



November/December, 2006
Volume xviv, Issue 11

PEAK CHARGE

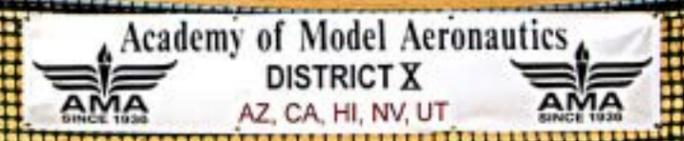
*Dedicated to the promotion of electric propulsion
in all types of aeromodeling*



Monthly Meeting
Aerospace Museum
Balboa Park
4th Tuesday
7:00 PM, November 28
Electroglide
Saturday
following Meeting
9:30 AM, December 2



2007



Silent Electric Flyers of San Diego

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Board of Directors

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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.

Happier New Year

by Bill Fee -

Acrimony and apathy - not the so-called spirit of the holiday? season, and the good will toward men, well, that's a laugh. We all seek peace on Earth, but not at the price of our personal freedom. It's do unto others before they do unto you. Just one big unhappy family: there is no peace in paradise.

It doesn't have to be that way. We all love things that fly, it's just that different birds have different feathers. Your editor is in a neutral corner. My wings have been clipped. I talk a lot, but I'm also a good listener. And what I hear tells me that people on both sides of the aisle try to communicate but find no one wants to listen, or at least be receptive.

There is no reason why "field devotees" can't get together and plan activities that are permissible within our city charter. Personal barbecues are permissible, but a permit is required for any commercial vending.

How the club money gets spent is understandably an issue with some people. Over the years MWE has shown a handsome profit. That money has funded much of the frill benefits that we enjoy (like Peak Charge). After meetings some of us go out to eat. We often talk club business, but SEFSD doesn't pay the bill. That could and should be a fringe benefit, but board and committee members pay full membership just like everyone else; no free ride.

**Aerospace Museum
Monthly Meeting site**



Field

Flying Field GPS Coordinates

AMA Charter Club 3078 Latitude 32.7626416 N Longitude 117.2143138 W

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

Zip Code 92109

**The November
Raffle**

by Robert Abel

This month, it was hard to choose from all the new goodies in the stores. From Sureflite a Fullymax Li-Po Smart Auto Balancer with a bunch of adaptors to fit most batteries with balancing ports. Also from Sureflite an Astro "Blinky" Li-Po cell balancer. Some Loctite super glue. A couple of hemostats for holding little parts. A couple of Master Building books on airplane building and covering. We also have an Extra 20/480 plane and a new plane from Hobby people, called the Wasp. It would help to know how many Ladies will be at the Christmas dinner so I may obtain some nice things for them. Airplane stuff for the guys I'm sure, but I've been wrong "once" before.

Safe Landings.

**The Vice
President's
Message**

by Doug Rubin

Thanks to Steve Manganelli for making this club better due to all his hard work for the past two years. Also, thanks to all the board members and officers for getting the job done and making the club great! We need more members to step up and help make the club better. I'm asking for help here as our club needs a new VP. The job requires getting guest speakers for the meeting and filling in for the president This will be the last newsletter of the year and I would like to say Bill Fee deserves a raise! The newsletters are the best ever! So, if you see Bill down at the field give him a pat on the back. It has been a true pleasure serving as the VP for the past two years and I want to thank the members for helping me make this the best club in the world.

**Final Thoughts
from the Editor
(for 2006)**

Every now and then I try to add a new wrinkle to the newsletter. Early on I created a Table of Contents, but I don't think anybody noticed, so I deleted it..

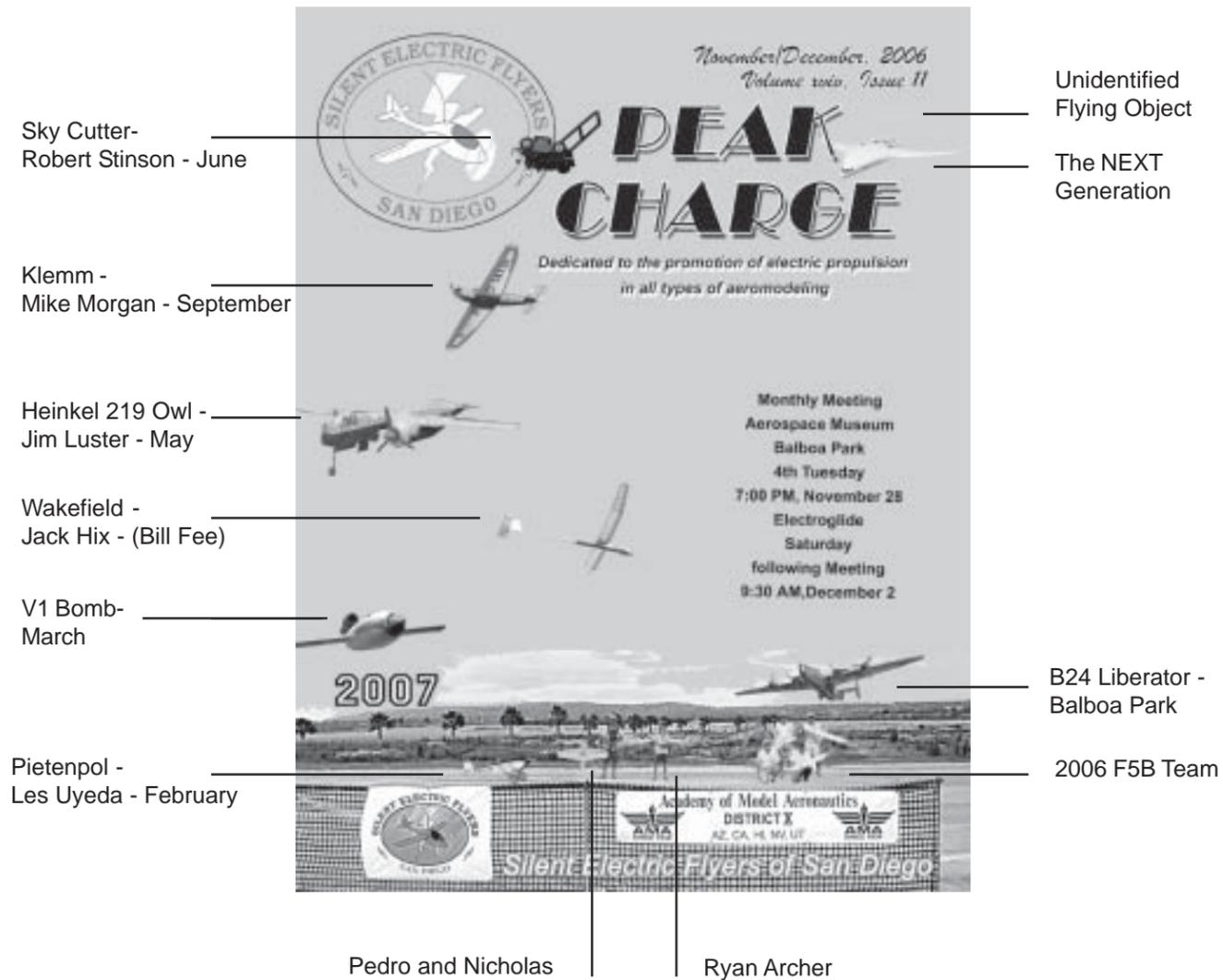
Last month I added a little birthday recognition. I got one comment, and it was negative, invasion of privacy and exposure of "private" information, that sort of thing. This month I have eliminated any way of getting in touch, and the age in case someone is sensitive about that.

We don't make a big thing of socializing, although in the past the Holiday? party was a very nice event that even our wives and sweethearts could enjoy. Elsewhere in this issue, there is a spread on this year's event. There won't be any recognition of the spirit of the season, lest someone be offended, but there will be plenty of good spirits, prizes, and recognition of a few individuals for meritorious service.

PS: You can make the Editor's new year happy by providing lots of material for Peak Charge.

Last	First	mo	day
Davis	Arthur	11	29
Lehman	Mike	12	1
Moore	Braden	12	1
Neale	Michael	12	1
Lawenda	Brian	12	3
Fulks	Ray	12	4
Day	John	12	6
Gale	Marvin	12	6
Long	Roger	12	7
Symons	George J.	12	7
Lawenda	Kenneth	12	8
Tamulski	Rafal	12	9
Reynolds	Jack	12	11
Marques	Leo	12	12
Fitzgerald	Larry	12	14
Lacombe	Joseph	12	18
Haines	Donavon	12	23
Lubey	Scott	12	24
Rossé	Louis	12	24
Minegar	Tom	12	25
Flowers	Allan	12	27
Shadwick	James	12	28
Anderson	Robert L.	1	01
Hall	Daniel	1	5
Mazur	Zeke	1	6
Taylor	John	1	7
Grim	Charles	1	8
Murphy	Carl	1	9
Bower	Harold	1	12
Verhoog	Louis	1	14
Jackson	Carl	1	17
Heritage	James	1	18
Cook	Ron	1	19
Bingham	Bill	1	21
Leak	Robert	1	21
Schneider	Robert	1	22
Gillen	Michael	1	23
Silver	Stanley	1	24
Blaine	John	1	29
Sepulveda	Homero	1	29





TREASURER'S REPORT 2006

The bank account began the year at \$24,506 and I estimate it will close the year at approximately \$20,110. So our net income for 2006 will be a loss of approximately \$4,396. Subscriptions (\$35) from approximately 220 members accounted for \$7,775 income. Unfortunately our other normal main source of income, the Mid-Winter Electrics, netted a loss of \$1,341 this year. Our most significant expenses have been the Peak Charge newsletter (\$5,998), membership of the Aerospace Museum (\$1,000) and our Porta-Potti at the field (\$700). We also donated \$1,500 to the very successful F5B World Championship team.

Robert Abel has run an excellent raffle using the sales of raffle tickets to buy the next month's prizes. Unfortunately we had to supplement the raffle with \$300 this year, as well as donate \$300 for raffle prizes at the Christmas party. Our membership has reduced slightly to around 220. Even if we discount the atypical loss we made on the MWE (we normally make over \$3,000) and our donation to the F5B team, our expenses for the Aerospace Museum and Porta-Potti have increased for this and future years. With our membership also dropping slightly I unfortunately have to recommend an increase in the dues. My recommendation to the

Board will be an increase to \$45 per year. I estimate this will net \$2,000 more in income, which should cover our increased expenses, but will not regain the loss we made this year.

Please feel free to call me or email me at anytime if you have any questions about the club finances. I deliberately keep my annual report short so everyone can understand the club's basic financial situation, but I don't want any members to think that they can't find out more if they are interested. Enjoy a safe 2007 flying season.

Michael Neale, Treasurer SEFSD.

The President's Corner

By Steve Manganelli



Let's put the bad news on the top (I can take the blame, I'm a lame duck now!): it's

going to cost all of us an extra \$10 to be a member in 2007. The Board looked at our change in financial posture between last year and this year (see Treasurer's Report elsewhere in this issue), forecasted next year's expenses, and felt it necessary to take this step. We believe that our new Right-of-Entry permit, the document that gives us the official right to occupy the field, will have a bill attached to it in the near future, especially if we gain a more formal relationship with the City. In order to accommodate this bill, it was necessary and prudent to build up our coffers a bit now to possibly soften an even greater blow. Oh, and we'll still be paying our dues by check vs Paypal. The folks that handle our money are staying on for 2007 and are comfortable with business as usual, so we'll be doing business as usual, just paying \$45 instead of \$35, OK? We're still cheaper than other clubs in town and we still have the best weather and most central, in town location (IMHO).

Now on to a happier subject, the Holiday Party. Thanks to Doug Rubin for doing a bang up job getting us not only our desired date of Saturday, December 16th, but the traditional Holiday menu (Turkey, Ham, Mashed potatoes, etc.) that we all voted for at October's board meeting. The total cost including tax and gratuity is a quite reasonable \$20/person at easily accessible Elijah's Restaurant just off La Jolla Village Dr. and I-5. Note

that the Board kicked in \$300 toward a sponsored raffle that will include goodies for non-modeling spouses, and guests, so come on out and join us. We are also going to spice up the event with the presentation of a couple of fun perpetual awards.

"MWE-Spring Fling is still in limbo, not for the efforts Stelio Jackson, who is still gung ho about having a full blown MWE, but the City of San Diego, which seems unsure about what dates are available to us. The City doesn't care about competing with other R/C Modeling events like RCX and SEFF, just events within Mission Bay; so what we thought at the last Board of Directors meeting was a done deal, is now back up in the air, ugh! "This will be a full blown MWE with vendors, sponsors, demos, raffles, food and all the things that put us on the map. This year, we know we are avoiding competing R/C and Mission Bay events. Stelio Jackson is the lead; he is putting together a great team, so let's all get behind him and make this the best MWE ever, OK?"

Next, I am pleased to announce that the Board of Directors now has a full slate of officers to present for 2007 with the acceptance of the VP slot by Steve Neu. Steve is the ideal candidate as the primary role of the VP is to develop the meeting programs and Steve being a member of the Hobby Industry himself, has the connections to get us superb entertainment for the coming year. Thanks for stepping to the plate Steve! Former VP Doug Rubin is going to replace Steve as Safety Officer, which is a good fit, as Doug often visits the field on week-days to give this position a broader scope.

On to a bit more about pattern flying. I understand this upstart group is growing both in numbers and enthusiasm, thanks to Steve Dente. The latest news is sponsorship by Hyperion, which aside from prizes for future contests, will include the possibility of merchandise at dealer cost! Nice job, Steve! Tim Attaway will start us off with a trimming and surface adjusting clinic prior to take off. I can't wait! On the same subject, I want to congratulate Bruce Brown for winning his class in the AMA Western US regionals up in Bakersfield the other day! Oh yeah, he is not E-pattern, just pattern. Bruce beat all the glow boys as well. Well done, Bruce!

Finally, and I do mean finally, this is the epilogue of my tenure as President. my last column in Peak Charge as there is no December issue and Jeff takes over the reins in January Editor's note: presuming that he is elected at the November meeting). Is it too trite to say we've come a long way but have so much farther to go? I'm pleased by our major events during my tenure. MWE Spring Fling 2006 turned out well (another Editor's note: although it lost money). The 2005 F-5B Team Selection Contest went down without a hitch and yielded the eventual 2006 Pitesti, Romania Silver Medal winning Team of Steve Neu, Thomas Pils and Jeff Keesaman. All the meetings were fun, thanks to the ever enticing raffles from the fertile mind of Robert Abel and interesting speakers shanghaied by Doug Rubin. I think the most memorable of which was the "Solong" presentation by Alan Caccone after the now World famous 48 hour flight using lithium batteries and solar cells. Maybe I am

not disappointed, but perhaps a bit chagrined that next year's proposed SEFSD Board contains largely the "usual suspects", versus any "outsider" wishing to take the Club down a new path of being more people focused and less "techno-geeky", as several of my past columns have suggested. Well, I can't swear for what the new President will do, but I predict more of the same! If any of you are willing to join the board and take the club down a different path, don't miss your chance at the November meeting.

There will probably be a F-5B Team Selection contest this Summer to select the 2008 US Team, definitely a MWE 2007, thanks to Stelio Jackson, and a fun pattern series, thanks to Steve Dente. Do you see the pattern? It comes down to the people and what enthusiasm they have and what they want to do. Enthusiasm is infectious! The Club should continue to support

the type of members that want to lead some event or do something to further the reputation of the Club. We need more Steve Dentes and Jim Bonnardels (Watts up Flyer Event last Summer) as well as the old guard.

Speaking of reputation, AMA District X VP Rich Hanson approached me at the Scale Warbird Flyin last week at the Weedwackers Field to complement us on our fabulous newsletter. He said among the many newsletters he receives from District X Clubs, ours is simply in a class by itself! Well done, Mr. Fee!

The general reputation and utility of E-power is transcendent. I was visiting the Miramar Flyers a couple of weeks ago to observe Chris Wolf's 3000 watt electric ducted fan A-7 (very cool by the way), and during those 2 morning sessions, most or all of the flying was E-power, even though gas is permitted. Yes, they

are doing it by choice now! Finally, it has been most enjoyable to serve you all as President of this fine organization. Though I may have grouched a bit on occasion to my close confidants, I enjoyed every minute of it, and wouldn't have traded the experience for the world. The benefits and the positive recognition far outweighed the negatives.

I'm not disappearing, either. I will still be around the field, and as Chairman of the Board of Directors, will still attend Board meetings; I just won't have the podium. I will contribute articles to PEAK CHARGE from time to time.

So you all please join me in supporting Jeff Keesaman (Editor's note: or whoever is elected) as our new fearless leader. Happy Holidays! We'll see you at the Holiday Party and/or around the field! Take Care!

San Diego Municipal Code

**Chapter 6: Public Works and Property,
Public Improvement and Assessment Proceedings**

(6-2000)

- (i) The City Manager shall either affirm or overrule the hearing officer's decision; however, the effect of the City Manager's decision shall be stayed until the time for filing an appeal to the Committee on Natural Resources and Culture has expired or while an appeal is pending.
- (j) Within ten (10) days of the decision of the City Manager, the appellant may appeal to the Committee on Natural Resources and Culture of the City Council by filing a request therefor with the City Clerk.
- (k) If no appeal is filed within ten (10) days, the City Manager's decision shall be final. Any permits which have been suspended or revoked by the City Manager shall immediately be surrendered to the City Manager and the person surrendering such permit shall cease all soaring or gliding activity permitted under Section 63.0201.
- (l) Subject to the permanent rules of the City Council, the decision of the Council Committee shall be the final administrative remedy.

(Amended 3-4-1996 by O-18266 N.S.)

THE HOLIDAY PARTY

December 16th at 6:30 pm
ELIJAH'S RESTAURANT
8861 Via La Jolla Drive
 (across the center from TGI Fridays - next to the theatre)
 telephone number: 858-455-1461

Dinner will be Buffet Style! \$20.00 and you get all of this: Carved Turkey - Dark and White Meat; Sliced Spiral Ham; House Salad with Dressing; Mashed Potatoes with Turkey Gravy; Cranberry Sauce; Sautéed Vegetables; Stuffing; Bread and Butter; Cookies; Iced Tea and Lemonade! What a Feast!!!! Please let us know if you plan to attend, and how many people are coming with you - we need a head count.

e-mail Bill Fee at dwfee@cox.net (or phone 760-967-7259)



S

MEMBERSHIP IN AMA
 (ACADEMY OF MODEL AERONAUTICS)

AND

**SILENT ELECTRIC FLYERS
 OF SAN DIEGO (SEFSD)**

ARE REQUIRED TO FLY

VISITING AMA MEMBERS MAY FLY
 AS A GUEST OF A SEFSD CLUB MEMBER

San Diego Municipal Code **€63.0201**

- (2) The applicant shall present and have approved by the City Manager a complete set of flight regulations, rules and procedures related to safety standards and operations.
 - (3) The applicant shall agree to abide by all rules and regulations approved by the City Manager for the protection of persons and property during flight operations.
 - (4) The applicant shall agree to indemnify and save the City harmless from any and all liability for damage to property or injury to or death of persons resulting from applicant's activities on the ground or in the air.
 - (5) The City Manager determines that the requested location of the gliding or soaring activity does not endanger the safety of persons or property.
- (d) A permit shall be issued for a term of twelve (12) months and be renewable during the eleventh month of the term. Each permit shall contain the following information: name and address of holder, date of issuance, expiration date, and location of the approved activity.
 - (e) Upon notification that a person holding a permit under Section 63.0201 is in violation of Section 63.0201(c)(1) or (3), the City Manager shall order a hearing before a hearing officer, appointed by the City Manager, to be conducted within Thirty (30) days of such notification. The City Manager upon ordering such hearing shall mail by certified United States mail written notice of such hearing to the person holding the permit at the address shown on the permit currently filed with the City Manager. Failure to respond to such notice shall be considered a surrender of such permit.
 - (f) Upon denial of a permit under Section 63.0201, the person requesting such permit shall have the right to appeal such decision before the hearing officer within thirty (30) days of such denial.
 - (g) Hearings shall be conducted with recognition of constitutional rights of due process of law.
 - (h) The hearing officer's written report of findings of fact and recommendation shall be completed and submitted to the City Manager within ten (10) days of the hearing.

This Month's Program

November 28th at 7 pm, Peter Berg will be our guest speaker! Peter will be talking about the beginning of RC as a hobby!

Here is a little info about Peter Berg. He started designing radio control transmitters and receivers in Holland in 1960, when his first son was born and he figured the boy had to have something to play with when he came home from the hospital. The first "system" was a radio-controlled car with a variable duty cycle controlled steering motor ("galloping ghost") and variable speed (forward only) motor control, all using one-channel switched-carrier transmission.

In the following seven years, Peter designed and manufactured several multi-channel r/c systems using tone modulation with different tones for different functions and produced these under the BFM name. Also, he wrote a monthly column in the Dutch magazine Radio Electronic and published some do-it-yourself receiver articles.

In 1967, Peter emigrated to the US, where he spent nine years designing command systems for satellites, and later, advanced video recording systems. In 1976, he joined Kraft Systems in Vista, California to head up the industrial control products department, and later became director of engineering. While at Kraft Systems, he designed what were, as far as we know, the first FM R/C systems manufactured in the USA.

Following the sale of Kraft Systems to an "industrial giant," Peter returned to the aerospace industry, where he was program manager on several national and international aerospace programs.

In 1988, Peter started his own aerospace company, Berg Systems International, Inc., allowing him to retire in 1996. Since that time, he has concentrated on designing the highest quality receivers for the remote control of model airplanes, starting with the Berg-6 and the Berg-6 mini, of which more than 3,000 units are flying successfully today.

In early 2002, we introduced a brand-new design 5-channel receiver, which has the best RF front-end we have seen in the industry. Signal decoding is performed in an on-board microprocessor computer chip (micro-P) which constantly monitors the incoming signal and by the means of internal DSP (Digital Signal Processing) passes only valid pulses to the servos. This receiver, which took a year

to develop and which has been test-flown by prominent pilots in the USA and abroad, went into full production in April 2002. Test flights have been conducted in RF congested areas (ten or more transmitters crowding the field), on the slopes, and in partly reflective domes. All test pilots have reported absolutely glitchless flying.

This receiver is as small as the Berg-6 mini, performs better than any receiver we have ever developed, weighs 9.5 grams without the case (12.5 grams with case) and can be used in virtually any type model aircraft or helicopter. This receiver is named the Berg-5*DSP.

The Berg-5*DSP produces five servo outputs on transmitter channels 1, 2, 3, 4 and 6, so that it is compatible with transmitters which use aileron/flap mixing on channels 1 and 6 and all helicopters which are set up to use CP mixing.

The Berg-5*DSP is manufactured to be compatible with negative-shift Futaba/Hitec transmitters, and it can be switched internally (requires soldering iron) to listen to positive shift JR/Airtronics transmitters.

Oh, yeah, to show you that we have listened to you, we have made the Berg-5*DSP available in "pins UP" (vertical) and in "pins OUT" (horizontal) servo connector versions.

Berg-4*DSP
The Berg-4*DSP "micro stamp" receiver, using the same RF deck as the Berg-5*DSP, is also now available. It is a high-performance micro 4-channel receiver with digital signal quality monitor and is manufactured by Schulze in Germany.

So, how about the future?
On the bench is a new miniature 9-channel expander, which will plug into your Berg-5*DSP receiver and expand the channel capability to 9.

For availability, see RC-Direct or your local hobby store.

We will also have our 2007 elections! Don't miss this meeting! We need you to vote! Please remind everyone about the meeting, as it will be great one!

Minutes from the October Meeting

by David Fee

Introduction-

Steve Manganelli brought the October meeting to order at approximately 7:00 PM. Attendance was quite good this month, and Jeff Struthers with us as a first time guest.

Announcements and Club Business-

Steve announced that the monthly Board of Directors meeting is scheduled for the second Tuesday of each month. Contact a board member for details if you wish to attend.

There was continued discussion about the field, and the potential for field improvements. There is a new Park Manager, so in this transition phase we will be "feeling out" the climate within the Parks Department. Chuck Grim gave a brief description of the current situation, with respect to our Right of Entry permit. Our existing permit has expired and the city might typically charge a group such as ours a "land use fee" of \$25 per day. The club membership should be prepared for a dues increase to cover such fees, should our permit situation change.

Stelio Jackson has stepped up to make sure we have an MWE-type event in 2007. This will be a lot of work, so please support him (and the club) by volunteering and participating.

Doug Rubin is heading up the organization of the Holiday Party. The club Board of Directors authorized a \$300 contribution to the raffle fund in order to make the Holiday Party raffle extra-special. [See inside this newsletter for details.]

Michael Neale thanked Doug Rubin for the excellent entertainment programs he has arranged over the past two years.

Tim Attaway and Steve Dente are organizing a series of training and competition events for pattern and precision aerobatics. Details should be available in this issue of Peak Charge.

Steve Manganelli thanked Bill Fee for his continuing efforts in publishing one of the finest club newsletters in our hobby.

Steve opened up the floor for nominations for each of the club offices. Nominations currently are as follows: Steve Neu for Safety Officer, Doug Rubin and Ray Fulks for At Large Board Member, Bill Fee for Editor, Sylvia Fee for Membership, Michael Neale for Treasurer, David Fee for Secretary, Steve Dente for V. P., and Jeff Keesaman for President.

Competitions/Events-

The next (and final) Electric T-6 races of 2006 will be held at the Miramar flying field on Saturday, November 18th.

Safety, Safety, Safety...

Please, make sure your models are in safe operating condition. While flying, keep all models away from the foot path and Sea World Drive.

Show & Tell-

Jack Hicks showed off his amazing little Plantraco 3-channel micro RC model.

Steve Neu brought his new TREX 600CF heli from Align. He's flying it on a NeuMotors 1512 3D motor with a 6S, 5000mAh Lipo battery pack.

Jeff Keesaman showed off his battle-worn Stinger 400. Two years ago, this model flew 91 miles nonstop. This model now has a massive power system literally shoehorned into it, delivering an astounding 700W/lb. Remember, this model only has a 27" wingspan!

Raffle-

This month the raffle was full of goodies including servos, motors, lots of cool modeling tools, kits and more. There was a frequency checker, a Berg receiver, a pin vise, pliers, a helping hand, a box for Lipos, a prop balancer, 4.3g Bluebird servos, a RIOT 3D ARF biplane and an EXTRA 300 kit from Sig.

Program-

Our program this month was a very informative presentation by the local sales rep of the Loctite corporation. He gave descriptions and demonstrations of many of their products, including their famous anaerobic thread lockers.

Article 3: Public Parks, Playgrounds, Beaches, Tidelands and other Property

Division 2: Soaring or Gliding Activity (*"Soaring or Gliding Activity"* added 8-9-1993 by O-17951 N.S.)

§63.0201 Soaring or Gliding Regulated

(a) Definitions.

"Full scale glider soaring" means flight by any motorless, heavier-than-air aircraft now known or hereafter invented, used or designed for navigation of or flight in the air in which the pilot, crew and passengers are carried internally within the frame of such aircraft.

"Hang gliding" means flight by any motorless, heavier-than-air contrivance now known or hereafter invented, used or designed for navigation of or flight in the air in which the pilot, crew and passengers are carried externally to the frame of such contrivance.

"Radio-controlled model glider operations" means flight by any unmanned motorless, heavier-than-air contrivance, now known or hereafter invented, used or designed for flight or navigation, which is controlled from the ground by radio signals.

(b) Any person who on any park, beach or other property owned or maintained by The City of San Diego conducts or participates in any soaring or gliding activity, including full scale gliding, hang gliding, and operation of radio-controlled model gliders, in willful or wanton disregard for the safety of persons or property, or without first obtaining a permit from the City, or whose permit has been revoked or suspended is guilty of a misdemeanor.

(c) No permit shall be issued unless all of the following conditions are met:

- (1) The applicant shall submit and maintain a certificate of personal injury and liability insurance in the amount of Five Hundred Thousand Dollars (\$500,000) combined single limit, naming the City as an additional named insured, and providing that in the event of cancellation of the policy, the City will be provided at least thirty (30) days' written notice.



Silent Electric Flyers of San Diego

Peak Charge

Silent Electric Flyers of San Diego

Peak Charge

THE HOLIDAY PARTY

December 16th at 6:30 pm



Be There!!!



**San Diego Electrogldes -- October
28 October 2006**

The San Diego Electroglide is in a state of flux! Eventually, I hope that we will evolve to comply with the 4 classes that have been developed by the Albuquerque Soaring Association and will eventually become officially sanctioned AMA Classes. They are as follows:

- Speed 400 Class** -- Restricted to can type 380/400 speed motors and 8 Nicd or Nimh cells. gearboxes are allowed. No restriction on airframe or platform.
- Out Runner Class** -- Motors restricted to out runner type without gearboxes. The maximum size of the flux ring is 28mm in diameter and 16mm in length. Batteries are restricted to 7 Nicd/Nimh cells or 2 Lipoly cells in series. No restriction on airframe or platform.
- Limited Class** -- Batteries are restricted to 7 Nicd/Nimh cells or 2 Lipoly cells in series. No restriction on motors, airframe or platform.
- Unlimited Class** -- No restrictions on anything!

So, those of you considering joining us in the Electroglide or perhaps setting up a new ship for the Club event should consider following this format. But, obviously, until our numbers built up enough to warrant separate events, we will "mix and match" -- flying everything together, and I will put in enough detail in the monthly scoring report so that we can see where we all fit in.

We will also still retain our Standard Class Electroglide for those who want to fly in a "one-design" racing Class and have separate scoring for it.

Hopefully we can find a time slot to fly the 4 major classes in our upcoming 2007 MWE, perhaps enticing some of the Albuquerqueians to head west to fly with us!

The November Electrogldes will be on Saturday, December 2nd. First toss at 9:30

San Diego Electroglide

Pilot	Model/Motor/batt.	Toss 1	Toss 2	Toss 3	Total
Bob Anson	Ascent II/400XT/2cLipo	57	52	53	162
Roger Pedersen	Sky Sergio/sp400/8cNiMh	32	58	34	124
Fred Daugherty	Ascent/400/ brushless/2cLipo	29	29	30	88
Zeke Mazur	Allegro Lite/outrunner/9cNiMh	42	42	0	84
Larry Fitzgerald	Ascent II/E-400/3cLipo	28	50	0	78
Don Wemple	Sky Sergio/20-20L/7cNiMh	25	34	18	77

Standard Class Electroglide

All pilots flying the Multiplex Easy Glider with the stock 400 Mabuchi/gearbox/propellor

Pilot	Toss 1	Toss 2	Toss 3	Total
Don Wemple	40	36	25	101
Lucas Worthen	29	39	23	91
Jim Shadwick	18	29	19	66
Robert Dahlbo	14	0	21	35

CLINIC

...WHAT'S A CLINIC?...

GETTING READY FOR PRECISION AEROBATICS

by *Tim Attaway*

Assuming that you now have one of the following aircraft: Fliton 330 mini, regular size, Jesky 330 and/or pattern ships they have out, Brio from QQ, Extreme Flight 300 or Yak 54E, Aeroworks Sting-Ray, Mini-PulseXT ARF, Hyperion Yak 55 SP 10E or 40 E or maybe an E 3D or a Banchee from Cermark.....AND you have installed a good power system and have several battery packs (one is really not enough)... AND you have the best servos that your pocket book can stand..... AND you have zero slop in all flying surfaces...then you are ready to proceed down the road to precision aerobatics. Trust me that if you go cheap on any of the aforementioned you risk distress and head scratching, which will slow down your progress.

Setting up your aircraft is next and you maybe asking, "What do I do next?"

Next step is.....fly the aircraft and watch what it is doing. Hopefully it will stay straight and level with power on and power off. Pull to upline vertical and go 300 to 400 feet up without correction from you. If it fails to do these reasonably well, then you must adjust:

1. center of gravity
2. engine thrust
3. Decalogue of wing or stab

Two tests that I suggest for CG, assuming that you have set it at manufacturer's recommendations, are.....Test # 1. get up high and fly downwind and roll to inverted and fly for 200 or so feet and watch to see how much down elevator is required to keep it in level flight. It should require a little bit. If it climbs or falls substantially, then you must adjust the CG until it does what I described. Test # 2. pull to a 45 degree upline and roll to inverted again and watch how much it drops the nose. Without down elevator it should just gradually begin to arc toward the ground...very slight arc...the longer that line goes without arcing, the closer it is to being right. Down wind test may arc a little less than upwind.

Keep your adjustments small until you achieve this balance, because it is essential to get this right. Fudge toward the aircraft being a little nose heavy, as it is easier to land and will not be as pitch sensitive, and it will stay on heading a little better that way.

If power on, power off shows the airplane to climb and or dive, then the thrust line is in need of adjustment. If you are carrying up trim in your elevator to get it to fly straight and level at full power, than you have too much down thrust in the set up. If the airplane stays straight on horizontal flight when you power up and power down, than move on.

If this is in the bag, then begin to look at how the top of a vertical line ends up. Does the aircraft go left, right, to the wheels or to the canopy? Small adjustments to the motor thrust line will pay dividends and keep it straight a little longer. A small washer here or there will usually do what you want to get that line a bit longer.

Your ultimate goal is to have an aircraft that is in a groove in horizontal and vertical flight...NOT BUSY...as in requiring constant corrections to keep it in a straight line. If your airplane is busy, then your thumbs will be busy, and that is definitely not a good thing.

If your aircraft is flying straight, then be happy, burn electrons, and bring the aircraft and fully charged batteries to the first clinic for more advanced setup tests and modifications.

December 9th. Saturday, is the day, at 11:00. Pedro Brantuas, Ray Fulks and I will be there to consult with you and fly your aircraft and make further adjustments to:

Exponential, amount of throw, differential, and small mixing programs that will make your thumbs relax even more.

First Aerobatic Series Event

Saturday, December 9th

Judging by the activity at the field, and the emails I have been receiving, the new SEFSD Aerobatic Series is creating a great deal of excitement. I have seen some fantastic new aerobatic aircraft flying at the field, and a number of pilots with the Arresti diagrams practicing the sequences. Many members have come up to me at the field and asked questions. I thought I would answer a few of the more frequently asked questions here for everyone's benefit.

How much does it cost?

It costs exactly nothing to come and fly. That's right, zero, zip, nada! You have everything to gain and nothing to lose.

Do I have the flying skills to join the aerobatic group?

If you can safely and consistently take off, land, do an outside loop, and a roll, you have the skills required to begin flying aerobatic maneuvers. Like most of you, I have experienced frustrations while trying to learn to fly. One day I was expressing this to Tim Attaway. His comment to me was, "I have been watching you, you are doing well, but you keep practicing the same mistakes over and over." He was right, of course; practice makes perfect, and I was getting pretty good at doing things wrong. Tim then offered to coach me. I can't tell you how helpful this has been. The aerobatic series offers you the same opportunity to better your skills.

I'm not sure I am comfortable with competition.

This series is as much about learning as competing. In fact, the first events have no competition at all; they are teaching clinics. We have a dedicated group of experienced pilots who will be there for the express purpose of working with you. When the competition events start, they will be friendly in nature. The emphasis will be on having fun with aerobatics!

Is my plane really good enough to fly aerobatics?

Without exception, the plane in question was good enough to take part. In fact, I'm willing to bet that your plane is much better than you think it is. Many "bad habits" of our planes are really just setup issues. The balance that can be achieved by properly setting CG, thrust angles, control alignment, control throws, and radio programming can dramatically improve your model. You

may be surprised at how much your flying will improve with a properly set up airplane. The first meeting on will be dedicated to optimizing the setup of your model. Tim Attaway's article in this month's magazine briefly covers model selection and setup to help you get started. Be sure to read it.

What should I bring to the first event?

In addition to a great attitude, bring what you normally take to the field. The model(s) you intend to fly, a supply of fully charged batteries, and your tool box. You may want to bring your owner's manual along with your radio, so that we can refer to it when adjusting your programming. A note book to write down suggested changes to your model may be useful. You may also want to bring a folding chair, some drinks and a bag lunch.

When is the first event?

The first event is Saturday, December 9th at the SEFSD flying field. The clinic will start at 10:00 am sharp and, depending on attendance, run until mid-afternoon. I suggest you get there in time to have your equipment unpacked and set up prior to the 10:00 am starting time. You may want to get there early enough to take a couple of flights before the event. During the clinic we will help get your model set up, demo the flying sequences, and provide resources that will help you practice for the January clinic.

I hope the above information helps you prepare for participation in the precision aerobatics series' first event. We'd love to have you join us. If you are planning to attend, please take the time to email me at sdente@san.rr.com and let me know. This will help me make sure I have the required resources for everyone. If you have questions I haven't covered, feel free drop me an email, call me at 619-889-9146, or ask me next time you see me at the field.

-Steven Dente-

