



November, 2005
Volume xviii, 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 22

Electroglide
Saturday
following Meeting
9:30 AM, November 26

SEFSD Sport Fishing/ Flying at San Diego Wild Animal Park



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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.

THIS MONTH'S PROGRAM

by VP *Doug Rubin*

Dixon Lopez is our guest speaker this month! He will be talking about helicopters, everything from setup to flying! We will be showing a video and showing a few helis as well.

Dixon got started in the hobby racing RC cars and attending races along the west coast...got frustrated with the unsportsmanship conduct on the drivers stand and decided to try helis. "I got my first heli in 1995 on Christmas Day...It was a Hirobo Shuttle ZXX.". He never looked back after that.

Dixon is presently a rep. for Horizon Hobby/ JR .He attends various funfly events around the West Coast.

Professionally he is a surgical technician. He served 4yrs in the Navy as a Hospital Corpsman from 1985-89..

Aerospace Museum
Monthly Meeting site



Field

AMA Charter Club 3078 Latitude 32.7625480 Longitude 1721415
web site: <http://sefsd.org/> Zip Code 92109

2005 Miramar Air Show

photos by David Fee



Back cover

Upper LH
Pedro and his YAK - at Perris

Upper RH
Wakefeeld 1 & ? at Mission Bay

Strip
Five "big time" pilots and their planes

Center RH
A satellite in spce; photographed from another satellite - a first

Center LH
Twin Cabin single engine jet

Lower LH
more "Wake" at the field

Ower RH
Bob Piserchio and Jack Hix - trimming a competition Wakefield at Perris



from the Woodland/Davis Aeromodelers, Woodland CA

Power Switch Design

The power switch of your model is a critical aspect of the models electronic system; if it fails you are in trouble! The switch we have designed is much more reliable than a standard mechanical switch because it has no mechanical elements that can fail resulting in a no-power situation, and thus could prevent a major crash. The switch is based on a silicon-controlled rectifier, or SCR. Basically it is a controlled diode that only allows the electric current to flow in one direction, and it has to be triggered to do so. There are three leads on an SCR, the gate, anode, and cathode. The anode and cathode are just like a normal diode, but the gate allows it to function as a switch. After it is triggered, it will continue to allow current to flow until the load is removed, at which point it will reset. We use a standard radio power switch (B1) to control our failsafe switch. The radio switch turns the SCR on; the push-button (B2) turns it off. In Figure 1, your battery's positive input is connected where the input is designated, and the negative end of the battery goes to the ground, represented at the bottom of the schematic. The output (positive switched voltage) to your receiver is connected to the left, and the ground is again connected to the negative output lead. The switch works quite simply. When B1 is switched on, a current flows to the gate of the SCR, because the closed radio switch creates a circuit delivering voltage to the gate through limiting resistor R1. When the SCR sees this current, it turns on and allows current to flow through the SCR, and the LED will turn on. The LED circuit is required because it presents a small load on the SCR (-20mA) keeping the SCR activated. The LED also tells you when the circuit is on and delivering power to your



model. When B2 is pressed and B1 is no longer closed, the SCR is bypassed and current flow is interrupted through the SCR while the button is down This stops the SCR from conducting current and your model will now be off, and the LED will turn off as well. This unit should be more than what is needed by even the International Miniature Aerobatic Club model I designed it for (a 27% EXTRA 300S model with six digital servos). Be advised that having a high-current power switch is no longer needed since there is no significant current flowing through the mechanical switch, less than 20 mA or so. How to use the completed unit:-Turn on the main power switch (radio switch)-Make sure LED is ON and that radio functions correctly-Fly normally knowing that even if you turn off the radio switch or it fails into an open condition, the radio equipment will remain on until current is interrupted through the SCR by B2. To power down, simply turn off the main radio switch and momentarily press the N.O button (B2) to turn the radio off. The LED should turn off confirming the radio is now off. Parts List:2 x N.O SPST Pushbuttons - RS 275-1547SCR - RS 276-1067 (Good for 8 amps + and 75 amps surge) Red LED - RS 276-330220-Ohm Resistor - RS 271-1313 10-Ohm Resistor - RS 271-1301 Heatshrink Tubing - Preferably clear 18 Gauge wire (or larger depending on your needs) Radio Switch (to match your radio gear plugs)We hope that this project proves popular and useful; it is a much more reliable alternative to the outdated mechanical power switch. For more information please visit www.Anderson-Aurand.com. All circuits presented are designed by Ken Anderson and are 100% original work they may be published and reprinted at any time.



The President's Corner

By Steve Manganello



Greetings, Happy Holidays and Happy New year! This being my last column of 2005, this is my last chance to do so before the fact. Hope also you can join us at the Home Fire Grill December, 11 at 6:00 P.M. for our December Holiday Party which traditionally takes the place of the December monthly meeting. Repeat: the 4th Tuesday in December is not an SEFSD meeting night! Last month in a spate of political incorrectness, I called it our "Christmas Party". No mistake really; I'm not Religious at all but don't mind our Country's December Winter Solstice Festival being called a Christmas Party. So whatever you want to call it, come out. Our Editor Mr. Fee is trying very hard to procure some live entertainment; we will also have a club funded raffle which will include items oriented toward our non-modeler spouses and you don't even have to buy an advance ticket to attend!

While speaking of the Club funded raffle, I would like to take the opportunity to thank Diversity Models and Dymond Modelsports, both steadfast supporters of our self funded raffle. Contrary to what I last alluded to in my last column, we will be ordering off the entire Home Fire Grill menu, pay for what you order, sit down in our private room and they bring the food to you. It just occurred to me that we all need to do the same thing at roughly same time so as not to be rude to the entertainers with the clanking of forks. Exactly what that is, I don't know (yet) ; may I ask simply that you arrive by 6:30?

On to next year and Club Dues. This is important folks : we will not be haranguing you with "last chance to

pay your dues or else" throughout the Winter and early Spring! This year, the Board is asking respectfully that you pay both your AMA dues and SEFSD dues (still cheap at \$35, year) before the end of the year to extend your field privileges through the 2006 Calendar year. Mrs. Fee requests that you fill out the member renewal form accompanying this issue rather than just wave a check around saying "all my info is the same". Without the form, we don't know it's the same and the AMA requires we keep it all current, so help us out please! We still require proof of AMA membership with your renewal. So by all means, plan to remit at the November meeting or the Christmas er Holiday Party or download the form off the WEB on line and send it in with a check. We are able to figure out your AMA renewals for ourselves through the AMA, so when both your Club and AMA dues are paid, you will receive your sexy blue 2006 Frequency Pin Tag. If not, we will assume you no longer have an interest in flying in Mission Bay Park because you can't fly without Insurance! As long as I am on my soapbox, you really can't fly without SEFSD membership either, because only via that is the City of San Diego specifically indemnified as an insured party which is important to them!

Next, SEFSD elections. As this is being written, San Diego Mayoral elections are imminent (Thank goodness, One more "no on Prop this or that and I'll scream"). Our elections on the other hand are coming up at November's meeting. So far, I have no inklings of any other candidates for any office, but it's not too late! According to our bylaws, nominations for Officers are open until the November meeting so you have a couple more weeks to come forward. Again, please ensure your nominee is willing to serve. You may E-mail or call

any member of the Board with your nomination. Please give us a day or so before the November meeting to get all names on the ballot, OK?

An apology is in order to AMA District VP Rich Hanson. Rich turned out from Phoenix for our postponed San Diego IMAC pattern event scheduled for this past Saturday, November 5th. The message is, people we may not think are participants pay attention to our prose so when our inner circle changes it's mind, people may end up out in the cold! Hope he won't hold it against us in our future dealings with AMA. The postponement was necessary due to lack of Judge availability. Pattern Contest Judges pay is pretty low (like 0) so we really have to depend on volunteer spirit to carry the day. I believe we have the contest rescheduled for November 19th but that is subject to confirmation. Watch the WEBSITE for confirmation! Again with the benefit of hindsight, we should have put a postponement message on our WEBSITE!

In a similar vein, should I prevail as a 2 term President, we will be having the Board of Directors meeting a week earlier so that decisions made by the Board can be promulgated in the same month's newsletter instead of perhaps 2 months later. For instance the decision to require payment of dues before the 1st of the year was made nearly a month ago and unless you were at the October's meeting, you will be hearing about it for the first time when this issue hits print in approximately 2 more weeks!

Finally, I want to publicly thank my fellow Board members for their faithful service throughout the year. To Vice President Doug Rubin for filling in for me on the couple of meetings I missed and securing fascinating guest speakers for the entire year. While I'm

on meetings, to raffle-master Robert Abel for his tantalizing temptations requiring us buy many raffle tickets making the raffle a self sufficient part of the club meeting. Thanks to Mike Neale for perhaps one of the largest behind the scenes efforts, maintaining the Club Treasury and securing our both Federal and State Tax Exempt status which is a gift that will keep on giving. Thanks to Bill Fee for his World

Class Newsletter publication and Sylvia Fee for keeping the membership straight, the flight tags handed out, etc. Thanks to our Secretary David Fee taking concise notes of all club events which also requires attending all club events, a feat in itself! Thanks to Steve Neu for keeping us safe; to our true Master of the Web, Webmaster Stelio Jackson and of course our members at large

Tim Attaway, Chuck Grim and Ray Fulks all tireless in there efforts to aid and promote the club. Lastly, I wish fair winds and following seas to our Chairman of the Board David Pitcairn whom as this is being written, has accepted a position out of town and will soon be leaving us. Thank you David for your selfless service as President, 2003, 2004 and Chairman of the Board, 2005.; we will all certainly miss you!



Steve Manganelli brought the October general meeting to order at 7:06 PM.

Club Business

There were no guests or new members in attendance.

It was announced that club dues will now be payable as of January 1st. There will be no grace period. This change was introduced in order to streamline the membership book keeping.

Nominations were opened for club officer positions. A nomination form was passed out and elections will be held at the November meeting.

Robert Abel showed the goods that were available in the raffle. Included in the long list of items were several motors, a charger power adapter, batteries and ESC's, diamond cutting tools, a fire box, etc.

Club Events

The Holiday Party will be held at the HomeFire Grill near the Sports Arena this year. It will be held on the evening of Dec. 11th and meal prices range from \$6-20 per person.

There's a scale meet at the Weedwacker's field on Nov. 12th. The MWE/Spring Fling will be held on Cinco de Mayo weekend, 2006.



The meeting was adjourned slightly before 9PM.

September Meeting Minutes

by David Fee

Show and Tell

Steve Neu brought his new Avionik B06 F5B model. This is the latest and greatest from Sergey Sobakin. He also brought one of his new 19-series motors, nicknamed the "ORK," short for Out-Runner killer. The in-runner motor design allows for large diameter props to be used without a gearbox.

Bill Fee and Jack Hix showed the electric-R/C F1B Wakefield model that they collaborated on. Bill provided the airframe and inspiration, while Jack brought the ingenuity and patience to make it a reality. This project is really quite impressive.

Also on display was a WeMoTec MiniFan 480-powered witch. Just in time for Halloween.

Entertainment

This month we had a great presentation by team members of the UCSD Design Build Fly college engineering project. The team leader, Sarah Houts, outlined the contest rules, the design goals and the basic engineering process involved. Good luck!

Precision Aerobatics

The IMAC season finished up on Oct 22 23. The South West Regional championship was held in Las Vegas and members: Chuck McGuire in Basic, Ray Fulks and Pedro Brantuas in Sportsman and Steve Nelson and Tim Attaway in Unlimited filled up the tanks and headed off to Nevada. We each have flown 4 or 5 contests during the year and the Regional decides the final standings.

The Regional drew pilots from 4 states and 53 pilots actually competed. Chuck has been steadily improving and is starting to contend in basic with his Sukhoi. Ray Fulks choose his Composite ARF this time and nailed the majority of his sequences and finished 8th. Pedro Brantuas, sporting his ZN Extra 330, put pressure on the top pilots in the SW region by winning the first two rounds and never letting up. He was locked on, focused and putting up the top scores. He was clearly looking to take home first place over all the top dogs in the class who just recently flew at the Tucson Shootout. The winner of the Tucson Shootout in Sportsman was Eric Powell and Pedro was just barely edged out by him on the final round. Congratulations to Pedro. In Unlimited Steve and I were competing with 10 others in the Unlimited. Steve was consistently recording very good scores and in the early going was in fourth place overall. I did a little choking on a couple of snaps and found myself in a hole down in 8th place. On the final flight two guys squeezed past Steve and he wound up in 6th place and I could not improve my position on Sunday.

>> <http://edwards.airshowjournal.com/2005/>

Membership Note:

the next several months will be most difficult, We ask for your co-operation in following procedures and providing complete 2006 Application Forms. In this period we are faced with club renewals without AMA membership verification, AMA updates thru 2006 without payment of club dues, and fortunsately a swath of applications that are completed correctly and legibly.

Sylvia (and Bill)

The weather was brilliant for 4 days straight and flight conditions were perfect. Our time could only have been improved with higher place finishes. Our enjoyment was enhanced when we found our good friends and club members Gene and Shirley Wagner making a special effort to come over to Vegas to join us in our adventure. They even had dinner with us at Sam's Town on the final night. It was terrific to see them in good health and they are coming to San Diego soon to spend the winter months.

The 2006 season shapes up with 25 possible contests in the region, 11 in California alone. San Diego has a number of pilots that are showing interest. Five traveled to the Regional and we have about 4 or 5 that are in a learning pattern to maybe give it a try in 2006. We welcome all those that are interested to come out and ask questions and get involved with scale precision aerobatics. Want more information try www.mini-iac.com.

As far as the Precision Aerobatics Electric event at the SEFSD field the new date will be on November 19th at 8:30 AM until complete.....depending on number of pilots. We will fly the current Sportsman sequences of IMAC found on the site above. We will fly 4 sequences. We will have the assistance of Steve Nelson to help Tim do the judging. Lowest scored sequence will be thrown out. The top three will be used to determine the top 3 places and they will get some kind of award. Remember this is just a fun competition and it should be looked at that way.

Please notify Tim if you plan to fly in the event. If less than a minimum number we will need to cancel and just make it a clinic type event. 619 427 6392

First flight of the QQ Yak-54 by Pedro Brantuas

First flight of the QQ Yak-54 102" was successful today. The motor is a NeuMotor 2215 code name BAM distributed by Steve Belknap from FlyDMA.com and manufactured right here in the U.S. by Steve Neu who is a member of the USA F5B team and is world known for his high efficiency brushless motors. The controller is a Castle Creations HV-110 with a great number of features and an exceptional throttle curve, Servos are the new Hitec HS-5955TG with 333 oz. of torque with two servos on each wing half, one servo on each elevator half and one servo on the rudder and of course batteries are Thunder Power 12s3p 6400mah pack

The airplane went together in two days worth of work, and it was a piece of cake to put together. The all up weight came in at 21lbs, but it was a bit tail heavy, and with the help of Mark Ferreira we added about 2 1/2 lbs of weight to the nose to get it to balance before the maiden flight. The power system provided about 5,000 watts (around 6.7 HP) and the

plane had unlimited vertical performance. This thing is an exceptional 3D machine. The first flight which included rolling circles, stalled turns, harriers, torque rolls and knife edge flight was all done without trimming the plane one bit. This thing is solid. My thanks go out to everyone for making such a great product, and for those of you considering this power system for your next 30-35% airplane..... Just do it! You will love it.

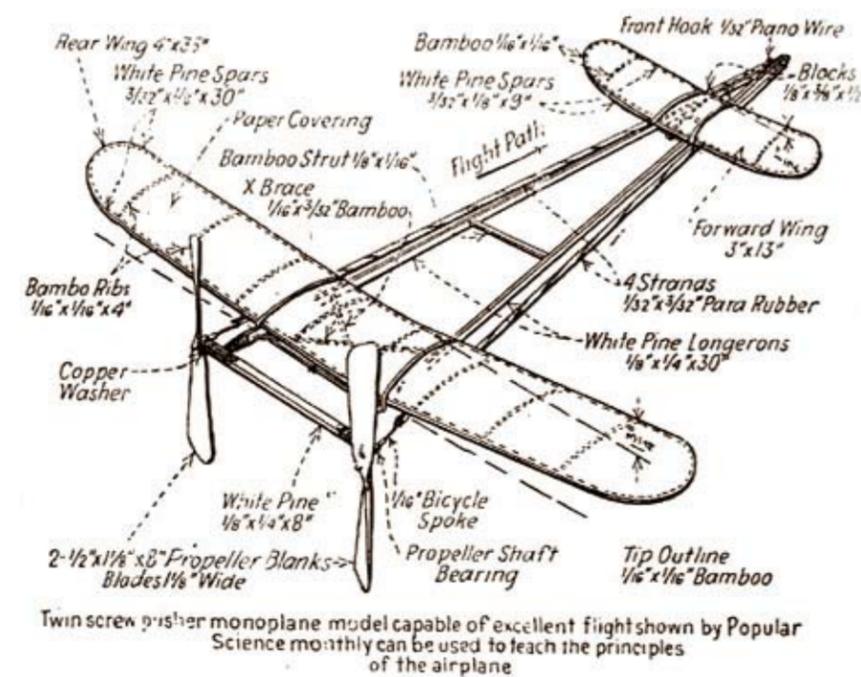
- QQ Yak-54 102"
- NeuMotor 22/15 BAM
- Castle Creation HV-110
- 7 Hitec HS-5955TG servos
- Thunder Power 12s3p 6400 mah
- 31x18 wood prop - FlyDma.com
- All up weight 24lbs
- Current draw 120 Amps

One motor, one plane, many batteries.



Silent Electric Flyers of San Diego

Peak Charge



Silent Electric Flyers of San Diego

Peak Charge



Holiday Greetings

Come celebrate with old friends and new

Sunday, December 11th, 6:00 PM until
No ticket to buy - pay for what YOU order off the menu

Entertainment
Nick Beasley - Stand Up Comedian
Jack Hix-guitar and soloist
Carolers from Solana Beach Presbyterian Church

HOMEFIRE GRILL

COMMUNITY ROOM

3750 Sports Arena Blvd., San Diego



SALADS

All salads are prepared fresh every day using the finest ingredients and then tossed with our made-from-scratch dressings.

	Regular	Large
House	4.95	6.95
Mixed greens, tomatoes, cucumber, cheddar cheese with your choice of dressing.		
W/Chicken Breast	8.95	14.95
W/Tri-Tip, Salmon or Shrimp	9.95	15.95
Caesar	4.95	6.95
Crisp hearts of romaine tossed with croutons and shredded parmesan cheese, tossed with HOMEFIRE's Caesar dressing.		
Add grilled chicken	8.95	14.95
Cranberry Spinach	8.95	9.95
Baby spinach, toasted almonds and dried cranberries tossed in our sweet poppy seed vinaigrette.		
Greek	7.95	10.95
Crisp hearts of romaine, kalamata olives, green olives, tomatoes, red onion and cucumber, tossed with a fresh oregano vinaigrette. Topped with feta cheese and Greek peppers.		
BBQ Chopped	7.95	11.95
BBQ chicken or tri-tip mixed with chopped greens, roasted corn, pepper jack cheese, black beans, jalapeno, tomato and green onion. Tossed with our BBQ ranch dressing and topped with red tortilla strips and olives.		
Grilled Chicken Gorgonzola	7.95	11.95
Grilled chicken breast, mixed greens, toasted walnuts, red onion and a generous portion of gorgonzola lightly tossed with our house made balsamic vinaigrette.		
Cobb Salad	9.95	13.95
Mixed greens layered with a chicken breast, smoked bacon, avocado, egg, cheddar cheese, bleu cheese, tomatoes and cucumbers. Served with your choice of dressing.		

SOUPS

Tasty slow-cooked comfort in a bowl.

HOMEFIRE GRILL

TRI-TIP
10-oz. Choice brisket seasoned with cracked pepper and garlic and slow-cooked to mouth watering perfection. Your choice of BBQ-style or with gorgonzola butter. 12.95
ROTISSERIE CHICKEN
Half of a flame-roasted chicken seasoned with HOMEFIRE's special rub. The tender, juicy meat and delicately crisp skin make for a true family-pleaser! 8.95
BBQ BACK RIBS
Half rack of our slow-roasted BBQ back ribs. Tender, juicy, tasty and messy! 12.95
CHICKEN BREAST
Grilled boneless, skinless chicken breast cooked to perfection. BBQ or Lemon Pepper. 8.95
SALMON
Fresh 8-oz. Char-grilled fillet with a sweet pepper teriyaki glaze. 10.95
All above selections served with: <ul style="list-style-type: none"> choice of small House, Caesar, Greek or Cranberry Spinach salad choice of any small side dish Bread Bits.

... and more

PASTAS

Add a small House, Caesar, Greek or Cranberry Spinach salad for 1.95

Penne Fresco	7.95
Fresh tomato, fresh garlic, fresh basil, olive oil and parmesan cheese.	
Chicken or Shrimp Fettuccini Alfredo	Chicken 7.95 Shrimp 9.95
Sauteed chicken or shrimp, mushrooms, and parmesan cheese tossed in a light cream sauce.	
Mediterranean Chicken Pasta	7.95
Sauteed chicken, kalamata olives, feta cheese, fresh tomatoes, fresh oregano, olive oil and garlic tossed with penne pasta.	
Spicy Italian Sausage Penne	7.95
Grilled red and green peppers, caramelized onions, fresh oregano, spicy Italian sausage and marinara sauce.	

PIZZAS

	12" (3 slices)	16" (5 slices)
Three, Four or Five Cheese	8.95	11.95
Three-Mozzarella, provolone, parmesan, Four-Cheese, Five-Cheese and pizza sauce.		
Margherita	7.95	10.95
Fresh tomatoes, basil, parmesan, garlic and olive oil.		
Pesto Supreme	10.95	14.95
Sun-dried tomatoes, feta, mozzarella, provolone and basil pesto.		
Pepperoni	8.95	11.95
An all-time favorite with pepperoni, mozzarella, provolone and pizza sauce.		
California Chicken Avocado	11.95	15.95
Basil pesto topped with rotisserie chicken, red onion, mozzarella, provolone, and feta. Topped with fresh avocado and basil.		
BBQ Chicken	10.95	14.95
Our famous BBQ sauce, rotisserie chicken, red onion, mozzarella, provolone, and parmesan. Topped with		

The Gate

By Bill Fee

Recently the subject reared its ugly head again, the closing, that is. Turns out that everyone is right; well, sort of.

The city or the parks board or whoever, set a number of stipulations regarding the club's use of the field. They were concerned about bikers and hikers and campers and homeless, and asked—required—that we control the use of the area, and that the gate be closed and locked when the field was not in use by club members.

We were asked to draft a “contract”, a use permit that would incorporate these stipulations, and the elected board of that time frame arbitrarily included in the use permit that the gate should be kept closed at all times to dissuade “strays” from wandering in to the area.

Imposition of that article does impose an inconvenience on our membership, and in the case of some of our handicapped faithful, it is a definite

hardship. Most members accommodate individuals who they know to have a problem and open and close for them, but when a handicapped member is coming or leaving alone ... The board is reluctant about suggesting a change in the agreement for two valid reasons. Firstly, the relationship with the city is sensitive, and any recommendation of change can arouse negative reactions, and possibility of cancellation of our permit. Second, the closure condition in the contract does give us a valid reason to enforce a members-and-guests-only use on the area.

The board acknowledges that during the week non-member traffic of the curious is light, and nobody really enforces the gate closure term of the use permit. To assure authorization to use the sight as long as possible, be considerate of others, and that includes the birds and the bikers and the hikers, when they are in their assigned territories, in the air, or on the ground.

Remember; it's not us and them; it's WE together, that makes SEFSD a club

It's bad enough to try to control outsiders, but we have absolutely no control over non-members with AMA licenses flying at the field all year long without joining the club. Please don't fraternize with individuals who don't pay up, pay up, and play the game.

the engineer and the manager

A man in a hot air balloon realised he was lost. He reduced altitude and spotted a woman below. He descended a bit more and shouted: 'Excuse me, can you help? I promised a friend I would meet him an hour ago, but I don't know where I am.' The woman below replied, 'You're in a hot air balloon hovering approximately 30 feet above the ground. You're between 40 and 41 degrees north, 59 and 60 degrees west.' 'You must be an engineer,' said the balloonist. 'I am,' replied the woman, 'How did you know?' 'Well,' answered the balloonist, 'everything you told me is technically correct, but I've no idea what to

make of your information, and the fact is I'm still lost. Frankly, you've not been much help at all. If anything, you've delayed my trip.' The woman below responded: 'You must be in management.' 'I am,' replied the balloonist. 'How did you know?' 'Well,' said the woman, 'you don't know where you are or where you're going. You have risen to where you are due to a large quantity of hot air. You made a promise which you've no idea how to keep, and you expect people Beneath you to solve your problems. The fact is you are in exactly the same Position you were in before we met, but now, somehow, it's my fault.'

TREASURER'S REPORT 2005

Michael Neale

The bank account began the year at \$20,504 and I estimate it will close the year at approximately \$23,210. Our net income for 2005 will be \$2,706.

Subscriptions, flying members (\$35) and newsletter only members (\$15) accounted for \$8,612 income. Our other main source of income was the Mid-Winter Electric's with a net income of \$5082.89.

Our most significant expenses have been the Peak Charge newsletter (\$5943.99), and our two new generators (\$1698) as well as our membership of the Aerospace Museum (\$500).

Robert Abel has run an excellent raffle using the sales of raffle tickets to buy the next month's prizes. So we have broken even on the raffle – well done Bob!

Our membership has remained at around 250. Sylvia and Bill have taken on the membership task, which has helped me out considerably.

The Raffle *by Robert Abel*

This month is the last regular raffle for the club. The raffle has been self supporting due to the generous support of those who attended the meetings and BOUGHT tickets. Support from several sources, namely:(not listed in any order) Helmuth and Ziggy at Dymond models, Hobby People, convoy store, John at Discount Hobbies, Steve Belknap at Diversity models, Steve Neu of Neu Motors, Hobby Lobby, on line. Several Club member donations, Notably, Dwight Bishop whose generous donation made it possible to acquire items for the raffle. These people support our hobby and deserve recognition for their support .THANKS to ALL.

Bring money, Optic 6 with spectra module, radio case, trim sealing Iron, Lipo battery from Steve, a fire box, plane and a couple of other items. IF<I can get it done: A Big surprise. Safe Landings, Robert Abel

Following my obtaining nonprofit Mutual Benefit Corporation status for the Silent Electric Flyers Inc. late last year I successfully obtained 501 c7 and 23701g Federal and State franchise and income tax exemption during the course of this year. The biggest benefit of being a non-profit and tax-exempt is that we will not have to pay the high fees for running the MWE that we were asked to pay in earlier years. If we keep our gross income below \$25,000 and make 65% of that income from club members then we will not have to file annual tax returns. You can be sure I am going to make certain we don't have to file!

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 at a high level so everyone can understand the clubs 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 2006 flying season.

MWE Spring Fling
Electric in the West
May 5, 6, 7th, 2006

presented by
**Silent Electric Flyers
of San Diego**

Loads of Open Flying
Events on Website sefsd.org
Vendors
contact Steve Mangnelli
sefsdpres@yahoo.com

Spread Spectrum

On October 20, 2005, Horizon Hobby and Spektrum RC announced the release of a new 2.4 GHz radio control system utilizing digital spread spectrum (DSS) technology. This system is designed for flying smaller park flyer and micro/mini helicopter-type aircraft. This is exciting technology that we will see integrated seamlessly into our flying site operations. It is very important for AMA members to understand that *the operation of this type of system has no effect on the operation of our other systems operating on 72 MHz*. Additionally, it is very important for members to understand that *there is no plan to phase out the 72 MHz band or any other bands currently authorized for radio control air and surface models*.

It is our hope and apparently that of Horizon and Spektrum that this use of the spread spectrum technology will grow within the park flyer, foamie and micro/mini helicopter ranks with the release of this current system. This means that those operating that type of aircraft will no longer have to worry about interfering with flying sites operating aircraft within the 72 MHz band. They will be able to fly safely and securely anywhere there is enough room and permission to use

the site has been granted. Additionally, those flying on 72 MHz at the more traditional flying sites will not have to worry about those flying with spread spectrum systems regardless of where they are flying.

It also appears that the introduction of this system for aircraft (and last year's introduction of a surface system) is the beginning of a new era for radio control. We fully expect to see systems designed for the operation of all other aspects of radio control model aircraft to be introduced. The time frame for additional new systems is not known at this time. It is reasonable to expect that most radio control system manufacturers are working on systems with this technology.

AMA has been involved with the use of the 2.4 GHz band actively since 2003. At that time the AMA attorneys who represent us before the FCC helped us determine whether or not the use of this band, and spread spectrum technology within this band, was legal for the unlicensed operation of surface and air models. We were advised at that time by several manufacturers that they were working on systems utilizing this band and technology. In July of this year, AMA published the article [Digital Spread Spectrum, The Story So Far](#) by AMA

Frequency Committee member Dan Williams in *Model Aviation*. The article included a sidebar on *Milestones in Radio Control* written by me. This is an excellent primer on DSS. You can access the article on the web site by clicking the above link.

AMA has spent several months testing the surface systems released last year. A new spectrum analyzer was purchased that does a better job of looking at this technology. AMA is now involved in testing the new aircraft system. Extensive test flying and bench testing is planned. AMA's purpose in this testing is to gain more knowledge about the operation of this type of system and impart any knowledge gained to the membership. Rest assured AMA will continue to explore this technology and help guide members as needed in the use of the technology. Keep an eye on this web site and *Model Aviation* magazine for more information. A new feature article on DSS is planned in the near future. Additionally, I will continue to publish information as I obtain it in my Technical Director's column. As Dan Williams wrote in his first article in July...*enjoy the ride, it's going to be fun!*

—[Steve Kaluf](#), Technical Director; AMA Frequency Committee Coordinator

2006 AMA Renewal Notices

It's that time of year again!

Renewal notices and ballots will be going out in separate mailings. Ballots are scheduled to be mailed the week of September 19 to coincide with the October issue of *Model Aviation* where you will find the Executive Council candidates' statements. [Candidates' statements](#) will also be posted on AMA's Web site and a printed copy can be obtained by calling (800) 435-9262. Please take time to review the statements and cast your vote. This is your organization and these individuals represent you; the Executive Council is the policy making body for the Academy. The renewal notices will be mailed between October 3 and October 11. All notices will provide you with the amount due for 2006; this would include any prepaid money or reduced fees. Should you have a question concerning the amount due, call toll free at (800) 435-9262 and a Customer Service Representative will assist you. Make sure you have your AMA number ready when you call.

Don't wait for that renewal notice to arrive in the mail, you now have the opportunity to renew online at www.modelaircraft.org. AMA's online renewal is fast and easy. You are required to have an E-mail address to use this system and obtain a password. Instructions are listed on the Web site.

Flight Formation

by Keith Davis

Has there ever been a time when you looked up in the sky to see a bunch of airplanes flying in formation and wondered what type of formation it is and why that particular formation? Well, believe it or not, there are names for these formations and the airplanes are not just flying in some random pattern that looks cool (in most cases). Hopefully I will be able to explain some of the major types of formations used and some of the advantages and disadvantages of them.



Straight Trail Formation: Aircraft fly in a straight line, nose-to-tail, usually each aircraft flies slightly higher than the one in front of it to avoid turbulence. This is the least desirable formation to fly in because it is difficult for the formation to determine what the lead aircraft is doing. Also in a combat situation, the entire flight may fly directly over ground anti-aircraft weapons and no one can cover the trail aircraft. In addition, this setup is the leading cause of most formation mid-air collisions.



Silent Electric Flyers of San Diego

Staggered Right or Left Formation: The first



formation. The second aircraft flies 30° to 60° off of lead's wing. The third aircraft flies behind the first aircraft and 30° to 60° off of the second aircraft. The fourth aircraft flies behind the second aircraft 30° to 60° off of the third aircraft. This formation allows everyone to anticipate what the lead is about to do. This is a common formation for U.S. combat transport helicopters. Many helicopters can fit into a small landing zone at one time and adequate fire cover can be provided for each other.

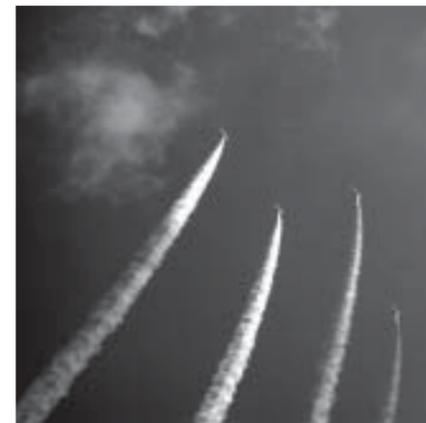
Echelon Right or Left Formation: The first



formation. The second aircraft flies 30° to 60° off of the first aircraft. The third aircraft flies 30° to 60° off of the second aircraft. The fourth aircraft flies off of the third aircraft. All aircraft will stay on the same side of each other. This is a common combat formation used by U.S. ground attack pilots. The lead aircraft would roll onto target and the flight would follow in, one at a time.

That just about covers the major formations used by most military and civilian aircraft. Of course there are many other types of formations out there, such as the "Vee" formation, diamond formation and the box formation. You can see most of the fancy ones performed at airshows.

So now that you studied these formations, find a few of your flying buddies that you can really trust, and go out and practice a few of these.



Peak Charge

San Diego Electroguides -- October 29 October 2005

Again, a day with minimum lift! Those who got high enough contacted a little zero-sink to prolong their flights -- those who didn't, came down real fast!

Everyone seems to be doing better on the spot landing part of the contest. With the seven pilots and 21 total flights, eleven landings were for points. Perhaps the rather calm surface winds had something to do with it, but I think that pilot proficiency is improving. There were no thirty pointers (Bob, you do chalk a small center circle!) , but 5 twenty pointers (Pedro, made three of them).

We did have a potential of three or four Open Electroguides, but only two of us got things working right enough to get in the three tosses.

And we still have more room in both classes, the speed 400 or the Open. So come join us next month! And for those of you who just choose to watch, the first toss will be on Saturday, November 26th at 9:30.

For more information, give me a call at (619) 469-5566 or an e-mail me at donk126@sbcglobal.net.

Don Wemple

The September San Diego Electroglide

Pilot	Freq.	Model	Toss 1	Toss 2	Toss 3	Total
Pedro Brantuas	48	Lil Bird II	74	60	69	203
Russ Parks	26	Sergio	60	43	62	165
Dave Kemper	37	Pulsar 2005	56	66	42	164
Don Wemple	43	Sky Sergio	48	34	25	107
Zeke Mazur	29	Lil Bird	41	0	38	79
Fred Daughery	15	Ascent	23	30	23	76
R. Kantner	32	Flu 2	30	3	6	39

The September Open Electroglide

Russ Parks	26	Super Bird	46	59	29	134
Don Wemple	43	2.2 m Bird	40	52	32	124

Silent Electric Flyers of San Diego

Peak Charge

Harold Bettis Turns 87

By Chuck Grim

Don Griffin arranged a pancake breakfast on Friday October 28th at the flying field for Harold Bettis's 87th birthday celebration. Marilyn Monroe was there to sing happy birthday to Harold. The event was captured in pictures.

Congratulations to Harold for reaching this milestone.

Also shown are pictures of Harold with his plane in 1968 and a recent one with his new B-25 Mitchell.



The Monster Electric Ducted Fan (EDF)

Here is the write up of my sharing at the Oct meeting

by Jim Marr

Those of you that were at the October SEFSD meeting may remember that I won two items at our monthly raffle. I received an Electric Ducted Fan donated by the program presenter, Chris Wolfe of Jet Hanger Hobbies. The EDF arrived special delivery within 3 days of our meeting. After examination it became apparent that the Align 400S Outrunner Brushless Motor I also received from the raffle, courtesy of Steve Neu of NeuMotors, would work in the WeMoTec Mini Fan 480. Having watched several EDF Jet Models at speeds of 100 mph I was wondering what I would do for a model that would fly a little slower.

rary junction. The Mini Fan 480 EDF assembled easily with the 400 S Outrunner. The demonstration rig is powered with a Dymond Model 3S2P 8000 ma Lithium Polymer battery protected from over use with a Diversity Model LiPoly Saver Unit (manufactured by Steve Neu). This setup draws 11.5 amps at 11.9 volts for 137 watts and produced about 16 oz. (453 gms) of static thrust as presently monsterized."

Flight characteristics were limited to one dimensional line with a rudder for rotational and direction control. The demonstration model at the meeting was modified to reduce line drag and rotation solving the flight problems demonstrated at the meeting.

With Halloween approaching I decided upon a flying Monster Electric Ducted Fan (EDF) idea as a tempo-

The enclosed pictures show the finished product on site.

ARIAL BRIDGE

Part of INSITE 05

By Chuck Grim

Several members of our club participated in Aerial Bridge on September 24th an event that was part of a large cross border art project called Insite 05. This art project is one of several Insite's that have been held in San Diego and Tijuana every few years.

Participating in the project from San Diego were Ray Fulks, , Tim Attaway, Chuck Grim, Doug Rubin, and Michael Blott of our club and Dickson López a noted local helicopter pilot. Participating from Tijuana were Alan Andere, Neuton Chávez, Alejandro Guzmán, Gildardo de la Mora and Gerardo Ontiveros of Club de Aeromodelismo Real del Mar.

there on the concrete channel marking the separation of the two countries. The pilots and their gathered in the spirit that we are all one people of the earth and the model airplanes crossed the border at will showing the artificial nature of the demarcation line.

The venue was very interesting in that the spectators were on the top of the western dike of the channel and the pilots were in the bottom of the river channel about twenty feet below. The spectators had a view of the planes flying from below them to their level and above.

The Artists Initial Rendition of the Project

Quoted from the Insite 05 website

“Aerial Bridge brings together diverse members of model airplane clubs in San Diego and Tijuana through a creative process of personalizing model airplanes and co-created a flying event at the

border. Intrigued by the way that the passion that a hobby engenders can connect disparate individuals, Gomulicki has worked for over a year with pilots from both sides of the border. In Aerial Bridge the experience of personal fantasy that is expressed in the designing and building of model planes combines with the unique experience of forging relationships that transcend cultural patterns and territorial demarcations. “

Artist Maurycy Gomuliki from Poland and now residing in Mexico City and Warsaw was chosen to do one of the projects. Aerial Bridge grew out of his love of airplanes that he got from his grandfather in Warsaw.

Artist - Maurycy Gomulicki
Maurycy Gomulicki (Warsaw, Poland, 1969) studied graphic art at the Academy of Fine Arts in Warsaw and continued his studies in Barcelona, Milan, and Mexico City.

The event was held in the Tiajuana River bed at the border. There is a yellow line



Jokes

A young man comes home and says “Dad, I just got my driver’s license and would like to use the family car.” Father replies, :”O.K., on. But, fi rst, you have to get good grades in School, keep your room clean, make the yard is neat, and cut your hair. Come back in a few months and then we’ll see.” Well, several months pass and the young man comes into the house with his report card in his hand.“Dad, I got great marks on my report card.I’ve been keeping my room as neat as a pin, and the yard is always ship-shape. How about letting me use the car?” Father replies, “That’s all true, but son you didn’t cut your hair.” Son says, “But, dad, Jesus had long hair.” Father replies, “Yes, son, you’re perfectly right. And he walked everywhere he went.”

1. Don’t imagine you can change a man unless he’s in diapers.
2. What do you do if your boyfriend walks-out? Shut the door.
3. If they put a man on the moon — should they put them all up there?
4. Never let your man’s mind wander — it’s too little to be out alone.
5. Go for younger men. You might as well, they never mature anyway.
6. Men are all the same — they just have different faces, so that you can tell them apart.
7. Defi nition of a bachelor; a man who has missed the opportunity to make some woman miserable.
8. Women don’t make fools of men — most of them are the do-it-yourself types.
9. Best way to get a man to do something, is to suggest they are too old for it.
10. Love is blind, but marriage is a real eyeopener.
11. If you want a committed man, look in a mental hospital.
12. If he asks what sort of books you’re interested in, tell him checkbooks.
13. Remember a sense of humor does not mean that you tell him jokes, it means that you laugh at his

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Typoglycemia: Don’t delete this because it looks weird. Believe it or not you can read itI cdnuolt blveiee taht I cluod aulaclyt uesdnatnrh waht I was rdanieg

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Amzanig huh? Yaeh and yuo awlyas thought slpeling was ipmorantt.



Excuses for Unacceptable Editing

by *Bill Fee*

This afternoon I received a phone call drawing attention to the fact that there were and alarming and annoying number of errors in the October issue of Peak Charge. In the main, the criticisms were just and fair, which was all the more upsetting to me, considering that the source (who shall remain nameless) does not have good mastery of the English language.

The copy on our web page will have the errors corrected. Word has spellcheck, and PageMaker has Story Editor. Between the two I have no excuse for the mistakes that found their way to the publisher.

I can't promise that every future issue will be "clean", but I will make a better effort to edit incoming materials in the future.

Scanned articles that are subjected to "optical character recognition" are especially subject to random glitches, but downloads from e-mails are also error prone.

But that is just the beginning. A PageMaker page typically consists of a number of elements, both text and graphic. When everything is "just so" (the way I want it), I need to group all the elements into one so they won't move about (especially a concern where I am using word wrap around graphics), then lock everything in place and save.

Then I make a booklet, with pages grouped the way I want them to appear in the final publication. Sometimes things move or drop out in that process (admittedly, normally when I have failed to complete one of the preceding steps). It's time to proof again, back up, solve any problems, make the book one more time, and PROOF. If all is well, it's time to prepare the document for the printer. With our relatively small distribution, I am spared colour separation and RGB/CMYK concerns. We print on a good copier with good paper stock. But wait--we still have to get it to the printer.

When I started this job, I put my PageMaker file on a CD and carried it to the printer. I soon discovered that most print houses preferred to work with the universal file type PDF. I found that occasional problems developed in that conversion, and it was necessary to once again check everything, first the PDF file itself, and then, the copy on the CD.

Nowadays the PDF is transmitted directly to the printer. I have been proofing the colour cover before printing (although frequently there is an undesirable colour shift sometime between when I proof it and when the cover is run. I had been dissatisfied with black and white graphics printed from colour pictures (the website version of PC retained colour throughout), but I have resorted to converting all interior pictures to black and white in Photoshop to get better greyscale conversion).

From now on I will make another trip to the printer for final proofing before the run.

From a technical point of view I am totally unqualified to critique input materials. I count on accurate input from the source, although from time to time I submit the material for proofing to someone else (like David).

Lastly, when you receive the newsletter is largely beyond my control. In recent months I have had excellent support from those who regularly provide me with input. But the Post Office is something else. This month I dropped the publication off a week ago last Friday at noon, and most people had not received it eight days later.

Note: the Post Office has given TOP PRIORITY to that incessant (NOT just last minute) barrage of unsolicited election materials for current mail delivery problems (and I thought that the Post Office was controlled by the Federal government

"The presence and power of the aerial myth is solidly founded in the North American conscience. At San Diego's bay there exists a physical, sensorial fact of aerial transit and military aerial movement. (It is in fact where the

military allows itself most to be seen at first sight). In San Diego one can see a lethal Cobra helicopter, touch the motor of the legendary Messerschmidt Me-262 or stand below the shadow of the Black Bird SR-71. "Top Gun", "The Right Stuff", Werner von Braun and Spirit of San Luis are

alive here and San Diego, nevertheless not without reason, is proud of them. "The military and pilots, are the most romantic people that exist"-- states a friend from San Diego. Flying has always been the largest (after combating death) human desire."

Captions for pictures on Center Spread

1. Alan Andere's plane had rockets on each wing tip that were ignited in flight when the plane was flying up.

2. Alan Andere placing a rocket on the wing tip of his plane

3.

4. One of the Mexican pilot's plane

5. The curator Tania Ragasol straightening the streamers on Ray Fulks' plane.

6. Flight line

7. Ray Fulks plane at the front of the flight line.

Second row

8. Flight line

9. Spectator bleachers at the top of the dike

10. Doug Rubin, Ray Fulks and

Dickson López over looking video production.

11. Curator Tania Ragasol descending the bank of the dike below the spectator bleachers

12.

13.

14. The pilot area

15. Water truck spraying for dust control

16. Ray Fulks and Doug Rubin

17. Artist Maurycy Gomulicki announcing

18.

19. Doug Rubin spotting for Dickson López flying one of his helicopters

20. Artist Maurycy Gomulicki looking up at a plane flying

21. Two of the Mexican pilots and one of their planes

22. 23. 24. 25. 26. A small dike holding back water broke and flooded part of the river bed during the flying.

27. Dickson López flying one of his helicopters
28. Doug Rubin

29. A group of the pilots watching a flight

30. Curator Tania Ragasol and two of the Mexican pilots

31. More of the flood

32. A group of the pilots

33. 34. A Mexican television station reporter interviewing the artist Maurycy Gomulicki

35. A Mexican television station reporter interviewing pilot Alan Andere



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