



PEAK CHARGE

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

Jet Day at the Bay



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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.

JET DAY BY THE BAY, 2008

by Stelio Jackson

Front Cover pictures by Tim Attaway and Bill Fee
Back Cover by Frank Gagliardi and Bill Fee

To paraphrase from a certain movie about baseball:
"Organize it and they will come..."

And come they did, and they had fun, and there was some carnage, and the crowd was entertained. There were 22 pilots, with 39 jets, from as far as Sunland and Santa Clarita.

The fun began around 9AM by taking care of the house rules and safety precautions and getting the pilots registered. Initially, about a dozen signed up, but they kept trickling in all day. As previously announced, the pilots were reminded that this was a free event, with free food, competitions, awards, and raffle prizes. A reward system was devised to entice the pilots to participate. Each pilot that registered earned a raffle ticket. Each airplane they brought earned them an additional ticket. Each of the three competitions were additional ways for the pilots to earn more raffle tickets. And if they won an event, yep, another raffle ticket. Record keeping and registration was handled by Jim Mayfield. Food and drink provisions were handled by my lovely wife Diane. Thank you both for your great assistance!

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Aerospace Museum Monthly Meeting site



Field

AMA Charter Club 3078

Flying Field GPS Coordinates
Latitude 32.7626416 N Longitude 117.2143138 W

web site: <http://sefsd.org/>

Zip Code 92109

the 'Lee-Delta Jet' by Leland Buck



This is the shop where it was conceived. Oh, wait a minute ... this is my bedroom; same thing! My four favorite planes hang out here. The other bedroom looks like a large closet. Ten planes are hangered here. Four 'Hot-Liners,' one foam Bipe (double-time), the Mayhem 90 size, one Helmet Bird dog, a 300 SeaGull pattern plane, the Sky Runner (power-glider), and last but NEVER least, the 'Lee-Delta Jet' on the floor. The idea came from thinking about something that would cut through the air at high rates of speed and still be controllable. I fashioned the two upright rudders after the small

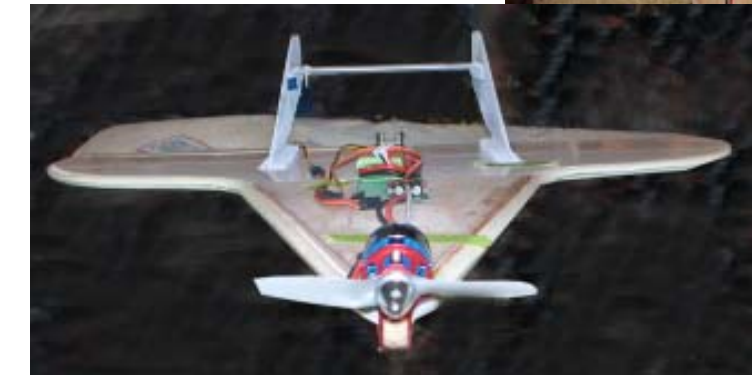


yellow Bobcat pusher jet (balsa kit). However, my horizontal stabilizer is larger and so is the elevator. The shape of the Delta body or fuselage was a design that I thought up. I drew it up three times before I liked the final shape. I copied the tail section from the Bobcat balsa kit.

I still need to design the battery box and whether or not it will have wheels (steerable nose wheel) or just skids that slide it to a stop. I would venture to say that I'm 89% finished and clear for the first maiden flight.

I'm building it strong, and (hopefully, Editor's comment) safe to fly.

Getting it straight and true was my first concern. Then speed and control were my next concern. STATS: motor; turbo D2830 — 3200 KV, prop; APC 5.25 X 4.75, battery; 2200 mha 3s-1p 25C, speed control;



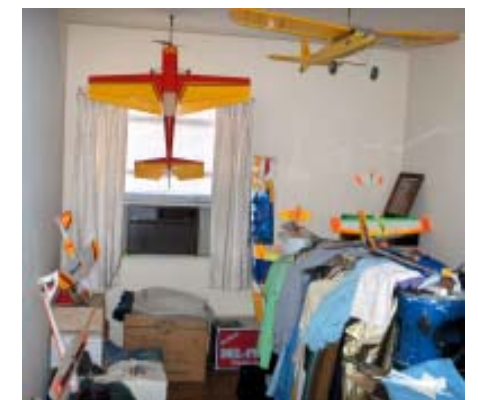
54 AMP. Castle Thunderbird, servos; High Tec Hs 55 & 56, amp draw; static: 47, pressurized by blower: 34 (sym. .. 90 mph) on the ground. It sure would be a kick to test it in a wind tunnel.

The reason for the swept back wing tips is that coming in on the back side reduces drag. Basic construction: 1/4" sign foam 3m sprayed together (2). On top of that is 32nd" birch skin 3m sprayed and stuck down and pressed by "lots-a-phone books," then decorated with stick-on colored tape from Hobby People. I chose white and day-glow orange. The upright rudders are 3/16th ply



with birch skin glued over them.

Just the side view of the scratch built LeeDelta Jet. I'll let you know if it leaves a crater or flies like a champ. Hopefully, it will be the latter. I may market this plane if it flies like I think it will.



E_MAC 7/13 Results:

Intermediate

Pedro Brantuas	3000
Tim Attaway	2868
Steve Dente	2769
Ray Fulks	1632

Sportsman

Chris Boutelle	2987
Steve Neu	2939.25
Howard Pilsher	2939.02
Randy Marsden	2803
Craig Hunter	2665
Lucas Worthen	2646

Basic

Craig Bosworth	3000
Mike Eberle	2886
Al Ramirez	2771
Steve Belknap	2731
Donnie Belknap	2561
John Sigurson	1591
John Forester	1072
Sean Belknap	712

“Do unto others before they do unto you.” “It’s only wrong if you get caught, and then, after all, it’s your rule, not mine.” “Just do it. After all, -----says so.” Still, it’s better to stop and think first about the consequences.

There is a current trend to legalize any behaviour that is difficult for law officers to enforce, or at least look the other way and ignore it.

Perhaps the most common illegal action is the “California rolling stop.” But at Mission Bay, flying over the pits, or the boat ramp parking area, or the highway, are “try and stop me” practices.

The city has finally “put their foot down” and specified as a condition of our permit to use the area, that all participants sign a responsibility waiver. No longer is it sufficient to have AMA insurance.

In the main, club members have been very cooperative and responsive to this new requirement. A new badge identifies those who have complied with the new requirement. There is no cost other than perhaps a postage stamp. If your “old” 2008 badge is removed from the pin board by a board member, please understand that he is enforcing the law.

The President's Corner

By David Fee



Hello again. Welcome, and I hope you are all having a fun and rewarding month of August. It has been warm, but I am quite sure that the weather has not been keeping anyone away from the field. The re-birth of Jet Day at the Bay was a huge success, and Team USA for F5B has been preparing for the World Championships.

As I mentioned last month, we have a new Right of Entry permit with the City that will last for two years. This new ROE permit helps to formalize our relationship with the City of San Diego, and with the Mission Bay Parks and Recreation Department. We are quite privileged to have the use of such prime real estate, so let’s all continue to be good neighbors and get those waiver forms signed and returned ASAP.

If you’ve been at the field on weekend afternoons, you’ve probably seen some fast electric gliders flying in a tightly controlled pattern, climbing very briskly and then diving through a series of laps between two invisible planes or “bases.” These are F5B gliders, and the pilots are members of Team USA. The World Champs are next month, September 14-21, in Kiev, Ukraine.

Details can be found at the organizer’s website:<http://www.wf5c2008.com/> Please lend your support to the competitors. These guys are truly pushing the envelope and it is something to behold to see models and pilots perform at such an extreme level.

**San Diego Electroglide
16 August 2008**

Wow! What a day! I heard at least one pilot say that this was “the best Electroglide ever”, and I don’t doubt it. In all of the 8 years that the Electroglide has been in existence, we haven’t had a day quite this perfect.

First, There were nine pilots -- not the most we’ve had, but a good showing, and enough to provide a great camaraderie between us all.
Second, The day was perfect -- early Fall -- temperature in the mid 70’s with bright sunshine and no clouds.
Third there was **LIFT** -- that magic ingredient for any glider pilot. And..it lasted for the entire contest -- all three launches!

There were seven recorded flights that exceeded 14 minutes!! That might not seem too hot a statistic to those of you who are not regular Electroglders, But all the “in crowd” knows that each flight is limited to 15 minutes AND if one exceeds the 15, the whole flight scores NADA!! These guys cut things pretty close!

Not one of the top 5 got any landing points! The 5-10 mph wind made accurate landings tough. And several off field landings resulted due to the wind, with pilots trying to stretch things just a bit too far -- the result, an off field!

But, all in all, a perfect day! Plan to join us for the September Electroglide, September 20th. First toss 9:30.

Don Wemple

Pilot	Glider type	motor/battery	Toss 1	Toss 2	Toss 3	Total
Norm Arndt	Ascent Albatross	Hacker 20-20L, 2c Lipo	77	87	90	254
Fred Daugherty	Ascent	Scorpion, 3c Lipo	84	43	85	212
Roger Petersen	Sky Sergio	sp 400 7c Nimh	84	90	7	181
Ton Erickson	Wanderer	AXI, 3 c 2200 Lipo	115	53	0	168
Zeke Mazur	Lil Bird Vtail	Typhoon, 2 cell Lipo	82	75	0	157
Tom Brown	Ascent	Hacker 20-20L 2c Lipo	0	64	66	130
John Sigurson	Renny 2m	AXI 1275, 1320	0	18	108	126
Bob Anson	Ascent II	Hacker 20-30 2cLipo	79	24	22	125
Bob Stinson	Bliss	Hacker 20-20L 3c Lipo	85	0	0	85

There are only a couple months left until our year-end officer elections in November. If you haven’t started already, get working on that acceptance speech because you are the future President, Vice President, Secretary, Board of Directors member or other officer of the SEFSD. I thank you all for two great years, but now it is someone else’s turn at the wheel. Give it a try; there’s a solid team of club members to work with and it might really open your eyes to a different side of the club.

With that, I’ll say goodbye for this month. May your batteries be fully charged, your glue joints strong and your landings wheels-side-down.



Roger Long and his Diaper Plane. It is constructed largely from a Huggies box with just a little balsa and plywood.

The first event to challenge the pilots' skills was the "Slalom King." Five small balls were laid out along the center line, about 8 paces apart. Two additional balls marked the start/end line. The goal of the event was to have the fastest time of going down the runway in a slalom fashion between the balls, reverse the course at the end and repeat the slalom path. Each pilot was afforded two tries, of which they would keep their best time, and then a winner would be selected that had the shortest time. It would seem a simple event, but the aircraft seem to have a mind of their own, or at least that is what the pilots were saying. And the field conditions were no help, either. One airplane wanted to tip on the turns, but thanks to the quick thinking of the ground crew volunteers that risked life and limb, the course was completed (alas, not with a winning time). Another aircraft touched practically every ball and knocked it out of place. Again, quick action by the ground crew had the balls in a straight line by the time the aircraft was negotiating the return leg. Another aircraft did not want to turn right, only left turns. That pilot overcame the hindrance and completed the course. The event attracted five pilots, Gregg Fullington, Frank Gagliardi, Erich Fichtler, Matt Cage, and Gene Haban. Gene with his TA-183 Hucklebein proved that he was the Slalom King with a time of 35 seconds.

At about 11AM we broke for lunch, with pizzas, sodas and water. At the same time, yours truly started rounding up the participants of the "Pilots' Choice" competition. This



Silent Electric Flyers of San Diego

event had simple rules: pilots were allowed to enter as many aircraft as they brought, flyable or not (we already had some carnage by then). Each airplane was assigned a number and each pilot was given a ballot to cast a vote on any one airplane for whatever reason they chose to do so. This was not a scale judging, nor a flying skills judging. Remember the raffle incentives program mentioned earlier? Well, it worked too well; 24 airplanes were entered and I was scrambling to sign them up, get them numbered, give out the ballots and reward the entrants with their raffle tickets. Mental note for next time: find an assistant to share the load. By 11:30 the votes were tallied and a winner was declared. I am not sure if it was strong arming or ballot stuffing, but eleven voters said that they liked Gene's TA-183.

After a very short lull, the next phase began. Find pilots willing to risk their airplanes for the "Touch and Go Ace" competition. The rules for this were also simple (surprise!). Time started upon throttling up for take off and stopped after landing and coming to a complete stop. In between the pilots had to squeeze three touch and goes. The course was the length of the runway, which meant that after take off the airplane had to reach the end of the runway before turning around, then reach the other end of the runway, then attempt the touch and repeat. This proved to be the most entertaining event. The pressure of the clock ticking, the wind that picks up in the afternoon, the crowd reminding pilots that they were cutting the course short, the down-

wind turns on the approach, and lastly--but most impressively--the attempt to touch and go. Among the casualties: one aircraft lost the left landing gear after the third touch, which made for a interesting landing. Another proved fatal for the imaginary scale pilot, as the abrupt touch caused the cockpit to depart the rest of the aircraft. A couple of contestants must have had knowledge of how Navy pilots land on a carrier, because they were slamming their touches, hence the departed landing gear and/or other parts of the aircraft. Six pilots were brave or dumb enough to enter this event: Andy Reynolds, Erich Fichtler, Frank Gagliardi, Mark Bidar, Steve Dente, and Gary Stern. After all was said and done, the most skilled pilot proved to be Gary, with his F-15.

As we wrapped up the last competition, it was time to prepare for the awards and the much anticipated pilots' raffle. Thanks to the generosity of the local hobby store merchants, namely John Weaver of Discount Hobby Warehouse on 7644 Clairemont Mesa Blvd and Pandi Bala of Sureflite on 4845 Convoy Street, we had considerable booty to give away. John and Pandi donated and/or provided aircraft and an assortment of R/C related goodies at a hefty discount. Thank you, gentlemen! Mark Wood of LipoSack fame also contributed a LipoSack (surprise!) but he does not know that yet. About \$500 worth of prizes were quickly claimed by the participants, and as the raffle ended, so did the Jet Day By The Bay 2008.



Peak Charge

E-MAC 7/13 By Craig Hunter

Nineteen pilots came out to fly on our first Sunday event and were greeted by better conditions than our last event, at least in the morning. Once again, we had our traditional Basic and Sportsman classes and, for the second time, Intermediate.

Hairy chested lads that they are, the Intermediate flyers had a pretty intense little bash. Pedro Brantuas, with his monster Yak, won out over Tim Attaway, who was flying his brand new Extreme Flight Extra 300. Tim's plane is the new 58inch version that proved to be very light, able to fly with plenty of power on only 5s and, in Tim's hands, proved to be very stable. Tim, our CD, has put these events on from their inception and never flown in one because, as an unlimited pilot, he had no one to compete against. His training of new pilots has been such a success that we now have a hot bed of interest and folks are moving up. It was nice to see him finally able to have some fun and give Pedro a hard time. Steve Dente, flying a prototype 74inch Extreme Flight Extra 300, was a close third, and Ray Fulks was next. Ray, "Santa" to most of us, had some handling problems, although some feel that, with the close proximity of the Over The Line tournament, with its hoards of scantily-clad ladies, Ray may have been just a tad distracted.

Chris Boutelle, one of our Wunderkinder Platoon, had a terrific day, scoring an impressive victory, his first in this class. He had to be on, because Steve Neu and Howard Philcher were breathing down his neck. Steve squeaked by Howard in one of the closest contests on record, 2939.25 to 2939.02. Howard, cool guy that he is, will be having a knee replacement on July 22nd. He puts it down to his years of Motocross and general hell-raising in his younger years. Good luck, Howard, we'll be thinking of you!

Basic was another Ho-hum win for Craig Bosworth, although the rapidly improving Mike Eberle was a close second. Al Ramirez returned after a long absence and came in a respectable third over Steve Belknap. Clan Belknap was out in force again; nice to see the whole family out together like that. New pilot John Sigurson had a good first event and John Forester, flying his little bitty foam Extra had a hard time with the wind but, and this is not a joke, he survived the day with an intact plane and did a pretty fair job with a small, light plane in high winds—good job! The organizers have been chiding Craig about staying in Basic and, with Mike Eberle starting to come on hard, maybe now would be a good time for Craig to move up.

A good time was had by all; we'll be back for the next round in September.

Silent Electric Flyers of San Diego



Camarillo IMAC 7/08



Pedro Brantuas 2nd Adv



Steve Nelson 3rd UL



Tim Attaway
Thanking Condor Club

Peak Charge