Dear SEFLI’ers

The weather has improved enough to get out to the field a couple of times. There was a good SEFLI presence at the Wingnutz field the last weekend in March.

The Cradle of Aviation show by our vantage was a great success. Saturday’s attendance was exceptional and Sunday afternoon was good. We had a slideshow about SEFLI as well as NEAT Fair video running on a small screen projector all weekend. Jim P provided the equipment, thanks Jim. We got two new members because of the show and more may follow. Jim P. will be posting some pictures in these pages. I would like to thank those who help out at the SEFLI booth: Ray J, Joe C, Jim P, Jim R, Nick D, Frank D and Mario D.

There are still SEFLI members that have not also paid their Wingnutz dues. You must get your $15.00 check off to me to get the new combination to the entrance to fly.

We are still looking into a “runway” for the Wingnutz field (SEFLI’s primary flying field). Our options are to try and grow grass again, till the field and maintain a dirt runway, or lay down something like “Petromat”- a road surface underlayment. We are starting to gather the costs as well as the pro/cons for each options. I’d like to thank Ron Williams for taking some soil to be tested to see what would be required to get back to an acceptable grass field.

Our first contest of the year will be the Saturday after the general meeting (4/21), so come on down to the Wingnutz field and join the action.

See you all soon!

Pez Tom
Watts Up?
Too Cold? Too Windy? Try Indoor Flying!

SEFLI has secured the Samoset Middle School auxiliary gym (formerly Sachem South High School) on School Rd, Ronkonkoma for Monday night indoor flying from 7 - 10 PM. All current AMA members are invited, but must present AMA card if requested. Model must be electric powered, batteries must be charged in fire retardant boxes while on the premises.

The room is suitable for only the smallest and lightest of electric models, the gym is only slight wider than ONE regulation basketball court, and slightly shorter than a regulation court. The ceiling is fairly high but obstructed at each end by a retracted basketball hoop/backboard. If the larger gym is not in use after 8:00pm we can use it until 10:00pm.

Let’s leave the facilities cleaner than we found them. Remember there is NO SMOKING inside or outside the building! This must be strictly adhered to.

Below is a list of the Mondays we CAN NOT fly, due to the school being closed. We will update this list as required.

May 14, 28, 2007
June 11, 2007

Newsletter Show-n-Tell Write Up Requirements

For planes to get a write up in the Newsletter the NL Editor needs the modelers name and detailed model build information, which can be provided one of two ways:

1) Jot it down on a card or piece of paper and give it to NL Editor at the meeting the model is shown at. In the event of the NL editors’ absence at a meeting, provide the information to a club officer who will forward it to the NL Editor.

2) Send an e-mail to the NL Editor (address is on the first page of the NL) in a timely manner providing the above mentioned information.

It is the responsibility of the model displaying member to provide the NL Editor with the information needed for Show-n-Tell write ups. If no model information is provide in a timely manner it will be assumed the member did not want a write up of their model included in the Show -n-Tell section of the upcoming Newsletter edition.

JOT IT DOWN, PASS IT ALONG...IT’S THAT EASY!
March 24 & 25 various SEFLI members staffed a booth at the Cradle of Aviation’s 2nd Annual Modelers Expo. Our table just happened to be located under a Grumman sign, how appropriate. Traffic was good throughout the weekend, we answered many electric flying related questions. A SEFLI slide show, the NEAT Fair video were shown and SEFLI membership handout flyers were provided. Tom and Joey were the real hits of the show flying indoor helicopters. If you get the chance, try the museum’s “G Force” simulator ride; it’s a panic and was enjoyed by several SEFLI'ers. A good time for all.
Let The Games Begin

April Contest

The first contest of the year will be held at the Calverton Wingnutz field on Saturday April 21st with a rain or excessive wind date of the next day or the following weekend.

This months contest will be duration. Put in any size capacity battery pack (cell count limit as above) and fly the model until the battery is exhausted. The flight is scored normalized by the watt-hrs of the battery pack. That is the time of the flight in seconds divided by nominal voltage of the pack (3.7V/cell for Li-poly, 1.2V/cell for NiCd/NiMh, 3.6V/cell for Li-Ion) times the Amp-Hr capacity of the cell. All batteries used much have the original manufacturers label stating capacity attached. Best flight of 2-3 rounds will win.

GENERAL CONTEST RULES

Sport Electric Sailplane (SES)

Any motor up to 7 cells (NiCD/NiMH) or 2S lipo. Any model with no more that 3 control functions (one must be throttle or ON/OFF motor). 2 minutes motor run maximum, 10 minute total flight. Motor may be stopped and restarted within first 2 minutes, but must not be restarted AFTER the 2 minute mark or flight is scored as a “0”. Exception: If motor is turned on to “save” model from impeding doom, the clock will be stopped and the flight time recorded.

EasyStar Events (ES)

Any motor up to 7 cells (NiCD/NiMH) or 2S lipo. Stock EasyStar ARF only, the rudder may be enlarged with any material to increase controllability. Model may be strengthened in any way desired. Foam parts may only be replaced with OEM foam parts. Events rules will be published no later than 1 week before contest and the newsletter. Typical events are Limited Motor Run (similar to SES), Duration, Target Tow, Limbo, Racing, Bomb Drop and whatever else we can come up with.

Slow Stick Combat (SSC)

Stock GWS Slow Stick with stock drive system and up to 10 cells (NiCD/NiMH) or 3S lipo. Brushless motors are allowed but limited to 7 cells (NiCD/NiMH) or 2S lipo. Models will fly in 4 minute rounds with 15 feet of magnetic tape streamer. As many models as frequencies allow to be flown at once. Streamer cuts are 25 points, streamer touches are 10 points. All models involved in mid-airs that are still in the air at the 4 minute mark will receive 50 points. 2-3 rounds will be flown, winner is maximum point total for all three rounds.
Show and Tell
photos by Lionel Bernstein and text by Jim Perlowsky

Jim Reid displays his scratch built Volks Plane, built from a 1969 Mechanics Illustrated article. 18” wingspan, 44² inch wing area with a RTF weight of 1.4 ounces. It uses a JMP receiver with rudder/elevator control done via magnetic actuators. It’s powered by a 1S 150 lipo cell which drives an N-20 motor in a 4:1 gearbox. Awesome workmanship Jim.

Tommy Dowling shows his Ultrafly FW-190. This built up/covered ARF sports a 46.25” wing span. RTF weight is 32 oz. Custom airbrushed paint job. 300 watts of power is provided via a pre-production Ultrafly F-18-10 outrunner and a CC35 spinning an APC 1170E prop off two 3S 1320 ProLites connected in parallel. Warbirds over Calverton at dawn anyone?

Tom Hunt shows a Hobby Lobby EDF Lynx he’s built for review. 25.5” wingspan, 30.25” long, 165²inch wing area. XF-Fan (56mm) fan unit, JetScreamer motor, 3S 1320 ProLite. RTF at 14 oz, 175 watts/lb. Aileron/elevator via HS55’s. Maiden flight was uneventful accept for excessive aileron throws. Reduced w/expo made it handle solidly. Very fast, but launches easily.
Ron Williams shows his Embat by Midway Models. 49.5" wingspan with a wing area of 375² inches, Ultracote covering. Ailerons use HS65’s; tail surfaces use HS81MG, Spektrum AR6000 receiver. Power is via an Aveox 1406/4Y swinging a Graupner 8060 folder from a Hacker A40 off a 3S 2100 ProLite. Looks to be one awesome flyer, good luck!

John Darmiento displayed his Fairchild 24 built from a Guillows kit. Sporting a 25" wingspan this was an easy "build by number" project. Designed to be flown on gas, electric or rubber; John elected to make his rubber powered. Two loops of 3/16 inch rubber are used to spin the propeller. She flies very stable, all around a fun build we're told.

Frank Klotz displays a model, but no details were provided.

Steve Kowalski displays two different models, but no details were provided.
Ron Bergmann shows off a scratch built Javelin kitted by Guillows. 24” wingspan with a RTF weight of 2 oz. Balsa built up construction, plastic wheels with a steel LG wire. Tissue covering w/2 coats of gloss clear. Power is via a 6” prop & one loop of 3/16” rubber. Tail feather mods and a custom wing hold down make this a unique build. Good luck with the maiden flight.

Jim Perlowsky with his “Terry CF Stick” designed around a glassed Graupner Terry wing Tom Hunt donated. Carbon fiber arrow shaft fuse with Bluecor tail feathers. HS55/aileron and GWS Pico/elevator. LightFlight 4 turn 28mm inrunner spins an APC 6055E off a CC25 via a 3S 2100 ProLite. 20 oz RTF and 210 watts it’s 168 watts/lb. Flies well, even in moderate wind.


GWS Spitfire: Custom painted Reconnaissance Rose with Invasion Stripes on the bottom wing. Docile flying warbird with slightly under cambered wing makes for easy hand launches and landings. Includes Aurora Outrunner brushless motor, Phoenix 10 brushless ESC, 2 servos, and three Tanic 3S 1500 Lipo Battery packs. Just add your own receiver and go fly. $95

Contact Tommy Dowling
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Lehigh Valley E-Fly: www.lvrcs.com

Here are a few members who enjoyed a wonderful morning flying on April Fools Day. The flying season has begun, the sun/rain shelter is up. This photo clearly shows the trees and shrubs that have been removed on the north end of the field. No more plane eating trees!