



# PEAK CHARGE

Dedicated to the promotion of  
electric propulsion  
in all types of aeromodeling.

SEFSD Newsletter

January 1996

Volume VI Issue I

## Calendar

### January

- 17 Meeting
- 20 7 Cell Pylon Races
- 27 Monthly Funfly

### February

- 21 Meeting
- 24, 25 Watts Happening 1996

### May

- 4, 5 Spring Fling

## January Meeting

### Agenda

- Spring Fling
- Pylon Race
- Field Update
- Battery and Astro Buys

### Show & Tell

- "50-Watt Fred" Harris with his 52% Grasshopper.
- Jack Gollaher and Bayridge Mike.
- Steve Neu with new heli.

### Entertainment

- Video of FloatFly
- ATC Tour sign-up

### Raffle Prizes

- H. S. Caprice ARF

## Battery Storage

by Steve Manganelli

A while back, one of our members (was it you Russ Couey?) showed me the unfortunate synthesis of a motor battery pack with exposed connections and a frequency control clothes pin (spring): arc, spark, smoke, smolder, burned wires, melted heat shrink, etc. Just the random rattling around of a clothespin and the battery pack in the same "vessel" was almost enough to cause disaster. The battery pack was damaged but I believe no collateral damage occurred to significant personal property.

Certainly the situation could have been worse; there is enough power in a somewhat charged nicad battery pack to start a serious fire! There are two solutions to the problem: insulate your battery packs better or protect your stored battery packs better. I vote against the former plan as electrical insulation also provides unwanted heat insulation, plus additional weight. If like me you use "banana" type connectors soldered directly to the battery pack, at least 2 exposed terminals are unavoidable. This leads us to the solution I stumbled onto to easily protect your stored battery packs: cosmetic sample bags! These cosmetic bags are routinely included with women's cosmetic promotions that go something like "...free gift with \$xx purchase". These bags usually bear the cosmetics manufacturers' logos, the idea being that one should discard the current makeup bag in use and begin using the one with the logos, thereby advertising that manufacturers product. You have to shortcut the system and convince the little women that the present cosmetic bag is just fine and that you need the new one in the name of Electric Model safety! These bags come in minor variations in shapes and sizes but for the most part are 8 to 10 inches long, 4 to 6 inches high and expand accordion style to several inches wide. Best of all, they are made entirely of plastic usually including a plastic zipper. Thus each battery pack so pro-



First flight of the year - Lynne Jeffern referred to these two behemoths (my Kadet Sr. and his Dablaire) as the "Flight of the Titans".

Continued on page 5



## Silent Electric Flyers of San Diego

### Club Information

#### 1996 Officers:

<b>President</b>	<b>Wayne Walker</b>
284-6119	ApolloWayn@aol.com
<b>Vice President</b>	<b>Steve B. (acting)</b>
693-3739	LetIFly@aol.com
<b>Secretary</b>	<b>Stephane G. (temp.)</b>
496-9012	74077.1734@compuserve.com
<b>Treasurer</b>	<b>Chuck Grim</b>
274-7322	Rcelectfly@aol.com
<b>Editor</b>	<b>Steve Belknap</b>
693-3739	LetIFly@aol.com
<b>Safety</b>	<b>Steve Neu</b>
284-0816	SNEU@aol.com

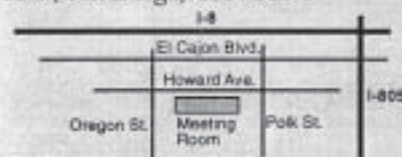
#### SEFSD Mentors

These individuals want to help you (current or potential members) with your electric-flying questions:

Steve Belknap	693-3739
Wayne Walker	284-6119
Jim Baron	278-8099
Harold Reed	273-6023
Fred Harris	223-3043
Phil Moore	(909) 696-1975
Roger Jaffe	463-4453
Stephane Gervais	496-9012

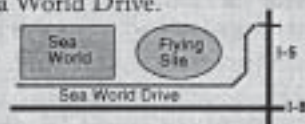
#### Monthly Meeting

Held on the third Wednesday of each month (no meeting in December) at 7:00 PM. Meeting room is at the North Park Shuffleboard Club, 2719 Howard Ave., San Diego, CA 92104.



#### Flying Site

Located one mile East of Sea World on Sea World Drive.



#### Membership or Subscription:

Ten dollars per year. Contact Chuck Grim, 1319 Reed Ave., San Diego, CA 92109, (619) 274-7322.

## 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 Pylon Racing, FAI-F5B, 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.

## President's Message

By Wayne Walker

Here it is a brand new year, and only 5 till the new Millennium. Speaking of Milleniums, take a look at New Creation's newest catalog, the Millennium Falcon looks real good. In fact, the whole catalog looks real good!

What does the new year have in store for us? First of all there will be a regular 7 Cell Pylon racing program this year, check out the flyer in this issue for the details. There will also be the two annual events that I've talked about before, the Spring Fling and the Fall Fun Fest. I hope that both of these will serve the purpose of encouraging and demonstrating Electric Flight as well as providing a platform for gathering electric pilots together for socializing and information exchange.

I would like to get some input on what can be done to make these events better so please let me know at the meeting on the 17th, or call me, or E-mail at APOLLOWAYN@aol.com. I'm particularly interested in whether Scale and Pattern should be in the events, also new ideas are welcome of course.

Happy Birthday to Chuck (when are you going to fly again?) Grimm, our Treasurer, guess what year? Truman was President and bread was \$.08 per loaf, and of course the aviation event of January 8th, 1991 was the filing for bankruptcy by Pan Am Airways! Bob (where is the Fantasy?) Kreutzer's birthday was Jan. 11th, and that was the day (but not the same year) that Amelia Earhart was the first woman to fly across the Pacific from Hawaii to California. Anyone else have some trivia dates for Aviation History?

I'll see you all out flying on Saturday, so let's have great flying year ahead of us, and may the U.S. F5B team break all records in Prague this year at the World Championships!

#### End Of Year Party!

On Thursday evening, December 7TH, at the 94TH Aero Squadron Resturant, we held our first annual Holiday Party! As everyone that attended will tell you it was GREAT! We had a standing room only crowd (just for cocktails) and such a lively discussion all during the evening that it took three tries to quiet down one group for the awards! We even had International attendees Bruce and Eilene Flockhart from Switzerland and Scotland to join us for the evening and enjoy the delicious food prepared by our host Fred Mansour and his very attentive staff of waiters and cooks. Next time you go out on the town be sure to give the 94th Aero Squadron a try and tell them how much fun we had!

Speaking of awards, Steve Belknap received a plaque for Most Enthusiastic Club Support, Steve Mangenelli for his work on making our Newsletter one of the best in the U.S., Steve Neu for becoming the United States F5B Champion (he finally beat Jerry Bridgeman!), and Stephane Garvais for most improved pilot of the year.

All in all it was a great way to wind up the year and I hope everyone had as good a time as Margi and I did. I told Fred to reserve the place for next year, only a bit larger as we should have even more attendees!

Happy New Year, and Good Flying to All!



## Letters To The Editor

(The following letters represent the viewpoints of the individuals who wrote them, and should not be misinterpreted as those of the club as a whole, Peak Charge, or the editor. Letters are always appreciated.)

### What the Flux?

Steve- Are you serious? Did (*name withheld*) threaten to sue you or pay you off? See if you can get (*name withheld*) to talk "off the record" about other folks' experiences with the FX-35D, you may have to conclude there are "flux discontinuities" all over the country! Since (*name withheld*)'s design is unfairly and blamelessly affected by flux discontinuities, I wonder what the repair might be that will make it work at our field?

Yours "Amusedly"  
Steve Manganelli

P.S. I wouldn't be surprised to find out there is metal in the ground under our field as it is on/near a former landfill. However, metal in the ground is not that unique and should not be fatal to a speed control.

### You Gotta Be Kiddin'!

I got the newsletter and had a good laugh from your FX35D article. You were kidding right? In any case radios do not respond to "flux discontinuities"! There may well be some cables and such in the ground which could cause multipath problems that might cause a radio that is already under stress from a RF generating FX35D controller to glitch. This is possible but not "flux" problems.

May the FLUX be with you!

Steve Neu

P.S. Try not to have another close encounter of the flux kind.

## Meeting Minutes

From the November 1995 Meeting

### I New Members:

Glen Ritchie came to see what we were up to. Glen is a Captain in the Marines and flies in F-18s. When he isn't workin' for Maggie he flies his Goldberg Mirage with us. Welcome aboard!

All officers were present and there was an attendance of 18.

### II Old Business:

SEFSD Electric Fall Fun Fest results: Man, that Wayne really knows how to put on a flying party! For a short notice, first time through kind of event, it went really well. We had lots of flyers and lots of spectators. Events ran on time and there was plenty of time in-between for fun flying. Lunch (thanks to Lynne) was good both days. The prizes were excellent. Everyone who entered went home with some sort of prize. Even the well known Bob Benjamin was there with the folks from Model Electronics Corp. to show off their power systems. This one was a success!

South Shores Development Update: Looks like Santa is going to bring us a new flying field this next year... God knows where that will be. Recent inquiries into the status of our field has revealed a frightening discovery. There is going to be a parking lot and road going right through our runway! Construction is supposed to begin by the end of this year and be complete by Memorial Day '96. The development is to be almost entirely West of our spot (see attachment) so we are doing what we can to see if we can move East and coexist with the construction. We have requested that we be invited to the pre-construction meeting so we can meet with the developer.

### III New Business:

Present Ribbons to the winners of the LMR Handicap Contest: We're going to have to keep a close watch on that Stephane Gervais! This guy can do amazing stuff with his Electra. This time he won the LMR Handicap contest with a score of 1164.5. Congratulations! Finishing at a close second was Wayne flying my old Electricus

(1014). Third place went to Fred Harris with his Lanso Bomber (952.5).

Officer Nominations: At the end of the October meeting we still had two positions unfilled. (See below). There was no contest for the other positions. Nothing has changed since then. The success or failure of the whole or any part of this club can be assessed on a personal level by each individual member. It has been a good year for the club and each member has benefited. The goals of the President and current VP are to make next year even better. It is going to require people involvement to make it happen! Please, think of yourself or someone else you can nominate for either VP or Secretary.

Nominations:

President: Wayne Walker

Vice-President: \_\_\_\_\_

Treasurer: Chuck Grim

Secretary: \_\_\_\_\_

Editor: Steve Belknap

Safety: Steve Neu

The holiday Party is a Happenin'!: As you saw in the newsletter, it will be on December 7th, 6:30 for cocktails, and 7:00 for mass consumption. It will be at the 94th Aero Squadron, 8885 Balboa Ave. Bring your significant. Please let Wayne or Steve B. know if you are interested soon so we can get an idea of the total. See you there!

Club Dues: Do we like them the way they are or should there be a change?

Treasurers Report: Beginning balance \_\_\_\_\_ Income \_\_\_\_\_ Expenses \_\_\_\_\_ Ending balance: \$654.14

Don't forget: **Renew your AMA Dues!**

Otay lakes Sport Float Fly on Nov. 19, 8:00 AM to 3:00 PM, at Otay Lake Park. Be there with floats on!

An Internet Postal Competition: I think the Fall Fun Fest was enough competitions for one month so there won't be a November monthly contest. But there will be a December contest! It will be the Australian Postal Contest mentioned in the newsletter. Although the contest can be run any-



time in December, we will hold it on the 9th & 10th so we can all figure it out together and enjoy each others camaraderie. We will have winners for our club and send the results "Down Under" also.

#### IV Program:

There was an impromptu Prop Shop. Jim Baron told us about the problems with folding props on free-flight planes in 1942. They kept breaking and were eventually banned from use. Harold Reed showed off a vast assortment of his unusual props (there was even a one-bladed prop). He also explained how one should use an ammeter to really determine the proper prop for your set-up. Steve Neu talked about ballancers and pitch gages. He said some strange prop problems can be traced to uneven blade-to-blade pitch.

#### V Show & Tell:

1. Name: SkooT, Owner: Steve Belknap, Weight: 3+ lbs, Motor: A05 sport, Battery: 7 1700mA, Details: Latest design.
2. Name: Falcon 550E, Owner: Wayne Walker, Weight: 65oz., Battery: 10 1700mA, Details: Flies great!
3. Name: Chetah, Owner: Steve Neu, Weight: 42 oz., Motor: Aveox 1409G, Battery: 7 1700 mA, Details: 15X14 prop at 4700 RPM. Excellent vertical.

#### VI Raffle

Fred Harris, MonoKote Scissors  
Jess Green, EZ Built certificate  
Stephane Gervais, Rubber bands  
Steve Belknap, EZ Built cert.  
Harold Reed, glue  
Steve Kerrin, APC props and A05G motor

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## Clean & Quiet — A Book Review

By Roger Jaffe

Many of you know Bob Aberle as a contributing editor of Flying Models magazine and a prolific designer of electric-powered models. Bob has been at electric flying since 1979 and has finally put his knowledge down in print in a book called *Clean & Quiet — The Guide to Electric Powered Flight*. I've had the chance to read it cover to cover and would like to recommend it as probably the best tome for beginning electric pilots, particularly those that are already familiar with gas power. Although others have written books for beginner, this one really starts from scratch and introduces you to electric flight from the ground up.

It starts with the advantages of electric flight and although Bob mentions the "disadvantages," he instead calls them "considerations" to keep in mind. Bob really doesn't explore the "considerations" in depth, but I think one can assume that if you're reading a book on electric flight, your interest has been peaked to a form of flying that isn't really better or worse than gas flying — just different.

Bob continues with a discussion of flight systems, then detailed explanations of each part of the flight system, i.e. the motors, propellers, batteries and chargers, speed controllers, wire, connectors, fuses, switches and charging techniques. Of particular importance is a table that lists typical combinations of aircraft and the flight systems that should be used to fly them. As those who fly electric know, motor technology has advanced considerably, but motor designations have not, thus leading to mass confusion about how much power really can be expected from say an "05" or "15" motor. This chart goes a long way to answer the questions of what to fly and how to power it.

Pictures and tables are plentiful in *Clean & Quiet*, and Bob even convinced cartoonist and fellow e-flier Don Bousquet to draw a series of cartoons especially for this book. Long-time modeler and associate editor of Flying Models Frank Fanelli took on the job of editing this book. If you're afraid of things getting too technical with charts and

graphs and mathematical formulas, don't worry — this book has none of that. It's simply a book about how to quickly and easily get started in electric flight. If you want to get technical, there are other books out there where you can take pencil and paper in hand and exercise your calculator.

*Clean & Quiet*, by Bob Aberle, is available for \$12.95 plus \$3 for postage from Douglas Charles Press, 440 Mendon Road, N. Attleborough MA 02760. Orders may also be called in to (508) 761-5414.

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## BENT SHAFT

For Jan '96 By Steve Belknap

There was no Bent Shaft in the December newsletter so I have some catching up to do.

On the fourth of November Charles White showed off his new Dragonfly. This plane is just like the one Fred Harris built from plans. By the time I saw it he already had half-a-dozen flights on it. Power is an Astro 035G. I think he really likes it since this is the only one of his planes I have seen him fly since.

On the 5th of November Bob Davenport sent his beautiful new Goldberg Electra floating skyward. He used the same power combo I have in my Electricus: Speed 600 coupled to a Titanium gearbox and Sonic Tronics 10 X 6 propeller. After a successful range check, Bob was happily reclining in his fold-up "Captain's chair" and enjoying a great flight.

The 15th of November was a bad day for Don Wemple. That was the day Mother Nature took over control of Don's Electra. It was a day of blasting thermals and Don just couldn't resist taking advantage of all that he could find. Way up there in the clouds, somewhere unseen, is a threshold where excitement stops and panic begins. This is the line, that when crossed, where your airplane disappears. There was some discussion, that day, about whether Don's plane had only disappeared from view or did it completely vanish altogether. You see, only part of the sky was obscured by clouds but no matter what contorted stick input Don sent to the lost plane it never reappeared. After several of us searched the sky in vain for a long time the question re-



mained, did the plane merely fly off toward the East somewhere or does it now exist in an entirely different dimension or reality?

On the same day Fred Harris brought out his new Skeeter 30 (made from Hi-Line plans). Wingspan is 37 in., area is 184 sq. in., weight is 14-15 oz., and the wing loading is 11-12 oz./sq. ft.. It was powered originally by a Silver Streak 035 motor direct on 4 800 mA cells. It is currently powered by a Speed 400 on 6 600mA cells. Radio is a Cannon Micro Systems set. Fred says the plane flies better and better all the time. He was out recently doing touch-and-goes with it. On the same subject, "50-Watt Fred" has recently completed a 52% scale version of his great flying Dragonfly. This little beauty is also powered by the same motor/battery as the Skeeter. The flight for both is just terrific! This really shows that there is a lot that can be done with the small electric powerplants.

On November 29th, Jim Baron was having a ball with his A15G powered Viking doing loops, rudder rolls and what have you when fun came face-to-face with disaster. The wing snapped right in the middle at the joint. Jim and I went over to survey the damage. As they say in the insurance business "Total loss". Everything was either bent or broken, everything! Jim responded to the crash with his usual casual demeanor. When one has been at this hobby as long as Jim I suppose you just grow to expect things like this.

Jack's back! Jack Gollaher that is! Not only is he back but he has a brand new plane called the Bayridge Mike. This is a scaled up version of one that a friend of his had. Jack loved it so much he spent about a year and a half redrawing the plans to 150% and building it. The result is a beautiful Old Timer that Jack should be very proud of. The maiden voyage on December 30th proved that his time was well spent. With just a can motor it performed as well as anyone could want from sport old Timer. Great to have you back flying with us Jack!

Finally, here is one for the "wow, that's weird" file. Bill borrowed my 7 cell battery pack so he could fly his 05 powered pylon racer. The flight went great until the motor began making what sounded like a loud 10kHz hum. After landing it was found that one of the Graupner folding blades was missing. Upon closer examination it was found that the motor had migrated rear-

ward! The back of the blades near their roots were being cut into by the front of the fuselage behind the spinner. One blade finally let go and the other was about to. Even after the flight, the motor seemed secure in it's Astro radial mount. All I could say to him was "wow, that's weird".

On January 1 many of us gathered at our sacred spot to ring in the new year properly. We performed our flying ritual, the same one we repeat each week. But on this day, in the early Dawn hours (about 8:00 AM) Lynne Heffern and myself (the first two brethren to arrive) stood bravely at the edge of a brisk new year and slowly, proudly we raised our heads and stared straight into the face of destiny. With a look of complete defiance and determination we forcefully and carefully growled every syllable of the battle-cry that has kept men like us free for a thousand years "Let's fly!". Our flying behemoths, his Dahlaire and my Kadet Sr., rumbled majestically down the runway in perfect synchronization, taking to the sky as if to thumb their noses at the laws of Nature. During the flight we spoke only of Divine things such as thermals, motors, batteries, and the like. Even as we stood there, bolt upright, tall, with feet firmly planted on Mother Earth, we were at the same time lifted by the experience, lifted higher and higher into another world, a world where only true believers can go. So for about 12 or so minutes we looked out, past the edge of our daily reality and saw the brilliant shining light of happiness. It was the first flight of the year!

Later that day Steve Neu came out to test fly his new (to him) Hirobo Shuttle helicopter. This one was given to him by Brian Chan because his wife told him to. Seems this little chopper had its "First blood". As Brian was attempting a hover, the craft pinned him against a car then attacked him. Nearly cut off one of his fingers, too! So faced with the inevitable "It's either that thing or me!" dilemma he chose family harmony. Sorry about the finger Brian, and the helicopter too. Steve is still taming the beast. He has hovered it up to six inches off the ground many times. Other than a very strange speed control problem there have been no more attempts on anyone's life.

## Battery Storage (cont'd)

tected can be stuffed into a drawer, your car or other vessel replete with metal objects without fear of fires.

You single guys will have to be a bit creative to get them. Hit up a few cosmetics counters at your favorite clothing oriented department stores (i.e. Nordstroms, Neiman Marcus, etc.), and turn on that charm. Perhaps you could score a few smudged rejects! Right now I have 4 or 5 more of these than I can use and will dole them out to whom-ever gets to me first!

## Pay your Dues! Please!

There is a handy application/renewal form on the back of this newsletter. Please use it to send in your dues and copy of 1996 AMA card. We want to retain all of you as members and freinds. Also, renew your AMA if you have not done so already. Thank you.

## Mo' Batteries?

Several of you gents out there have expressed the need for yet even more batteries. If there is interest, we can organize another battery buy in January. This time we can place the order right after the January meeting. Contact me at 693-3739 or in person if you are interested. See you at the meeting. Prices are:

N-800AR	\$3.00 ea.
N-1000SCR	\$3.00
N-1400SCR	\$3.00
N-1700SCRC	\$4.50
4N-270AA packs	\$7.50

## Monthly Contest

This month the contest will be the pylon race advertised elsewhere in this issue.



## Page o' Pictures

### Greetings from your new editor!

I hope the new year has greeted all of you with health and happiness. I, as you can see, have a new challenge as the Editor. I must say right off that there won't be much I can do to improve on what Mr. Manganeli handed down to me. Still, I will continually try and find ways to improve the newsletter look and content. My goal is to have a publication that is truly a representation of the individual members. The way I intend to do that is to invite some of you help represent the club. Some of the areas of interest that I would like to see covered are: History of modeling from a personal aspect (we got a lotta history in this club!), New Products as reported by the member/user, What Members are Building, and if I'm lucky I can convince Michael Breithaupt to be our European correspondent for News From Europe, Finally, Rick Cutler said "OK" (in between "Uncle, Uncle") to sending us news from his part of the E-world. Even with all the aforementioned, make no mistake, all you regular contributors are not off the hook! I hope you enjoy and please write plenty of Letters to the Editor.

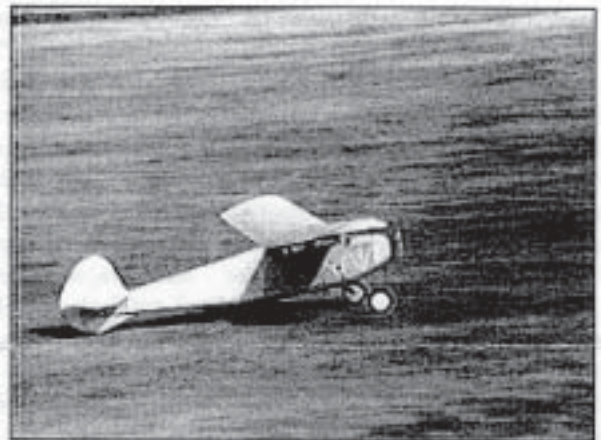
Steve Belknap



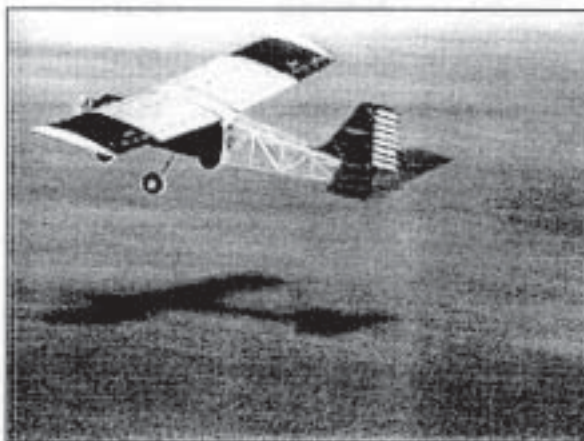
*John Collin's big Cub on one float during a touch (splash?) and go at the Otay Lakes Float Fly.*



*Harold Reed shows off his Ace PuddleMaster after another "wet" flight. A05 on 7 cells.*



*Jack Gollaber's new 150% Bayridge Mike on roll-out for its maiden voyage. Flown by friend Eric. What a beauty!*



*Harold had been threatening to put an A25G in his Sig Seniorita for a long time. Finally up an' did it! He added ailerons in the outer panels for better roll. Super performance on 14 cells.*



*Look closely, it's about 6" off the ground! This is Steve Neu in the process of taming the Hideous Hirobo Beast.*



# WHAT'S HAPPENING 1996

## Las Vegas Third Annual Electric Radio Control Fly-In.

Presented by  
Las Vegas Radio Control Club

February 24 & 25 1996



### Venue:-

TOC Site - Sam Boyd Stadium,  
Boulder Highway and Russell Road,  
Las Vegas, Nevada.

Special prize for smallest flying RC model.

Open flying most of the time with a few special events - lots of awards and prizes

### Hotel Closest to flying Site:-

Sam's Town Hotel & Gambling Hall 5111 Boulder Highway, Las Vegas.

Reservations:- 1 800 634 6371  
1 702 456 7777

### Symposium:-

Saturday February 24 7.30 - 11.00PM at Sam's Town  
Hotel and Gambling Hall - entry \$10 per person.

### Raffle Drawing:-

To be held Sunday February 25  
at the flying site.

- First prize - electric R/C aircraft.
- Other prizes to be announced at the contest.
- Raffle tickets \$1.00 each or 6 tickets for \$5.00.

### Tailgate Swap Shop

- Bring your stuff to buy, sell or swap.

For information or  
pre-registration packet  
contact:  
Dick Corby  
(702) 870-9522  
or Fred Reese  
(702) 876-4718

**Entry fee**  
**\$10.00**  
**Per Day**

# 7 CELL PYLON RACING JANUARY 20, 1996 FROST BITE RACES

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THE SILENT ELECTRIC FLYERS OF SAN DIEGO PRESENTS

7 CELL PYLON RACING IN 3 CLASSES !

UNLIMITED DIVISION

ASTRO MOTOR DIVISION



SPEED 400/600 DIVISION

SIGN UP AT 8:30 AM - SAT JAN. 20th AT THE FIELD IN MISSION BAY

SEA WORLD DRIVE AT 15, NEXT TO SEA WORLD

FIRST RACE 9:00 AM - 180 METER COURSE

BEGINNERS WELCOME ! SPECTATORS WELCOME !

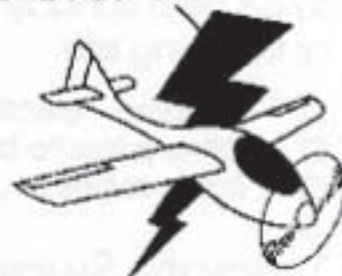
COME ONE, COME ALL TO SEE THESE

**BUZZ BOMBS TEAR UP THE SKY !!**

CONTACT: WAYNE WALKER (619) 284-6119

STEVE BELKNAP (619) 693-3739

JERRY BRIDGEMAN (714) 963-5321





## Advertisements

### New Creations R/C

Charging the air with excitement

P.O. Box 496 Willis, TX 77378  
(409) 856-5630

Give Kirk Massey a call for his great catalog and expert technical assistance. There are no specials this month. If you would like specials in future issues please let me (Steve Belknap) know what kind of items you would like to see on Sale. Kirk has been guessing what to put in the past specials but the response has been nil. I will be happy to pass on what ever you tell me to Kirk.

### FAI

### SPEED CONTROLLERS

Made by Steve Neu

Steve still has his usual models available to the club members at a special Club Price. His updated ad did not make it to me in time for print but you'll see it next month.

# AVEOX

## Electric Flight Systems

### Brushless Motors / Controllers / Accessories

Aveox Inc., 31324 Via Colinas #104,  
Westlake Village, CA 91362  
tel: (818) 597-8915  
fax: (818) 597-0617  
102252.401@compuserve.com

(January Sale for members only!)

**Model 1406 Y-wind**           **\$270.00**  
w/controller

**Model 1409 Y-wind**           **\$290.00**  
w/controller

**Model 1412 2Y/4Y**           **\$345.00**  
**Kevlar Wrapped w/controller**

*Free with a model 1412:*

*Hobby Lobby Flame kit. 24 to 40 size,  
66 in. span, 682 sq. in.*

## Classified ads:

Wayne Walker is offering SEFSD Logo Decal Sheets for \$2.00 each. These are clear as a window and glossy with adhesive on the back. Print colors are red, blue, or black, your choice. Each 8.5 by 11 inch sheet has several different sizes of the SEFSD oval and airplane logos on it.

There is an **Electrostreak** for sale hanging from the ceiling at the Convoy Hobby Shack. See Richard at Hobby Shack.

Wanted: Plans for **Guillow's electric powered Aeronca**. Contact:

James E Gaetke AIA  
4148 Conrad Drive  
Spring Valley, CA 91977  
462-0151 Phone or Fax

Now available!

### Turbo Charger Coolers For Batteries!

Keep batteries cool while charging and cool'em off after flying! High grade 12v fans with 4" tube to cool two packs at once. Regular \$29.95, now only \$23.96; see Wayne or order from New Creation's R/C (409) 856-4630.

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**Please bring in the newsletter notebooks so they can be read by others. Thanks.**

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**Silent Electric Flyers of San Diego  
Membership and Renewal Application**

NAME: Last \_\_\_\_\_ First \_\_\_\_\_ Middle Initial \_\_\_\_\_

DATE OF BIRTH \_\_\_\_/\_\_\_\_/\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE: (H) \_\_\_\_\_ (W) \_\_\_\_\_

FREQUENCIES USED FOR ELECTRIC \_\_\_\_\_

AMA NUMBER: \_\_\_\_\_ Dues Paid \_\_\_\_\_

*Note: AMA membership required* Date \_\_\_\_\_

*Bring to club meeting or mail with Xerox copy of AMA card and a check for \$10.00 dues to: SEFSD, 1319 Reed Ave., San Diego, CA 92109*

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SEFSD c/o Steve Belknap  
10223 Kaiser Place  
San Diego, CA 92126

