



Palomar R/C Flyers, Inc.

Transmitter

September 2014



AMA CHARTER # 141

Build & Fly

PRESIDENT'S COLUMN



At the September general meeting we will open nominations for the slate of officers and board members for the 2015 year. Any person nominated must accept the nomination either in person or by emailing me. Any person considering running for a position should plan on trying to attend all the board meetings and general meetings. General meetings are the third Thursday of each month and board meetings are the last Wednesday of the month.

If you haven't tried out our new website, please try it out, I think you'll like the new look. A couple people have sent a message to me stating they could not get on. The website address has changed. Please use the following:
<http://www.palomarrcflyers.com>

I'd like to thank Bill Hill for the great presentation at our August general meeting on the Hobie Hawk sailplane. It was fun learning some of the history on this glider. It was especially fun for me as I had a Hobie surfboard in the early 60's.

Our past president, George Dawe and vice president, Patrick Pratica, have been working on a documentary video called "Old, Bold Pilots". In this film they are capturing the stories of pilots from the 2nd World War, Korea and Vietnam. This is important because many of these heroes are passing on and now their stories will be on film. Patrick has indicated the first segment will be ready for our viewing pleasure at the September meeting. Sometime in September we will be having our runway resealed and striped. I will send out an email to let everyone know the dates as we will have to close the field for a couple days to accomplish this.

On August 26th new member Eric Maglio flew his X-47B with Northrop-Grumman there to film the flight. Quite impressive, the intricate control surfaces and landing gear doors on the plane. If you get a chance, ask him about the plane.

Fly safely and mind the noise!

Varley Longson, President of the Palomar R/C Flyers, Inc.

Bob's Used Chicken Lot

I asked Bob Peterson why he named his place this and he responded, "Did you ever see a new chicken? They are all used!"

Bob's says that his 9 foot chicken is an ornithopter and here he is seen binding the bird to his transmitter. Although it weighs 200 pounds, "It should fly like a bird," says Bob. It has a wing loading of only 35 pounds per square foot. Bob says that if anyone wants the plans to build one of these flying chickens, he wishes them all the luck in the world!

There's lots of fiberglass in this old bird that has graced numerous grocery stores in the area until someone in a car backed into the chicken and broke off its legs. Thus, Bob fixed and repainted it. That's the real story. Nice lookin' legs, Bob— on the chicken that is.





Just feel the love!



One of the other flying anomalies you can see at Bob's Used Chicken Lot is also huge.

President Emeritus, Bob Lang spearheaded the building of our field. Bob is a heavy equipment operator and is at the controls of these machines. We stand on the shoulders of giants and owe them much gratitude for their grand work. It took lots of money and hard work.



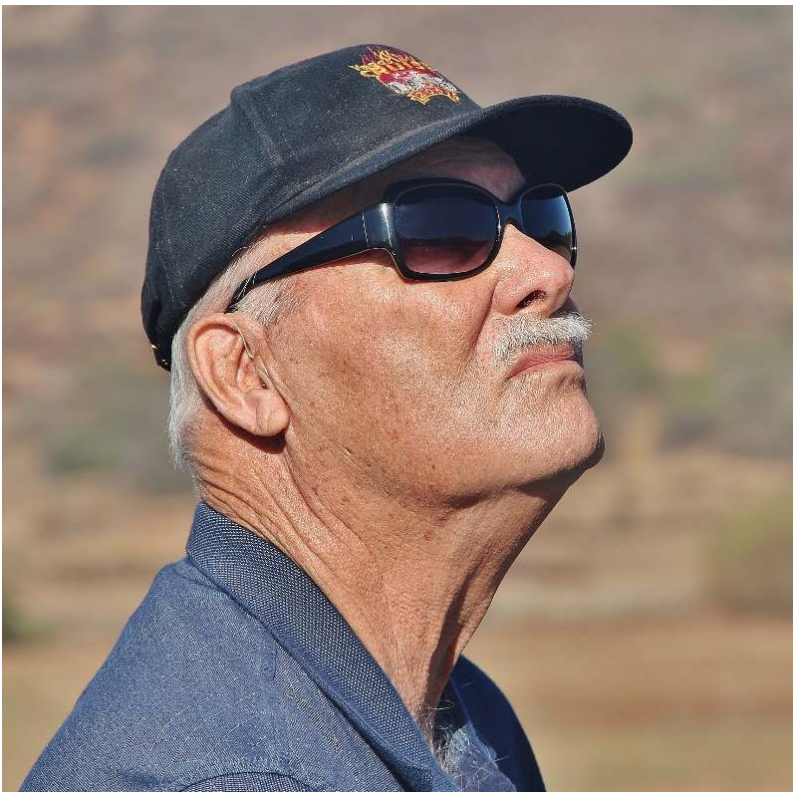


Bob and company raising the windsock pole-



Ed Ramsey and his TBM Avenger look so fine at the field. If you enlarge the bottom photo, you can appreciate his workmanship better. The cowl is retouched because of the needle valve. In the bottom photo, the receiver antenna is removed. Except for the prop, it looks full-scale. This is the plane George Bush flew in WWII. Nice job as usual, Ed.





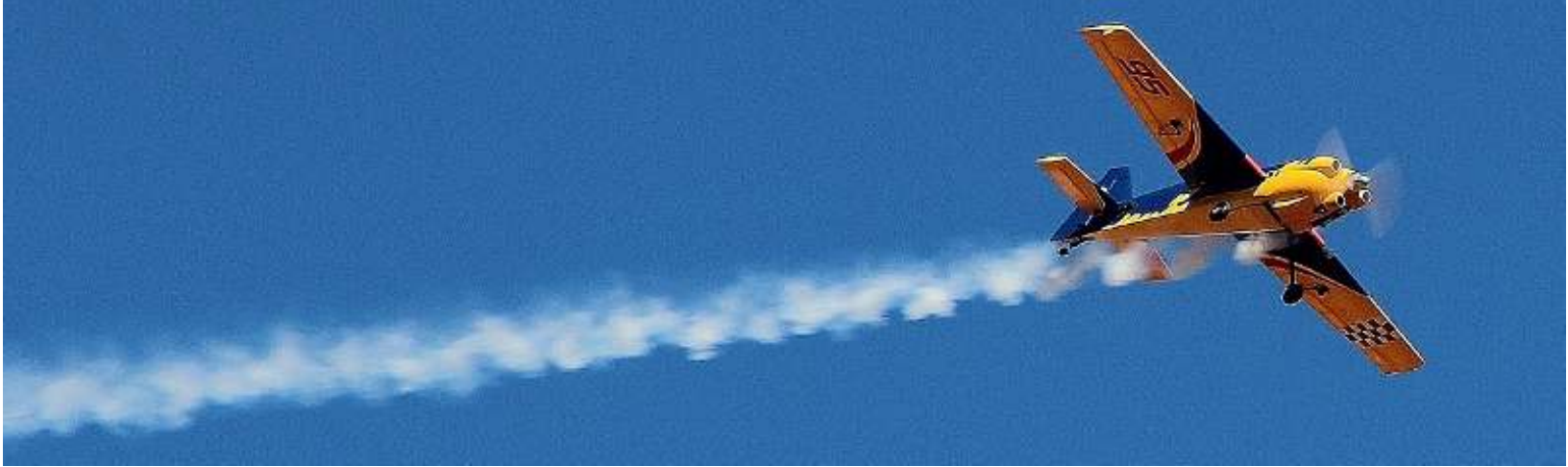
Larry Drisner watching his sailplane.



John Binikos flying his Ugly Stick.



Did Ron Schuyler's plane catch fire or is it just 'smokin'? Editor's 17 year old Gypsy Moth is behind it.



One could call this page “Three views”, if you’ll excuse the pun. This is Ron Schuyler’s plane on a picture-perfect day in Southern California. ‘Smokin’!

Ron wanted to make the landing gear retractable on his plane. So, he made a simple, easy adjustment at the field and without spending a dime, he created his own retracts as you can see in the next photo. Frank Burke marveled at the ingenuity that Ron took to make this happen. You too can do the same in one easy lesson.



Ron, your prop is bent .



Evan Davidson, 91 years young, outflies many of the rest of us.



Greg Wilson takes his Pulse. For those who don't know, that's the name of his plane.

Richard Mack returned to the field after a 3 month hiatus due to family matters. Welcome back.



This is the result of the ground meeting the plane too quickly. The pilot's identity remains anonymous unless you can read his fingerprints.



Otto Dieffenbach, a guest visitor, with his own original designed creations, built this cylinder "Monster Energy" from a solid core block of foam used in building custom houses. It was cut thin into 2 semi circles and is glued together and hollow inside. A piece of small flexible plastic irrigation pipe is used for the top ring support. It is 4 foot high and weighs 4 lbs. Elevators are installed in the bottom. It is driven by four Hobby King 28--26 electric motors 2200 kv running 7 x 4 APC props. He is using two 3S 2200 mAh batteries. He also flies this red/white/blue foam rocket that takes off vertically from the runway, flies level in the air, and lands vertically. It is also propelled by four electric motors. (Ethel Burke photos and text)



Board Member Roger Cosio secured this model in kit form from Denver Bates. This 'hot' model may be difficult to control (in the wind).





Prospective new member Steve Prince DDS is a friend of distinguished aircraft designer Merle Jaeger.

John flies this Ugly Stick so much that he is slowly wearing it out.





NOISE
IS STILL A BIG ISSUE

PLEASE BE SURE YOUR PLANE CONFORMS
TO THE MAXIMUM SPECS.

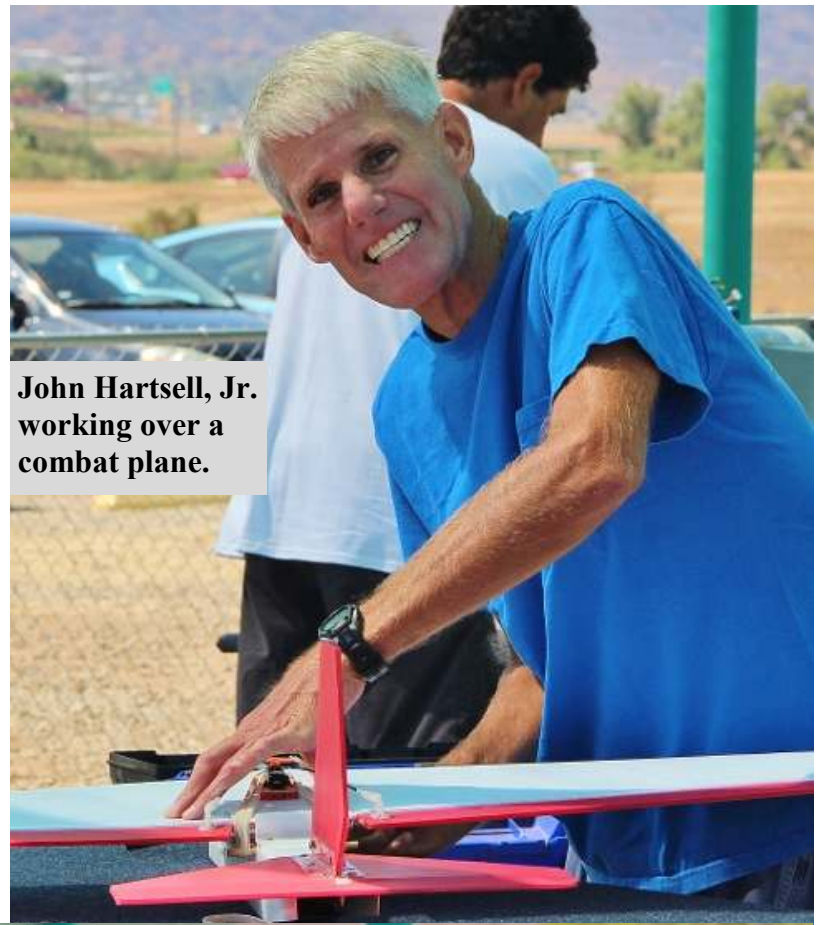
98 db at 25 ft.

**James D'Eliseo above and
with his friend, Ret. Col.
Dave Litaker, USMC on
August 10, 2014.**





Curtiss Pineau moved back to S.D. Co. in late July 2014 from N.C. Welcome back!



John Hartsell, Jr. working over a combat plane.



Pancho Castillo

James Gallacher

Mike Lonnecker



Head Instructor Dennis Newbeck has two sizes of the Extreme Flight Extra 300– August 10, 2014.

PRCF Photo Contest

We're holding our first ever RC model photo contest and we want to invite all of you "aspiring aerial Ansel Adams's" to enter your photos. If you don't have any photos then dust off your Kodak Instamatics and Polaroid Land Cameras or break out your new DSLRs and Action Cams and get to the field with your models.

Best Heli Photo (in the air)

Best Airplane Photo (in the air)

Best Aerial Combat Photo

Best Scale Model Photo (WWI, WWII, civilian, static images are OK and in-flight images are OK)

Funniest PRCF Club member photo (captions are encouraged)

Best RC Event Photo (can be a heli or airplane event, local or national)

Best Multicopter Video

Best Night Flying Photo

Other details:

Awards for 1st, 2nd and 3rd Place photos

Creative software: OK to use in-camera creative software and picture effects such as Toy Camera, miniature, HDR, posterization, retro photo, partial color and so on. No Photoshop images please.

Awards for 1st, 2nd and 3rd Place photos and videos.

Creative software: OK to use in-camera creative software and picture effects such as Toy Camera, miniature, HDR, posterization, retro photo, partial color and so on. No Photoshop images please.

Point of View: Images taken from the ground or the air are acceptable.

Submit your entries to Scott Dedic at scott.dedic@am.sony.com no later than Friday October 3, 2014.

Photos and videos will be shown in a video presentation at the PRCF Club meeting on Thursday October 16, 2014. If you have hardcopy photos you would like to display please bring them with you to the club meeting.

Winners will be determined by club members voting during the ¹⁸October 16 meeting.

COMBAT MEET AUG. 16, 2014



Pilot's Meeting



Chuck Riley, Mike Lonnecker (sitting) Dennis Newbeck behind Mike, Les Crook, Charlie Riley (in front) behind Charlie is Tony Poletti, Fred Eivaz the CD, Todd Melton w/ 2 planes, JP Fortune, Tim Hitchcock, John Hartsell, Jr



Todd Melton



Virtual Member Les Crook of Temecula



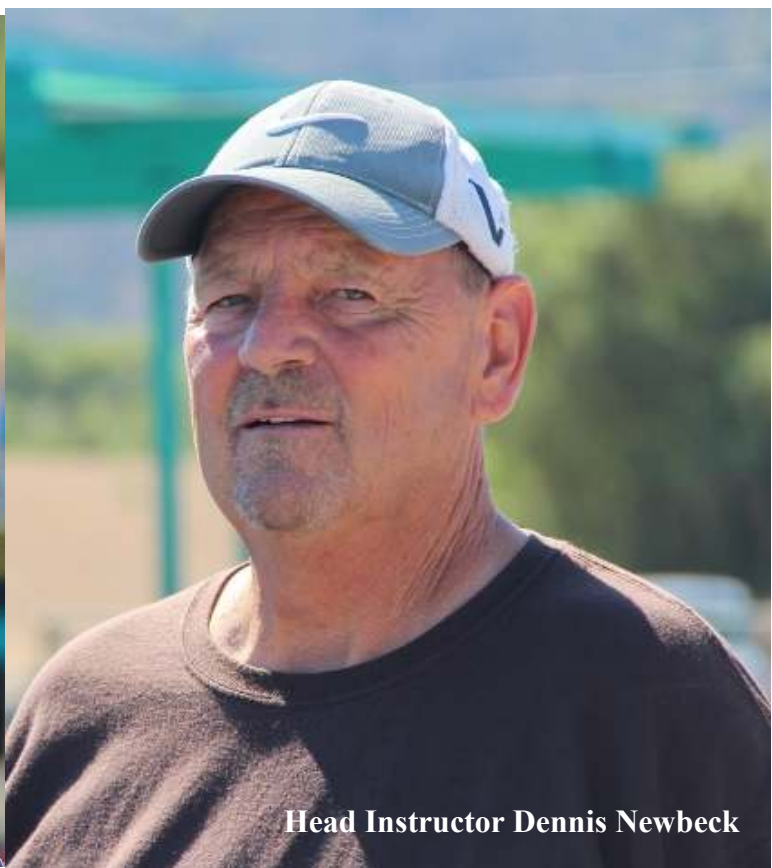
Board Member Chuck Riley



Guest Willie Fortune



Charlie Riley



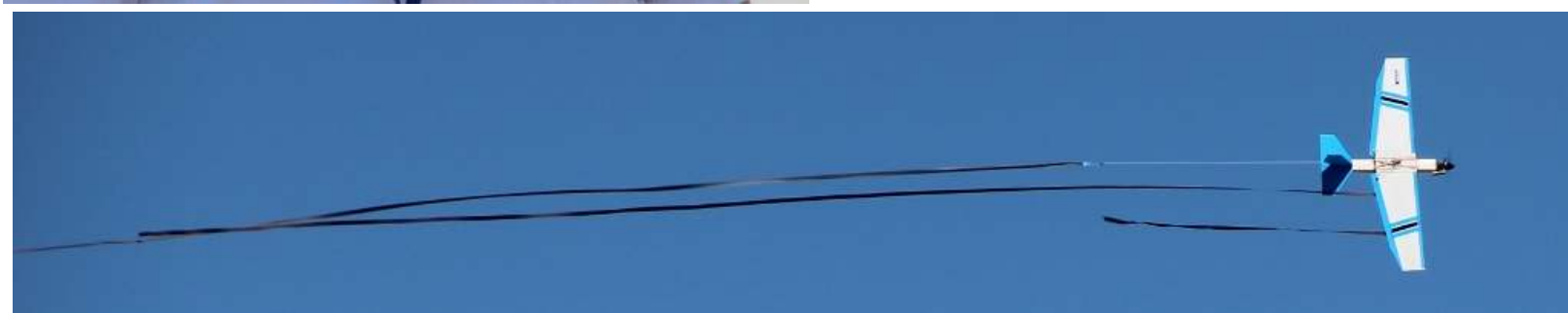
Head Instructor Dennis Newbeck

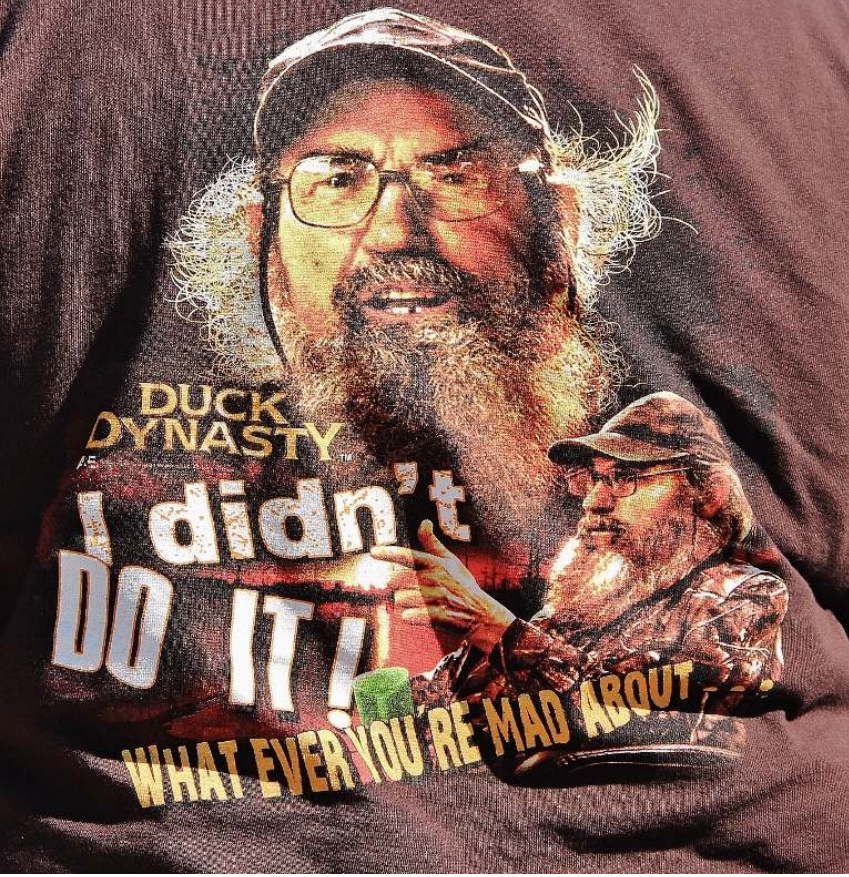


Mike Lonnecker



Tony Poletti





T-Shirts @ the combat meet.



The coolest T-shirt of all was worn by JP Fortune! It says: "War Is Over"



**These six combat planes fly
in a tight box.**



He's chewing up the streamer!

Butch Abongen and his hot Harley @ the combat meet.



Former member Richard Felkins on Sunday, August 10, 2014 at our field. Richard is considering rejoining our club. We hope to welcome you back!





James Garabedian arrived at the heli field on his "B-A-D Cycle."
Some call these cycles 'sui-cycles' or 'murder-cycles' or even 'donor-cycles'. Bad bike, Jim!
We're jealous!



David Long



Don Cleary



Don 'Heli' White

Mike Skube

and the ever present Steve Hoffmann



Alfonso Alvarez and Paul O. Gullicksen on August 10, 2014.



**Is this full-scale
or was it taken
at our heli
field? If you
are interested
in the answer,
ask the editor.**

Don White and Richard Felkins



Club Meeting Agenda August 21, 2014

Call to Order: 7:18 p.m.

Welcome visitors and Guest

1. Eric Maglio from Connecticut

Motion waived of the reading of minutes and accept minutes as published and seconded.

Financial Report: \$46,313

Club Business

New Website: Up and running. Please use: www.palomarreflyers.com. We're working on the .org site.

Heli Field: Working on fixing the shade covers and reinforcing the structure.

Ideas on topics for club meetings:

Frank and Ethel have agreed to do a monocote application.

Photo Contest

How-Tos

George and Patrick going to show Old Bold Pilots

Sealing of the runway: Bids are in and will be communicating on when we need to close the runway for the work to be done.

Member recognition: Outstanding Contributions or Achievements.

Special Interest Group reports: Helicopters, Combat, Instructors

Heli: None

Combat: None

Guest Speakers / Presentations

Bill presented on the Hobie Hawk and shared stories on his flying history with the plane, and those who flew it.

Tool of the Month: None

Model of the Month and award:

Gutter Pipe Canard (GPC): Runs on a 10x7 prop, 4.5lbs, home-built, 3300 mah battery. Runs on 400 watts.

Marv: Scale model of the velocity. 4-passenger kit plane. Company sent a drawing and drew the plans in a month and built for 2-months. Runs on 6S and weighs 8.5lbs. 1500 Watts.

Winner of model of the month.

Adjourn: 8:19 p.m.

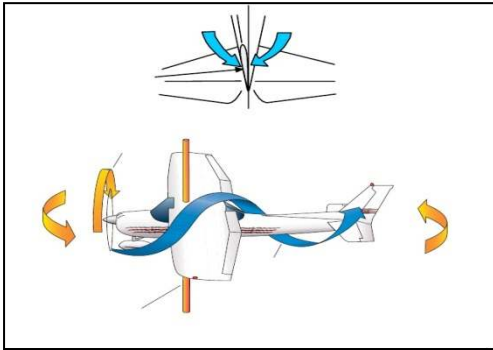
Chris Avelino, Club Secretary

Keeping it on the centerline:

Each month we'll be writing a small article about tips-and-tricks of flying or new things to try. For the first edition we'll call it "Keeping it on the centerline."

Have you ever noticed on takeoffs and landings the plane is pulling to the left?? Ever get that feeling when you throttle-up and think to yourself, "I didn't plan for it to go that way..." and then you're reacting to just get it off the ground??

There are several reasons that cause this with the main one called the slipstream effect. In short it has to do with the way the propeller is spinning causing airflow over the fuselage in a corkscrew manner hitting the vertical stab, thus "pushing" to the left.



How do you fix it? It's a balance of using right rudder on takeoff along with the proper power setting while the plane is working its way off the ground. A lot of us just go full throttle and think to ourselves, "please let it get off the ground," and then have that joyous feeling of "yeah, I'm in the air."

Next time you taxi out, lineup directly on the centerline, slowly start powering up and be ready on the right rudder. It's a fine balance of the two in harmony working together to keep the plane straight. Tail-draggers notice it the most. There is nothing prettier than watching a plane going right down the runway, nose up (or tail up) and right down the centerline.

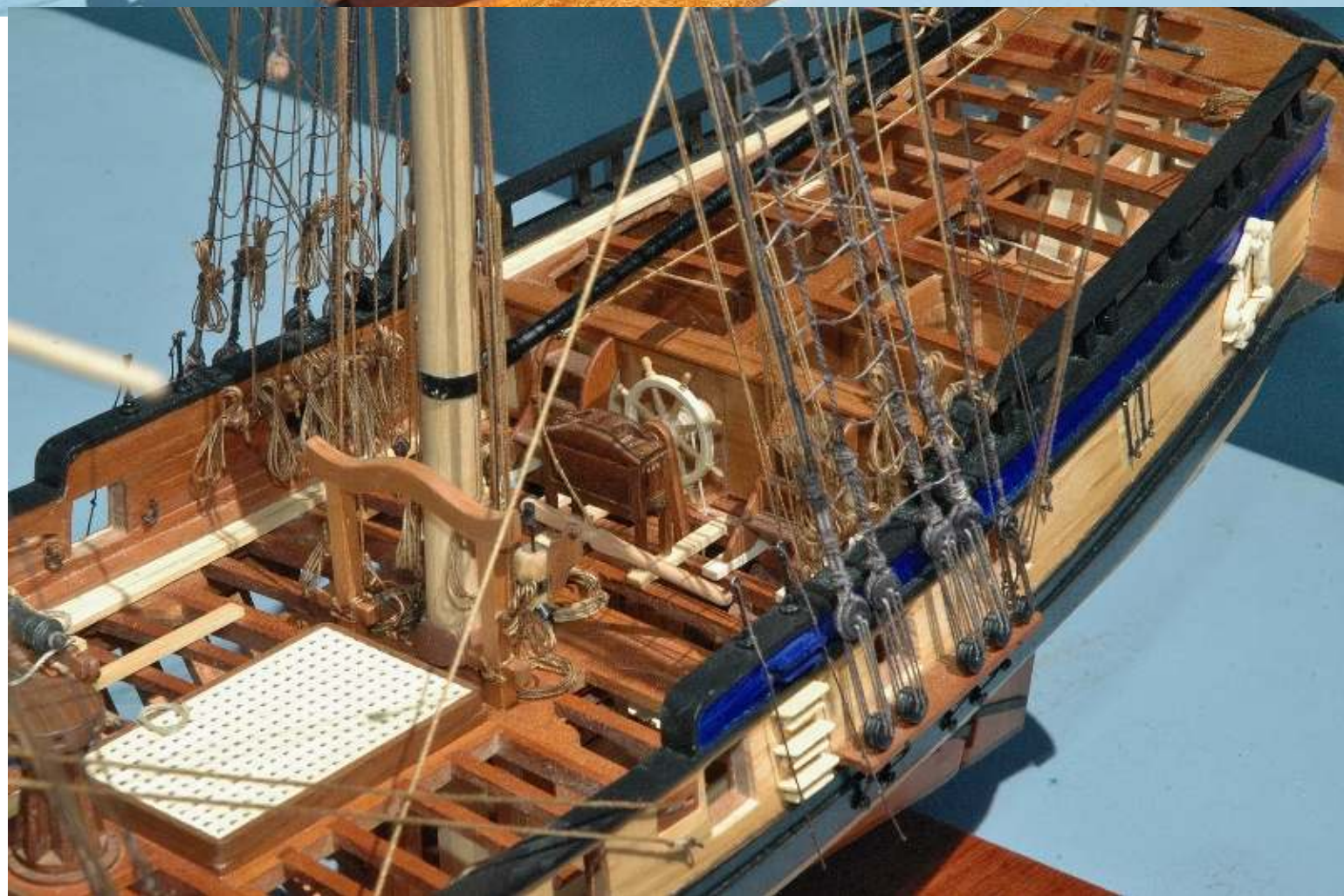
When landing, think about playing a game of accuracy, and fly it right on the centerline. Even if you have to go down the runway more, the centerline provides the most usable runway to each side of the plane and is the "safest" place to be. Sometimes we'll play a game of touch-and-goes to see if we can put it within the first 7-lines past the landing line, and right on the centerline. We then give a score of 1-10 to see how good we did. Discipline towards landing on the centerline will make you a better and more confident pilot. It also looks really cool when you "nail it" perfectly.

Happy Flying! Chris Avelino, Club Secretary

DO YOU KNOW THAT CLUB MEMBER MIKE LONNECKER IS A WORLD CLASS MODEL SHIP BUILDER? THE AMAZING PHOTOS ON THE NEXT THREE PAGES SHOWCASE HIS AWESOME TALENT! WHEN MIKE BUILDS A SCALE PLANE, HIS MODEL WILL BE SECOND TO NONE! MIKE, YOU ARE SUPREMELY TALENTED!!!! WHAT AN HONOR TO HAVE YOU AS A CLUB MEMBER! YOU ROCK!

His photo is on pages 16, 19 and 21.

His ship is scratch built!







CLUB MEETING AUG. 21, 2014



Treasurer Sean O'connor President Varley Longson Vice President Patrick Pranca Secretary Chris Avelino



President Emeritus Bill Hill gave a presentation on the Hobbie Hawk and a faintly similar Radian.



Marvelous Marv Clemens scratch built this Velocity and won Model-of-the-Month. Ethel Burke photo



Marv Clemens was awarded Model of the Month in August for this Velocity SE. This model was scratch built from plans that Marv drew himself from a 3-view drawing that was emailed to him from the manufacturer of this full size 4-passenger plane. It took 3 months to complete, and it is built up with standard balsa and covered with Monokote. The wingspan is 71 in. and the wing loading is 26.7 oz. per sq. ft. It has standard fixed tri-gear and weighs 8 ½ lbs. He is using a .50 Outrunner electric "pusher" motor running a 3-blade 12 x 8 prop. The speed control is 80 amp. Two 3-cell 4000 mAh batteries are installed. (submitted by Ethel Burke)

**Eric Maglio from the great state of Connecticut (the editor's state too) recently moved to So. Cal. He just graduated from Perdue University. He has joined our club. Welcome!
Connecticut is the home of Sikorsky Aircraft, United Technologies, Pratt and Whitney, Hamilton Standard, etc.**



Ethel Burke photo



Ethel Burke photographing Marv Clemens' Velocity as President Varley Longson looks on.



Frank Burke's Spitfire



Varley Longson's P-51B



Ed Ramsey's P-51D



Charles Wajdak's twin powered Ultra Stick



Marv Clemens' Velocity– The Model of the Month



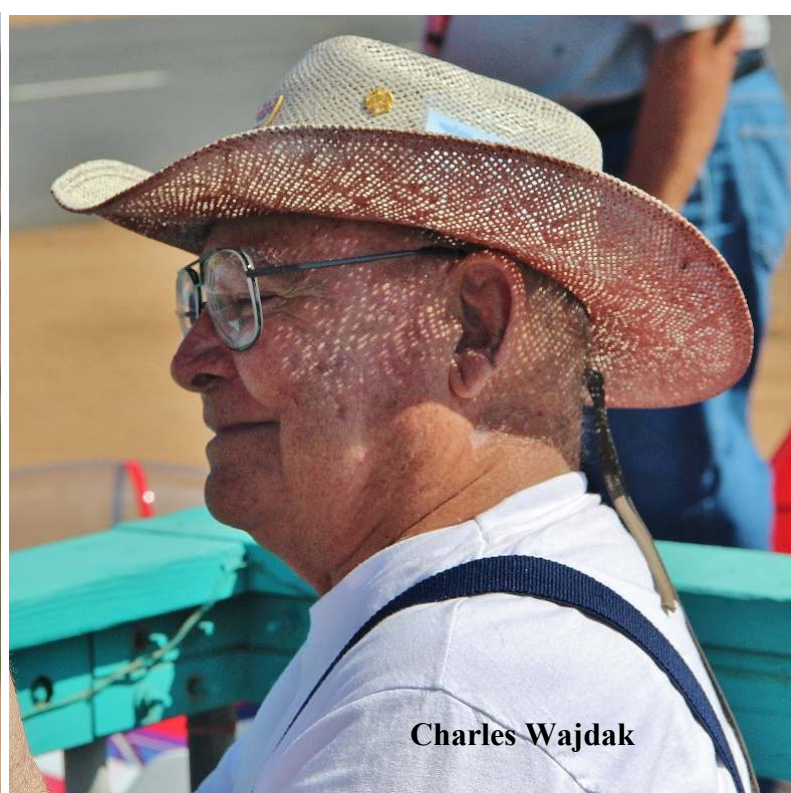
Dave Litaker's 3-D flying machine looks so good in the air.



L to R John Cutler, Ed Ramsey, Jim Gallacher, Lou Governale, Bill DeMore, Marv Clemens, Evan Davidson, and standing is board member Roger Cosio



Col. Dave Litaker, USMC Ret.



Charles Wajdak



President Varley Longson relaxing flying his Radian and Jim Gallacher flying his sailplane.



Dr. Bill DeMore and his beautiful Hawker Sea Fury

Alan Wolstenholme and his ME-109



Roy DeMille and his large Pulse



Kay Wajdak

Ethel Burke

Steve Kerrin



Bill Hill brought his canard to the August club meeting. James D'Eliseo took this photo. Bill successfully flew his electric creation as can be seen from the photo below.





On Aug. 26, 2014, Eric Maglio brought his scratch built X-47B, a drone developed by Northrup-Grumman. A film crew accompanied him to the field to record the flights of this high tech plane. Here Eric shows President Varley Longson how the craft is engineered. Ethel Burke took notes. The craft flew well; it is ultra thin and difficult to get a signature on it in the air. Of course, that was the point of the design. The ducted fan is whisper quiet.





The Northrup-Grumman film crew with Eric and the X-47B





It was a picture-perfect day at the field as usual.



Butch Weiser of the Weedwackers flew his Me-262 at our field on Aug. 26, 2014.



Just for fun, we lined up all the aircraft that flew that day behind the X-47B.



President Varley Longson presented the Model-of-the-Month Plaque for July to Col. Bob Broughton USAF Ret. for his fine work on the F-105 which his brother Jack flew in Viet Nam.



Professor Lew Creedon created this auto-gyro. James D'Eliseo helped to trim it out and it flies well. Good on ya mate! He's a professor of ornithopty.



Blackie

Scott

**Col. Bob Broughton
USAF Ret.**

**V.P. Patrick
Boeing Pratica**

Prof. Lew Creedon



A Fiesler Storch from Maxford. It was a bit dicey in the wind.

Board Meeting Agenda: August 27th, 2014

Participants: Roger Cosio, Chris Avellino, Varley Longson, Scott Dedic, Joe Villareal, Chuck Riley, Denver Bates, Sean O'Connor, Patrick Pranica, Jim Jenkins, Tim Hitchcock

Start time: 7:09 p.m.

End Time: 7:58 p.m.

Treasurer Report: \$46,413.16

11/15: Troop 747 will be at the field (Approximately 20 cadets). Starting at 9 a.m. and ending by 2 p.m.

New website is up and running

Helicopter Field: Still need to look at how we're going to fix this.

New Field: Still on the lookout and reaching out to a couple of prospects.

Working on setting up Christmas dinner

Runway reseal: Going with Drown for the reseal. Targeting September 10th and 11th or 17th or 18th

Storage Container: Had another break into one of the containers. Nothing taken of value.

Open nominations for officers this next month.

Feedback from the members on club participation:

Continue Model of the Month

How-To Sessions:

Repair Techniques: Glues used

Learn about Lipo Batteries – differences on battery types

Learn about Radios: Expo, D/R, arming and safety features

Designing a Plane from the ground up (no pun intended)

Airplane setups – what are good setups to consider for gas or electric

Techniques for flying the pattern

Guest Speakers

World War II Pilots

James – 3D Flying and Extreme Maneuvers

Military Drone Flying: Northrup-Grumman; General Atomics

Heli Flying

San Diego Air & Space Museum

San Diego Wind Tunnel

Aerospace or technology schools at San Diego State

Meeting Location:

Daylight savings time

Possibly Saturday or Sunday morning and turn into a fun fly for the same day.

Every other month at the field

Continuous Training from Instructors (add to the agenda)

Look for daytime instructors not just Monday nights

Next club meeting will do show of hands to see what is most appealing to the club.

September: Patrick will present on “Old Bold Pilots.”

October: Frank and Ethel will present on monokote



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Monday-Friday 8 am to 6 pm
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PRESIDENT Varley Longson	760-723-1335
VICE PRESIDENT Patrick Pranica	442-333-9024
SECRETARY Chris Avellino	858-245-3342
TREASURER Sean O'Connor	858-485-0750
SAFETY OFFICER Jim Jenkins	760-910-4141
BD MEMBER Denver Bates	760-728-2880
BD MEMBER Scott Dedic	858-674-4624
BD MEMBER Chuck Riley	951-693-5679
BD MEMBER Roger D. Cosio	760-724-4926
BD MEMBER Joseph Villarreal	760-749-7029
BD MEMBER Tim Hitchcock	760-458-8961

CLUB OPERATIONS

Advertising Bill Hill	760-738-0644
Newsletter Editor Joe Buko	760-726-8831
WebMaster Martinas Kausas	

SPECIAL INTEREST GROUPS

RC Combat Chairman Fred Eivaz	817-714-2379
Helicopter Chairman Philip Degarmo	979-204-7767

HEAD INSTRUCTOR

Dennis Newbeck	760-297-1134
-----------------------	---------------------

INSTRUCTOR LIST

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

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Catch us on the web at: www.palomarrcflyers.org

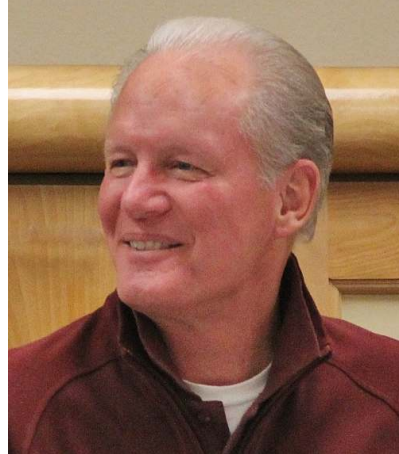
2014 Club Officers



Treasurer Sean O'Connor



President Varley Longson



Vice President Patrick Pranica

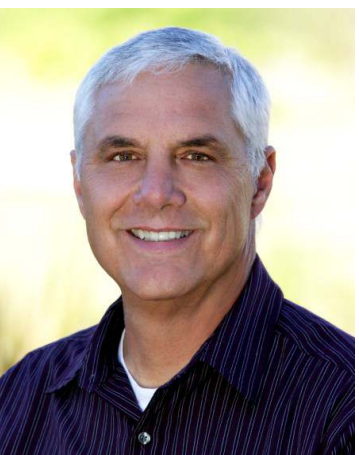


Safety Officer Jim Jenkins

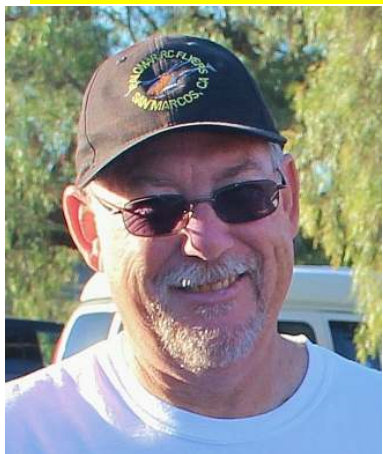


Secretary Chris Avellino

Board Members



Sott Dedic



Joseph Villarreal



Tim Hitchcock



Chuck Riley



Denver Bates



Roger Cosio



CLUB MEMBER NEWS

SEPT.
2014

★ New Products ★ Deals ★ Events ★ Coupons ★



TIME TO RECORD ALL THE ACTION!

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