

PEAK CHARGE

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

SEFSD Newslette

March 2000

Volume X Issue III

Calendar **March 2000**

15 SEFSD Meeting

APRIL 2000

19 SEFSD Meeting

March Meeting **Agenda**

Student AIAA
chapter of UCSD

Demonstration

Wayne Walker will
review the
Butterfly Kit

Raffle Prizes

Postal Scale
Multiplex 400 motor
Covering iron
Extra 300 ARF
Incidence meter
Trick Razor kit



MWE 2000 – and away we go



Silent Electric Flyers of San Diego

Club Information

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

2000 Officers:

President **Wayne Walker**

284-6119 wayne.walker@daou.com

Vice President **Bill Knoll**

582-2443

Secretary **Cliff Vaughn**

449-6941 pcat18@concentric.net

Treasurer **Mike Neale**

674-1378 mneale@enerdyne.com

Co-editors **Charlie White**

223-8903 charliwhite@home.com

277-8034

Bob Davis

Safety

Steve Neu

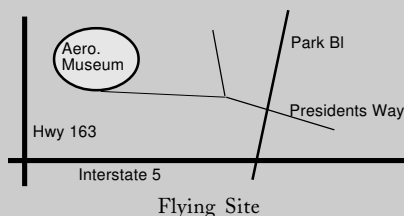
284-0816

SNEU@aol.com

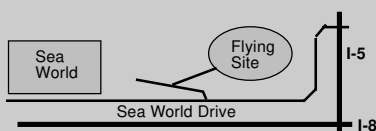
Monthly Meeting

Held third Wed. of each month
(no Dec. meeting), 7:00 PM at the
San Diego Aerospace Museum.

Park at the rear left (south-west side) - use stairs be-
hind fence to the second level.



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



Membership or Subscription:

\$25 per year, \$15 for subscription only. \$10 for under
18 or additional family member. Contact Mike Neale at
17140 Tam O'Shanter Dr., Poway, CA 92064.

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.

The MWE 2000 is now history, and what a Fly-In it was!! We had more than 80 pilots registered, more than a dozen vendors present (several of whom ran out of kits to sell!), and so many spectators that the Mission Bay Park Rangers made us stop using the parking on the South & East sides of the field! We had well over 200 cars in the area on Saturday at noon time, and a very full and fun Mexican Feast to cap it all off on Saturday night. Congratulations to Don Wemple, Bill Everitt, Bruce Cronkhite, Stan Silver, Jeff Keaseman, and everyone who helped with setting up tents, tables, & equipment, directing traffic, registering pilots, sending out publicity, selling tickets & shirts, impounding transmitters, staging events, making signs, answering questions, holding the raffle, and cleaning up the field on Sunday afternoon. It's this kind of group effort that makes these big events relatively easy to put on, and so much more rewarding.

I've received many, many compliments from participants and spectators alike on how well run the whole event was, so we all can take a bow for putting on another great event. The weather wasn't all that bad either, a little rain & cool winds, but not bad for a February Mid Winter Electric Fly-In!!

We've still got the Electric World Championships coming up in August, so keep up the great volunteer spirit and if everyone chips in a little we'll get the same kind of praise & recognition for a truly World Class Event!

Don't forget that we'll be having F5B & F5D practice on the first Sunday of each month up to the Worlds, so come on out & join in or just watch the really fast planes go. There's always spots for 7 & 10 cell gliders and Speed 400 pylong racers to join in too!

Good flying to everyone & don't forget to check all your controls before each flight,

Wayne

Mid Winter Electrics of 2000

The 3rd annual San Diego Midwinter Electrics is history -- but, I think it will go down as a good history! Faced with a weather forecast that stated "100 percent chance of rain and strong winds" for the three days of the meet, February 11th, 12th and 13th, it did look grim going to the field Thursday the 10th for the setup. As usual I was met by a big and eager group of Silent Electric Flyers, and the job of lining the field, setting up the delineators and warning tape, erecting the shades, and preparing the runway was done quickly and all in good spirits. We left about noon to await the weather which was certain to come in.

Late that afternoon Jeff Keasaman and his girlfriend came by field to sort of check things over. By then the wind had come up and they found three of the sunshades had blown down! Quick thinking got them to Home Depot and a return to the field with a bunch of stout tent stakes and lots of strong line. Singlehandedly (quadrihandedly?) they raised the fallen structures and firmly guyed all the remaining ones -- so well, in fact, that even with stronger nightly winds the next few days, everything stayed up! We owe you, Jeff! Great Job!

Well, the rains came. But nothing but a few light sprinkles during the days! All of the major rain at night! I guess that that does preserve the reputation of the forecasters and their predictions of 100%but...for all three days of the MWE, the flying was super -- often sunny, dry, and lacking any wind over about 8mph! Admittedly, there was a little mud around the field left from the nighttime rains, and a few cars got stuck in our parking area, BUT, the flying was great!

We had 81 registered flyers, 17 vendors, a high quality lunch wagon, a huge raffle to conclude the meet at 1pm on Sunday, and lots of folks looking on every day.

The Electric Flight Symposium, Friday evening at the lecture hall of the Aerospace Museum was well attended. Visitor Tom Hunt from New York kept everyone interested with his fixes for poorly performing models, the local scale experts, Bill Allen, Fred Harris, and Jack Hix, told all their secrets about how to build prize winning scale models, and Doug Cronkhite rounded out the evening with an accounting of his quest toward the FAI Electric Aerobatics crown.

The Mexican Feast at the Marine Room of Marina Village featured just about the best food the Club has ever offered for the MWE banquet. Although the room was reserved for 85, we were about 20 short of this number. All those in attendance, however, had a grand time and talk of electric modeling continued until about 9 pm.

There will be complete coverage of MWE 2000 in Model Airplane News, S & E Modeler, and Electric Flight International, but for now here is an accounting of the top pilots in each of the Special Events:

Speed 400 F5B -- Steve Neu
 Speed 400 LMR Glider Toss -- Gary Westland
 Open LMR Glider Toss -- Ward Shelley
 Open Scale -- Brian Chan
 San Diego Scale -- Jack Hix
 Maddest Mad Dog -- the designer himself! Steve Belknap
 Dragon Fly Pylon -- the designer himself! Bill Knoll
 Speed 400 Pylon -- Steve Neu
 the Mite Meister -- Ron Scharck

My deepest thanks to all of you who contributed time, thought, and labor to the Midwinter Electrics, 2000. It has been a sincere pleasure to work with you all and to have as an outcome such an successful meet. May this be but the 3rd in a long string of historical electric events here in San Diego.

Don Wemple, coordinator MWE2000

DOWNLOADING MWE PICTURES FROM SEFSD WEB SITE

This was an email
found on EFLIGHT

The Original email
Message - - -

On my slow 28.8 connect it takes forever to click on each picture and watch it download then click again watch is download and nausea.

The response - -

An alternative is to download the pages for off-line viewing. There are a number of free packages that will do this for (i.e. webwhacker).

Internet Explorer has this as a little understood option.

Add the page to your list of favourites, then click "Organise Favourites".

Select the link and click "Make available

for off-line".

Then click on "Properties".

You can select how deep you want the download of go.

One level will download the pictures linked to this page.

3 levels will download all the pictures on any linked pages.

The same thing can be done with Netscape.

While cleaning up after the MWE, a Tiffen 37mm No 0.6 lens filter was found on the registration table. It looks like the size to fit on a video camera. If this is yours contact Bill Evertt at Billeveritt@cs.com

ANOTHER THOUGHT PROVOKING HINT

So you just love that epoxie stuff but can't get that glue off your hands. There is a solution to your dilemma - WHITE VINEGAR. That's right, the clear vinegar you buy at the super market. It will dissolve epoxie before it has set up - with no harmful side effect, in fact you can drink the stuff. Actuality I lied, there is a side effect, smelly hands.

Below is the list of all members who have qualified under the club standards of qualification. If your name is not on the list, check with the SEFSD flight instructors to confirm your qualifications or get checked out.

Steve Belknap	Steve Nue
Jack Hix	Jack Roesch
Minton Cronkhite	Ralph Schierhold
Joe DeMarco	Francis Smith
Don Haines	Ray Stelzner
Fred Harris	Terry Thomann
Howard Harvey	Cliff Vaughn
Jeff Keasaman	Wayne Walker
Bill Knoll	Don Wimple
John McKinney	Dudley Uphoff

SEFSD VIDEO LIST

See Fred Harris, the Librarian.
One month free borrow.

A CELEBRATION OF EAGLES (AMA)
Float Flying (John Sullivan)
Airborne R/C Video(Fred Harris)
Gas to Electric Conversion
Airplane (Joe Wurts)
Getting Started in Electric Flight
Air Force Top Gun
1994 KRC Electric Fly
A-10 Warthog
1996 KRC Electric Fly
Basic Construction for Beginners
Lets get Serious About Electric Flight
Basic Flight Training for beginners
Monokote
Byron Originals Show Season 1985
Monokote-II
Cutting Foam Cores
1996 NATS-Video Highlights
Desert Storm-Tornado
Polyspan Covering Instructions
Double Eagle
Power for Performance
Electric Flight
R/C Flying
Electric Flight & Schneider Cup
The Schneider Sport Electric
Electrifying the Fantasy
T-Birde (Thunderbirds)
F-16 Falcon
Vacuum Bagging
Wring it Out
Wring it Out-II

The AMA National Model Aircraft Safety Code (page 91 of April 2000 issue of MODEL AVAITION) are the safety standards that SEFSD use and are those applied by AMA insurance.

SEFSD flight instructors are listed on page 3

RADIO CONTROL in
1940
by Jim Barron

I was fortunate to talk to Walt Good, one of the earliest pioneers of RC flight when he showed up at our club flying site just before the 1940 Nationals. As I recall, Walt was going to check his plane out for the contest. I was about 15 and he was surprised that I had my amateur (HAM) radio license. I told him that I got my license when I was 11 or 12 and I carried my license with me because I had mobile radio equipment.

Walt asked me if I had the ARRL Handbook which of course I had. The ARRL Handbook was the prime source of information for radio amateurs and he said to build the receiver just as shown. He explained just how his escapement worked to give the sequential RIGHT-NEUTRAL-LEFT-NEUTRIAL rudder control. The batteries were large, the 45 volt size.

The transmitter was in a box on the ground with a 1/2 wave di-

pole antenna on a pole. The pilot used a push button on a cord from the xmitter. One push gave right rudder, release the button and the rudder came back to neutral. Another push gave left rudder and release brought it back neutral - - and that was it.

The radio operated on the 6 meter ham band and as the receiver was a regenerative circuit, only one plane could tune up and fly at a time to avoid interference. On Sundays about 5 fellows met at the field and after 2 successful flights, they paid me the compliment of letting me, from then on, set up first.

Because of the weight, I built a big plane, basically a free flight with an 18% Clark Y wing of about 1000 sq. inches, powered by a Brown Jr. swinging a 14-6 prop. Take-off was sort of ;leisurely with me on one wing tip and a helper on the other to help get her up to speed and into the air. Then a quick dash back to the transmitter where I would, with any luck at all, assume

control of the aircraft. I would say "right turn", the plane would respond and my friends would cheer. This was a fun time then, but not much of a flight now.

Landing were all dead stick. I would come in a little high and fish tale to lower the glide path. Being a free flight, one just let it land in the Trexler wheels.

Jim Baron W6OJD

"So we went to Atari and said, 'Hey, we've got this amazing thing, even built with some of your parts, and what do you think about funding us? Or we'll give it to you. We just want to do it. Pay our salary, we'll come work for you.' And they said, 'No.' So then we went to Hewlett-Packard, and they said, 'Hey, we don't need you. You haven't got through college yet.'"

--Apple Computer Inc. founder Steve Jobs on attempts to get Atari and H-P interested in his and Steve Wozniak's personal computer.





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 is ***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:
Mr. M. W. Neale, 17140, Tam O'Shanter Drive, POWAY, CA 92064.

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