



**Monthly Meeting**  
 Aerospace Museum, Balboa Park  
 4th Tuesday, 7:00 PM July 24  
 Electroglide  
 Saturday following Meeting  
 9:30 AM, July 28  
 F5B Contest  
 Sunday, 11:30 AM, July 22

July, 2007  
 Volume XX, Issue 7

# PEAK CHARGE

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



Lucas Worthen Steve Belknap Randy Marsden Alfred Ramirez Ray Fulks SteveManganelli Steve Donte Howard Pilcher Justin Coe Craig Bosworth Steve Neu  
 Chris Bouteille Sean Belknap Dixon Lopez Pedro Brantuas "Girl Friend"? Craig Hunter & Son Leonard Skinner (dog) Andy Portman (from Camarillo)

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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.



**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 President's Corner

*By David Fee*

Can you believe it? We are already well into July! I don't know where the time goes, but it sure seems to be in a hurry to get there!

I don't know how much "big news" there is these days, but planning is underway for a revived Otay Float Fly. Thank you Stelio and Ray! Details will follow as they become available.

EMAC continues to be a great success, thanks to each of the

participants and, of course, the organizers. Tim and Steve are doing a great job of promoting this event, so please continue to give them your support.

I want to thank everyone who has been helpful in welcoming newcomers to our club down at the flying field. Of course, AMA and SEFSD memberships are required for use of the field. Each member

has an opportunity to be an ambassador and be the "face" of this fine group of folks. We, as members, also have a responsibility to follow (and even police) the rules. It probably goes without saying, but the rules are posted on the frequency board. In case of a dispute, look there first.

Well, I hope all of you have a wonderful month, and many happy landings!

Editor's Note:

In WWII I navigated a Montreal built PBY5A Canso over rough North Atlantic waters on RCAF Coastal Command convoy patrols. Some years ago, David built me a replica model featuring two speed 400 motors. He tested it successfully on a fresh water pond that flowed into Lake Elsinore. More recently, I have investigated the possibility of flying it again with Lake Poway Skimmers, President Dick Anderson at 760-744-5631. They fly once a week on Mondays.

## *This Month's Program*

**By Pandi Bala**

### **How to make a fortune – Sureflite Story**

While I was at the flying field, my good friend Steve Neu asked me a question: How to make a small fortune in this hobby industry? While I was baffled and trying to find words to respond, he gave me an answer for that question: Start with a large fortune ! When the club asked me to tell our members about Sureflite, I decided to explain the evolution of Sureflite and how we turned it around from a near collapse to a satisfactory business.

Sureflite has been making war birds for over thirty years. The original designer and manufacturer was way ahead of the curve and started making these planes using a light material - EPS (extended Polystyrene). These are made by using compressed molding system. The

molds weigh about 1 ton or more. The manufacturing facility needs to be very big and so the cost of production is higher and as well one need to make them in large numbers and so the volume of storage is very large. Why I am explaining all these is to point out the problems associated with small business, especially trying to do manufacturing in US and that too in California.

Even though these models look very nice and fly good, the compounded problems associated with labor, storage, assembly, the present day customer who prefer ARFs and especially the competition created by Chinese manufacturers lead to the decision that Sureflite, as a California

company cannot sustain as a profitable business.

Now comes the, "making small fortune out of large fortune" story.

After a successful completion of a company and made a small fortune, I wanted to relax for an year before starting another company in the field of Biotechnology. So, what I did, in spite of every one's advice: engaged myself into this Hobby business without knowing how small the return is and above all how much time it is going to consume. Sometime Passion blinds the eye and nay common sense one has. With the helps of friends like Mike Morgan, Dorian, Alfred, Jared Wilson and innumerable others,

Sureflite started making the planes and we started converting the use of clumsy glow engine to electric power. We all went to the shows and with a college try, tried our best to push these products to the market. After an year or two and with a net loss of about \$140,000, it dawned on to our minds – that a disaster is bound to happen. So, persistence in making any company – a character I always had- started kicking in and what alternate I found: GO DEEP and bury myself more and more into this ever challenging business. The only alternate is to add more and more products so that people have more and more stuff they can look at. Some day we can make it work!!!

So, there goes another drop in the savings. GWS products were added and that increased the product total to about 1000 and then came the electric revolution and now we have more than 1800 products in our catalogue (last check was 1<sup>st</sup> May

2007). So, Sureflite now has products from the following vendors and manucaturers: APC Props, Astro Flight, AURORA , BP, Castle Creations, CMP, DC Power, Dionysus Design, Dualsky, Dubro, Edge RC, E-Sky, Excel, Extreme Flight, Feigao, Fliton, Foamwing, FullyMax, GWS, China Tools, Hifei, Hitec-Multiplex, Hobby Lobby, Hyperion, Ikarus, K & S, Kokam, LIPOSACK, Magnet man, Major Decals, MaxxProducts, Micro Heli, Model Motors, Nitro Models, Raidentech, Scotch, Slofly, Sparky Products, SureFlite, Superfly RC, World Models, and few others.

That is a large list and lots of money invested.

What can you do if manufacturers from China are going to be a threat for US companies like Sureflite: two options – shut the doors and go to beach or go to China and make them work for you. So, I had to take the second approach. After many visits to China, we now have three major

companies providing Sureflite a steady supply of quality products. Fullymax, Dualsky and Hifei are the three companies manufacture Lithium Polymer batteries, Brushless Motors and Brushless Speed controllers. Sureflite will have a long standing relationship with these companies due to the investments we made and hope in the long run it will all work out.

Finally, based on a large number of inputs from our fellow club members and friends we have identified one good problem Sureflite can solve for the local flyers. That is ‘Customer Service’. For some reason all of our associates starting from Mike Morgan till the latest Brad Bender and Jordan Lease, all of our people are the best and that makes Sureflite a special company. Sureflite stands behind a ‘service with a smile’ principle and hope one day Sun will shine in our quarters and we will make that “Small Fortune”.

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### Last Month's Meeting



# Airshow photography

## The Equipment



The only special piece of equipment required for airshow photography is a long lens. You don't need an auto-focus camera and you don't need image stabilization or vibration reduction, but if you can't fill the frame with the aircraft then your photos will lack impact. If you're using a 35mm camera system then I'd suggest a lens with focal length of 300mm as a good starting point. At the other end of the scale, there's only limited value in going over 500 or 600mm, because haze will wreck any photo you take from a great distance, and there often isn't enough light to allow you to use the fast shutter speeds required by such lenses. The speed of the lens can also be important, and you should certainly try to get a lens no slower than f5.6. If the sky is overcast then a fast lens with an aperture of f2.8 will get shots that will be missed by a slower amateur or "prosumer" lens, rated at f4 or f5.6. However, these fast lenses cost an enormous amount of money and they're large and heavy, which makes them difficult to handle for the 4 or 5 hours that an airshow can last. A tripod or monopod can help, but the presence of a crowd of

people makes a tripod impractical, and even a monopod makes it very difficult to pan with a fast moving aircraft. A zoom lens will let you capture a variety of action, from small aircraft to groups of aircraft flying together, however it's much more difficult for a manufacturer to design a zoom lens which produces photos as sharp as a prime lens, so prime lenses tend to be sharper than zooms.

## Getting the Exposure Right



The easiest mistake to make when photographing an airshow is to underexpose your photos. This happens when you allow your camera to choose all of the exposure settings. Since planes are up in the sky, and the sky is very bright, the camera will choose an aperture which is too small, or a shutter speed which is too fast, and you end up with the sky properly exposed and the aircraft underexposed. There are several solutions to this problem: (1) Put the camera into spot metering mode so it takes more account of the aircraft and less of the sky. Theoretically this is a very good solution, but in practice it's often impossible to keep the center of the frame exactly on an aircraft, because it moves around so quickly. Often you don't even want the subject in the center of the frame - if two aircraft are flying in formation then the center of the frame might be empty sky, so you're back to the

original problem where the camera is exposing the photo for the sky. Using spot metering also doesn't work too well if the aircraft has a color scheme with contrasting light and dark areas. (2) Put the camera into full manual mode, where you set both the shutter speed and the aperture. After you've set the shutter speed (see selecting the best shutter speed, below), you can then determine the appropriate aperture by pointing the camera at something of about the same darkness or brightness as the plane you want to photograph. Green grass is usually the equivalent of "18% grey" the industry standard "correct" exposure, so point the camera at the grass and use your camera's built-in light meter to adjust the aperture until the camera says you're at the right setting. There are several problems with using full manual mode. On a day with scattered clouds the light changes frequently, depending on whether the subject is in a sunny spot or a shady spot; when the subject is a fast-moving aircraft, this problem is especially bad. If you don't point towards grass which is in the same direction as the planes you're photographing, then the sun will be striking the grass and the planes from different angles, and so the aperture won't be correct for both of them. Even on a cloudless day the light changes through the course of the day, so you need to recalibrate your aperture periodically, however even this won't help completely, because the amount of light changes significantly as you pan with the aircraft from one part of the sky to another. Some planes are darker than grass and some are brighter, so you'll have to adjust your settings from plane to plane. Since the shutter speed you use probably depends on whether the subject is a jet or a propeller driven plane, you'll also need to make adjustments for that. (3) Put the camera into

shutter priority mode, where you set the shutter speed and the camera selects the aperture. If you take this approach then you also need to use exposure compensation, otherwise you're no better off than when you started. Exposure compensation means telling the camera to let more light in than it normally would, or less light than it normally would. To cure the problem of underexposed aircraft, we need to tell the camera to let more light in than normal. Usually this means telling the camera to compensate by "+1 stop", which means allowing in twice the amount of light that the camera would otherwise have chosen (if you're not familiar with these concepts then read a description of aperture stops). If the aircraft you're photographing is white or silver then you might need to dial in minus half a stop of exposure compensation, but if it's very dark then you might want to add one and a half stops. Don't compensate much more than this, because you don't want a black plane and a silver plane to both turn out 18% grey - the black plane *should* look dark and the silver plane *should* look bright!

### Selecting the Best Shutter Speed

Several factors affect the shutter speed you should choose, but by far the main issue is the focal length of the lens. The rule of thumb is that the minimum shutter speed you should use is the inverse of the focal length, so if you're using a 500mm lens then you should use a shutter speed of 1/500th of a second, or higher. However, other factors also affect the shutter speed that you should use. If you're photographing propeller-driven aircraft then you shouldn't use a shutter speed which "freezes" the propeller, since it's very unnatural to have a plane which is flying, but whose propellers don't seem to be turning. In practice, this means you shouldn't use a shutter

speed faster than 1/500th of a second. If you're photographing a fast moving jet then a shutter speed of 1/1000th of a second will help to eliminate blurriness caused by hand shake. However, all other things being equal, increasing the shutter speed simultaneously increases your aperture, resulting in blurriness because of decreased depth of field, so increasing the shutter speed isn't a perfect solution. If it's windy then you might want to use a slightly faster shutter speed than usual, since a strong wind affects your ability to pan smoothly with the plane.



There's a lot of stuff to learn when doing aviation photography before even getting into the issues of composition which separate a technically perfect but boring photo from one which leaps out from the page and grabs the viewer by the throat. One of the main factors determining how much impact a photo has is the angle of the aircraft to you. One of the most dynamic views comes when the plane is banking towards you, showing off its top side and its pilot. Another inherently interesting viewpoint is when the plane is pretty much heading straight towards you, but such views are not common, since airshow safety rules normally dictate that the aircraft be moving parallel to or away from the crowd. This photo illustrates another basic principle - frame the shot so that there's plenty of space in front of the plane, so it appears to have room to move forward. Usually you'd put more

space in front of the plane than behind, but this isn't as important as allowing plenty of space in front of the aircraft.



Another shot which carries a lot of punch is when the plane is taking off or landing. As usual, it's much better if you take the photo when the plane is facing towards you, rather than away. The trick here is that you often won't get these photos if you're at the designated "show center", usually half-way along the runway. The planes take off and land from either end of the runway, so that's where you need to place yourself. Another advantage of being at the end of the runway is that the planes often bank just before landing or after taking off, which produces a more interesting photo.



As with any other type of photography, it's very important to avoid distracting elements in the background, like the power lines in this photo. As a matter of fact, this shot has distracting elements both in the foreground and the background!

The best solutions to this problem are to choose a shooting location without distractions in the background, and to time your photos so the plane is in a clear area when you press the trigger.

By far the best way to waste shots is to shoot the plane as it's flying away from you - such shots somehow don't appeal. Another major mistake is to take a photo of the plane with the cockpit not visible. Photos of the bottom of a plane aren't usually very exciting either, unless there's something particularly interesting there, like an open bomb bay door, weaponry or such like. Since so many airshow photos are of flying planes, the sky is a very important element of the photo. Just as in landscape photography, dull overcast skies can wreck what would otherwise be a very good photo, and a blue sky with fluffy white clouds can be very appealing in airshow photos. It's natural to assume that a polarizing filter would be useful, however polarizing filters block two stops of light, and if you're using a non-professional lens at high shutter speeds, there usually isn't enough light to allow them to be used. As usual, it's best if the sun is behind you when you take photos, but you usually don't get much choice, since all the action is happening along a long, straight runway. If the sun is in front of you, then you should change your position to the end of the runway nearest the sun. Since most airshows are held in summer, and during the part of the day when the sun is at its brightest, it's very likely that contrast will be high, with deep shadows and possibly blown-out highlights. If you're shooting with a digital camera then using "raw" mode rather than "JPEG" mode will give you more latitude to bring out the shadow detail and also prevent blown-out highlights.



For every rule there's an appropriate time to break the rule. You can often break the "don't shoot from behind" rule when the plane is employing afterburners, as with the B-1 bomber near the bottom of this page. And sometimes a photo from very near a six o'clock angle can be incredibly atmospheric, particularly if the sun is in front of the aircraft and on the same side as you are.

### Difficult Shooting Conditions



You might think that rain is the worst thing that can happen when you're photographing an airshow, but there's another hazard which is at least as likely to wreck your photos: haze. Common sources of haze are heat, humidity and air pollution, and another particular problem at airshows is heat haze caused by heat waves rising off the tarmac, as in this photograph of an RAF Nimrod patrol aircraft.

Another form of haze is entirely preventable but often present: smoke trails deliberately created by displaying aircraft can sometimes fill the air with so much smoke that your photos are completely ruined. I missed some beautiful photographs of B-1

bombers passing *in front of* the buildings of downtown Chicago, because a biplane display team which flew immediately before the B-1s pumped out enough smoke to obscure the entire skyline! The smoke was so bad that I didn't even attempt to take the shot, because I knew there was no way to rescue it. Ironically, this smoke frequently wrecks the display of the very planes which are making the smoke. I can understand performers using smoke in certain circumstances, but it seems to be vastly overused, often even by solo warbirds doing straight flypasts. Aerobatic planes probably benefit from smoke trails, but what's the point of solo warbirds doing it, unless the display is meant to simulate combat?

Weather is certainly a problem but once again there are always exceptions to prove the rule, and you need not always despair if the sky is dark rather than sunny. Dark skies can make getting a good exposure difficult, but sometimes it can also add a very dramatic element to your photos. After all, military aircraft are fundamentally instruments of destruction, and a dark, foreboding sky can portray this aspect of their nature.



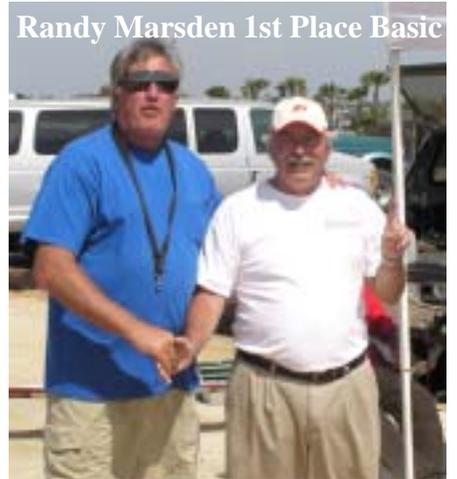
**E-MAC** June 9th, 2007



Our Fearless Leader



Pedro Brauntuas 1st Place Sport



Randy Marsden 1st Place Basic



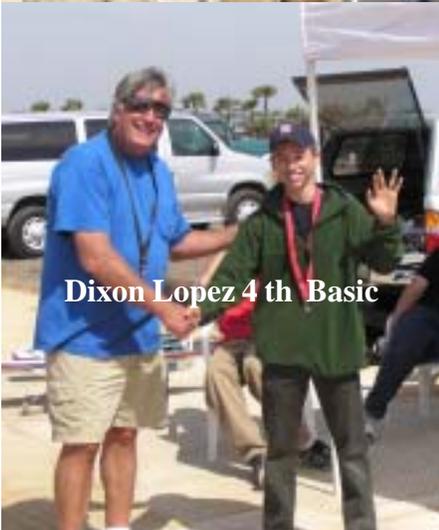
Justin Coe 2nd Basic



Chris Boutelle 3rd Basic



Dixon Lopez 4th Basic



Dixon Lopez 4th Basic



Uncle Ray 2nd Sports



Steve Dente 3rd Sports CD Tim Attaway



Steve Manganelli wins Horizon JR Raffle



Randy Marsden Checking on judges

# E-MAC SEFSD SAN DIEGO

RESULTS AFTER 4 EVENTS

## HOW THE STANDINGS ARE CREATED:

Best 5 of 8 contest results for 2007

After the 5<sup>th</sup> contest we will select the top 5 contest results from then on.

15 points for the winner and 1 additional point for each competitor flying.

14 points for second place plus 1 additional for each competitor flying.

13 points for third place plus 1 additional for each competitor flying.

and so on down the line to the last competitor.

## BASIC CLASS RESULTS

NAME	2-17	3-10	4-14	6-9	total
Steve Neu	27	27	30	MU	84
Doug Rubin	25	19			44
Craig Hunter	17	23	8	12	60
Cris Boutelle	23	11	22	20	76
Rob Ferro	15	15	16		46
Randy Marsden	3	25	28	24	80
Steve Belnap	21		26	14	61
Dickson Lopez		21	20	18	59
Frank Gagliardi	19				19
Lucas Worthen	5	13	24	16	58
Steve Manganelli		17	14		31
Roy Raphael	11	5			16
David Snyder	13		6		19
Norm Arndt	7		0		7
Craig Bosworth		7	18	10	35
Hong Chen		3			3
Alfred Ramirez			4	8	16
Sean Belnap		2	2	6	10
Fred Legaspi			10		10
John Garrison	9	9	12		30
Justin Coe				22	22

## SPORTSMAN CLASS RESULTS

NAME					
Pedro Brantuas	22	21		23	66
Bruce Brown	20	19			39
Ray Fulks	18	13	14	21	66
Mike Root	14	15	16	17	62
Howard Pilcher	12	11		9	31
Steve Dente	10	9	12	19	50
Stephan Veillard		17			17
Braden Moore	16				16
Chuck McGuire	8				8
Barry Mattingly			18	11	29
Steve Neu				13	13

## Don't aim it at the plane!

*by Walt Jellison*

Ever had the situation where your plane is flying just fine and you are coming in low for a landing, when all of a sudden the plane does something really weird...totally out of your control? You probably thought your plane received a radio interference "HIT." More than likely, you caused the out-of-control situation by pointing your transmitter's antenna at the plane!

Just last week, at our flying field I saw a fellow totally destroy a beautiful pattern plane when it violently augered into the ground. The plane had been flying low, toward the pilot,

and the pilot was pointing his transmitter antenna at his plane. Since the plane's receiver antenna was basically streaming along the plane's centerline, both transmitter and receiver antennas were, for the moment, pointed at each other resulting in total loss of communication...and of course, any control of the plane.

Did you know that the thirty-to-forty inch (quarter wavelength) antenna on your radio radiates essentially ZERO radio energy in the direction pointed? Maximum energy from a quarter wavelength antenna occurs at a right

angle (90 degrees) from the axis of the antenna. There is an almost straight line relationship between energy transmitted (or received) and the angle from the antenna axis. It starts at zero output in the direction of the antenna's axis; then it goes up to a maximum at 90 degrees from that axis.

So now, when you are flying, especially when coming in on a low approach for landing, be sure to position your antenna at a right-angle to the plane. Do this every time and you will likely never again be plagued by a so-called radio "HIT."

## Certification for Solo Flight from the Rockland Radio Control Club, Nanuet, New York

Are some of your club members students waiting to receive the okay for unsupervised solo flight? The Rockland County Radio Control Club has created its own "checklist" to certify its members for solo flight. Your club can use this checklist to assure your students possess the knowledge, ability, and safety for independent flying at your club site. To be qualified for unsupervised solo flight, the student must have knowledge of and demonstrate the ability to do the following:

1. Field Safety Rules
2. Impound Area and Frequency Control
3. Assemble and Test Aircraft
4. Start Engine and Tune
5. Perform Flight Maneuvers:
  - A. Start and Taxi
  - B. Take Off - (from flight station) Right to Left and Left to Right (Demonstrate ability to take off in either direction according to wind direction)
  - C. Trim Aircraft for Straight & Level Flight
  - D. Fly Rectangle Pattern (holding altitude and heading. Fly in both directions)
  - E. Fly Figure Eight Pattern (Fly in both directions making right hand turns from right side and left side)
  - F. Slow Flight and Stall Recovery
  - G. Landing (from left making left turns and from right making right turns)
  - H. Demonstrate Aborted Landing and Go-Round
  - I. Taxi Back and Shutdown
  - J. Secure Equipment (Receiver and transmitter off, antenna down, transmitter in impound, pin removed from frequency board)

Observe student for SAFE operation. Was student aware of wind direction and did he/she compensate for it? Was student aware of position of sun and did he/she avoid flying into glare? Was student aware of other aircraft in the air and other pilots on the flight line? Was the student confident and in control of his/her aircraft at all times?

This checklist can be modified to meet the needs of your club and your students.

## From Mercer County RC Society, Highstown, New Jersey *Public Ground School*

The Mercer County Radio Control Society (MCRCS) and the Mercer County Library System are cooperating to conduct a Radio Control Model Airplane Ground School this spring. A ground school is something that could be considered for all clubs. An established ground school could be used to recruit more interested aeromodelers.

Ground school could cover everything a new flier would need to know for a successful start in building and flying model airplanes.

Students could learn the theory of model flight, how to choose their first (and second) models, what additional equipment they would need, what it takes to make their models airworthy,

how to control their models in the air, and how to ensure the safety of themselves and those around them.

MCRCS established three goals it hopes to accomplish through the ground school program:

1. To raise awareness of radio-control modeling in your community and promote it as a worthy sport.
2. To identify and attract enthusiastic new participants to join your club.
3. To increase attendance at revenue-producing events through free media coverage of the ground school.

MCRCS has developed its own layout for this type of program, but

the curriculum could be altered to meet the needs and interests of any particular charter. Through MCRCS's school, students would see, and be able to investigate, the details of several types of RC aircraft including electric park flyers, Giant Scale military aircraft, World War I biplanes, and ducted-fan jets.

MCRCS has separated its ground school into six-hour classes, conducted in three two-hour sessions, which will include an overview of RC modeling, basic aerodynamics and flight procedures, radio control systems, engines and motors, how to build a model from a kit, and preparation for your first flight

Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills.

Rule one: No matter what else happens, fly the airplane.

Forget all that stuff about thrust and drag, lift and gravity; an airplane flies because of money.

The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.

A check ride ought to be like a skirt, short enough to be interesting but still be long enough to cover everything.

Speed is life, altitude is life insurance.

Never let an airplane take you omewhere your brain didn't get to five minutes earlier.

Don't drop the aircraft in order to fly the microphone.

If you push the stick forward, the ouses get bigger, if you pull the stickback they get smaller.

Hovering is for pilots who love to fly but have no place to go.

The only time you have too much fuel is when you're on fire.

Flying is the second greatest thrill known to man; landing is the first!

The probability of survival is equal to the angle of arrival.

You know you've landed with the wheels up when it takes full power to taxi.

Those who hoot with the owls by night, should not fly with the eagles by day.

Young man, was that a landing or were we shot down?

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Fighter Pilots believe in clean living. They never drink whiskey from a dirty glass.

Things which do you no good in aviation: Altitude above you. Runway behind you. Fuel in the truck. A navigator. Half a second ago. Approach plates in the car. The airspeed you don't have.

If God meant man to fly, He'd have given him more money.

.Flying is not dangerous; crashing is dangerous.

Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is.



*"Howie"*

HARVEY  
and his aerosquadron

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Walt Jellison



This Mustang in Canadian air force colors is a very nice reminder that the North American company originally designed and built the P-51 for the British and allied Empire forces. The replacement of the American designed Allison engine with a British designed Rolls-Royce Merlin was also a vital step in the transformation of the Mustang from an average performer to a war winner.



# June Speed Fest at Rabbit Dry Lake

*by Steve Neu*

On June 23<sup>rd</sup> a small band of electric powered speed freaks gathered on Rabbit Dry Lake near Apple Valley in the high desert. Just to be clear there were no apple trees or rabbits to be seen! The lake was indeed very dry!

The souls in search of speed included Jeff Keesaman and Steve Neu from the SEFSD club. All in all there were 8 fliers that made the trek to fly in the 95-degree heat. Doug Rubin provided suitable equipment to capture the speed of the models in flight. The intent was to just go fast!

The best speed recorded were:

Steve Neu	196mph	Avionik 7
Troy Peterson	186	D99 Avionik
Jeff Keesamn	175	Stinger/D99
Terry Alderette	163	Jibe
Mark F	over 180	F5D Cyclone

There were others that did not get recorded because of problems. It is safe to say that there were a number of crashes—at the speeds close to 200mph there are no small crashes! If you hit the ground it was bad. My Avionik lost an aileron at 30 feet and smacked the lake. The resulting splat sent the battery packs 100 yards across the surface. Jeff managed to keep the parts closer when his plane went out of control, diving straight in to the lake impacting in a near vertical dive!

There were a number of other good crashes too—the pictures tell the story best. We plan another assault later in the year when things cool off some.





**San Diego Electroglide**  
**18 May 2007**  
*by Don Wemple*

Pilot	Model	Motor	Battery	Toss 1	Toss 2	Toss 3	Total
Robert Stinson	Dreamline F5J	Aurora 400T	3cLipo	52	52	55	163
Norm Arndt	Ascent Albatross	20-20L	2cLipo	36	62	60	158
Zeke Mazur	Allegro E Lite	\$26 outrunner	3cLipo	56	56	39	151
Bob Anson	Fling 2M	Hacker 20-20L	2cLipo	51	47	39	137
Stelio Jackson	Ascent	28x16 outrunner	2cLipo	61	25	34	120
Frank Smith	My Dezine	Sp400	7cNicad	49	51	16	116
Glen Merritt	Easy Glider	BL-6D	2cLipo	57	19	38	114
Fred Daugherty	Ascent	400T	2cLipo	34	25	22	1
Don Wemple	Chimera	Hacker 20-20L	2cLipo	37	DNC	DNC	37

