



MARTIN MARS WATER BOMBER



November, 2007
Volume xx, 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 Nov 27

Electroglide

Saturday following Meeting
9:30 AM, December 1



2008
F5D Team
USA

In Front: Troy Peterson, First Place
In Back: Left to Right Gary Freeman, Fourth Place and Team Alternate
Dan Kane, Second Place Trvis Flynn, Third Place

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
760-967-7259 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

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619-298-7592 smanganelli@earthlink.net

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760-583-1926 davidfee@cox.net

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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.

**WORLD RECORD FLIGHT TIME
RECORDED IN SAN DIEGO**

**2008 US FAI-F5D
TEAM SELECTION CONTEST**

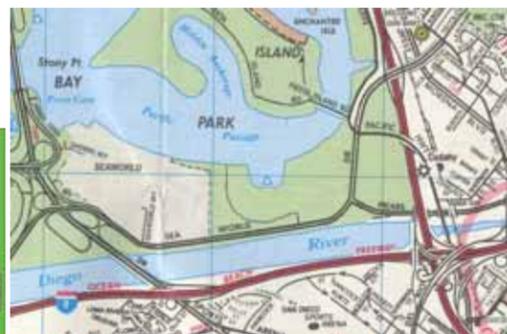
By Steve Manganelli

Nearly a year ago, SEFSD bid to host the 2008 US F-5D Team Selection contest sort of as an afterthought to the F-5B Team Selection contest we had last month. We kind of pushed our luck on the weather scheduling the event for 20 and 21 October over some time in the Summer.

The month gap between the F-5B contest and the 'D event should have been a breather, but instead gave me time to panic: I had very little idea of what I was doing, except that I was the director of said contest! Fortunately, my staff knew exactly what they were doing

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**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

**San Diego Electroglide --October
27 October 2007**

Congratulations to Bob Stinson, this month's winner! With but the 45 second motor run, Bob had two ten minute flights and an eight minute flight. These were concluded with two 30 point landings and a 20 pointer!! Bob Anson, the runner up had two six minute flights, an 8 minute flight, concluding with 3, 30 point landings!!! Admittedly we did have a rather large inner circle left over from the F5B competition, BUT, come on --this is good flying!! However, the thrill of flying in the Electroglide; the friendly competition, the sharing of techniques, both of construction and flying is a really unique thing in our Club. We welcome all of you to come out and join in the fun

The next Electroglide will be December 1, the first Saturday after the General Meeting. The first toss --9:30. 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
Bob Stinson	Dreamliner. 400T. 3cLipo	95	83	81	259
Bob Anson	Thing II Hacker 20-20L, 2c Lipo	84	69	68	221
Norm Arndt	Ascent Albatross 20-20L, 2c Lipo	57	67	70	194
Fred Daugherty	Ascent, 400T, 3cLipo	47	66	65	168
Jack Hix	Astro Mini-Challenger, Scorpion, 2cLipo	62	59	25	146
Zeke Mazur	Allegro-E-Lite, \$26 outrunner, 3cLipo	39	36	33	108
Jim Shadwick	EZ Glider 400F, 3cLipo	39	21	20	80
Roger Pedersen	Sky Sergio. Sp400, 7-cell NiMh	36	39	0	77

An Editorial

by Bill Fee

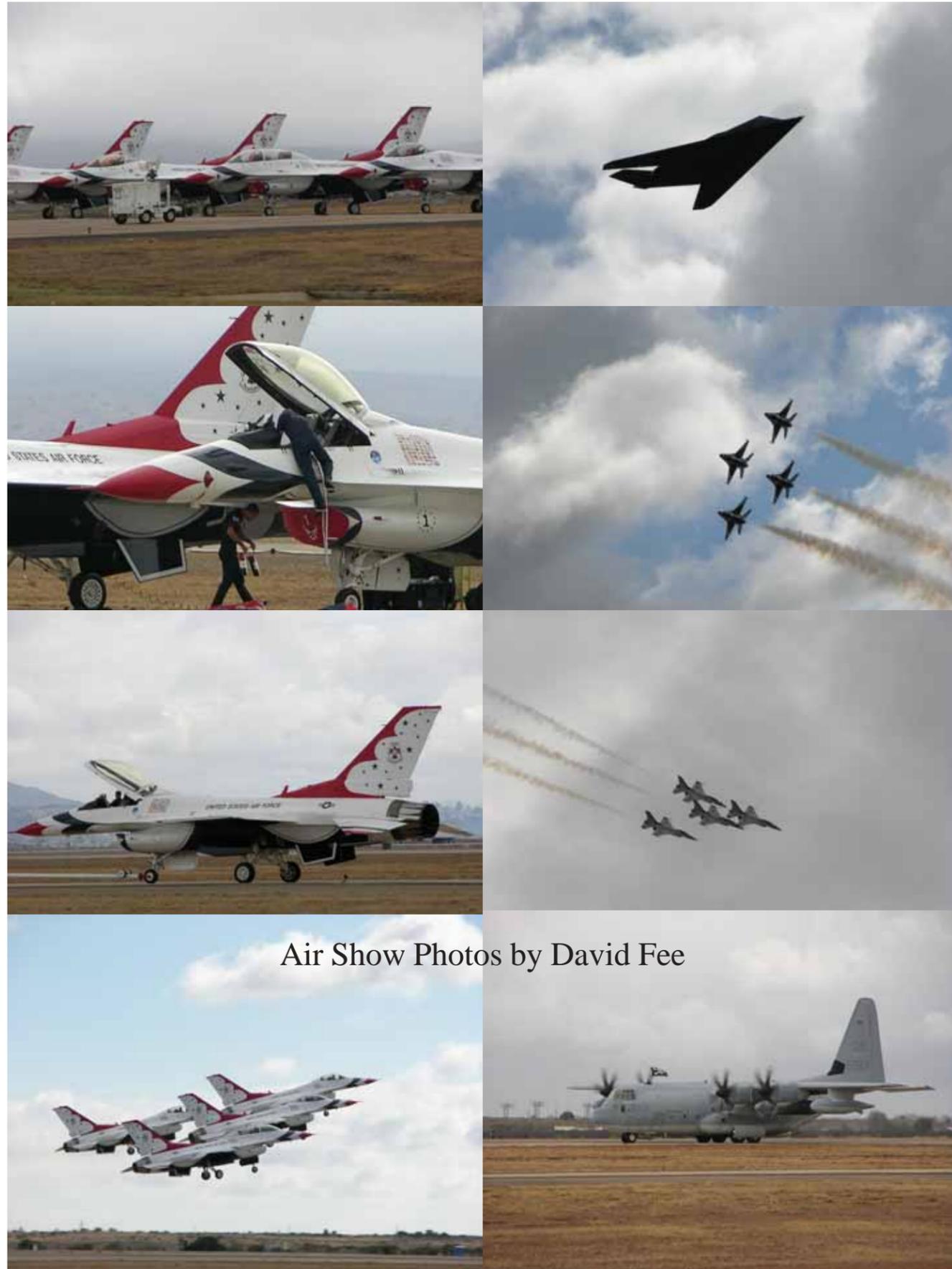
We belong to an association of people who love (to build) things that fly, so much so that we have been known to go down to an open field in the early morning all by ourselves and share the open sky with the birds. But the hobby is something that we love to share with others. Whether it's a kit review, a new product or building technique, show and tell, or wait for a turn on the frequency board at the field. We love innovation and a competitive edge but we can't keep a secret for long. And when someone else has a problem, and we think we have a solution, we're right there. If nothing else, we can offer our sympathy.

I frequently carry a copy of "Peak Charge" with me when I go to church choir, a legion meeting, or whatever. And usually when I don't have one with me but an opportunity to discuss my other life comes up, I pass on at least an e-mail address. I sow the seed. The rest is up to the recipient.

"Since chatting with you at the Canadian Legion Convention on September 30th, I have located a club and a flying field here near my home and have built an ARF 48" wingspan Piper Cub. This coming week I expect it will see its first flight. I will let one of the experienced flyers do the test flight then see if I can handle it myself. At this time I think it may be a little too "sporty" for my abilities - so I have already purchased a more docile model that will need to be built up from sticks.

I am enjoying the hobby - thanks for pointing me in the right direction - that is, to electric. I must say I was very impressed when I worked out the numbers and discovered that my little motor was putting out 2/3 horsepower at its peak.

regards, Douglas Lock"



Air Show Photos by David Fee

The President's Corner

By David Fee

Hello again, and welcome to November! It's time for me to say "Thanks for a good year!"

As you know, the October meeting was cancelled due to the wildfires. I trust that everyone is safe and well. One of the planned activities that was missed as a result of the fires was the first round of open nominations for the 2008 club offices. Fear not, you still have a chance to make a difference. We will open up the floor for nominations and the elections will be held, as scheduled, at this month's meeting.

Speaking of people who make a difference, there are a great number of people in the club who continue to step forward to make things happen... often behind the scenes. If you are aware of someone who deserves recognition, please let me know. At this time, I'd like to thank Stelio for all the work he has done to keep MWE alive, in whatever form it might take. He is also largely responsible for the new life of the Otay Lake float fly, so say thanks and help him out any way you can. I'd also like to thank a couple gentlemen who do some of the most vital, yet thankless work around the field. Lou Rossé and Don Griffin have been keeping the carpets clean and the runway clear for quite some time. Finally, I want to thank Robert Abel for all of the time and energy he has put into running our club raffle. Most of us probably don't think much about how those raffle prizes show up at the club meetings and events, but Robert has done a great job!

Don't forget about the holiday party coming soon...

Michelle and Mary Kay, two women who are near and dear to the hearts of many in the club, graciously took on the task of organizing this year's event and I can promise you that you will not want to miss it!

Sponsor



Silent Electric Flyers of San Diego
Holiday Party

Rockin Baja Lobster, 3890 Twiggs St., Old Town
Club Sponsored Raffle, Awards, Games

Sunday, 9 December 2007
No Host Cocktails @ 5:30, Banquet Room 6:00 to 8:00 P.M.
Build your own taco or fajita!

Includes Caesar salad, fresh salsa bar with warm, fresh baked flour tortillas, and unlimited "Family Style" platters of rice and beans
Coffee, Sodas and Tea
Chips and Salsa



Send \$20.00 to SEFSD c/o Steve Manganelli,
119 W. Walnut Ave. #9, San Diego, CA 92103-4842.

LAST CHANCE to Commit is December 5th



and the event came off flawlessly, another feather in SEFSD's cap. I couldn't be prouder of Randy Ritter, Michelle Baker, Steve Neu, Jeff Keesaman, Chuck Grim and Don Scegiel who selflessly gave up their entire weekend to bake in the sun wearing hard hats while I sat under a cool shaded tent with a cool drink listening for the times over the radio. Good deal, yes? Michelle's time to bake was not with a hard hat but over a hot stove being the purveyor of the chow including home made brownies, coleslaw, beans and macaroni salad. "Best race food I've ever had" explained eventual 4th place finisher and alternate Team Member Gary Freeman. The luscious BBQ beef from Abbys BBQ was a treat.

The difference between F-B and D is considerable. "D" is a pure 3 pylon race/time trial vs Distance-Duration-Landing with the B "gliders". They both go like heck: Don Scegiel brought his RADAR gun and clocked them in the 175+MPH range. The 3 pylons are arranged in a triangle (2) being 40 meters apart closest to the East end of our runway and the 3rd pylon 180 meters east of those, nearest Bay-Ho, the lonely home of Pylon #1 Judge Randy Ritter with long sleeve shirt, big hat (sometimes) and sunscreen (sometimes). Walkie talkies at all three pylons and the start/finish line proved invaluable not just for relaying pylon cuts to Starters Jeff K. and Steve N, but keeping everyone's head in the game.

The actual race is 10 laps around the aforementioned course from a flying start. Jeff and Steve signaled the beginning of the race by clicking a switch energizing a buzzer. Randy had a similar switch at his end which also toggled the buzzer indicating the pilot had passed the far pylon. The near pylon judges included Don Scegiel, who radioed in cuts or lack thereof after the heat. The 8 pilots registered to compete were all old hands at this, taking about 1 minute to complete the course. My job was to get the next pilot across the runway before current pilot was on approach to landing to keep the contest progressing. This cut the rounds down to about 45 minutes.

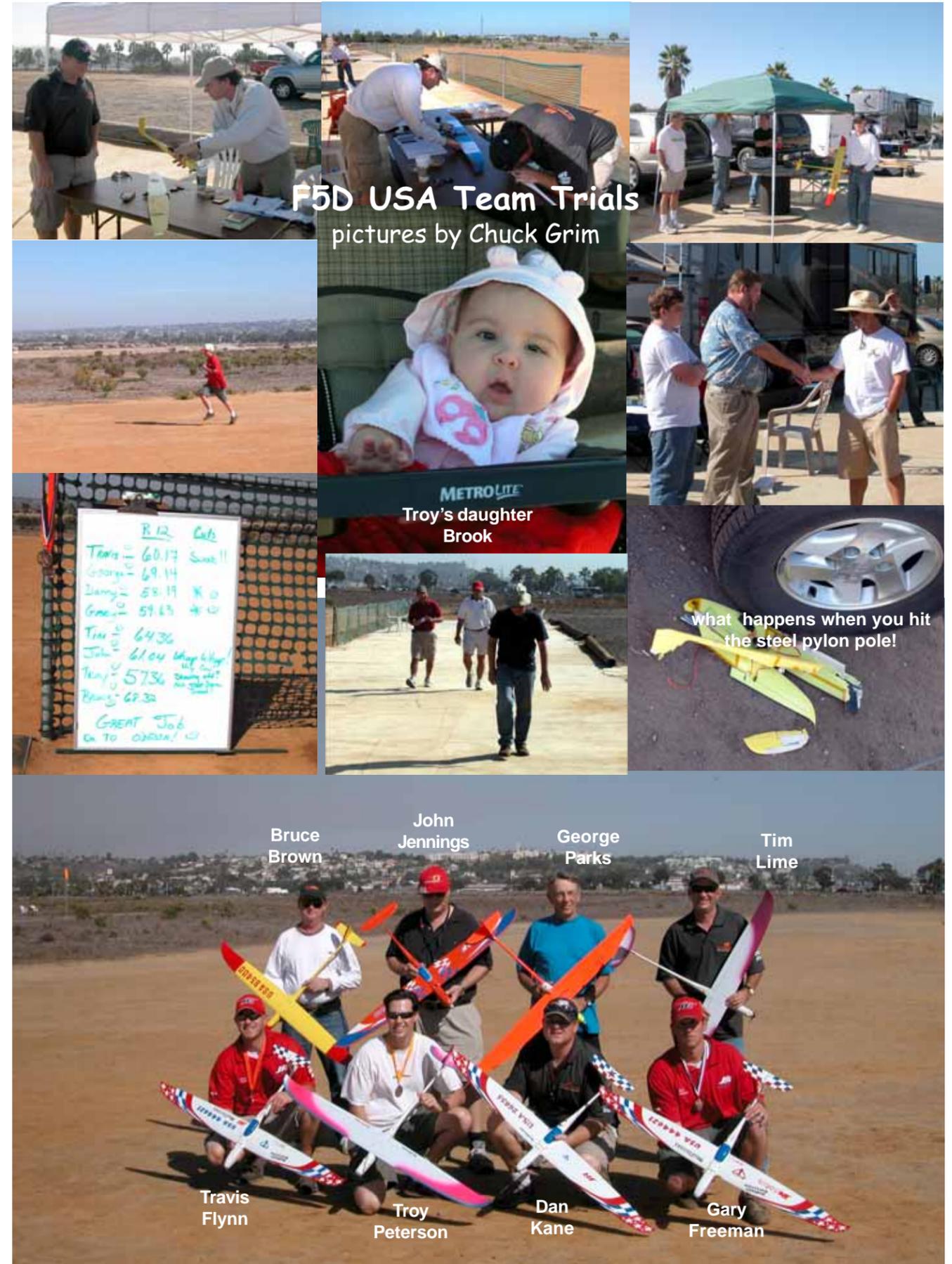
After a round or 2 of getting used to the flight order, we settled down to a routine. Sound boring? Routine is exactly what we want when running a contest with a trip to a World Championship at stake. Contrast "boring" with say, crashes, official errors requiring reflights or protests or worse; none of which we had. Each round's time was transcribed onto a dry erase board for all to see. When each round was tabulated, my capable score man and man-about-field Chuck Grim disappeared into the Trailer-office and entered the scores into an Excel spreadsheet for round normalization and placings. By around 2:30

P.M. Saturday, 48 flights, 0 crashes and 1 yummy lunch were under our belts.

The official F-5B methodology allows (1) round score to be thrown out after (4) rounds and a 2nd round score discarded after 9 rounds. The round score is simply the time in seconds. Oceanside's Troy Peterson was beginning to run away from the pack posting times consistently under 60 seconds. Troy had a different Neumotor/3S lipo setup than most of the other contestants with battery weight very near the 275 gram limit. Our own Bruce Brown had a conservatively weighing 4S Lipo setup and was giving up precious watts and RPMs to his competitors. It was unfortunate that most of this group came from afar, forcing Bruce to develop his setup in a vacuum, so to speak; I'm sure if he got more opportunities to race on an instrumented course with the other troops, he would have seen the light! Dan Kane was the second hot shoe flying a consistently clean and tight course getting occasionally below 60 seconds and not too much higher when above.

The real battle for the third place on the Team was between Gary Freeman Jr. and Travis Flynn. After 11 rounds, literally 10ths of seconds out of 600 total separated these 2 gents! The scoreboard was closely examined for throw-out strategies: what would it take to make round 12 a keeper and force a different throw-out? How much worse was Travis' worst than Gary's? Gary, feeling he had nothing to lose, went for broke and ended up cutting a pylon in round 12 which added 10% to the actual time by rule, which pretty much handed the 3rd spot to Travis, who now knew he just had to fly conservatively and not cut in his last round; ah, the joys and tribulations of racing! I also want to thank gracious competitors George Parks and John Jennings for coming all the way from Texas and Tim Lime for rounding our field and giving it their level best. Better luck next time, gents!

The last flight of the last round was go for broke in a different way: Troy Peterson was insurmountable from the podium after 11 rounds so instead tried to fly as close to the pylons as possible for his no-risk twelfth round. That Sunday was the 1st day of our unfortunate firestorm that caused so much havoc, but at our field generated ideal very low humidity, low wind conditions to go really fast. When the watch was clicked off after the 10th lap, a world record time of 57.36 seconds was recorded! A final congratulations to Troy, Dan and Travis, our World Championship F-5D Team going to Odessa, Ukraine to do battle alongside our F-5B Team of Steve Neu, Jeff Keesaman, and Lenny Keer. Godspeed, gentlemen, and ON TO ODESSA!



F5D USA Team Trials pictures by Chuck Grim

Troy's daughter Brook

what happens when you hit the steel pylon pole!

Bruce Brown John Jennings George Parks Tim Lime

Travis Flynn Troy Peterson Dan Kane Gary Freeman