



AMA Charter #141

December 2009

Transmitter

The Newsletter of the Palomar RC Flyers
RC Web Site — www.sportclubsdesign.com/palomarrcflyers

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

Presidents Column

December 2009 President's Column

GONE FLYING ENJOY THE HOLIDAY'S



George would like to wish everyone a safe and happy holiday.

I would like to take this opportunity to thank George for all he has done and continues to do not only for our club but for our hobby Thank you George

General Meeting

George called the meeting to order and introduced the elected officers and board of directors to the membership and a warm round of applause.

October treasurers report by Varley longson;

Oct. income	\$540
Oct. expenses	\$1940
	[\$1400]
checking	\$795
money market	\$2210
total assets	\$3005

Part of the October expenses is a pre payment to the city for a smaller meeting room in the Senior Center, which will save us some money, but had to be prepaid.

Model of the Month

Varley Longson won with a Corsair from a Top Flite kit. It took Varley 7-8 months to finish. The big Navy fighter weighs in at 28 lbs 14 oz with 4 lbs 3 oz of weight in the nose to balance and a 49.5 oz wing loading.

Glenn Kratz showed a 1928 Pete n Paul Air Camper that he and his Dad built in the 1970 's Glenn refurbished the model and still flies it with a 1975 Saito.40.

John Cutler brought in a Buzzard Bombshell with a Saito.45 and 6 oz of lead in the nose. John is going to use it to tow gliders

Bill Hill brought in his version of the Bombshell built from plans from Radio Control Magazine . Bill converted his to electric (of course) and had to add 12 oz of lead in the cowl to balance it. John and Bill did a great job of covering in " old timey" design and it made one wish for a cloudless sky and plenty of time to steer his Bombshell through it.

New/old members Jerry Sheldon and Denver Bates were introduced and warmly welcomed back.

George conducted the club's annual auction to raise money for the Christmas dinner raffle. George's usual enthusiasm and the great turn out of first class donations from the members contributed \$297 to the raffle. Elves George and Varley will soon be out selecting gifts for good little club members

Merry Christmas and see you at the Dinner!

MODEL of the Month

Model of the Month for November was awarded to Varley Longson for this giant F4U Corsair. This is a TopFlite kit that he built and covered in Monokote. It is powered by a DA-50cc gas engine. It has Robart Custom 90 degree Rotating Retracts and a retractable tail-wheel, with full working flaps, fiberglass cowling, and a cockpit kit. Wingspan: 86.5 in.; Wing Area: 1344.5 in.; Weight: 28 lbs. 14 oz.; Wing Loading: 49.5 oz. per sq. foot; Fuselage Length: 67 in. It is flown with a J.R. radio and uses 10 servos.



TRANSMITTER ENGRAVED ID PLAQUES NOW AVAILABLE \$5.00 EACH

Several people in the club have asked me about making available engraved ID plaques for their transmitters. These are particularly useful at events where there may be multiple devices of the same model such as the increasingly popular Spektrum Radios. Price is \$5.00 each or if you want me to mail it to you \$6.00 paid in advance. I don't want to have to keep track of who owes me such a small sum over long periods of time. Hope you understand.

We have decided on two sizes that should fit any transmitter . You will need a flat, smooth area so that the double sided tape will stick well. Sizes are 2 ½ in. x ¾ in and 2 in. x ¾ in. Only three lines allowed or the text gets too small and congested.



If interested e-mail Sean at: **seanoc57@pacbell.net**

with your order stating clearly what your three lines should say. Triple check all spelling and how wide your plate should be. I will make an effort to accommodate odd sizes but try to stay within the standard of 2 OR 2 ½ in. wide. You might want your address on your plate but think carefully about that. Leave your phone number also in case I have questions.

Only one color, brushed aluminum with black lettering and black beveled edges will be available for right now. I will carry them in my car to each meeting or visit to the field or I can mail them to you for an extra charge as stated above. I would recommend this. You'll get it much sooner.

The Legend of the Buzzard Bombshell

Joe Buko Dec. 7, 2009

American Indians use dream catchers in their tipis and hogans to help screen out bad dreams and let in the good ones. Dream catchers use six feathers which are tied to the its bottom. Indians love feathers because they are used for flight, something they can only dream of.

The nearly 70 year-old dream catcher I prize is from 1940 when modern dream catchers were developed. Prior, they used “a dream magnet” which was a turquoise stone set at the head of the mat where one would sleep. Its ascribed magnetic property was to attract only beautiful thoughts and dreams.

Dream catchers were developed by the Arizona Navajo who lived near Tsailie Butte, an ancient volcanic core not far from the Four-Corners area. There, overlooking Lukachukai and Wheatfields Lake, eagles, buzzards and giant birds with 6 foot wingspans or more build their nests. This high and away area is safe from most predators. I climbed it with a friend, Ted Gresh, who nearly lost his life as he struggled to make his way to the top in July 1965.

Indians attach dream catchers to their tipis and hogans. They build cooking and/or warming fires inside a large tipi or Hogan and leave a sky-hole in these primitive homes to let out the smoke. Tipi covering is stitched together animal hide, but in the baking sun and dry desert heat, they crack and eventually fall apart.

The kind of feathers an Indian uses for a dream catcher are significant. For example, if one uses expensive eagle feathers, (these are the most prized and difficult to get), the dreamer can expect only the finest dreams. The days before an important battle, buzzard feathers are tied to the dream catcher. Why? Buzzards are vultures that feed on carrion, and the warrior wants to reduce his enemy to carrion for the buzzards. (You might say they had ecologically sound or green thoughts.)

Indians spend most of their lives outdoors, and particularly like to see hawks, eagles and buzzards fly on the desert anabatic breezes and thermals. The story goes that one day, an Indian chief named “White Mule” caught a buzzard in his eagle trap up on Tsailie Butte. He carefully removed three feathers from each wing so as not to disturb its flight characteristics too much. White Mule returned home to his tipi, but when he arrived, only saw its smoldering ruins. As luck would have it, the buzzard from which the chief pulled the feathers had lost control of himself during a power dive onto some carrion next to his tipi. As the buzzard stretched out his wings to stop, he was unable because of the missing feathers. Instead of stopping, the buzzard overshot his prey and flew through the side of the tipi, knocking out a very large piece of the parched animal skin into the fire setting the tipi and himself ablaze. After the buzzard immolated himself, folks who witnessed the incident said that when he hit the side of the tipi, it sounded like an exploding bombshell. Hence, the legend of the Buzzard Bombshell.

Chief White mule took the charred remains of the buzzard outside for burial, but on his way, two government men, Jack Konefes and Peter Plecan, from White Sands Proving Grounds in New Mexico, happened by. The chief told them the story and they told the chief that they were testing a new free-flight airplane they had built but not yet named. Now they had the perfect name for their creation, and in October 1940, their design article appeared in *Air Trails Magazine*. It became an instant hit because every free flight enthusiast dreams of catching thermals with their airplane. Long may the Buzzard Bomshell fly!



Seen at the Field

By Ethel Burke

Here is the first glimpse of two new Buzzard Bombshells from a group who are building this plane from scratch plans. The originals were built in the late 30's and started winning championships in 1940. There will be more of these coming as our other members finish their projects to complete a fleet. John Cutler (red/white/blue) is running a Saito 45 four-stroke glow engine in his plane. His weighed in at 5 lbs. 3.5 oz. These planes have no ailerons and fly with rudder and elevator only. Bill Hill (white/yellow) flies all-electric with an AXI motor 2826-12 50 Amp ICE with a Castle Creations speed controller and 4-cell 3300 MA batteries. His plane weighed in at 6 lbs.



Seen at the Field

By Ethel Burke

Steve Hoffmann is flying a new A. J. Slick electric plane from 3-D Hobby Shops. It has a wing span of 42 in. and carbon fiber landing gear with a Hacker A30-28S electric motor, Align speed control, and Flight Max 30C-2200 MAH batteries. It weighs 2 lbs. and is flown with a Futaba 10CHG 2.4 radio.



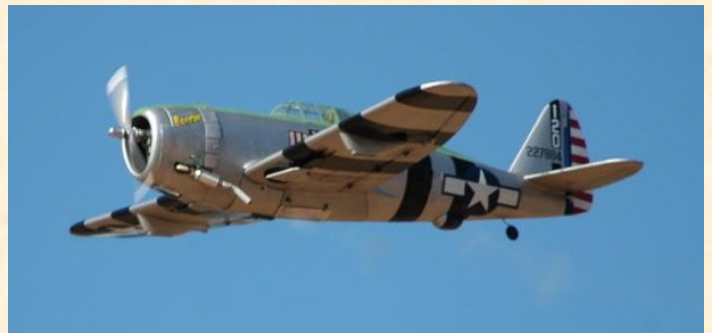
Clay Hoag made a perfect maiden flight with this brand new Aeroworks 20-300 Ultimate Bipe with magnificent color graphics. The wing span is 60 in. It is powered by an A-V 52cc gas Twin cylinder engine. Flights have been running well for several weeks now and is flown with a J.R. Spectrum 2.4 radio.



Seen at the Field

By Ethel Burke

John Hartsell, Jr. and Richard Martin are both flying these Great Planes Reactor Bipes with Saito 100 engines. John and his Dad also fly this P-47 Thunderbolt built from a TopFlite kit. It is powered by a Magnum 120 four-stroke glow engine. Dad, John Sr., is getting ready to fly this Skymaster.



Seen at the Field

By Ethel Burke

John Jr. was approaching the landing strip on maiden flight when he had no elevator control. Plane had been sitting for over 5 yrs., and they figured the plastic tabs on controls may have been brittle from age and broke. This Memorial (R.I.P.) was placed at the crash scene. However, not-to-worry, Dad, John Sr., came right back to field to fly again with this KMP Challenger II ultra-lite with an 80 in. wing span. It is powered by an OS-52 four-cycle glow engine and flown with a Futaba radio.



Seen at the Field

By Ethel Burke

Thanksgiving holiday brings lots of our flyers out to the field. Here is Don White with an F-16 Cermark prop jet in U.S.A.F. colors. (This jet is "FOR SALE" to anyone wanting to try their hand at flying jets.) It was built by Jim Mazurek and is powered by an OS-91 two-stroke glow engine. J.R. 10X Spectrum 2.4 radio is used.



Scott Holmes has a Tiger II with his own monokote covering design. This was modified from a Goldberg kit. He is running an OS-46 two-stroke glow engine.



Seen at the Field

By Ethel Burke

Ed Ramsey built this Fokker DR-1 tri-plane from a Balsa U.S.A. kit. It is covered with Solartex and the wing span is 71 in. It is powered by a Zenoah 26cc gas engine and weighs in at 13 lbs.



Frank Battaglia is flying this Yak 54 from Maxford. It is powered by a CRRC 26I gas engine. The wing span is 73 in. and is flown on 2.4.



Seen at the Field

By Ethel Burke

Michael Reisenauer is getting "Combat ready" for some practice flights with all 4 planes from Team Battle Axe.com. These are durable kits built on aluminum rails on both sides. Mike participates in two classes with 2 in SSC both running OS-15 LA engines weighing in at 2.5 lbs. The Open B are both running OS-25FX engines, and have shorter clipped wings for better handling and weigh in at 3.5 lbs. All 4 have HiTec HS-82 metal gear servos and are flown with a Spektrum radio. Mike also made a successful maiden flight with this newly built Spad. It is made for "fun fly" out of coroplast and built on aluminum rails. He is running an OS-46FX glow engine and it weighed in just over 5 lbs.



Seen at the Field

By Ethel Burke

Dave Bracci was out to fly his Super Skybolt biplane from Great Planes. It has a wing span of 57 in. and is running an OS-91 glow engine with a Futaba 72 MH radio.



Evan Davidson has a new electric plane that he is getting ready to fly. It is a Helios F3A from Hyperion Products with a wing span of 46.5 in. He is running an HP-Z3019-12 electric motor with a HP-Titan-50PB speed controller and 2200-3S batteries.



Seen at the Field

By Ethel Burke

Good luck to all of our Combat group in the final up-coming Pearl Harbor event. Here are some of the team members getting ready for the competition. Left to right is: Tim Hitchcock with his Battle Axe clip wing (with a 4 in. cut) competing in Open B class. He is running an OS-25FX glow engine with a Mousse' can tune pipe. Todd Melton also is competing in Open B with his Mig 3 running an OS-25FX engine. Brian Juarez competes in SSC class with his Mig running a Magnum 15 engine. John Hartsell, Jr. is flying his Russian Mig 3 with a Magnum 15 engine, also in the SSC class. Both Brian and John built their planes at the build-a-thon from a kit cut by Richard Martin.



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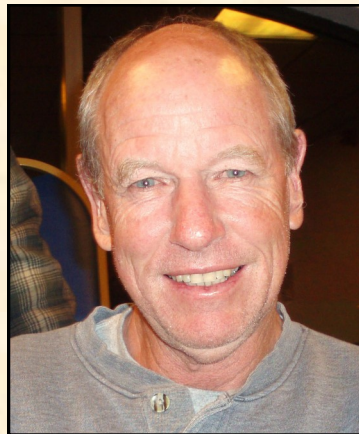
Hey! Check Your Mail Box, Dude!

Don't miss it!
It's coming. Watch for the Hobby People
2009 Christmas Sale Catalog!

CLUB OFFICERS FOR 2009



George Dawe—President



Bill Hill Vice president



Joe Buko Treasurer

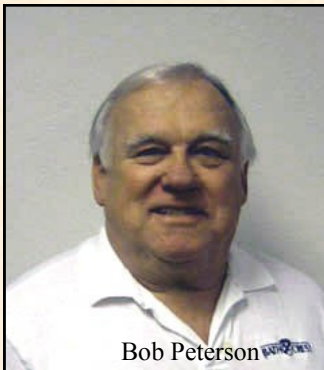


Varley Longson Membership



Dave Truax Secretary

BOARD OF DIRECTORS



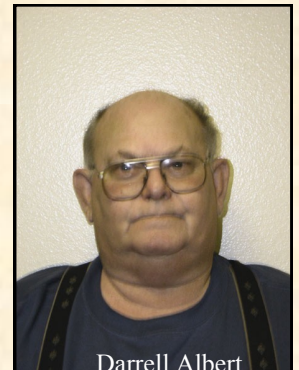
Bob Peterson



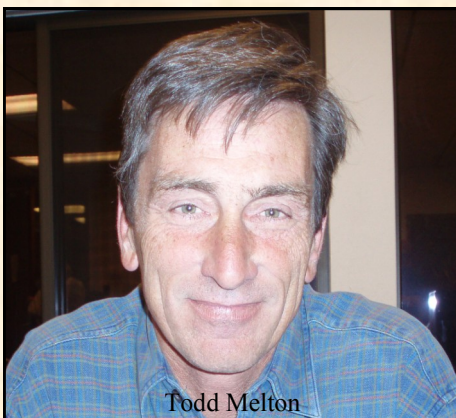
Butch Abongan



Justin Barry



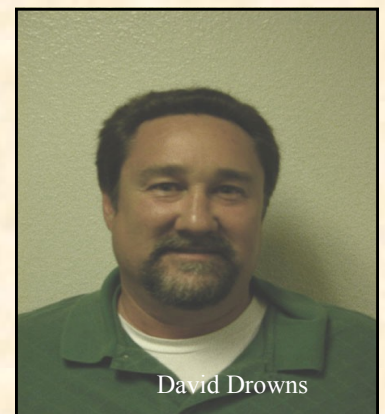
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ASSEMBLY INSPECTION

- 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.

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Meeting Notice:

The **December 19 th** 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

OctoberNovember

7th Inner Club Fun Fly

14th Glider Tow

December

12 & 13 Pearl Harbor Classic Combat

19th Club Dinner & Raffle, Election results

