



June/July, 2010
Volume xxxiii, Issue 6/7

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 July 27th

**Program
TBD**

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.

An Editorial

by Bill Fee

It's the midsummer doldrums. I have just returned from Kiev and Moscow where the average temperature was in the high eighties with 100 % humidity and air conditioning was almost non-existent. Be glad that you live in the best place in the greatest country on earth.

In the old days TCA (Air Canada nowadays) used to give away model airplanes to child passengers, but all Delta gave me was a headache and a trip to a hospital in New York; but that's another story.

It's great to be home, and back stirring the pot. In the absence of fresh material I am lifting tidbits from here and there with the hope that you will find a few items of interest. The cover picture was shot at the recent Spring Fling. If the maker wishes to be recognized, please send me a little piece with your identification and I will give you recognition in the next issue.



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

Whew, by the time you read this, the hubbub of the 4th of July and OTL (Over-the-Line for the out-of-towners reading this) are past and we can return to a more normal flying environment at the field.

Jet Day by the Bay – August 7, 8AM-12PM: if you have a ducted fan, or any other plane that looks like a jet, then join us for this fun-fly event. Admission is free of course. This will be fun.

AMA Nationals followed by the world championships

for electric F5B and F5D will be held in Muncie Indiana in mid-August. Several of our members will be heading over soon – you may see them practicing with their high performance gliders and pylon racers. These planes continue to push the limits of performance of electrically powered aircraft.

And don't forget to check the calendar for our regularly scheduled events like Electroglide and EMAC.

Enjoy the summer – hope to see you at the field!

San Diego Electroguides

19 June 2010

It is great to see 8 Club members out flying in the Electroguides! My e-mail list shows that over 50 Club members have flown in at least one Electroglide in the last 12 years. If you are among those who have not flown the Electroguides recently, how about coming back? Put together an electroglider and rejoin us in July and for the future months! BTW, the Radian is, without a doubt, the best buy currently in electric soaring.

The 19th was a strange day. June Gloom had settled over San Diego and it looked as if any flight over 6 minutes would be impossible, But what a surprise! Norm Arndt, the winner of the Standard Class had all three flights over 9 minutes as did Jim Bonnadel, #3! Tom Erickson's second flight was over 13 minutes! Just goes to show ya.....you never know!
Anyway, here are the results for this month

Standard Class -- Stock Radians

Norm Arndt	57	55	78 (20)	190
Tom Erickson	31	100 (20)	54 (10)	185
Bob Stinson (tie)	54	45 (20)	69 (20)	168
Jim Bonnadel (tie)	55	55	58	168
Fred Daugherty	25	56	44	125
Vince Gonsowski	24	32 (10)	68 (30)	124
Zeke Mazur	23	0 (midair!)	0 (off field)	23

There was only one Easy Star flyer, John Forester. His first two flights landed off field and his third flight was 2 minutes. Total, 12 points. Hopefully we will get more Easy Stars and their pilots to join us. There are lots of them in the Club. Don't be shy! Come on out!!!!!!

If you are not sure of the rules, give me a call at (619) 469-5566 or e-mail me at donandanne@cox.net

Don't cut that wire!

When your cell count gets too high for your speed control's BEC and you want to disable it, cut the positive (red) wire that runs from the speed control to the receiver. If you cringe at the thought of cutting the wire on your expensive speed control, here is a simple solution: buy a short servo extension and cut its positive wire. Plug the servo extension between the speed control and the receiver; now, if you want to use the BEC in another installation, just omit the extension!

Plugged CA Applicators

The long, thin CA applicator tips work great, except when they're clogged or gummed up with dried glue. After you've finished using them, soak them in acetone; they will be clean and will last forever. This will even work for tips that have dried CA on them, and it works great on spray-can nozzles too.

Prop Balancing

I just read in a post about how a propeller was balanced by removing some of the tip of a blade. The better way to balance a propeller is by sanding the back (flat side) of the heavy side near the tip. You can also balance by applying clear dope, colored dope, or CA to the lighter blade. The CA can be sanded for smoothness.

A Little Humor:

On some air bases the Air Force is on one side of the field and civilian aircraft use the other side of the field, with the control tower in the middle.

One day the tower received a call from an aircraft asking, "What time is it?" The tower responded, "Who is calling?" The aircraft replied, "What difference does it make?" The tower replied "It makes a lot of difference.

- 1) If it is an American Airlines flight, it is 3 o'clock.
- 2) If it is an Air Force plane, it is 1500 hours.
- 3) If it is a Navy aircraft, it is 6 bells.
- 4) If it is an Army aircraft, the big hand is on the 12 and the little hand is on the 3.
- 5) If it is a Marine Corps aircraft, it's Thursday afternoon and 120 minutes to "Happy Hour."



I,
Here is my latest EDF. It is a Me-262. 84" span being completed with NO PLANS. It might make for an interesting show n' tell. It should be fully framed less motors and fans by meeting time.

Frank Gagliardi



Quick First Aid

If you cut yourself in the workshop with an X-Acto or a razor blade, use CA to close the cut. (You should have a first-aid kit in the shop anyway.)

Tech Ed writes: As an explanation, model lore has this bit about "invented for medical use;" not so. It was invented in 1942 (Eastman 910) in the Kodak labs when they were looking for a new, clear, and stable substance for gun sights (WW II ref.) Medical use came later. It is dangerous to use this for cuts, rather use it as a cover to seal tissue.

A Repair Tip for Over-sized Control Horns

I have an interesting idea, at least to me. A few years ago I purchased a Bridi Big Bee at an auction. Set it up, flew it and had a great time with it. During the winter months I was inspecting the control horns and found excessive clearance at the clevis pin through holes. The horns (large style) were not the standard variety and needed to be replaced or repaired. I opted to repair.

This is so easy a caveman can do it. I drilled a 1/8-inch hole through the sloppy hole and inserted a piece of a plastic ink pen refill tube. CA glue and some minor trimming and the problem was solved. Works for me.

Safety Concerns

by *Bill Fee*

(with some prompting by Wayne Walker)

For some reason, our senses of propriety and responsibility have deteriorated to the point where rules and regulations, including laws enacted by cities, counties, states and the Federal government are bent or disregarded whenever they prove inconvenient. We would do well to suspend all new law establishment until we have enforced existing laws. Too often we make something that is illegal, legal to avoid or circumvent enforcement.

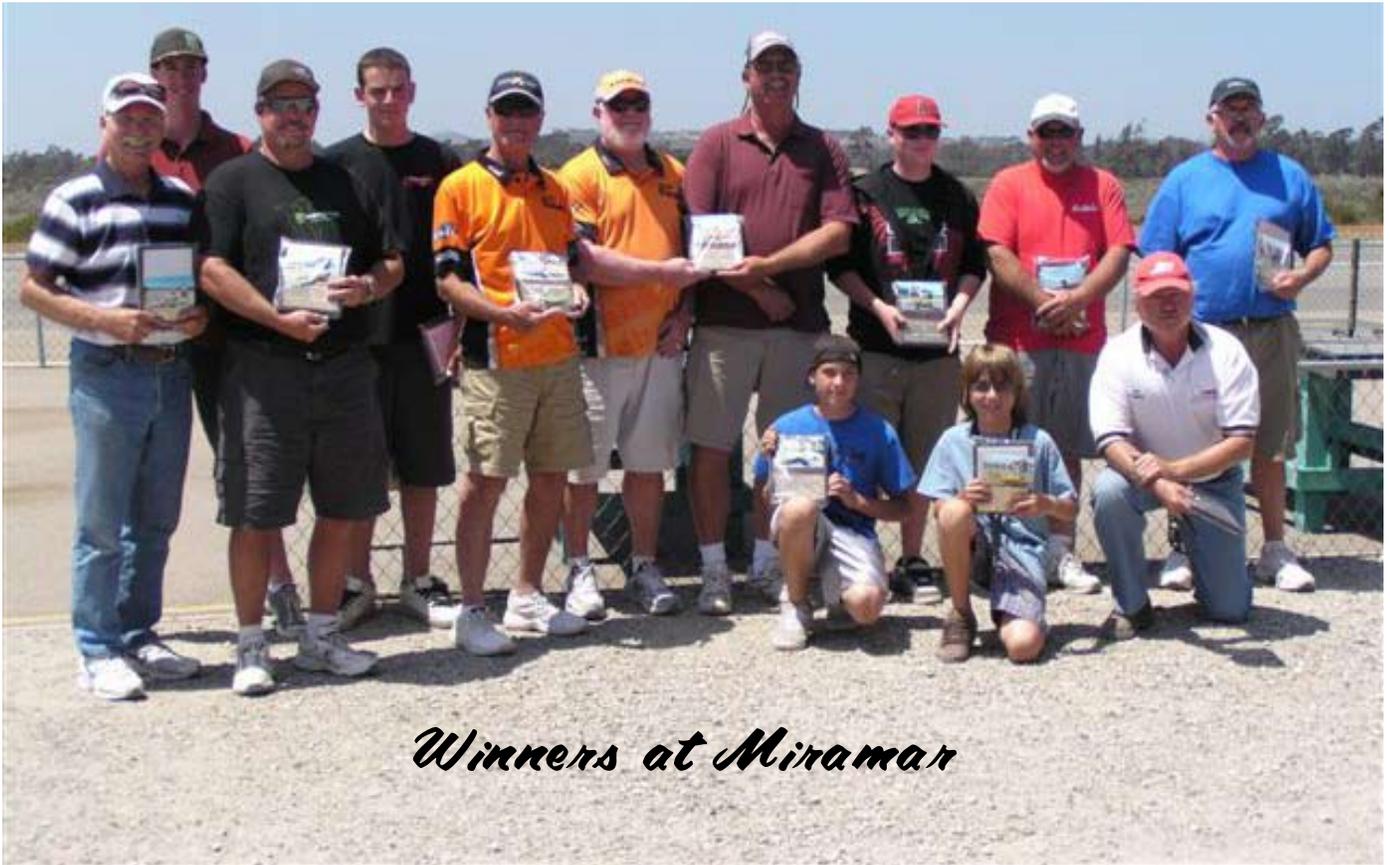
Our club principal enforcer (otherwise known as Safety Officer) is Chuck Grim. He is currently on the mend from a visit to the hospital, and would appreciate a phone call at 858-274-7322, or a card at 1319 Reed Avenue, San Diego 92109-5131. In his temporary absence YOU are responsible for enforcement of City of San Diego regulations regarding club membership and SEFSD/AMA field safety rules.

Discourage non-members from becoming “permanent guests.” The field is *not* open to the general public. You can ask them politely to leave. The Park Ranger can remove them from the field, by whatever means necessary. If you treat them as your flying friends, you are aiding and abetting law breakers and causing problems for your club.



... in the beginning ... flight training; the future is in capable hands ...

John Forester



Winners at Miramar

There's a Storm Brewin'

**WEST COAST
BIG
VOLT
Electric AC Experience**

September 10-12, 2010
Prado Airpark * Chino, CA

Open to all Electric Aircraft & EDF Jets

- Premier Flying Site in Southern California
- Beautiful 800 x 50 ft. Paved Runway, with large unobstructed over-fly
- RV Dry Parking at Field
- Electric Vendors
- Food on Site
- Pilot Reception Friday night
- Hangar BBQ Saturday night
- Pilot Raffle
- Night Flying

An AMA Sanctioned Event Hosted by The Pomona Valley Model Airplane Club (PVMAC)
For details, advance registration, hotels/motels, directions & pilot/vendor information, please visit:

www.pvmac.com

co Sam Wright sam-wr@cox.net / Phil Goodwine phil@goodwineglass.com

Dawn Patrol
WWI/Golden Age
&
Swap Meet
August 28, 2010

Place: Johnson Field Fallbrook.

Time: Gate opens 7am. Runway opens 9am.

Event: Scale only from 1900 to 1939, WWI, Golden age, and pre WWII. Landing fee, \$15. No profiles.

Swap meet \$5/table.

Contact: Cutris Kitteringham C.D. Ph 760 746 5913

Email: cak11@cox.net or Bill Hill Ph 760 807 4831

Email: wchill@cox.net

Sponsored by: Palomar RC Flyers,

www.palomarrcflyers.org

PRESIDENT TO PRESIDENT

Incident Action - by Dave Mathewson, AMA President

Between 12 columns each year for Model Aviation magazine, four for Park Pilot magazine, and six for the AMA Insider, I write 22 columns annually for AMA publications. In each of these columns I try to keep our members updated and informed about current issues affecting the model aviation community and the positive things that aeromodeling encompasses. So I gave considerable thought as to whether or not I wanted to write this particular column. In the end I felt that this story is important and worth telling. Read to the end and I think you'll agree.

An incident occurred April 16 when an AMA member who was flying a 450-size electric helicopter in a Tampa, Florida, public park lost control of the model and injured a young woman walking in the park. It appears that after calling 911, the pilot and his friends stayed with the injured person until EMTs arrived, then picked up their equipment and left. The local authorities will probably cite the men for ignoring a local ordinance against flying in that park.

This is an unfortunate incident that casts a cloud over what we do as model aviation enthusiasts. The local FOX News affiliate picked up on the story and ran a piece that included video that, by most standards, could be considered pretty graphic.

The potential for collateral harm to all of us as a result of this incident is significant. I've been asked a number of times whether or not the pilot and his friends involved were AMA members. In the end I'm not sure it matters. The news piece didn't say, "Park visitor injured by AMA member (or non-AMA member) flying a model helicopter." It said, "Park visitor injured by toy model helicopter."

The non-modeling public that watched that news story will now have a negative perception of model

aviation and question the safety of our models. To complicate matters further, the incident occurred in a major metropolitan community park system that already had a ban on flying models.

This incident will reverberate throughout the country and, no doubt, will become a topic of discussion with authorities of other park systems. AMA has many chartered clubs that have operated safely for years in local parks, and we are watching closely to make sure that we do what we can to support our members and clubs that may be challenged now as a result of this incident.

However, what follows is the reason I decided to write this column. I've been a modeler for a long time. In all of those years, other than regarding the frequency reallocation issue a couple of decades ago, I don't think I've ever seen the aeromodeling community come together as it has with this situation.

AMA has an internal response plan for incidents like this. We were notified of the accident by an officer of the International Radio Controlled Helicopter Association (IRCHA), one of AMA's Special Interest Groups. This triggered our response, which included working with IRCHA to identify a local responsible, articulate, RC helicopter pilot, Rolando Perez, who could speak on camera.

AMA's public relations manager spoke with Mr. Perez to go over significant points that should be made regarding AMA's Safety Code and record. In addition, our PR manager spoke directly with the FOX reporter, by phone about model aviation and all of the positive aspects of modeling. A statement was issued by AMA.

At the same time, modelers from 33 states and 14 countries – some AMA members and some not – came together on popular Internet forums

to express their concern over the incident and what had happened to this young woman. An initiative was even launched to generate donations to help her offset expenses. Members of the local RC helicopter community made the effort to ensure that the local media were made aware of all of the positive aspects of model aviation and the value we bring to communities. As a result, in a short follow-up piece FOX News spoke about the positive "groundswell" of reaction from the "national modeling community" and the concerns expressed by modelers. Go to www.myfoxtampabay.com/dpp/news/local/hillsborough/422-police-interview-model-craft-operators to see this coverage.

The mother of the young woman expressed gratitude for the outpouring of support she has received from concerned aeromodelers.

Sometimes it takes something like this to make everyone realize that the common denominator between all of us is model aviation. It doesn't matter what type of model we fly, or maybe even whether or not we are all AMA members. While it was a terribly unfortunate incident, it provided us with the opportunity to show that the majority of us are responsible, safety-conscious individuals, and that we are protective of what we do as model aviators. And this is why I wrote this column.

Out of a bad incident came a lot of good. The public has now had the opportunity to see the positive in what we do and that we are a caring, concerned group. The efforts by everyone here will pay some dividend somewhere. It was a good job by all. And because of the actions of everyone involved in reacting to this accident, I think I've maintained my string of writing about the positive things that aeromodeling has to offer.

See you next time...Q

