



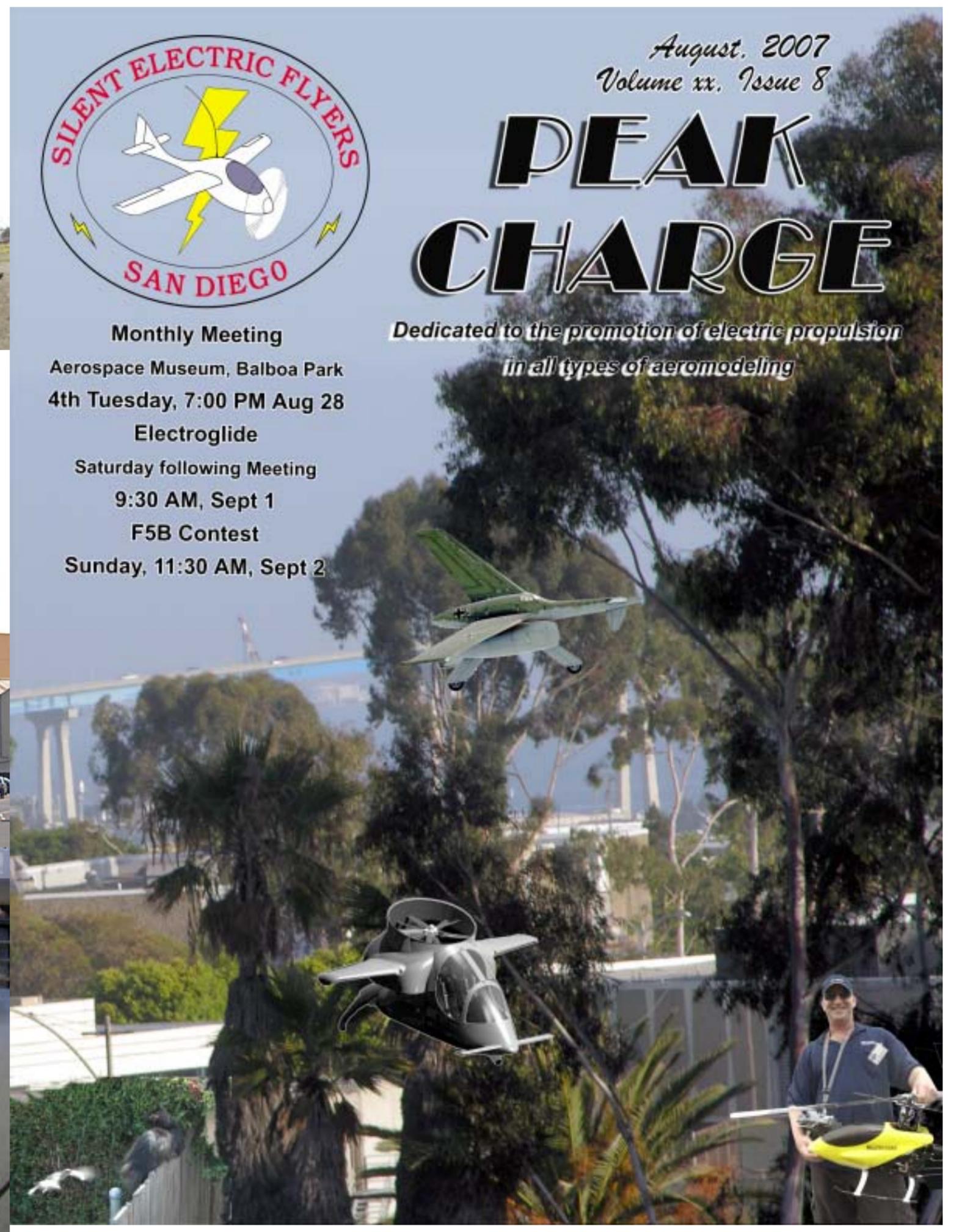
August, 2007
Volume xx, Issue 8

PEAK CHARGE

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

Monthly Meeting
Aerospace Museum, Balboa Park
4th Tuesday, 7:00 PM Aug 28

Electroglide
Saturday following Meeting
9:30 AM, Sept 1
F5B Contest
Sunday, 11:30 AM, Sept 2



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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.

This Month's Cover

by Bill Fee

The view from the parking lot at the Aerospace Museum is spectacular, especially at sunset. Recently I arrived a little early and whiled my time away taking pictures. This month's cover shot was taken looking south. The bridge caught my eye immediately.

It struck me that while there are probably a million regulatory reasons why we shouldn't fly at that location, it was certainly physically possible. My first thought was that a good in-flight helicopter shot right in the middle would convert my scenic into a good Peak Charge cover, but I needed something airborne against a blue sky that could be dropped out easily.

My initial internet search yielded two VTOL aircraft, either of which could make a challenging project for a model craftsman. The silver grey Skywalker in the foreground is especially interesting. Specifications are on page 6. Can a VTOL replace the automobile for local transportation, heralding in the Jetson age? The more distant aircraft (on the cover) is a German WW2 Reinmetal-Borsig VTOL.

Two more imaginative VTOL vehicles appear on the back cover.



Aerospace Museum Monthly Meeting site
Flying Field GPS Coordinates
AMA Charter Club 3078 Latitude 32.7626416 N Longitude 117.2143138 W
web site: <http://sefsd.org/> Zip Code 92109

San Diego Electroglide

July 28 July 2007

by Don Wemple

Seven of us showed up for this month's Electroglide. The weather was San Diego at its finest, and while there was not a tremendous amount of Big Lift, there was lots of Little Lift and Zero Sink. There wasn't a flight less than 6 minutes (if you ignore my "lost sailplane with a discovery 20 feet above ground zero" move on flight 1)!

Stelio scored landing points on two of his tosses, and Roger had a perfect 30 to the applause of all the observers on his first! I should add that while the numbers of the Electrogliders has not increased as much as many of us would like, there are quite a few folks that show up at the field and follow each and every flight and landing -- hence the applause.

Each month more contestants are turning to the required 28x16 outrunner and 2-cell Lipos, and the 45 second motor run gets the whole field to near-out-of-sight status.

Stelio is making a special page for the Electroglide on our web site. Rules and regulations will be posted as well as the monthly report. Thanks, Jack Hix for bringing it to my attention, and thanks Stelio for making it happen!

Again, I ask all Club members as well as visitors to come out and give the Electroglide a try. All you need is membership in the AMA to join us. It's economical, and I guarantee it will improve your piloting skills.

The next Electroglide will be September 1. First toss 9:30.
For further information, give me a call at (619) 469-5566 or e-mail me at: <donk126@sbcglobal.net>
Don Wemple

Results

Pilot	Model/Motor/battery	Toss 1	Toss 2	Toss3	Total
Stelio Jackson	Ascent 28x16 outrunner, 2cLipo	48	60	84	192
Norm Arndt	Ascent Albatross, Hacker 20-20L, 2c Lipo 60		55	62	177
Zeke Mazur	Allegro E Lite, \$26 outrunner, 3cLipo	84	44	83	174
Roger Pedersen	Sky Sergio. Sp400, 7-cell NiMh	65	46	59	170
Bob Anson	Thing II Hacker 26-20, 2c Lipo	0	74	85	162
Don Wemple	F5J Dreamliner, Hacker 20-20L, 2cLipo	31	46	76	153
Fred Daugherty	Ascent, 400T, 2cLipo	25	25	56	106

Skywalker Specifications

The following estimated specifications are based on the current design, and subject to change as development parameters evolve. Advances in technology, design or hardware may require modifying this information.

	Dimensions:	Height	99"
(overall)	Width	90" (not including wings)	
	Length	100"	
	Cockpit:	Height	65"
		Seat height	24"
		Seat width	33" (each)
	Weight:	Dry weight	485 lbs.
		Gross weight	855 lbs.
	Fuel Load:	Tank volume	25 gallons
Engine:	Type	4 Cylinder, 2.5L horizontally opposed, water cooled	
	Horsepower	400-500 Horsepower (depending on configuration) Burns premium grade pump gasoline Fuel consumption 8-9 GPH (estimated) Oil & water temperature/pressure sensors	
	Drive System:	Counter-rotating	2,500 rpm
		Dual propellers	5 right hand blades top 5 left hand blades bottom
		Pitch Adjustable	Ground adjustable settings
	Control System:	Multi-axis left and right hand joystick controls:	
		<ul style="list-style-type: none"> • Linear actuators attached to wing and canard ailerons • Pitch, Yaw and Roll coordination • Linear actuators connect to exit duct airfoils 	
		<ul style="list-style-type: none"> • Airfoil motion for VTOL action 	
	Performance:	Speed	95 mph
		Range	250 miles
		Ceiling height	8,000 feet



I want one!!



Here's what you could be looking at instead of that nasty, four lane gridlock!

Our commute was . . . well, you can see how ours was.

The President's Corner

By David Fee

How are we all enjoying the heat of the August sun? The guys who fly the freakishly overpowered F5B and F5D models are turning up in the afternoons to practice and test new equipment. One of the most challenging (and fascinating) parts of these competitive events is the fact that the only constant is change. If you stand still, you will be left behind. At the most recent FAI rule revision meeting, it was decided to make a switch to lithium power for the F5B & D events. With the change in chemistry came a new and interesting twist, which is the electronic limiter. In order to increase safety, while also greatly simplifying the way the contests will be run, each model will use a limiter to control how much energy may be consumed. This levels the playing field, in a sense, while also protecting the batteries from unintentional damage. You may recall that in recent years, many NiMH cells have burst during practices and competitions. The new rules should make this problem a thing of the past.

One might expect that limiting the available energy would slow the models down. Well, this remains to be seen but, in point of



fact, the lithium-powered F5D pylon models are now as much as 10% faster than they were just a year ago with the NiMH cells. Not only are they faster, there is greatly reduced stress on the pilots since batteries can be charged ahead of time and there is no real need to have "hot" batteries at the start of a race. It's a whole new world, and it is really great!

It should come as no surprise that our very own Steve Neu and Jeff Keesaman are driving forces in the development of the electronic watt-minute limiters to be used in

F5B. These tiny little guys (the limiters, not Steve and Jeff) measure current and voltage, and shut the motor off when a prescribed amount of energy has been used. The limit for F5B is 1750 watt-minutes, as defined in the official rules. The exact rules for F5D are actually in a state of limbo at the moment, but there will undoubtedly be a similar energy limitation rule for them.

Well, enough about that (but please come out to help and support the competitors). Don't forget to check out the upcoming events. We have continuing EMAC competitions, SEFSD Electroglide, F5B and D practices (and team selections), the Otay Lake Float Fly on Nov. 18, and much, much more.

Thanks, Lou Rossé and Dick Hatch, for your gracious efforts in cleaning the carpets down at the field. Keeping the carpets and runway clear are a constant, and often thankless, job that requires frequent attention. Thank you anyone else who helps out. And to everyone, may I just remind you to replace your divots, and please keep the runway clear of debris. The results will be appreciated by all.

Summer is not over, so have fun down at the field!



*the 16th Annual Otay Lake Float Fly
Sunday, November 18, 2007*

This Month's Program

The 2008 US National F-5B and F-5D Team Selection Contests

By Steve Manganello



Greetings all! Long time since I've soiled the pages of this little publication. Coming to you to solicit your help in running or at least spectating on these 2 events that will be taking over the field on (2) coming weekends in the Fall. The F-5B motor-glider event takes place the last weekend in September (29th and 30th) and the F-5D Pylon Racing event the middle weekend in October, the 20th and 21st. So what I do? What does it look like? Can I fly in it? Can I practice my flying?

Well, let's reminisce a bit. In the year 2000, which seems like ages ago, SEFSD with help from the other R/C clubs in San Diego, hosted the F5B and F5D World Championships right here in San Diego at a purpose improved site on Fiesta Island (with special permit of course). We had 4 countries in F5D pylon and over 20 in F3B glider. Our club won kudos for our organization of the event (and our great weather didn't hurt either). Subsequent to our hosting, the biannual event has

been in York England (2004) and Pitesti Romania (2006). In odd years, each participating Country selects their team for the coming year's World Championship. We put in our bid to do so with the AMA several months ago, and as mentioned by El Jefe' D. Fee, both our bids (B and D) were accepted. Note : the field will be closed to sport flying during these contests!

F-5D is electric 3-pylon racing, the course being a triangle 150 meters X 40 meters. Planes are flown up to 3 at a time in a race, but the event is actually scored based on time. What's amazing about this event is that the course is the same size as used for .40 in^3 glow motors and the electric models though pint sized relatively, have nearly caught up with the glow counterparts! New rules approved in March, 2007 for the 2008 WC will be used for this competition. The highlight of these rule changes is allowance of either lithium or 7 round NiMH cells. Our own Bruce Brown will be competing for a place on this team, so come on out to lend a hand or at least check out these speed demons.

F-5B is multitask motor glider. We're probably most familiar with the distance task often practiced on the third Sundays of the month in the afternoon by our own Steve Neu and Jeff Keasaman plus others. There, (2) imaginary parallel planes are set up 150 meters apart, one about in the middle of the runway and one downwind toward's Bay Park. Each contestant has 200 seconds to fly as many legs between the parallel planes as possible without running the motor

on the course. This means a steep climb just outside the course followed by accelerating into the course and then "gliding", if you call 150 MPH gliding! After 10 climbs or 200 seconds (whichever comes last) a 10 minute precision-duration landing task immediately follows. This is rarely practiced but part of the event so it will be included in the Team Selection Contest. The hardware is out of this world also.

For the first time in 2008, lithium polymer batteries are sanctioned for the World Championships which really took some of the horror out of high power NiMH handling (remember those?) and put some fun back in. Most contestants will be using models sized for heavier batteries for this event. They are now lighter and climb faster and are easier to handle : mere mortals maybe can join the fray? What do you think? The models sometimes called "hot-liners" are all composite made in female molds. The carbon skin-carbon spar wings can take up to 30 G turns : want to check it out?

This month's meeting program will feature a primer on "running the gates" as I call F-5B. My girlfriend Michelle is good at operating the far "Base B" but we can use your help too. We'll put the course timing equipment up on the stage for demonstrations and to give meeting attendees a little experience for helping us out in the contest and show you some pictures of prior WCs to get your juices flowing, we'll see you there!

the 16th Annual Otay Lake Float Fly Sunday, November 18, 2007

Are you ready to try something different with your airplane or heli?

Are you ready to have some fun on the water?

Then plan on attending the 16th Annual Otay Lake Float Fly on Sunday, November 18, 2007, starting at 7am!

Spend the day at the Lower Otay reservoir with your friends and your favorite float plane and flying boat, or be the first one to bring out a heli that is ready for water-borne operations.

SEFSD SCHEDULE OF INTERESTING EVENTS

August 25 10 am EMAC SEFSD

August 19th - SEFSD monthly F5B contest at the SEFSD flying field

(every third Sunday at 11am)

Open class, 10-cell, and 7-cell

Contact Steve Neu for details

Sept 14-15-16 — BUZZIN THE BORDER #3

Sept 22 1 pm RED BULL AIR RACES IN SAN DIEGO

October 2-7 — Tucson Shoot out in Arizonat

he 16th Annual Otay Lake Float Fly on Sunday, November 18, 2007

Landing fees are only \$10 and freshly cooked burgers/hots dogs and ice cold sodas/water will be available to satisfy your palate.

If you have not experienced taking off water yet, you are in for a treat.

Words alone cannot describe the feeling of being at the lake's edge in the cool morning air.

You place your float plane in the water and start taxiing away.

The ripples start to form on the glass-like surface.

You check the wind direction one more time and then turn into it.

You throttle up, water splashing around, and within seconds you have your majestic aircraft circling above the lake.

And the spectators are watching with a little bit of envy, wishing they could be the ones doing this cool thing called Float Flying!

Well it is not too late, you have a few weeks to think about and prepare for this fun event.

For up to date information and to explore float flying resources visit www.OtayLakeFloatFly.org

