



# Palomar RC Flyers

## Transmitter



February 2012



# Build & Fly

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## Noise! Noise! Noise!

Here's an email that was addressed to the club last month.

Gentlemen:

I have been living at the Pala Mesa Fairway Villas three to four days a week for some time now. This morning I had to leave early to come back to the coast due to the fact of your planes were driving me crazy. I have 50% high frequency loss in both ears and I can still hear your planes in the house, even in the bathroom!!! Your planes come directly over the freeway (and trust me they do) and at least 200 yards from the Pala Mesa Fairway Villas.

What I do not understand is the fact that why can't you fly these planes of yours SOUTH OR EAST and with MUFFLERS. Seems to me this could be a good alternative!!!!

Moving here was because of the quite country setting. I cannot walk, putt around the house garden or the golf course without the noise of your planes. Could you please consider this as an option for us here at the Pala Mesa Fairway Villas. I am not only speaking for myself but others as well.

Would you be so kind as to respond to my e-mail and let me hear your thoughts on my suggestions.

Sincerely,

Betty Lou

Here is my response to Betty Lou.

Hi Betty Lou,

I'm just starting this year as president of the Palomar RC Flyers modeling club. I want to assure you that as president I take your concerns very seriously and your input and suggestions are appreciated. We as a club want to be good neighbors. Last year the club established noise limits and set time limitations and we do our best to encourage our membership to follow these guidelines. Perhaps we need to reassess these limits, or perhaps we just need to police ourselves better. Your suggestion of flying more to the east may be a good solution.

Is there a point person in your neighborhood that I can work with? Would it be OK with you if I have your email message printed in our next news letter? Of course I would not include your email address. If you could keep track of when the noise is most offensive, what days and what hours of the day that would be helpful. Please feel free to contact me by email or phone.

Have a great day!

Bill Hill

I'm asking the membership to consider Betty Lou's request. Think about it. Certainly one member alone is not making enough noise to bother our neighbors, "I only fly once-in-awhile" may be your response. The problem is that we have about 200 members and all that flying adds up.



I never realized how close we are to the Pala Mesa Fairway Villas. Because of Betty Lou's message I went over there just to check it out. I was surprised to see that the flags that mark our flying boundaries are so close. In their neighborhood you're just as close to our boundary flags as you are standing at our pilot's station.

If you stand at the pilot's station and look straight out, you see a white house on the hill. A line to that house is at 90 degrees to the runway and I'm calling that the 12 o'clock line. If you're flying a louder aircraft perhaps flying to the right of the 12 o'clock line would soften the noise level for our neighbors. Please keep in mind that as you take off and fly over the 10 o'clock and 11 o'clock lines that you're very close to our neighbors.

So why is this important? Other than just being considerate there is a very good reason for us to be concerned. In a couple of years we are going to need another field. There is a very good possibility that we could be offered an opportunity for a field in the San Luis Rey River Park Project which is going to extend from Bonsall to I15. This would be land owned by county Parks and Rec.. In order to establish a flying field it's a good possibility that we will have to go thru a public hearing

<sup>4</sup>during the approval process. We will need as much community support as we can get! Varley Longson and Frank Burke have been doing some research on noise reduction for gas engines. Varley gave a short presentation at our last meeting and I asked him if he would write a short article for us. I hope you'll read Varley's article later in this edition.

Thanks, Varley & Frank.

Now some good news. I'm happy to report that Dennis Newbeck has volunteered to fill the position of Lead Instructor for the coming year. Dennis will be over seeing the Monday night training program and keeping things organized for our instructor team. Thank Dennis if you see him, this is an important position for our club as this is how many of our members move from student to full membership. Hats off to all you instructors!!!

If you missed the last meeting you not only missed a chance at the \$50 door prize but you missed a great tool of the month presentation by John Cutler. Thanks John, I used

your idea the very next day to balance an aircraft. Thank you, Tom Minegar and Todd Melton for giving an informative over view on safety and insurance coverage. I'm looking forward to next month's meeting as I've invited Lucien Miller to give a presentation on electric motors and power set-ups. Electric power is getting more practical as the cost and efficiency of batteries improves. There are also many advantages, cleanliness, power curves, and noise reduction being a few I can think of at the moment.

There was some discussion about field gate protocol at the last board meeting. The rule is that the gate is to be closed and locked at all times with some exceptions. Those are the weekend days until 1pm or when the last person out closes the gate, for Monday night training, and in the case of a special event as required. Please follow this rule as this is how we protect our field, thanks.

I've discussed it with the board and I'd like to move our meeting time up to 7:15 pm. We have the meeting room from 7pm to 9pm. If our meeting goes until 9pm often we are late leaving, causing an issue for staffing personnel at the senior center. Therefore I will be ending the meeting at 8:45pm and this gives us time to pack, socialize, and whatever. I'm inviting all my friends to join me! February 16<sup>th</sup> 7:15pm, hope to see you there!

**Bill Hill**

**President of the Palomar R/C Flyers, Inc.**



### **Editor's Corner– Three Bladed Props**

Using a three bladed prop noticeably reduces the sound . To determine the size of a three-blade prop, choose it two inches less in diameter than the one you normally use and increase the pitch one or two degrees. For example, if you use an 18X6 two blade prop, use a 16X 7 or 16X8 three blade prop. It will be quieter, but you will loose about 10% of your pulling power. This information was provided at the AMA Convention by the folks at Desert Aircraft.

### **For Sale Column is Back**

When you have items for sale, please send your ad for publication. This is a free service to club members. Pictures of your sale items help.

### **Lost and Found Column**

When you find something at the field and wish to find its owner by having it publicized in the *Transmitter*, kindly e-mail or call me with the info. If you have lost something and want others to be on the lookout for it, call or e-mail me and I will print it. On Jan. 17, 2012, I found a watch at the field. If you can tell me it is your Rolex or Timex or whatever, you can claim it. Please look on our web site for the lost and found column as well.

### **Over 50 pages!**

This month's edition of the *Transmitter* is over 50 pages! If you like or don't like it, send your comments and I'll adjust accordingly. As editor, I hold up photographic reflections of our club for you. It shows who we are and what we do. We see many smiles, camaraderie, service, knowledge and goodness while having fun. If you have photos you'd like published, please send them. This club is great because so many of us work together. There is a lot of life in our dynamic club!

### **Notes On General Aviation taken from                      AVIATION WEEK MAGAZINE**

The remote controlled spy plane that crashed in Iran on Dec. 4, 2011 was a Lockheed Martin RQ-170 Sentinel. The CIA acquired a small fleet of RQ-170's in 2007. The plane has a wingspan of 45 feet and is just 17 feet long. The accident was caused by a loss of the data link and other problems. So far, over 50 MQ-1's (Predators) and 9 Reapers have been lost! So losing this drone is no surprise. Since these multi-million dollar planes continue to experience a loss of control, should we be surprised when our small planes loose control and crash? Ours are worth little when compared to their expensive top-of-the-line hardware.

In 1987, the US flew unmanned aircraft for about 1,000 hours. In 2009, the US flew more than 600,000 hours!! The Pentagon spends nearly \$4 billion annually on UAS of all types.  
(Unmanned aerial system)

**Joe Buko**  
**Editor**



**Gary Kaplan and Frank Nemetz on Jan. 3, 2012**

Joe Buko photos



**Bob Sentyrz is teaching his grandson, Blake Amiatu II to fly**

## **ROTOR BLAST - February 2012**

**Scott Dedic, PRCF Heli Chairman**

Last month I had the chance to get to the AMA Expo which was held at the Ontario Convention Center about 90 minutes north of our flying field. Just like last year I made it an entire day event and Tim Wesselmann and I brought our sons along with us. We both walked in carrying backpacks and bags loaded with camera equipment and snacks and by the end of the day we had traded the snacks for other purchases made throughout the day.

While walking around the main floor I met with Brian James from Miniature Aircraft and spoke to him about their new Whiplash models. I also spoke with Jeff Fassbinder from Align about their new Direct Flight Control (DFC) head for their 700-size helis, the T-Rex 100X model and about a soon-to-be released T-Rex 450 RTF heli. That's right, a Ready-To-Fly T-Rex 450!!! Buy it, charge it, fly it! Later on I stopped by the Horizon Hobby booth and learned all about the Vibe NEX8 from James Haley. There will be an article in an upcoming issue of **Radio Control Heli Pilot** magazine where I give more details and photos on all of these really cool helis. The highlight of the day for me was to meet Shuttle Commander Robert "Hoot" Gibbons and Captain Tom "Huff" Huffington, who are both also AMA liaisons. It's been a dream of mine since being a young man to meet an astronaut and to have a few minutes to talk with these gentlemen and have our pictures taken with them was absolutely great. They were both very generous and took the time to encourage my son, who wore his Webelos Scout uniform throughout the day, to achieve his Eagle Scout award. Kids sometime forget to listen to their parents but to be encouraged by guys like these helps to make my job easier.

Now, on to PRCF Club business – I receive several requests throughout the year from new heli owners asking if we can help provide training for them. I'd like to ask if there any heli pilots who would volunteer to help these guys learn the basics of heli flight and safety. I'm not looking for people to commit to be available every Monday night to participate in the weekly training with Club offers, but something a little bit less structured as far as time is concerned. I'd like to have a couple of names so that when we get a request for help I can put the new pilot in direct contact with one of our heli instructors. The two of you can then arrange your own times to meet.

In order for this to work there would have to be a few ground rules:

- The new heli pilot must have his own equipment as the PRCF does not have a club heli trainer. The instructor should not have to use his own helicopter for training.
- Instructors should know how to "buddy box". If not, we have several people who could provide some training on this.
- Prior to launching this program I would like us to have a written heli training program in place. This would ensure that new pilots receive consistent training and the club would have minimum standards in place for signing off new pilots. I have a draft document already written which is based on the IRCHA Pilot Proficiency Program which could be the starting point.

In return for volunteering, the club could provide heli instructors Palomar \$ just like we do for the Monday night instructors. If you're interested please contact me via e-mail at [scott.dedic@am.sony.com](mailto:scott.dedic@am.sony.com).





**Victor's biplane needs a pilot to go with that scarf.**



**Richard Creedon from Southampton, England flies this electric trainer which he designed and built.**

Joe Buko Photos





**Student pilot Dave Fillet and his Ryan STA on Jan. 3, 2012**

Joe Buko photos



**Jan. 3, 2012 Victor Lanz and his 1929 Travel Air powered by a Quadra 52. This plane was made by a former member, Eldon Keele, about 1978. Victor flies it beautifully and makes the best landings. Wingspan is 9 feet!**

**Called to order:**

The meeting was called to order at 7:00 pm by the President, Bill Hill.

**Treasurer's report:**

Varley gave the Treasurer's report stating that the Club currently has a balance of \$27,680 in our checking account. Membership renewals account for a large portion of this amount.

**2012 Event Planning:**

There are a number of events and fly-ins being scheduled for our Club in the coming year. The Board spent time discussing this topic. Some events have a firm date and others have been "penciled in" and will be finalized as the year progresses. The Heli-Freak fun-fly will be held on October, 4th through 7th 2012. Other dates to note are, The Fallbrook Airshow is on Sunday, April 15th. We will again be presenting the attendees with a RC flying demonstration. All Club members are welcome to participate . The year's first Combat event will be held on March 11th. Additional dates for Combat competition are, June 10th., Sept. 9th., and the annual "Pearl Harbor Classic" on Dec. 1st & 2nd.. The Club will be again be planning our annual 4th. of July picnic. Pylon Racing is being planned for the weekend of July the 8th.. In 2012 our Club will be working with the CAP ( Civil Air Patrol ) Cadets for the first time. Terrence Walker is the Educational Officer of Escondido Squadron 714. He and Bill are trying to put together a program for their members to be introduced to the hobby of model aircraft building and flying. The AMA sponsors a TAG program. TAG stands for "take off and grow". Clubs hosting a TAG event are eligible to apply for financial assistance from the AMA to help cover costs involved. Our annual swap meet is scheduled for Sat. August 18th. Along with the swap meet we are planning an "open house" for members of local clubs. A current AMA membership will be required to fly. A Chairman is needed for the swap meet.

**Transmitter Editor:**

Bill Hill reported that Joe Buko has volunteered to become Editor for our newsletter, *The Transmitter*. Joe will also be working with Bill to arrange for guest speakers at our Membership Meetings this coming year. Thanks for your help, Joe.

**Club Document Revision:**

Last year, Club Attorney, Scott Morrison, was asked to attend our Board meeting and discuss the Club's documents. They are, By-laws, Constitution, and Club Rules. He made the suggestion that these documents could be combined into By-laws and Rules. To accomplish this, the Board has asked David Drowns and Varley Longson to begin the process of reviewing these items and come up with suggestions for the Club to consider. At some point in the coming months their recommendations will be presented to the Members to discuss, and vote on for revision.

**Club meeting door prize:**

A suggestion was made that starting this year we hold a "monthly club door prize" at our Membership meetings. The idea being that a door prize for those who attend the meeting would increase attendance and be entertaining. After a round table discussion on the topic, it was voted on and decided a door prize would be awarded with one ticket for each person in attendance.

**Safety issues and liability:**

The January Membership meeting will include presentations by Todd Melton and Tom Minegar. Todd will discuss "safety issues within the Club" and Tom will talk about "liability resulting from accidents or injuries while participating in Club activities". Both of these topics are very important to not only the Club as a whole, but also each individual member as well. Revisiting safety guidelines and being informed about liability issues is time well spent and we welcome their suggestions and comments on these issues.

**Club position to fill:**

There is a Chairmanship that needs to be filled. A Lead Instructor is needed for the Flight Training Program. Flight training starts again with the daylight savings time change. Scott Dedic has agreed to act as Chairman for the Helicopter program. Joe Buko will be in charge of lost and found for the Club and Varley will be handling Club Charter renewal with the AMA.

**Free Club Membership:**

It has been a practice in the past to give free memberships to certain individuals. These have included: Active military, law enforcement personnel, some hobby shop employees, Club officers and Board Members. This topic has been discussed at previous Board meetings and was continued tonight. The Board has decided that for a hobby shop to be eligible in this program they must be a "retail outlet in our area and engaged in promoting our Club to their customers". In the past Club flight instructors have received Palomar Dollars for donating their time to the Monday night program. It has been suggested that they receive a free membership for their efforts. The membership would require a certain level of participation on the part of the instructor in the teaching program. A way to keep track of the number of days a instructor volunteers is needed and will require further discussion by the Board. Flight instruction is an important aspect of our Club. We feel those who donate their time deserve recognition for their work.

**Noise complaint:**

We have had a noise complaint ! Bill Hill discussed an email he received from a lady who has a residence across the freeway at Pala Mesa Villas. She describes the high noise levels she "constantly has to endure from our flying aircraft". She stated that our airplanes "regularly fly across the freeway and over her house" denying her "the peace and quiet she deserves at her home". This is a serious issue for our Club and must be addressed by all of those who fly at Johnson Field. The orange flags to the west end of the field are the extreme limit of flying to our left. Anything past these markers will result in over flying the freeway and inviting complaints of this nature. Also, noise carries beyond these markers and full throttle engines at that junction are a problem. The Board will be discussing this issue and ways to avoid future complaints at upcoming meetings. If you have a aircraft that you know is at the "high end" of the decibel scale perhaps flying a little further to the east as you make your circuits would help. Bill has replied to her email and will be trying to set up a meeting to discuss the issue further

Having run out of time, the meeting was adjourned at 9:00 pm.





**Scott Page on Jan. 5, 2012**

**Joe Buko photos**

**Tim Tomlenson from Sacramento on Jan. 5, 2012. He was a guest and is an airline pilot.**

**He remarked what an excellent field we have on that hot day in winter!**







**Lynn Newell flew his Telemaster for its 156th flight on 1/3/2012.**

Joe Buko photos



**Louis Governale on a warm day in winter**

## Warley on Noise

Unfortunately, the noise issue has surfaced again. I forwarded an email to Bill Hill when I received it and Bill has been interfacing with the person; meanwhile, Frank Burke and I decided to start doing some testing and experimenting. Before I talk about our tests I feel it's prudent to give some history:

When I joined the club in 2000 there was only 1 gasoline powered plane that I'm aware of and when I saw it I was awestruck. Today, it's unusual that there isn't at least one gasoline engine at the field (usually many more). I believe there are two reasons for this: glow fuel has become quite expensive and gas engines have dropped in price.

When the noise issue came up a couple years ago Gary Thompson and I sat in people's yard for two days with a recording sound meter doing tests and taking sound measurements. One thing stood out above all else: **SIZE MATTERS!** We measured one particularly noisy glow motored plane and my Extra 330 with a DA 50 and Pitts exhaust. They were both right at 97 db at 25'. While over in the yard across Old 395 (we had walkie-talkies) I asked Dave Litaker to fly my plane and come as close to the flags as possible under full power; same with the before mentioned glow plane. We could hear the Extra 330 quite well and couldn't hear the glow plane at all.

Enough history, and on with what we can do to help the situation.

We have found three things to help the noise issue: 1. Silencers (snuffers) for our mufflers. 2. Larger props (steeper pitch). 3. Flying style; how you fly, where you fly,

Exhaust Noise. We found snuffers from Troy Built Hobbies made specifically for DLE engines. This link will take you to the one made for the DLE 30 engine, however they also make them for the 20 & 55.

<http://www.troybuiltmodels.com/items/TBMDLE30SILENCER.html> For the Pitts muffler on a 50 size engine we used two 30's. We found these lowered the db by 4 points (significant). Don't get me wrong – you're going to lose a little power. We found as much as 400 RPM loss at full throttle – however most 3D planes are over powered anyway.

### Props.

I'm not going to dwell too much on props, but we did find that larger diameter props and steeper pitch do help. One of our tests showed as much as 2 db reduction in noise. There is an excellent article, albeit, a little on the technical side, on props at the following website:

<http://www.bolly.com.au/book/content/22.htm>

**Flying Style.**

Here's where things get iffy and uncomfortable. I say this because it's a matter of perception whether you are causing a problem or not. But I will go so far as to say, by changing our flying habits a bit, we will be less offensive to our neighbors. I'm not going to mention names, but I am going to give a couple of examples:

One 3D style plane had snuffers installed in his Pitts muffler and on the ground the noise was significantly reduced; however in the air he came down in a shallow dive at full power and the prop started the "ripping" sound as it unloaded and gained speed. I guess I would define "ripping" as the sound as the tips go supersonic. He has since gone to a 3 blade prop with a steep pitch and the plane is noticeably quieter. Another example is a fellow club member with a large 3D plane, DA 120 engine and canister mufflers in the pipe tunnel. This plane was exceptionally quiet as he took off, flew around and even in his 3D maneuvers – until he came toward the runway in a shallow dive and gave it full power. The prop started "ripping" and the plane went instantly from very quiet to very noisy. The difference here is simply throttle management. A suggestion to help is to do your full power climbs out toward the east so your muffler is not pointed toward the houses across Old 395. If you can safely do so, reduce your power on takeoff and when turning back toward the east end of our runway. To understand how close we are in relation to our neighbors, I took GPS co-ordinates at each end of our runway, at each side of the bridge across I-15 and in some people's back yards that we did testing at. When our planes turn at the flags at the west end of the runway, that plane is closer to those houses across Old 395 than the pilot flying it!

**In conclusion:**

It is my opinion; if I were asked the order of importance to reduce noise levels it would be as follows: Flying style, followed closely by mufflers (snuffers) and thirdly propellers.

If you're interested in the noise test results that Frank and I performed I can forward them to you as a spreadsheet upon request.

Thanks for taking the time to read this and I hope the information is useful.

Varley Longson





**Don White and his TREX 600 on Jan. 5, 2012**

Joe Buko photos



**Ray Nemovi and Steve Hoffman on Jan.5th with the temp @ 80 degrees**





**Richard Mack and his \$200. 1/4 scale Cub! 94 DB on the meter.**

Joe Buko photo



**Roger Corley, Mike Rapp and Steve Hoffman. Mike was giving his new Align 700E its maiden flight.**

Scott Dedic photo





**Ron Stoddart, a former Navy jet pilot, with his Magic.**



**Don Wadlington likes to fly his Piper Pawnee. Is that Don at the controls?**

Joe Buko Photos

**Board Meeting Minutes. January 25, 2012 By: Don Wadlington**

**Called to order:**

**The Board Meeting was called to order at 7:00 pm by Bill Hill.**

**Treasurer's report:**

**Varley gave his report stating, "the cub bank balance is now at \$29,309.42." "Dues income from 2012 is \$15,470 to date". Membership is at 177.**

**Safety Chairman comments:**

**Todd Melton, who is the Club Safety Chairman, gave a presentation to the Board members. Todd outlined his plan for forming a Safety Committee to help with filing incident reports and helping to promote safety issues within the Club as a whole. It was decided to post a "incident report form" on the Club webpage should anyone need to file a report with Todd.**

**Club Documents:**

**David Drowns is currently reviewing the Club Documents. Dave would like to have his suggested revisions finished by July for the Board to approve. They could then be published in the Transmitter for August. This would give all the Members a chance to read them before the September General membership Meeting where they would be discussed and voted upon.**

**Locks for storage bins:**

**The Board has been discussing the lock and key situation for our storage containers at the field. David Drowns has been helping to sort this out by re-keying the #1 container and furnishing new keys to the Board for distribution to those in need of them.**

**Cap Cadets in 2012:**

**The date for hosting the local Cap Cadet Squadron 714 will be Saturday, May 12, 2012.**

**Field gate protocol:**

**The "guidelines" relating to when the front gate needs to be locked, and when it should be left open, will be published in a future edition of the Transmitter for all to review. Check the president's column.**

**Meeting time change:**



**Bill has suggested that we consider changing the General Membership Meeting time from the current 7:30 to 9:00 pm to 7:15 and ending at 8:45. This issue will be mentioned in the President's Column appearing in the February Transmitter.**

**Free Club Memberships:**

**The topic of granting free Club Memberships was discussed at the meeting. The question was raised should the board of directors have approval of all free memberships granted or should this be left up to the membership chairman as part of his duty. The board agreed that free memberships would require board approval.**

**Heli Chairman comments:**

**Scott Dedic reported to the Board about his ongoing communication with the Heli-Freak promoters. Plans are to repeat this successful event again in October of 2012. Scott also indicated his desire to have two helicopter instructors ready for the spring instructional program this year. To this end he wants two heli pilots to receive buddy box training prior to that time and be ready to help out with new heli pilots this year.**

**Membership Meeting door prize:**

**Mario Di Russo was the first winner of our Membership Meeting raffle. The Board has directed the Club Secretary to keep track of meeting attendance in hope that interest will increase in the monthly meeting.**

**Noise complaint update:**

**The Board discussed noise issues at the field. Bill and Varley have been in communication with persons living across the freeway from our flying field. We will continue to pursue ways to lower the level of noise our planes generate. We will strive to be "good neighbors" as this attitude can only serve to help us in our search for a new flying site within the County.**

**Lost and found issues:**

**The Board will be handling lost and found items by a posting in the Transmitter and with a note on the new bulletin board at the field. Joe Buko will be the "go to member" in our Club to report any of these concerns. Items found at the field will be placed in the field storage container for security.**

**Adjourned:**

**The Board Meeting was adjourned at 9:00 pm**



**Jan. 6. 2012 AMA Convention Day in Ontario. They were waiting for their burgers @ In-N-Out prior to entering the Convention @ noon. Left to right: Bill Hill; Tom Minegar; John Cutler and his brother David who is behind John; John Clark. Tom drove us in his van to Ontario.**



**Our president, Bill Hill with a training drone @ the AMA Convention**

**Joe Buko photos**



**A Piper TG-8 Training Glider at the AMA Convention. This WWII plane was basically a Piper Cub without an engine.**

*Joe Buko photos*







**Joseph Bok gave a presentation on the Hughes Racer his company made for the 75th anniversary of AMA. The 1/2 scale plane weighs 125 pounds and has 36 sq. feet of wing giving it wing loading of just 3.47 pounds per sq. foot. They built the plane from scratch in a month!**

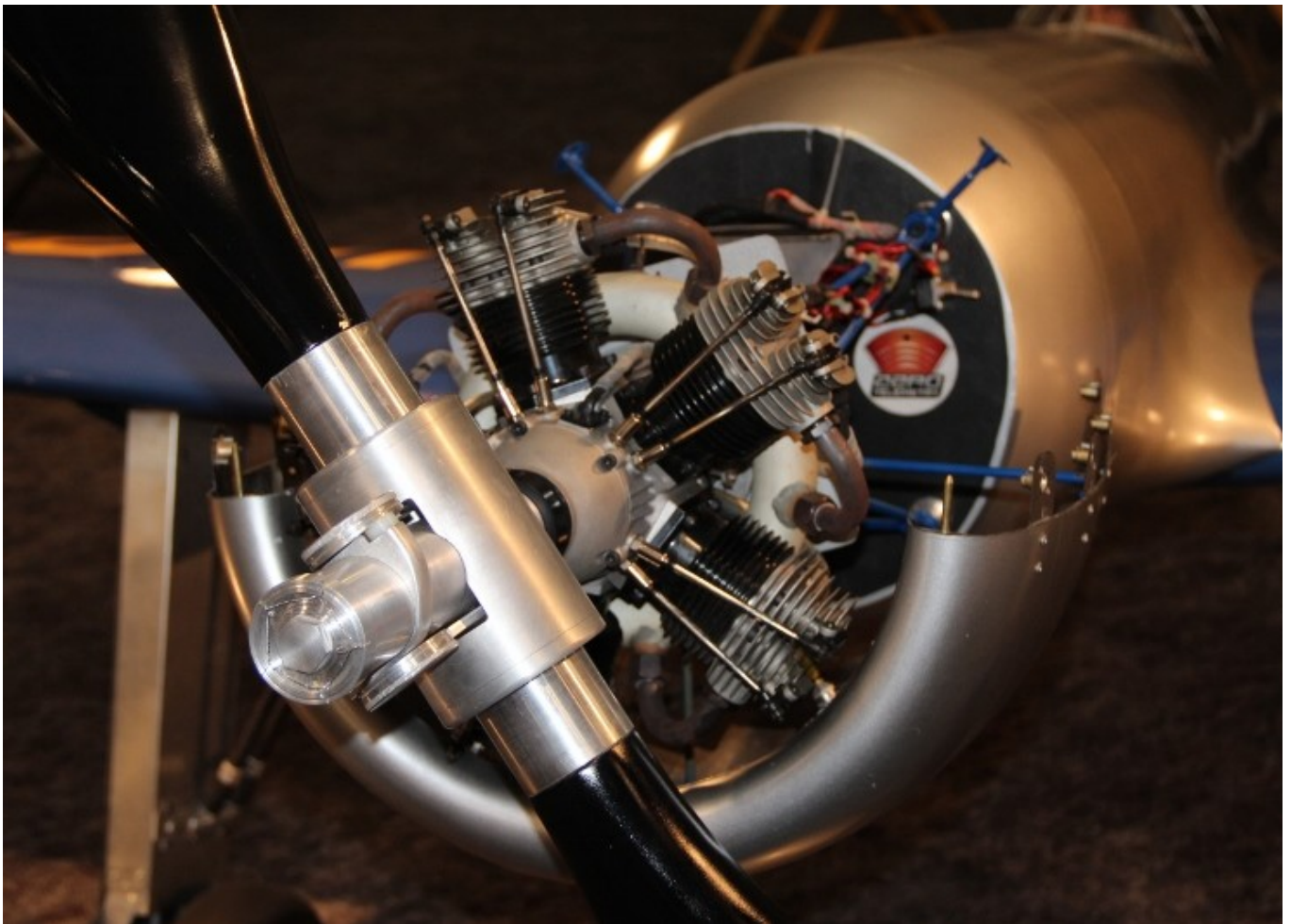
Joe Buko photos



**To read the advertisement,  
enlarge the photo. 400%**



**Tom Minegar and John Clark in front of the Hughes Racer. That's a static prop and not used for flight. Below is a close-up of the five cylinder 30 hp engine that was developed by Moki.**  
Joe Buko photos







Seen at the AMA Convention

14 foot wingspan!

Joe Buko photos

**NEW!**

# 100cc Carbon Cub SS

Quick Build (QB)  
ARF

**2**  
Colors Available

**\$2195.95**

**Show Special Free Shipping**

Within 48 Contiguous States Only

Wing Span 168 inches.  
Wing Area 2850 sq. in.  
Fuselage Length 110" (rudder to spinner)  
Weight 27.5 to 30.5 lbs  
Engine 100cc Gas

**QB** **QB**

**Marvin Clemens scratched this Curtiss Headless Pusher in 3 months. Span is 60"; weight 6.5 lbs.; electric powered. A close-up of the pilot is on page 33. Jan. 26, 2012**

Joe Buko photos



**Mario DiRusso pocketing his 2012 key on Jan. 7, 2012. We owe Glenn and Varley much gratitude for taking care of the very large and important tasks of cutting keys, printing new club cards, encasing them in plastic, setting up the new roster, changing the locks, and distributing the individual keys. It's a massive effort that takes an unusual amount of dedication, time and plain hard work. Many thanks to you very generous men! You two have been doing this for some years and we appreciate you both! Thanks you!**





**Chris Salanga and his son, Forest-Paul are new club members. Welcome! Notice the propeller on top of their car. This is a wind powered generator that re-charges their Porsche battery. (NOT!) The insert @ top right is a close-up of the mechanism. Joe Buko photos**



**Joseph Murek joined our club on Jan. 7, 2012. He flies a 20 year old Top Flite Cessna 182 Skylane powered by a 120 gold-head Saito 4 stroke. Welcome, Joe!**



Photos from our Club's archives



Ron Peterka



John Cutler  
12 years ago



Our shade structure was once new!



This is our pilot's station prior to installing the fence.





**Jerry Topel**

To better view these photos, please enlarge them with your computer. I believe the man with the transmitter in the middle row, on the left is Eldon Keele. He made the 1929 Travel Air, 9 foot biplane now owned by Victor Lanz. The bottom middle photo was taken about 11 or 12 years ago at the Flights of Fancy. They are launching their Delta Darts. We have thousands of photos in our archives. Who is the man with the Corsair?

These are high density photos and can be enlarged about 200%.



Board Member Denver Bates is kneeling



George Dawe and Bob Lang in Dec. 1999





L to R **Bob Peterson, Tom Johnston, Frank Nemetz, V.P Dave Truax**  
**Dave terms this picture: “Vulture’s Row”** Joe Buko photos



**Bob Peterson and his powered glider on Jan. 19, 2012**



**Marv Clemens' pilot looks slightly anorexic. Don Wadlington said that it looks like what Wilbur Wright would look like today!**

Joe Buko photos

**Richard Creedon and his Autogyro which is very difficult to take off**







**Safety Coordinator Todd Melton spoke at our Jan. 19th meeting.**



**Tom Minegar spoke about insurance for club members on 1/19/2012. Tom was a board member for 12 years!**

Joe Buko photos



Vince Tolomeo bought this electric powered Nitro P-40 at the AMA Convention for \$170. Every-thing is installed except the battery and receiver. It has retracts, flaps, ailerons, speed controller, rudder and elev. and all servos are installed. It weighs about 3 pounds, is foam and has about 3.4 sq. feet of wing area! 54" wingspan. Nitro has all the WW II warbirds, including a Corsair, and P-51. Vince brought this to our club meeting on Jan. 19th.



**Gary Mathers**



**Chris Fiacco**



**Michael Aliano from Hobby Town**

**Visitors and future members at our January 19th club meeting**

Joe Buko photos





**New Members: Jack McDaniel**



**Robert Broughton USAF Ret. test pilot**



**Civil Air Patrol Cadets attended our Jan. 19th club meeting. They are prospective members. L to R Dillon Holcomb– Senior Airman; (standing) Cameron Hamnquist-Staff Sgt.; (seated) Michael Bresnaham CAIC and their leader 2nd Leut. Michael Hamnquist**

**We wish you all a warm welcome to our club!**

Joe Buko photos



## AS SEEN AT THE FIELD

By Ethel Burke

<sup>27</sup>  
Our club's new Lead Flight Instructor! Welcome!



Dennis Newbeck has a new Big Stik 60 size ARF from Great Planes with a 58.5 in. wingspan, and he is running a Magnum .61 two-stroke glow engine.



James D'Eliseo and Dave Litaker are flying this 40% Extra 330 from 3D Hobby Shop. It has a wingspan of 119 in. and is flown with JR 11X radio. It is powered by a DA-150cc gas engine with a 31 x 12L Mejzlik EVO prop with Hitec 8711 servos and SWB aluminum arms.

Ethel Burke photos



Curtis Pineau has a new A.J. Slick from 3D Hobby Shop. It has a wingspan of 89 in. and he is running a Q80 8m Hacker electric motor; Spin 200 speed controller; two 6S 5,000 MA battery packs from Nanotech.



Michael Nelson is flying a PT-40 Mark II that he built from a Great Planes kit with a wingspan of 60 in. It is powered by an OS engine Model LA-46 two-stroke glow.

Ethel Burke photos





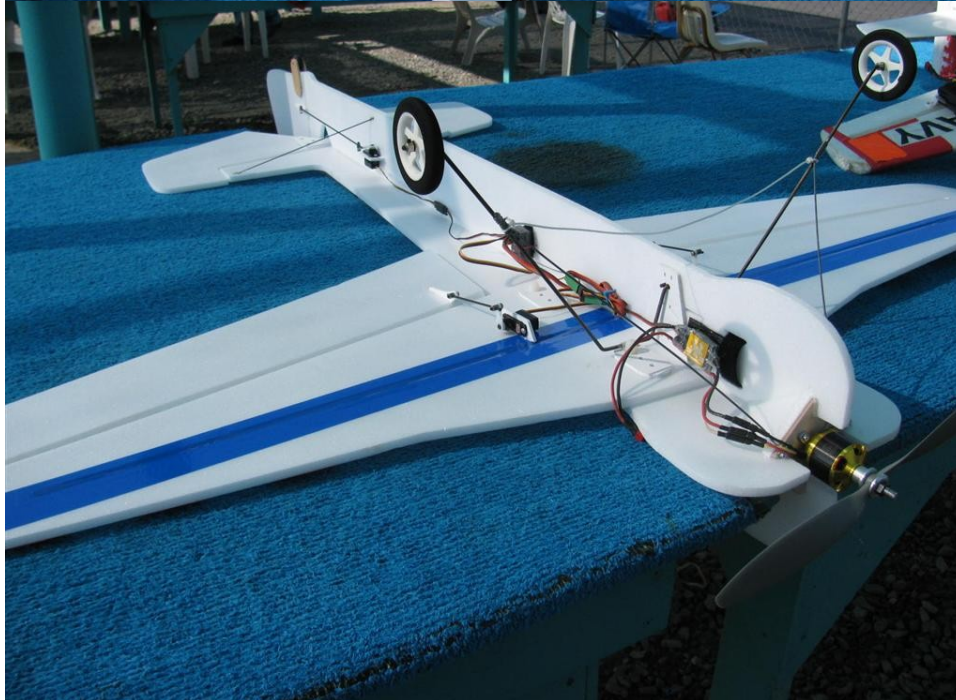
Alan Wolstenholme has a new Hawker Hurricane. This plane flies great and a successful maiden flight was made. The wingspan is 62 in. and it comes from VQ Models with mechanical retracts. It is powered by an OS-AX-65 two-stroke glow engine. It weighs 9-1/4 lbs. and is flown with a 2.4 Futaba radio.



The John Hartsell father & son team have a new Sun-downer from Hangar 9. It has a wingspan of 80 in. and is powered by a Saito 180 with a 17 x 8 prop.

Ethel Burke photos





**Claude Sirgant has a new electric Juka from DW Foamie with a 48 in. wingspan. It was assembled by John Cutler and has tail wheel added. It has a 3 cell 2200 mAh battery and takes a 350-450 watt brushless Outrunner motor with a 36 amp speed control.**

**Ethel Burke photos**





**Ed Ramsey has a new electric scale B-17 Flying Fortress Bomber by Blitz RC Works from Banana Hobbies. It has a 79 in. wingspan, 3-blade props, flaps, & retracts. It has four brushless OutRunner KV750 motors, 45A brushless ESCs w/BEC, and two 14.8V 4S 2200 mah batteries.**

Ethel Burke photo



**John Cutler demonstrated his tool of the month. He showed a simple way to determine the CG of an airplane. On the photo directly above, he has taped two triangular pieces of wood. These rest on the long balancing rods and adding weight to the appropriate end of the plane lets you adjust the CG perfectly. Thanks, John.**

Joe Buko photos



## MODEL OF THE MONTH JANUARY 2012



**John Cutler built this electric powered fiberglass Rifle 5X5 for Gary Kaplan and won Model of the Month. It weighs 20 oz.; span 31"; length 24.5"; Prop 5X5; RPM 25-27,000. Motor E-Flite 3200KV; battery 3S @ 1800ma; speed @ 550 watts 120 mph (hopefully)**

Joe Buko photo

## NOTICE

**The Fresno Radio Control Modelers, AMA Gold Charter #692, will hold their**

**ANNUAL MIKE WALSH MEMORIAL FLOAT FLY**

**On April 30—May 1, 2012**

**For more information, please visit their web site @**

**Www.frcm.org**

\*\*\*\*\*

**Called to order:                      January 17, 2012 Club Meeting**

The meeting was called to order at 7:30 pm by President, Bill Hill.

**Motion to waive minutes:**

A motion was made and seconded to waive the minutes from the Christmas Dinner.

**Treasurer's report:**

The Club Treasurer gave his monthly report, stating the Club's bank balance was currently \$28,794.42. "Income from dues for 2011 was \$19,480 and so far through January 2012 dues income is at \$14,955. Membership is currently 176. A motion was made and seconded to accept this month's Treasurer's report.

**Welcome to guests:**

There were a number of guests at tonight's meeting. They are; Bob Broughton, Chris Fiacco, Gary Mathers, Jack McDaniel and Michael Aliano. In addition there were three Cadets from **Oceanside** CAP Squadron 47. Cameron Hamnquist, Dillon Holcombe, Michael Bresnahan, and **Cameron's father** Michael Hamnquist. They were all made to feel welcome with a "round of applause" from the Membership.

**President's comments to Club:**

Bill spent a few minutes to inform the Members about topics that were discussed at the monthly Board Meeting, held January 4th. A rundown of the event schedule for 2012 was given. Bill talked about the CAP program and our intent to host the Cadets from Squadron 714 at Johnson Field in May of this year. A program to teach the basics of model building to the Cadets is being put together as well.

The Fallbrook Airshow will be held on Sunday April 15th. Bill encouraged everyone to come out and participate in this event to help promote our club.

**Club documents:**

We currently have three documents by which we govern our Club. They are the By-laws, Constitution, and Club Rules. Our club attorney, Scott Morrison has suggested we combine these into By-laws and Rules only. The Board will be suggesting revisions to these documents and discussing proposed changes with the Club Membership at future meetings.

**Noise complaint to Club:**

Bill read an e-mail he had received from a lady living across the freeway from Johnson Field. In it she detailed the noise she hears coming from our planes and her wish that steps be taken by our club to reduce or eliminate the disturbance. Bill indicated that some decibel readings have been taken by Club Members and steps are being undertaken to lower the level of exhaust noise put out by these planes. Tests with muffler restrictors and larger props have shown significant reductions in this area. In addition, she complained that models regularly overfly the highway!

**Meeting door prize:**



**A proposal was made at the past Board Meeting to begin holding a "door prize drawing" at our monthly Membership Meetings. After discussing a number of suggestions, the Membership voted to have a simple drawing of \$50, open to all Members who attend the meetings.**

### **Safety and liability issues:**

**Our Safety Chairman, Todd Melton, took a few minutes to discuss the process of filing an "incident report" with the AMA. Todd stated that "not only injury accidents but also situations involving loss of control of aircraft should be reported to the AMA". The reports go into a "national data bank" compiled by the AMA.**

**Also Todd reminded us to "use the emergency info on the back of your membership card should you need to contact emergency personnel". This information will produce the quickest response to the flying field.**

**Tom Minegar also shared some facts about how the liability insurance provided by AMA membership works. This coverage goes into effect only after the policy holders homeowners or health insurance, in the event of an injury accident, is exhausted. More information concerning insurance coverage is available on the AMA website.**

### **Tools and Building tips:**

**John Cutler demonstrated a new way to balance model aircraft using triangle stock under the CG while being supported by a couple of boards. It was one of those "why didn't I think of that moments". Thanks for the idea John!**

### **Model of the Month:**

**Models were entered by two Members this month. Vince Tolomeo brought his Nitro Models P-40 electric ARF. John Cutler also entered an electric model. John's entry is a Rifle 5x5 fiberglass pylon racer. By a show of hands John won the Model of the Month award for January.**

### **Door prize drawing:**

**To end the meeting, the \$50 door prize drawing was held. The first winner is club member, Mario Di Russo. Congratulations !**

**The meeting was adjourned at 9:00 pm.**

**Club Directory*****CLUB OFFICERS***

PRESIDENT	Bill Hill	760-738-0644
VICE PRESIDENT	David Truax	760-747-3485
SECRETARY	Don Wadlington	619-992-2940
TREASURER	Varley Longson	760-723-1335
BD MEMBER	Denver Bates	760-728-2880
BD MEMBER	Scott Dedic	858-674-4624
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Charles Micheli	760-489-5615
BD MEMBER	Darrel Albert	760-741-2505
BD MEMBER	Ron Schuyler	760-940-0408
BD MEMBER	Alan Wolstenholme	760-749-9259

***CLUB OPERATIONS*****Membership**

Glenn Pohly 858-414-9749  
 Varley Longson 760-723-1335

Advertising	Bill Hill	760-738-0644
Newsletter Editor	Joe Buko	760-726-8831
WebMaster	Barry Hirschberg	760-635-0025

***SPECIAL INTEREST GROUPS***

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

***LOST AND FOUND***

Joe Buko 760-726-8831

***HEAD INSTRUCTOR***

Dennis Newbeck 760-297-1134

***SAFETY COORDINATOR***

Todd Melton 760-305-8983

***INSTRUCTOR LIST***

Arnon Bourner	Basic Flight	858-385-0807
Butch Abongan	Basic Flight	760-855-2162
David Drowns	Basic Flight	760-740-1715
Todd Melton	Basic Flight	760-305-8983
Glenn Pohly	Basic Flight	858-414-9749
Tim Hitchcock	Basic Flight	760-458-8961

**Please direct correspondence to:**

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 SAN MARCOS, CA 92079

Fax :909-679-7465

E-MAIL: [info@palomarrcflyers.org](mailto:info@palomarrcflyers.org)

Catch us on the web at: [www.palomarrcflyers.org](http://www.palomarrcflyers.org)



## **Todd Melton's Safety Report**

### Reporting aircraft crashes or safety concerns

Accidents and close calls should be reported to the Safety Coordinator. Contact information for the Safety Coordinator is printed in each club newsletter. The Safety Coordinator is available to gather information about mishaps and safety concerns. The Safety Coordinator will review each concern and determine what further action should be taken. Significant concerns are reported to the Club Officers and to the AMA by the Safety Coordinator.

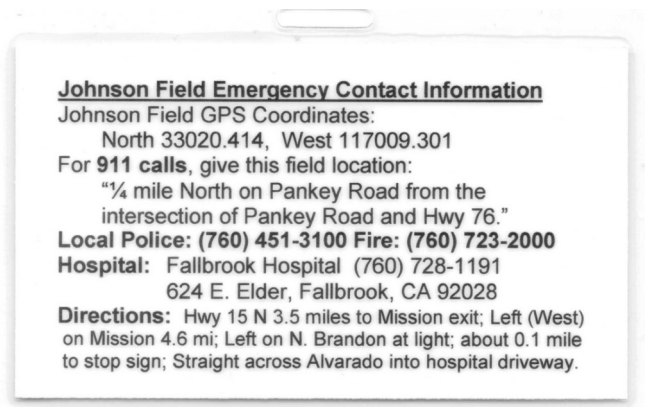
Information that should be gathered should include.

- Names of persons involved
- Names of any witnesses
- AMA Number of the involved pilot
- Description of the aircraft
- Power plant utilized by the aircraft
- Type of radio system used
- Possible cause of the accident
- Date and time of the accident
- Did accident include injury?
- Did accident cause loss of or damage to property?
- Names of any injured person
- Estimated value of loss of any property
- Were emergency response authorities contacted?

First aid supplies, paper, and pencil are located in the first aid box at the field. Each gate key will open the first aid boxes.

### Contacting Emergency Response

Emergency response contact information is printed on the back of each club membership identification card. An example of card back is pictured below. This information should be utilized if a significant incident occurs at the field. Significant incidents would include but may not be limited to mishaps causing injury requiring emergency medical attention or fire that cannot be contained or extinguished without response from the Fire Department.





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**Vice President David Truax**



**Treasurer/Membership Chairman  
Varley Longson**



**Secretary Don Wadlington**

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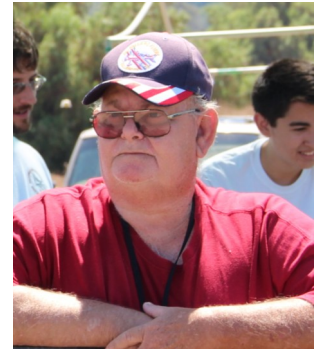
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