



PEAK CHARGE

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

SEFSD Newsletter

February 1996

Volume VI Issue 2

Calendar

February

- 18 Pylon Races
- 21 Meeting
- 24, 25 Watts Happening 1996

March

- 17 Pylon Races
- 20 Meeting

May

- 4, 5 Spring Fling

February Meeting

Agenda

- Spring Fling
- Pylon Race
- Field Update
- Astro and Banana Plug Buys

Show & Tell

- Fred Harris with his Akro Pro 25
- John Hood and G.P. Sportster 20
- Jim Gallacher with Astro porterfield
- Lynne Heffern & Astro Mini-Challenger
- Bob Davenport & Mini-Viper

Entertainment

- Video of Pathfinder

Raffle Prizes

- Mystery Goodie

FrostBite Races

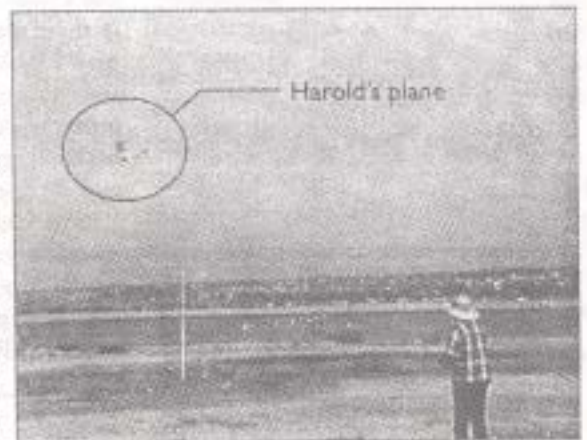
JANUARY PYLON RACING REPORT

By Wayne Walker

On January 20th we had our first 7 cell pylon race of the year and it was great! We had the gang from Orange County come down and all the local speed merchants as well as a gaggle of guests and racing fans drawn in by the posters that they saw at the local hobby shops show up at the Mission Bay Flying Field. This was the first race with the Three Division format of Unlimited, Astro motors, and Speed 400/600 motors. The Unlimited division was the most popular with 5 entrants, the Astro group had moved up to Unlimited with the purchase of Aveox motors that show great promise in the hands of Danny Voz and Troy Peterson.

The Speed 400/600 group was a good cross section of beginners with Dan Gervais, Steve Belknap and Wayne Walker all trying to get into the groove and settle down as best as possible. The venerable Midway Lightning was fast, but the pilot had control and lack of practice problems to contend with and ended up covering extra ground on each lap. At the other end of the spectrum was Steve Belknap with a very smooth and practiced form that kept his SkooT sport pattern design moving around the course like clockwork. Although not designed for speed and having to make an R.O.G. takeoff, Steve came in Second to Dan Gervais' Cad Cat 600. The coaching for the beginners was provided by the very experienced team of Steve Neu, Steve Manganelli, and Jerry Bridgeman. This made all the difference in the world and was much appreciated by us beginners.

The races were held on the old course as we were not really ready at the new site. The Unlimited races were so close and hottly contested that Steve Neu broke the wing of his Copy Cat right in the middle due to stress failure, those 100 MPH turns really load up the wings on these little buzz bombs. The end result was that Danny Voz was just behind Steve and actually tied Troy Peterson for second place. This was scored with a throw out round and tie breaking by looking at who beat who in the heats, possibly the C.D. should have scored it straight and left it at a three way tie for First Place all the way around!



Harold rounding the pylon showing that even Old Timers (the plane and the man) can have fun racing.

Continued on page 2

Silent Electric Flyers of San Diego

Club Information

1996 Officers:

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

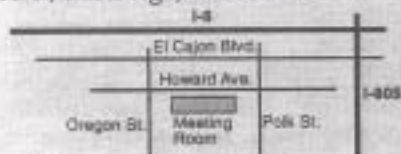
SEFSD Mentors

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 Corner

By Wayne Walker

Frost Bite February is upon us, but we're only getting frost bite from all the Skiing we've done. Although some of the flying has been a bit cold unless you use gloves to keep your fingers working in this 50 degree weather, (just a reminder that most of our Eastern, Northern, and European friends are still down in the basement building their new Spring creations for flying when it thaws out.)

January saw our first 7 Cell Pylon race of the season, (see the race report on page 1), and we will have the next race on Sunday, February 18th. Pylon racing has been jazzed up this year by the addition of the Astro motor, Speed 400/600, and the Old Timer classes. These changes were made to enable more pilots to participate at different skill and expense levels, and to provide a ladder for people to advance at their own pace from beginner to expert.

The Speed 600 race held in January had three different designs in it and showed how much fun you can have with a \$2.00 can motor in a well used \$20.00 fiberglass airframe and a little time spent getting it all together. The built-up Lightning that I flew was right in there and with minimum expense and construction effort to boot. The 38 inch wingspan Lightning uses a Speed 600 from New Creation's R/C, a Neu controller, and mini servos to come in at 35-40 oz. With either 1700 SCRC or 1400 SCR batteries it has plenty of run time to do at least 12 laps on the 180 meter long course, or 3-5 minutes of high energy aerobatics. Aaron Bourdage has the plans and suggested mods available for anyone that wants to build a Midway Lightning and join the fun.

The Unlimited racers started using Aveox 1409 motors and showed that this can be competitive against the best German motors. If things continue at this rate we plan to field a very competitive United States team at the World Championships in August this year. The plan right now is to start some fund raising and more practice in order to send a team to Prague.

(FrostBite Races cont'd)

Although no one showed up with a Speed 400 Pylon racer this time I hope to see some at future events. The Speed 400 class is very popular in Europe and I understand that there are some 400's up in the Orange and Riverside county areas, now if we can just get them to come down and race!



The incredible Gervais Brothers (and someone else) discussing how to win the Speed 600 Pylon Race using a \$2 car motor.

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.)

New European Correspondent!

Hello Steven!

Thank you for your message on the internet on 22, January 1996... I am very happy about your offer to be your correspondent from Germany and to let you know what is happening in Germany and Europe. I'll send you the news I think is interesting for you and the club. At the moment we have had cold weather here! It's very cold and sometimes it rains, then we have ice on the streets (very dangerous!). It's also impossible to fly models because you can't feel your fingers after 10 minutes!... I wish you best regards and great flying!

Michael Breithaupt

[Thank you Michael for accepting my offer. I know that yours will be an exciting contribution to our newsletter. - Ed.]



Dear Editor,

Wow! What a great job on the newsletter! Keep up the good work. By-the-way make sure you remind all those who would contribute pieces to the newsletter that the deadline for inclusion into that month's issue is the first.

Regards,
Steve Belknap
Editor, Peak Charge



Meeting Minutes

From the January 1996 meeting
By Stephane Gervais

I Guests:

Jim Kacirk (member but long time no see!), Bruce Keller and son Brandon (wants to start flying), and Richard Masak. Welcome!

All officers were present with a total attendance of 20.

II Old Business

There is still an opportunity to help out your club and reap the many rewards of a job well done. The positions of Vice President and Secretary are still available to interested individuals. Please consider yourself or suggesting someone else. The jobs are interesting and you set your own limits.

South Shores Development Update: Development should start this week. Wayne had made some inroads with the developer. Our site must be moved to the East. All efforts will be made to secure another Right of Entry Permit from Mike Behan, Mission Bay Park Manager.

II New Business

FSD Spring Fling is coming! This will be the first event in the new 1996 SEFSD contest season. The season will have two semi-annual events: the Spring Fling and the Fall Fun Fest. The Spring Fling will be on May 4 & 5. Contest ideas welcome!

This month's **Monthly Contest** will be the

7-cell Pylon Frostbite Races on January 20. There will be the Unlimited, Astro Motor, & Speed 400/600 divisions. Beginners welcome.

Batteries! Mo' Batteries! A sign-up sheet will be passed around for anyone who wants to purchase batteries. These are good prices and we save a little on shipping. The order will be placed soon after this meeting.

Speaking of mass orders, is there interest in an **Astro Buy**? [There sure seems to be! See Astro ad and price list elsewhere in this issue - Ed.]

Treasurers Report: Ending balance \$694.64.

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

IV Program

ATC Tour sign-up! Armando Carrillo has connections that will allow us the opportunity to visit the Air Traffic Control (ATC) Center building near I-15 and Miramar Road. This is the ATC center for all of Southern California, including LAX! Should be very interesting!

V Show & Tell

Fred Harris' 52% Grasshopper: 38" wing span, Speed 400 motor, 6-600mah batteries (Standard transmitter/receiver batteries!), 1 lb, 6-8 minute flights.

Jack Gollaber's Bayridge Mike: He built this HUGE plane in his apartment!

Don Wemple's Graupner Electro UHU: 1.82m wing span, Graupner 600 motor. He says he is not going to fly it for awhile, just admire it.

Steve Neu's Hirobo Shuttle (Carnivorous Robo Beast): ULTRA 1800 motor, 5 minute motor runs. Still practicing!

Wayne Walker's new Battery Cooler version 2! Cool your batteries before you charge them. You can buy it through the club or New Creations RC, \$23.99 for club members and \$29.99 for others.

Continued on page 4

(Meeting Minutes cont'd)

VI Raffle:

WINNER!! Hobby Shack Caprice ARF; Steve Belknap, 2 APC 8X4 props; Fred Harris, odorless ZAP glue; John Day

The meeting ended with a video of the Otay Mesa Float Fly taken by Steve Belknap featuring our own Harold Reed flying his ACE Puddle Master.

BENT SHAFT

By Steve Belknap

What a blast! I had a great time racing my SkooT in our Frostbite Pylon Races on January 20. Zooming down



A smiling John Hood after the first successful flight of his beautiful Great Planes Sportster 20. A25 direct.



John's Sportster 20 upon landing.

the seemingly endless leg toward the far pylon then back again for a high speed, close in, turn around the two close pylons and myself. Full throttle all the way! But what really made it so much fun was the coach-

ing I got during the flight. I mean I didn't know where the hell I was in relation to the pylons or the course. Steve Neu calmly talked me through it: "OK go straight, little bit left, good, you're on course, now readyyy, turn!, OK a little to the right, that's good, readyyy, turn!, straighten out, go a little left, etc. Ten laps seemed like an eternity. I had the only ROG plane and the only Astro motor in the event although I raced in the Speed 600 class. The competition in that class was Wayne Walker with his Midway Lightning powered by an official Speed 600 motor and Dan Gervais with his Cad Cat powered by some odd \$2.00 car motor he happened upon. Considering the planes and the pilot skills we were all pretty well matched. It was so much fun I've begun to incubate some mental plans for a real Speed 600 pylon racer.

On the same day as the pylon races we watched John Hood's new Great Planes Sportster 20 take off on its maiden voyage expertly piloted by Steve Neu. It is powered by an Astro 25 direct on 14 1400 mA cells. John did a beautiful job covering it in yellow with black trim. From where I was it seemed to fly just fine. Should be a lot of fun for John. In fact John has now flown it solo and I think he was having fun, especially when he made an almost perfect landing!

On January 27 Jim Gallacher flew his beautiful Astro Porterfield. Built expressly as a tow plane, it has the releasable tow hook on the top of the wing. With the Astro 25G and 14 cells he gets a very nice flight (he wasn't towing that day).

Lynne Heffern (retiree) Launched his Astro Mini Challenger for the first time. With an A035 direct on 5 cells this is a terrific little motor/glider. Now that he is re-

tired I think we'll see a few more planes from him in the near future. Heck, we might even see him at a meeting or two!

Now for something different: Rodney Thompson has recently been accepted into a very small and elite group of individuals known for their cavalier attitude toward the use of conventional runways. These people



Lynne Heffern proudly astride his Biblically proportioned Dallaire.



Lynne Heffern (retired) striking a majestic pose with his new Astro Mini-Challenger. A035 direct on 5 cells.

have little regard for the ordinary and choose to express themselves in ways that are so unusual and sometimes shocking that some folks have actually been known to (upon hearing of such goings-ons) lean forward in their folding chairs and say things like "He did what?" or "Geese!". Rodney joins a special brotherhood that boasts of great men like Jim Baron, Thomas Pils, & George Joy. You see, to be a member one must have placed all or part of his plane in Mission Bay. Rodney paid his dues by snap-

ping the wings off his converted Wanderer and dunking them all into the drink. Now one might think that anyone can sink their plane in the soup, well it doesn't end there. To be part of this group one must express a true flair for originality, something that



A bit reluctant to model, Jim Baron with a model he has been flying for a decade.



"50-Watt Fred" with his 52% Grasshopper.

comes from within. Jim Baron's plane was retrieved by a municipal scuba diver who just happened to be out that day checking on the Eel Grass. George joy thrilled an entire F5B audience when he snapped his outer wing panel off during a race. The panel floated in under its own power. Thomas Pils, as Steve Neu puts it, "Hit the 'motor off' button" after climb out sending his \$500 Plettenberg a-swimmin'-with-the-fishies. Rodney's admission was assured when he accented his performance by going home and returning with his snorkeling gear. After a short Sea Hunt he had his plane and a place in history.

ModelAir-Tech

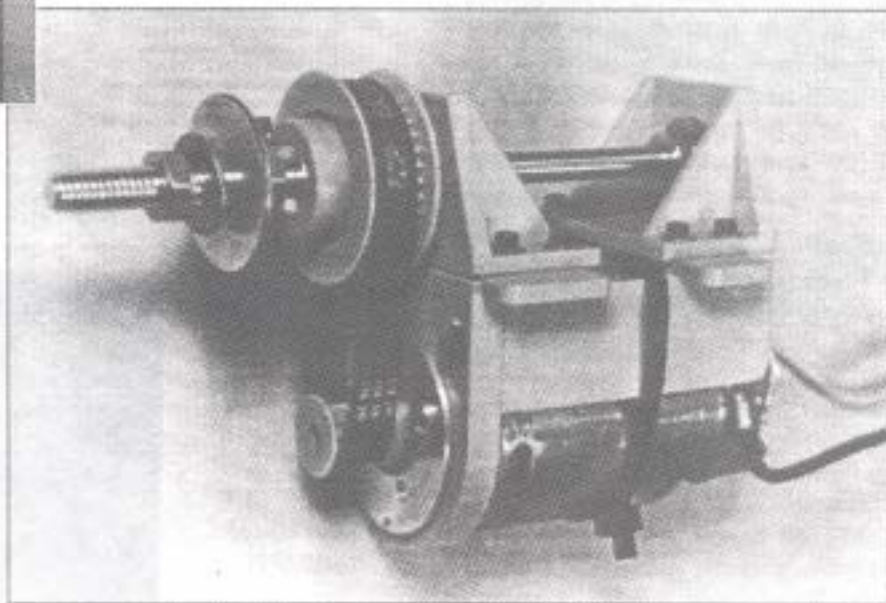
By Roger Jaffe

Tom Hunt and Bob Aberle have been busy modelers of late. As you probably know, they are the founders of ModelAir-Tech, a New York based manufacturer of electric-powered model kits and supplies. Their very first product, introduced last year, was the H-1000 series of belt drives. Bob was kind enough to send me one of them which I plan to install in the scale model I'm designing as a construction article for Model Builder. These belt drives come in a variety of reduction ratios and can accommodate SPEED 700, Astro 25 and 40 and Aveox motors. Other motors can be used with some minor modifications. They also have a dual-motor belt drive unit with a 1,000 watt capacity. That's enough power to fly a BIG airplane with a REALLY BIG prop!

But enough of their flagship product — let's look at their other products. To quote from their catalog, "ModelAir-Tech offers a quite diverse plan service for the electric model flyer, from small Speed 400 sized models to some as semi-kits which usually contain many vacu-formed parts and a foam wing core as well as the plans." The catalog features plans for built-up sailplanes like the Electroslot 400 (a Speed 400 design), the Defiant, the Strato-V and the Defiant 430 (also a Speed 400 design). There are old-timer designs like the Kerswap, the Megow Chief and the Atomizer are listed.

Tom Hunt has designed an entire line of electric aircraft he calls the Stick Series: these planes are all designed for Speed 400 motors and are almost entirely built from 1/8 by 1/4 strip balsa. You can buy a kit or just the plans. The models include the Lowwatt, the Soarwatt, the Dimwatt and the Twin Dimwatt. Catchy names for some catchy planes.

Bob and Tom are not novices — together they have more years in this hobby than many of us are old. There is no charge for their catalog but please send a self-addressed envelope with two 32 cent stamps to cover the postage. I have the plans for the Lowwatt and I can't wait to get started on it. Does anybody know where I can find a couple of days without interruptions?? Contact ModelAir-Tech for more information at P.O. Box 12033, Hauppauge NY 11788-0818, (516) 979-1475, e-mail at THunt95147@aol.com.



ModelAir-Tech's model H-1000 belt drive.

Great Deal!



Mass Astro buy!

1/2 off list price

The Silent Electric Flyers of San Diego will be taking orders for a one-time-only Astro Buy during the February meeting. This offer is extended to SEFSD members only. Non-members will not be allowed to participate. All items will be shipped to one San Diego address to keep shipping costs low and centralize ordering. Individuals who cannot pick up their items locally will be asked to pay an additional reshipping charge.

Like most manufacturers, Astro keeps only a finite quantity of stock on hand of items they are not currently tooled-up to produce. It is entirely possible that quantities of certain items will be ordered that exceed their stock on-hand. If this happens it may take up to several weeks before these items can be shipped. There is no way of determining at the time of the order which items will be impacted as such. If you are in a hurry, then you may not want to participate in this buy.

The price list of available items is on pages 7 & 8. The price we pay will be 50% of the shown list price plus 10% (tax and shipping & handling). The total cost of an item will then be 55% of the list price. Orders will be taken at the February 21 meeting or by phone to Steve Belknap (619) 693-3739. Sorry, no orders taken after Sunday, Feb. 25. All orders must be prepaid prior to Monday, Feb. 26! The order will be placed to Astro on Monday, Feb. 26. Make checks payable to Steve Belknap.

WHAT'S HAPPENING 1996

Las Vegas Third Annual Electric Radio Control Fly-In.

Presented by
Las Vegas Radio Control Club
February 24 & 25 1996
3428 W. Sahara Blvd. #1010



Venue:-

IOC Site - Sam Boyd Stadium,
Boulder Highway and Russell Road,
Las Vegas, Nevada. Special area for model flying RC model.
Open flying most of the time with a few special events - lots of models and pilots.
Hotel Closest to Flying Site:
Sands Town Hotel & Gambling Hall 5111 Boulder Highway, Las Vegas.
Reservations - 1 800 434 4371
1 702 456 1771

Symposium:-

Saturday February 24 7:30 - 11:00PM at Sands Hotel
Hotel and Gambling Hall - entry \$10 per person.

Raffle Drawing:-

To be held Sunday February 25
at the flying site.

- Per plate - electric RC model.
- Other prizes to be announced at the contest.
- Bottle tickets \$1.00 each or a ticket for \$5.00.

Tollgate Swap Shop

- bring your stuff to buy, sell or swap.

For information or
pre-registration contact:
Ken Carby
(702) 619-9522
or Fred Beese
(702) 676-4718

Entry fee
\$10.00
Per Day

February Pylon Races, Sunday, 18

THE SILLENT ELECTRIC FLYERS OF SAN DIEGO PRESENTS

7 Pylon Racing in 3 Classes 1

UNLIMITED DIVISION

ASTRO MOTOR DIVISION

SPEED 400/600 DIVISION

Start up at 9:00 AM - Set up 9:30 AM at the Pylon Arrow Bay
1st World 9:45 AM - 1st Last to 9th World
First race 10:00 AM - 1st Motor Course

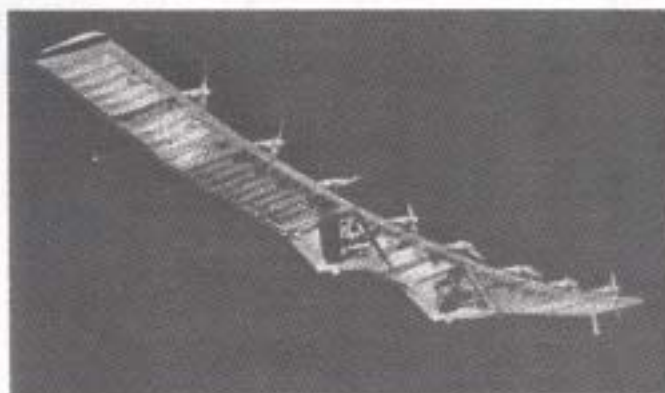
WELCOME! SPECTATOR FRIENDLY!

COME ONE, COME ALL TO SEE THEM
BUZZ BOMBS TEAR UP THE SKY !!

CONTACT: STEVE BELKNAP 619 693-3739
STEVE BELKNAP 619 693-3739
JERRY BELKNAP 619 693-3739



THE PATHFINDER BY
PAUL MCREADY.
COME TO THE
FEBRUARY MEETING
AND SEE GREAT
VIDEO OF THIS TRULY
REVOLUTIONARY
AIRCRAFT!



AMA/NEAC ELECTRIC NATIONALS

The 1996 NEAC/AMA Electric Nationals will be held on July 20, 21, & 22 at the AMA Headquarters Facility in Muncie IN. The proposed schedule includes: Class-A and Class-B Electric Sailplane, Class-A and Class-B Electric Old Timer (LMR), Speed 400 pylon, 1/2A Electric Sailplane, and 1/2A Electric Texaco Old Timer. For more details please contact the Contest Director Ken Myers, 1911 Bradshaw Ct., Walled Lake, MI 48390, phone: (810) 669-8124, Compuserve: 102575.3410@compuserve.com.

MID-AMERICA ELECTRIC FLIES

The Electric Flyers Only, Inc. and the Ann Arbor Falcons will once again be joining forces to put on the Mid-America Electric Flies on Saturday, June 1 and Sunday, June 2, 1996. This event is known for its low-key flying pleasure, with a few competitive events, like the All Up/Last Down. The pot-luck picnic on Saturday night has become a tradition, and it is a wonderful time to sit, talk and share electric ideas with folks from all over the country and the world. The site will be the Ann Arbor Falcons' field in Saline MI. For more details please contact Ken Myers, 1911 Bradshaw Ct., Walled Lake, MI 48390, phone: (810) 669-8124, Compuserve: 102575.3410@compuserve.com.

ASTRO FLIGHT PRICE LIST-9509

page 1

Direct Sport-Scale Airplane Motors

Quant	Stk	Name	Price	Amount
_____	603	Cobalt 035	\$109.95	_____
_____	605	Cobalt 05	\$129.95	_____
_____	615	Cobalt 15	\$129.95	_____
_____	625	Cobalt 25	\$159.95	_____
_____	640	Cobalt 40	\$179.95	_____
_____	661	Pattern 60	\$299.95	_____
_____	662	Sport 60	\$299.95	_____
_____	690	Cobalt 90	\$399.95	_____

Geared Sport-Scale Airplane Motors

_____	603G	Cobalt 035G	\$144.95	_____
_____	605G	Cobalt 05G	\$169.95	_____
_____	615G	Cobalt 15G	\$169.95	_____
_____	625G	Cobalt 25G	\$199.95	_____
_____	640G	Cobalt 40G	\$219.95	_____

Direct FAI Competition Motors

_____	604	FAI-035	\$149.95	_____
_____	606	FAI-05-6T	\$169.95	_____
_____	608	FAI-05-5T	\$169.95	_____
_____	627	FAI-25-5T	\$199.95	_____
_____	642	FAI-40-5T	\$219.95	_____
_____	643	FAI 40-4T	\$229.95	_____
_____	660	FAI-60-6T	\$399.95	_____

Geared FAI Competition Motors

_____	604G	FAI-035G	\$189.95	_____
_____	606G	FAI-05G-6T	\$209.95	_____
_____	608G	FAI-05G-5T	\$209.95	_____
_____	627G	FAI-25G-5T	\$239.95	_____
_____	642G	FAI-40G-5T	\$259.95	_____
_____	643G	FAI-40G-4T	\$269.95	_____

Cobalt Marine Racing Motors

_____	304	Cobalt-05	\$149.95	_____
_____	306	Cobalt-05	\$169.95	_____
_____	326	Cobalt-25	\$199.95	_____
_____	341	Cobalt-40	\$219.95	_____

Direct Super Ferrite Marine Motors

_____	425	Ferrite 25	\$89.95	_____
_____	440	Ferrite 40	\$99.95	_____

Geared Super Ferrite Marine Motors

_____	425G	Ferrite 25G	\$129.95	_____
_____	440G	Ferrite 40G	\$139.95	_____

Pullmaster Truck Pulling Motors

_____	505	Pullmaster 1	\$99.95	_____
_____	507	Pullmaster 3	\$179.95	_____
_____	508	Pullmaster 4	\$99.95	_____

Top Fuel Drag Racing Motors

_____	509	Top Fuel I-5T	\$149.95	_____
_____	510	Top Fuel I-6T	\$149.95	_____
_____	511	Top Fuel II-6T	\$169.95	_____
_____	512	Top Fuel II-5T	\$169.95	_____
_____	515	Turbo-05-6T	\$99.95	_____

Digital Volt- Amp Meter

_____	100	Digital Meter	\$69.95	_____
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Nicad Peak Chargers

_____	110D	1-18 Cell DC Digital	\$179.95	_____
_____	111D	1-18 AC/DC Digital	\$219.95	_____
_____	112PK	4-36 Cell DC Analog	\$199.95	_____
_____	114D	1-8 Cell AC/DC Dig	\$99.95	_____
_____	115D	1-8 Cell AC/DC-Adj	\$129.95	_____
_____	116D	1-8 Cell DC Digital	\$99.95	_____

Analog Airplane Speed Controls

_____	217	30A-25V no brake	49.95	_____
_____	215	30A-25V w brake	59.95	_____

Digital Airplane Speed Controls

_____	204D	50A-60V no brake	\$149.95	_____
_____	205D	50A-60V w brake	\$159.95	_____
_____	210	50A-25V no brake	\$99.95	_____
_____	211	75A-25V w brake	\$119.95	_____

Digital Boat and Car Speed Controls

_____	206	TopFuel150A-25V	\$129.95	_____
_____	207D	Hydro 50A-60V	\$149.95	_____
_____	212	Hydro 50A w BEC	\$129.95	_____
_____	214	Hydro 35A w BEC	\$99.95	_____
_____	218	Rug-Rat 4-5 Cells	\$79.95	_____

ASTRO FLIGHT PRICE LIST

page 2

Electronic Components

Quant	Stk	Component	Price	Amt
_____	5020	12V Fan	\$14.95	_____
_____	5087	Ckt Brkr 1.4A	\$3.95	_____
_____	5088	Ckt Brkr 8A	\$5.95	_____
_____	5089	Ckt Brkr 20A	\$5.95	_____
_____	5101	Transformer-114	\$18.95	_____
_____	5102	Potentiometer-5k	\$5.95	_____
_____	5114	IRFZ48	\$6.95	_____
_____	5115	IRF9Z34	\$6.95	_____
_____	5116	SMP60N03	\$8.95	_____
_____	5117	SMP40P06	\$8.95	_____
_____	5119	SF-163	\$7.95	_____

Zero Loss Connectors

_____	4005	Zero Loss Pair	\$8.95	_____
_____	4007	Battery Side only	\$4.95	_____

Helical Gear Boxes

_____	701	Gear Box for-035	\$37.95	_____
_____	702	Gear Box for 05/15	\$39.95	_____
_____	703	Gear Box for 25/40	\$44.95	_____
_____	704	Gear Box for 60/90	\$69.95	_____

Motor Parts

_____	5021	Prop Adaptor-035	\$4.95	_____
_____	5022	Prop Adaptor-05	\$4.95	_____
_____	5023	Prop Adaptor-25	\$5.95	_____
_____	5044	Brushes Drag	\$7.95	_____
_____	5045	Brushes Silver	\$9.95	_____
_____	5046	Brushes Turbo	\$5.95	_____
_____	5050	B.B. 1/4 I.D.	\$4.95	_____
_____	5050A	B B. 1/8 I.D.	\$4.95	_____
_____	5050B	B. B. 5/32I.D.	\$5.95	_____
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_____	5201	FAI-035-5T	\$50.00	_____
_____	5203	CO-035-7T	\$35.00	_____
_____	5204	FAI-035-6T	\$50.00	_____
_____	5205	CO-05-7T	\$35.00	_____
_____	5207	FAI-05-5T	\$55.00	_____
_____	5215	CO-15-10T	\$35.00	_____
_____	5225	CO-25-8T	\$40.00	_____
_____	5226	FAI-25-6T	\$60.00	_____
_____	5227	FAI-25-5T	\$60.00	_____
_____	5240	CO-40-8T	\$45.00	_____
_____	5241	FAI-40-6T	\$65.00	_____
_____	5242	FAI-40-5T	\$65.00	_____
_____	5243	FAI-40-4T	\$75.00	_____
_____	5260	FAI-60T-6T	\$150.00	_____
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_____	5262	Sport-60-13T	\$120.00	_____
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_____	5291	Pattern-90-10T	\$150.00	_____

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_____	7504	Pullmaster IV	\$40.00	_____
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