now most of the contestants have moved to the south end of the meadow for the raceplane events, the Aerol, Greve, and Thompson trophy “races.” These events feature simultaneous launches of rubber-powered Gee Bees, Keith Riders, Travelairs, Folkerts, and other gems from the Golden Age of air racing. They must be seen to be fully appreciated. Last ship down wins the heat.

As I look back at the main flying area, a Comet Waco Coast Guard biplane is thermaling slowly off to the north. Talking later to its builder, Ed Taylor, I was told those familiar words, “It was just a test hop.” Ed had to retrieve the all-blue ship from a tall tree. Even at a small contest such as this, the variety of scale models is both fascinating and amazing.

The contest ends at 5 p.m. Final scores are tallied, and awards are handed out

as a Bellanca Airbus circles over the headquarters’ tent. My Farman gives me my third, second place of the day, scoring maximum scale points under the FAC rules, finishing behind Chet Bukowski’s Allied Sport low winger, based on a Comet kit plan from the late 1930s.

His CD chores finished for another season, Dave Stott breaks out some of his own ships for some fun-flying. By now the air is very calm. The sun is setting. Up goes Dave’s Beardmore Inflexible, a Jumbo Scale bomber prototype from the 1920s. It rises like a Wakefield, smooth and strong. Several Embryo endurance models are up again, floating on the cool, dead air. A peanut Mister Mulligan goes up, quickly followed by Bob Thompson’s profile Boeing biplane. Dave Stott trots out a real eye-catcher, a two-foot B-25 Mitchell. Off it goes, its two rubber motors each driving a three-bladed propeller. Beautiful!

Ed Novak winds up a Boeing P-26. Up it goes for a short, but very stable flight. These guys are having a ball, flying in the final minutes of daylight. Dave Stott winds up again, this time it’s his sleek Mr. Smoothie Thompson Trophy racer. And it is smooth, and fast, built with its landing gear retracted.

The fun is contagious. I get out my Farman Mosquito again and quickly put it up for two flights.

Suddenly, it’s all over. The tent is down and gone. Car doors slam in the gathering darkness. Scattered voices sound good-byes along the meadow’s edge.

As I put my key in the ignition I think to myself, “This, my friends, is what stick-and-tissue Free Flight business is all about.” Q

Tips & Tricks

—From Flightplan, Flight Masters Model Airplane Club

Fort Smith Arkansas

The first tip is from Bill Womble who is repairing his Hangar-9 P-51D: Bill needed to repair a few cracks in the balsa skins of his airplane’s wing near the root rib. He removed the flap servo, and realigned the pieces of balsa. Bill then reinforced the area by laying a piece of fiberglass drywall tape, adhesive side to the balsa, over the cracked area and drizzled CA onto the balsa and tape. This made a quick, effective repair.

The second tip is from an anonymous source: If you need an air scoop, use a portion of a plastic spoon. Glue it to the wing or fuselage, fair it in, and paint it to match the structure. Looks great!

Third tip: When repairing Coroplast airplanes, it is essential that all oils are removed from the surfaces to be glued. One method is similar to that used in repairing balsa airplanes—wipe down the surfaces

with a degreaser, then wipe again with alcohol. This will remove 99% of the oils and glue will adhere to the surfaces. The best glue to use is a contact cement such as 3M’s Super 77.

Fourth tip: The best way I am aware of to prevent your landing gear wheels from falling off the axles is to thread the axle and fix the wheel with an aircraft (self-locking) nut. It will not fall off!



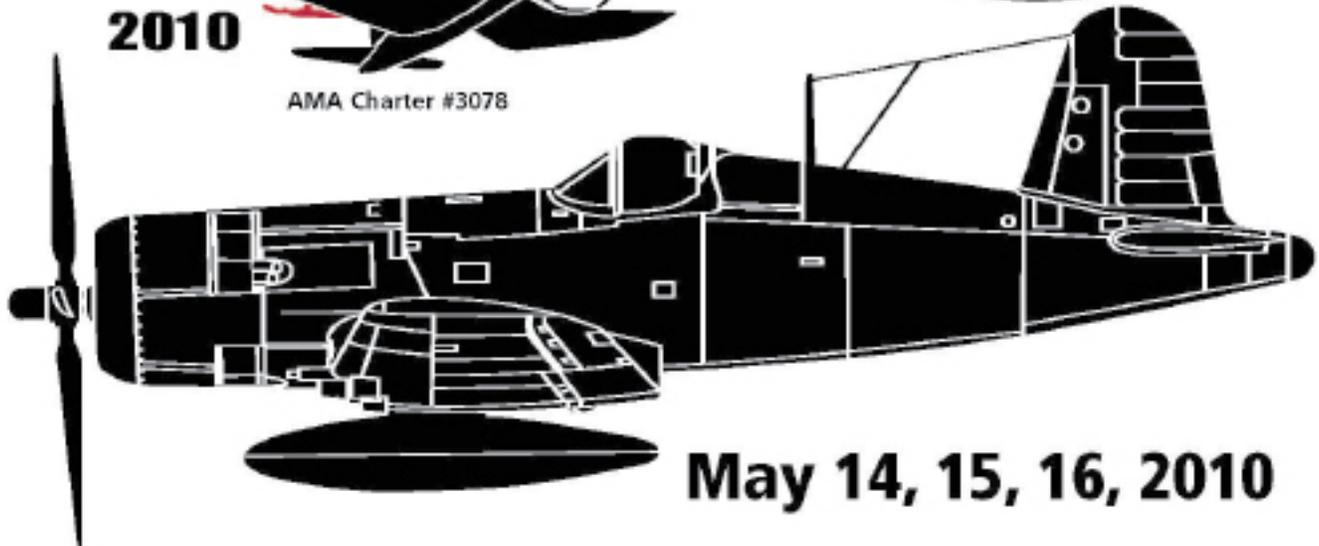
SILENT ELECTRIC FLYERS OF SAN DIEGO
SPRING FLING



2010



AMA Charter #3078



May 14, 15, 16, 2010

Join us at the West Coast's largest electric airplane event in warm sunny San Diego. Enjoy three days of electric aircraft flying at our beautiful **Mission Bay** site. It's just minutes from the world famous **San Diego Zoo**, **Sea World** and **Old Town**. The **San Diego Air & Space Museum** is just one of **Balboa Park's** many wonderful museums.

Visit and talk with our **Vendors** and **Sponsors**. **Demonstrations** of the latest in Electric Aero-modeling. **Huge Raffle** – both Saturday & Sunday. **Competitions**, as well as **Lots of Open Flying**. **Great Food** (and restrooms) available at the field.

Join Us – Dawn till Dusk – Friday, Saturday, and Sunday – **May, 14, 15 and 16**. West of I-5 at the south end of **Mission Bay**. Take **Sea World Drive** west from I-5. Turn right at **South Shores Drive** (signal light). **YOU'RE THERE!** Free Parking.

REGISTRATION STARTS DAILY AT 8:00 A.M.

Registration fees: \$15 per day or \$30 for three days

For more information, Contact Frank Gagliardi at 858-271-4430 or visit our web site.

www.sefsd.org