



Palomar R/C Flyers, Inc.

Transmitter

September 2018



AMA Charter 141

PRESIDENT'S COLUMN-Steve Gebler



As the weather finally begins to cool off, there are a lot of things happening at the field and for the club.

Labor Day is September 3 and the long weekend will be a great opportunity to enjoy a lot of flying with your friends. The field will likely be busy.

It should be a great opportunity to try the "Altitude Quest". If you haven't tried this before, you spin a spinner to get your assigned altitude. Simply take off and fly to what you think is the proper elevation. Closest wins a prize!

Saturday, September 8 is another round of Combat Trifecta. Get those flying wings ready to go and let the mayhem begin! Contest starts at 9 A.M. with a pilot briefing at 8:45.

A campout and night fly weekend is set for October 5, 6, and 7. Bring your campers and tents and family and enjoy the night flying experience. The barbecue will be available, but it's bring and cook your own feast that night. Watch the show starting after the sun sets! Invite your friends to see the fun and interesting night-flight aircraft on Friday and Saturday night.

One of the most important thing that makes our club great is the wonderful Board of Directors and Officers that we have. The contributions that all of the team makes both in public and behind the scenes might surprise you. While most of the team have indicated that they are willing to return to serve the club next year, I would encourage you to consider running for one of the board seats or officer positions. If you would like to find out more about what it takes to be an active participant in the club's planning and execution, I would invite you to give me a call for more details about the positions or to sit in on one of our monthly Board meetings which are held on the second Wednesday of the month in various locations. Fresh ideas are always welcome and you don't need any special background or skills to qualify for the ballot which will take place in November. All you need is to be interested in making Palomar RC Flyers an even better place for all of us to enjoy.

See you at the field!

—
Steve Gebler, President
Palomar RC Flyers, Inc.

I KNOW THAT PLANE LIKE THE BACK OF MY HAND

We have all had that device, car, boat, airplane or in this case RC sailplane that we have used so much that it can't show us anything new, *OR SO I THOUGHT*. Most of you that come out to Johnson Field have seen me flying my venerable E-Flight Mystique 2.9meter electric sailplane. Most of the time it is at the limit of sight, with me lounging in one of our chairs out at the flight line. Some of you even ask if I am still awake after 30 min of thermalling. Well that was the case on Aug the 3rd. I got tired of looking at it after 30 min and started to come down to land, I have done this for 2 years without incident (except for Riverside another story I shared earlier in the years). *NO BIG DEAL RIGHT?* I had a 7-8mph or so wind just a little south of straight down the runway. *NO BIG DEAL RIGHT?* I started the pattern a little higher and faster than I normally do (sorry students I know I preach *making your pattern the same each time* to make the landing easier for yourself). So I am a little high I add crow (aileron UP and flap DOWN a little down elevator is coupled in by the radio) this is used by sailplanes to increase the rate of decent. So I turn final out over the trees and find I am still a little high and still a little fast. One more trick is available to me other than adding power and going around for another approach (THE SMART THING TO DO) and that is FLAPS. So I give it full flaps, there is also some elevator coupling with this function which is supposed to add down elevator so the plane will not pitch up. *NO BIG DEAL RIGHT?* Except that the pilot programmed UP elevator instead of DOWN, cancelling out the down elevator added when the crow function was activated. Well with the extra speed and no down trim on the elevator the sailplane went straight up into a loop. After recovering from the loop I would like to tell you that I removed the full flaps control, but alas I cannot tell you that for fear of reprisal from Saint Joey of Vista. The plane banked left and I let it try to complete the circle but you know that REAL TALL tree just to the left of the runway, well it had other ideas and would not allow that. SOOOO there you have it, or actually the tree has it. Before I even got into the shade area Roger -*"I Can Find Anything in The Jungle"* Cosio says "come on lets go get it. We will take my car".



So off we go, two of the oldest guys on the field at the time. We get to the tree by way of the gravel road. Roger suits up. All I got is shorts so I stayed on the road and Roger with his trusty machete begins the trek to the crash site which is only 20-30 meters as the crow fly's away. A few minutes later he comes out and says he has found it but we need an extraction tool so back to the flight shack to get/construct an extraction tool. I call my son to bring me some proper clothing for this extraction. Once we got to the crash site we raked the plane off the branch it was on, and it fell to the next one down. Where I was able to push it off that one and onto my back (my 78 year old back) ouch. The only real damage was the full flying elevator pivot and drive carbon rods which broke I think when it hit me. I think I punched a 1/2" hole in the right wing with our extraction tool.

Roger if was not for you that plane would still be there *THANKS*.

The NTSB did a study and determined it was 100% pilot error.

Pilot started the pattern too high.

Pilot flew the pattern too fast.

Pilot programmed the radio so when the flaps were commanded down the elevator went *UP?*

Pilot never checked the programming on the ground.

Pilot did not remove the offending control when it was certain that the flap activation caused the anomaly.

Pilot did not add power to get the aircraft up to an altitude to add time to figure out what the... was going on.

Pilot thought wrongly "*I KNOW THAT PLANE LIKE THE BACK OF MY HAND*".

James Gallacher, the Sailplane King!

James,

Thanks for the write-up. We can all learn from what yeeee did and didn't do.

Thanks for having the humility to put it all out there. We appreciate honesty.

Joe B.



These photos were taken in July when the British crew video taped our planes. Steve Gebler took them with his drone.



TRIFECTA

Aug. 12, 2018

Sunday, August 12, 2018 @ the start of the Trifecta.
L/R Brian Otto, Dave Litaker, James D'Eliseo





Above- Ray Fischer Right- Kacey Phoon



Below Bill Evans Right- Don White



Above is Kloe, Joe Villarreal's beautiful granddaughter. That's Joe with the whiskers.





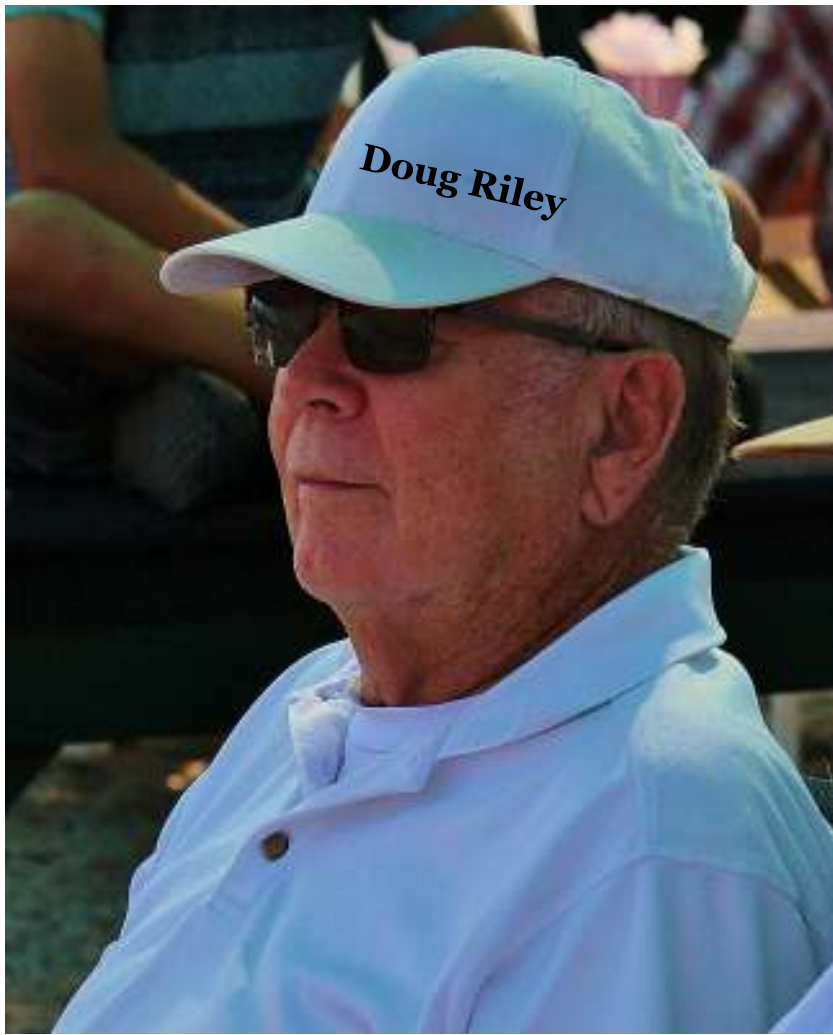
James Christy is an accomplished pilot who flies his 3-d foamies well. He has one of the best smiles and it's always a delight when he shows up at the field.



Richard Torres



Kelvin Phoon



Doug Riley



Brody Stadick



Don White

Pancho Castillo

Peri Storey



David and Peri Storey

**Trent and Brody
Stadick and Brody's
grandparents**



This is what poison oak looks like and takes about 3 weeks to clear. The fellow took a lot of precautions before going down into our jungle, yet he still got a bad case of it. Best advice— stay out of the jungle.





Eric Armstrong gave the opening remarks about the Trifecta and how it operates.



Listening to Eric were Tim Hitchcock and Keith Albert.



L/R Keith Albert, President Steve Gebler, Doug Albert, Virtual Member Les Crook from the Temecula Valley Flyers, kneeling are Eric Armstrong and David Storey. Standing in the back row in back of Eric is Scott McClintock, Charlie Riley, Tim Hitchcock and Chuck Riley

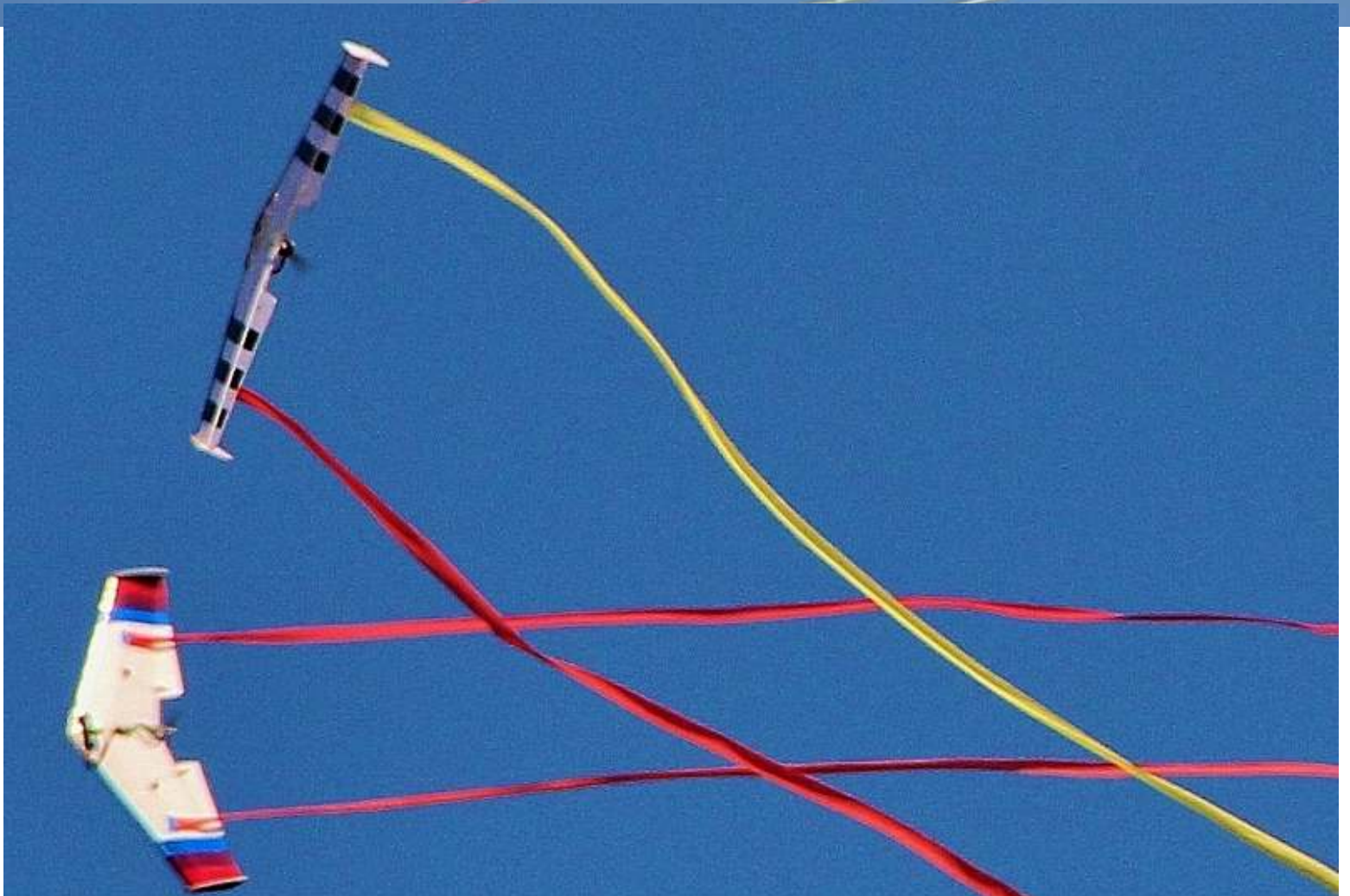
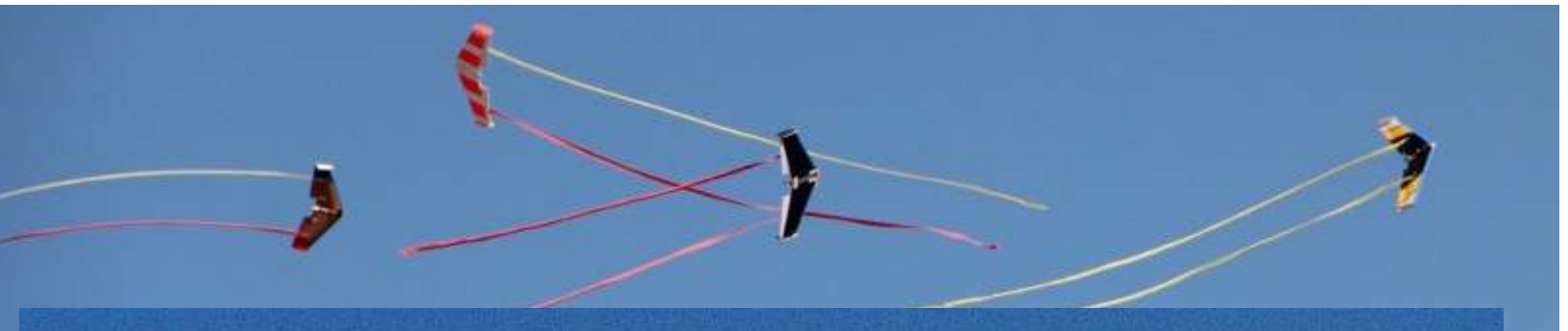
This was the largest flight crew we have yet had for the Trifecta. From all the mid-air we saw, the whole thing was a blast!

Chuck Riley came in second place because his son, Charlie best-ed him!



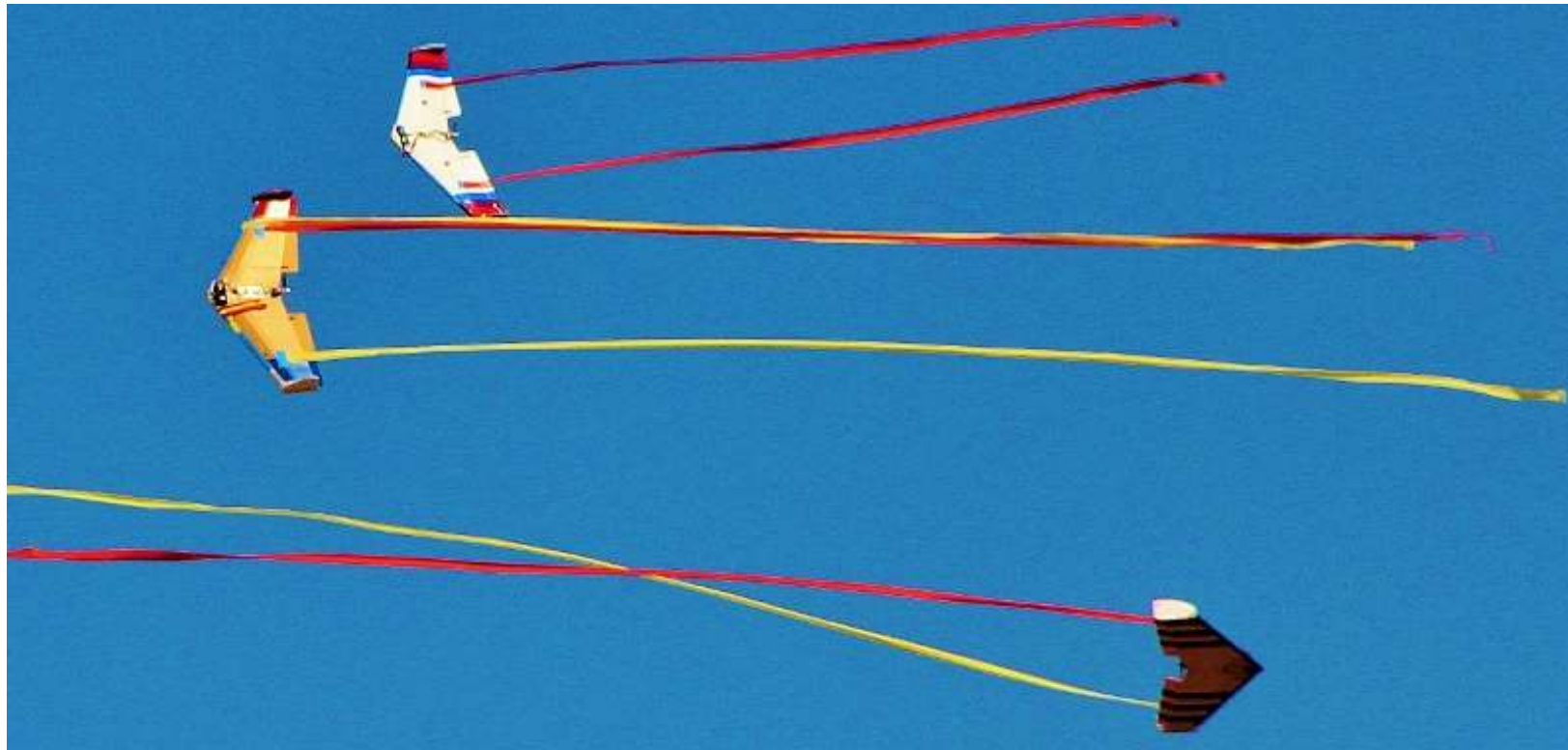


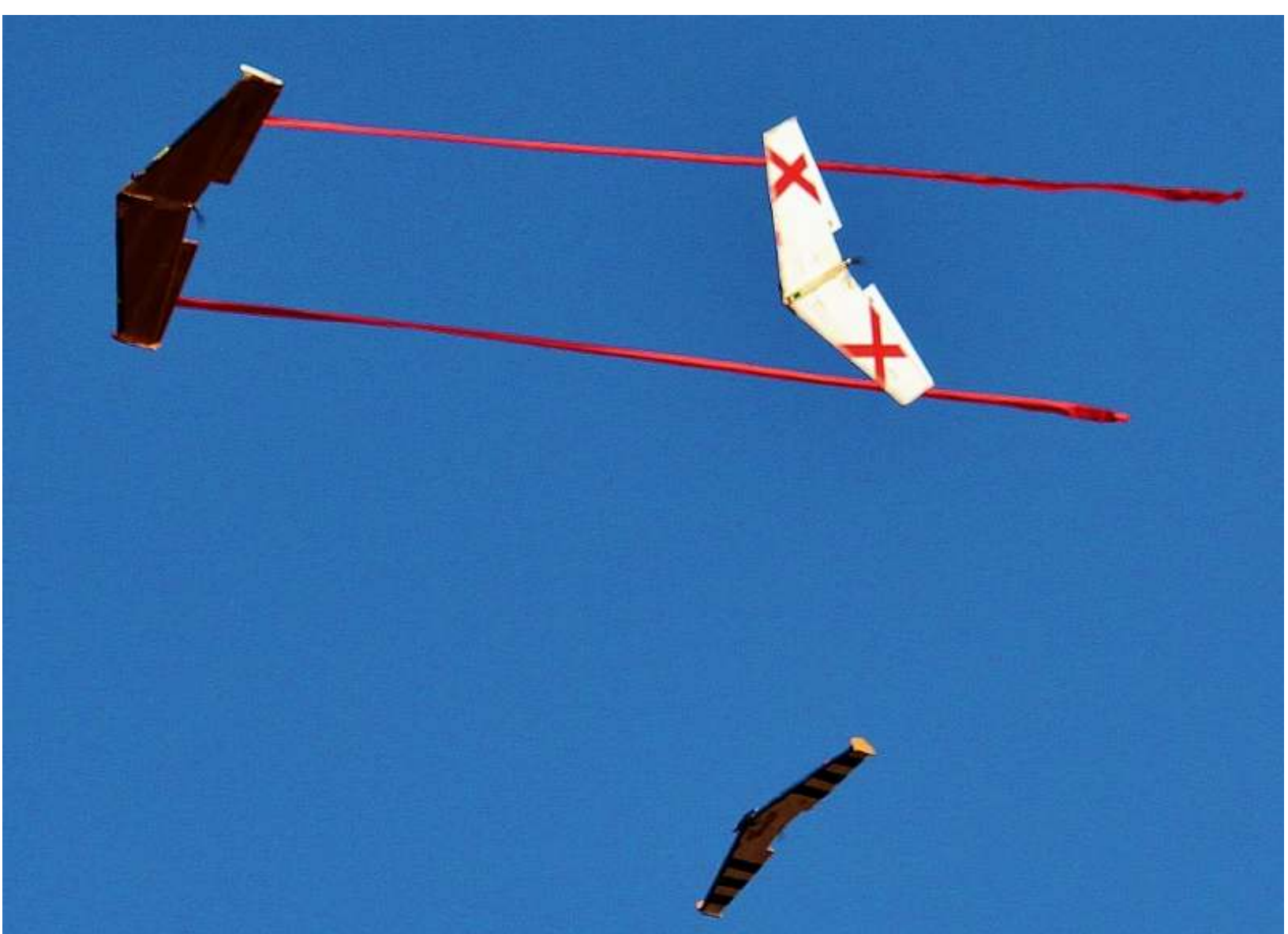
You can count all nine planes! Scott M. did not fly due to servo problems, so everyone's plane is in this rare photo! What a free-for-all!





Taken about a second after a mid-air crash. The white object is an end-plate knocked off one of the flying wings. The streamer surely was cut.







Kelvin Phoon Steve Gebler, Les Crook



David Storey



**Kelvin
Phoon**

Les Crook



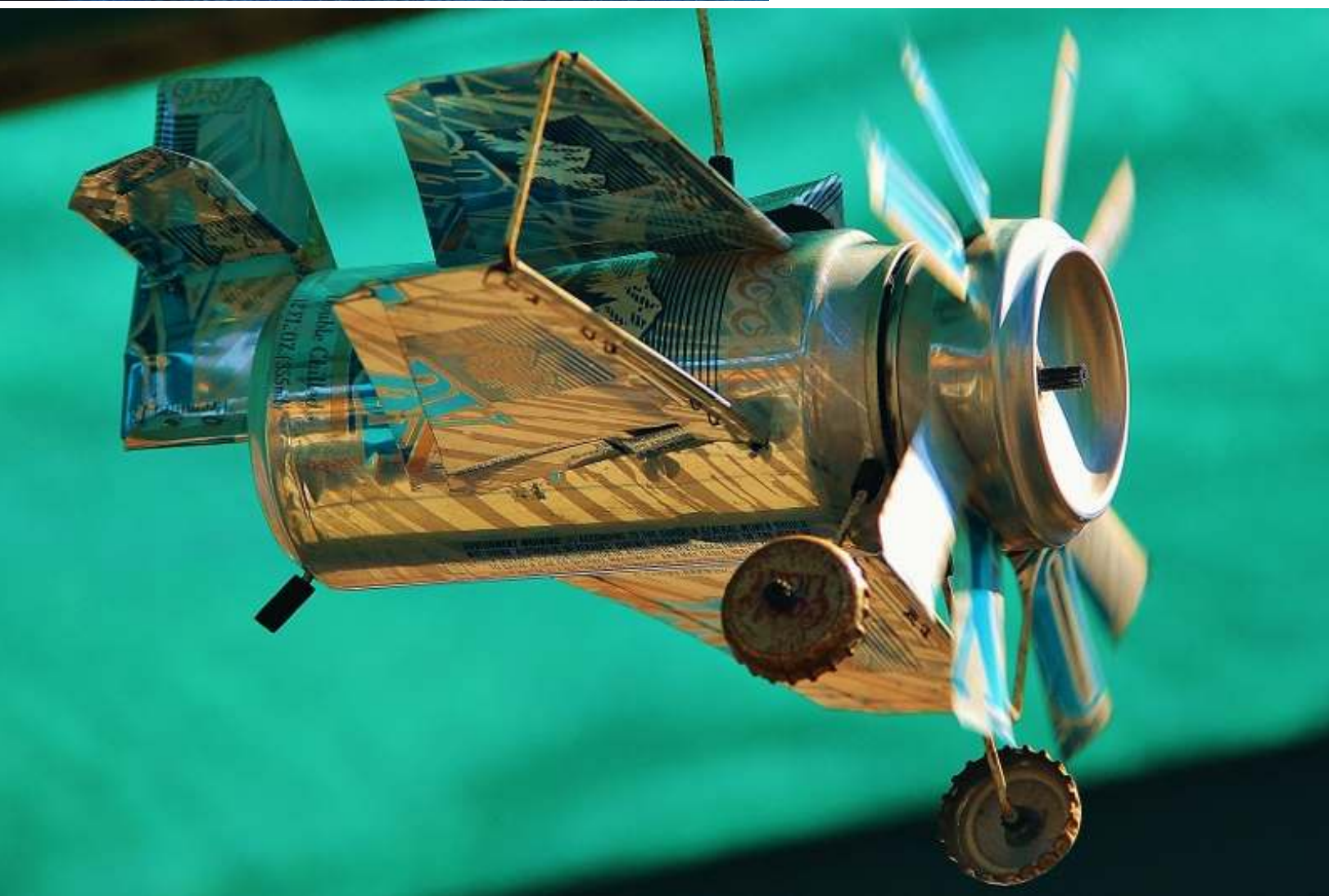
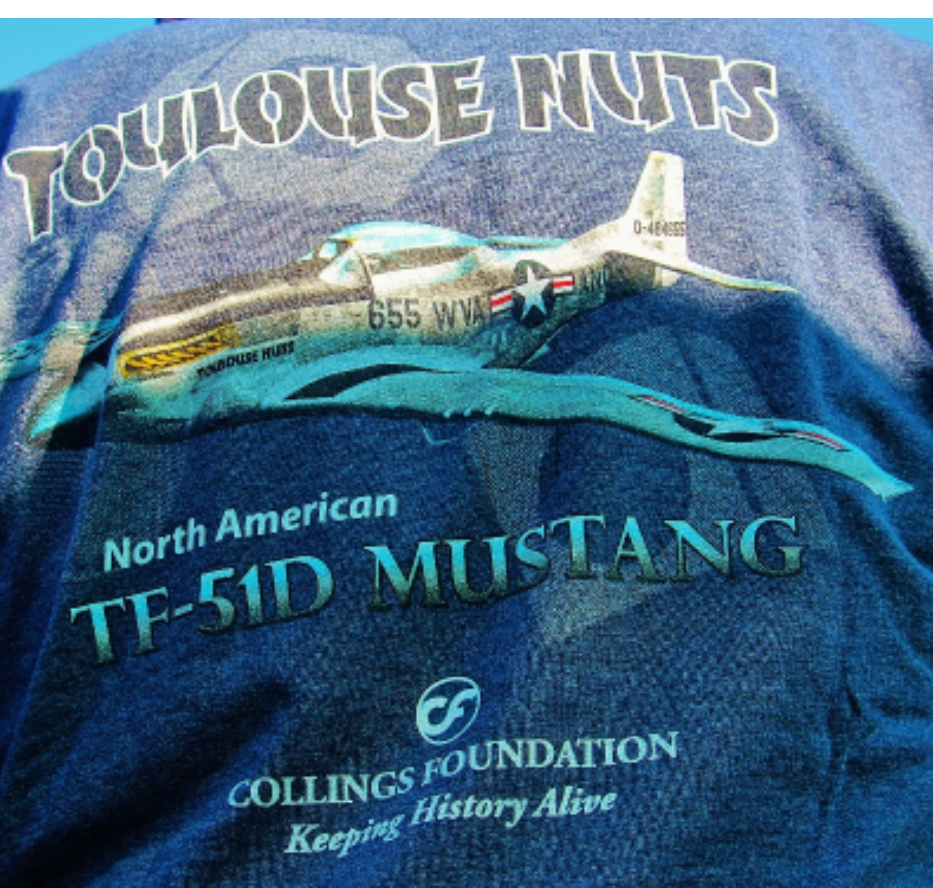
L/R Les Crook, Richard Torres, Kelvin Phoon, Jennifer Walker, Eric Armstrong, Steve Gebler



Charlie Riley and his dad, Chuck Riley our club treasurer



Tim Hitchcock



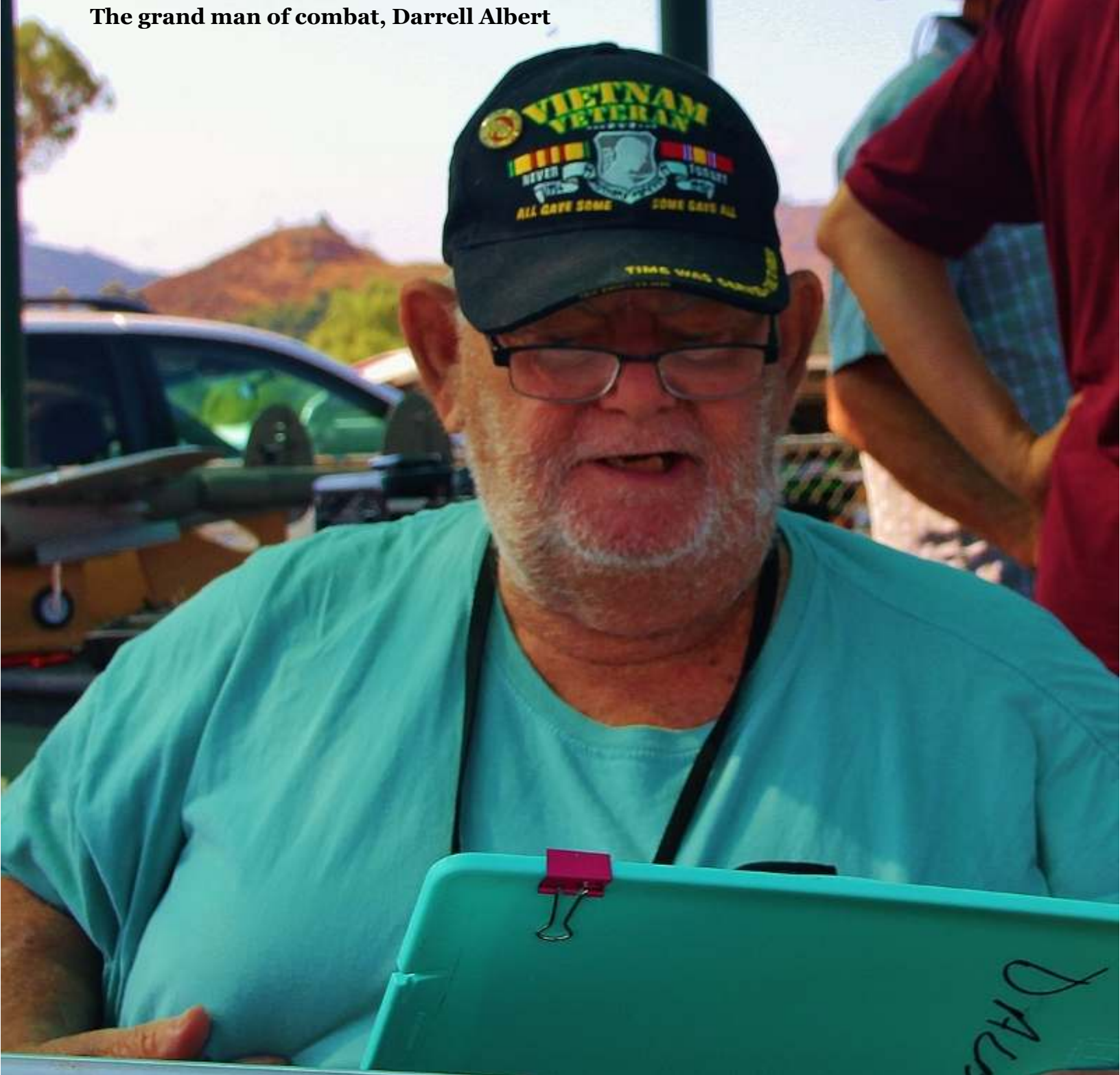
Many thanks to whoever hung this neat wind creation at our field.



Spot-landing contest



The grand man of combat, Darrell Albert

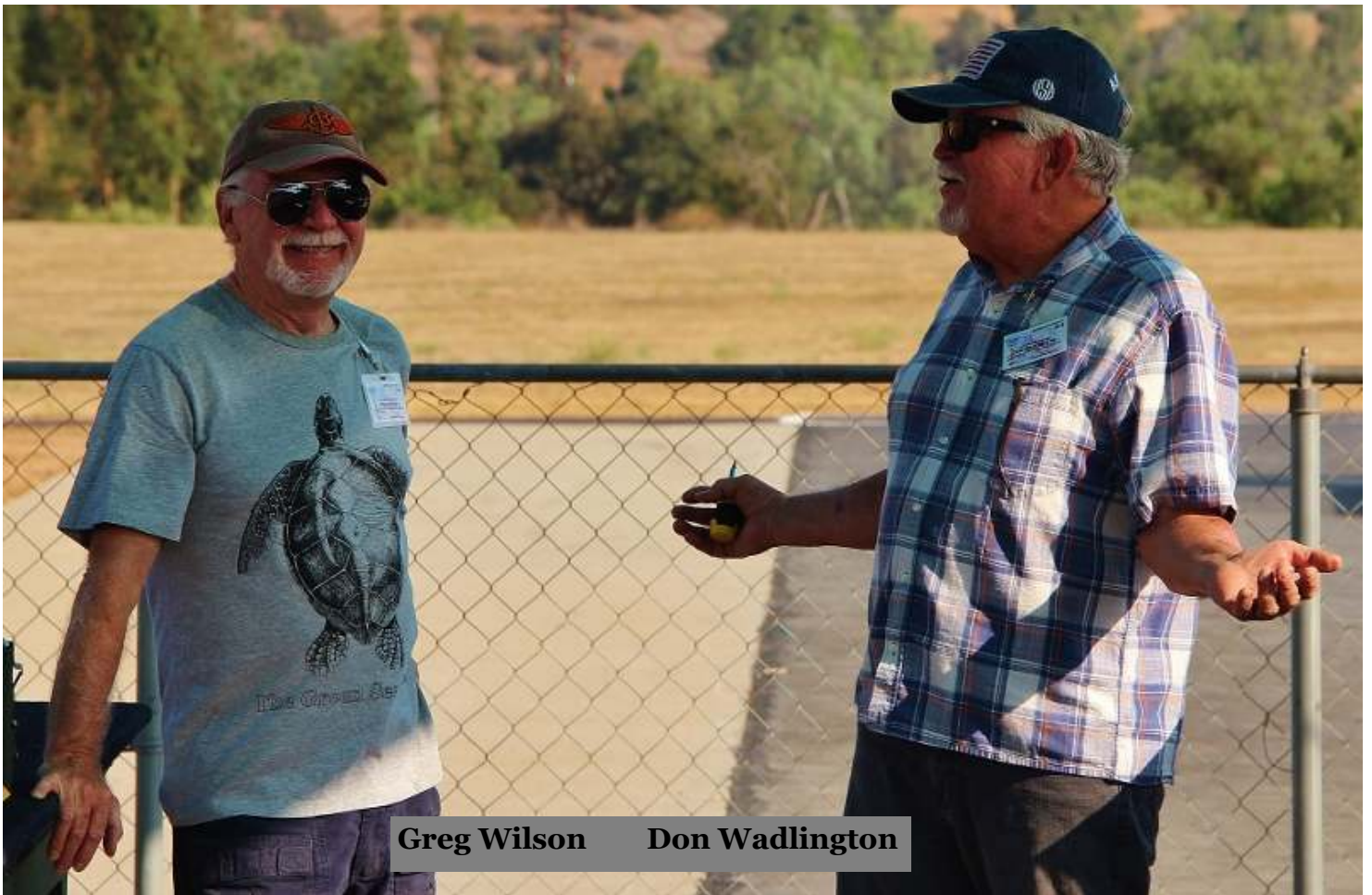


Darrell Albert announcing the contest winners.



**First place went to Charlie Riley, Second to Chuck Riley and Third to Tim Hitchcock.
L/R Keith Albert, Tim and Chuck.**





Greg Wilson Don Wadlington



Tim Daugherty

Don Wadlington's RV-4



August Board of Director's Minutes

August 2018 Palomar RC Fliers Board of Directors meeting minutes Compiled by: Patrick Pranica, Secretary PRCF

Board Attendants: Steve Gebler, President, Chuck Riley, Chris Thompson, David Drowns, Patrick Pranica, Scott Dedic, Steve Kerrin Chris Avellino, Chris Wilson

Non Attendants: James Gallacher, Joseph Villarreal

Call to order: 7:10 pm

Treasurer Report Current balance: \$67,715.94 All major spending has concluded.

Membership AMA website is broken. The new version will generate an instant AMA number. Paypal is not working yet.

Safety Angle flight deck TV shoot went well. We did lose control of the flight line safety with so many people from the production company and club pilots. The issue was discussed in detail with the provision to enforce flight line safety rules from now on.

Heli Tables and shade covers have been completed. Kudos to the heli guys for stepping up for the work.

Pilot request: A commercial company requested a heli pilot for testing purposes. Request is being considered. No decision as of yet.

Electronic Gate — Joe All parts and materials have been purchased. Working on the build plan and how to trench the ground for the cabling required for the card readers.

Chris Thompson – Safety—Chris will be writing a dedicated safety column for the Transmitter to better inform and enforce AMA and club regulations.

Drone Field Open House on Sunday, August 5 . In the event we have a battery fire, Cosio Field will probably be a Park Flyer field only, given the fire danger and the lack of access to surrounding landscape.

Events August Speaker — Dave Storey — Sound Systems

September Speaker - Jared Gregg - 3D Printing

October 6 Aerotow

November 10 — Jet Event District X fly in Las Vegas

October 26-28 Camp Out & Night Fly Heli Fun Fly

- Heli Fun Fly — May 18-20, 2019
- **Club Auction: Scheduled for October club meeting**

Additional discussion:

Encouraging members to serve on the board was discussed along with creative ideas for club meetings.

Meeting adjourned: 8:10 PM



Eric Armstrong and Steve Gebler painting the landing circle. It's liberating to see grown men unafraid of expressing their inner sensitivities with pink chalk. Kelvin Phoon

The photo of Brian Otto flying his new QQ Cap 232 isn't actually combat - it's Fake News Hovering. Who's got Brian's transmitter? Hint: a video of that hover would look just as still as the photo. Kelvin Phoon



MAIDEN FLIGHTS

BY E.B.

Varley Longson maidenized his new **Sbach Profile Plane** that was built from plans. It is powered by a **DLE-20cc** gas engine with a **16 x 6 APC** prop. The wingspan is **65 in.** It has carbon fiber landing gear and weighs **9 lbs. 15 oz.** The covering is **neon Monokote.**



Ron Schuyler maidenized his new **P-51 Mustang Miss America** from **Tower Hobbies.** The wingspan is **40 in.** It has a brushless electric motor **30-35 1000 Kv,** **3S** battery **2200 mAh,** and it is **receiver ready.** It has **electric retracts.**



John Cutler took a maiden flight with his new electric Edge 540 from Twisted Hobbys. The wing-span is 43 in. It has an E-flite 10 motor and the 3 cell battery is 2200 mAh.



Clay Hoag had a maiden flight with his new Cessna 150 from E-flite. The wing-span on this electric is 78 in. It uses a 5 or 6 cell battery and has working LED lights.

**Brian Otto has
maidened his new
electric Cap 232
from Flex Innova-
tions. The wing-
span is 60 in. and
it has a 6 cell bat-
tery 3300 mAh.**



**Marv Clemens has
created another
new scratch-built
model from his
own drawn
plans. This is
modeled after the
real plane Adam A-
500
and it has tri-
landing gear. The
wingspan is 77 in.
and it weighs 10 ½
lbs. The wing load
is 33 oz. per sq.
ft. It is a push/pull
design with two
Outrunner 35 elec-
tric motors 650
watts. Each motor
has a 3-blade
prop. Two ESC's
are 60 amps and it
has two 3 cell bat-
teries 5000 mAh.**

Monthly Club Meeting Aug. 16, 2018



President Steve Gebler



**Upper left– Don White and Sean O'Connor
Upper right Larry Hufford and Frank Burke**



**Store manager @ Discount³⁵ Hobby
John Davenport**

Chris Thompson



Bill Hill, president emeritus. Bill is a master mechanic, an electrical wizard, a master builder, a devoted husband, a terrific club member, generous to a fault, kind, most intelligent, great pilot, friendly, cool, and a library of knowledge. This man is one of our club's greats! He is a supreme giver! Ask anyone in our club if he isn't one of the BEST! He simply is! He's constantly thinking outside the box, teaches aviation to the CAP cadets, and there isn't enough space to praise him!



Bill Hill's latest paper/cardboard plane. The man is a master at whatever he does. This is a P-26A, the first all-metal fighter from the mid 1930's, over 80 years ago.



Wayne Bonfietti...the man who spearheaded the shade project. Many thanks to you for an excellent job!

MODEL OF THE MONTH



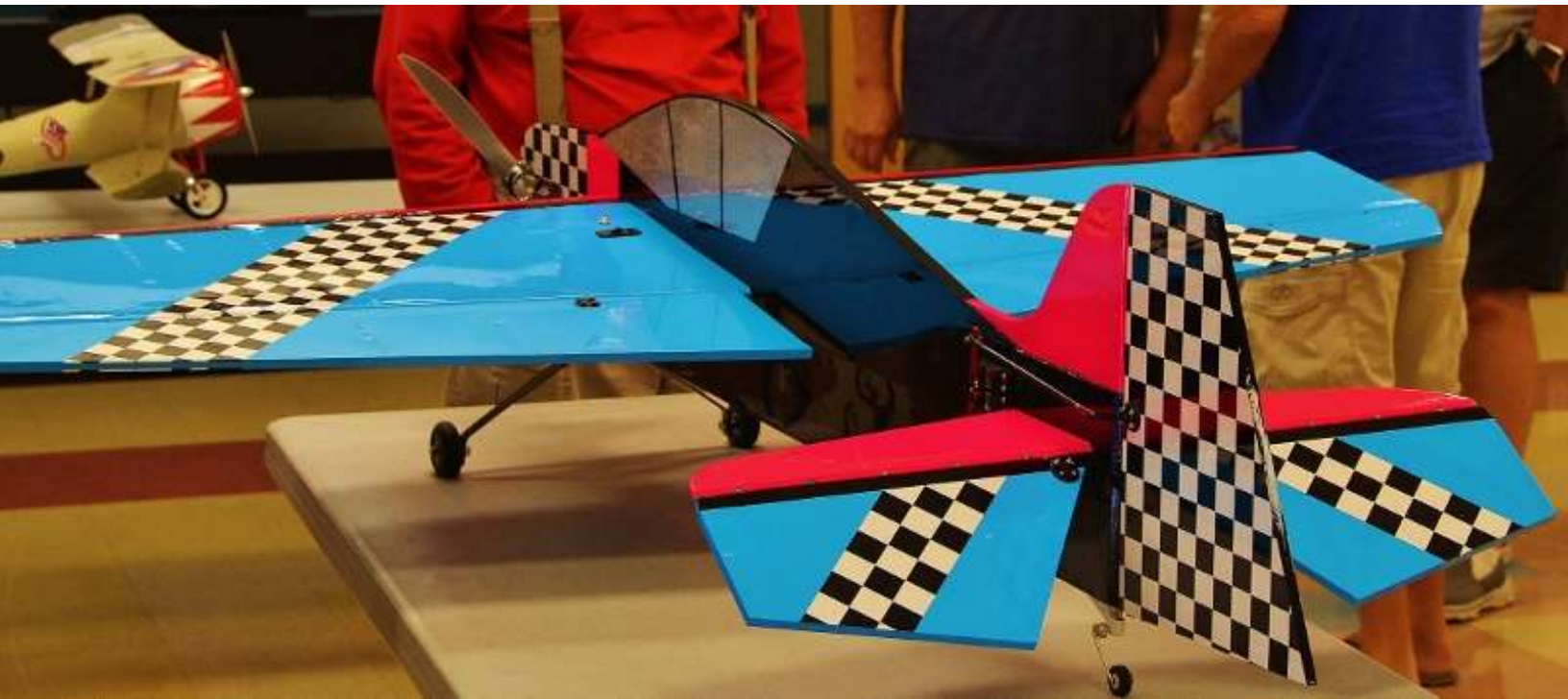
Master builder Marv Clemens built this in three months! See page 33 for details. He won Model of the Month for August 2018. Good on ya!



Frank Burke built this colorful profile from plans. It reminds one of the control line planes we flew in the 1950's. As always, Frank does a superb job.



Marv Clemens receiving his plaque for winning Model of the Month for August 2018. Nice job! Good going!



Here is the sister-ship to Frank Burke's plane. They are similar except for color schemes. Varley Longson always creates beautiful planes and this one is no exception. See page 30 for details.



Das Ugly stick for sale. It's about a 40 size plane and colorful.

Chris Thompson spoke about safety at our field.



Do not taxi in the pit area, either going out to the flight line or coming back in.

Greg Stone is running for District 10 VP and made a short presentation about himself to our club.





Dave Storey made a presentation about sound systems available for model aircraft.

Dave Storey

RC Sound Systems

3 Companies making sound systems for R/C airplanes



1) Benedini – THE Original Sound System

- Tagline: "the difference between just another model and a model that looks and **sounds** like a real aircraft"
- Reproduces original recorded engine sounds @ 22,050 Hz for the highest in sound quality
- Engine sound speed proportional to throttle position; coordinated with speed of motor and propeller
- Gun firing options
- Can be used on single and multi-engine aircraft
- <http://www.aerosoundrc.com>

3 Companies making sound systems for R/C airplanes

MODEL SOUNDS INC.



R/C Models Like You've Never Heard Them Before!

2) Canadian company; Lead engineer = David Harrison

- ShockWave sound systems
- Stereo outputs allowing difference sounds to be played on left & right channel
- Sound set includes 104 airplane sounds; genuine digital recordings of the real aircraft
- Some sound sets include afterburner sounds
- <http://www.modelsoundsinc.com>

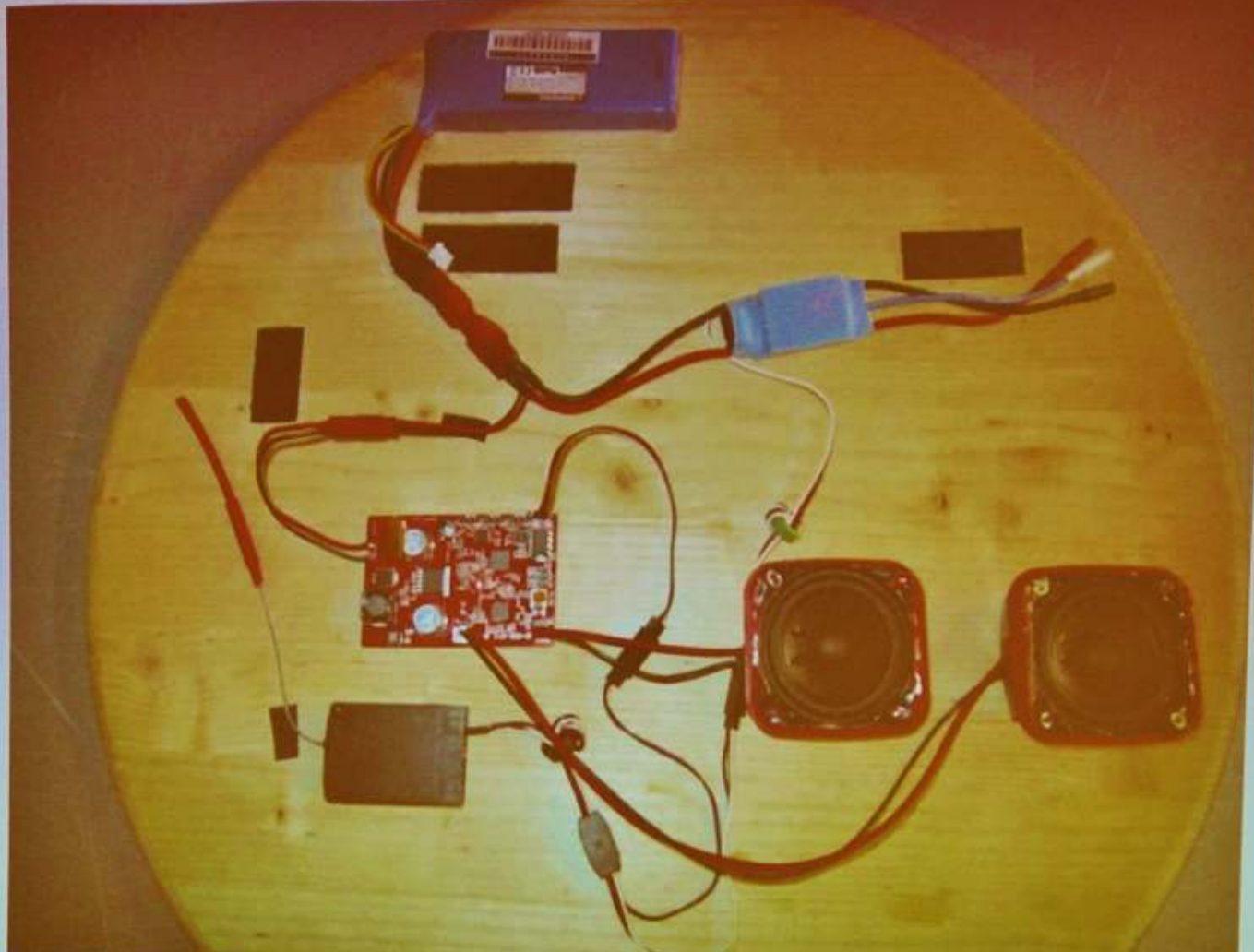
3 Companies making sound systems for R/C airplanes



3) ASPIRE & Version 4.1 sound systems

- No speakers – transducer only
- Size: 2" x 3-1/4" x 1"
- Weight: 2.2 oz.
- Power input: 3s-10s
- Available only from MotionRC and HobbyKing
- <https://www.mrrcsound.com>

Basic concept of operation



ModelSounds ShockWave Components



Name : ShockWave 2-System 2 x 4 inch x 4 Ohm

Item Number : System-2x4x4

Voltage : 4.5 - 26 Volts (6S LiPo), 2 Amps maximum.

Power Output : 40 Watts at 26 Volts


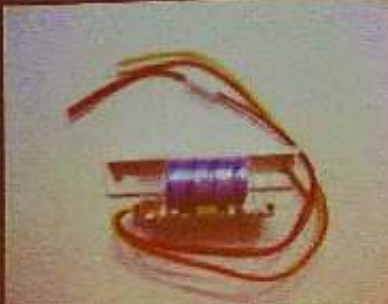

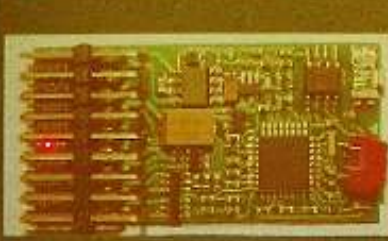
Contents :

- 1 x ShockWave® 2 Sound Module
- 1 x Preloaded 8GB microSD Card
- 2 x 4 Inch 20 Watt 4 Ohm Loudspeakers
- 1 x Slide switch for power
- 2 x Male-Male Servo Leads for one throttle and one gun sound input.
- 6ft x Twisted red/black 22AWG wire
- Weight : 400 grams (14.1oz)

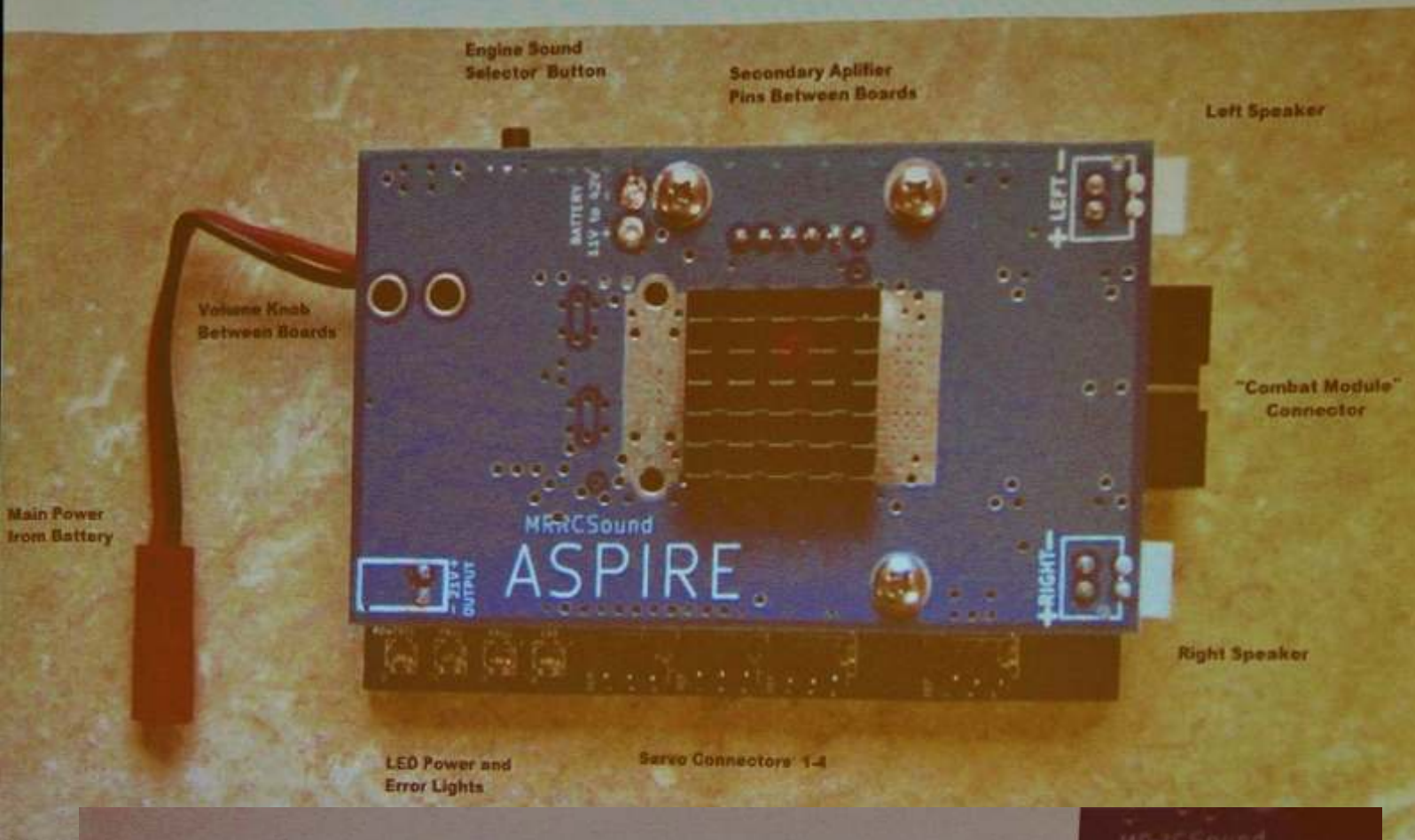
USD\$189.99

[Quick-Start Guide](#)

AeroSound Benedini Components

3" speaker	Description	Item:
	<p>The Aerosound 3" speaker is custom manufactured for Aerosound with selected components and a powerful neodymium magnet to be as light weight as possible yet deliver the best possible sound at high decibel levels.</p> <p>Dimensions: 3" dia. x 1.10" deep wght 3.2oz.</p>	SPK301 Price: \$33.00 Add to Cart
High Volt AMP	Description	Item:
	<p>Aerosound 24 to 50 volt Amplifier.</p> <p>weight: 45 grams</p>	HVA01 Price: \$116.00 Add to Cart
Low Volt AMP	Description	Item:
	<p>Aerosound 11 to 22 volt Amplifier.</p> <p>weight: 35 grams</p>	LVA01 Price: \$90.00 Add to Cart
TBS Mini Sound Unit	Description	Item:
	<p>All connections by servo size plug. 3.5-12V power.</p> <p>Dimmensions: 55 x 25 x 10 mm Weight: 6 grams</p> <p>* Select (1) sound file below. * Contact Aerosound to reprogram chip.</p>	TBS01 Price: \$155.00 Add to Cart

Mr. RC Sound Aspire Amplifier/Sound Card

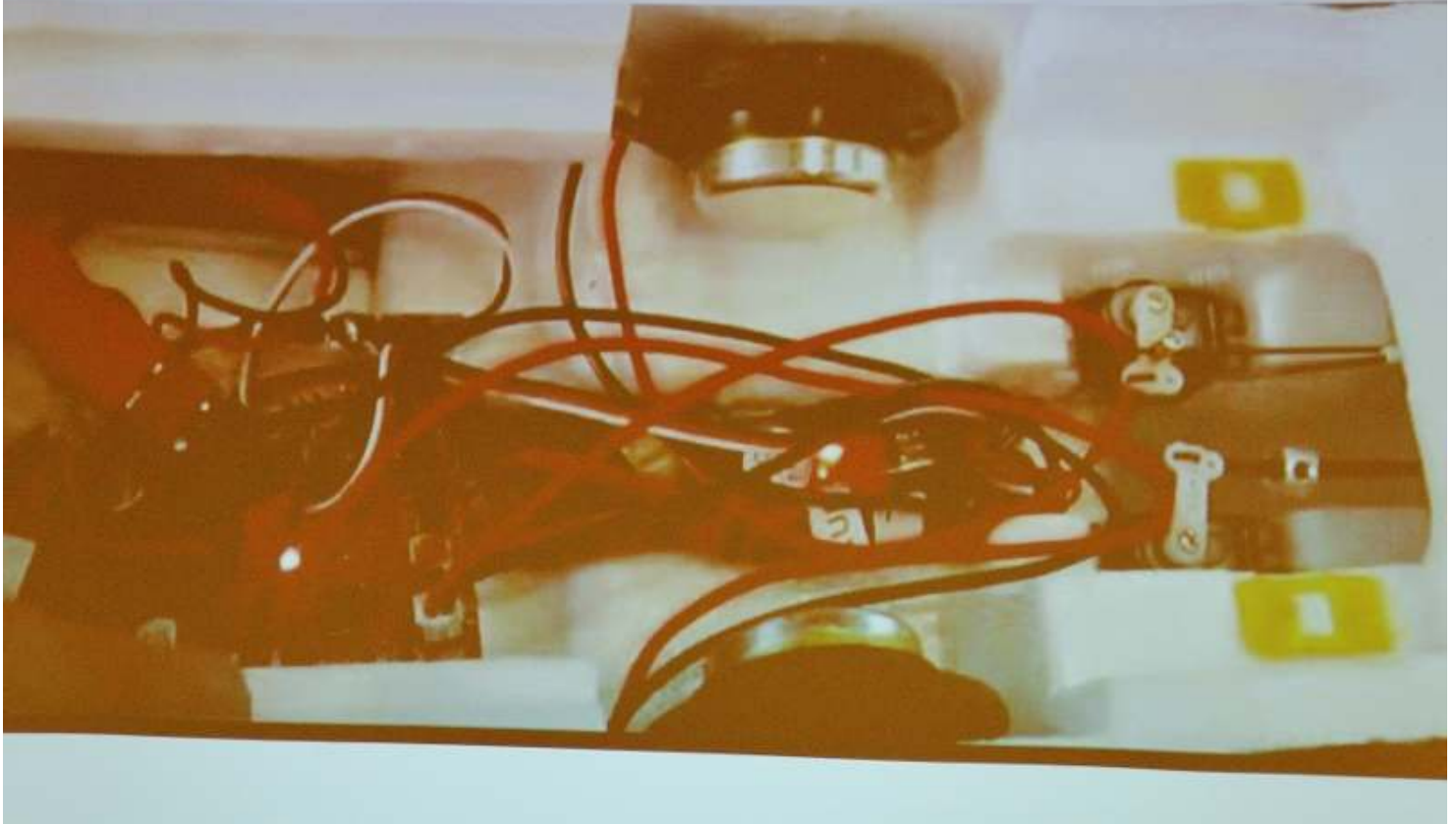


Details

MRRC Sound
ASPIRE

- Amplifier
 - 5x the power of v4.1 amplifier
 - Requires only twice the energy
- Processor: faster than v4.1
- Dual board design
 - bottom board processing unit; upper board power and amplifier
- Sound memory:
 - micro SD memory card instead of chip
 - v4.1 memory was 8MB total; Aspire memory SD card 110MB per engine sound
- Random start-up/shut-down:
 - 15 random start ups; 10 random shut downs
- Automatic whistle trigger
 - Sound rendering real recordings of respective engines
- Volume: louder than v4.1
- Prop noise: included with engine noise

Installed Aspire system



www.aerosoundrc.com

www.modelsoundsinc.com

www.mrrcsound.com

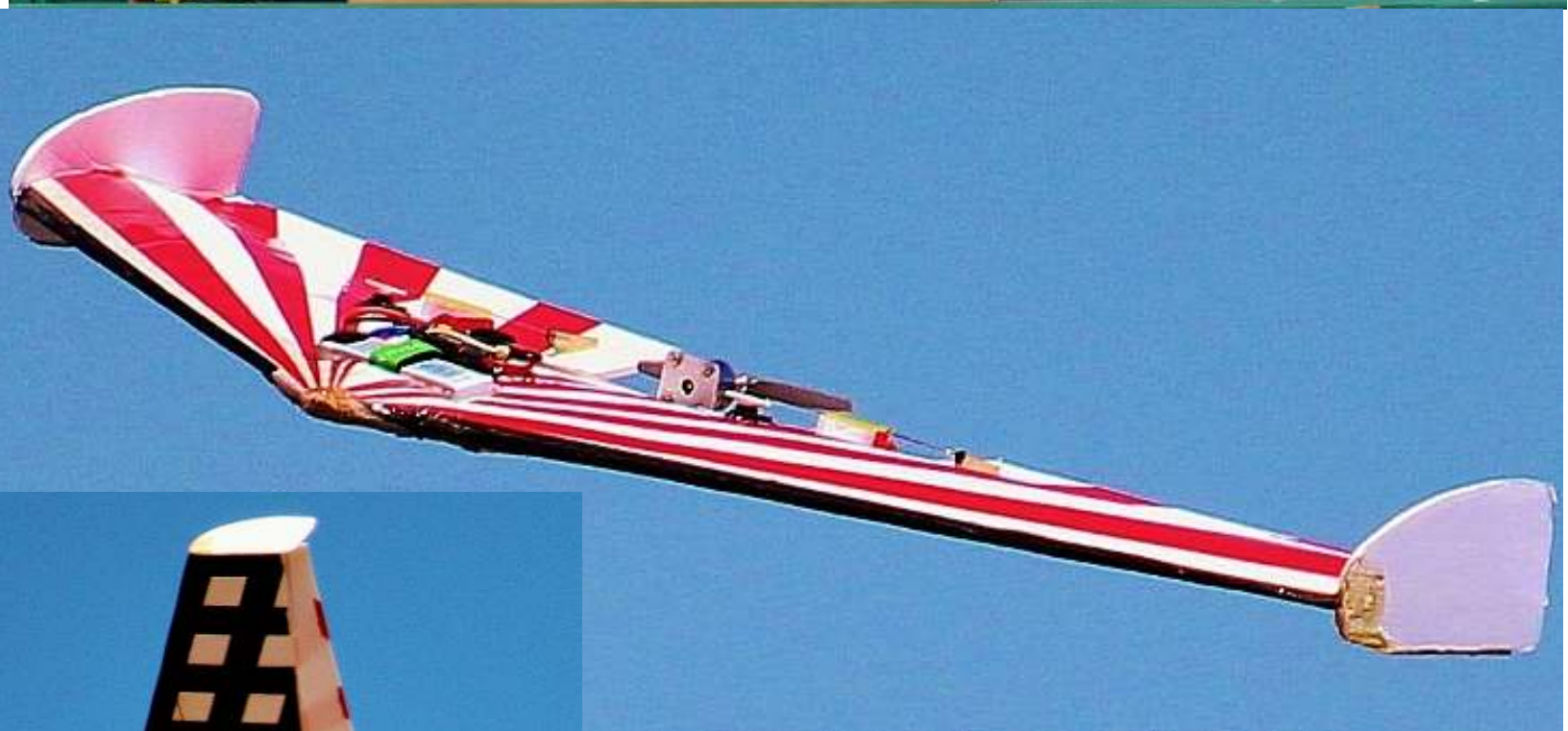


Don Thompson and his son, Chris, our Safety Officer.



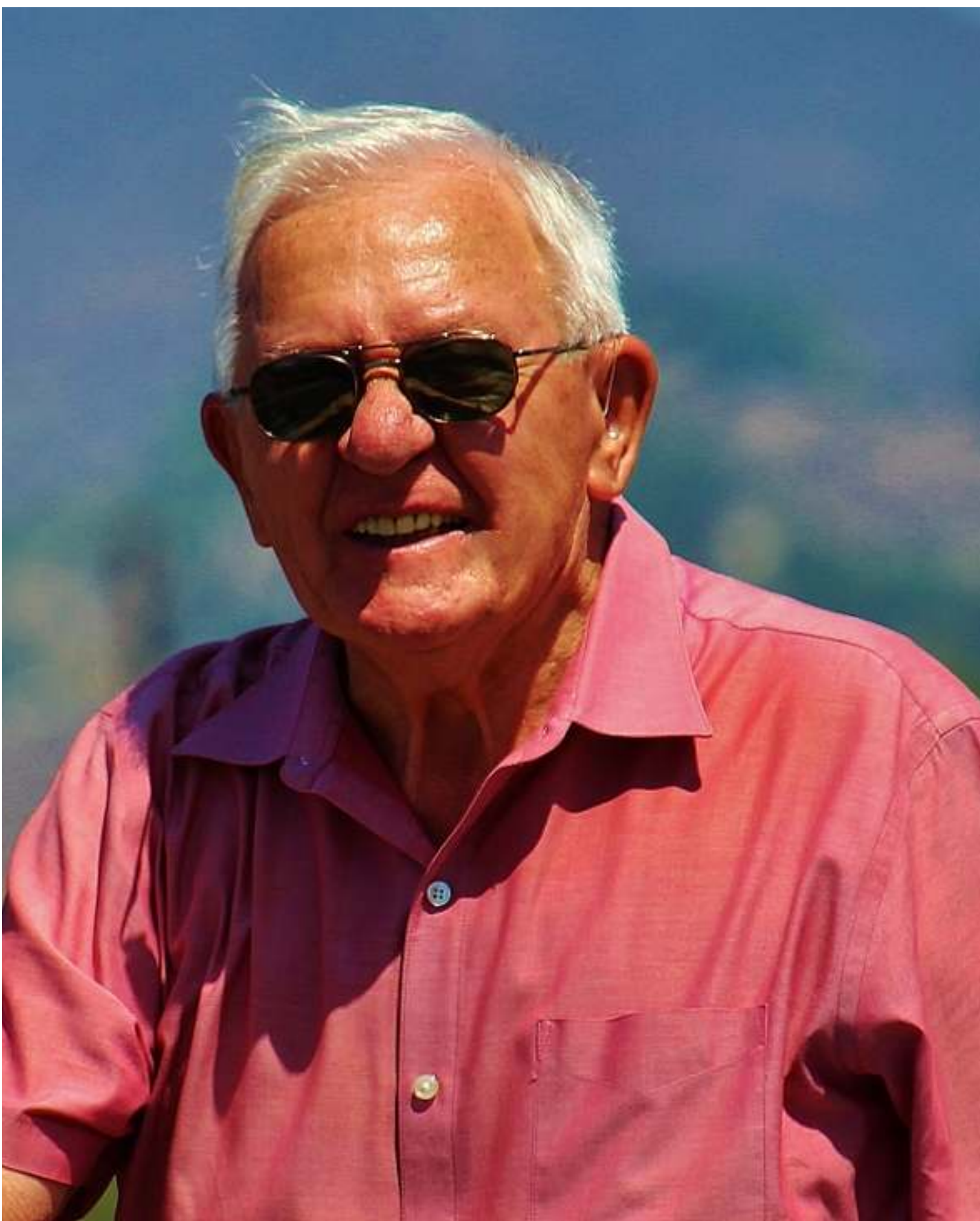
Jim Gallacher launches Ian MacLaughlin's 2 meter sail plane for its final flight. It was last seen heading straight into the jungle in a terminal dive where it carved out for itself an eternal resting place. May it rest in terminal ⁵⁰ 'piece'.

James Gallacher





**Patrick Pranica's
Spitfire.**



Lord Creedon

Greg Wilson's ingenious airplane launcher





Greg's carrying case for his launcher is seen below.





Tim Daugherty and his Apprentice which he flies well.



Don Wadlington's Piper Cub



I asked Chris Thompson to bank his jet for a better photo; he obliged. That's a very kind interpretation of what actually happened.



Tom Pollinger The next two photos are of his ME-262 in USA markings.



Patrick Pranica's PT-17



Greg Wilson



Greg Wilson's plane





Patrick Pranic has a new Nieuport 28 from Maxford. Steve Gebler looks on.



The Nieuport in all its glory.....



I belong to Bill Hill



Chris Thompson's Phantom and Zero









Lord Creedon and his Radian– He didn't crash!



President Emeritus George Dawe



Patrick Pranica Tom Pollinger



**President Emeritus
Bill Hill**



Chris Thompson's Hellcat

International Mini-Moa Day



Vice President Steve Kerrin spent a few years constructing his Mini-Moa. Wingspan is 18 feet, weight is 30 pounds including 4 pounds of nose ballast. This was the first sailplane to use water ballast. 18 ounce wing loading and flies well. He maiden it on Thursday, August 30, 2018.





L/R Greg Wilson, Roger Cosio, James Gallacher, Steve Kerrin and Mike Lonnecker



Ken Kaye towed the Mini Moa with his Polish Wilga. It has a 100cc DA gas engine. Ken built the Wilga in about 9 months.







Steve Kerrin, Jim Gallacher and Tom Minegar



L/R Mike Lonnecker, Steve Kerrin, Ken Kaye, Chris Thompson– Getting the plane ready for towing.





Top photo launching. Bottom two photos -Landing



Above– Towing the plane back

Bottom– Lord Creedon’s Radian





L/R John Hartsell Sr., Steve Kerrin, Chris Thompson, Patrick Pranica, Greg Wilson



Diane Kerrin, Louie, and Sammy Lonnecker.



Diane Kerrin and Louie



John Hartsell



Linda and Phil Kogan



L/R Lord Creedon, Patrick Pranica, Bill Hill John Cutler, Tom Minegar







Below, returning from flying, I took this photo of my car as reflected in the rear of a gasoline truck. Photo # 170 That's a lot!





COMPLETE MACHINE SHOP & AUTO PARTS

Cylinder Head Specialist

Line Boring

Five's Computerized Engine Balancing

Cylinder Boring

Flywheel Grinding

Drum Turning

Rotor turning

Crank Kits

Engine Kits

Wet Magnafluxing

Complete Engine Rebuilding

FOREIGN & DOMESTIC AUTO PARTS

*Family Owned & Operated
34 years experience*

Complete line of Foreign & Domestic Auto Parts at Competitive Prices



Monday-Friday 8 am to 6 pm
Saturday 8 am to 4 pm



Palomar RC Flyers

Pay the same price that your mechanic or repair shop does when you present your club card at the time of purchase.

760-746-6110

1960 W. MISSION ROAD · SUITE 1-5 · ESCONDIDO

(Just East of Nordahl)

For The Best in

401 K Plans

Mutual Funds

Retirement

Investments

Long Term
Care

Insurance

Call
Tom Minegar
800-585-0035

If you wish to place an ad in the Transmitter, please contact me, your editor. Ads for club members are free.



Expert Radiator & Air Conditioning

Complete Auto Repair

*Mobile Air Conditioning
Electric Diagnosis & Repair*

Darrin Albert

*Sales, Service & Parts for
Cars, Motorcycles, Light & Heavy Duty Trucks*

2305 Auto Park Way, Escondido, CA, 92029 • 760.489.0151

CLUB OFFICERS

PRESIDENT	Steve Gebler	760-519-8163
VICE PRESIDENT	Steve Kerrin	760-807-1141
TREASURER	Chuck Riley	951-693-5679
SECRETARY	Patrick Pranica	442-224-0032
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Chris Wilson	760-415-3833
BD MEMBER	Jim Gallacher	760-747-7381
BD MEMBER	Joseph Villarreal	760-390-1470
BD MEMBER	Scott Dedic	858-674-4626
BD MEMBER	Chris Avellino	858-245-3342
BD MEMBER	Chris Thompson	760-277-4680

CLUB OPERATIONS

Advertising	Bill Hill	760-738-0644
Newsletter Editor	Joe Buko	760-726-8831

SPECIAL INTEREST GROUPS

RC Combat Chairman	Darrell Albert	760-741-2505
Helicopter Chairman	Scott Dedic	858-674-4624

HEAD INSTRUCTOR

Chuck Riley	951-693-5679
--------------------	---------------------

INSTRUCTOR LIST

David Drowns Basic Flight	760-740-1715
Todd Melton Basic Flight	760-305-8983
Doug Albert	760-291-6956

Please direct correspondence to:

PALOMAR RC FLYERS, Inc. P.O. BOX 141 SAN MARCOS, CA 92079

Fax : 909-679-7465

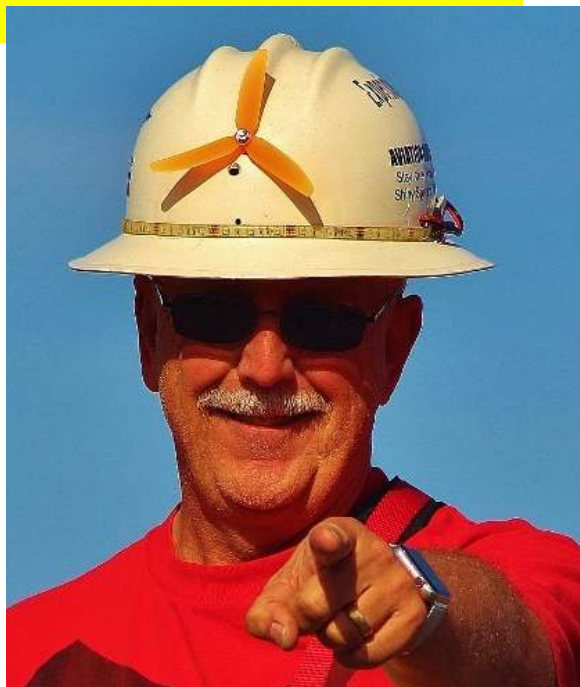
E-MAIL: info@palomarrcflyers.org

Catch us on the web at: www.palomarrcflyers.com

2017 Club Officers



Treasurer Chuck Riley



President Steve Gebler



Vice President Steve Kerrin



Secretary Patrick Pranica



David Drown

Board Members



Chris Avellino



Joseph Villarreal



Scott Dedic



Chris Wilson



Jim Gallacher



Chris Thompson