



AMA Charter #141

**September 2009**

# Transmitter

The Newsletter of the Palomar RC Flyers  
RC Web Site — [www.PalomarRCFlyers.org](http://www.PalomarRCFlyers.org)

Parents please pass this copy of the Transmitter on to your Junior Member (s) as you see fit.

## Presidents Column

September 2009

### President's Column

September is zipping by us! We have had a few respites from the recent hot weather. Since my last article we had two Airshows, one combat event and a “barn razing”. No Butch, we didn’t build a barn, we tore it down!

As you all know from the last issue and our last general club meeting, the County of San Diego was requiring our club to knock down the old Barn in a timely manner in order to avoid the enormous cost of a “use permit”. As we also all know, the landowners left the task in our hands. So on Saturday, September 5<sup>th</sup>, Board Member, Varley Longson rented a tractor that club member, Daryl Bacon took to the controls and along with 20 other club members, demolished the “old barn.” You should have seen the rats scurry out of the thing! I hope they were rats? Anyway the problem is solved...and now...fingers crossed...we should be in good stead with the County once again!

On August 15<sup>th</sup> the Palomar R/C Flyers hosted the second annual “Electric Scale Event”. The CD for this event was Curtis Kitteringham and what an event it turned out to be! We had over 25 aircraft including aircraft from WW1, WW2, The Golden Age of Aviation, and three generations of electric ducted fan jets! The event had great food, lots of prizes and good company not afraid to share their “electric” knowledge! Don’t miss this event next year. See elsewhere in this issue to see who was awarded prizes!

Our Clubs Dawn Patrol Event also went off without a hitch! There were some 25 fantastic WW! Aircraft that flew in this event, prepared by Curtis Kitteringham, preceded by a well attended Club Swap Meet organized by Robin Solomon and Denis Teason! The flights were extremely realistic and the aircraft were extremely accurate in both appearance and flight. Of note, our club treasurer, Joe Bucko, won the prize for “Most Realistic Flight”. See elsewhere in this issue for all of the results.

**Presidents Column Continued**

After deducting for catering, the Electric Scale event lost about \$50.00 and the WWI Dawn Patrol event made a modest profit. Curtis did a great job putting these two events together. Many pilots attended both events and both were well attended by our Club members!

On August 23<sup>rd</sup>, in between those two relatively tame “Scale Events”, the Palomar RC Flyers hosted the 10<sup>th</sup> annual Battle of Britain Combat Meet (open B & SSC). This event was a fantastic showing of 30 combat pilots all aiming to be the “Top Dawg” in Southern California Combat! There were countless streamer cuts and many, many midairs! Unfortunately, my own “Butch or Bust” fell victim to a Mid-air at the end of the first round! (No worries fans, Butch was not flying SSC that day so the infamous, highly anticipated Butch/George combat “Duel to the Death” confrontation was not to be on that day!) For those that missed the event, Vice President Bill Hill and Frank Bataglia cooked up some delicious food!

Finally, an announcement of some note, or perhaps a sigh of relief, was made at the August General Club Meeting...alas...this will be my last year as President of the Palomar R/C Flyers, Inc. as I will not be running in this upcoming election. I feel I have accomplished my goals, including those of County Field Compliance, and now its time to turn the reigns over to one of You! I feel the new President can take the time and truly focus on all of the R/C events, something my ever increasing schedule would prevent in the upcoming year! So if you have ever thought of running for the office...Now is the time!!!

That’s all for now. Have fun but fly safely and be courteous to your fellow club members!

Your President

George Dawe



**General Meeting**

**Varley Longson reported on the County requirements to tear down the old barn on our property or face paying \$125,000 use permit. A bulldozer will be delivered to the field on Sept. 8th for our do it yourself project at a cost of about \$ 800. Problem solved. The electric scale event we held at the field this past weekend was a big success. Our total cost was about \$48 and President George Dawe considered it money well spent. Daniel Fawcett received his Solo Certificate**

**George revealed he can't be President next year and received a healthy round of applause. We are actively for new energy to run the club, both as a board member or officer. Nominations are due in October. Club voted Varley ,our membership director, to a board position to allow him to communicate to the AMA home office.Club combat at our field on this coming Sunday.Food will be available, and donations accepted. Saturday will be a combat event at the Bonsall Field. Happy hunting. Daryl Albert will be our CD**

**Ron Peterka congratulated the membership on the quality of the scale details on their Model of the Month entries. More and more members are adding cockpit details, rivets,weathering and retracts to their built-up kits and ARFs.**

**Joe Buko's treasurers report**

<b>Income since 1 jan '09</b>	<b>\$8203</b>
<b>Expenses since 1 jan'09</b>	<b>\$9733</b>
<b>Negative cash flow</b>	<b>\$1530</b>
<b>Money market</b>	<b>\$2204</b>
<b>Checking acct</b>	<b>\$4556</b>
<b>Total</b>	<b>\$6760</b>

**New members this month are Mike Risenhower, who wants to get going in combat and Bill Metzger, former secretary/ treasurer of the club back in the 70s.**



**General Meeting Continued****Model of the Month**

**Alan Wolstenholme Large scale P-38 from a Royal kit purchased in 1982, built in 2008-2009 [sound s familiar] Features Century Jet retracts silk and dope olive drab finish and twin SPS .60s. Weight 13.25 #, wing loading 43 oz/sqft.**

**Frank Burke showed his Top Flite AT-6 kit built Texan with lengthened fuse and wing to accomodate a 36cc gas Saito engine**

**George Dawe brought in an SR-71 ARF. The ARF was purchased from Vince Tolomeo and only weighs 13 oz.**

**Larry Adams showed a T-28 from a Black Horse kit. Larry custom made the cowl added the rivets and weathering details. Powered by a 5 cell battery and weighs 8.5#**

**New member Mike Risenhower brought in a large foamie sport plane from plans from RC Universe. The pink plane was named " Pantera Rosa' to honor his new daughter**

**The Winner was Bill Hill's Neuport 11, built from a Lew Proctor kit. Whenever you say Lew Proctor, you have to say 'museum- quality' Lew Proctor kit . This model is a shrunken WW1 fighter, what a beauty. Power is by 6 cells and a 41/20 motor.**

**Our own Joe Buko, working under the alias of Joseph Bukovic, earned top spot in Model Airplane News Pilot Projects. Joe's beautiful Fokker DVII, built from a Balsa USA kit was featured by Editor Gerry Yarish. Everything from hand-painted lozenge camo to deliberately misspelled German words to maintain scale accuracy was shown. Great job, Joe.**

**Tim Hitchcock brought in a Loc8tor for tool of the month. The credit-card sized unit comes complete with two homing units that can be placed on keys, computers, or even model aircraft. The homing signal is useful to 400**

**feet. Web site is [www.Loc8tor.com](http://www.Loc8tor.com) Price is \$79.95**

## **Board Meeting**

**Board voted to add \$75 to the raffle fund of \$275 from the July meeting .Curtis reported a total deficit of \$43 from the electric Scale event held in August.**

**The Dawn Patrol event, swap meet, and catered BBQ will be held this coming Saturday, starting at 6:30**

**Tom Minegar attended our meeting and volunteered to plan and organize membership drives and fund raisers for the club next year. The board and Tom figured about \$1500 a month budget to run the club. Discussions were held and suggestions were made.**

**A work party will be held on Saturday, September 5th to raze the old barn, which will make us completely legal with the County. We need volunteers to help unload Bin#1 before we drag it over to the east side of the pits.**

**Daryll Albert suggested we review and update the Articles of Incorporation, By laws, and Constitution. Board will follow up on it.**

**THANK YOU**

A Huge Thank you to all who helped on Saturday September 5th. The Scheduled work party tuned out to be a search party. We spent hours searching but to no avail, we decided to take a break from our endeavor and Bill Hill broke out the BBQ and fired up some hot dogs for us.

Barn at Johnson Field Disappears

Palomar club members arriving at the field on Sunday morning were shocked and dismayed to find that the barn had disappeared. Authorities were called out but no traces of the barn were discovered. Club members that had spent a Frantic day searching on Saturday reported that a suspicious character one George Dawe was seen at the field admiring the barn. When questioned Mr Dawe denied having anything to do with the disappearance. Upon searching his house and car authorities released Mr. Dawe as no traces of the barn were found.

Club member Ton Minegar was especially upset about the disappearance as he had only recently completely over hauled and refurbished the barn to the pristine condition that the membership had come to appreciate. The barn had become a cherished and loved landmark marking the entrance to Johnson field since the beginning. Many of the more senior members are saddened as the barn had come to symbolize many happy days of flying.

Club members that may have any knowledge as to the whereabouts of the barn are asked to report to the Palomar flyers club board of directors.

(No reward will be offered)

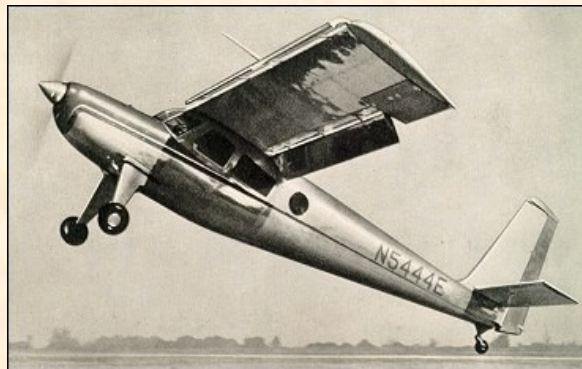


## Articles from Members

### Taming the Cub

BY: Joe Buko

Ever since I saw the Helio-Courier fly at the Stratford Connecticut Airport in the mid 50's, I have had a special liking for ultra-slow flying, highly maneuverable airplanes. One of my models is a 1/4 scale SIG Piper Cub that I built in 1975. (I flew it for 20 years with an OS 4 stroke 90. It now has a 120 four-stroke Saito.) I installed full length wing slots as an aeronautical experiment. The Cub is practically a STOL bird in a stiff wind, but I wanted to find out how wing slots would change its flight characteristics. One Thom Harleman (a fellow pilot who has 700 hours in a full-scale P-51) said with a wry smile that I was crazy to want to slow down a plane that already flies so slowly. He makes a good point.



Not knowing anything about wing slats or slots, I consulted the internet for information. I simply looked up "leading edge wing slot design" and all the information I needed appeared immediately complete with diagrams. (Wing slats are retractable. Wing slots are fixed.) Slats appear on Boeing airliners while slots are found on STOL's like the German *Fiesler Storch* of WW-II fame.

Each Cub wing panel is 50" long with a 16" cord. The wing slots are 44.5" long with a 2" cord. (The wing tips are 5.5" and the slots do not extend over them.) The slots are mounted to the leading edge of the wing and are fitted so that the bottom edge of the slot is level with the bottom of the wing. The intake gap ratio of air to the exhaust gap is 9:1. The German rocket plane of WWII fame had wing slots that had a ratio of 8:2. On the Cub, the intake gap is 9/10 of an inch while the gap between the rear end of the slot and the wing is 1/10 of an inch.

I built each slot by beginning with a trailing edge piece 1/2" wide and then added six small ribs around which I planked them with 1/8" balsa stringers and glued on a leading edge. I had complete control over the shape of the airfoil shape of the slot this way, and then sanded the slot to final shape. It proved to be strong, light and easy to make. Unless I had a special saw and jig, I would not be able to have produced such a large, light, strong slot by carving solid balsa in that length. (A solid wing slot would be easier and more appropriate to make for a smaller airplane.) I filled in the low spots with DAP light weight spackling, and it took very little of that material. I black doped the rear surface of the concave wing slot because covering would tend to pull away from such an inside curved surface.

To install the slot on the wing, I cut six small mounting brackets from 1/8" balsa sheet, about 3/4" high and about an inch wide and made each end of these balsa brackets fit the shape of the front of the wing and the back side of the slot. The width of the mounting bracket is determined by how far the slot must extend to keep the ratio of intake air to exhaust air. It's less than an inch wide with the top portion being only about 1/10 of an inch wide. After gluing the two end mounting brackets to the back side of the wing slot, I placed the slot onto the wing's leading edge being careful to get the 9:1 ratio between the opening of the slot at the bottom of the wing and the exhaust at the top of the slot. I also made sure the bottom of the slot was level with the bottom of the wing. Once I determined the slot was adjusted correctly, I hot stuffed the 2 end balsa mounting pieces in place and then added the other four mounting brackets. Then I used 1/8" round bamboo skewers bought at a grocery store to secure the wing slot by installing these at the top and bottom of each of the six balsa mounting brackets. I simply drilled a 1/8" hole right thru the slot, across the top and bottom ends of the balsa mounting brackets and into the leading edge of the wing. All construction was done with hot stuff. I built each slot in an evening; they were simple to make. Once the slot was mounted on the wing, I filled and sanded the area made by the holes for installing the bamboo. I then Monokoted the front of the wing slot for a very slick surface. I painted the balsa attachment brackets and the end caps of the wing slots black.

## Taming the Cub continued

From start to finish, one could complete the project in a day. Wing slots are deceptively easy and fun to make, especially for smaller models.

The way the slot works is to speed up the air movement across the top of the wing even when the plane is flying at slow speed. The slot is compressing the air 9 to 1 and the slots really work! The slot acts as a *venturi* to increase the speed of the air flow across the top of the wing exactly where the air flow is needed. The air now flowing over the top of the wing makes the boundary layer stay in place longer over the wing. The fast rushing air makes for a more laminar air flow and increases the lift significantly, perhaps as much as 30% to 40%! It is VERY noticeable in flight.

I brought my Cub to our field on the morning of July 16, 2009, and was nervous because I was told to be careful not to bank too steeply in a turn due to the increased drag of the slots. Contrary to expectations, I did not experience any problem banking steeply during turns. However, as soon as the angle of attack is increased with the wings level, the Cub responds by wanting to reach for the skies.

The Cub can fly as slow as 6 or 7 miles an hour with a little breeze, and in a strong wind, this baby will gladly hover or even fly backwards. Landing was more like a bird because there is little forward motion as it descends. My second take off was a true STOL and even Thom Harlem twice exclaimed, "I am impressed!" I think I'll modify the landing gear to make the Cub's nose sit much higher so that the angle of attack will be increased. This will make the slots work immediately and give the CUB true STOL performance right from the start. As it is now, at takeoff, I can advance the throttle, raise the tail, and run way down the runway as I usually have done. However, if the plane sits up on all three's at a steeper angle of attack, like the *Storch*, it'll take full advantage of the slots and lift off within a few feet as it does in a wind. I can hear the helicopter guys say, "If you want to fly like a heli, fly a heli." Well, the Helio-Courier attracts me like no heli does, even though I'm from Stratford, Connecticut, the home of Sikorsky Aircraft.

I can fly the plane with the engine at idle in a thermal and maintain altitude! Without the slots, this same maneuver would see the plane descend and leave the thermal quickly. Landing is a hoot because there is almost no roll-out. As I become more used to finding out the limits of flight for my "NEW CUB", I'm having an aeronautical blast. It's a new airplane and the slowest scale model I've ever seen, except for a 3-D aerobatic scale plane.

If you like flying very slowly, you might try wing slots. They do not affect straight and level flying. Seeing such a large 9 foot span Cub flying below scale speed is pure fun. It looks like it's walking across the sky attached with a sky-hook. Without the slots, the Cub flies slowly. With slots, it makes the Cub's usual speed seem fast. I've tamed the Cub and consider myself the "KING OF SLOW!"

Joseph Bukovchik  
695 Sunset Drive  
Vista, CA 92081  
760-726-8831  
July 18, 2009





Joes Cub with Slots



Side view close up of Slots



## Model of the Month

Bill Hill won model of the month for his Nieuport 11. This Lou Proctor kit was produced in the mid '60's. Bill acquired it a few months ago and started the build. This is an example of maticulous building by Bill. It has to be seen to be appreciated. Bill powered it with electric and covered with Solartex and he will hopefully will fill in details about the power system. Bill came out to Johnson Field and flew this beauty on Friday, August 21st. Flew well and he's extremely happy with it.





## Seen at the Field

By Ethel Burke

Here is Bill Hill with another new electric Sport Jet that flies very well. This is an ARF kit he put together from Electric Jet Factory from AZ. It is 70 mm E-Flite 15 size ducted fan motor with Castle Creation 60 amp speed controller and separate



Dave Litaker is flying this new Funtana 90 from Hangar 9 with a Hacker electric motor A-60M. It has a 70 in. wing span using 10S batteries 40 volt swinging a 22 x 10 prop. Radio is a J.R. 2.4 Spectrum. The yellow color is original, but he completely redesigned and covered it with his own pattern.





## Seen at the Field

By Ethel Burke

Dennis Teason spent his vacation day flying this Chipmunk from World Models. It has a 72 in. wing span, using a Magnum 91 glow engine, with mechanical retracts, and Airtronics radio.



Robin Solomon gets ready for 2nd flight with this Cessna 182 from CMP. Approximate wing span for this 40 size is 54 in., and he is using an OS-LA 45 glow engine with a HiTec radio.



## Seen at the Field

By Ethel Burke

John Cutler has a new biplane Fokker D-VII from Hobby People. He is running a Magnum 46 glow engine in this ARF. John says it only took him 3 days to put it together, instead of the 3 years that Joe Buko spent building his model kit.



Robert Wiley brought out his awesome 30% Giles 202 Wild Hair. It is powered with a BME 102 gas engine and swings a 26 x 10 prop. He uses a Futaba radio.





## Seen at the Field

By Ethel Burke

Frank Burke has flown this new Texan that he built from a Top-Flite kit. He modified the wing and fuselage increasing the wing size from 69 in. to 75 in. wing span and lengthened the fuselage by 7 in. It weighed in at 14 lbs. with a 42 oz. wing load. It is powered by a Saito 36cc 4-stroke gas engine with Robart retracts and operated by a JR 2.4 radio. He also flew this new Keecat jet ARF from Richmodels. It has a Tower Hobbies 75 two-stroke glow "pusher" engine with mechanical retracts. The wing span is 55 in., length is 64.5 in., and it weighs 9 lbs. This "Twist" is an ARF from Hangar 9. A Magnum 91 four-stroke glow engine is being used. It has a wing span of 55 in., length is 56 in., and it weighs 7.5 lbs. with a 17.25 oz. wing load.





## Seen at the Field

By Ethel Burke

A wonderful Labor Day prevailed for flyers. John Hartsell, Sr. flew this very nicely detailed VQ P-39 Airacobra 46 ARF from Hobby People. It is all electric with a wing span of 62 in., length of 45.6 in., and wing area of 600 sq. in. He is using Sky Shark 4-cell 30,000 MA batteries with a 45 amp speed controller. This warbird flew very well.



This father and son team enjoyed the holiday off together. Here is John Hartsell, Jr. with an electric Extra 260 from Precision Aerobatics. It is carbon fiber and balsa construction. The wing span is 48 in., length is 43 in., and the wing area is 490 sq. in. with very light wing loading.



# SCALE

## THE SCALE VIEW FROM RAMONA - #5

Ron Peterka

Aug 2009

Some of you may be aware that I volunteer at the San Diego Aerospace Museum model shop. San Diego is one of only a few air museums to support a dedicated model shop and I have thoroughly enjoyed the experience of working there.

Anyway, about six or seven years ago they tasked me with building a display model of the Boeing P-26 fighter plane they had begun replicating a few years earlier. The museum wanted to show visitors what the pile of aluminum on the shop floor would eventually look like. Today the replica is nearing completion. With help from the museum library I researched the history and construction of the "Pea Shooter". Learning the history and story of the aircraft you are modeling is a real pleasure for about everyone who makes the effort. This is some of what I found.....

### The Boeing P-26, model A-C



It turns out that, today, the P-26 is a pretty rare bird. This aircraft was the first all metal monoplane pursuit built by Boeing, and accepted by the U.S. Army. There was no Air Force at that time.

The P-26A was a finalized version of three Boeing model XP-936 prototypes that Boeing built in 1931 and 1932. It's nickname of "pea shooter" was a natural based on the tubular gun-sight mounted above the fuselage directly in front of the pilots windscreen.

Boeing built some 151 P-26s between 1932 and 1936. The early model A did not have flaps and when the model B added flaps, all model B and C aircraft were modified to the B configuration. The C model had some minor changes, but was basically identical to the A model.

Some of these aircraft found their way into the Chinese Nationalist air force where they fought against Japan. Others went to Guatemala and the Phillipine Islands. The United States operated several squadrons in California. The replica aircraft the Air Museum is building will be painted with the markings of the 95th Squadron of the 17<sup>th</sup> Pursuit Group. This squadron was based at March Field.

For its time it was the fastest air-cooled aircraft in the world. Standard armament was two thirty caliber or one thirty caliber and one fifty caliber machine gun mounted at the pilots feet and firing between the engine cylinders. It could also carry a couple of 122 pound bombs or five 30 pound bombs on racks below the fuselage center.

Let's see... stats. 27.9 foot wingspan and 2.6 feet long, most were powered by the very reliable Pratt & Whitney R-1340 'Wasp' radial engine developing 500 plus horsepower. Top speed was about 235 MPH at 7500 feet of altitude. Weight was just over 3,000 lbs. and cost the Government just under \$10,000 without engine, guns, or radio.



# SCALE

It turns out that, today, the P-26 is a pretty rare bird. This aircraft was the first all metal monoplane pursuit built by Boeing, and accepted by the U.S. Army. There was no Air Force at that time.

The P-26A was a finalized version of three Boeing model XP-936 prototypes that Boeing built in 1931 and 1932. It's nickname of "pea shooter" was a natural based on the tubular gun-sight mounted above the fuselage directly in front of the pilots windscreen.

Boeing built some 151 P-26s between 1932 and 1936. The early model A did not have flaps and when the model B added flaps, all model B and C aircraft were modified to the B configuration. The C model had some minor changes, but was basically identical to the A model.

The most common color scheme was basic yellow wing panels and olive drab fuselage and empennage. The rudder carried red and white horizontal stripes against a blue vertical stripe at the hinge line. The U. S. Star insignia was painted on the top and bottom of the wing along with U.S. Army in large black letters on the bottom of the wing. Individual squadron trim, insignia, and numbers decorated the fuselage, wings, tail surfaces and cowl.

A number of aircraft replaced the olive drab fuselage with an Army Blue fuselage. The aircraft sold to foreign countries were painted to each country's specifications. To a modeler, this means there are a decent number of paint jobs to choose from.

Until very recently there were only two known examples of the P-26 existing. One is displayed in the Air Force Museum in Dayton Ohio, and the other, then the only flyable aircraft, is located at the Planes of Fame Air Museum in Chino California. The aircraft at Chino has a non-scale paint scheme chosen when the aircraft was refurbished from a Guatemalan export version. It is licensed and flown regularly.

Two more replicas have recently been added to the count. The display version at the San Diego Aerospace Museum, built from Boeing factory plans, and another flyable replica built by Dave Morss and his group of volunteers in a town near Boston Mass. This aircraft has recently made it maiden flight. Videos, and photos of construction, are available at [www.mayocraft.com](http://www.mayocraft.com) or [www.jrd.org](http://www.jrd.org).

Because of its small wing, a quarter scale model is probably the best idea. It would have an 84 inch span. A one fifth scale model would only be about 67 inch span. With its stubby 4.4 to one span to chord ratio the 1/5<sup>th</sup> scale wing would have a 15 inch chord! That then works out to about 900 square inches of wing area considering the rounded tips. At 30 oz/sq ft. the model would weigh in at about 11.5 pounds.

The fixed gear is narrow and covered with large faired 'spats' so it would be easy to install working Robart struts. The single split flap should help slow the model for easier landings.

Another way to go would be a .40 size profile???

Models/View from Ramona/Scale views from Ramona #5 It turns out that, today, the P-26 is a pretty rare bird. This aircraft was the first all metal monoplane pursuit built by Boeing, and accepted by the U.S. Army. There was no Air Force at that time.

The P-26A was a finalized version of three Boeing model XP-936 prototypes that Boeing built in 1931 and 1932. It's nickname of "pea shooter" was a natural based on the tubular gun-sight mounted above the fuselage directly in front of the pilots windscreen.

Boeing built some 151 P-26s between 1932 and 1936. The early model A did not have flaps and when the model B added flaps, all model B and C aircraft were modified to the B configuration. The C model had some minor changes, but was basically identical to the A model.



# Hobby People®

**DISCOUNT HOBBY STORES**

## ALERT! HOT NEW PRODUCTS!

ADVANCED SCALE Models



**F7F Tigercat**

Historic Navy fighter attack plane. It has an impressive 82-inch wingspan (almost 7 feet!)

No. 190110 ARF Warbird  
2 x .52-61 two-stroke, 2 x .70-91 4-stroke or 2 x electric brushless motors with w/ESCs

ADVANCED SCALE Models



ARF Civil Aircraft No. 190125

"Giant Scale" replica. Has a HUGE, two-piece, 10-ft wing that takes apart for transport. Its fuselage is constructed of a detail-molded ABS outer skin

wedded to a very strong airframe made of plywood and carbon fiber. Beautiful, accurate, airworthy! For 2.00 ci 2-str glow or 30-50cc gasoline engine, 5-ch R/C.



**T-28 Trojan 120**

Oct. '09 MAN Review: "I can't say enough for the BH Models scale ARF's... The new 120-size Trojan handles like a trainer and has the looks and performance of a

warbird. The Magnum 180 4-Stroke provides plenty of power to the Trojan. If you are looking to get into larger-size warbirds, this military trainer is a great choice." - Aaron Ham



**AT-6 Texan 120**

Similar in size and performance to the T-28 Trojan 120 (at left), this great ARF model takes you back in time to WW-II and the war effort

to train fighter and attack pilots. Wingspan: 82-1/4in; length: 57-7/8in, weight: 10.78 lbs. Req'd: 120 2-str, 180 4-str, or 20cc gas engine, and 7-ch R/C.



ARF Civil Aircraft

The classic J-3 Cub with an 8-ft wing! Built-up balsa and ply construction covered in Ora-cover, painted pilot with dash, pull-pull rudder, dual elevator servos, alumi-

num wing joiner, bungee shock-absorber on landing gear, F/G cowl with painted dummy cylinders, more! Req'd: 120 2-str, 180 4-str or 20cc gas engine, 4-ch. R/C.



**Gilmore Racer .40**

The 1930's Gilmore Oil sponsored Weddell-Williams racer in a .46-size sport model. Designed for glow, but easily converted to electric. F/G cowl with dummy radial cylinders, wheel pants,

detailed cockpit with pilot and dash. Span: 58in, length: 46.5in, weight: 6+lb, 46-52 2-str, or 4120/05 elec.

**Come to a Hobby People store near you and see these great new models!**

**HOT NEWS!** Our selection of Great Planes, Hobbico, Goldberg, and TopFlite models is **GROWING!** See all of these and **MORE NEW PRODUCTS** at your local Hobby People store! Call **1-866-Hobby-4-U** to locate one.

**Follow Us On**  
**twitter**

Keep up with news & views!  
[www.twitter.com/hobby-people](http://www.twitter.com/hobby-people)

**Get The Latest**



• Team updates  
• Product info  
• Events  
[teamairtronics.wordpress.com](http://teamairtronics.wordpress.com)

**Stores Near You!**

• See *and* touch  
• Expert help!

**Hobby People**  
DISCOUNT HOBBY STORES

- CALIFORNIA:**
- Camarillo
  - Chino Hills
  - El Cajon
  - Encino
  - Escondido
  - Fountain Valley
  - Hesperia
  - Lake Forest
  - Lakewood
  - Lawndale
  - Murrieta
  - Orange
  - Pasadena
  - Riverside
  - Redlands
  - Santa Clarita
  - San Diego

**NEVADA:**

- Las Vegas East
- Las Vegas North

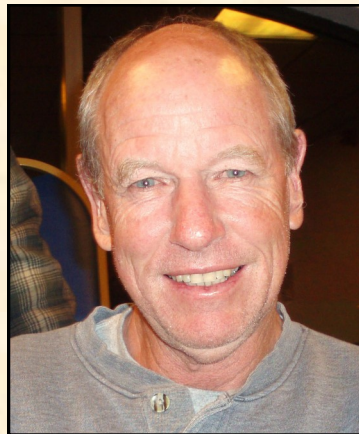
For store info, call:  
**1-866-HOBBY-4-U**



**CLUB OFFICERS FOR 2009**



George Dawe—President



Bill Hill Vice president



Joe Buko Treasurer

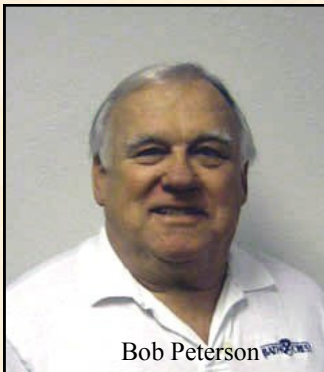


Varley Longson Membership



Dave Truax Secretary

**BOARD OF DIRECTORS**



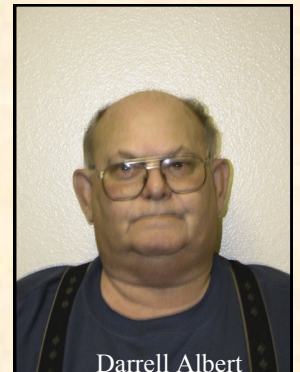
Bob Peterson



Butch Abongan



Justin Barry



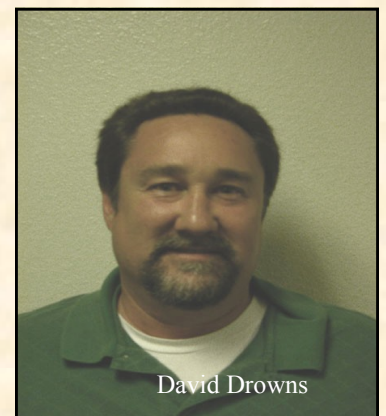
Darrell Albert



Todd Melton



Frank Battaglia



David Drown



(760) 746-2815  
FAX (760) 743-5965



**MESA MACHINE & SUPPLY**  
Complete Automotive Machine Shop

BILL HUNTER

2333 Vineyard  
Escondido, CA 92029

**MILO JOHNSON**  
*Automotive Service Inc.*  
SINCE 1945

**JEFF JOHNSON**  
GENERAL MANAGER

COLLISION REPAIR & PAINTING  
FRAME STRAIGHTENING  
SUSPENSION REPAIR

535 N. QUINCE  
ESCONDIDO, CA 92025  
(760) 745-3841  
FAX (760) 745-5606



**RICHARD KLEIN**  
GENERAL MANAGER

JACK POWELL CHRYSLER-DODGE  
1625 AUTO PARKWAY SOUTH  
ESCONDIDO, CA 92029

rklein@jackpowell.com

(760) 745-2880  
FAX (760) 745-9535

**ADVANCED  
AUTO  
GLASS**

*Mobile Automotive  
Replacement Glass &  
ROCK CHIP REPAIRS*

Steve & Kim Glass  
760-594-4358



**Expert Radiator  
& Air Conditioning**  
Complete Auto Repair

Darrin Albert

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

426 Venture St., Escondido, CA 92029 • 760.489.0151

**Servowires.com**

High Quality Servo Extensions at Inexpensive Prices

- Standard Duty Extensions
- Heavy Duty Extensions
- Twisted Extensions
- Y Connectors
- Servo/Battery Leads
- Bulk Wire
- Custom Extensions



- Our servo extensions feature **Futaba Female Connectors** that will accept Hitec, Futaba J, JR, Airtronics Z, etc. servos and extensions.
- The **Male Universal Connector** will connect to all modern receivers.
- **Gold Plated** Connectors on both male and female ends.
- Any length available from 4" to 48".
- Prices start at \$2.95.
- **FREE** shipping to all USA addresses.
- Palomar RC Members receive a 10% discount.

Web: [www.Servowires.com](http://www.Servowires.com)  
E-mail: [Sales@Servowires.com](mailto:Sales@Servowires.com)

**For The Best  
in**

**401 K Plans**      **Mutual Funds**

**Retirement**      **Investments**

**Long Term  
Care**      **Insurance**

Call  
**Tom Minegar**  
**800-585-0035**





## COMPLETE MACHINE SHOP & AUTO PARTS

**Cylinder Head Specialist**

**Line Boring**

**Hine's Computerized Engine Balancing**

**Cylinder Boring**

**Flywheel Grinding**

**Drum Turning**

**Rotor turning**

**Crank Kits**

**Engine Kits**

**Wet Magnafluxing**

**Complete Engine Rebuilding**

### FOREIGN & DOMESTIC AUTO PARTS

*Family Owned & Operated  
34 years experience*

Complete line of Foreign & Domestic Auto Parts at Competitive Prices



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



#### Palomar RC Flyers

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

**760 - 746-6110**

**1960 W. MISSION ROAD - SUITE 1-5 - ESCONDIDO  
(Just East of Nordahl)**

**Club Directory**

**CLUB OFFICERS**

<b>PRESIDENT</b>	George Dawe	760-419-1301
<b>VICE PRESIDENT</b>	Bill Hill	760-807-4831
<b>SECRETARY</b>	Dave Truax	760-747-3485
<b>TREASURER</b>	Joe Buko	760-726-8831
<b>BD MEMBER</b>	Bob Peterson	760-945-5956
<b>BD MEMBER</b>	Butch Abongan	760-855-2162
<b>BD MEMBER</b>	David Drowns	760-740-1715
<b>BD MEMBER</b>	Frank A. Battaglia	760-727-4574
<b>BD MEMBER</b>	Darrel Albert	760-741-2505
<b>BD MEMBER</b>	Todd Melton	760-231-1110

**CLUB OPERATIONS**

<b>Membership</b>	Glenn Pohly	760-438-5221
	Varley Longson	760-723-1335

**Advertising** Someone Needed

<b>Newsletter Editor</b>	Frank Battaglia	760-727-4574
<b>E-mail address</b>	fbattag101@cox.net	

**WebMaster**

**SPECIAL INTEREST GROUPS**

Scale Chairman	Ron Peterka	760-788-9022
RC Combat Chairman	Darrell Albert	760-741-2505
Helicopter Chairman	Justin Barry	760-533-6464

**LOST AND FOUND**

Frank Battaglia	760-727-4574
-----------------	--------------

**SAFETY COMMITTEE / HEAD INSTRUCTOR**

Douglas Albert	760-294-6956
----------------	--------------

**SAFETY OFFICERS**

Duarte Cabral	858-578-6375
All Club Members	

**INSTRUCTOR LIST**

Butch Abongan	Basic Flight	760-855-2162
Douglas Albert	Basic Flight	760-294-6956
Justin Barry	Heli/Intro	760-747-7496
David Drowns	Basic Flight	760-740-1715
Varley Longson	Basic Flight	760-723-1335
Todd Melton	Basic Flight	760-231-1110
Glenn Pohly	Basic Flight	760-414-9749
Gary Thompson	Basic Flight	858-720-8586
Tim Hitchcock	Basic Flight	760-941-7167

**Helpers**

William Frye	760-295-5400
Frank A. Battaglia	760-727-4574

Please direct correspondence to:

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

Fax : 909-679-7465

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

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

# Palomar Dollars

## NO-FLY QUICK CHECK

### \$30.00

### \$50.00

Terry Harner  
Brian Juarez

### \$60.00

William Frye  
Greg Ochs  
Robin Solomon

### \$70.00

### \$80.00

John D. Hartsell

### \$100.00

Butch Abongan  
Darrel Albert  
Douglas Albert  
Harvey Atkinson  
Daryl Bacon  
Justin Barry  
Frank Battaglia  
Joseph Bukovchik  
Frank Burke  
George Dawe  
David Drowns  
Ernest Emery  
Merrily Faust  
William Hill  
Tim Hitchcock  
Larry Hufford  
Varley Longson  
Richard McCool  
Todd Melton  
Joseph Neenan  
Michael Nelson  
Bob Peterson  
Glenn Pholy  
Michael Rapp

### \$100.00

Don Robinson  
John Sebastain  
Gary Thompson  
David Truax  
James Truett  
Bruce Van Wagner  
Donald White  
Alan Wolstenholme

### ASSEMBLY INSPECTION

- Check Security - Engine, fuel tank, wheels, receiver, battery, servos.
- Pull Test - Linkages and control surfaces.
- Receiver Antenna - Fully extended and away from metal.
- Verify Center of gravity location.
- Conduct Range Test- with transmitter antenna collapsed.

### PRE-FLIGHT(EACH FLIGHT)

- Check receiver voltage under load.
- Check transmitter power level.
- Check engine high speed, nose up.
- Check engine idle, nose down.
- Extend transmitter antenna.
- Check control surface direction and response.

### LOST AND FOUND

• Contact Frank A. Battaglia to claim.

760-727-4574

## Palomar Flyers Combat

<http://members.cox.net/pfcombat>



## Performance Plus Fuels (Best on the market)

For reliable idle, smooth transition and maximum power

- 10% \$15.00 per gallon
- 15% \$16.00 per gallon
- 20% \$18.00 per gallon
- 30% Call for price per gallon

Call Robin SOLOMON

760-480-5834

Cell - (best one to use):

760-420-3692



**Meeting Notice:**

The September 17th club meeting will be held at the usual place, i.e. the San Marcos Joshlyn Senior Center, 101 Richmar Avenue, San Marcos, CA.

January

d at Dave drowns

March

3rd Youth program 9am to 12pm

16th Monday night flight instruction begins 5pm till dark Johnson Field off Pankey Rd.

April

4th Dawn Patrol Gilman Springs

5th-DooLittel's Raid Combat

11th Glider Tow

19th Fallbrook Air Show

May

2nd Wounded Warrior Fun Fly

16th Combat Build at Dave drowns

22nd 23rd 24th and 25th San Diego Helicopter FLY IN

June

6th & 7th Work Party Heli Field

14th Battle of Midway Combat

27th Interclub Fun Fly Riverside

July

4th Club Picnic

11th Glider Tow

18th Flights of Fancy

25th Interclub Fun Fly Palomar

August

15th Scale Electric

23rd Battle of Britain Combat

29th Dawn Patrol Johnson Field /Swap meet

September

12th Club Air Show and Swap meet

28th last Monday night of flight instruction

October

November

14th Glider Tow

December

13 Pearl Harbor Classic Combat

19th Club Dinner & Raffle

