



Palomar RC Flyers

Transmitter



Build & Fly

JANUARY 2013

President's Column



**KEY EXCHANGE @ FIELD JAN. 5, 2013 IN A.M.
TO GET YOUR NEW KEY TO ACCESS THE FIELD, PLEASE
COME TO THE FIELD ON SATURDAY MORNING.**

As we close 2012 I want to thank all the club members. Thanks to the 2012 Board of Directors for your guidance throughout the year. Thanks to all the members who came out and donated your time and efforts to special projects and events. Thanks to the general membership for being members and supporting the club with not only your dues but your attention to safety and other details such as noise restrictions and other club requirements. It's our membership that makes this such a fun and exciting club!

As we look forward to 2013 we have some exciting developments. With the advance of technologies the club will be seeing things like FPV (First Person View) and Failsafe, Stabilization, and Autopilot systems. Multi-rotor systems are the fastest growing segment of the RC hobby. We have development on the I-15 Hwy76 exchange that only serves to remind us that our time at this location is limited. We may be facing some challenges but we're also in a good position this year for opportunities. With the economy as it is I don't think we'll be losing this field for some time. We're planning events such as our upcoming Fun Fly which is being organized and sponsored by our Combat group. We'll be doing a Multi-rotor event this year as well as our San Diego Heli Fun Fly. I'm looking forward to the Fallbrook Air Show. I'm hoping that we can increase our involvement with the local Civil Air Patrol Cadet Squadron 714 and get them out to the field for some hands on flying. The Monday night training program was very successful last year and I expect it will continue to be an excellent program for the coming year. There will be Combat events as usual. We'll be having our usual meetings every month and we're trying to have an interesting presentation at every meeting and I'm sure that Model of the Month competition will continue to be exciting. As you can see there will be plenty of opportunity to take advantage of the Palomar dollar program.

I wish you all a Happy New Year!

Bill Hill, President of the Palomar R/C Flyers, Inc.

Editor's Corner: Remember to come to the field on Saturday morning, Jan. 5, 2013 to get your new key so you can open the gate. Your 2012 key will not work. Bring it and exchange it for your new 2013 key!!!!!!
This is important! Your new key will be waiting for you to pick it up!

As Heard at the Field

Dec. 4

As Dave Fillet arrived at the field before 8 am, he noticed a cloud covering the area from the mountain to the east of the field extending to the freeway, 1000 feet away. He exclaimed, "That Ron Schuyler should have turned off his smoke! Look at that!" (Ron likes to leave a smoke trail when he flies his 540 racer. Actually, he is makin' fresh air.)

Photographs

If you don't see the photos that you wish were in the Transmitter, do something about it. Kindly take photos of what you want pictured and e-mail them to me. It's that simple. For example, if like me, you feel that the Monday-Wednesday-Friday flyers aren't sufficiently covered, take some photos and send 'em to me. If you fly heli and want



Robert Broughton photo The Palomar Board of Directors chose me, Joe Buko, as Member of the Year– 2012.

2

The award was presented in recognition for my work as editor of the Transmitter. Thank you for this high honor! I appreciate it. It is satisfying to know that you appreciate my creative work.

Meet Club Member Tom Johnston

“International Man of Mystery”

I interviewed my close friend Tom for this month's lead article. He was born in Inglewood, California in Stork's Nest Hospital on April 28, 1930 at the start of the Golden Age of Flight. Tom married twice; his first wife, Lois, passed away due to cancer. Tom could write a book about this saga and his faithful caring for her. They had one daughter, Linda, who lives half-time in New York State and Ramona. He married his second wife, Beverly, in 1988; she was an elementary school teacher. He has two granddaughters and five great grandchildren. Tom attended college for two years prior to his four years in the Navy where he spent a year in communications school in San Diego. His years (1950-'54) in Navy Intelligence (which he pointed out is an oxymoron) earned him the moniker “International Man of Mystery”. Spooks earn that title.

He was stationed in Hawaii for a year and a half and in Guam for as long. Those were the days before Guam became a tropical vacation paradise. While he was stationed in Guam, some Japanese soldiers lived as “hold-outs” in the jungle. They did not want to admit the war was over. When they came out and returned to Japan, they received back-pay and suddenly became wealthy!

After Tom's Navy service, he joined Standard Oil which became Chevron and worked at their El Segundo refinery for 32 years. While there, his job was a crude still operator. For about 15 years, he worked making butane, pentane and various other carcinogens. Tom was also an avid deep-sea fisherman.

Tom became interested in airplanes at age 7 or 8 because he lived not far away from Mine's Field which is now known as LAX! In those days, the airport saw many Piper Cubs and general aviation. He said, *“We'd ride over on our bikes, (70+ years ago) to see the planes. One year, the National Air Races took place which we watched from our front yard!”* He flew rubber power in the school yard and then really flew when he moved up to towline gliders. When they hit thermals, some would fly OOS, but he had his name and phone # on them with the word, “reward.” Not a few were found and returned to him for which he had to pay a reward! They flew far into neighboring towns.

In 1986, Tom began R/C; he credits his next door neighbor with introducing him to this part of the hobby. His friend flew ¼ scale and one year he gave Tom a sailplane kit. Tom tried to fly it off a slope and the plane lived 5 minutes. His second sailplane lived 15 minutes. His third sailplane lived an hour, and Tom felt, “I'm on my way.” Soon he helped others learn to fly. At the end of Imperial Avenue in L.A. is a slope which was used for hang gliding training. A sewage plant is nearby. Tom was trying to set a personal altitude record when the plane came down in the vicinity of the plant. He thought it might have landed in a sludge pit but it landed on the roof. He got it back.

Once he was flying a sailplane at Hughes Hill, now a part of Loyola Marymount University. Tom intentionally cork screwed the plane straight down as a bystander exclaimed, “Well, there's one gone.” Tom then straightened out far below, flew it up past the man and asked with a smile, “Want to see it again?”

Then he got into power planes and helped form a club, the Compton Tail Spinners. They actually shared a field with the Bloods and the Crips who would have a friendly football game when they weren't shooting each other on the streets! Their airplane club president, Charles Kelly, became the first Education Director of AMA. Tom became president of that club and later was president of the Hemet RC Flyers. With permission, the club flew at a middle school in Compton and to stay in their good graces, the club developed a school training program for students from grades 7 through 12. The students learned the basics of flight and as they went along, it culminated with the students being required to design and build an airplane according to various types. One such type was pay-load. Everyone had to use a “lousy” K+B 45 with the same prop and fuel. Expert fliers helped build and fly them. The winning plane lifted 13 pounds of lead!

Tom recalled, *“There was a group of renegade heli flyers in the field adjacent to a hotel just off the 91 Freeway. On the other side of the freeway was the dock or tie-down area for the Goodyear Blimp. A former member of our club decided he would fly fixed wing with the heli people. One day, he flew a 40 size airplane as the blimp was descending. This “genius” was apparently trying to see how close he could get to the blimp when he smashed a three foot gash in it! It caused a more rapid descent to the blimp but fortunately no one was injured!”*

The culprit was caught throwing the wreckage into his car. Goodyear pressed charges, he was found guilty and spent time in the “crossbar hotel.” He claimed it was a bum-rap! After he was found guilty, a reporter asked him what he learned. He is reported to have replied, ‘Don’t fly R/C or they’ll put you in jail.’...After that, one of the hobby shops had the aft portion of a fuselage stuck to a wall with the name of the culprit beneath it stating; ‘John Doe’ was here!’

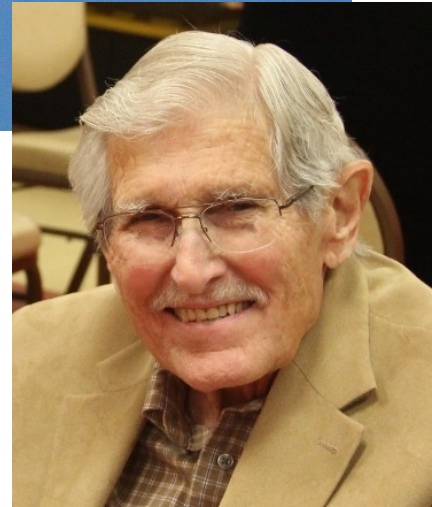
Tom recalled how the culprit, trying to impress his friend, once flew his plane into power lines where it stuck! Tom said, “We were kinda makin’ book as to how long it would stay up there. After six months, it fell down.” (editor’s note: a good name for this scenario would be makin’ book ‘between the lines.’)

When Tom was in high school, he flew free flight and towline gliders which he mostly designed and built. He used airfoil NACA 6409, a very under cambered design. He flew near Rosecrans and Western on its many flat acres. U-control and tethered cars were also there. Rochester, Jack Benny’s radio side-kick, often showed up to run his tethered cars.

Tom’s favorite planes are from WWI and the Golden age of flying. He is currently making the transition from glow to electric and I asked why. Tom said, “A neighbor asked me to fly his small electric Super Cub, so I flew it and it was fun. It’s clean and I could fly this with a tuxedo, so I’m going electric!” Tom has two flyable electrics, both Park Flyers- a Stinson and a WWI Albatross which are pictured below. He is making an electric Buzzard Bombshell, a free flight r/c assist, and a Sopwith Pup. He has a number of glow planes including a Toledo, a Pup, and a ¼ scale Fokker D-VIII among others.

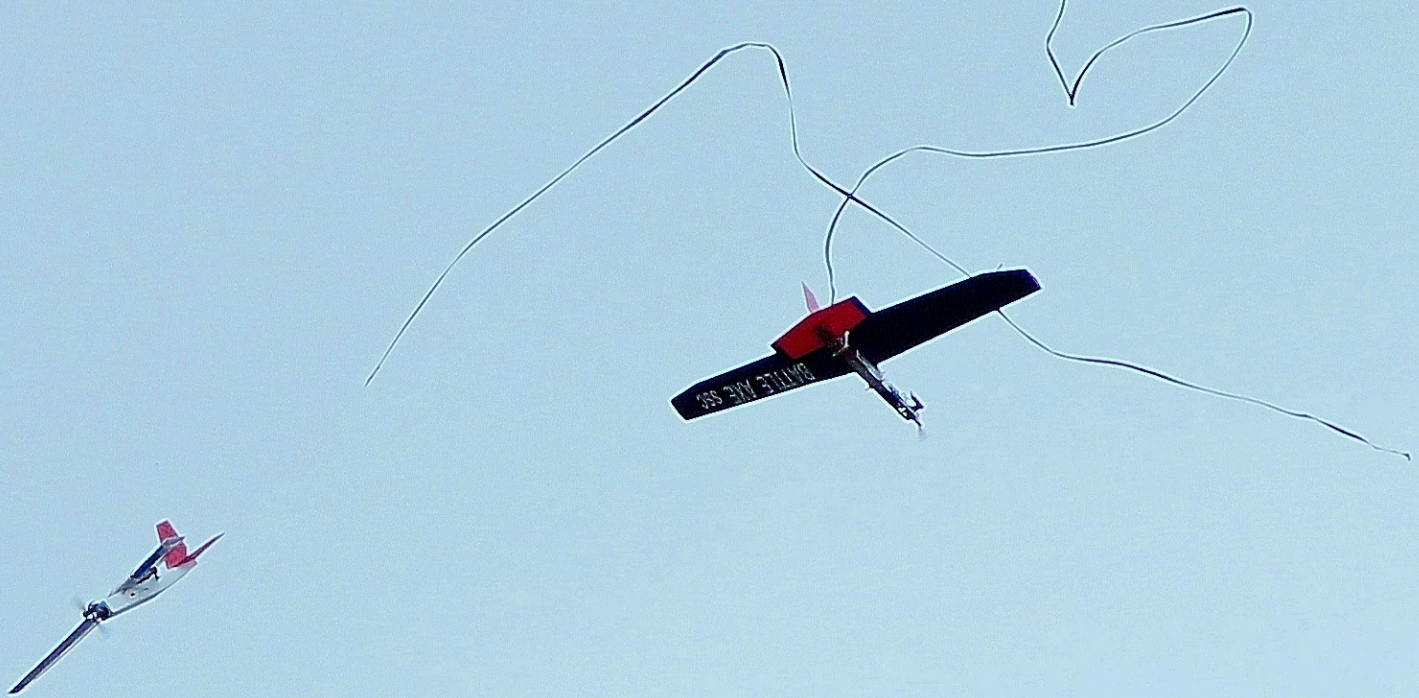
Not long ago, one of our former club members used to fly his plane with the throttle wide open as it screamed like a missile over the field going back and forth until it ran out of fuel. No one dared to fly while this plane was in the air for fear of a mid-air crash. One day, the wind blew from the east and the pilot was landing his plane downwind. The wind was so strong that it blew his plane into the fence in front of him crashing it into the pilot’s station! Tom was sitting next to me under the green shade structure and saw the crash. He leaned over and with a wry smile remarked, “Poetic justice!” Those who heard agreed! If good humor is next to Godliness, then Tom is a great saint!

Once Tom was discussing the ‘exponential’ setting on his transmitter with a non-native English speaker. Tom smiled when he heard it pronounced “extra potential.” Tom has the very best sense of humor; all who know this gentle-man speak well of him and enjoy his quick wit. What a pleasure it is to be able to call him my dear friend and fellow club member. Tom, International Man of Mystery, may you continue to fly until you are 103.



Les Crook's Battle Axe tore off the right stab and elevator of Dennis Newbeck's plane.

_____ The stabilizer in free-flight!



Future member Peter Amirato, Mrs. Veronica A. and their lovely daughter, Isabella, visited the field and watched combat. Peter was a member of an r/c club in Chula Vista.

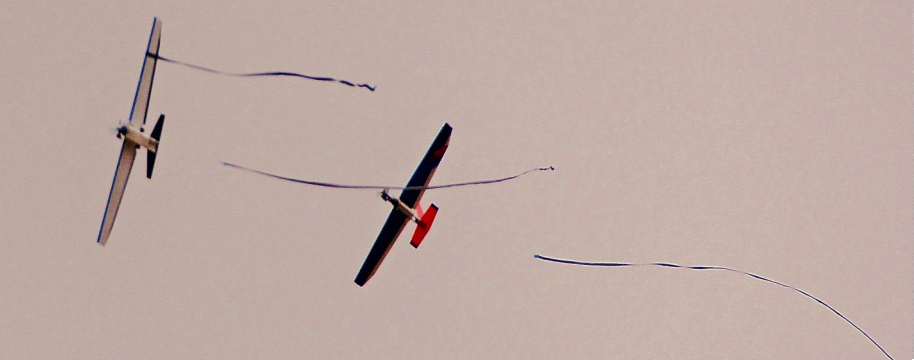
Joe Buko photos



Butch Abongan, Tim Hitchcock and Dennis Newbeck give Todd Melton a load of grief!



Goin' down!



**December 2, 2012 The Last Combat Meet of the year. Air Temp= 65 /70 degrees
(East Coasters, eat your heart out!)**



Our newest and youngest combat man, Charlie Riley signs up as a judge — with much delight.



Darrell Albert as CD for the combat meet



Morley Williams as a judge

Joe Buko photos

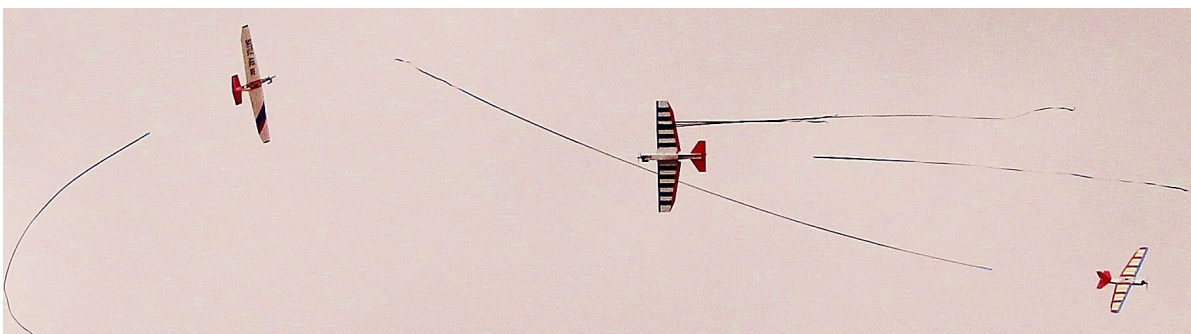


There are eight planes in this stash. Carefully count the wing ends on the left photo. Joe Buko photos



Tim Hitchcock

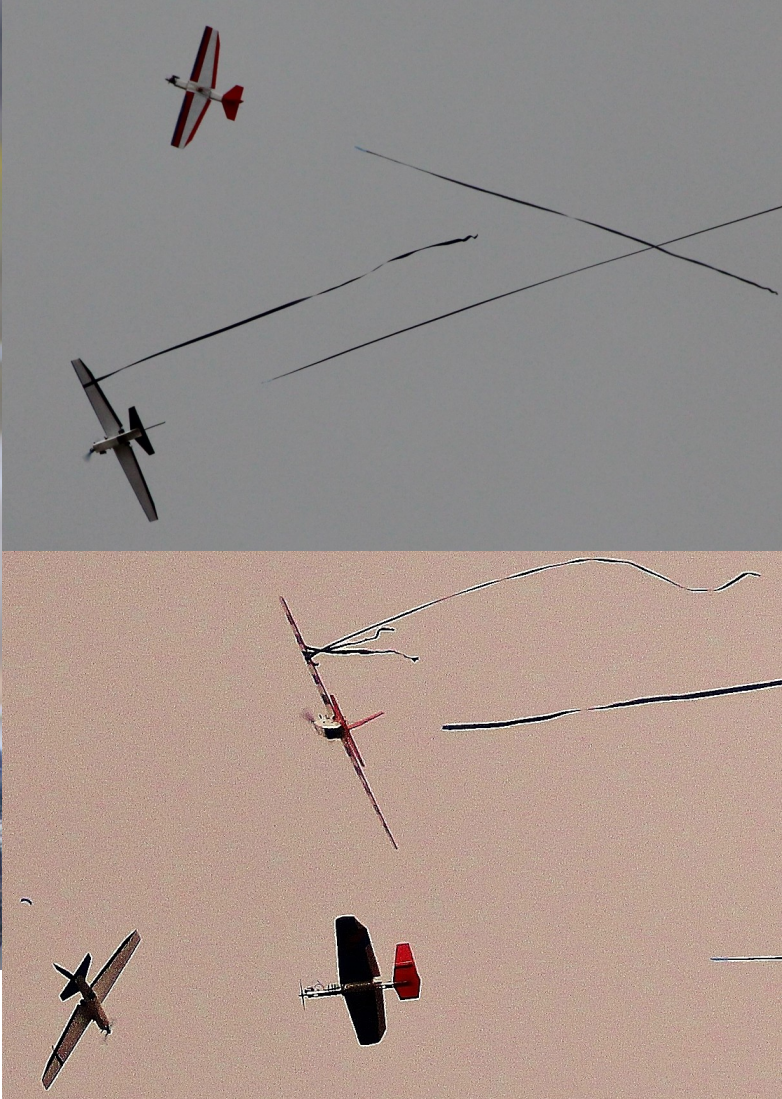
Les Crook of Temecula



Start Combat!



David Truax was V.P. @ the time of the combat meet. David, thank you for all you continue to do for the club, especially for running the Christmas/Holiday party.
Joe Buko photos





Dec. 2, 2012 Don Cleary and his big glow-yellow bird

Joe Buko photo

John Shirk on Dec. 2, 2012– a gray day



Steve Hoffmann



Alfonso Alvarez



Organic flyers

Joe Buko photos



Scott Page flies this electric Edge well.



This monstrosity is board member Roger Cosio's \$6. plane.



Secretary Don W. holding Dave Fillet's ill-fated plane before its last flight. That smile soon faded as is seen on the next page.

Dec. 4, 2012

Look at those eyeballs in the cabin.

Joe Buko photos



The Big Bee was shredded and left a huge debris field that made finding it easy for Bill Hill and Roger Cosio. Meanwhile, Don Wadlington is grief-stricken at this wreckage. Dec. 4th should be known as CRASH-A-THON DAY. Why? There were 3 crashes, and these two were totaled!

The plane went straight down, and gained incredible speed as it smashed itself on a thick tree trunk. The sound of impact was almost heard in Escondido some 9 miles away!



John Binikos found his "Sticks" in the jungle as Dave Fillet and Don Wadlington stand by. Joe Buko photos



When John Binikos was asked why his plane crashed, he responded, “Defective pilot.” In response, board member Ron Schuyler said, “Not here! I’m not believin’ that! Never happens! We need to debrief this.” Someone said, “We need whiskey to debrief correctly.” It was seconded by the new V.P.– NOT!



Larry Drisner and Ron Schuyler before the Easy Star went in. Fortunately, just the rear fuselage broke and the foam was easily repaired.

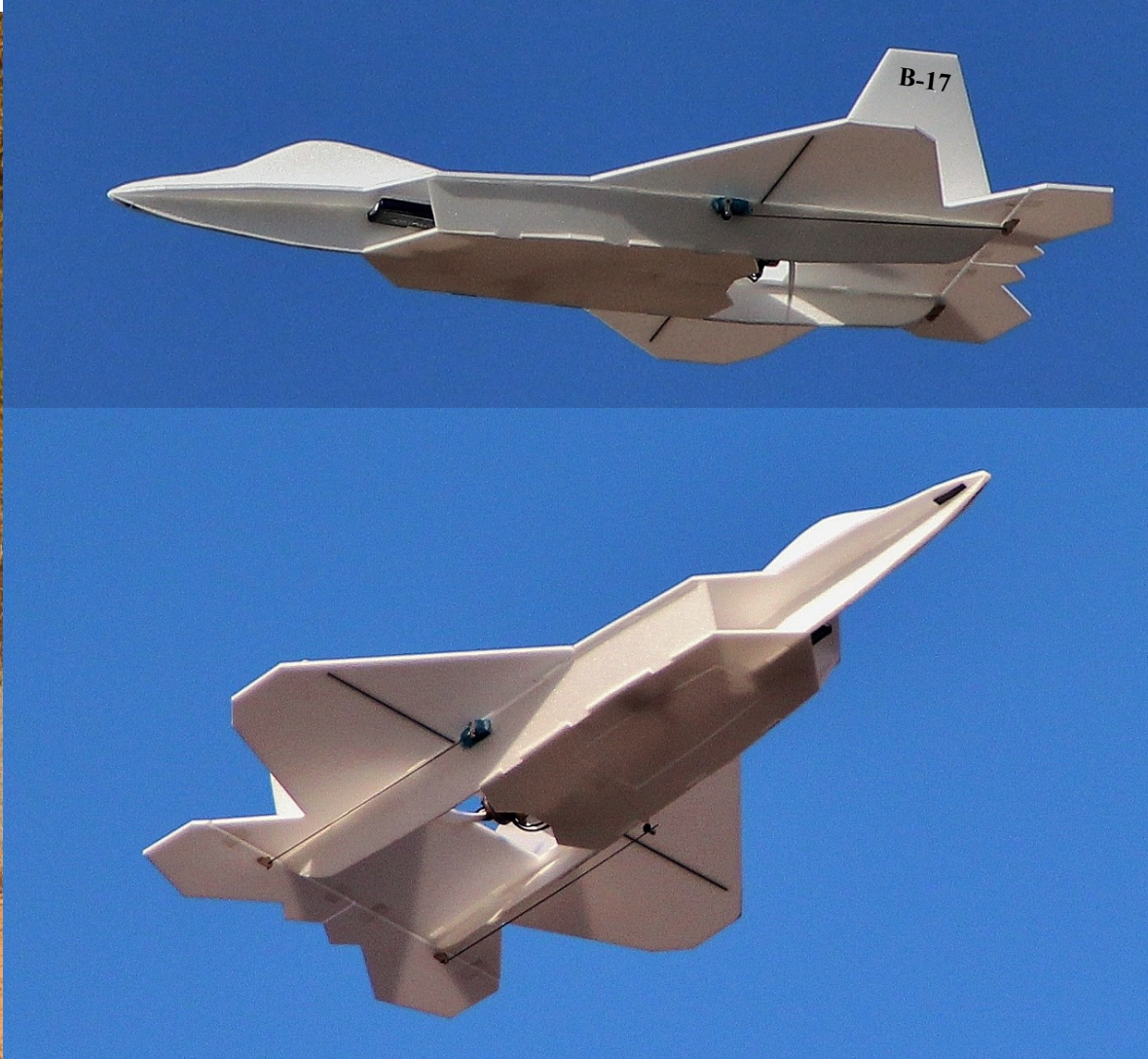
On the right, the two makin’ the “long walk of shame!”



Joe Buko photos



Another long walk of shame!



President Bill Hill's F-22 Raptor is an electric pusher that is gentle, fast, or slow.



Secretary Don Wadlington's RV-4 is gasoline powered. It's sweet. Joe Buko photos



John Binikos shows Richard Mack and Lew Creedon his 2.3 oz fiberglass hollow stab he created. It's a thing of beauty. One of the smart alecks (Patrick P.- not pictured) asked, "Is it made out of lead?"



Roger Cosio's \$1. airplane flew for 25 minutes on its first flight. It's basically a powered glider. Lew Creedon exclaimed that is the kind of plane he likes to fly so he offered Roger \$1.25 for it. Then Roger said he put in another motor, so I bid \$1.50! Lew offered \$2. which means Roger would make 100% profit, but Roger declined. Check out the next page!

On the right is Don with some wreckage of John Binikos' "Sticks".

What a pouty lip!

Joe Buko photos



Roger Cosio's \$1. airplane suddenly met the runway on Dec. 11, 2012. It shows that it's not wise to buy \$1. airplanes at the auction because they end up costing money and time with this result. The plane is now for sale for 1/2 price. Lew Creedon, you can now buy it!

Joe Buko photos



Vultures Row Left to right: Merle Jaeger, Board Member Roger Cosio, President Bill Hill, V.P. Patrick Pranca and Ellis Chee on Dec. 11, 2012.



Two of our “year-old” members, **Greg LaVay** and **Paul Schubarth** on Dec. 6, 2012.



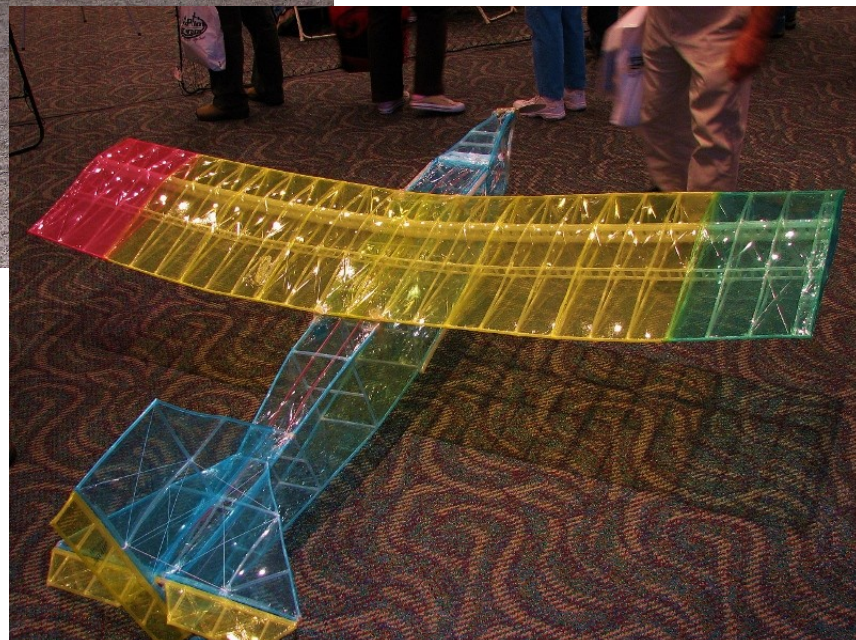
Beautiful Oceanside, California Joe Buko photo

AMA EXPO January 11, 12, 13 in Ontario, CA



Some scenes from past Expo's. The plane to the right is made from soda straws, is electric powered, and flew indoors V-E-R-Y slowly. The rubber powered planes fly well indoors. The Stinson was one of many scale planes on exhibit.

Joe Buko photos





President Bill Hill and Board member Roger Cosio had a fly-off of their antique designed planes. Bill flew his 1939 Kloud King while Roger flew his 1940 Buzzard Bombshell. Bill said that Roger had the edge because Roger's design was more technically advanced. It turned out the Buzzard won under the watchful eye of the VP Patrick Pranca who timed the impromptu event on Dec.11, 2012. Joe Buko photos

Our Annual Christmas/Holiday Party Dec. 15, 2012



President Bill Hill awarded Ethel Burke for her "As Seen @ the Field" column; Frank Burke with a prize plant.



Apple Spice Catering of San Marcos provided the wonderful prime rib and salmon dinner. Joe Buko photos



Board member Ron Schuyler

Secretary Don Wadlington

Dave Fillet



Melanie

and

Vanessa Abongan

Joe Buko photos



Lew and Rosemary Creedon



Beverly and Tom Johnston



Martha and Richard McCool



Tita and Tim Waldon



Larry and Ilse Hufford

Joe Buko photos



Barbara and Joseph Villarreal



Mario Di Russo



Varley Longson Membership Chair **Glenn Pohly** **Melody Michelli** was awarded for her hospitality. **Varley** received a life-time membership for his many years of faithful service to us all. Good Going **Varley!**



Bob and Linda Peterson Joe Buko photos



Bill and Ellie Hill **Robert Broughton**



Butch Abongan and David Drowns with their awards.



Darrell Albert was awarded a life-time membership!



**Bill and Hahn DeMore won one of ten \$50. door prizes!
Hahn soon retrieved it from Bill with a smile.**



Dave Truax was awarded a life-time membership!



Tom Johnston shows his glee at winning an aviation DVD. Joe Buko photos



Jan and Evan Davidson have been married for 65 years. They said the first 60 were the hardest!



Charles Riley

Kara Riley

Charlie Riley hamming it up.



Alan Wolstenholme Joe Buko photos above



Charles Wajdak



Robert Broughton photo

The chow-line

Nice flying day over holiday weekend for this father & son team, Chuck & Charlie Riley. Chuck is flying the red, white, & blue Juka with a Hacker electric motor, Scorpion ESC, and 3S --2250 mAh battery. Charlie is one of our newer pilots and flies this Yak with a Scorpion electric motor, Castle ESC, and 3S--2250 mAh battery.



Dave Fillet is flying this Big Stick from Great Planes that was modified to a tail dragger. It is powered by an OS-75-AX two-stroke glow engine with a 14 x 6 prop. The wingspan is 67 in.





Dave Litaker took a maiden flight with his new Extreme Flight Extra 300. It has a 78 in. wingspan and is equipped with a Hacker A60 electric motor; Castle Creations 110 HV ESC; Thunderpower 65c battery; with a Mejzlik carbon fiber 20 x 10 prop and a carbon fiber spinner.

James D'Eliseo and Curtis Pineau are flying this A. J. Slick from 3D Hobby Shop. The wingspan is 71 in. It has a Hacker electric motor, Castle ESC, Hitec digital servos, and a Mejzlik carbon fiber prop. It is flown with a JR 11X radio and has special graphics by B&E--- (Note the 3-D engine graphic).





John Hartsell, Jr. flew this fast Voodoo pylon racer Extreme Speed Plane from Soaring USA.com with a 3 cell battery.

Mike Jensen also took a maiden flight with his new A. J. Slick from 3D Hobby Shop. It has a 71 in. wingspan and is equipped with a Hacker A50 16L electric motor, Hacker 70 amp ESC; two 4S--3850 mAh batteries; with a Master Air Screw 19 x 10 prop.





Loris A. Koder

James and Haig Garabedian on a cool December morning.



One of the unsung heroes of our club is Scott Dedic, Heli Chairman and Board Member. He was instrumental in leading the way for our two Helifreak Fun Flies, the largest events ever held at our field! Dec. 20, 2012

Here is the skinny on his heli:

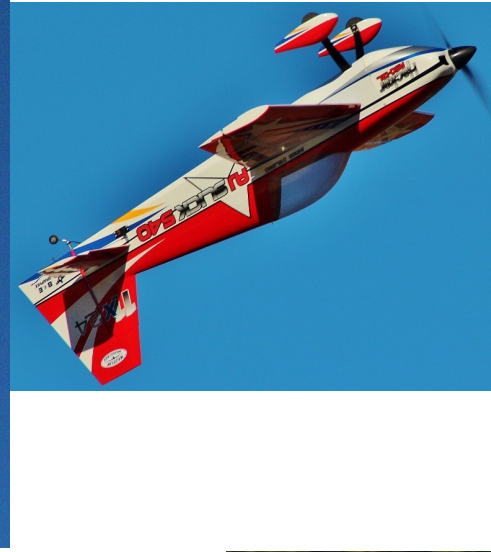
Make: AleeS Rush 750

Electronics: Spektrum radio system, Align 700mX motor, Align servos, Castle Creations 120HV esc, Robird G31 fly airless controller

Blades: Mavrikk G5 690mm on the main rotor and Mavrikk 120mm on the tail rotor

I was bringing the Rush 750 to the field for its maiden flights that day. Everything went well and I'm still doing the "fine tuning" on all the systems.

Joe Buko photos



Dec. 20, 2012 James D'Eliseo and Lou Governale. In the photo directly above, Lou can be seen above the left wing making the "long walk of shame!"

James flies the pants off of his 3-D! What an amazing man and pilot! Is there anyone in our club that can out-fly James?

Joe Buko photos

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SAFETY COORDINATOR

Patrick Pranica	442-333-9024
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Todd Melton	Basic Flight	760-305-8983
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Tim Hitchcock	Basic Flight	760-458-8961

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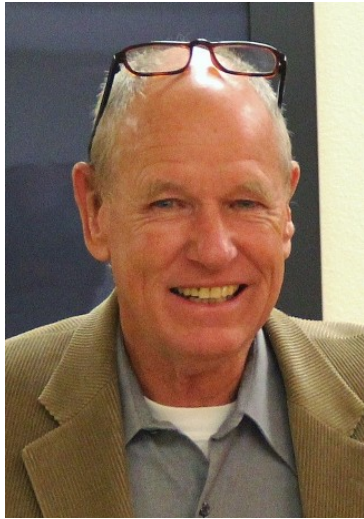
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**Glenn Pohly
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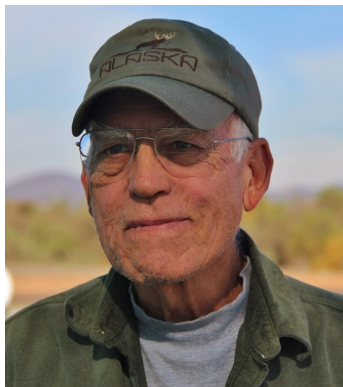


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Ron Schuyler



David Drowns