SAN DIEGO SCALE STAFFEL NEWSLETTER

January-February, 2012

Mark Chomyn: Scale Staffel Aeromodeler of the Year!

This Issue – (Also check out our website at http://www.scalestaffel.org/ for lots more club info)

President's Landing Strip:

"You Never Know…..

It was 1998 and my wife, Kathy, was working on a merger team for a local utility. She was assigned to ride with another employee to a corporate meeting a couple of hours away. She and the driver had never met. As they rode up Interstate 5 toward Los Angeles, idle conversation began as to how many kids you have, how old are they and other get-to-know-you topics. When it came to entertainment and hobbies, Kathy mentioned that her husband flew free-flight models and that she had built a few in the past herself.

The driver jumped in excitement and nearly ran off the road giving Kathy a white-knuckler for a few minutes. Regaining his composure and control of the car, the driver exclaimed, "I love free-flight! I have lots of kits, but I didn't know anyone still flew."

The driver was Mark Chomyn and that was his introduction to Scale Staffel and our introduction to one of our finest members. Mark has been a member ever since and has proven to be a prolific builder and a remarkable asset to our organization. We proudly presented Chomyn the award of "Aeromodeler of the Year 2011" at the Orbiteers/Scale Staffel awards banquet in January 21, 2012.

So…you never know where you may come across a future Aeromodeler of the Year. It could be at a corporate meeting or standing in line at the grocery store. So talk it up and maybe print business cards with flying site info to hand out. You just never know when you will bump into an enthusiast.

LLFF! (Long Live Free Flight!)
John Hutchison

**********March Indoor Contest**********

Sunday, March 4, 2012 at 0700 – 1130 am

An indoor mini-festival in the BIG Grossmont Gym (see map at: http://www.scalestaffel.org/) **:**

Two AMA Events: ***Limited Penny Plane and A6***

Two FAC Events: ***Phantom Flash and No-Cal Scale***

Scale Staffel FAC Squadron 41 - 2012 Outdoor Contest Schedule

Three, Two-day, 11-event FAC Festivals!

Dates:
1. Sat/Sun, April 28/29, 2012, Site: Perris, CA, 7:00 am – 12:00 noon, both days
2. Sat/Sun, August 25/26, 2012, Site: Otay Mesa, CA, 7:00 am – 12:00 noon, both days
3. Sat/Sun, October 27/28, 2012, Site-TBA: Otay Mesa or Perris, CA, (7:30 am-12:30 pm)

FAC Single Model Events (Fly any event on either day, but all flights for a given event must be flown on the same day)
1. FAC Rubber Scale
2. FAC Power Scale: *90 second max*
3. FAC Embryo Endurance
4. FAC Jimmie Allen - *Hand Launch*
5. FAC 2-Bit(+1) Rubber - *Hand Launch*
6. FAC Phantom Flash
7. FAC Golden Age Civil Scale

Mass Launch Events
8. FAC World War I Combat: Wind at 0820, Launch at 0830-Saturday
9. FAC World War II Combat: Wind at 0920, Launch at 0930- Saturday
10. FAC Greve/Thompson Race: Wind at 0820, Launch at 0830- Sunday

Special "11th" Events:
April 29, 2012: Grumman Military Mass Launch (Any non-high-wing Grumman military craft, from any era. Must meet WW2 Combat "45 scale points" and armament rules. Bring your Westfac3 ships!) - Wind at 0920, Launch at 0930-Sunday, April 29
August 26, 2012: FAC Battle of Midway Mass Launch Event (models also qualify for WW2 Combat) - Wind at 0920, Launch at 0930-Sunday
(See **http://www.flyingacesclub.com/MML2012.pdf** for list of approved aircraft)
October 27/28, 2012: FAC Catapult Jet / No-Cal Scale – Combined

Prizes: All events - Awards for first to third place. First place trophies for WW1 and WW2 Combat events

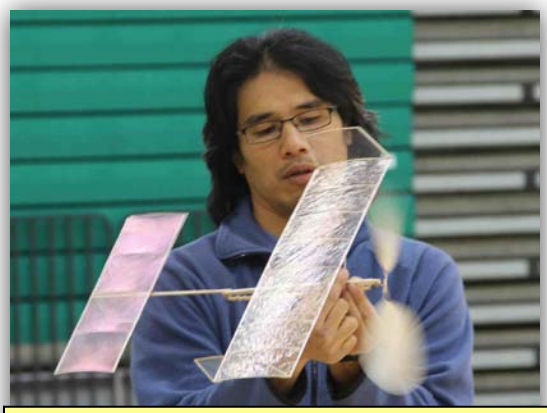
Fees: $8 for Contest including entry for one event, $3 for each additional event; $20 maximum to cover contest entry and 5 to 11 events

Contest Directors: (Pilots' meetings: 8 am at the field on both contest days)
George Mansfield**:** **gmansfield75@gmail.com** phone 858-453-3857
John Hutchison: **johnhutchison1@cox.net** phone 619-303-0785
Award presentations: Immediately following the contest's final gun on Sunday.
Lunch: Brown Field, "Landing Strip Bar/ Café" after contest, both days. From Otay Field exit, drive west on Route 905, turn right at Cactus Road into airport parking lot. **For maps to flying fields and links to local motels:** See pages 15 & 16 of this newsletter

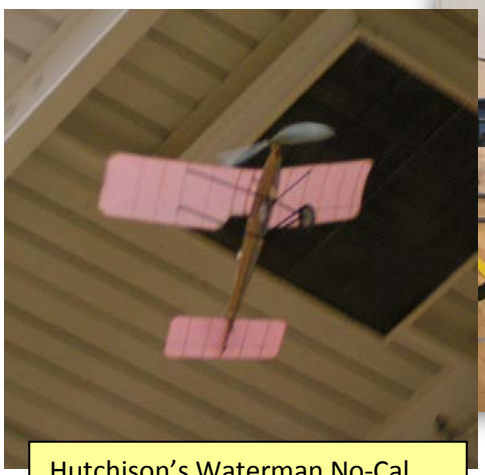
Scale Staffel Indoor - Movin' Uptown!

Even SoCal has a peak indoor season, i.e. December through March, when rains often play havoc with our outdoor plans. This year John Hutchison has persuaded the Grossmont College admin people that we deserve a site to match the enthusiasm and quality of our many regional fliers. Upshot: we garnered the BIG GYM, for at least for the next several months. Here are our new digs and the flight line:

Compared to our other venue, the big gym has about 4 times the area and we have 50% more time to fly; result: 5-6 times more flights per session. Add great lighting, a relatively clean ceiling, and zero drafts from ventilators; near indoor perfection!



Kang Lee and his "7-minute+" Penny Plane



Hutchison's Waterman No-Cal

Happy Bob Overcash, Phantom Flash

Pro Mike Jester, Penny Plane

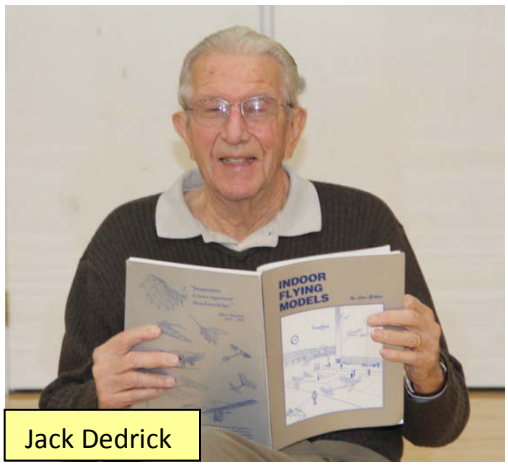
Phantom Flashes of Hutchison, Overcash with Scott's Pup in hot pursuit

Scale Staffel Indoor (cont)

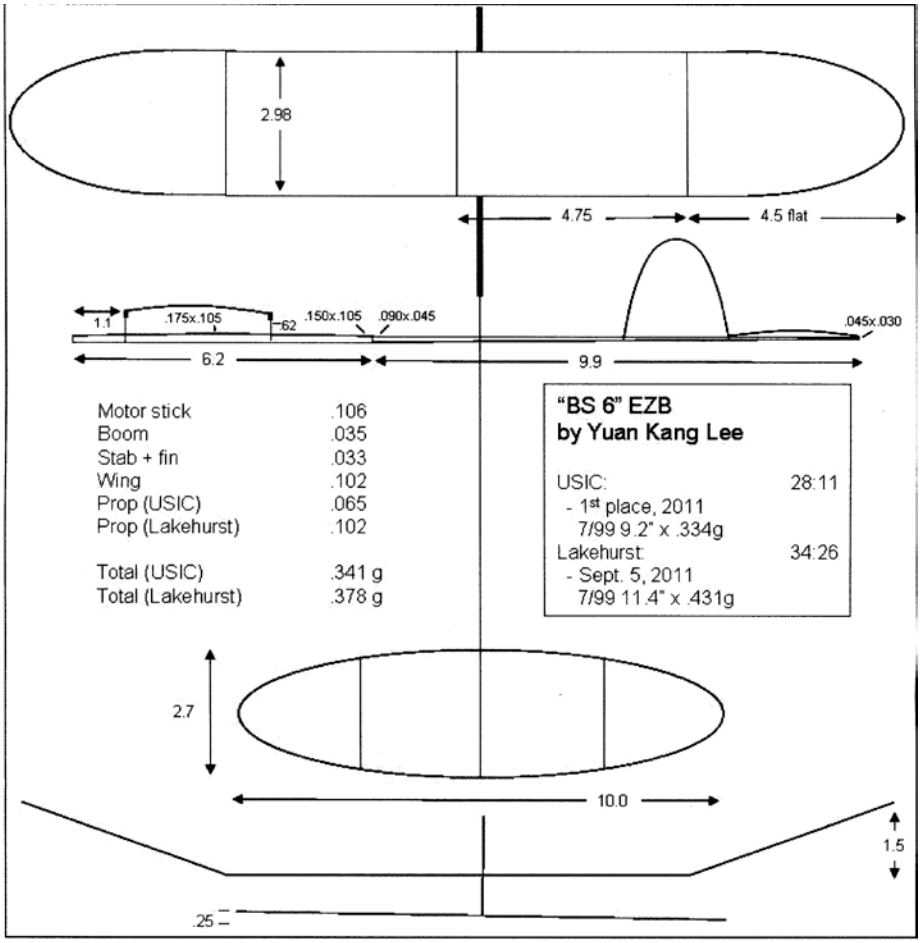
Fourteen flyers & pit crew members showed up for our “First Sunday of February” session. Here are three most-welcome new guys. **Don’t miss the March 4 contest!:**

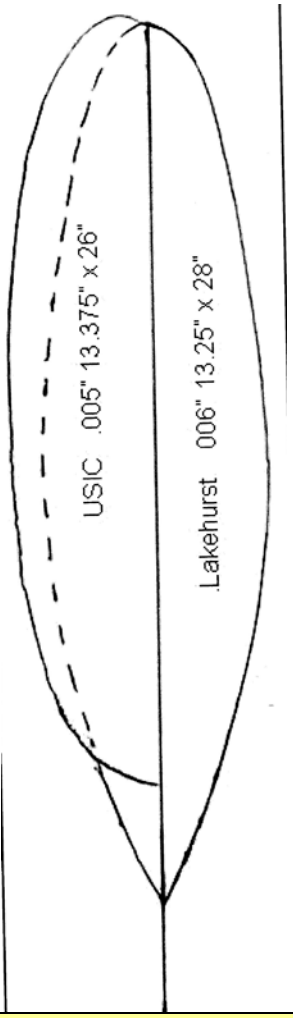

Heinz Marchhauser


Steve Shepersky with Parlor Mite



Jack Dedrick





Our own Kang Lee’s 2011 Nats winning EZB ! (Full writeup in NFFS Free Flight, Nov/Dec, 2011 Issue)

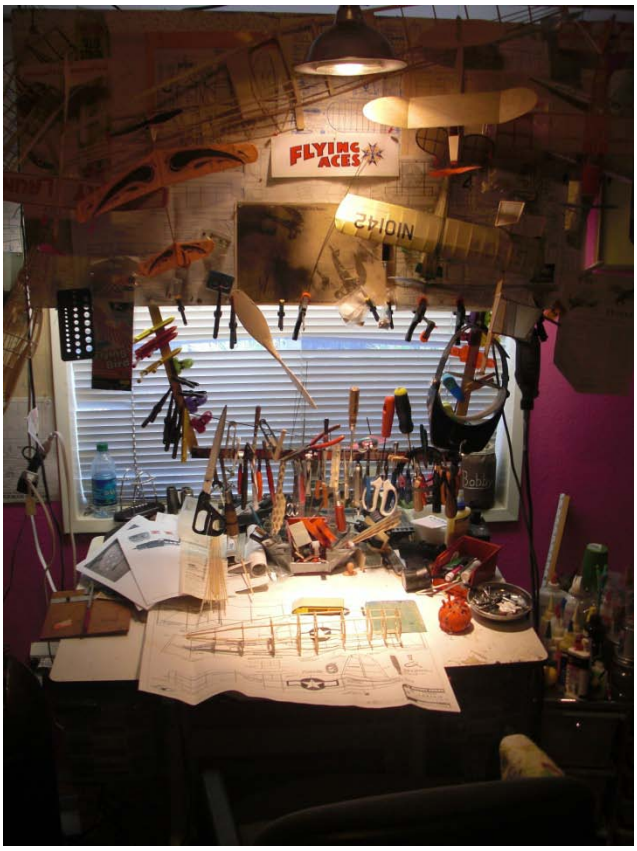
Workshop of the Month: Bob Overcash

Bob Overcash is not only a prolific builder of great indoor and outdoor models, both sport and scale, he also "turns" out our magnificent WW1 and WW2 combat trophies.

Here is Bob on his model shop:

"My main work station is a tilt-top bed tray. On it is a balsa work board, magnetic tool holder and light. The side pockets, normally used for the Sunday paper, are handy for storing work supplies. It doesn't take very much in the way of tools and materials to build free flight models, so over the years I've been able to accumulate enough to have just what I need at each work station. While the bed tray/portable work top can be used anywhere, I mainly use it on my adjustable bed. The bed-tray combo allows me to change my position often to relieve chronic back and leg pain."

The Hobby Room: "Here there is a large drafting table with a 2' x 4' ceiling tile (holding projects in progress) hanging from a shelf above. The shelf is for kits I hope to build. A 4 foot fluorescent light under the shelf and a clip-on flood light brighten the scene. Good lighting is a key to good work. Drawers on either side of the drafting table provide all the materials I need. For tissue shrinking I use frames purchased cheaply at Michaels. Mason jars for small hardware provide easy see-through access to supplies, tubing, wire, wood, etc.

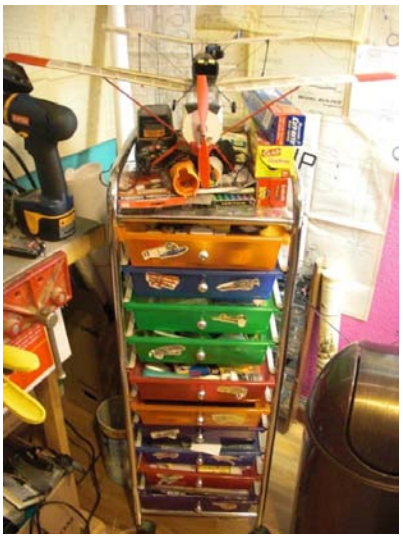


My lumber/tissue storage wall is made from a single sheet of foam core; *simple* - with easy access and high visibility.

Workshop of the Month: Bob Overcash (cont)

A bar-height table is used for my stand-up work and power tools (scroll saw, table saw, drill press, airbrush, compressor, etc, etc). Any available extra wall space is used for plans and finished models. I think that plans are as neat to look at as the planes that come out of them (pure art to me!)

Finally, there are auxiliary tables/storage units, which are sort of desks with wheels. I say put wheels on everything to spread out the work.

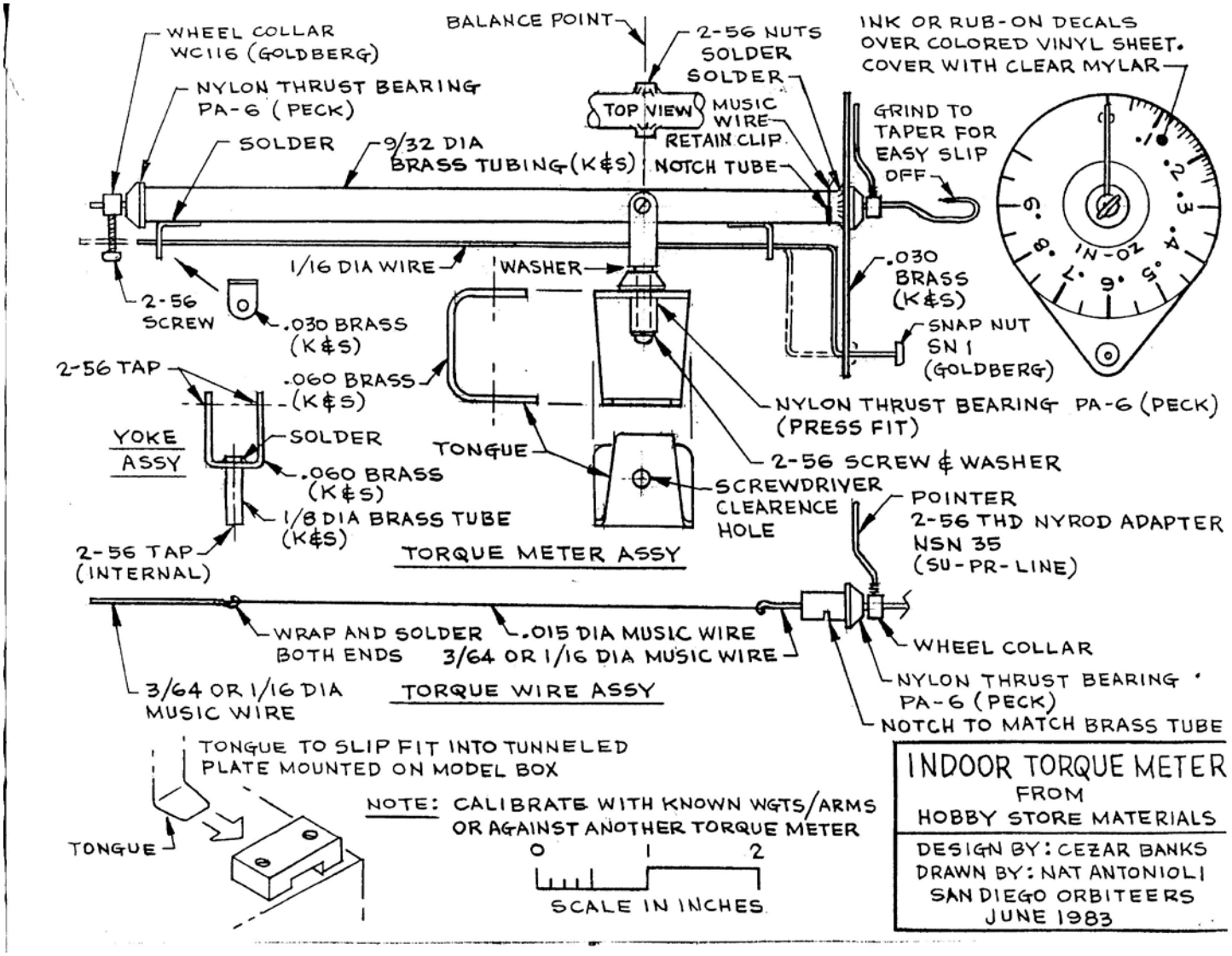


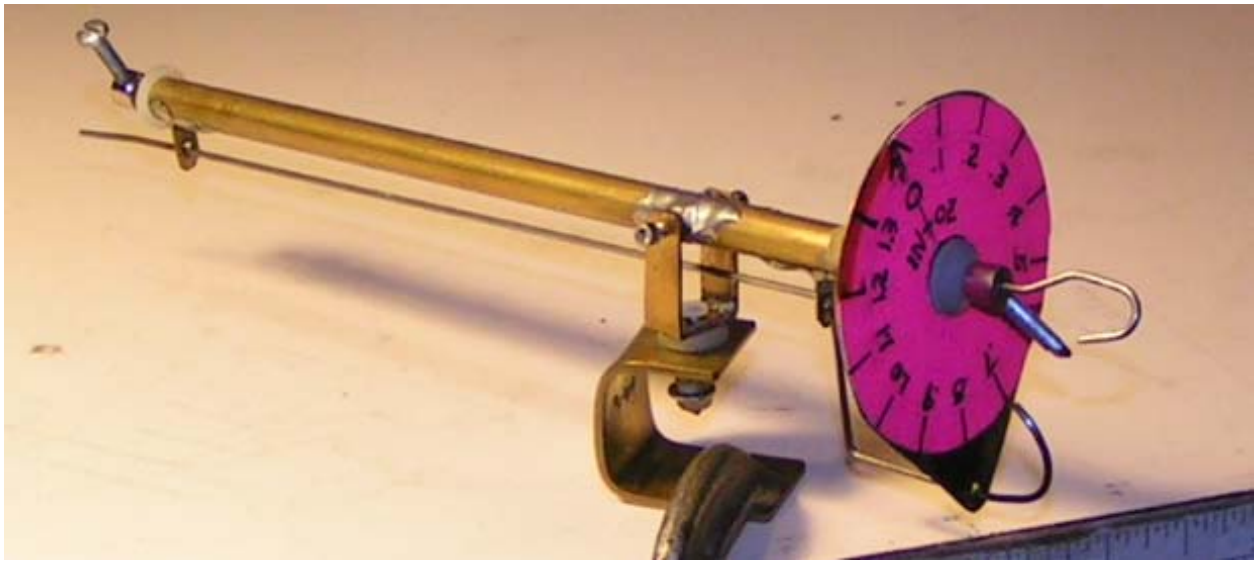
A work place should be designed to work ***for you***. . My shops are for working and producing. Make yours in a way that gets the best out of you. To some my hobby room may look messy, but for me: ***'A creative mess is better that tidy idleness'.***

Bob Overcash with his Pilatus Porter and Phantom Flash

Tools and Tips:

1) Indoor torque meter designed by the legendary Cezar Banks





Tools and Tips (cont.):

2. FAC Catapult Jets for quick fun (after a preamble on custom dowel fabrication) *(reprinted from "Thermalier" of the Pensacola Free Flight Team, Jan/Feb 2012 issue, George White, Ed)*

MAKING BALSA DOWELS

By Ted Allebone

An article published in the November 2007 issue of the Cloudbusters Newsletter, Dave Bubolz, Editor

In searching for balsa dowel for his latest project Ted found the only commercial source to be in merry old England which seemed a bit far to send for sticks. Pondering a solution he found that regular metal hex nuts became dies to transform square stock into round stock. Simply thread square stock into a suitable nut for a 1/2" or so and then pull it out. Repeat to get the length of dowel needed. When questioned about the intricacies of the process, like coarse or fine thread, Ted's reply (he's really an Englishman at heart) was "any old bloody nuts."

ED: And while we're on the subject of balsa dowels, here's another way:

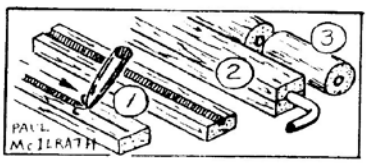
HOLE CENTERING IN A BALSA DOWEL

By Paul McIlrath

From an old August 1993 issue of Scale Staffel, Tom Arnold, Editor

To make a small hole down the center of a balsa stick or dowel: in this example, a 1/32 bore in a 1/8 dowel.

1. Take two convenient lengths of 1/16 x 1/8 balsa and scribe a groove down the center of one face of each using a hard pencil or metal scribe.
2. Make scribe marks deep enough to accept a piece of 1/32 music wire as shown. Grease or wax the wire very lightly, then glue and clamp the two strips face to ace with the wire in place. As the glue dries, twist the wire occasionally to be sure it doesn't lock in place.
3. When glue is dry, sand the strip round and cut off lengths to suit your application.



TRIMMING AID FOR GLIDERS

By George White

While going through some old NFFS Digests, I ran across an article by Bob Johannes offering tips on cat gliders. Most of his tips are fairly well known, but he offered one idea I had not heard discussed before. He says to glue 3/8" long strips of very thin copper wire to the rear of both the fin and the stab. That will enable you to make small bends in those surfaces for trimming and the copper wire will ensure the bends remain as you want them.

THE FAC JET CATAPULT SCALE SURPRISE

by Mike Nassise

An article published in the November 2011 issue of Tailspin, The New England Flying Aces News, Mike Nassise, editor

This past May, Bay State Squadron clubsters decided to add a few new events to their monthly Mini Meet schedules. The events added were Flying Aces Sport Rubber, Pinkham Field Stick, and FAC Jet Catapult Scale. All are recognized by the Flying Aces Club as legitimate competition events for which kanones may be awarded. Flying Aces Sport Rubber and Pinkham Field Stick are found in the *Pinkham Field Flyers Handbook,* while FAC Jet Catapult Scale is, of course, from the official *FAC Rule Book.* To everyone's delight, the new additions were found to be great competitive events, and much more challenging to fly successfully than we ever expected. This was particulary true in the case of FAC Jet Catapult Scale, an event everyone of us thought would be as easy as taking candy from a baby.

Three aspects of the Jet Catapult event made themselves readily apparent as soon as we got involved with it. (1) It's a perfect event for small field flying which, with a few exceptions, is all that we are left with here in New England. (2) The all-balsa profile type models used in the event are easy and quick to build, and great fun to decorate with authentic looking paint schemes and markings. (3) The nifty looking little ships can leave you literally talking to yourself before you get them trimmed out and flying properly. Here are a few things I've learned about jet catapult gliders in the relatively short time I've been building and flying this type of model.

As far as selecting a subject to model is concerned (I've built four jet gliders so far), I feel that the more the model's planform resembles that of a non-scale catapult glider (AMA type) the more likely it is to perform well. That is to say, if the subject aircraft selected has a relatively short nose moment and a long tail moment (just the opposite is true with most modern jet aircraft) it will probably fly better. For example, a jet catapult BAC Jet Provost is a better choice than a jet catapult Chance Vought F8 Crusader. Which brings us to another of my observations, gliders with non-swept back wings like the Bell P-

2. FAC Catapult Jets for quick fun (cont.)

59 Airacomet and Republic F-84 Thunderjet are usually much better choices than those with highly swept back wings such as the McDonnell F-101 Voodoo or Mig-17. The location of the horizontal stabilizer is another consideration that requires attention. High stab locations on the vertical stabilizer or, worse yet, T-Tails, can produce nasty trimming challenges and are best avoided.

When designing/building your model, I've found that certain incidence settings for the flying surfaces yield better results than others. Many experienced clubsters go with the traditional zero/zero arrangement, but I like to set the horizontal stab at -0.5 degrees and the wing at 0 degrees, and then gently bend down elevator if the ship insists on looping when launched. I adjust the transition at the top of the climb by bending in just a touch of left or right rudder, preferably on its lower end, so that the model achieves a smooth entry into a circular glide pattern. Naturally, I must first determine whether the model wants to fly left or right by launching it, first banked to the left, and then to the right. I observe which way the model wants to go, then bend in the rudder adjustment to suit this observed behavior. **Before you do these banked launch tests, however, be sure the model balances level at its CG.** This is easily done for jets that have very little sweep back in their wing planform (i.e. McDonnell FH-1 Phantom), but it can get tricky for those that are highly swept back (i.e. LTV A-7 Corsair II). In this issue of *Tailspin* you'll find an article by Jerry Neuberger that clearly explains how to locate the CG point on the later. (Ed Note: See next month's exciting issue of the PFFT rag!)

Dihedral is another factor important to the success of your model in my opinion, less does not yield more when it comes to dihedral. I like to put in about 1.25" at each tip in my gliders, which generally have a wingspan of about 12". I find that this amount of dihedral gives me good stability without looking excessively nonscale. For me, a good flight pattern involves a fairly straight nose up climb out at approximately 70 degrees with the model banking wide to the left or right as its speed falls off. The model should then glide flat in wide circles until it is once again on the ground. Obviously, calm air is best when you're trying to trim out your glider. Don't expect long soaring flights with your first model. As mentioned earlier, trimming out a catapult glider can be a frustrating experience. Patience and perseverance are needed to get them to perform satisfactorily. You'll be doing very well if you get 20 to 25 second flights at the start.

Finally, I'm not a believer in building jet catapult gliders so that they are capable of surviving all mishaps. Thick fuselages, plywood nose doublers, spruce wing leading edges, etc. do not make good gliders! Resist the urge to build your airplane strong enough to fly over an asphalt parking lot. For me, 3/32" thick fuselages, 1/16" sheet wings and vertical stabs, and 1/32" or 1/20" horizontal stabs are more than adequate. If your model gets broken, fix it or build another one. It doesn't take long to do either job. Most importantly, get out there and have some fun. Take from me, jet catapult gliders are a hoot, but there is a steep learning curve involved.

CATAPULT GLIDER LAUNCH PRIMER

by Stan Buddenbohm

An article published in the November 2011 issue of Tailspin, The New England Flying Aces News, Mike Nassise, editor

This article was written by Stan with non-scale catapult gliders in mind. However, the information it contains is applicable to jet catapult gliders as well. Stan is a past master when it comes to this aspect of our hobby, so read on to further enhance your aeronautical knowledge - Editor.

Catapult Launching: The optimum launch angle for most catapults is 50 to 70 degrees with a 15 to 30 degree bank. With the thumb and forefinger pointed up, grasp the rear fuselage of the model below the stab. Hold the launcher in front of you, above your head, at the appropriate angle, and pull back hard ! When the rubber is at maximum stretch, release the model and observe what happens.

Incidence: Using the bottom of the wing as the zero reference line, the higher the model's horizontal stabilizer trailing edge (TE) is, compared to its leading edge (LE), the more loopy the model will be at high speed. Loopiness robs altitude, but you need some incidence for a good, stable glide. Don't be fooled; just because hand launched glide tests look good, doesn't mean you have the right amount of incidence. The correct amount depends on the launch. As you progress, you'll want to get all of the altitude you can so you will need to fine tune the adjustments.

At the top of the launch, the glider should almost stop before turning and plopping into the glide. At this point, it should be just past vertical, at about 100 degrees. The amount of stab incidence depends on the launch speed. If the model zooms past 100 degrees, looping, then decrease the incidence (stab TE down). If the glider never gets to the 100 degree angle before stopping, increase the incidence (stab TE up). Take it slow and use very small adjustments — like bending an area no wider than your finger next to the fuselage, 1/64" at a time.

Turn: Use rudder adjustments to counter excessive banking at the launch. You shouldn't need to bend the rudder TE more than 1/32". Always bend the rudder near the fuselage. If the top of the rudder is bent, it can exaggerate spiraling problems at high speed, even if the glide looks okay. Too much rudder turn will do the same thing. Once you have the right rudder setting for launch, adjust the glide circle with tip weight. Simply add weight (very small dabs of clay work well) to the left wing tip to make a smaller circle, or add weight to the right tip to open up the circle. A 50 to 70 foot circle is very good. Remember, make one small change at a time!

I hope these suggestions and tips will get you started. I'm sure you'll be successful, and that you'll have a bunch of fun with your gliders.

3. Accurate assembly of prop blades to a spinner for scale models

From the newsletter archives, master modeler John Laycock, with a tip of the hat to Clarence Mather, shows us how it can be easily done. Use a pitch gage for fine adjustment of prop blade angle before final glue-in . (For mounting a molded plastic spinner on a 2-blade prop, see the link on page 14)

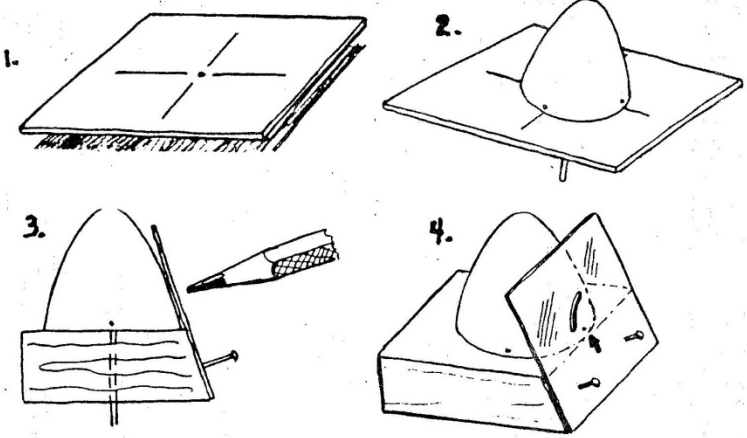
MAKING A SPINNER WITH JOHN LAYCOCK OF THE FAMOUS

SCALE STAFFEL

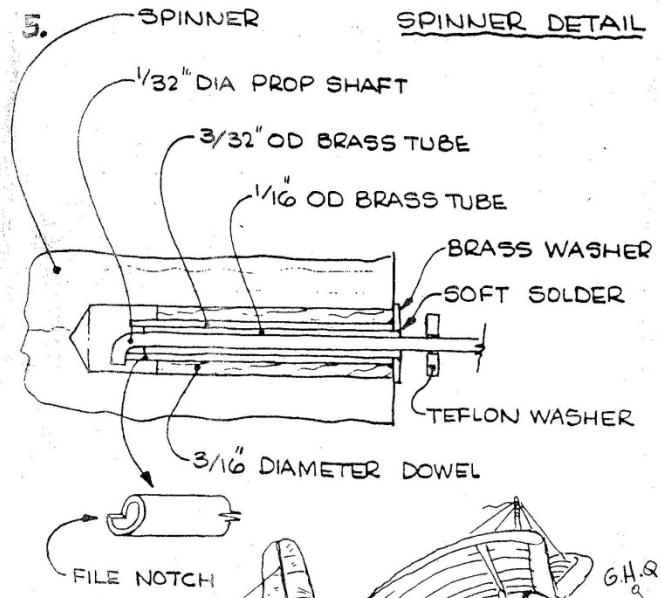
1. Punch a hole in the center of a piece of cardboard and draw out equally spaced lines--three lines for a three bladed prop, four lines for a four bladed prop, etc.
2. Locate the spinner on the cardboard and mark the spinner above each line with a "dot".
3. Make a jig from wood and clear plastic as shown. The clear plastic should be close to the spinner. Cut a slot in the clear plastic to the shape and angle of the propeller blade.
4. Align the "dot" on the spinner with the arrow on the clear plastic and mark the spinner. Rotate spinner, align next "dot" and mark spinner again.

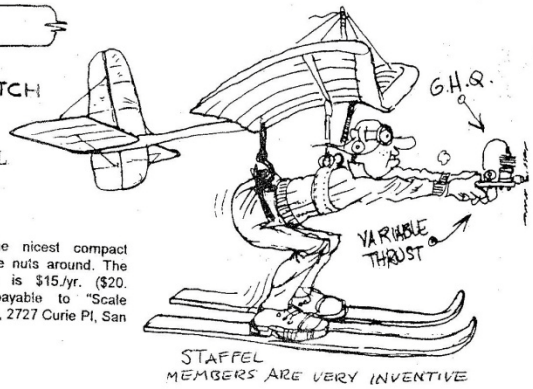
   Continue for all "dots". Using the marks on the spinner, cut slots for the propeller blades. Cement blades in slots and spin the assembly to check for tracking.

   Final comments: The jig can be made very crude. Also completely finish the spinner, prime, sand and paint before adding the propeller blades.



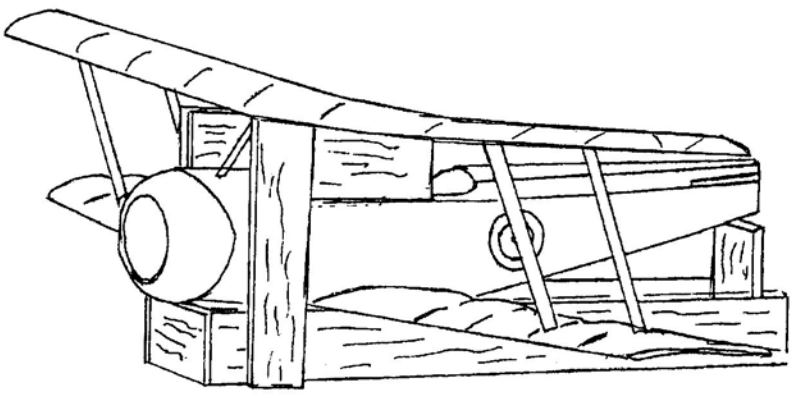
Next, his hidden freewheel catch inside the spinner. John says "This method of obtaining a free wheeling prop was used by Clarence Mather on his P-51. I just refined the idea with the 3/16 dowel and such." Note that the whole affair is made outside the spinner and checked for trouble-free operation. Then it is slid into a 3/16" diameter hole in the center of the spinner. You could actually make up a batch of these beforehand and use them on a number of props.





SCALE STAFFEL
Tom Arnold
325 F Ave.
Coronado, CA 92118
435-2759
Tom edits one of the nicest compact newsletters for FF Scale nuts around. The monthly treasure trove is $15./yr. ($20. outside US)-Checks payable to "Scale Staffel" c/o John Laycock, 2727 Curie Pl, San Diego, CA 92122

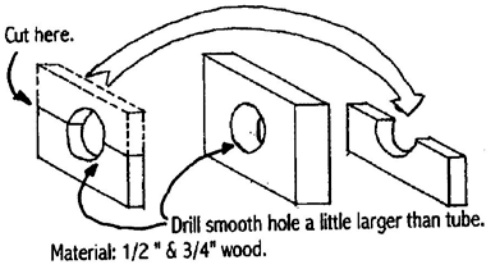
4. Quick and easy sheet balsa jig for alignment of cabaned wings

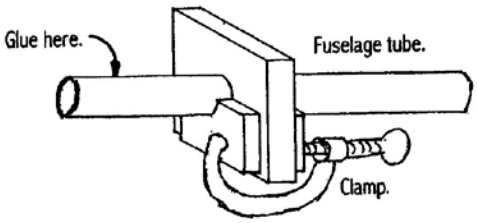


5. Rolled Tube Fuselages

Balsa Tube Fuselages

by Jerry Sullivan





References:
Flying Models,
October 99 p 67

Indoor Flying Models
Lew Gitlow p 98

Cut 1/32 balsa to a width equal to diameter x 3.14, plus 1/32 inch. Tape paper to a form (copper pipe from Home Depot). Soak the balsa in *hot* water for 15 minutes. Stick the balsa between the pipe and the paper and roll up. Bind with an Ace bandage or rubber strips *overnight.*

To glue closed:

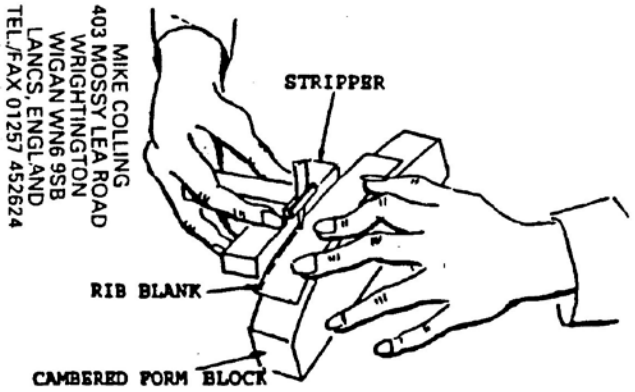
Make tool as shown. Remove tube from pipe and insert into the tool about 2 inches. Push the guides up from the bottom until the tube joint closes and secure with clamps. Use CyA to glue keeping it away from the tool. Keep pushing tube through the tool and gluing about 2 inches at a time. When there is only 2 inches left, glue the opposite end, remove the clamps and tool and glue the remaining gap.

6. Laminated sliced ribs without spring back

LAMINATED WING RIGS - M.Colling

Until recently most ribs on lightweight indoor models have been sliced from sheet balsa using a template. One disadvantage of this technique is the possibility of the ribs splitting along the grain which inevitably runs across the rib camber line close to the leading and trailing edges. More recently ribs have been made by hot forming a balsa sheet on a camber block, using a technique similar to that used for forming propeller blades. The ribs are then sliced off the edge of the cambered blank as shown below.

MIKE COLLING
403 MOSSY LEA ROAD
WRIGHTINGTON
WIGAN WN6 9SB
LANCS. ENGLAND
TEL./FAX 01257 452624



Although this approach obviates the splitting problem there can be a tendency for the ribs to gradually straighten and loose their camber.

This note describes a method for laminating ribs which not only avoids the two problems described above but also results in ribs which are stiffer for a given weight.

The Laminated Ribs are formed in a similar way to the hot formed ribs described above except that they are laminated from two layers of sheet balsa bonded with Wallpaper Paste. In this case, of course, the sheet used has a thickness of half the final depth of the finished ribs.

Members' Modeling Gallery

Mark Chomyn, Scale Staffel Aeromodeler of the Year, with his lovely Waco and SE5

Members' Modeling Gallery (cont)

Bob Hodes of the FAC Vegas Vultures:

Cessna CR-3 Thompson Racer-Hot!

1911 Voisin Hydroplane- Peanut Scale-Sweet bonus baby

Majestic P30: 4 firsts & 1 second in S/W FAI Annuals!

Flight trimming his first outdoor model: a very nice Fairchild

Mike Jester of the San Diego Scale Staffel

Slick new P51 climbing out

John Hutchison –Scale Staffel

Stearman PT-17

Prolific Dave Scigliano – Scale Staffel

Production line of Frank Allen,
Master of modeling in many arenas

Past times Gallery








Internet Links:

Micro Flier Radio: a good looking source, courtesy of Frank Allen; Lots of micro gear, DT timers, speed controls, servos, batteries, props, motors, RTF planes, etc. http://microflierradio.com/index.html

Mounting a lightweight plastic spinner to a rubber powered free flight prop (video):
This guy is entertaining and even with the verbal goofs, his technique is a big improvement over my attempts at the same task: http://www.youtube.com/watch?v=6nJrbHvr1Bk
Here's one version of the 'Liquid Tape' referred to in the video:
http://www.starbrite.com/productdetail.cfm?ID=1081&ProductCat=home%20care&ProductSCat=liquid%20electric%20tape%20(home)&ProductSSCat=

Paul Bradley's Voluminous Downloadable Plans Site
Check this one out! Among its many treasures are 18 military no-cal plans (mostly WW2) which include "printed tissue" artwork. Make sure your printer color cartridge is fully loaded!
http://www.parmodels.com/Plans/Free%20Flight.htm

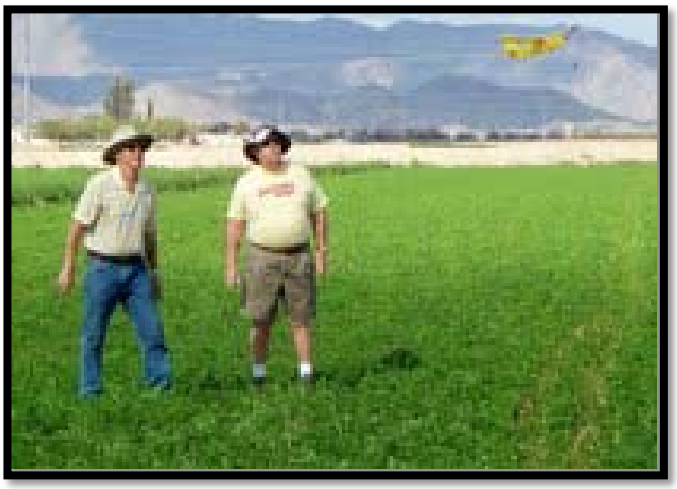
Model Builder "Reprints": All 295 issues-from #1 to the very last, 35,000 pages scanned onto two DVDs. $75 postpaid from Roland Friestad, 1640 N. Kellogg Street, Galesburg, IL 61401 cardinal.eng@grics.net Looks like a bargain to me & think of the bookcase space it'll save!

Nature's UAV's: Osprey out fishing: http://www.arkive.org/osprey/pandion-haliaetus/video-00.html
Goshawk Showing off in the lab: http://www.youtube.com/watch?v=2CFckjfP-1E Goshawk again, at 40 mph in dense woods with head-mounted camera: http://www.youtube.com/watch?v=waNQmNF6Sgs

Kudos to Roger: New FAC Squadron - "Arizona Condor Squadron"- FAC #72!!

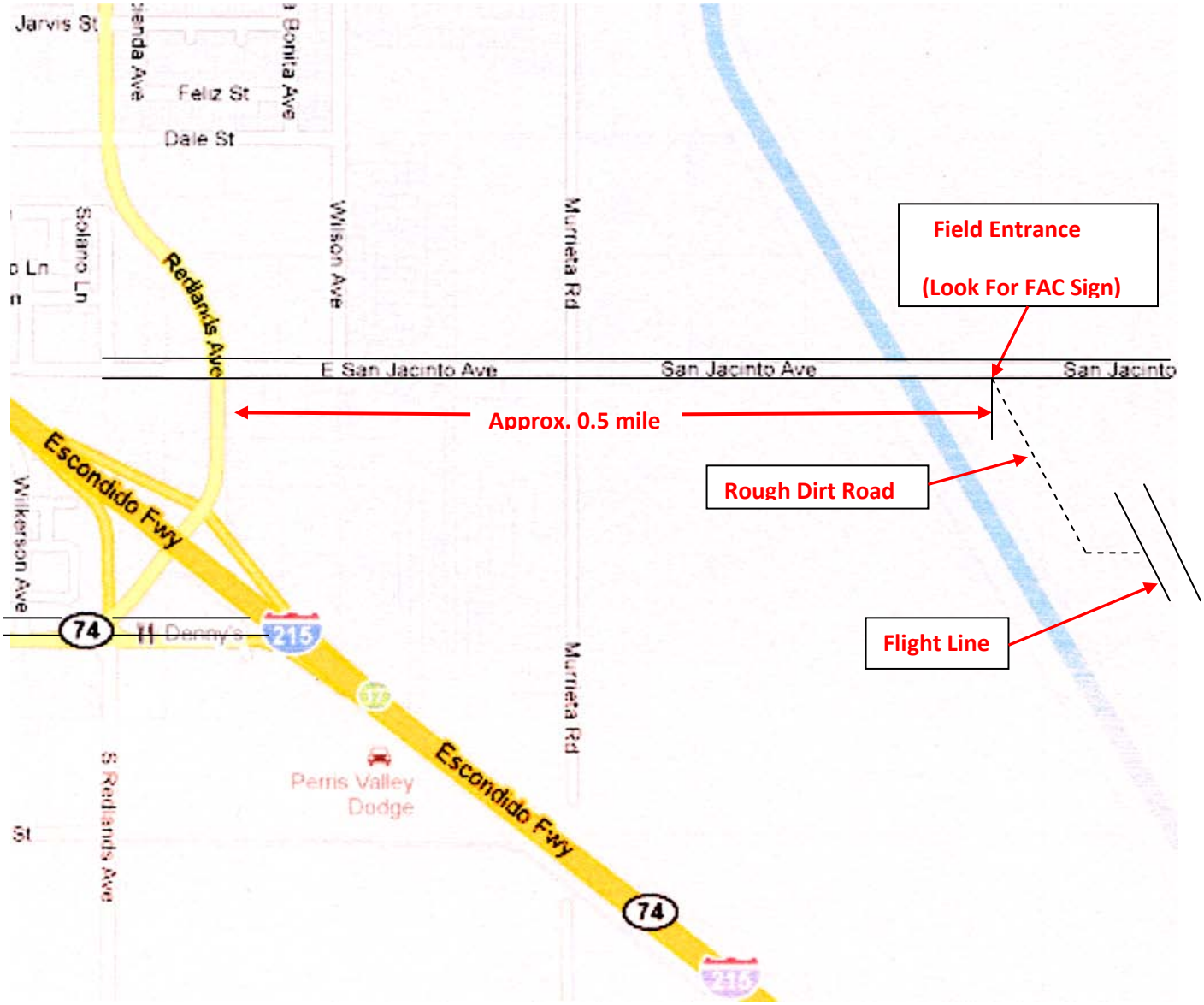
Last summer, San Diego Scale Staffel lost a great sparkplug, organizer, and fellow pilot, Roger Willis, to sunny Buckeye, Arizona. However, all wasn't lost, because Roger immediately mustered a bunch of newby flyers living in his subdivision. Upshot: In less than 6 months he has trained seven new FAC members, all flying their first FA Moths! He topped that off with a coup to die for: an ***extensive alfalfa flying field*** provided by a very friendly local farmer/private pilot. So we didn't lose Roger; because now he, plus his cohorts, will be flying with us at our events, and we'll get over to Buckeye for some much needed alfalfa fixes. Many congratulations Roger, well done!. We'll see all of you ***Condors*** at Perris on April 28th & 29th.

Roger with his fledgling FACers in the alfalfa:



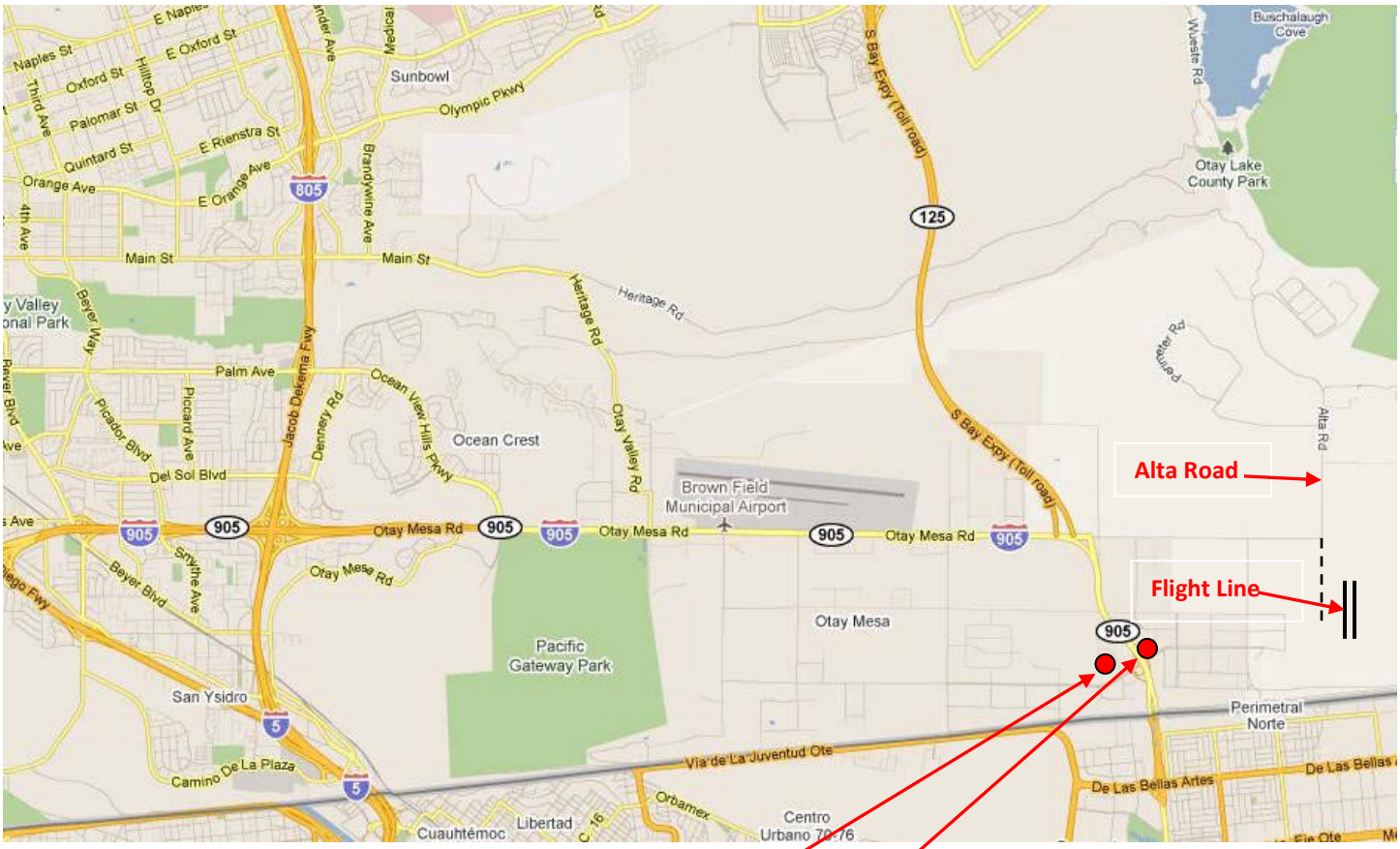
Roger Willis and his gorgeous new STINSON VOYAGER. Earl Stahl design from a Flyline kit. It has a 30" wing span and mounts a 9.5" prop with Gizmo Geezer, driven by 6 strands of 3/16th X 36". Weighs in at 80 gm.

Map to Perris, CA Flying Field (Site of WestFac 1, held in 2007):



Holiday Inn Express: 480 S. Redlands Ave; less than 1 mile to field: http://reservations.hotelhotline.com/hotel/200153/holiday-inn-express-perris-east/?destination=Perris&check-in=2012-04-28&check-out=2012-04-29& I believe this is the old Days Inn, completely remodeled**Regency Inn and Suites:** -6 miles to field: http://reservations.hotelhotline.com/hotel/232325/regency-inn-and-suites/?destination=Perris&check-in=2012-04-28&check-out=2012-04-29& **Also check out motels in Moreno Valley (10 miles to Perris) and Sun City (6 miles to Perris)**

Map to Otay Mesa, CA Flying Field (Scale Staffel's "Air Base")



Motels near Otay Mesa Field:

A: Comfort Suites Otay Mesa

2351 Otay Center Dr, San Diego, CA 92154
(619) 661-1966

B: Holiday Inn Express Otay Mesa

2296 Niels Bohr Court, San Diego, CA (619) 710-0900