



June, 2009
Volume xxii, Issue 6

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 June 23rd

Program TBD

Electroglide

3rd Saturday, preceding meeting



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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 Cover

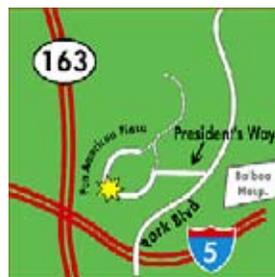
by Bill Fee

The front cover of most issues of **PEAK CHARGE** displays pictures of participants and their airplanes. This time around we are featuring front and center a few of the people who make it all happen, who sacrifice their time so others can enjoy the fun in the sun that we call MWE/Spring Fling.

On this month's cover, the top overlay picture from left to right features Don Wemple and Don Madison. In the bottom overlay picture from left to right; Forrest Simmons, Michelle Baker, Abby Masden, Donnelle and Don Griffin, and xxxxxxxx.

Abby's dad Chris also worked Saturday & Sunday. Other members from Miramar were Don Robinson, Ed Gurule, Bob Mosley, Andy Woerner, Paul Stenberg & Curtis Kitteringham.

Note: All Spring Fling pictures used in this issue (other than those which include herself) were taken by our Membership Chairperson, Sylvia Fee.



Aerospace Museum
Monthly Meeting site



Field

AMA Charter Club 3078

Flying Field GPS Coordinates

Latitude 32.7626416 N Longitude 117.2143138 W

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

Zip Code 92109

The President's Corner

By Randy Marsden

MWE has come and gone. The raffle was a big success – thanks, sponsors and vendors! Thanks, Don and Donnelle, for all your hard work at the registration tent! This event went very smoothly because Frank Gagliardi and his platoons of volunteers developed a good plan and executed it flawlessly. This year, we also have to thank the Miramar RC Flyers who loaned pop-ups and labor to us for this event. To repay their generosity, I will keep you informed of events at their field for which we may be able to offer assistance. They have an IMAC contest at the end of June, so if you are interested in helping them out for that event, contact one of the officers listed in their newsletter. We are planning more events in the months to come. These will not be on the scale of the Spring Fling, but we hope they are fun for the participants all the same. An electric helicopter fun fly, SEFSD swap meet, Jet Day by the Bay, etc., and the usual sched-

uled monthly events will of course continue. As details on dates for these are finalized, we will let you know.

The May program included a crash course in scale detailing presented by Frank Gagliardi. Weathering with an airbrush, making rivets with canopy glue, and several other ‘secret’ tricks were demonstrated. It was like going to a behind-the-scenes tour at a magic theater – now we know how he did those tricks. For the June meeting Andy Reynolds has ‘volunteered’ to tell us about his experiences building a laser-cut balsa kit -- yes, he actually built a kit, not an ARF. In July I will give a talk about using the Eagle Tree data logger to help optimize motor/prop/battery/esc setups.

Full scale air shows are a nice benefit to living in San Diego: Red Bull Air Races were in May, Wings Over Gillespie was the first week of June, and we have the MCAS Miramar Air

Show coming October 2-4. Advance seating tickets are on sale now. Last year my wife and I got tickets at the Flight Deck Chalet for not much more than box seats, and really enjoyed the show a lot more since there was plenty of shade, room, and comfortable seating. My wife enjoyed the central position on the flight line and took lots of great pictures with her DSLR.

In the past month, two SEFSD members have had fires during LiPo charging. In one case it appears that the charger detected the cell count incorrectly. We should all let these unfortunate events be a reminder to charge batteries carefully and not leave them unattended unless being charged in a 100% safe environment. And yes, I am done working on the Krill Spark –I will maiden it soon on a day when the wind is not too strong and my nerves are steady. I will also bring it for Show-and-Tell at the June program meeting.



Minutes of the May 2009 SEFSD Meeting

by Paul Guidice

This month's meeting started slowly, as we were locked out of the meeting site. Finally the doors were unlocked and the meeting started at 7:30 P.M.

Old Business-

This year's MWE Spring Fling was a lot of fun for all. It also turned a profit this year, thanks to the planning of Frank Gagliardi and the help of all of the members who gave their time during the event. To quote Frank, "If you were involved, thank you. If you weren't, why not?"

We should not only thank those who helped in our club but also those from the other clubs in the county that came out to help. It was a great job by all that attended. A special thanks to the Scouts who helped at the gate. There were a total of 77 pilots along with many sponsors and vendors that made this a fun weekend at the field.

Please note that the next IMAC is scheduled for the last weekend in June at Miramar.

Show and Tell-

The Belknap family showed off their new planes. Steve had an E-Flite BAe Hawk 15 DF ARF, with a 11 07/2Y motor, a 70mm fan and a 4S 2500 Lipo battery. He showed us the changes that were required to get this plane flying great. There were not many changes required.

Sean and Daniel Belknap showed their Mike Morgan, DW Foamies competitive pylon races; the Gee Bee and the Shoestring. The Shoestring seems to be faster.

Pylon races are scheduled for Mondays and Fridays, so if you want get involved, get one of these fast foamies and be at the field on Monday or Friday mornings.

Steve Neu showed us his new charger, or should I say his

NEU charger. It's called Neu Energy -X10 Synchronous Balance Charger/Discharger. It can charge at 10Amp, up to 300Watts. It is now on sale to the first 25 buyers for \$149.95, then the price will be \$189.

Entertainment-

Frank Gagliardi demonstrated building a scale model. He brought a small plane with him. It was a P-51 Mustang called Sweetie Face. The first question you ask yourself before building the model is, "Does it really exist?" Well, Frank's plane looked exactly like the ones I found on the internet shown below. From website www.mustangsmustangs.com.

Frank does a great job making the plane look realistic. If you want to build scale, a book with some detail pictures is helpful. An example of a good reference is Scale International Magazine.

Frank demonstrated the use of different air brushes. For example, if you look at the exhaust pipes on the plane in the second picture you can see the burn marks on the pipes. Frank demonstrated how to add that to his plane. He then showed us how to add rivets to the wings, using canopy glue and a pointed dental instrument. By dotting the glue along the wing and allowing it to dry, it looks and feels like rivets.

He demonstrated the use of pinking shears, pinking tape and the use of compressed pastel chalk in giving the plane the effects of a real scale airplane. He added burn marks produced by the guns firing, and red chalk to make the exhaust pipes look rusty. Frank drew panel lines on the bottom of the plane with a Sharpie pen and a business card (which he used like a ruler). Everything looked realistic. You almost felt like you could do it

too.

He showed us a product by Top-Flite which is a template for rivet sizes. Scale War bird Template.

Check out his plane if you see it at the field. It looks like the pictures below!

Great demonstration! Thanks, Frank.







Club Members, Tell Us Your Stories!

Are you a member of a club? Do you want more people to know about your club? Do you know its history? If so, we would like to hear from you!

The AMA's History Program was created to tell the complete story of model aviation through a collection of histories of modelers, clubs, and companies. There are thousands of model aviation-related clubs in the U.S., but our program only has the histories of seven in our online collection! (www.modelaircraft.org/museum/clublist.aspx)

Please help us document the history of modeling clubs by sharing your stories with us. You help us by adding to the overall history of American modeling clubs, and we help you by getting the word out about your club and potentially attracting new members.

Telling Us About Your Club is as Simple as 1-2-3!

1. Print out our Club History Writing Guide online at www.modelaircraft.org/files/museum/PDF/clubwriting-guide.pdf
2. Write as much as you can about the club. Make sure to read and complete the consent form, which is the last page of the guide.
3. Mail the completed Club History Writing Guide (with completed consent form) and additional materials to:

Academy of Model Aeronautics
 Attn: History Program
 5151 E. Memorial Drive Muncie, Indiana 47302
 or scan and send via e-mail to historyprogram@modelaircraft.org

A Note From *the AMA Insider's* **Technical Editor**

A short time ago, a modeler wrote Ed McCollough (your humble technical editor) the following:

“Noticed and noted on the foot of page 66 of March Model Aviation underneath the picture of the Spektrum/JR flight logger, it is recommended that six-volt battery packs be used on ALL 2.4GHz receivers. Called Horizon Hobby on the phone; they confirmed this statement. It was suggested the same six volt usage for other brands also. Would like to suggest the general membership be made aware of this when 2.4 GHz receivers are used in glow/gas airplanes/helis to preclude possible in-flight loss.”

When I read this, I agreed with him and wrote him I would get on the problem. Please, read what he wrote and consider it very, very carefully. Unfortunately, the answer to his question hasn't been that quick or easy, but for the time being, here it is:

If you are flying a 2.4 GHz system, follow the manufacturer's specifications for the voltage. If you are using a separate voltage pack for the receiver, be absolutely sure it has enough voltage to run the receiver. A common 5.0-volt receiver pack may not have sufficient voltage to run your particular receiver. Actually, if you used a six-volt pack and it was adequately charged, it should be sufficient, regardless of the manufacturer.

There is one problem when using a six-volt pack, if it isn't required by the manufacturer of your system. That problem will likely happen if you are using digital servos. If you drive some digital servos with six volts, there is a high probability you will damage the servos because of the higher voltage. Remember, if the servos fail, it won't make much difference that your receiver is still working.

You always need to be flying with a functional receiver pack, one that is as close to fully charged as possible. Remember, insufficient volts to the receiver and you crash.

Lastly, as in all things, and in all cases, read the instructions. Q

PRESIDENT TO PRESIDENT

AMA—MAAC Reciprocal Insurance Agreement

by Dave Mathewson, AMA President

Over the last several weeks, there has been some confusion regarding the reciprocal liability insurance agreement between the Academy of Model Aeronautics and the Model Aeronautics Association of Canada. I'd like to explain the history of that agreement, how it works, and try to clear up any misunderstanding that may have resulted from the actions of the past few days.

Several years ago, AMA, and MAAC discussed ways in which each of our members could participate in events of the other organization without having to join both organizations. Obviously, more so than any other country, this is a significant issue since there is so much crossover between Canada and the United States.

Although not the case today, back when the first agreement was drafted, both AMA and MAAC had the same insurance carrier. As a result, with the carrier's concurrence, the simple solution was to add language to both policies that would provide coverage to each organization's members while flying in the other's country. In other words, AMA covers AMA members while flying in Canada and MAAC covers MAAC members while flying in the United States. This agreement has worked flawlessly for a number of years.

On March 21, 2009, MAAC posted an "urgent message" on its Web site regarding changes to the insurance protection it provided its members. The notice on the MAAC Web site quotes the following language from its liability policy:

The following is added to Section 11-WHO IS AN INSURED -as item 2. (e): The Named Insured's members and affiliate members in good standing of the Model Aeronautics Association of Canada, but only while engaging in the operation of model aircrafts, model watercrafts, model vehicles or model rockets at events and activities organized by

the named Insured. The notice then goes on to say: "This means that 'individual' or 'casual' members operating models when essentially 'unorganized' at a park, a school yard, their home property, someone else's property, or at a pond or lake, are not covered by MAAC insurance. We have sought coverage extensions without success so far and our broker has advised us that this is unlikely to change in any major way."

Finally, the notice summarizes its position by stating, "The current liability insurance provided by MAAC is not intended to cover the modeling activities of members when they are 'on their own,' such as the operation of models in their back yard, on someone else's property, in a park, at a school yard, or lake. In other words, whenever the activity is not MAAC or club organized."

One of our members brought this notice to AMA's attention on March 23, 2009, and we immediately contacted MAAC for a clarification. Our concern was that the language in the added section limited coverage for MAAC members only while engaging in the operation of model aircrafts, model watercrafts, model vehicles, or model rockets at events and activities organized by the Named Insured. AMA is not a named insured on the MAAC policy nor is MAAC a named insured on the AMA policy. Nor should either be. So, in essence, with this added language it appeared that MAAC was no longer able to provide liability protection for its members while flying in the United States, therefore rendering the reciprocal agreement void. To its credit, the MAAC president and chair of the MAAC Insurance Committee have worked tirelessly to try to resolve this issue with its insurance carrier.

In the meantime, AMA determined that this was a relatively low-risk situation and wanted to give MAAC as much time as possible to resolve its problem with its insurance carrier. At the April 25, 2009, AMA Executive Council meeting—more than a month since the issue was first

brought to our attention—the situation was discussed at length. AMA's Insurance Committee had developed a "Plan B" in case MAAC couldn't get this resolved. This plan was approved by the EC.

Among other things it included dissolving the reciprocal agreement and requiring that MAAC members would now have to join AMA as affiliates to fly at AMA chartered club fields and at AMA sanctioned events.

With the flying season underway and several major events scheduled for May, including SEFF, Top Gun, and Joe Nall, AMA felt that it could wait no longer than Wednesday morning April 29, to make a decision. Since SEFF began on April 30, we were already concerned that a change in policy would mean extra work for the SEFF management team. However, we couldn't control what was happening between MAAC and its insurance carrier. Our plan was to call the SEFF CD on Wednesday morning, inform him of the problem, and make available AMA support from Headquarters if he felt they needed it.

The notice of our proposed plan was made known on Tuesday morning, April 28, as there was no resolution yet. As it seems to so often happen, later that day, around six in the evening, I received a call from the MAAC president indicating that they had finally received word from their carrier that MAAC's liability coverage did extend to MAAC members when flying at AMA chartered club fields or at AMA events.

So, as of April 29, the reciprocal agreement between MAAC and Canada is in effect, pending written confirmation to MAAC from its carrier. If any of these changes, and there is no reason at the moment to think it will, we will notify by e-mail all club contacts as well as all of our CDs. Q

