

F5B Team selection Contest



Photos by Mark Albert CAVU Potography.com



October, 2007
Volume xx, Issue 10

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 Oct 23

Electroglide

Saturday following Meeting

9:30 AM, October 27



Lenny Keer

Jeff Keesaman

Steve Neu

Eric Wierman
Alternate

2008 F5B Team USA

2007 Officers

President David Fee
760-583-1926 davidfee@cox.net

Vice President Steve Neu
619-284-0816 sneu@aol.com

Secretary Jeffrey Keesaman
619-518-0597 jkeesaman@mac.com

Treasurer Michael Neale
858-674-1318 michaelwneale@earthlink.net

Editor Bill Fee
dwfee@cox.net

Safety Officer Doug Rubin
619-925-5357 dougrubin@san.rr.com

Chairman of the Board Steven Manganelli
619-298-7592 smanganelli@earthlink.net

Board of Directors

Chairman of the Board Steven Manganelli
619-298-7592 smanganelli@earthlink.net

President David Fee
760-583-1926 davidfee@cox.net

Vice President Steve Neu
619-284-0816 sneu@aol.com

Treasurer Michael Neale
858-674-1318 michaelwneale@earthlink.net

At Large Chuck Grim
858-274-7322 chuckgrim@mac.com

At Large Ray Fulks
619-479-1321 rfwulks@cox.net

At Large Stilianos Jackson
619-429-9042 stelioj@cox.net

Committees

Membership Sylvia Fee
760-967-7259 sylviafee@cox.net

Video/DVD/Librarian Chet Tussey
858-456-1261 ctussey@aol.com

Raffle

Flight Instructor Pedro Brantuas
858-272-6882 pedro@san.rr.com

Mission Statement

The objective of the Silent Electric Flyers of San Diego is to promote and further the technology of electric powered R/C aeromodeling; encourage competition in Electric Soaring, Pylon Racing, FAI-F5B/D, Scale, Old Timer, and Pattern Electric categories by hosting major Industry-sponsored events and sanctioning "Fun-Fly" types of contests; provide forums for the exchange of technical information, instruction and experience; and participate in demonstrations of electric propulsion in area-wide model aviation events.

This Month's Cover

By Steve Manganelli

On to Odessa!

That's the new catch phrase to be uttered by our newly selected 2008 FAI-F5B Team consisting of our own Steve Neu and Jeff Keesaman plus Lenny Keer of Greely Colorado, congratulations gentlemen! I've heard the Coloradans are especially proud of their favorite son Lenny, whom did most of his practicing in San Diego with us; now that's dedication! Well that's the future, the past was September 29th and 30th at our SEFSD site where the field was narrowed down to the above (3) going to Ukraine representing the United States in the World Championship (WC) tournament.

Administering an F-5B contest is fairly complex as it involves both a distance and duration task. The distance task is flying legs between (2) parallel planes 150 meters apart. The object being to do as many legs as possible in 200 seconds except that you can't run the motor on the course. Near the course, yes. On the course, no! Administrating this orchestra into a fine symphony requires concentration and usually sunburned eyeballs as you're staring at the sky all day! I'd like to recognize my dedicated helpers as I describe their jobs. BASE B turn judge is the loneliest place on the field (about 100 meters past the runway to the East). Randy Ritter, my able signaler squinted through parallel sticks for 56 flights over both Saturday and Sunday pushing the button triggering a buzzer telling the pilots to turn back towards BASE A.

Thanks much Randy! Next most important job is my Base A signaler, El Jefe',

cont'd P4

Aerospace Museum Monthly Meeting site



Field

Flying Field GPS Coordinates

AMA Charter Club 3078 Latitude 32.7626416 N Longitude 117.2143138 W

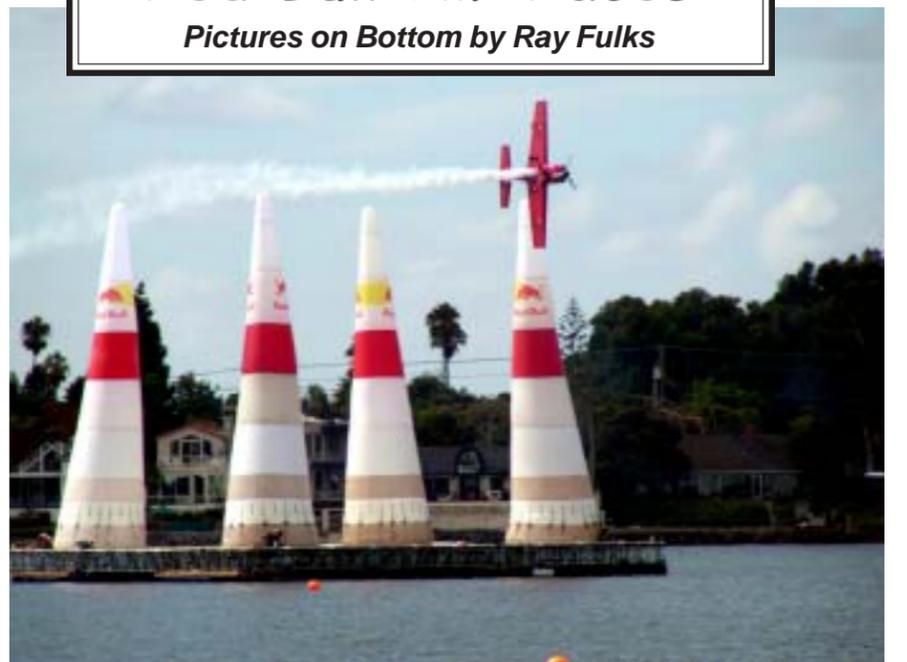
web site: <http://sefsd.org/>

Zip Code 92109



Red Bull Air Races

Pictures on Bottom by Ray Fulks



The Red Bull Air Race World Series, established in 2003 and created by Red Bull, is an international series of air races in which competitors have to navigate a challenging obstacle course in the sky in the fastest possible time. Pilots fly individually against the clock and have to complete tight turns through a slalom course consisting of specially designed pylons, known as "air gates".

The races are held mainly on airfields, but also above cities, sea or natural wonders. They are accompanied by a supporting program of show flights. Races are flown on weekends following three training rounds and one qualification round. The events generally attract large crowds and are broadcast, both live and taped, in many nations.

Currently 13 pilots compete against each other. The race winner is the competitor who accomplishes the best time after two runs of the same course. Pilots race on a twisted course with five groups of specially erected "spinnaker" pylon obstacles. Flying against the rules results in disqualification or in a time penalty added to the flying time. The first six ranked pilots of each race leg get points, six for the winner down to one for sixth place. The air racer with the most points at the end of the series becomes Red Bull Air Race world champion.

An Editorial

by Bill Fee

Is it really that time of year again? The elections are almost upon us. No kidding: not the federal, or the state; the SEFSD intense competition for positions on the board, committee chairs, opportunities to serve for fresh ambitious volunteers.

The frequently expressed concerns, yes, even complaints about how things are being run or mishandled. Recently I asked for input to the newsletter, articles on how to, pictures, biographies, anything that the general membership might be interested in. I publish virtually everything I receive with minimum editing. Pretty much the same people have responded that I always hear from.

The rest of you apparently are satisfied to let someone else do it, or fail to do it, and then complain. Most of the same individuals have reluctantly volunteered to "rotate the chairs" and volunteer to fill the slots when no one else volunteers.

We will call for nominations of willing and able individuals at the October meeting. In November we will hold elections, hopefully with some new faces. I don't know of anyone presently serving who wouldn't gladly step aside for another candidate. I was going to say qualified, but I believe that only by taking on a job does one understand what it takes to make most everyone happy.

It helps if you are retired, with time on your hands. Most of our present crew work better than a forty hour week, and are called on to travel for their company. They would like to spend their leisure time building and flying. How about YOU?

The holiday season is just around the corner. Our non-existent entertainment chairperson (where are you, Uranna Greene?) should be looking for a place (like the Reubin E. Lee, or Hams) that would make a nice evening out, an occasion to dress up for. We should have plaques for service awards, and nice place settings, and an organized raffle (thank you Robert Abel for past efforts). Last year the food was good, but the support and the turnout was terrible.

Whatever you want to call the holiday that occurs in December, come out and celebrate. We could even have an installation of our new officers, and we could arrange transportation for older folk who no longer like to drive at night. A little entertainment would be in order, with no seasonal music of course, lest someone be offended.

It's about time to think about renewing your membership. Sylvia will again mail applications in an envelope in the November issue. IF THERE IS NO CHANGE IN ADDRESS, PHONE NUMBERS, E-MAIL ETC., this year just put your name on the application, PRINT No Change, and enclose a check. It's that easy. BUT BE SURE TO CONFIRM THAT YOU HAVE RENEWED YOUR AMA license.

I will be mailing NEW 2008 badges to new and renewed members effective November 1st.

And yes, if you would like to be editor for 2008 (or Membership Chairperson, OR PRESIDENT, just get your name on the ballot. PS: it will help if you have reasonable computer skills, and are articulate IN ENGLISH. We do not publish Minutes, Bylaws, Field Rules, or Peak Charge in Spanish at this time.



The President's Corner

By David Fee



It's that time of year again! That's right, it's Fall! We've got cooler evenings, the stores are filled with holiday items, some trees pretend to change color... and we've got our club's annual elections. Have you

been thinking about making a difference in the club? Do you have any ideas for how to make the club better, or for the club to better serve the membership? Here is your chance to get involved and make things happen! All positions are up for grabs, so don't hesitate to throw your hat into the ring. Nominations will be accepted at the October and November meetings, and the elections will be held at the November meeting. As I mentioned last month, the San Diego Air & Space Museum would like us to participate in their public awareness campaigns. If you are interested in getting involved, please contact me or any of the board members.

Congratulations are due to our new F5B team. Steve Neu, Jeff

Keesaman and Lenny Keer (of Colorado) are the three team members, with relative newcomer Eric Wierman's impressive showing earning him the alternate position. Well done guys!! Thanks also to everyone who helped out... we could not have done it without you! Coming up at the end of this month are the USA F5D electric pylon Team Selection Trials, Oct. 20th and 21st. Helpers will be needed for that event, so please come out and participate. Don't forget about the other upcoming events, either. We've got SEFSD Electroglide, the Otay Lake Float Fly on Nov. 18, and much more.

See you at the field!



Next month-
The Mirimar Air Show



*the 16th Annual Otay Lake Float Fly
Sunday, November 18, 2007*

Mr. David Fee having a job much like BASE B except it is on the pit carpet in the middle of the fray as the pilot stands just behind him and judges the BASE A gate himself. Thanks much David, your precision and cool head helped carry the contest. Next, the ever present, yet invisible Chuck Grim. Aside from most preparation logistics aspects from collecting tables from Steve Neu's place of business to transporting the club trailer and setting up the equipment, Chuck was his usual everywhere, yet not always easy to find on the field. Why? 'Cause Chuck was usually hunkered down in a makeshift office inside the club trailer checking the scores and operating the computerized scoring program! Thanks for that, Chuck! No cliché intended, the last and certainly fairest of my Team is my Girlfriend, budding EzStar pilot and scorer/caterer Ms. Michelle Baker. The catering job can be as simple as buying stuff from Costco and delivering it to the field. However, the more selfless approach is to buy ingredients and make homemade brownies and cookies for the troops and then getting custom sandwiches from her favorite Italian Delicatessen in Little Italy; thank you for that special touch, Michelle. On the field, catering was just her side job when not doing duration timing.

Immediately following the 200 second distance task begins a 10 minute precision duration not unlike our familiar "Electro glide". Chief timer Michelle toddled after the pilot carrying the microprocessor equipped timing gizmo as he walked West to find thermals for his 10 minute duration. Thermals are preferred to running the motor to gaining altitude for this task as the motor time counts against total time. The microprocessor, equipped with a separate receiver on the pilots transmitting frequency handles the chore of counting the motor time leaving Michelle to mark the end of the flight and judge the landing as either within a 10 meter circle, within a concentric 20 meter circle, within a concentric 30 meter circle or just out in the bushes (Pedro?).

Okay, on to the dirt! About 3 practices ago, we got the new Euro style timing equipment provided by Dave Seiger and Don Sciegel into operation. This new equipment came in kit form, directions mostly in German and was not exactly the most friendly puzzle in the world to assemble. But Steve N., Jeff K. and I did and got it adequately functioning for our relatively small contest. Two key differences between our old and this new equipment is motoring on the course enforcement and no longer displaying the number of climbs. This former rule tripped up several contestants in the early rounds! Formerly, we sort of used gentlemen's rule to gage motoring on the course. Now, if lets say, the motor is turned on early (i.e. before BASE A) on the way from BASE B to BASE A, the leg is lost irrecoverably. The contestants had to match reflexes with BASE A judge Mr. Fee in order to decide when to start their motor : after a couple of fouls as indicated by a "boop" instead of "beep" they were trained! Similarly, a late shut off on the climb outside of BASE A caused the dreaded "boop" requiring the offender to circle behind the course costing them precious time. Counting climbs became second nature to all after perhaps one (9) climb distance task by Lenny Keer (10 are allowed). Perhaps nerves or maybe early encounters with the "boop" caused fairly conservative flying

by most contestants; there were no record breaking distance runs and weather was not a factor. We had broken clouds/clearing with modest breezes Saturday and postcard perfect (clear, low winds) on Sunday. There should have been at least some thermals on the distance course for some flights, but you wouldn't have known it by the raw scores. The rules require normalization of each contestant's score to the highest score of the round and then multiplying by 1000. Thus the round winner's score is always 1000. Steve Neu showed his consistency by winning 4 of 8 rounds flown over the (2) days with the worst round thrown out. Steve had no need for an 8th good flight so he aborted the duration task to bring the contest to a close. Jeff won (3) rounds and Lenny, (1), mirroring the finish order.

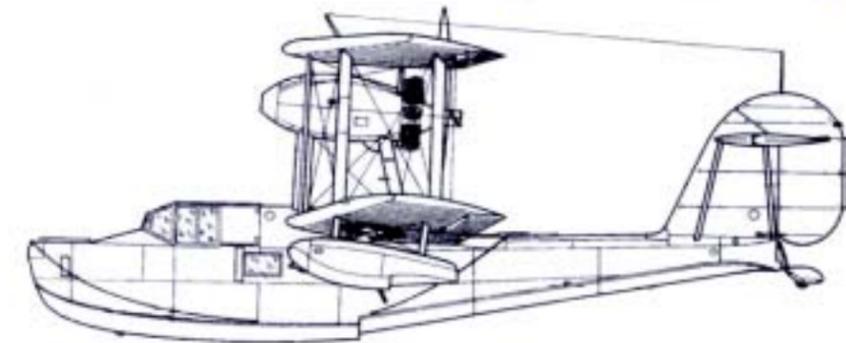
The other technology we were perfecting on the spot was the new 1750 watt-minute limiter designed and built by Steve Neu with software programming by Jeff Keesaman (hmm...#1 and #2). The purpose of the limiter is to prevent depletion of LiPoly cells at a destructive rate; sort of reacting to problems most contestants had with NIMH cells at the 2006 WC tournament. My observation is it takes around 30 seconds of motor time to complete a distance task and between 0 and 10 seconds more to complete duration. Thus 40 seconds of motor time is a realistic target meaning average input power must be less than $1750 / .6667 = 2625$ watts or ~ 165 amps on 4S Lipos/73 amps on 6S Lipos, nothing to sneeze at! As we had some problems with the limiters until the eleventh hour, it was decreed that these would be "organizer supplied". This meant all the contestants were supplied their limiters free gratis and since "I" supplied them "I" could also decree them to be removed if "I" decided they were causing problems and interfering with my contest. Thus the mere threat of the limiter being sufficient for the contestants to keep the input power down to a dull roar. Without giving much away, I can safely say that the authors of the 1750 watt-minute limiters knew the right # for the "current airplane" technology on 450 to 600 grams of lipos and available props. There were a few short duration flights here and there where the contestant ran out of power before the end of the 10 minutes. Either they over propped, had worse then expected thermal air, used unforeseen power on a BASE A foul or some combination thereof. I believe the combination of the limiter and the other rules about aircraft size and weight will really remove breakthrough technological innovation as an edge for use in the WC. If I were the Team USA Manager/ Coach I'd advise Steve, Jeff and Lenny to practice flying more and dink around less!

The other folks rounding out the Team Selection tournament were relative newcomer and 1st runner up, Mr. Eric Wierman whom was thrilled at the possibility of taking over a WC slot if something were to prevent our top 3 from going to the Odessa. I wouldn't be surprised if Eric makes the trip anyway to bask in the highest level of competition! Our own Pedro Brantuas rounded out the field in Team Selection and Don Sciegel and James (Fred) Seaman were literally in classes by themselves in the Intergalactic Challenge. So now with our team selected, join me in wishing them well and ON TO ODESSA!

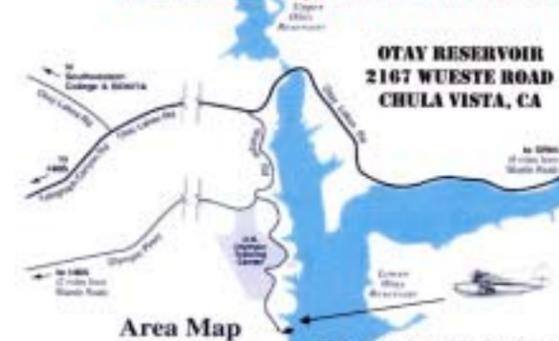
16th Annual OTAY LAKE FLOAT FLY



Presented By
**Chula Vista Model & Radio Control Club
and the Silent Electric Flyers of San Diego**



SUNDAY, NOVEMBER 18TH, 2007



**\$10.00 FLYING FEE
NO PARKING FEES
FOOD AND DRINKS
AVAILABLE**

North of the boat ramp and
East of the Concession/
Bathroom bldgs.

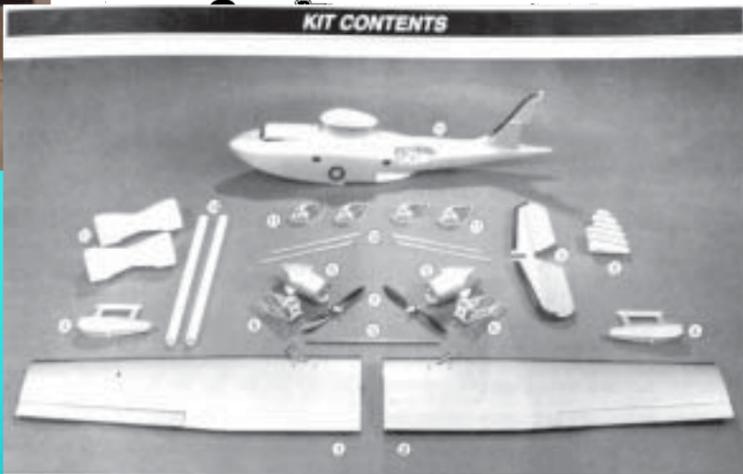
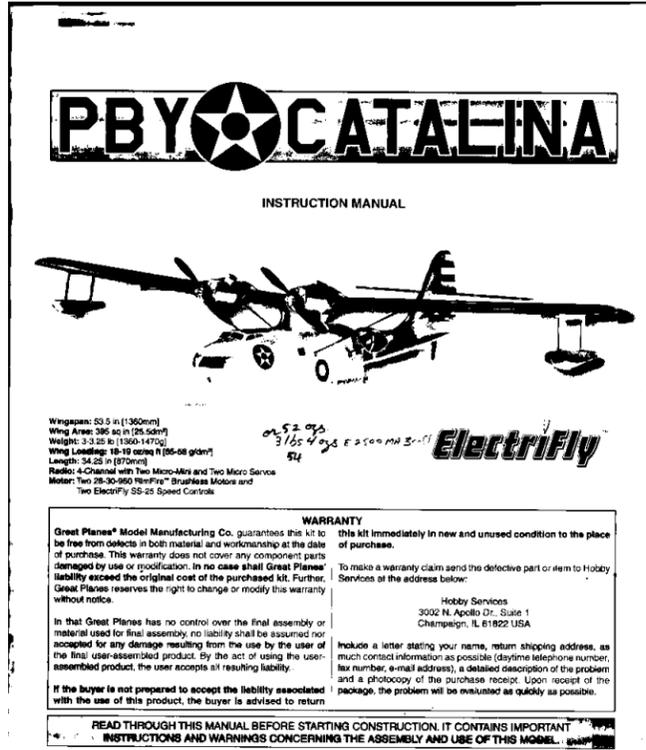
Contact: Stilianos Jackson
e-mail stelioj@cox.net and home phone 619-429-9042.
Visit www.otaylakefloatfly.org for updated information



by Ray Fulks

I purchased this ARF model from Great Planes for 140\$ and hope to feature it at the Otay Float Fly. I have not flown it yet, but hope to have several flights before Nov. 18. The instruction manual front page is attached and if you want the entire manual, contact Great Planes, air support @ greatplanes.com, or call [217]398 8970 Ext.5.

My model is powered by Two Rimfire Brushless motors 28-30-950 Two Castle Thunderbird 36 Ah ESC's Two Dymond D47 Microservos one each on Rudder and Elevs. Two Hitec HS-50's on Ailerons One Neu 3S1P 3200 MAH 25-50C Lipo Pack. Installation [Note that the word Construction was not used] and fitting is straight forward. Report on maiden flight will follow.



- | | |
|-------------------------------|-----------------------------|
| 1. Left Wing with Aileron | 8. Rudder |
| 2. Right Wing with Aileron | 9. Stabilizer and Elevators |
| 3. Wing Joiner | 10. Fuselage |
| 4. Tip Floats (2) | 11. Blotter (4) |
| 5. Nacelles (2) | 12. Wing Struts (4) |
| 6. Motor Mounts (2) | 13. Foam Stair Caddies (2) |
| 7. Prop and Prop Adapters (2) | 14. Stand Tubes (2) |



Silent Electric Flyers of San Diego

Peak Charge

F5B Team selection Contest Photos by Chuck Grim



Silent Electric Flyers of San Diego

Peak Charge



San Diego Electroglide -- September 6 October 2007

Our Club Contest was a week later than normal because of the time trials for one of the AMA racing classes. We will return to the normal time for the October Electroglide -- the Saturday following the SEFSD general meeting.

The "hot-roddrs" did leave us with some very large, chalked, bulls-eyes on the runway which we used -- some of us to greater extent than others! I couldn't make a point-garnering landing to save my life, but the ultimate winner, Fred Daugherty scored a 20 and then two perfect 30's!! An exhibit of very classy pilotage!

Zeke had his trusty electronic postal scale at hand and he carefully weighed all the contestant's ships. Here are the weights:

- Fred -- 19 ounces
- Roger -- 24 ounces
- Zeke -- 18 ounces
- Jeff and Marshall -- 22 ounces
- Don -- 20 ounces
- Bob -- 24 ounces

The next Electroglide will be October 27th. First toss 9:30.

To round out 2007, here are the dates of the remaining Electrogldes of the years so you can mark them on your calendar: November Electroglide -- December 1

December Electroglide -- December 29.

For further information on the Electroglide, give me a call at (619) 469-5566 or e-mail me at: <donk126@sbcglobal.net>

Don Wemple

Results

| Pilot | Model/Motor/battery | Toss 1 | Toss 2 | Toss3 | Total |
|-------------------|--|--------|--------|-------|-------|
| Fred Daugherty | Ascent, 400T, 3cLipo | 50 | 53 | 53 | 156 |
| Roger Pedersen | Sky Sergio. Sp400, 7-cell NiMh | 42 | 47 | 43 | 132 |
| Zeke Mazur | Allegro E Lite, \$26 outrunner, 3cLipo | 24 | 46 | 54 | 124 |
| Jeff and Marshall | | | | | |
| Struthers | EasyStar, brushless 400, 1800 Lipo | 37 | 25 | 35 | 97 |
| Don Wemple | F5J Dreamliner, Hacker 20-20L, 2c Lipo | 30 | 30 | 27 | 87 |
| Bob Anson | Thing II Hacker 20-20L, 2c Lipo | 84 | 0 | 0 | 84 |

F5B Team Selection Contestants

