



PEAK CHARGE

Newsletter of the Silent Electric
Flyers of San Diego
AMA Charter #3078

1993 Officers

President Steve Manganelli 225-1152
Vice-President Steve Neu 284-0816
Secretary VACANT
Treasurer Chuck Grim 274-7322
Newsletter Editor WE NEED ONE!
Safety Phil Moore 459-3133
Publisher Jerry Berman 669-1507
Volume IV, Number 1, January 1994

Club meetings are held on the third Tuesday of each month at the Serra Mesa Recreation Center, 9020 Village Glen Drive, San Diego, at 7:00 pm. Full membership is open to all Academy of Model Aeronautics (AMA) members. Next Fun-fly: 8:30 am, Saturday, January 22nd at Dusty Rhodes Park, SW corner of Nimitz Blvd and I-8. Next meeting: Tuesday, January 18th, 1994.

PRESIDENT'S CORNER

Presidents Corner, January 1994

Happy New Year!

I hope Santa Claus was good to you and brought all the model airplane goodies you couldn't live without. Perhaps Santa Claus in this case is SEFSD Treasurer Chuck Grim who has cognizance over the club Astro Flight Buy chandise. To date, all the batteries have been received and distributed and a great deal of the Astro stuff has been doled out. If you are still waiting, it shouldn't be too long now.

Mission Bay Park Flying Field Status: June!!!

That's right June. Last October's forecast of February has slipped to June although that is only an estimate. When I caught up with the City's replacement architect (the one I had been dealing with has been transferred), he informed me that under no circumstances will they be allowed to mix the contaminated lagoon water with the "pristine" waters of Mission Bay. Their solution is to empty the polluted lagoon into the City sewer system! Before they do this however, they are trying to secure permission (I don't know from whom), to breach the dike immediately upon emptying the lagoon to prevent a repeat of the current problem. He also reminded me that they will not sanction our use of the field until the contract for the work is completed and the contractor is released from liability.

Crisis in Leadership

Over Jaffee who stepped back from editor to secretary following his appointment to Model Builder magazine, now lacks the time to continue secretarial duties. That now leaves us at least one officer shy of a load. In fact we are down to the original 3 founding members of the club plus newsletter publisher Jerry Berman. One or more volunteers are

needed now! It would be really nice if we had a new Editor and/or Secretary. The Editor has the privilege of being the first member to read the newsletter and of receiving several other Electric Club's newsletters from which to cull goodies for ours.

Dues Increase

You all knew this was coming, didn't you? Publisher Jerry Berman and I discussed publication of the newsletter, and reached the conclusion that \$5 does not cover it. When you add in all the "dignitary subscriptions" we were sending, we really took it in the shorts! The executive committee has decreed that 1994 dues (and non-member newsletter subscriptions) will be \$10.00. A few dignitaries and other E-club editors that send us their club's newsletters, will continue to get a freebie. Ten bucks will be enough to cover the newsletter and begin to accumulate a war chest for flying site improvements. An additional levy during the year may be required for a particular flying site project, but for now, \$10.00 will do. If you are unable to attend January's meeting, please remit your 1994 dues to Treasurer Chuck Grim prior to February 5th (to avoid being dropped from 1994's roster). Chuck's address is SEFSD's new return address appearing on the cover page.

December's Funfly/Pylon Race

The rain predicted to start in the afternoon never threatened, leaving us with great weather for a good funfly and a fun pylon race. Jerry Bridgeman and Troy Peterson came down from Orange County to join Steve Neu, Myself, George Joy and Steve Condon of the Torrey Pines Gulls, to comprise nice, neat 2 heat, 3 plane rounds. CD Steve Neu sketched out 4 rounds, beginning with a round of all Steves! Very funny.

"Okay, ready Steve, turn!"

"Steve, turn!"

"Which Steve?"

"Who turn?" Who's on first. Where are Bud and Lou when you need them?

Steve Neu needed little but his carefully tuned, swept forward CADCAT and world class piloting skills to keep everyone else in his rear view mirror. Steve scored the easy win followed by Steve Condon in his first "3 pylon" race. We felt sure that Steve Condon would want to turn right every other turn simulating his glider pylon experience, but no way. Congrats to Steve Condon on a real short learning curve. One point behind Steve C was Troy. We had no accidents, no launch miscues, no midair collisions, no protests, and not too many cuts. Round 4 was overcome by a rugby game. Far pylon judges included Chuck Grim, Harold Reed, and Ben Weintraub and Father. Full results as follows:

	Round 1	Round 2	Round 3	Final Place	Total Pts
Heat 1	-----				
Place 1	Neu	Condon	Condon	Neu	3
2	Condon	Manganelli	Bridgeman	Condon	5
3	Manganelli	Joy	Manganelli	Peterson	6
Heat 2	-----				
Place 1	Peterson	Neu	Neu	Bridgeman	7
2	Joy	Bridgeman	Peterson	Joy	8
3	Bridgeman	Peterson	Joy	Manganelli	7

"Bargain Hunter Phil" Moore brought out another good flying electric airplane in the toy class. This cute little 3 ft wingspan twin slightly resembled a DeHavilland Dash 8 (??) and featured a unique control system: differential thrust! The transmitter is a mode I two stick where twiddling the sticks starts, stops and throttles various motors. I guess speed control devices became cheaper than servos, pushrods, etc. I am amazed at the quality of manufacturing that allows the little bird to fly without flying surface trims. The plane seemed to fly quite respectfully in Phil's able hands. I sort of wonder how long these models last in the hands of inexperienced, unsupervised novices. The kicker, is the price: \$49.95 at Pic-and-Save. Don't run over there though, Phil informed us that they sold out fast at that price.

Man bites Dog

Once again I feel the need to take exception with something I saw in Bob Kopski's column in January 94 Model Aviation, especially since he virtually threw down the gauntlet: "...please don't anyone tell me again that cooling doesn't matter!". Since our newsletter is routinely sent to most columnists here goes: Dear Bob Kopski:

Very much enjoyed your article about the telemetered "Revolt!" airplane and the graphs showing motor and battery temperature during the flight. I've been mildly curious about temperature rise during the flight and applaud you for taking the bull by the horns and "instrumenting" a model to help solve the mystery. I look forward to the results you alluded to from additional telemetered channels such as RPM, current, and voltage. However, with the data presented so far, I cannot go along with your conclusion that battery cooling matters.

I am of the opinion (without a great deal to

substantiate it mind you) that cooling during the flight doesn't do much good. I'm not disputing the fact that the batteries and motor will be at least slightly hotter without cooling, but without proof of some detrimental effect--so what! Is motor and battery performance degraded by the higher operating temperatures? Is the service life of the components reduced? If cooling improves performance, is it enough to offset the drag caused by the cooling openings in the airplane? Of course I'm not advocating charging hot batteries. All the battery packs in my airplanes are removable. After each flight, the pack is removed and placed into a "cooling tube" (muffin fan on the end of a piece of pipe) and not recharged until they have cooled to ambient temperature. Also, I'm talking cobalt motors here, not ferrite.

Here is some more chow for thought, Bob. Let's say for drill that a thermistor/thermocouple, is essentially a six sided cube. Glue one side onto a warm metal surface and then force cool air around the other 5 sides: what is really being measured? I was unable to determine from the picture (of an Aveox motor?) or from the text if your temperature measuring device was in a position to be biased by the forced convection airstream. May I suggest you "glop it up" with potting to eliminate the effects of forced convection on the temperature of the device. Try your experiments again, and let your readers know how it works out. Also if you have any data that correlates performance degradation with intermittent elevated temperature operation (either motors or batteries) I'm sure myself and the rest of your readers will be glad read about it.

Yours Truly,

Steve P. Manganelli
President, SEFSD

Computerized Dyno

It works! Just a few days ago, VP Steve Neu demonstrated early trials of the computerized data acquisition electric motor dynamometer. You may recall, this was brought in for show and tell at November's meeting as a work in progress, and it is now up and running. You will be hearing much more about it in the future.

Attention Non-Member Newsletter Subscribers

Unless you are a magazine electric columnist or a E-Club Newsletter Editor sending us your newsletter, this will be your last issue of PEAK CHARGE! Non-member newsletter subscriptions are available for \$10.00 (same as dues for now). Please Remit to Treasurer Chuck Grim whose address appears as the Club's new return address. If you are another E-Club Editor exchanging newsletters, please note our new address for your mailing list.

"WATTS HAPPENING 1994"



Las Vegas' First Ever Electric Radio Control Contest



Presented by

Las Vegas Radio Control Club
February 26 & 27, 1994

AMA Sanctioned Event



Awards to three places in all events - Events for all types of Electric R/C aircraft

Sport Scale - Static Judging from 15ft., Pilots choice flight plan

Pattern - AMA Novice Pattern - (modified)

Blind Time - Fly 3 required maneuvers and land closest to 4 minutes (no watches/timers)

Seven Cell Duration - Remain airborne for longest time on a Maximum of 7 1700 MAH Cells

Raffle Drawing to be held at 1:00 PM on Sunday, February 27 at flying field

First Prize - Complete Ready to Fly "Electric Cub" R/C Aircraft

Other Prizes to be announced at contest

Raffle Tickets \$1.00 each or 6 Tickets for \$5.00

Contest to be held at North Las Vegas Model Airport

Located between Jones Blvd and Decatur Blvd on Horse Road

North Las Vegas, Nevada

Time 9:00 both days until ?? As many rounds as time allows will be flown in all events

For information or pre-registration packet contact

Dick Corby (702) 870-9522

FRY FLY
SATURDAY, JANUARY 22, 1994 - 8:30 AM
DUSTY RHODES PARK
SW CORNER OF NIMITZ BLVD AND I-8
SAN DIEGO

NEXT MEETING
TUESDAY, JANUARY 18, 1994 - 7:00 PM
SERRA MESA RECREATION CENTER
9020 VILLAGE GLEN DRIVE
SAN DIEGO

Silent Electric Flyers of San Diego
c/o Chuck Grim, Treasurer
1319 Reed Ave.
San Diego, CA 92109-5131

