

PEAK CHARGE

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

SEFSD Newsletter

November 2001

Volume XI Issue XI

CALENDAR

January Meeting

7:00 pm January 22, 2002
Automotive Museum, Balboa
Park

Electro Glide Saturday
January 26 at 9:15 am

JANUARY RAFFLE

Hurricane kit
F=16 Falcon kit
F9F Panyher kit
15A ESC
370 Motor/gear/prop
Forstner bit set

hitec

San Diego Mid-Winter Electrics
Presented by
the Silent Electric Flyers of San Diego, Hitec RCD and Model Airplane News

Come to the West Coast's largest Electric Airplane event in warm, sunny San Diego, California and enjoy up to 4 days of electric airplane flying on our new hard surface runway at beautiful Mission Bay. San Diego is a great family vacation destination, just minutes from the world famous San Diego Zoo, Balboa Park, Sea World, and other parks and attractions. This year's new format will include fewer events and **MORE OPEN FLYING.**

Events

- Speed 400 Electroglide
- Speed 400 Pylon
- Sky Scooter Pylon
- Sky Scooter "All-Up, Liet Down"
- Limbo Combat

Demos Include

- Helicopters
- Aerobatics
- Ducted Fans
- FSB and FSD

Prizes
Hitec sponsored \$1500 pilots raffle
PLUS \$2000 open "buy a ticket" raffle

Supplier Booths
Aero-Model, Airtronics, Astro-flight, Aveox, Cavazos Sailplanes, Diversity Models, Electric Jet Factory, EMS Jomar, Hobby Club, Hobby People, K&A Models, Leisure Electronics of Downey, Peak Electronics, R/C Direct, Sheelair

Information
For information on events, schedules, accommodations and for pre-registration form, see www.sefsd.org or contact **Bill Everitt** at:
Phone (760) 753-1055
Fax (760) 633-2271
Email bill-everitt@cs.com
or **Glen Merritt** at (951) 748-6948 x310

When
President's Day Weekend
Friday thru Monday
(Open Flying Monday)
Feb. 15, 16, 17 & 18, 2002

Where
The NEW, easy to find
Silent Electric Flyers
"hard surface" flying field,
directly east of the Sea World
parking lot. See web site for
detailed directions.

How Much \$
Fri-Sun \$15 a day or
\$25 for all 3 days
Monday is FREE!

Indoor Flying
Last year we featured a
popular indoor flying
opportunity and this year, we
hope to do the same. Check
the web site or call for
updated times and locations
for this event.

SPECIAL THANKS TO:
Airplane

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.

Silent Electric Flyers of San Diego

Club Information

Web Site: <http://sefsd.org/>

2002 Officers

President Bill Knoll
1-760-741-3570
BillKnoll@masson-assoc.com

Vice President Tom DeShon
EWUTODE@am1.ericsson.se

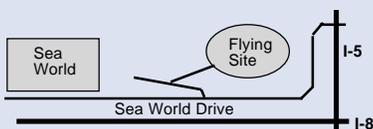
Treasurer Mike Neale
1-858-674-1378
mneale@enerdyne.com

Newsletter editors Charlie White
1-619-223-8903
charliewhite@home.com
Bob Davis
1-619-277-8034

Safety SteveNue
1-619-284-0816 SNEU@aol.com

Membership Dennis Collins
1-858-569-5015
dennisc@pobox.com

Flying Site
Located one half mile East of
Sea World on Sea World Drive
at South Shores Park Drive



Membership or Subscription

\$25 per year, \$15 for subscription only. \$10 for under 18 or additional family member. Mail to the Subscription Secretary: Dennis Collins, 5150 Corte Playa Catalina, San Diego, CA 92124.

PREZ SEZ

Well, here we embark with a "new" administration. What Pandora's Box have I opened? I have been asked to prepare a short discussion of my vision for the future of the Silent Electric Flyers of San Diego, and to elucidate my goals as your new President. Of primary importance to me is that everyone enjoys the experience of electric flight. If this weren't fun, would we engage in this activity? Whether it involves competition, sport flying, flight instruction, aircraft and power system design, construction methods and materials, or simply assisting the club in its day-to-day activities, we do this because we enjoy it. I hope everyone has the opportunity to enjoy the facilities and expertise that this club offers. Amongst our members, you will find more experience and skill than anywhere else on the planet. You have a unique opportunity to avail yourselves of this resource.

Next on my list of primary goals is safety. SEFSD has what many would consider, very "relaxed" flying rules. No maximum number of aircraft, no pilot boxes, no strict regulations or Draconian rules of that sort. The rules were established in this fashion so as to allow more freedom in your flight operations. What we do have are some simple, basic rules that relate directly to safety. I urge all flying members to understand, observe, and enforce these basic rules. Those who think the rules are not for them will be asked to reconsider that point of view. Those that routinely break the rules will be dealt with swiftly and appropriately. Club officers have the authority to adjust or implement modified flight operation requirements if there are safety issues at stake.

Progress is being made on the construction of the new field, and work may already be underway as this newsletter is being printed. Construction should be complete in time for the Mid-Winter Electrics in February. I wish to thank those individuals that have assisted in this project, and I will name them personally in the next installment of "Prez Sez" (this way more of you will be able to get in on some of the "glory" before I commit names to print).

continued on page 5

November 2001 Meeting Minutes

By Tom DeShon

Introduction –

The November meeting was called to order on 11/27/01. There was a reasonably large contingent of visitors/new members. In attendance for the first time were Bill Bingham, Michael Promesso, Henry Rothen, Bud Cole, and Marvin Douglas. Welcome and please join us every 4th Tuesday (except December) at future meetings. The next formal club meeting will be the 4th Tuesday in January, or 1/22/02 at 7:00PM in the upstairs mezzanine of the San Diego Auto Museum.

Old Biz –

As discussed in the last few meetings, the new field proposal is still moving forward. Apparently, the drainage plan has been redone and is in the approval cycle. The club is still looking for used telephone poles and anyone with access to a water truck.

The club's video library has been stable for quite some time now. As always, donations are accepted and videos of more current topics/events would be greatly appreciated.

There are still some "club" sponsored products for sale. T-shirts, polos, and club patches may still be available for sale at the meetings and at the field on selected weekends. Please see Wayne Walker.

This year's Christmas party will be held on December 9th at Tom Ham's Lighthouse restaurant. Dinner officially starts at 7:30 and tickets are \$25 ea. An added bonus this year is the ability to see the Parade of Lights on the bay prior to the dinner party. Because of this, traffic may be extreme and attendees should be advised that parking might be at a premium. Some members are planning on arriving early to watch the Parade of Lights from the restaurant bar. Feel free to join the group.

New Biz –

Club Competition –

The S400 Electroglide will take place Saturday, 12/1 at 9:15 AM. This event always occurs on the Saturday following the monthly meeting. A change in rules was announced for the future. All Junior pilots, 17 years old and under, will now be able to fly any configuration of plane regardless of motor size or cell count. Future competitions are planned for 9:15 AM on 12/29, and 1/26.

Club Programs -

The 2002 MWE (Mid-Winter Electric) is scheduled for 2/15/02 – 2/18/02. This year's new format will include fewer events and more open flying. Currently the formal events are: Speed 400 Electroglide, Speed 400 Pylon, Sky Scooter Pylon, Sky Scooter "all up, last down", and a Limbo Combat contest. Demos include Helicopters, Aerobatics, Ducted Fans, and F5B and F5D. Suppliers will be on hand as usual. The cost will be \$15 a day or \$25 for the entire event. An indoor flying event is still in the works but not yet defined.

Other Events –

Morley Field Pilots are having their annual swap meet on 12/8/01 at 7:00 AM. More detailed information relative to this event is available at local hobby stores.

Special Presentations / Internal Events–

Voting for the new 2002 club officers was completed and the results are below:

President – Bill Knoll

Vice President – Tom DeShon

Secretary – Cliff Vaughan

Treasurer – Mike Neale

Editor – Charlie White and Bob Davis

Safety Officer – Steve Neu

Membership Secretary – Dennis Collins

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Safety, Safety, Safety....

A topic was brought up that generated quite a lot of discussion. Apparently, someone wishing to fly a gas (nitro) plane on Fiesta Island inquired about frequency control at our field. The person was told that he could not fly any R/C devices on Fiesta Island. Naturally an argument ensued with the gas pilot claiming that he had a FAA license and could fly wherever he wanted. The reality of the situation is this: It is against Mission Bay Park rules for anyone to fly a gas or nitro plane anywhere on park property (including Fiesta Island). The Park Rangers have asked that we notify them of any infractions to this policy. If anyone is observed flying an airplane on Fiesta Island, the park service would like someone to call the Lifeguard Service and report the incident. The Lifeguard Service will dispatch a Park Ranger to cite the offender.

The Training Program-

The club simulator is again available for loan. As a note, this software requires an 8mb (or larger) video card and 366 Mhz operating system to run properly. See Bill Knoll with questions.

A new topic of discussion revolved around the excess noise created by powered delta wing aircraft like the Zagi. Bill Knoll offered suggestions on techniques that could be used to "muffle" a Zagi. The noise itself is really caused by the prop running through "dirty" air immediately aft of the cutout in the middle of the wing. So the possible solutions run in two directions. First, the trailing edge immediately aft of the motor could be smoothed to create a tapered edge. This would greatly reduce the turbulent air at that position. Another solution would be to move the propeller further aft to place it behind the turbulence. A risk associated with moving the motor/prop further aft is the disruption to the CG. Either of these solutions or a combination of both should result in decreased sound levels.

How To-

Tonight's "How-To" was another demonstration of fiberglass repair methods. This month, Ray Fulks happened to have a "real live example" to use in explaining his repair. As luck would have it, Doug Ruben was flying his Scorpio the other day and had a mishap. As you might recall, last month this column was dedicated to a repair made by Mike Morgan to another one of Doug's planes. Apparently, as long as Doug keeps flying, there will be plenty of opportunities to learn new repair techniques. The problem this time was the delamination of fiberglass from the wing core on the leading edge. Ray first drilled tiny holes into the affected area. He then used a medical syringe to pump in epoxy. Ray added a few exit holes to allow the epoxy to flow through the entire area. As the epoxy hardened, any gaps between the fiberglass layer and the balsa/foam below it were filled. Ray suggests using the thinnest epoxy available and a small diameter syringe to get the most pressure behind the epoxy.

Show & Tell-

Sean Belknap brought his new Multiplex Pico Cub. It flies using a S400 motor and 2.3:1 gearbox. Sean's dad, Steve made special mention of the reinforcements they had added to make the structure more robust.

Daniel Belknap brought his new Fokker DR1 Triplane. It is a Simprop ARF made of molded foam and fits in the category of "slow flyer." The Fokker flies using a S300 motor and 6-600AE cells.

Bill Knoll brought his Aventura Sea Plane from Hobby Lobby. This ARF flies using a S400-size cobalt motor and 8-CP1300 cells. Bill reports that the plane flies well and handles predictably in the water.

Not to be outdone by Bill Knoll's ultra-small plane last month, Mike Blott brought something even smaller. The entire plane weighs 3.2 oz and flies using 7-70mah cells. Mike uses a GWS receiver and ESC.

Steve Neu brought his Wattage F-22. Steve flies it using an Aveox 1010/3Y motor and 7-1800 mah cells. The plane has been modified extensively with carbon fiber to accommodate the increased power and structural loads. Steve has flown the plane and reports that he gets 4-minute flights and (considering the power modifications) is still able to land the plane at a reasonable speed.

Tom DeShon brought his new Organic 2.5 meter competition glider from FVK Models. This plane is distributed in the U.S. by Aero Model in Tempe AZ. The plane uses an Aveox 1010/3Y motor and 4:1 gearbox. The wing and fuse use carbon and kevlar extensively and the plane weighs 50 oz ready to fly. The prop and batteries are still being defined, but the likely power solution will be 8-1300SCR cells and a 16x10 prop.

The meeting adjourned shortly after 9:00 PM.

If at first you don't succeed, skydiving is not for you.

from page 2 - Prez Sez

The last topic I want to discuss in this installment is my vision for the future and how I want to run the club. I want to see a club of active, energetic and involved members. Already many individuals have approached me with several great ideas. If the suggestion is meritorious, I will say to them, go ahead and make it so! Sometimes a suggestion put forth would be better if accommodated or assisted by one or more other members. My job will be to put all individuals in contact with each other in order to accomplish the task. I prefer to act as an information “node” or central processing director. I want to see the club meetings as a collection of members sharing information, making contacts, offering suggestions, and trouble shooting problem areas. This is after all, YOUR club. It will be as great as YOU make it. I’ll leave you with the words of one of our great leaders: “Ask not what your club can do for you, ask what you can do for your club.”

San Diego Electroglide

Results for 1 December and 29 December 2001

December 1

Don Wemple Pulsar 148 points
 Jim Shelton Omega 1.8 133
 Bill Knoll Impuls 121
 Cliff Vaughan Gnome 2 101
 Tom DeShon Sunbird 97
 Pedro Brantuas Sunbird 94
 Tim Ardoin Sunbird 93
 *Jessie Lawrence Electra 18

December 29

Don Wemple Pulsar 126
 Pete Day Skimmer 112
 Bob Anson Koleos 105
 Pedro Brantuas Sunbird 95
 *Jessie Lawrence Electra 60
 Cliff Vaughan Gnome 59

I hope that all of you interested in the San Diego Electroglide have seen or will take a look the article “Man-on-Man F5J Head-to-Head Competition” starting on page 42 of the January 2002 edition of S & E Modeler. This Phoenix competition was one that I should have notified you about. I really wasn’t sure that they would have a speed 400 class, nor did I know the exact rules they would be using. Next years meet is tentatively scheduled for October 25-27. Put those dates on your calendars now and let’s show up in force! Also some of you with

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larger motorgliders can fly in two or even all three classes! Read over the rules carefully. If you feel that we need modification in some of ours to conform with theirs, let me know. The scoring looks ok, but can you imagine a 60 second motor run? and with the thermals that exist around Phoenix? We are nearing "out of sight" at slightly over 40 seconds in dead air!! You'll also notice that a direct drive ship won the speed 400 class! Something to think about, isn't it? (ignore the misprint of the 16x10 prop!) Many of you know that I had a direct drive, 16.3 ounce ready to fly in the December Electroglide, but due to a direct hit by a Zagi 30 minutes before the meet, it was destroyed. I still might give it a shot if I get my bench cleared off sometime in the near future. Do I stir up visions of new designs in the minds of any of you builders???

And, by the way, the first Electroglide of 2002 will be held on Saturday, January 26th, with the first toss at 9:15 AM.

And.....it will a good time to practice for the San Diego Electroglide event on Saturday in the MWE. For specific rules, check our web page.

If you want to know the rules for this club contest, give me a call at (619) 469-5566 or e-mail at <DonK126@cts.com>

Don Wemple



This is Sean Belknap, son of Steve Belknap, with his new Pico Cub. He built it from a Multiplex kit. All molded foam parts. He added a tail wheel so he can drive it around on the ground. The entire front half of the fuselage was covered with 2 ounce fiberglass for extra strength. This makes it about 10 times stronger for a tiny bit of weight! The wing is rubber banded on instead of bolted. The landing gear is completely changed to a normal configuration. The original gear is rubber banded on and falls off when you hit a bump. . . And finally we added a geared motor instead of the direct drive. This cub flies very well? The climb is excellent for 7 600 AE cells.

SEFSD Video List

October 2001

1994 KRC Electric Fly
 1996 KRC Electric Fly
 1997 KRC Electric Fly
 1996 London Bridge Seaplane Classic
 1996 NATS Highlights
 2000 San Diego Midwinter Electrics
 A-10 Warthog
 Airborne R/C Video (In-flight video)
 Airplane (Joe Wurts)
 Airforce Top Gu
 Basic Construction for Beginners
 Building with Foam
 Byron Originals show season 1985
 Celebration of Eagles (AMA)
 Combat Models / F-16
 Desert Storm/ Tornado
 Double Eagle
 Electric Flight (Building & Flying)
 Electric Flight & Schneider Cup
 Electrifying the FANTASY
 Endless Lift
 Float Flying – John Sullivan
 Gas to Electric Conversions
 Let's get serious about Electric Flight
 Mini-Max Motor Gliders
 Monokote I
 Monokote II
 Polyspan Covering Instructions
 Power for performance Electric Flight
 QSAA Fly-In 1994 (Vol. 1)
 QSAA Fly-In 1994 (Vol. 2)
 Schneider Sport Electric
 Speedy Bee / Lazy Bee – Clancy Aviation
 T-Birds
 U.S. AirCore building tips
 Vacume Bagging tips
 Warbirds over Schenectady
 Wring it Out (Vol. 1)
 Wring it Out (Vol. 2)

These videos are available form Ferd Harris who usually attends the club meetings.

BE SURE YOU READ THIS!

Year 2002 membership cards are available for pick up at the club meeting for the members that have paid the renewel dues of \$25.00. Members that have paid dues but unable to attend meetings will receive their new card attached to the April newsletter . For anyone that have not sent in their renewel dues---" **they are now due**" and can be paid at the meetings or mailed to Dennis Collins (Membership) at 5150 Corte Playa catalina, San Diego, 92124

I will have pre-registration forms for
 the MWE 2002 at the meeting.
 Members please bring
 your money or check book.

Bill Everitt

Mr. Town, A toy airplane, is a thing you wind up with a key, and it rolls along the floor" from the movie "Flight of the Phoenix"

Membership Application

NAME: Last _____ First _____ Middle Initial _____

ADDRESS: _____

CITY _____ STATE _____ ZIP _____

PHONE: (H) _____ (W) _____

FAX: _____ E-MAIL _____

AMA NUMBER: _____ Dues Paid _____

Date of birth _____ Date _____

Note: AMA Membership **Required**

Flying membership \$25, Newsletter only membership \$15. Join after July \$10. Bring to club meeting or mail with copy of AMA card and check to **Subscription Secretary: Dennis Collins, 5150 Corte Playa Catalina, San Diego, CA 92124.** Do not mail your application or subscription to the SEFSD newsletter.

SEFSD c/o Charlie White
4420 Ladera Street
San Diego CA 92107

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