



Palomar R/C Flyers, Inc.

Transmitter

March 2018



AMA Charter 141

PRESIDENT'S COLUMN-Steve Gebler

Despite the cold mornings at the field, February has been a hot month for the club!

We had a great Trifecta Combat event with Doug Albert taking the win. We got some new comfy chairs. We saw the tremendous generosity of Patrica Pranica who gave a new plane to Greg Wilson which was destroyed at the field. We had an interesting (and somewhat terrifying) presentation on drone anti-terrorism methods by new member John Voorhees. Marlene Abel stepped up to provide us some tasty snacks at the club meetings!



Be sure to mark your calendars and plan to come to the field on March 24 (more details in the Transmitter) for a presentation by the Sheriff's Department ASTREA helicopter. Invite your family and friends to attend. There will be a barbecue on that day, too!

Also mark your calendars for "Aviation Night" with the San Diego Padres on June 2. See the details on how to make your reservations in this month's Transmitter.

The March Trifecta event will be on Saturday, March 3.

Have a great month and I'll see you at the field!

—
Steve Gebler

The exhilaration of flying is too keen, the pleasure too great, for it to be neglected as a sport.

— **Orville Wright**

Inside this Issue:

March 2018 Transmitter begins with Motion R/C's B-24.

Greg Wilson's crash and subsequent gift of a new airplane and Greg's gift of appreciation

Lord Creedon's autogiro and Joe Villarreal's Taylorcraft

The Trifecta

Hobby Town's Closing

As Seen At the Field

Monthly Club Meeting

Steve Nelson's 40% Extra 300

(There are 160 photos in this issue!)



CHINO, CA VALLE, AZ
PLANES OF FAME AIR MUSEUM
« 2018 SCHEDULE OF EVENTS »

(See the Events Calendar webpage for more information)

DATE	EVENT	FEATURING
Jan 6	Living History Flying Day	Lockheed P-38 Lightning
Feb 3	Living History Flying Day	Curtiss P-40 Warhawk
Mar 3	Living History Flying Day	Vought F4U-1A Corsair
Mar 10	4th Annual Hangar Dance	Big Band Orchestra
Apr 7	Living History Flying Day	North American B-25 Mitchell
May 5-6	Planes of Fame Air Show 2018 - Chino Airport	Nearly 50 Vintage Aircraft
May 13	Mother's Day – Moms Admitted FREE!	
Jun 2	Living History Flying Day	Mikoyan-Gurevich MiG 15
Jun 17	Father's Day - Dads Admitted FREE!	
Jul 7	Living History Flying Day	Republic P-47 Thunderbolt
Jul 21	History of Cal Aero Field	(Special Presentation)
Aug 4	Living History Flying Day & Junior Aviators Day!	North American P-51 Mustang
Sep 1	Living History Flying Day	Douglas AD-4 Skyraider
Sep 15	Aircraft Production in Southern California	(Special Presentation)
Oct 6	Living History Flying Day	Douglas SBD Dauntless
Oct 20	Women in Aviation	(Special Presentation)
Nov 3	Living History Flying Day	The Great War
Nov 11	Veterans Day - Veterans Admitted FREE!	
Nov 17	12th Annual 'Taste of Flight' Gala	
Dec 1	Living History Flying Day	Mitsubishi A6M5 Zero
Dec 31	Planes of Fame New Year's Eve Party!	Dinner & Big Band Swing Dance

- **Living History Flying Days** are held on the first Saturday of the month. They begin with a seminar at 10:00 AM with a panel of featured topic experts and conclude with flight demonstrations by the featured aircraft (*whenever possible*).
- All events are at **Planes of Fame Air Museum**, Chino Airport, unless otherwise noted.
- Event schedules are subject to change. Please consult our website or contact the Museum if you have any questions about upcoming events. (*Special additional events are noted in blue.*)

FREE ADMISSION TO MEMBERS!

(Dec 8, 2017)

N.B. The Chino Planes of Fame Airshow is on May 5+6, 2018.

Padres & Palomar Radio Control Flyers Aviation Night- Saturday, June 2nd vs. Cincinnati Reds @ 5:40 P.M.

Join the Palomar Radio Control Flyers for special seating and give aways with the San Diego Padres for “Aviation Night”. Family and friends are invited.

A reserved section in the Toyota Terrace along the first base line has been reserved for us.

Tickets will include:

- **Padres Aviation Pin**
- **Hawaiian Shirt Giveaway (image below)**
- **Pregame social in the ballpark**

In game recognition of Aviation Night participants

Ticket locations

- **Toyota Terrace- \$46/ ticket**
- **In seat service**

Padded seats



To make your ticket reservations, go to: <https://groupmatics.events/s/other/PalomorRCAviationNight>

ASTREA is Coming!

What's ASTREA? It's the San Diego Sheriff's "Aerial Support to Regional Enforcement Agency" Helicopter team. Their mission is to provide enhanced public and officer safety by providing effective law enforcement, search and rescue, fire suppression, and emergence service air support to public agencies throughout San Diego County. ASTREA is based at Gillespie Airport in El Cajon.

They have agreed to make a landing at Johnson Field with their Bell 205 A1 Fire/Rescue helicopter to discuss how they support our community. In honor of this event, we are inviting all club members, their families, and members of the community to meet the ASTREA team during their visit.

Thirty minutes prior to their arrival on Saturday, March 24 at 11:30 AM, the field will be closed for flying to accommodate the landing. All aircraft should be stowed to avoid damage during the turbulence created during their landing at that time. We'll have a barbecue that afternoon. Please RSVP through the Web site if you plan to attend.

Credit goes to PRCF member Scott McClintock for arranging this exciting event.

Be sure to mark your calendars for Saturday, March 24 at 11:30 AM.



—
Steve Gebler

The Wright Brothers created the single greatest cultural force since the invention of writing. The airplane became the first World Wide Web, bringing people, languages, ideas, and values together.

5

— Bill Gates, CEO, Microsoft Corporation

Maiden of the Month



Steve Gebler's 1.8M Opale Paramotor



Photo by Chris Thompson showing the weekday gassers.

Full Scale B-24 to Visit Palomar Airport in April

The Collins Foundation is flying their B-24, B-17, B-25 and TF-51D Mustang to Palomar Airport in Carlsbad on April 20 to April 22, 2018.

Walk thru's are as follows:

Cost: Children 12 and under \$5.

Adults: \$15.

April 20, 2018 2 pm to 5 pm

April 21, 2018 9 am to 5 pm

April 22, 2018 9 am to 5 pm

30 minute flights are as follows:

B-24 or B-17 = \$450 per person

B-25 = \$400 per person

TF-51D = \$2,200 per person

A 60 minute flight in the TF-51D costs: \$3,200.

Call 1- 978-562-9182 for flight reservations

125'

150'

Palomar Radio Control Flyers

225'

200'

175'



Altitude Quest

350'

300'

A new game to play. Spin the game spinner to get your target altitude. Fly as close to that altitude as you can while carrying the club's altimeter. ANY aircraft *without* telemetry is qualified to play. Top three closest pilots win a prize!

1/30/2018 International B-24 Day @ Palomar's Field



Motion R/C's latest offering is a 78.5" B-24 Liberator bomber from 75+ years ago. James D'Eliseo maiden it on January 30, 2018. The main landing gear is shock absorbing and the gear retracts. It has four electric motors and counter-rotating props, weighs 7.6 pounds and has a wing loading of 2 pounds per square foot. It flies well and with two large rudders, the plane can make flat turns with opposite aileron. There are 2 different nose sections which are magnetically removable. Tim Waldon's photo (on page 13) is in the waist gunner's station, called the sitting-duck. There you can see the other nose in the top photo. This plane is 'funderful' and glides like a sailplane.



Patrick Pranica + Don Wadlington



Preparing for first flight before we carried the B-24 fully assembled on a cradle in a Ford truck.



Now the B-24 is carried to the field in a cradle in the bed of my Ford Ranger. It's landing gear is captured by bungee cords around each wheel axle. With the B-24, the Ford travels between 45 and 50 mph. It takes 1 minute to secure the plane.



Joe Buko editor/owner, and
Chief Test Pilot James D'Eliseo







It's easy to imagine this bomber's four engines rumbling their heavy, throaty sounds. Notice the two different nose sections.





Patrick Pranica

Lord Creedon



Chris Thompson's fan jet



Chris Thompson's granddaughter, Brooke. She could get in and fly it, but Chris thinks it's too risky.



Chris Thompson

Chris Thompson has a new Sbach 342 ARF from Aerobeez. The wingspan is 74 in. It is powered by a DA-35 gas engine running a 20 x 8 Xoar prop.

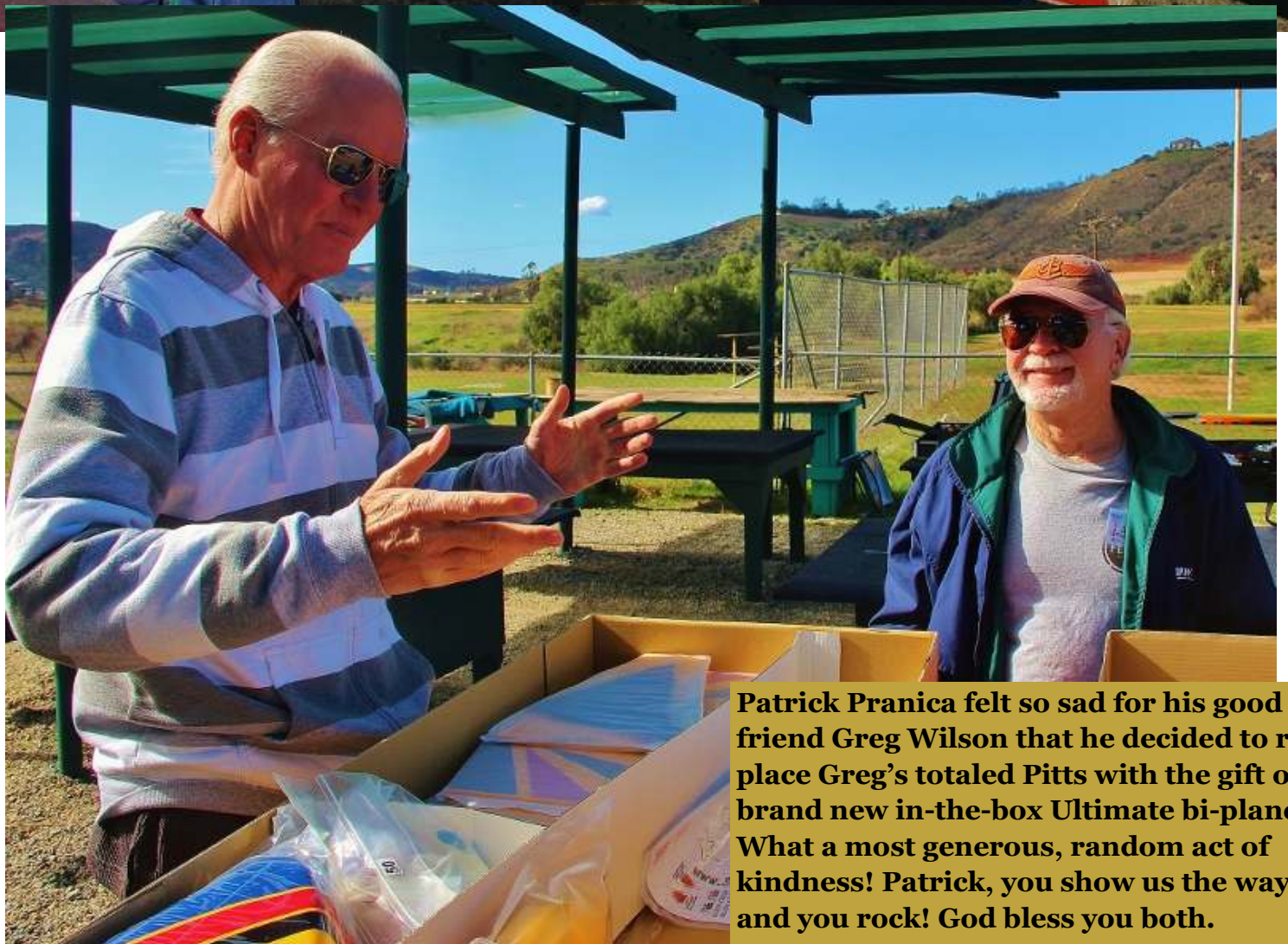


Greg Wilson was flying his beautiful Pitts when an Apprentice took off, unannounced, and flew directly in front of his Pitts. No explanation necessary. The second photo shows the Apprentice on one side and the Pitts on the left.



**It was a beauty. Here it is in its heyday!
R.I.P.**



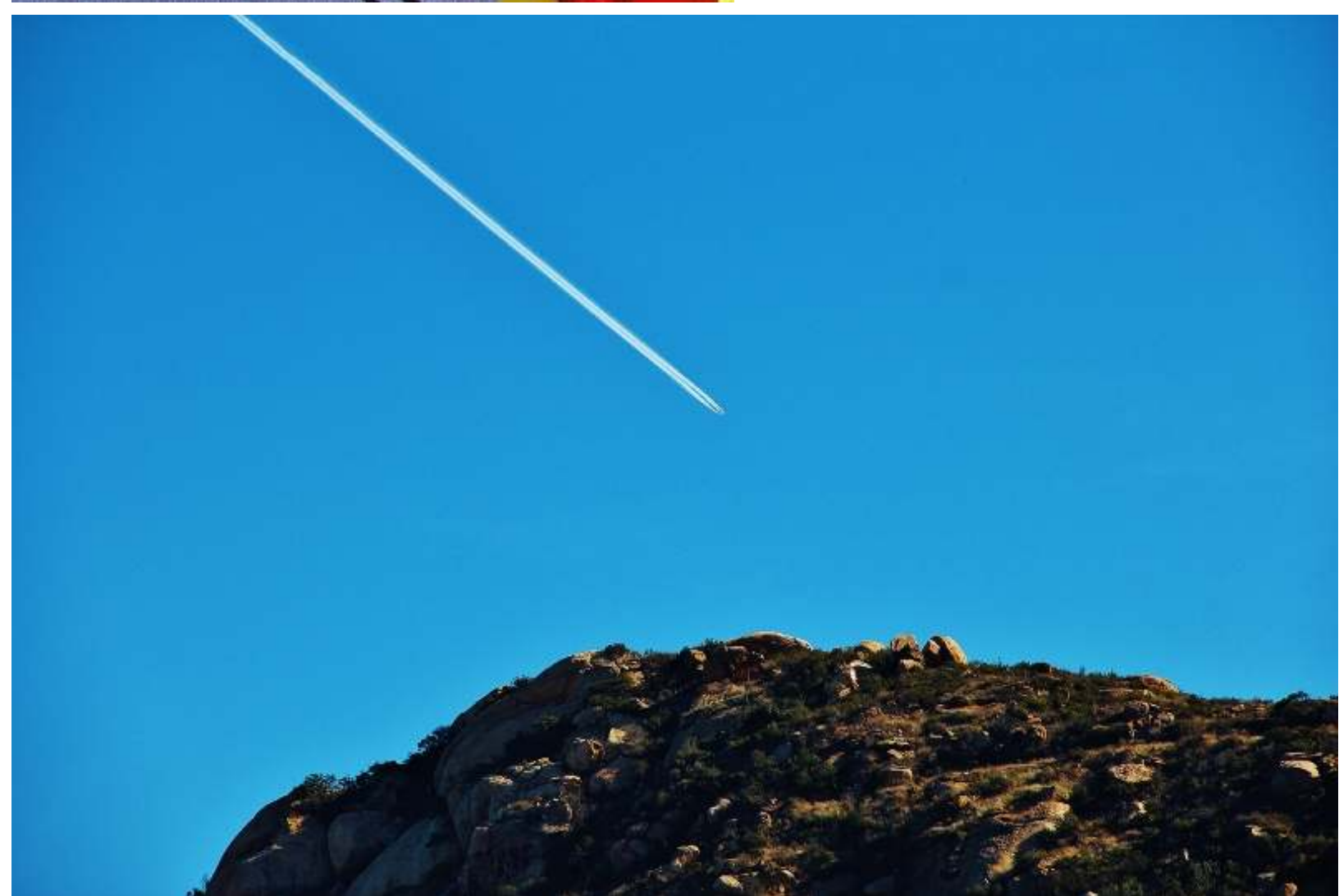


Patrick Pranca felt so sad for his good friend Greg Wilson that he decided to replace Greg's totaled Pitts with the gift of a brand new in-the-box Ultimate bi-plane! What a most generous, random act of kindness! Patrick, you show us the way and you rock! God bless you both.

Several days after receiving his new Ultimate, Greg bought a bottle of fine Scotch for Patrick as a thank you. BUT first, he wanted to con Patrick into believing he was giving him only a tiny bottle of the “holy water.” The bottom photo shows the gratitude on both their smiling faces and the big bottle of Macallan Scotch.

So, the matter turned out to be a win-win for both men. Great going! What a great club we have as we watch out and take care of each other! The bottom photo is probably the finest I’ve ever had the honor of taking at the field!

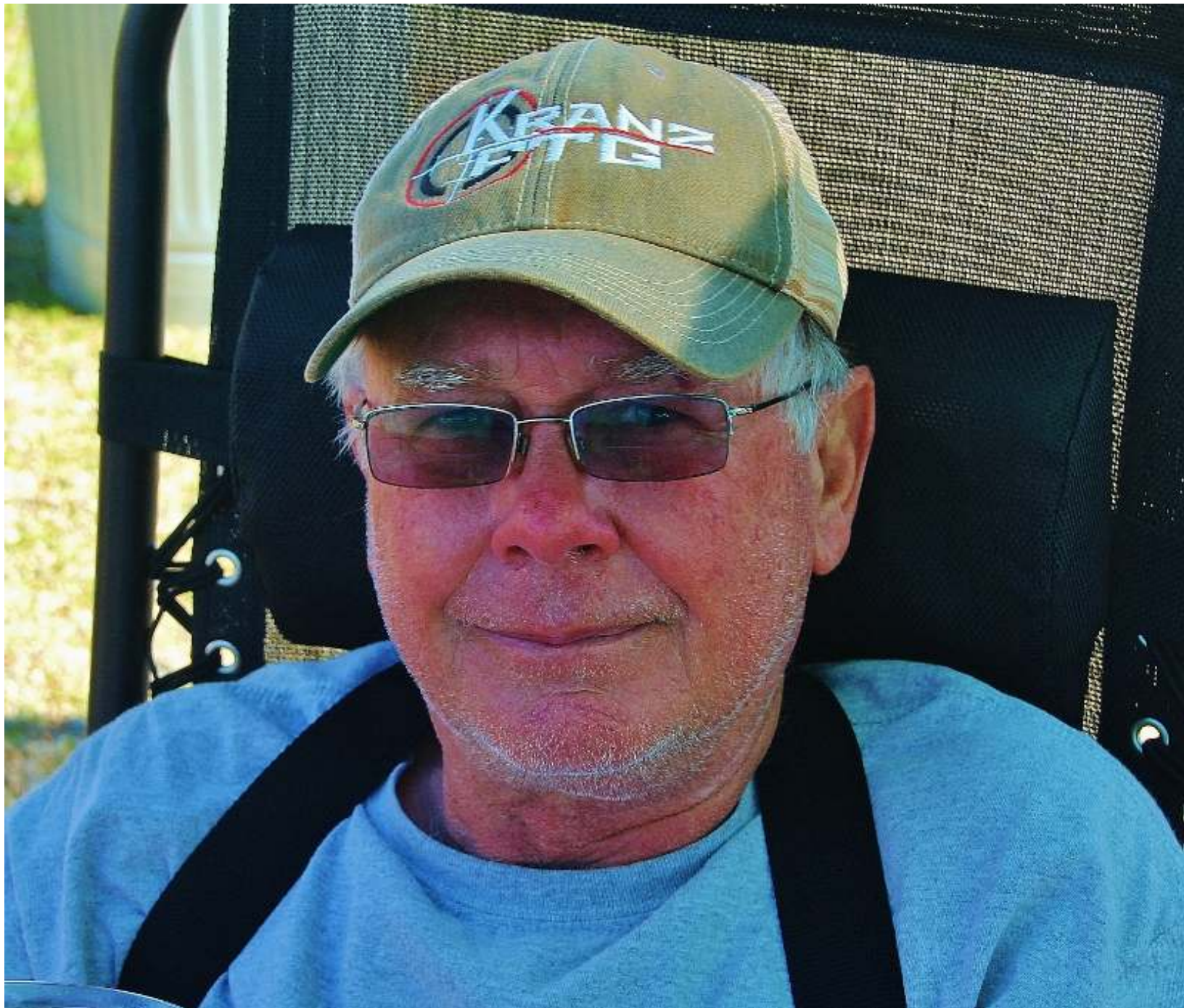




Roger Cosio has a “newish” free-flight R/C assist plane pictured above. Frankly, I find the following story difficult to believe, but on its maiden flight, Roger flew it at such a awesome altitude that it left this vapor trail! I wouldn’t have believed it if I hadn’t actually seen it. Roger has excellent vision with glasses to be able to see his small plane at 30,000 feet! Good going Roger! Seeing is believing. Hey, it looks like a jet but Roger claims it’s his plane. Honestly! Can we believe him? Roger, are you sure you are lying?

Ian MacLaughlin and his FW-190 with extended wings as on the original. The German designers extended each wing by about 5 feet, said Lord Creedon, who is an aeronautical engineer.





James D'Eliseo travels the country to fly. One of his friends from Texas is Ed Kranz who visited James recently and showed up at our field to fly. Look at Ed's low AMA number! Look at his impressive credentials!





Don 'Heli' White



James D'Eliseo

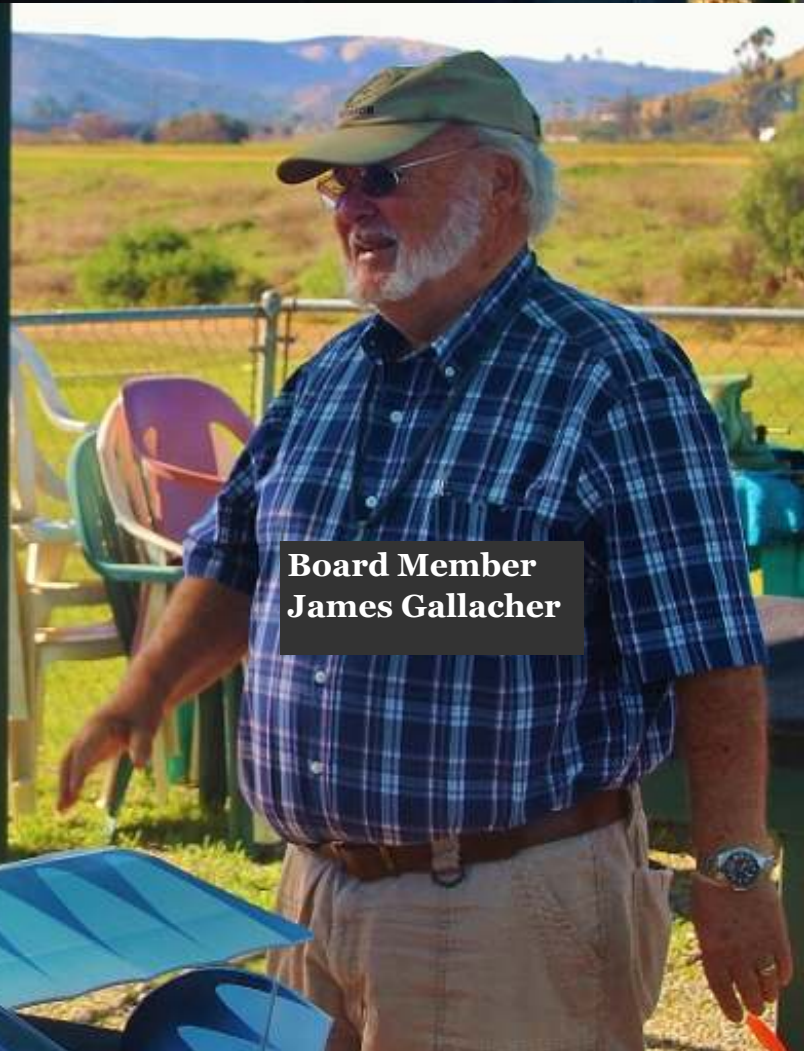


**President Emeritus
Varley Longson**

Dave Litaker



**President Emeritus
Bill Hill**



**Board Member
James Gallacher**

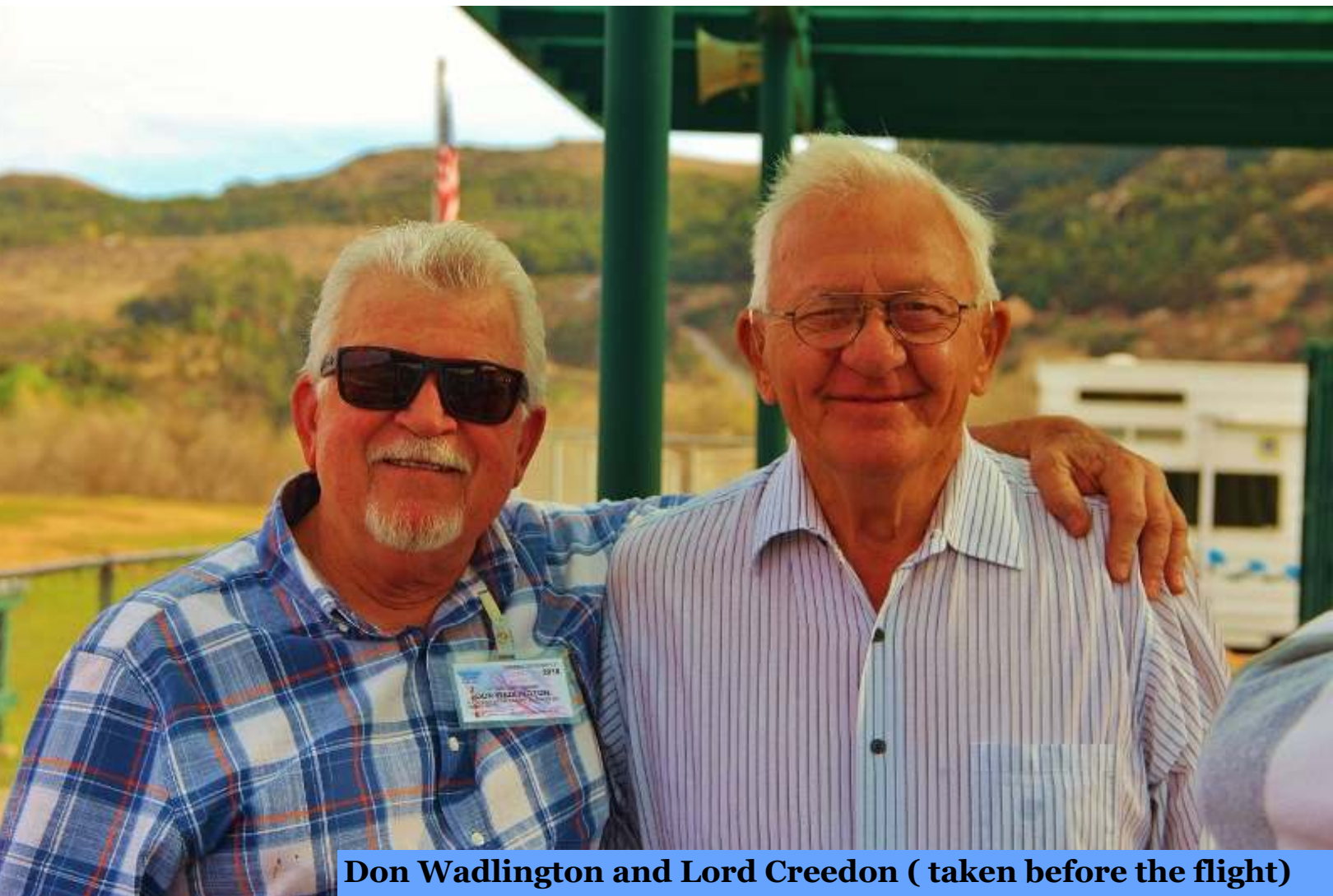


Lord Creedon and his latest autogyro



It actually flew. Here is the proof.

It actually crashed. Here is the proof.



Don Wadlington and Lord Creedon (taken before the flight)



James Christy



Dave Litaker



GLR Ray Fischer, Roger Cosio, James Christy



L/R Joseph Kelsch, Roger Cosio, James D'Eliseo, GLR (good lookin' Ray) Fischer, Patrick Pratica



LiPo batteries are safe when handled properly, but extremely dangerous after a crash or when over-discharged. Recently, yet another club member has ignored the club's policy about "dumping" Lipo batteries at the field for *someone else* to dispose of. This, despite repeated discussion and new signs at the field prohibiting the dumping. For those individuals that insensitively put their problems onto others, those offenders may have their field privileges suspended or revoked. If you know of a member who attempts to dump batteries on our property, please confront that person and remind them of their responsibilities and report the offender to the board. It is each individual's responsibility to take ownership of their *own* problems in our home away from home. Steve Gebler, (President)

Lord Creedon's new Apprentice came with a pre-delaminated rudder-fin.



James D'Eliseo's 3-D Cessna



Lou Governale, Don Wadlington, Richard Mack, Steve Kerrin, Patrick Pranica



Member of the Year, Joseph Villarreal and his Taylor Craft which is glow powered. These days, we see fewer glow fuel engines and more and more electric motors. Glow engines are becoming a rare breed indeed. It's almost good to hear them.



The designer, [Clarence Gilbert Taylor](#), a self-taught aeronautical engineer from [Nottingham, England](#),^[2] can be called the father of private aviation in America, as he designed the original [Taylor Cub](#) in 1931 at [Bradford, Pennsylvania](#).^[1] Taylor, along with his brother Gordon, formed **Taylor Brothers Aircraft Corporation** - slogan; "Buy Your Airplane Taylor Made" - in [Rochester, New York](#) in 1926, offering a two-seat high-winged monoplane called the "Chummy", priced at \$4,000. The Chummy failed to sell, and after Gordon died flying another Taylor design in 1928, Clarence moved to [Bradford, Pennsylvania](#), where the townsfolk had offered him a new factory at the local airfield plus \$50,000 to invest in the company. One of the investors was [William Thomas Piper](#), who had made his money from [oil wells](#). Taken from Wikipedia on the Internet.



Bill Evans from Temecula joined the club about seven months ago. He flew his Radian.



Patrick Pranica and president Steve Gebler hamming it up, trying to look all buff and stuff.



President Steve Gebler with a not-yet member, Jeff Bjornson (sp?)

Bill Hill and his tiny Cessna





Joseph Kelsch

4rd ANNUAL SPRING SAILPLANE AEROTOW APRIL 7th 2018

AMA Sanctioned

The Palomar RC Fliers club is hosting a gathering of aerotow/self-launching sailplanes at Johnson Field on Saturday April 7th 2018. AMA MEMBERSHIP is required of all participants. Johnson Field is located on about 70 acres on the Northeast corner of the intersection of I-15 and State Highway 76. We are about 16 miles North of Escondido on I-15. From I-15, take Highway 76 East towards Pala less than 1/2 mile and turn North on Pankey Rd. Enter the Palomar Flying site through the green gate. The paved runway is 600' long by 50' wide. There is a field adjacent to the runway approximately 600' long by 200+' wide and relatively flat with some grass and weeds, suitable in most area's for belly/emergency landings.

No high starts will be allowed. Sailplanes capable of self-launch welcome. The club will provide spotters to keep the runway clear of tow-planes/sailplanes for landing sailplanes. Club Noise limits require ALL Tow Planes must be below 98dB at 25 feet.

Towing will begin at 10:30 AM on Saturday. We will have a club/visitor barbecue mid-day on Saturday at the field. The Palomar RC Fliers would appreciate knowing if you can bring a tow plane. Landing fee will be \$15/registered pilot. Registered tow pilots fly free.

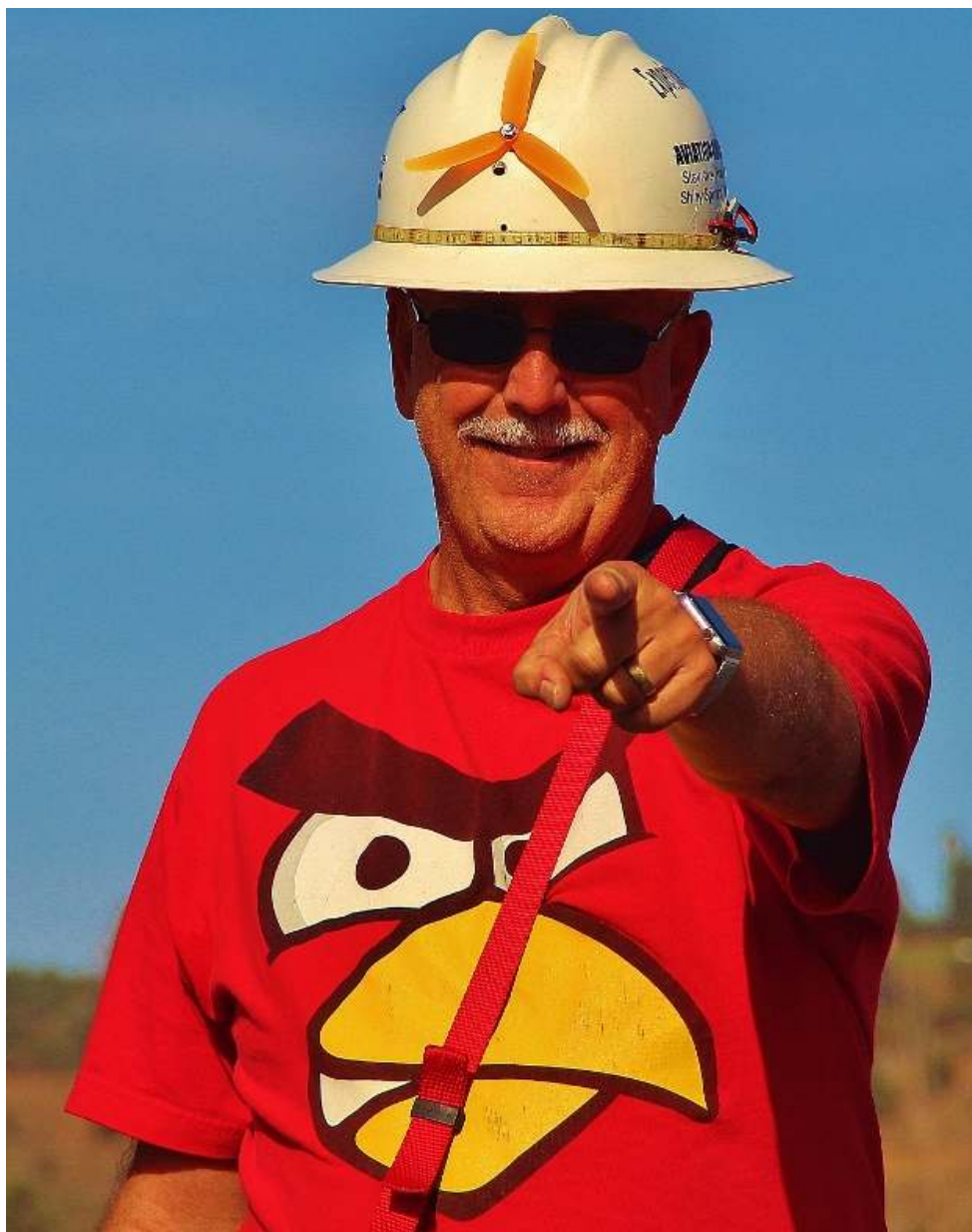
Pala Casino is located 4-5miles east of the field with a hotel, Quality Inn Fallbrook is located on the west side of I15 1 mile from the field.





On Sunday, Feb. 11, 2018, we held our second PRCF Trifecta. What does that mean? It is a flying event that takes about an hour with lots of fun. Here's how it works. First, there are two rounds of combat, i.e. cutting each other's flight streamers in the air. Then, the winner gets to fly around with streamers while all the other planes without streamers attack him! It's called the Chase. Then there is a spot landing event with five tries. Planes go up for a 20 second motor run, then they must try to spot land. The whole thing is mayhem and it's wonderful thanks to Steve Gebler, its originator.

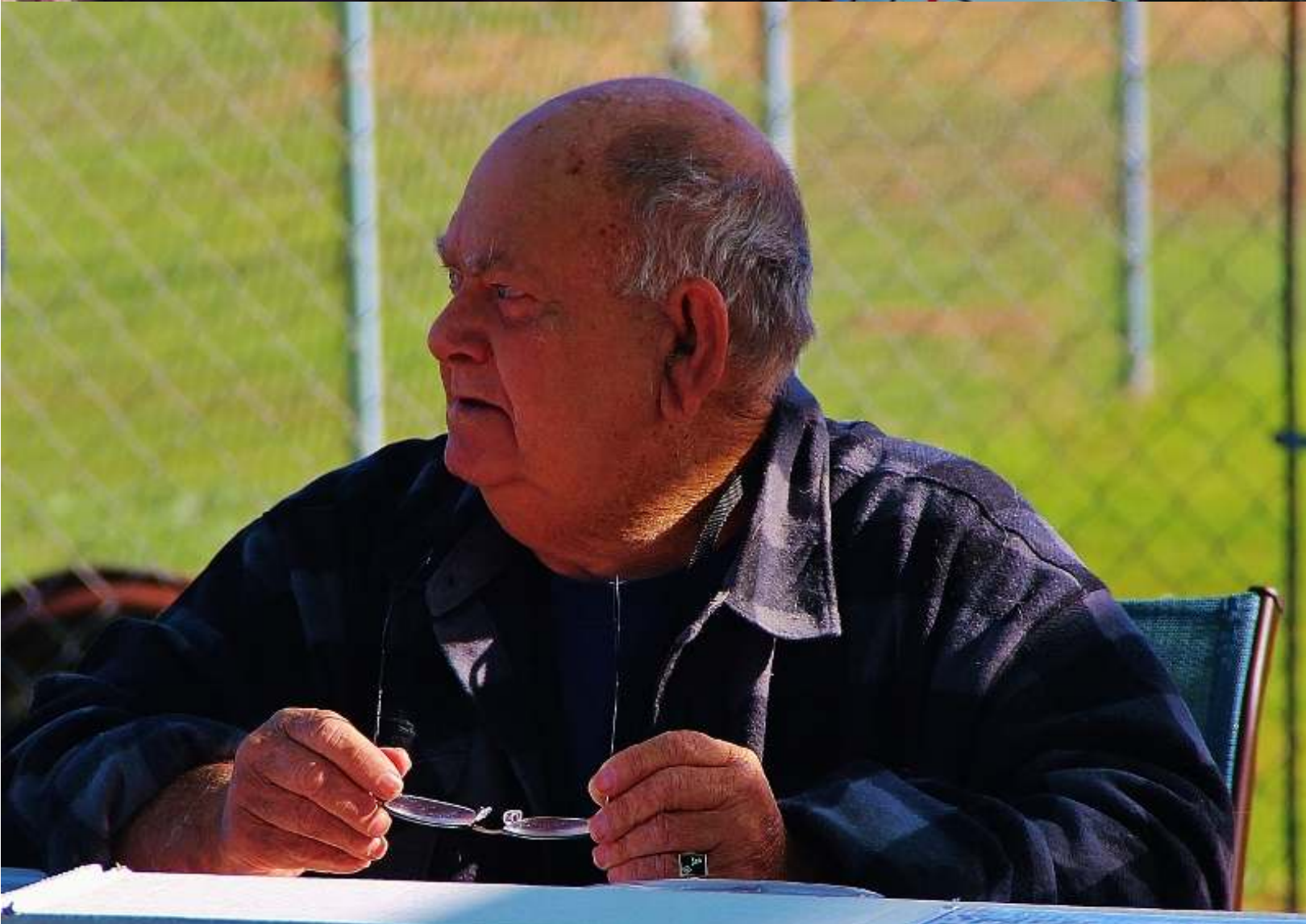
Steven Gebler





David Storey, Tim Hitchcock, Keith Albert, Eric Armstrong, Keith Ellis, Chuck Riley, Charlie Riley, Steve Gebler. Doug Albert is missing, so his photo is below to make up for it.





C.D. and score-keeper, Darrell Albert



Student pilot Gabriel Hunter and his mom and dad below, Simon and Jessica Hunter. They were some of the attendees.





**Virtual Member
Les Crook**

Sean O'Connor



Varley Longson and Chris Avellino



Pancho Castillo



Kacey Phoon and Sean O'Connor (and dog)

“Do what you love and you’ll never work a day in your life...because you’ll be unemployed!” ⁴⁶

Alfred E Newman MAD Magazine April 2018, page 1.



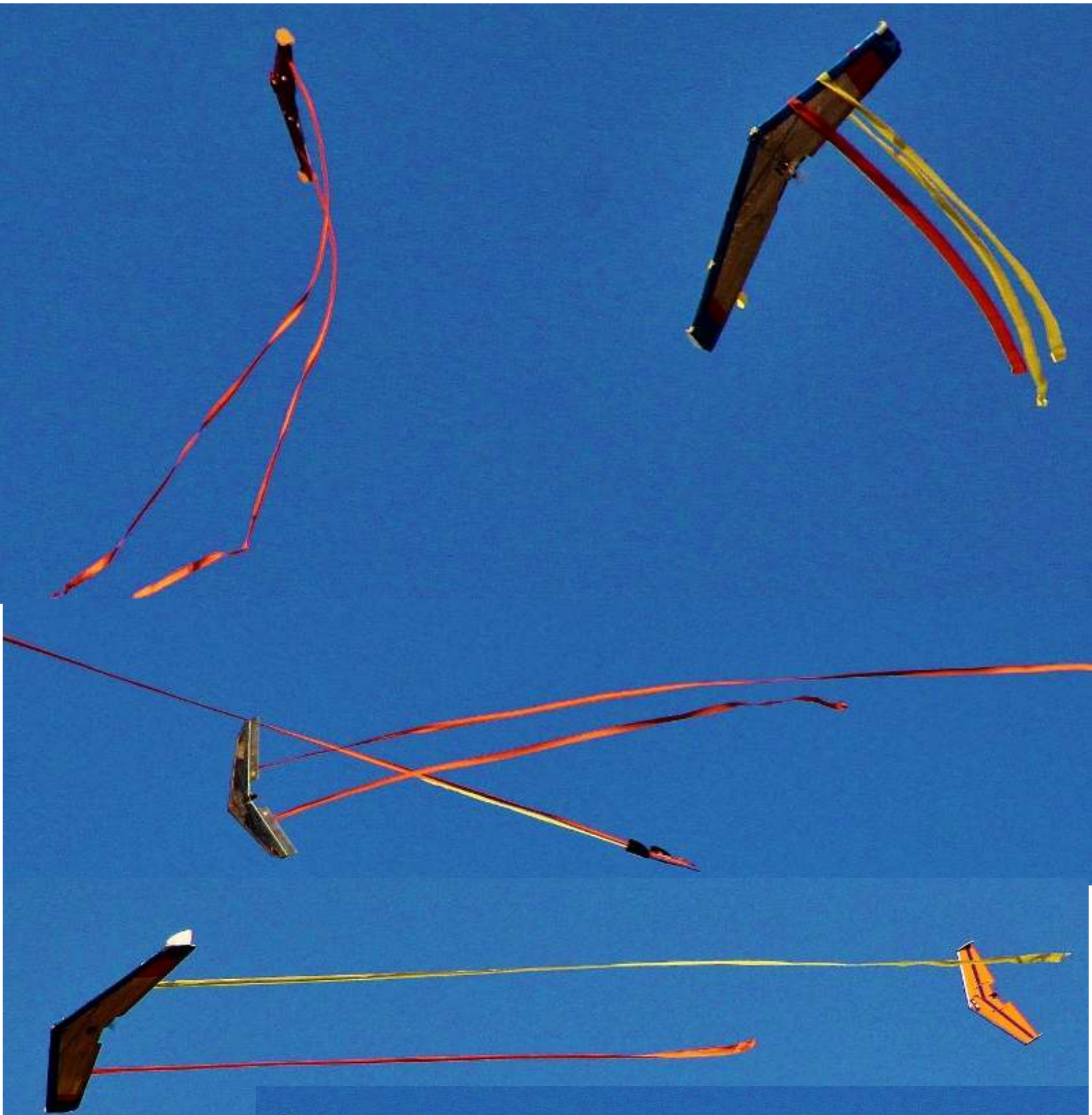
David and Perilyn Storey



Steve Gebler

David Storey

Tim Hitchcock



The 2 bottom photos show the 'chase'. Doug Albert's plane is being attacked by everyone else but guess what? No one cut his streamers even though he flew straight and level!





Chuck Riley

David Storey

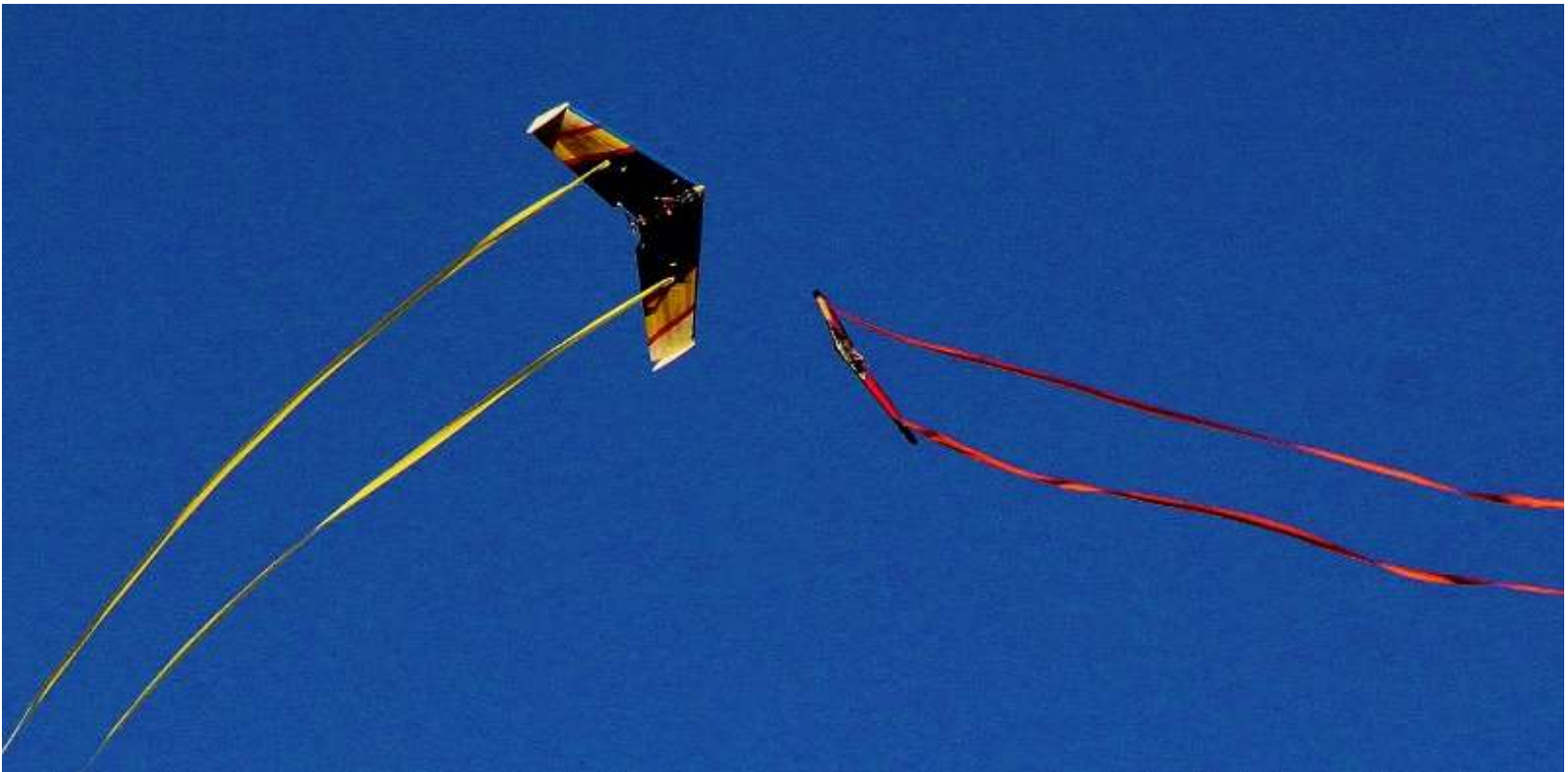
Steve Gebler

Charlie Riley



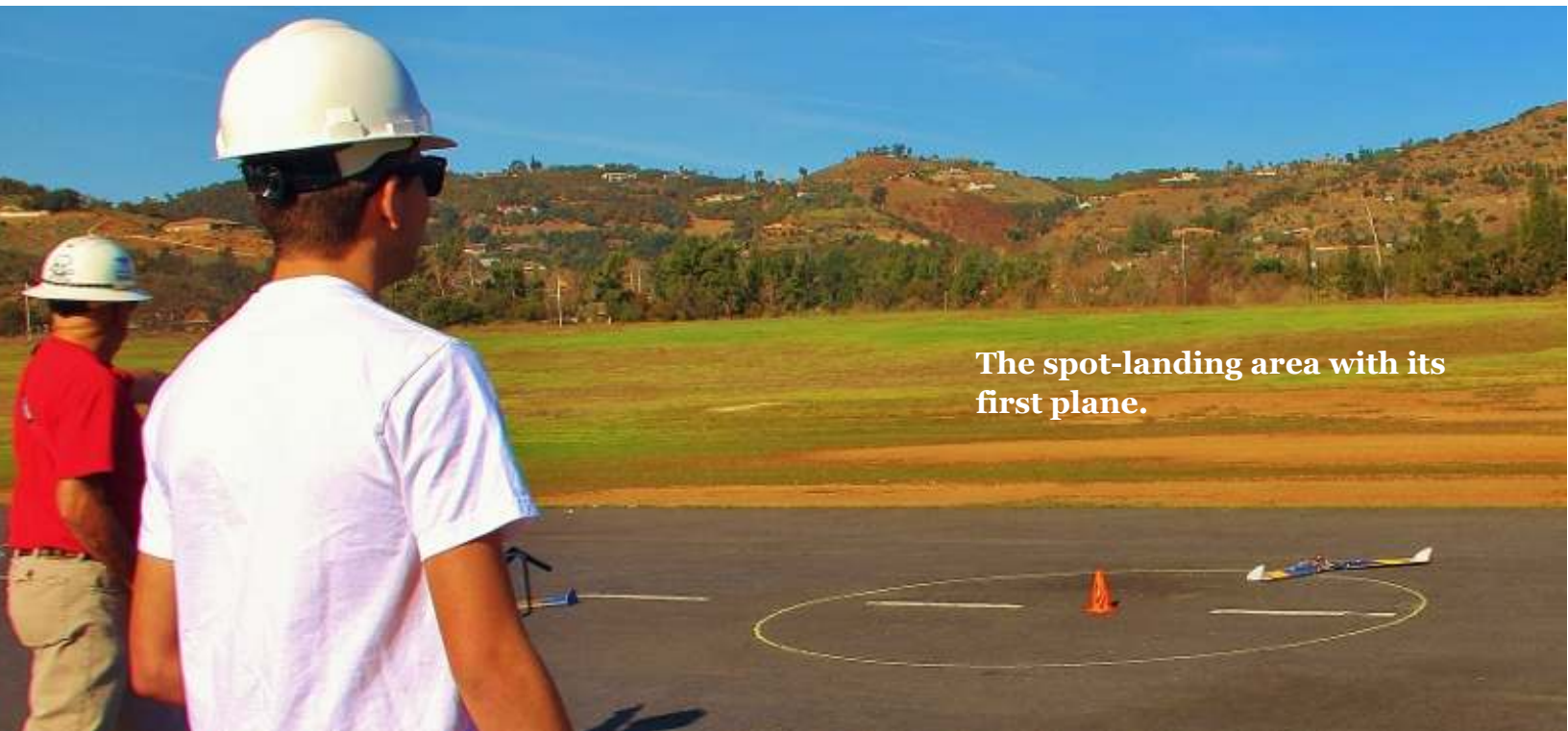


No comment needed. Just feast your eyes on that mahem.



MORE MAHEM!





The spot-landing area with its first plane.



Chuck Riley and his measuring tape to see who came closest to the cone.



More measuring to determine who was closest in the spot-landing contest.

Below, Doug Albert was the over all winner and chose his first-place award.



Second place winner was Charlie Riley.



Third place winner was Tim Hitchcock



Over-all winner, Doud Albert, got to wear the combat hat.

Here he is doing the two-step as he launches his plane. Lookin' good, kid!



David Ellis shows the delight that flying in the Trifecta brings.





Chris Thompson has every right to hang his head as he makes the long walk of shame. His gasoline engine flamed out at the end of the runway and so he joins those who have bitterly earned this infamous 'in-distinction'. (We are all members, aren't we, of the long walk of shame club?)



James D'Eliseo flew his smokin' Ultimate at our field in the evening.



Please read this notice if you use Solarfilm.



MODEL ACCESSORIES

SOLARFILM SALES LTD

ACKHURST ROAD,
COMMON BANK
CHORLEY, LANCS. PR7 1NH
ENGLAND.

Telephone. +44 (0)1257 267418

Fax No. +44 (0)1257 276203

E-Mail. info@Solarfilm.co.uk

Web site www.Solarfilm.co.uk

5th February 2018

To our Loyal Customers

It is with great sadness and after lots of consideration, we have decided to cease production of Solarfilm Products. Therefore, we will not be selling to wholesalers after 12th February 2018.

We have had to come to this decision due to the continued shrinking of the model industry and the demise of many of our wholesale customers over the last few years.

My father started 'Solarfilm' over 50 years ago and we enjoyed great sales success in the late 80's and early 90's filling the world's model shops with Solarfilm. But due to technology ie computers and a lack of demand for building models, our business has certainly tailed off and we feel it is no longer viable to continue.

My father never really retired, only when ill health forced him to in his late 70's, (which he later regretted). However, I have made a conscious or perhaps forced decision, to retire in my early 60's.

Although, I have not taken the decision lightly and I am sure the model industry will miss the Solarfilm brand. Thank you for your support over the decades and hope you understand our reluctant resolve.

It is certainly the end of an era for our family and the model industry.

We wish you all well.

Andrew Hardman.

Attach your airborne electronics to the far end of the plywood (secure with electrical tape or use some other method to secure the electronics to the plywood)

A crash is bad enough but if you damaged your airborne electronics and you are not aware of it you may inadvertently set yourself up for another crash. If any of the components of your airborne electronics where damage during the crash, and static bench testing does not identify any problems, you may want to consider testing the airborne components while subjecting the airborne electronics to vibration. Vibration testing is one of the important tests the FAA requires as part of the certification testing for full scale aircraft airborne avionics system. Vibration testing of model aircraft airborne electronics can potentially identify anomalous behavior that would not show up during static bench testing.

A model airplane crash may expose your airborne electronics to stresses that compromised the function of your airborne electronics. Compromised airborne electronics components may not show up during simple "static" bench testing. One method I use to help identify airborne electronics components that may have hairline cracks in any of the Printed Circuit Board (PCB) circuitry or a cracked PCB is to test the airborne electronics under vibration.

I use a simple shake table made from my jigsaw table. I run the airborne system under vibration while looking for anomalous behavior of any component of the airborne system. My shake table consists of my reciprocating jig saw table with a 2 1/2 to 3 foot section of 1/4" plywood clamped to the table (see image #1). I put a piece of 2 inch foam rubber under the rear feet of the reciprocating jig saw and adjust the blade tension and speed to produce the maximum vibration (this increases the amount of energy coupled to the plywood). Place the airborne electronic component(s) you want to vib. test at the far end of the plywood (farthest away from the jig saw blade). I generally use electrical tape to secure the electronics to the plywood (numerous other methods could be used to secure the electronics to the plywood). Turn on the system and operate it for several minutes while subjecting the airborne electronics to vibration. If you have a broken PCB, hairline crack in a PCB circuit or a servo pot / shaft sensor that is marginal this type of vibration testing will generally help identify these problems.



Image #1

Attach your airborne electronics to the 4" x 4" plywood (secure with electrical tape or use some other method to secure the electronics to the plywood)

For an extremely vigorous shake table you can clamp a small (4" x 4") plywood piece to the arm of the shake table and vigorously shake small (lighter weight) electronic components (see image #2). If you use this method you might consider placing a piece of soft foam rubber between the airborne electronic component and the 4" x 4" plywood (the foam rubber will dampen out some of the vibration). I normally do not use this aggressive form of vibration testing since the vibration envelope is more extreme than what airborne electronics is normally subjected to. **A word of caution, if you elect to use this method of vibration testing be careful, the magnitude of the vibration envelope can be significant! Be sure to turn the speed control to the minimum setting (minimum speed) and run a test case before attaching your airborne electronics to the 4" x 4" plywood.** Also, keep the weight added to the jig saw arm (clamps, plywood, and airborne electronics) to a minimum (you don't want to stall out the motor or damage your jig saw!!).



Image #2

Another alternative I have tried is one of those large vibrating back massagers. If the back massager has a variable control this can be a good alternative to the jigsaw approach.

Good Vibrations to all!

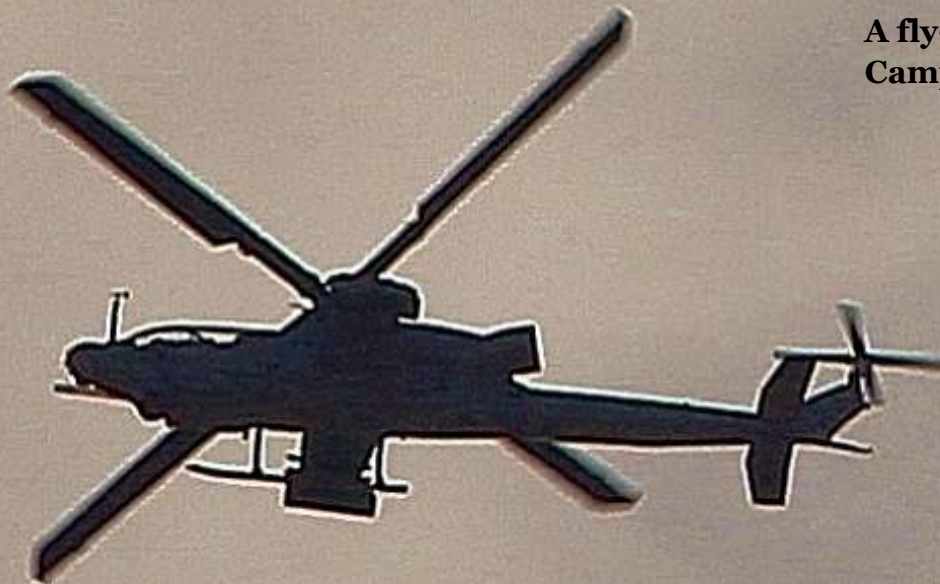
Greg Wilson - PRC member



Chris Thompson's Stork spun in because he thought the old servos that came with this old, used plane were fine. They were not and as he flew, Chris lost control and down she went. Lesson=use equipment you are certain about. Old servos that come with an old plane may turn out to junk your plane,



A fly-over from nearby Camp Pendleton.





E-Flite's T-28 named Holly and flown by Patrick Pranica. It looks great in black and white too.

We Palomar Flyers will miss you and the extraordinary service you provided for us over many decades. It was like family going to your store and I often said after paying my bill, "That was the best money I ever spent."

We wish it were not true that "our" store has closed, but we understand. All good things come to an end, but we wish the end were in the distant future. You have earned our respect and love for what you have done for us. Thank you for your years of service to us. We appreciate you!



Bill Woodfine

Patrick Pranica

Lynn Woodfine



Lynn and Bill Woodfine



John Davenport worked 22 years at the store.

Closed Forever We miss you. You were the best!





Patrick Pratica at Hobby Town in “the good ole days!” We miss you good folks. Shopping at your store was like being with family. Thanks for so many years!



Is this a full-scale DeHavilland Tiger Moth or a model? Answer on next page.



These 2 paintings hang in the San Diego Air and Space Museum.

(The Tiger Moth on the preceding page is full-scale.)



Steve Kerrin's 33% size Minimoa sailplane. It is huge and beautiful. Photo taken in his yard!

Congratulations to Tim Daugherty on his first solo flight seen here! His Apprentice is that tiny object to the extreme right in the photo. Steve Kerrin was his instructor who took this photo.



Tim Dougherty and Steve Kerrin. It has to be a humbling experience for a former B-47 and B-52 pilot to learn how to fly r/c. You did it! It's a great feeling of accomplishment to solo one of these models. Thanks to Steve for all his service! Our club is full of good men who give of themselves to others. Wow!



Lou Governale and his other elliptical wing plane.



Brian Otto's plane being flown by James D'Eliseo



James Gallacher and his r/c T-28. It looks like the one Gabriel Hunter has on page 43.

As Seen at the Field



Here is Thomas Pollinger flying this electric Cirrus that has a wingspan of 1500 mm. It has tri-gear and a 3 blade prop.

The ESC is 40 amp and the 3S battery is 3200 mAh.

We "welcome back" our guest from Texas-Ed Kranz. He has purchased this Sebart Sukhoi SU-29 from James D'Eliseo. The wingspan is 87 in. 2.2 meter. Ed has put an EME twin cylinder 70 gas engine in this plane with a Falcon carbon fiber 24 x 8 prop. It is flown with a Futaba radio.



Member, Bob Doebler, brought some of his friends out to visit our flying field. (left to right are: Bob, Ross Curtis, and Donovan Olson) Bob is flying this Telemaster 40 built from a kit from Horizon Express. The wingspan is 76 in. It has an E-flite Power 46 electric motor, 60 amp ESC, and 5S battery 5000 mAh.



February 2018 Maiden Flights



Thomas Pollinger is flying this new Cessna 150 Carbon Z from E-flite. The wingspan is 83.7 in. & comes with working lights, and it has tri-gear. It has a 50 size brushless electric motor, 60 amp ESC and 6S battery is 5000 mAh.



Tom also took maiden flight with this new Airbus conversion KC-30 military plane from Supreme Hobbies. It has 2 electric ducted fan 55mm motors, 2 ESC's 40 amp, 4S battery 3600 mAh. The wingspan is 56.9 in. It has ailerons, flaps, electric retracts, and LED landing lights.



Joe Villarreal took a maiden flight with this 82 in. Taylorcraft from Hangar 9. It is powered by a Saito 182 twin cylinder glow engine. It has a 16 x 8 prop and weighs 14.5 lbs. It has a 16 x 8 prop and weighs 14.5 lbs.



Dave Ellis also had maiden flight success with this new FT Versa Wing that he built at Tim Hitchcock's group wing building party. The plans can be downloaded from Flite Test. Dave installed a Cobra 2213/12 2000 kv electric motor with an Emax 30 amp ESC. The 3S battery is 2500 mAh and is flown with a Spektrum receiver.



Ernie Leep is flying this Extreme Flight Extra 300 after its maiden flight. It is powered by a DA-35 gas engine running a Falcon carbon fiber 20 x 8 prop. The wingspan is 78 in. The Hitec servos for the ailerons, elevators & throttle are HS-7955 TG and the rudder Hitec servo is HS-795 SHR. It has carbon fiber landing gear and titanium roller bearing axles.

Frank Burke took a maiden flight with this new Factor ARF from Great Planes. It has a 70 in. wingspan. It is powered by a DLE-35 gas engine with rear exhaust and is running an 18 x 10 Xoar prop.





John Voorhees gave a presentation about some of new technologies employed by the military to keep the troops safe. They include drones and fixed wing craft. President Steve Gebler thanked John for his presentation.



Rick Hilton was a guest and it seems he may be on his way to joining our club.

Welcome, Rick!



Roger Cosio and Tim Hitchcock won Model of the Month for January and received their plaques at the February meeting. Charlie Riley can be seen peeking out from behind Tim. Chuck Riley is smiling and is in the middle of the photo. President Steve Gebler is on the right.



Patrick Pranica in his hangar with my F7F-3 from Motion R/C. The B-24 is overhead.



2/25/2018 Steve Nelson's 40% size Extra 300 is a beauty beyond belief!



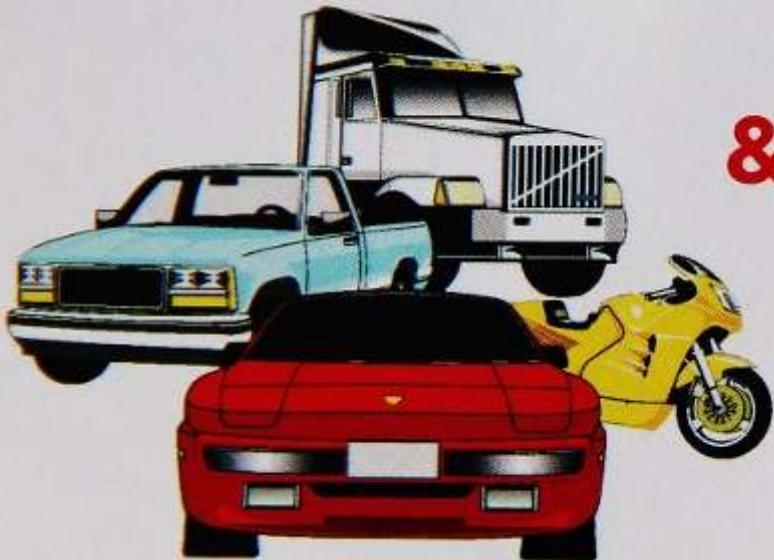
Although Steve's airplane is 5 or 6 years old, it is in pristine condition. New planes rarely look this good. The prop is a 31"X 14! That's a 31 inch prop! Wow! No wonder it looks huge because it is huge. Steve flies it well, and even though it has a 200 cc gasoline engine, it is remarkably quiet. Wingspan is 128". I'd rather not know how much this beauty is worth! The prop alone costs about \$200.!





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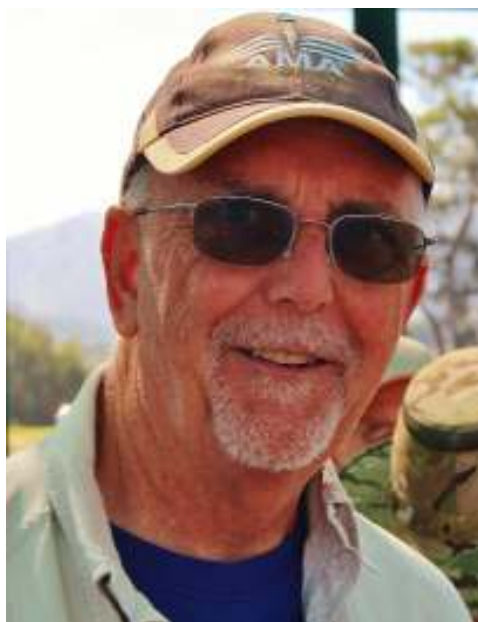
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