

SWAP MEET

The San Diego County Association of Model Clubs and the Stadium Air Force invite you to

6th Annual Stadium Swap Meet

San Diego Jack Murphy Stadium
Southwest Parking Lot
Saturday, June 25, 1994
8:00 am - 12:00 noon

No buying or selling fees are required

All types of R/C aircraft, car and boat equipment will be sold --
collect your things and we'll see you there

Call Roger Jaffe at 463-4455 for more information



PEAK CHARGE

Newsletter of the Silent Electric Flyers of San Diego

1994 Officers

President, Steve Manganelli	225-1152
Vice President, Steve Neu	284-0816
Secretary, Steve Belknap	693-3739
Treasurer, Chuck Grim	274-7322
Safety, Phil Moore	459-3133
Newsletter Editor, Roger Jaffe	463-4455
Newsletter Publisher, Jerry Berman	

Club meetings are held on the third Tuesday of each month at the Serra Mesa Recreation Center, 9020 Village Glen Drive, San Diego, at 7:15 pm. Full membership is open to all Academy of Model Aeronautics (AMA) members. Next meeting: Tuesday, May 17th, 1994. Next Fun-fly: 8:30 am, Saturday, May 21st at Dusty Rhodes Park, SW corner of I-8 and Nimitz Blvd.

Volume IV, Number 5, May 1994

PRESIDENT'S CORNER

Presidents Corner, May 1994

As this is being written, it is an unusual holiday I'll call "Nixon's Death Day", a tradition whereby the sitting president gives all us Federal employees a day off to honor a departed former president. Whatever--I'll take it. The neat part is that no one else has the day off so banks, state and local governments are still open. I used the opportunity to get my new mug shot taken at the DMV. It had been 8 years; what an improvement! When I called and asked about the line length, they said "no line". By the time I got there, there was a line, but it was short and I was out of there in 15 minutes. If the City Parks and Recreation department gets even half that efficient, we'll have our flying site soon.

Flying Field Status: More Mixed News

I made contact with an Assistant City Manager who agreed to meet with us so we can demonstrate we can coexist peacefully with whatever else that the City plans for the field. An agreement to meet with an assistant City Manager is an improvement over a Parks and Recreation Official. However, at this moment the contractor who is on the site now (doing grading, dike breaching, etc.) is responsible for the condition of the site until the contract is complete and the City accepts their work. The City therefore, does not even want to meet with us until the contractor's work is complete. Argh!

We learned some time ago from the construction foreman, that Chilcote Co., the company responsible for the present dredging/grading project, is liable for the condition of the site until the City "buys it off." We just expected that based on observed progress, the job would be complete by now. I learned that just today, that the job also involves some landscaping and hydro seeding which could further delay completion of the contract and hence our flying. The late April rains can't help either.

I feel positive that at some point in time we will obtain use of the undeveloped South Shores Park area as our flying site. Once so done, we will have at least 2 years there before the City develops the area as a park. However, at the present time,

the executive committee feels it would be irresponsible to plan a contest of the magnitude of the Astro Champs without a flying site or kind of commitment for one in place. Therefore, in order that some kind of Astro Contest can be planned, we felt it is prudent to inform Bob Boucher now that we will not be able to host the 1994 Astro Champs.

Pazmany's Rescue Plane

Bob Kreutzer brought us an usual treat at April's meeting: outline drawings of two light-weight (almost ultralight) airplane "configurations" to be used for downed pilot rescue in remote areas (see Figure 1). One most interesting feature of these airplanes, is that they were designed by famed aircraft designer, Ladislo Pazmany! [I apologize for the spelling if it is incorrect, RJ] Mr. Pazmany apparently did a brief stint at McDonnell Aircraft Co., whereby Mr. Kreutzer, being a current employee of said company, came upon the outline drawings in a archive cleaning exercise and alertly saved them from the garbage can. Good show Bob!

One design is a pod and twin boom pusher configuration where the twin vertical stabilizers join at the top forming an inverted "V". The other is a ducted fan pusher "V" tail. Both "LOPAZ" configurations shown use a 4-cycle 74 hp Rotax engine for power. The aircraft are designed for Short Takeoff and Landing (STOL) presumably to get in and out of small fields. My thought would be "helicopter" for this mission but according to Bob, helicopters are difficult to conceal from radar, hence the "ultralight" configuration. The aircraft's low radar reflectivity is enhanced by faceted fuselage sides. Would this make a neat electric model or what? The faceted (slab) sides should not be too difficult to construct. Constant chord wings are easy and pusher electric motors are no problem (prop on backwards, reverse motor polarity). Since this "scale model" was never built or flown, you could interpret the scale details anyway you want, paint it pink, or whatever. Bob has the original 1/10 scale vellums from which any size outline can be derived. We now have photocopied original size versions and various reductions from which to plot our next move! Any other takers (besides me) or collaborators?

Information Super Highway

The Information Super Highway or Internet, is a conduit for computers to exchange information with each other. I haven't the time or the desire to assimilate all the information available through the Internet, but I have become very fond of an ancillary feature known as Electronic mail or E-mail. This feature has become virtually indispensable at work as it allows me to send written communications electronically, to individuals scattered in various locations. My personal computer may be connected to either of two servers (mainframe computers) which are in turn connected to the Internet from which I can send mail to both my coworkers and anyone else who has an account on a server connected to the Internet.

One person that I send at least one message a month is newsletter publisher Roger Jaffe. Yes you guessed it: this column! No more floppy disks and waiting 2 to 3 days for the mail delivery. Attach the file to a mail message and SEND. For those who are not fortunate enough to have Internet servers at work, if you have a home computer and a modem, you can communicate on the Internet via Compuserve or America On Line (albeit for a fee).

America On Line has another feature called electronic "Bulletin Boards" where members post messages with various themes. One of those themes is R/C modeling which even has subtopics which I believe include gliders and electric power. You can bet that anytime we have a major event, there will be one or more postings on the appropriate Compuserve and/or America On Line venue. Someday, instead of sending newsletters, we will just "post them" to Compuserve or America on Line for our members to "download" at their leisure. [A few

MINUTES OF THE APRIL MEETING

The meeting was called to order at 7:30. All officers were present. A total of 17 members attended.

- 1. New Member:** Stephane Gervais was welcomed. He has been flying and crashing electric planes for about a year.
- 2. Mission Bay Park Flying Site:** As of April 13, the Parks and Recreation right of entry permit guy has been unwilling to commit until the Parks Development guy (new person: John Leppert) is convinced that the club's use of the site will not impede the City's possible development of a temporary parking lot before the summer season. A decision could take another month! Steve M. is diligently appealing to Mr. Leppert that no matter what the City does, the club's activities will not interfere. Meanwhile, the lagoon has been pumped and the dike breached. Final grading continues.
- 3. 1994 Astro Champs:** Because of the above mentioned delay in City decision making, the official planning for the event has not yet started. Steve M. is working on an outline of the planning tasks based on the F5B team selection contest last Fall. Steve N. mentioned that the name of the event might not have the name "Astro" in it so as to elicit sponsorship from other motor manufacturers such as Aveox. Also, during an event, individual contestants may have the

clubs already do that - RJ]

Jack Gollaher, Newspaper Hero

Did you all (especially OB/Point Loma Residents) catch April 1st's edition of the BEACON? The front page contains a color photograph of Jack and a story about his E-Modeling exploits. Jack said they got most of the facts straight, except the name of our club which they got wrong! Oh well.

Next Months Meeting Program: Mega Motors and Speed Controls

If you didn't read Bob Kopski's last column in Model Aviation on speed controls, you should. Bob gives a lot of good information about high rate vs frame rate and the operation ramifications. However, I didn't understand too much of it (other than "high rate is better") and as usual, Bob is too politically correct to say which brand is good and which isn't! Steve Neu's chalk talk will provide a good understanding of how these devils should work and will tattle on the ones that don't.

The MEGA motors as described in last month's Peak Charge have arrived and will be unveiled at the meeting. Ponder this performance claim to whet your appetite: 10 volts @ 90 amps turning a 13 X 8 prop @ 10,000 RPM (for 20 secs). Is it for real? How efficient is it at 90 amps? What speed controls can handle the 90 amps? Come to the meeting and find out!

option of being judged or not. Again, the emphasis will be on fun.

- 4. Astro Flight Merchandise Buy:** Following a call from Steve M. to Anita of Astro Flight, all orders have been filled except one Viking kit.
- 5. Balsa Buy:** Roger J. did not receive enough orders to make the \$250 cut-off for the 20% discount from Superior Aircraft Materials.
- 6. Get Airtronics Products Cheap!** Airtronics is offering 50% off list price on selected items to the club. This will be done through a single group purchase. A price list is included in this issue. Place orders at May meeting or contact Steve N. (284-0816).
- 7. Tabloid Tech!** Steve N. has yet another exciting little gadget. This is a special electronic camera that can input a still picture directly into his computer. Once in the computer, the picture can be printed or added to other applications such as this newsletter. Yes, future Peak Charges might feature a computer developed picture or two. Keep watching!

- 8. Truly A Better Foam:** An update on the SVF foam mentioned in the March newsletter. Steve N. says the foam is just as easy to work with as the other commonly used foams but has the advantage of being virtually interchangeable with Rohacell®. Remember, it can only be found at SVF Surf Products in Oceanside, 721-9671.

9. Treasurers Report:

Previous Balance (Feb. 15, 1994)	\$ 670.77
Income	
Dues	\$120.00
Raffle	39.00
Group Purchase	64.69
Total Income	223.69
Expenses	
Mailing Labels	\$ 16.15
Printing & Postage	56.72
AMA Dues	30.00
Total Expenses	102.87
Current Balance (April 19, 1994)	\$ 791.59

- 10. Show & Tell:** Steve B. showed a sampling of aerial photos he has taken with a camera mounted on the bottom or side of his R/C airplane. The camera is a cheap 35 mm, with auto advance, fixed in a homemade box with a servo on the outside to push the button. Picture quality is reasonable considering you usually don't know exactly what you're aiming at. A lesson learned early on is that the camera must be very well insulated against vibration to ensure adequate clarity and color.

Bob Kruetzer displayed a couple sets of plans he obtained from his place of work. They were all variations of a project in the late 80's called LoPaz (Pazmany Low

Observable). Seems the famous designer and author L. Pazmany had drawn several versions of a small (two place), stealthy, prop-driven, single man reconnaissance plane designed to retrieve personnel from within enemy territory. Of interest were the faceted surface areas and inverted V-tail that were intended to be less visible to radar. Also, since propellers are highly visible to radar, one variation detailed a ducted pusher fan approach.

Finally, everyone was treated to a live demonstration of Steve N.'s electric powered Kyosho Concept EP helicopter. With everyone gathered out on the front lawn, Steve showed us how effortlessly he could hover the craft within one foot of the surface. Not only that, he went up, down, and turned around! Steve is new to helicopter flying and his demonstration reaffirmed to all present that have never tried just how tricky it must be. As Steve M. asks "Can you walk, chew gum, and twiddle both thumbs at the same time?". Steve's new toy is a must-see with its special homemade baby blue training wheels and custom rotor/tailboom deflection device. Power is a can-05 and seven 800mA cells. Weight is approximately three pounds. Flying time is about five minutes.

- 11. Smash & Crash & Bash & Bust & Burn:** If you are still relatively new to R/C flight or electric flight or just don't want to put your own pride and joy at risk, remember there is still the Club Trainer that any club member is welcome to use. There is always a user-friendly flight instructor around on Funfly days that would be eager to assist. Phil Moore (459-3133) is the holder of the trainer for the club. A call to him just prior to any Funfly day will assure you that the trainer will be there.
- 12. Forward Dates:**
May 17 Club meeting, Serra Mesa Rec. Center, 7:15 PM.
May 21 Funfly at Dusty Rhodes Park, 8:30 AM.

Figure 1 did not reach me in time for this issue - It will appear next time! Roger