

September 2003  
Volume XIII, issue 8



# PEAK CHARGE

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



## F5B Team Winners

Front -LR: 1. Steve Neu, 2. Jeff Kessaman, Rear-LP: 3. David Pitcairn, 4. Larry Keer

## SEFSD *Calendar*

### **Pylon Racing**

2nd Saturday,  
10:30 AM  
Sept 13

### **F5B Contest**

3rd Sun, 9:00 AM  
contact Steve Neu  
at  
(619) 284-0816  
**cancelled - F5D  
Team Trials**

### **Next Meeting**

**Aerospace  
Museum**  
Balboa Park  
4th Tues 7 PM  
Sept 23

### **Electroglide**

Saturday  
following Meeting  
9:AM, Sept 27

# Board of Directors

## 2003 Officers:

President David Pitcairn  
619-865-5929 dtpitcairn@aol.com

Vice President Michael Blott  
858-487-6940 mblott@san.rr.com

Treasurer Michael Neale  
858-674-1378 michaelwneale@earthlink.net

At Large Chuck Grim  
858-274-7322 rcelectfly@aol.com

Safety Steve Neu  
619-284-0816 SNEU@aol.com

At Large David Fee  
760-583-1926 davidfee@cox.net

At Large Tim Attaway  
619-427-6392 trattaway@cox.net

## Committees

Secretary Tom DeShon  
619-258-1538 t.deshon@ericsson.com

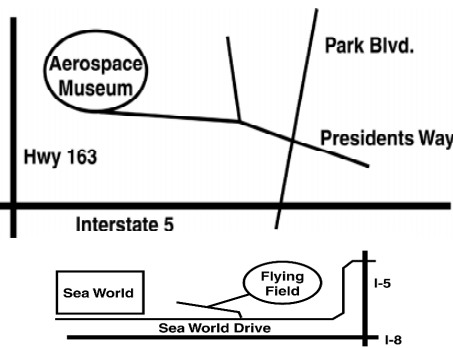
Membership Deborah Holland  
858-653-4607 pudyluv@pacbell.net

Editor Bill Fee  
760-967-7259 dwfee@cox.net

Video Librarian Uranna Greene  
858-453-4249 ugreene@san.rr.com

Raffle Bill Everitt  
760-753-1055 Billeveritt@cs.com

Flight Instructor Tim Gantz  
619666-7996 timg@sddn.com



# 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.

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

# The President's Message

## by David Pitcairn



**W**ow, for southern California, August was hot and humid. Now that it has cooled off a bit, I am looking forward to some more comfortable flying sessions at the field.

Next Month Deborah Holland who has done an outstanding job as Membership will be moving out of town. Thank you Deborah for being so helpful! We are looking for someone to temporarily take over the position for the rest of the year. Anyone who would like to volunteer can email me at [dtpitcairn@aol.com](mailto:dtpitcairn@aol.com).

August featured the F5B Team Selection (electric gliders). It was an exciting contest for me at least and I hope it was interesting to those who stopped by. THANK YOU to all the volunteers who did a great job running the contest! You are very much appreciated though I regret not getting everyone's names so that I could personally thank you.

However, the "summer" contests are not over yet. This month features the other letter in the electric airplane contest nomenclature, F5D. That's right, you are invited to come out and watch F5D Pylon Racing September 20<sup>th</sup> and 21<sup>st</sup> at the SEFSD field and root for your favorite SEFSD members. As usual, the field will be closed. but volunteers would be greatly appreciated. The top three finishers of this contest will make up the USA Team that will be competing at the World Championships in England next summer.

The "How To" for the September meeting is not set up yet but the subject may be iron on covering. Happy flying and see you all at the September Meeting!

## An Editorial

by Bill Fee



*Photo at the field  
by Lou Rossé*

Are you having fun, **still**? For many, winning, the thrill of the chase has become paramount. A hobby that was a source of relaxation, an opportunity to be creative, somehow became more than a challenge, perhaps an obsession. Competition as a means of determining how your building and flying skills measure up, or just for the fun of it (like Don Wemple's Electroglide) do not strain you emotionally or drain your pocketbook

On the other hand, there is much to be said for doing one's best, and measuring your level of accomplishment in competition with others. It makes you strive to do better. On the other hand, never lose sight of the fact that winning isn't everything (regardless of the fact that a famous Green Bay football coach said that winning was **the only thing**). When I was a kid I was taught "play up, play up, and play the game". It's called good sportsmanship, and it applies to just about everything in life.

It's a big playing field. There is room for everybody, though not necessarily at the same time. Usually, the high performance buffs choose to fly late in the day, often coping with wind conditions that send park flyers and the like home. It might be fun to drive your family car on the Indianapolis Speedway, but not during a race. Several times a year SEFD has competitions that restrict the activities of others not directly involved



# Minutes from the August Meeting

By Tom DeShon



Introduction –

The August meeting was called to order on 8/26/03 at 7:00 by the Vice President Mike

Blott. There were a few new members in attendance tonight. Don Howard flies a Mini-Max, Carl Yandell flies a Cub, and John Davis flies old timers.

Old Biz –

The club's video library has been stable for quite some time now. A suggestion was made to share our video library with two other local clubs. After some discussion, it was decided that Urana Green would create a proposed "loaner" policy and the Board would review and decide if we would participate and under what conditions. There is no new information on this topic.

All field improvements are currently on hold.

New Biz –

Club Competition / Events –

The S400 Electroglide will take place Saturday, 8/30/03 at 9:30 AM unless weather precludes. In that case, the event would move to the following weekend. This event

always occurs on the Saturday following the monthly meeting. Future competitions are planned for 9:30 AM on 9/27/03. For information on this event, please contact Don Wemple.

The pylon racing club events are increasing in attendance. Structured classes for the races are usually divided between S400 and unlimited. For those interested in flying a foamy structure, classes are more vague, but should allow everyone interested to compete.

The selection for the USA F5B Sailplane Team competition was held on 8/16 – 8/17. The formal global competition will take place in England. The US team is made of 3 pilots and one substitute. The three highest scoring pilots are formal team members with the 4<sup>th</sup> place pilot becoming the sub. The scores are in and the pilots representing the US in the F5B competition will be Steve Neu (1<sup>st</sup> place), Jeff Keesamin (2<sup>nd</sup> place), David Pitcairn (3<sup>rd</sup> place) and the sub is Lenny Kerr (4<sup>th</sup> place).

The tryouts for the F5D Pylon Racing Team are scheduled for 9/20 – 9/21. As with the F5B tryouts, the field will be closed those days to general flying. The trials will start each day at 8:00 AM and end around 3:00 PM. Like the F5B competition, the US will select the best three pilots to represent this country at the global competition.

Membership -

New membership cards are now complete. Please see Deb Holland with any membership questions/concerns. Currently, our club has over 300 paying members.

Club Programs –

No new discussion on these topics at this meeting.



Safety, Safety, Safety....

There was no specific discussion relative to safety issues at this meeting.

The Training Program-

Flight Training has been going very well recently. In addition to the ongoing beginner instruction on weekends, there is now aerobatic training for those interested. The trainer, Tim Attaway, is available at the field on Wednesdays at 10:00 AM. Reservations or a formal sign-up is not required. General flying assistance is available at the club on most weekends from 8:00 – 10:00. As always, the club is looking for new

volunteers to assist with the training duties.

How To-

Tonight's "How-To" was really a demonstration by students from SDSU regarding the results of their competition in the national "Design, Build, Fly" competition. If you've been attending meetings for the past few years this will sound familiar. Each year, students from different colleges from around the country compete in this event which challenges them to "design, build, and



fly" an airplane tasked to perform specific events. Each year, the task description and rules change. This year, the students needed to build a plane capable of not only carrying a load, but also landing, dropping it on a runway, and taking off again... all without any manual assistance. The presentation included video and was very extensive. Some (but not all) of the requirements of the competition were: the maximum loaded weight of the plane could not exceed 55 lbs, the payloads were a 6"x6"x12" box as well as a cylinder, the plane had to reside in a specific sized carton, the power system was to be electric (brushed motor only) with a max battery weight of 5 lbs, and the competitors were timed during the assembly of the



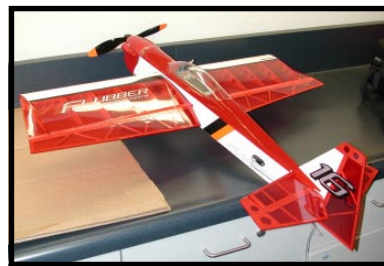
plane. The plane was required to fly multiple missions and points were assigned based on missions flown and other weighted factors relative to design and cost effectiveness. The San Diego State students were proud to announce that out of 46 different competitors, they took 1<sup>st</sup> place with the "Spirit of Monty". Those of us that are alumni would expect nothing less from SDSU.

Show & Tell-

Stilianos Jackson brought his new Funky Chicken. The "plane" is marketed by Hobby Lobby and looks like a flying foam chicken. With the help of some creative painting, Stilianos plans to compete in the Hobby Lobby "Best Funky Chicken" contest. He flies this plane on 7 cells with a S400 motor and Gunther prop. The plane won't fly until after the static competition is complete.



David Fee brought his new Flubber. This is a Korean ARF 3D-type plane. It is marketed by Todd's Models and weighs about 19 oz. It flies using a GWS S300 motor and gearbox. David has flown it on 7 cells and while he reports



it as adequate, it will not do aerobatics in the stock configuration.

Steve Younger showed off his custom machined aluminum gearbox for a S300 motor. Steve had a friend do the intricate machining and that for the unique piece you could "few" of the gearbox/ combinations as-ple. complete.

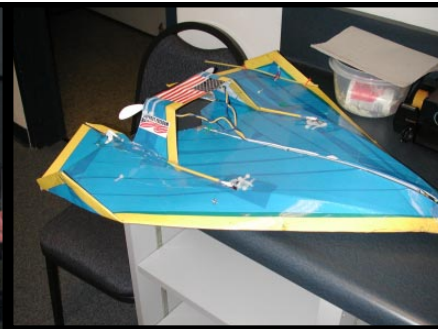


Mike Murphy brought his new custom coroplast plane. It looks similar to a stealth fighter and flies using 2-S400 motors and 8-2000mah cells. The plane weighs approximately 2 lbs ready to fly.



Paul took a few minutes to talk about his altitude record attempt that he plans to fly in the next few weeks. He will be flying a custom glider that uses only solar cells for power. The plane contains its own GPS and all telemetry equipment to communicate with the pilot. The current altitude record is 6,500'. We will hear back from Paul after his attempt.

The meeting adjourned shortly after 9:00 PM.



## True Electric Lifestyle!

My friend Alan Conconi drove his electric powered car down from Los Angeles to San Diego today and brought car full of electric powered models to fly. Round trip is around 240 miles or so on the highway. Driving at 70mph or so all the way. After having a nice day flying models Alan got in his car and drove home—without and need to recharge the batteries in the car. His car has 6800 18650 lithium ion cells in in packs that provide about 400 volts for the 220hp drive motor. Range at normal highway speeds is around 300 miles—not too bad for a electric!

I got to drive the car some time back when it had lead acid cells—it was quick with 0-60 times of under 5 seconds. Alan thinks with the lighter battery it will now be under 4 seconds.

Attached is a picture from to day at the SEFSD field at

Mission Bay in San Diego.

Steve





# USA F5B TEAM TRIALS and 2<sup>ND</sup> INTERGALECTIC F5B CONTEST

**By Chuck Grim**

On August 16<sup>th</sup> and 17<sup>th</sup> the Silent Electric Flyers of San Diego selected the F5B Team that will attend the next Electric World Championships to be held August 2004 in York, England.

Over the two days of there were seven rounds of competition. The top three finishers were selected to be the US Team. The fourth place competitor will be the team alternate.

Steve Neu, our veteran F5B pilot, flew very consistently throughout the two days and took first place. Jeff Keesaman who was on last year's team with Steve courted disaster on his first flight when on approach to landing he got a little slow and tip stalled about two feet above the runway. The resultant hard landing forced the battery pack into the speed control, caused a short and smoke began coming out of the fuselage. Jeff recovered and flew well to finish in second place. Our club president, David Pitcairn, faced a similar fate in the second round when he crashed during the ten-minute duration task. He was two slow when he applied the throttle and torque rolled then snapped into the crash. Undaunted he came back and finished in third place and made the third spot on the team.

Congratulations to our three SEFSD team members who will make up the team for next year Steve Neu, Jeff Keesaman and David Pitcairn.

There was close competition for fourth place between Brian Buaas from Orange County and Lenny Keer from Colorado. Lenny won the last round to beat Brian for fourth place and to become the team alternate.

Don Pesznecker from Oregon placed last but flew well, especially when you realize that he is seventy years old. There are not many people anywhere near his age that can

compete in this world of very fast high performance electric sailplanes.

The results of the team trials are as follows:

**PLACE**

- |          |                       |
|----------|-----------------------|
| <b>1</b> | <b>Steve Neu</b>      |
| <b>2</b> | <b>Jeff Keesaman</b>  |
| <b>3</b> | <b>David Pitcairn</b> |
| <b>4</b> | <b>Lenny Keer</b>     |
| <b>5</b> | <b>Brian Buaas</b>    |
| <b>6</b> | <b>Don Pesznecker</b> |

Along with the team trials we held the 2<sup>nd</sup> Intergalactic F5B Contest, which had competitors in F5F (ten cell F5B) and 7 Cell F5B. There were six rounds in this competition over the two days.

Congratulations must go to our own Wayne Walker who finished a very respectable second place in F5F.

The results of the 2<sup>nd</sup> Intergalactic F5B Contest are as follows:

**PLACE**

- |                   |                       |
|-------------------|-----------------------|
| <b>F5F 1</b>      | <b>Don Sciegel</b>    |
| <b>2</b>          | <b>Wayne Walker</b>   |
| <b>3</b>          | <b>Dave Seiger</b>    |
| <b>4</b>          | <b>Philip Brister</b> |
| <b>7 Cell F5B</b> |                       |
| <b>1</b>          | <b>Mark Ferreira</b>  |

Many thanks must go to the many SEFSD members who worked hard to make this event run smoothly and a complete success.





Steve Neu

Jeff Keesaman

David Pitcairn

Brian

Lenny Keer

Pes





Don  
sznecker

Don Scegiel

Mark Ferreira

Dave  
Seiger

Philip  
Brister

Wayne Walker



## A LETTER TO MY FELLOW FUNFLYERS

*Upset because you are unable to fly during a contest?*

*Cussing when contests come around?*

### DID YOU KNOW?

Contest people developed the motors, speed controls, and battery packs that we use today.

Read the Mission Statement at the beginning of this publication.

This club was founded by contest people, for contest people. We who just fly for fun are riding on the coattails of their energies. Without the innovative thrust of these people, we would be limited to flying engine-powered airplanes ten or twenty miles away, where the climate may not be as desirable.

Contests have padded our treasury. Our dues barely pay for this beautiful newsletter.

Thanks to funds raised by contests, we were able to make some major improvements to our field. We no longer have to park on dirt, and a safety fence was installed. We would like to do more, but the landowners

have other ideas.

We can “give back” to this hobby by supporting those who share their expertise and facilities with us.

For me, this has been a wonderful opportunity to meet people and make new friends while making myself useful.

“Ask not what your club can do for you, but ask what you can do for your club.”

Come share the fun with us as a contestant, helper, or observer. People watching can be interesting, as well. I observed the enthusiasm of a VERY OLD old-timer as he watched an F5B plane go straight up. As the ad says, “Priceless.”

All the best,

Lou Rossé (“Rossay”)

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## The Spruce Goose an Electric Model





# The San Diego Electroglide - July 26, 2003

*By Don Wemple*

<a href="http://Contestant.com/products/acrobaticstep2.html">http://Contestant.com/products/acrobaticstep2.html</a>	Ship	Toss 1	Toss 2	Toss 3	Total
Don Wemple	Systole	72	87	22	181
Steve Clem	Ascent	54	85	0	139
Bob Anson	Ascent	30	78	19	127
Ron Bridewiser	Last Down II	37	0	31	68
Ted Corbett	Skimmer	33	12	2	47

## New Member

*Steve Ritzi*

*by Bob Anderson*

This month we welcome Steve Ritzi to the SEFSD. A native of Maine, Steve moved to California during the Internet boom to take a job in Los Angeles. When the company he worked for didn't receive additional rounds of funding, he took a position with the Carlsbad based Infrastructure Development Corp., a firm specializing in high technology program planning, management and marketing.

Steve has always been an aviation enthusiast and began flying full scale aircraft at age 16 and earning his pilots license at 18. Today Steve is an instrument rated Commercial Pilot and is pursuing additional Commercial Glider and Multi-engine ratings. He has logged time in over 20 different types of aircraft.

Steve's involvement with model aviation goes back to childhood when he built rubber powered Guillow's models. In high school he started flying R/C with an Cox/Sanwa .049 powered, two channel Fournier foamie and moved on to an Ace Wizard, Hobby Lobby Spirit of '76 glider, Sig Cadet and House of Balsa Stick .40. After a hiatus of 20 years, Steve's interest in modeling was rekindled after a visit to the Torrey Pines

Gliderport and the SEFSD Mission Bay Field.

After building and flying a House of Balsa 2 X 6 glider to sharpen his skills, Steve picked up a Dymond Apex motorglider to give electric flying a try. Amazed by the improvements in electric power systems over the last 20 years, Steve decided to join SEFSD and says he has been

bitten hard by the electric flying bug. His current fleet includes Dymond's Apex and Flipper motorgliders; GWS Pico FD, A-10 and Mustang; and Wattage Crazy Max, Piper Cub 400 and Extra 330L.

Steve also has a bigger project in the works, a 28 foot wingspan Monnett Moni motorglider that is still in kit form in a hanger at Gillespie Field. His plans are to power it with a 30 HP two-stroke twin cylinder engine - so there is still time to talk him into converting it to silent electric power!



You'll find Steve flying most evenings after work at the SEFSD field trying to improve his landings and aerobatic maneuvers. Welcome to the club, Steve.

# A sure guide to determining a modeler's skill level

By JEF RASKIN

After a while in this hobby, you can walk up to someone, look at his or her model or workshop, and immediately put the person into one of four classes: Novice, Builder, Expert, or Master. Here are a few tips so you can tell one from another.

1. Take a good look at the control horns. If you weren't reading this guide, you might think to look at how they are positioned and attached, but here's the real secret.

Novice: They still have the little bumps where they used to be attached to the plastic runner.

Builder: The little bumps have been neatly cut off.

Expert: The horns are scratch-built from aircraft plywood, sanded, and varnished.

Master: The horns are handmade from polished T2024 aircraft aluminum and carbon fiber, coated for corrosion protection with the metal parts anodized to match the finish of the aircraft. Did I mention the stainless steel ball joints?

2. Covering quality is a dead giveaway.

Novice: It looks like the entire Belgian Army has slept on it for a week.

Builder: It looks like it has been slept on by a cat for one night.

Expert: It is as crisp as a freshly made bed.

Master: It looks as taut as a bed made up by a drill sergeant at boot camp.

3. Study the trailing edges of the wing.

Novice: Square and over 1/a-inch thick

Builder: Nicely rounded

Expert: Feather edge

Master: Uses the trailing edge to shave

4. How well are the uncovered wood parts finished?

Novice: Raw wood

Builder: Sanded and painted

wet-sanded, followed by rubbing compound and a fine European hard wax

Master: Impossible to tell how it's done because it looks like one piece of polished granite; wear sunglasses

5. On many models, it is possible to see the framework. Look carefully.

Novice: Hard to tell that it's an airplane

Builder: Reasonably straight and true

Expert: Joints have no gaps, no warps, corners, gusseted, looks like it was carved from a solid piece of wood with the grain always going in the strongest direction

Master: It was carved from a solid piece of wood with the grain always going in the strongest direction.

6. What aircraft do they choose to model?

Novice: Piper Cubs

Builder: WW II fighters

Expert: Anything with elaborate detail or impossible surface finish and markings, scale operating engines, retracts, and working instruments; windshield wipers start automatically when it rains

Master: Piper Cubs

7. What glues did they use?

Novice: Mucilage

Builder: CyA, epoxy

Expert: CyA in three viscosities, aliphatic resins, four different epoxies, contact glues, special canopy cement, and has a friend in the adhesives industry

Master: Parts interlock so well that no glue is needed

8. Find out what shop equipment they use.

Novice: One old hobby knife

Builder: Hobby knife, supply of fresh blades, handheld electric tools, box full of small tools

Expert: 2,000 square-foot shop with drill press, lathe, milling machine, table saw, router, vacuum-forming machine, foam cutter (all computer-controlled), chest with expensive precision tools

Master: One old hobby knife *and* a sharpening stone

9. Aerodynamic knowledge

Novice: Totally mystified since sixth grade

Builder: Has read one book on the topic and has forgotten it

Expert: Runs simulations on computers that make NASA jealous, solves differential equations mentally, and can give name, date of publication, and the author of every theoretical work since 1892



Master: If it looks right, it is right.

10. Radio system choice

Novice: Two-channel radio with elevator on left stick

Builder: Four-channel radio with two sticks

Expert: 17-channel radio made in Germany with an unpronounceable name and more levers and switches than the cockpit of a 747

Master: Free flight

*Jeff Raskin has been a computer professor at the University of California at San Diego, has done seminal work on Graphical User Interfaces, and was project head for the development of home page and this article. visit <http://humane.sourceforge.net/home>.*

11. How they fly their airplanes

Novice: Crashes on takeoff

Builder: Crashes on downwind turns

Expert: Only crashes when it's someone else's fault

Master: Knows better than to fly them

from *The Clanking Armor*

Lincoln Sky Knights R/C Club

Dave Brazee, editor

Lincoln NE

## Building models - my first love

By Larry Hansen

To ARF or not ARF? That is the question. No, I'm not trying to teach my dog to quote Shakespeare's soliloquy from *Hamlet*. I'm pondering my hobby and the direction it seems to be headed. I don't have an axe to grind with people who buy and fly some of the modern Almost-Ready-to-Fly (ARF) airplanes available today. Not only are they fairly well constructed, but they also offer one of the standard options desired in today's "immediate gratification" society. What I'm lamenting is the loss all of you who don't build your own models are suffering by marketing gurus whose job is to sell their merchandise.

As I sat trapped in my home from March 18-21, I spent time gluing wing ribs to spars, making tons of balsa sanding dust in my basement, and loving every minute of it. As I passed the time with my first love, model building, I wondered what my flying friends who never build their own flying machines were doing to get through the storm.

One of the real losses for those of us who don't sniff much glue is we're limited in what our hobby can give us to fill those days that don't lend themselves to flying. You can only spend so much time adjusting control surfaces and fine-tuning your radio gear. If your wardrobe doesn't contain some blue jeans with hard spots on the legs from dripping CyA glue, you just don't have the clothes that a well-dressed modeler needs.

Pride in creating an airplane that will actually fly and respond to your command is also lost. I equate it with taking a friend's well-trained hunting dog into the field for

an upland game. Certainly that hound will respond to your needs while chasing an elusive quail. But think of the pride a hunter has when the dog responds as it should, knowing he has trained it.

Building your own model is a learning experience. How better to begin to understand aerodynamics and the physics involved in flight than

surfaces work and how subtle changes to those working parts can change the flying capacity of your air ship are never as well learned from a book as they are in your own hands.

If you fly like I do, you need to develop another skill. All of us need this skill once in a while-to fix that beautiful flying machine when your landing is less than picture perfect. If you've never built an airplane from the ground up, how will you fix it when a mishap occurs? Now, if you happen to split a solid vertical stabilizer, you need not be a rocket scientist to hold the pieces together and squirt some CyA glue into the fracture. How to remove MonoKote, recut ribs, and rebuild a leading wing edge after your airplane grabbed a tree branch may be a horse of another color. If you built that baby, you can fix it! You'll understand how to rebalance your craft, realign it, and then recover it. In fact, I seem to fly a bit better with an airplane I've repaired at least once. The fear of that first scratch is gone, and a small ding no longer puts terror in my control fingers.

Any airplane you fly is a good one, whether you built it or someone else did. But I think of them like I think of

my children. It gives me a sense of pride to watch the children we raised graduate from high school and college, get married, have their own children, and succeed in life. That must be more satisfying than saying you hired the kid your neighbor raised and guided him through the job you wanted him to do.

Don't think I don't appreciate the marvelous job of guiding those ARFs and other purchased airplanes through the sky because I do. I'm just suggesting that you are missing a wonderful part of our great hobby if you don't build an airplane once in a while. It doesn't have to be one

of those beautiful contest-winning scale dreams. Just a simple little trainer airplane created by your own hands can be a thing of wonder. If you haven't done it, give it a try!

from *Hi-Flyer*

Arvada Associated Modelers  
 Erivc Gropp, editor  
 GOLDEN, CO

## San Diego Electroglide for August 30,2003

Pilot	Model	Toss 1	Toss 2	Toss 3		Total
Don Wemple	Pulsar	87	69	76		232
Tom DeShon	SunBird	55	82	89		226
Pedro Brantuas	Lil Bird	2	51	94	28	175
Steve Clem	Ascent	29	45	44		118
Bob Anson	Ascent	47	0	0		47
Howie Harvey	Lil Birdie	0	18	0		18

We have finally standardized on a 60 second motor run for each toss. Admittedly, some of the birds are almost out of sight with this length of power-on, but this adds to the thrill of it all (I found myself flying some one else's ship for about 10 seconds only to catch my own, out of the corner of my eye, diving off to one side!!).

For this Saturday, the lift was all over the place above the Sea World Parking Lot.....if.....you got high enough. initially! My three tosses resulted in 9, 11, and 12 minutes. Tom's, 6, 13, 14. Pedro's, 8, 12, and the last would have been longer but he ran out of electrons! Bob Anson's third flight was 15 minutes and 1 second, thus exceeding the limit resulting in no points for the toss!

The wind proved to be a problem due to its

inconsistency! Looking back over things I guess that it was just the thermals passing from west to east over the field. But what we saw was almost dead calm for one landing and perhaps a 10 mph wind (often slightly cross wind) for the next. For the really light wing loading ships it really paid off to keeping the current wind speed in mind on each landing, and to compensate appropriately.

In short this was really a fun Electroglide. With the longer flights there was adequate time for lots of chatter between pilots and pundits alike.

The September Electroglide will be Saturday, September 27th, with the first toss at 9:30. Come join us. the price is right!

(I'll have a leg up advantage....it's my birthday!!)

**Don Wemple**



## Whittier Narrows Contest\*

August 9-10

Happy to report a god second place finish in intermediate class at the recent Whittier Narrows pattern contest.

This was my first attempt with electric power in direct competition with two and four stroke powered models. I'm anxious to continue stepping up in class and model size and power next year.

The plane is my own design with a wing span of sixty one square inches, and 630 square inches of area. Power is the Aveox direct drive brushless 36-38-3 motor and Aveox controller with an 18 cell 3300 milliamp battery pack running an 11x5.5E prop at 13,000 rpm.

The plane weighs 7 1/4 pounds with retracts, ready to fly.

Charles Brown

Videos are available from Uranna Greene  
 Phone no.: (858) 453-4249 or email:  
 ugreene@san.rr.com

## F5B and F5D World Championships 2004

August 6 - 15, York, United Kingdom

### Calendar

Friday 6th August	Sunrise-Sunset competition, Overall Registration
Saturday 7th to Monday 9th	Open Events, WC model processing
Monday 9th	Opening ceremony and briefings
Tuesday 10th to Saturday 14th	F5B and F5D World Championship rounds
Friday 13th Tours	World Championship rounds, spare time(rain),
Saturday 14th	Final rounds and Prizegiving
Saturday 14th evening	Banquet
Sunday 15th August	Electric Flight Festival Airshow

## The Back Cover

Upper L/ Center

Chuck Grim - seeing double; with his **Mini Lazer 30(s)**

### Left Side...down

Steve Manginelli's **Ricochet**

please don't step on the flowers (mother nature - struggling to survive on the shoes of Batiquitos Lagoon)

David Fee's **Avionik D99** pylon racer

Tim Gantz's **Seduction** Freestyle

Unknown

### Center

David Fee's model airplane factory closet (not everyone has a double garage available like Steve Neu)

a Montana forest fire - note the two deer in the middle of the stream - in sharp contrast to the beautiful Mission Bay flying site sunset below

### Right Side...down

Jeff Keesaman's **P51**

Bruce Brown's Scratch built pattern plane\*

The **Moseba Solar** automobile (06404=99169), in Germany, coming and going

Mark Ferreira's **P51**

