



Palomar R/C Flyers, Inc.

Transmitter

June 2015



AMA Charter 141

PRESIDENT'S COLUMN



San Diego Heli Fun Fly was held over Memorial weekend and was considered by all to be a great success!. Thanks to Scott Dedic for organizing it, Joe Villarreal & team for cooking, Patrick Pranica for registration and all others who volunteered their time to make this a very successful event. Even though the weather was not the finest, everyone still seemed to have a wonderful time.

We have a Multi-Rotor Challenge event tentatively scheduled for September 18 +19th.

At our May general meeting we had a very nice presentation by Chris Avellino and Curtis Pineau on proper setup and equipment for your aircraft on 3-D flying and imac precision flying.

At our June meeting Joe Villarreal has volunteered to give a presentation on soldering. If you've ever gotten a cold solder joint this could be beneficial to you!

At the May 27th board meeting we had lengthy discussion on new field location. Jim Jenkins is coming up with a presentation that we can bring to prospective land owners as to why it would be beneficial to have Palomar RC Flyers on their land and the benefits to them as well as, say, the kids of their community.

On June 20th there will be a combat event held (Battle of Midway). Please come out and support this event with your help and earn some Palomar Dollars. The field will be closed to general flying during this event.

Thank you to Charles & Melody Micheli for doing snacks for our general meetings! And to all of our volunteers – THANK YOU.

Fly safe and watch the noise limitations.

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

Editor's Corner

Flying Magazine on their internet site published that Airbus is building an airplane factory in France to build electric powered airplanes. In an e-mail from ***Flying*** dated April 28, 2015, it stated that the German electric firm, Siemens, announced a technological breakthrough with a new type of electric motor that is five times more powerful than previous motors. The motor weighs a little over a hundred pounds and produces 260 KW, the equivalent of 350 hp. It is enough to power a 4,000 pound airplane and needs no gear reduction since the motor spins around 2,600 rpm. This breakthrough has made it possible for the building of the Airbus factory to build general aviation electric airplanes.



At this time of year, the flower fields in Carlsbad become alive with beauty of ranunculas.

From Ron Peterka- Master Scale Model Builder @ San Diego Air and Space Museum

We just did a repair job down at the Aerospace Museum in El Cajon on a very large scale Vega that was originally an RC flying model. Complete high detail including a complete scale interior and hidden wing mounting. The darn thing, minus engine and radio/batteries weighed in at around forty pounds.

The other odd thing was that the wing, about 12 ft span, was held in place with tow wooden dowels about 3/8" dia. and two 1/4-20 bolts.

Anyhow it fell on the floor because it was hung using the scale lifting eyes on the top of the wing. Whoever hung it didn't realize those eyes were just glued onto the top surface of the wing! It hung for several years and I can't imagine how it held out for so long.

That model was done up as the Vega "Winnie Mae" flown by Wiley Post for a number of records.



PLANES AND PILOTS

JIMMIE MATTERN'S LOCKHEED VEGA

Ron Peterka

I think most scale modelers enjoy learning at least some of the history surrounding the model they choose to build and fly. Who flew it? Did the pilot do anything famous? Did it set records? Does the aircraft have a distinctive 'look'? Well, Nigel Tarvin was intrigued by the exotic paint job on Jimmie Mattern's Lockheed 'Vega' and that he attempted to set an around the world record in it. The red, white and blue image of an eagle on the fuselage and the rounded fuselage would be a builder's challenge, but Nigel was up to the task.



Scott Dedic wants to alert us to the Multi-Rotor Fun Fly that will be held at our field on Sept. 18+19, 2015.
(More details to follow.)

He has flown his large-scale model for a few years now, and in 2009 Nigel qualified to fly in the Scalemasters National Championships in Wenatchee Wa. The crowd and the pilots loved the wild paint job and beautiful craftsmanship of Nigel's model. Let's look at the history of the Lockheed 'Vega', a very unusual aircraft. The 'Vega' started out life as a small airliner. Lockheed had a habit of naming their aircraft designs after astronomical bodies and Vega is one of the brightest stars in our skies. It was designed by the talented Jack Northrop it marked the height of wooden aircraft construction in its day. The molded plywood fuselage was formed in halves made up of single wooden layers, glued together, and cured in large heated concrete molds. There were no external struts or wires to create drag. It was aerodynamically 'clean'.

The plywood skinned cantilever wing was braced internally and was mounted at the top of the fuselage. The pilot sat close to the leading edge of the wing in an enclosed cockpit. The wingspan was 41 feet and the fuselage length was 27.5 feet.

Powered by a nine cylinder Wright Cyclone J-5 radial engine that put out 225 HP to give a top speed of 135 MPH, later model 'Vegas' were powered by 450 HP Pratt & Whitney 'Wasp' engines that gave a top speed of 165 MPH. Large tanks gave the stock 'Vega' a range of 900 miles.

Lockheed built a total of more than 128 'Vegas' in its Burbank plant with 28 of them being the early configuration with an un-cowled engine. The remainder featured the then new NACA low drag cowling. The planes were fast for their day and in 1930, all five aircraft in the Bendix race from Burbank to Chicago were 'Vegas'. At least five were fitted as seaplanes.

Wily Post flew a 'Vega' close to a 50,000 ft altitude for an altitude record using an early pressure suit made from a deep sea diving suit, Amelia Earhart flew her 'Vega' across the Atlantic as the first woman to do so. Post, along with Harold Gatty as navigator, set an around the world record of eight days, fifteen hours, an fifty one minutes. Jimmie Matter, the pilot we are most interested in right now, made two attempts to fly around the world solo in a 'Vega'. He failed in both those efforts and almost lost his life on the second flight.

Jimmie Mattern learned to fly at Ryan Field in San Diego CA and bought a Waco 10 to do some barnstorming. There was work for pilots in Southern California Jimmie became a Hollywood stunt pilot flying for many movies. After a stint as a cargo plane pilot he decided to attempt to beat the Post/Gatty record for an around the world flight. He teamed up with Bennett Griffin who was to be co-pilot and navigator and they got backing from Standard Oil Company and others.

In 1932 they took off on the first leg to Berlin and set a new record for that flight. After leaving Berlin for Moscow a hatch on the plane broke loose and struck the tail section causing enough damage that Mattern was forced to make an emergency landing.

Although the flyers had permission to overfly Russia, the Russians arrested them anyway and accused them of 'spying' for propaganda purposes. After some serious government negotiation the two were released, but were sent back to the U.S. by commercial steam ship. The Russians eventually crated the aircraft and shipped it back to Mattern.

Jimmie decided not to settle for a failure and started planning an even more daring flight. He would make a *solo* around the world flight! To do this he rebuilt his 'Vega' using the fuselage and parts from another damaged 'Vega' (NC 106N). The highbred aircraft was given the original registration (NC 869E) from the original plane. While installing extra fuel tanks he left the rear side windows in place to make others think he planned to take a navigator as he had before. Just before final preparation, he closed off the rear windows.

This was the airplane with the famous red, white, and blue eagle paintjob, and was named "Century of Progress". On June 3, 1933 he took off and headed for Oslo Norway. From there he headed for Moscow and then on to Khabarovsk (Russia). Unfortunately he got lost and made a landing near the Andmir River in Siberia where he took on some Russian tractor fuel before he made it to Khabarovsk.

The next flight leg was to head for Nome Alaska over the vast wastes of arctic Siberia, however, water or impurities in the Russian fuel caused his engine to quit or seize-up and he had no choice but to make a forced landing. Spotting what looked like a safe landing spot he glided in and found to his dismay he was landing on the frozen tundra surface and the wheels broke through the frozen crust and were torn off the plane. With no nearby civilization Mattern began three weeks of survival on his own. He never gave up and was eventually found and nursed back to health by traveling Eskimos. He spent several weeks with them while recuperating and trying to bring in a plane so he could continue his flight.

A Russian pilot finally arrived and the pair flew on to Nome Alaska. Jimmie then traveled back to Floyd Bennett Field, where his whole odyssey had begun.

Jimmie's flying career was far from over and he eventually got a job test flying Lockheed P-38 fighters in 1938. He test flew and taught Army pilots how to avoid the high-speed dive compressibility problems that reversed controls and caused many crashes in early P-38's. In 1946 at age 43 he was found to have a ruptured blood vessel in his brain and he was told he would never fly again.

Jimmie died peacefully at age 83 in 1988 near his home in Palm Desert California. He left behind his wife, two daughters, and six grandchildren.

MODELING A VEGA

I have been unable to locate a current set of plans, or a kit of a Vega so this project would require some digging and/or drawing from three views. But, a nice 1/5 scale model would have a 98.5 inch wingspan and about 1600 square inches of wing area. By normal large model wing loading of up to 35 oz per sq. ft. of area, a model could weigh up to 24-15 pounds.

There were about 165 known Vegas built by Lockheed, so if you found the Mattern paint scheme "a little much" you can find simpler schemes. The all white with blue trim of Wiley Post's record setting Vega "Winnie Mae" might work. That aircraft is on display at the Smithsonian Aerospace Museum in Washington DC and a replica is displayed at the Kermit Weeks Air Museum in Florida.

end



Patrick Pranica's new slope soarer, the Talon



1902 WRIGHT GLIDER



The 1902 Wright glider

From here you can see a full-scale flying replica of Orville and Wilbur Wright's third glider. They had built a wind tunnel to test wing designs after their first two gliders. This revised design used a longer wing to make it much more stable. The Wright brothers flew their glider about a thousand times in late 1902. Their success with it led them to add an engine to their next plane, for their historic first powered flight in 1903.

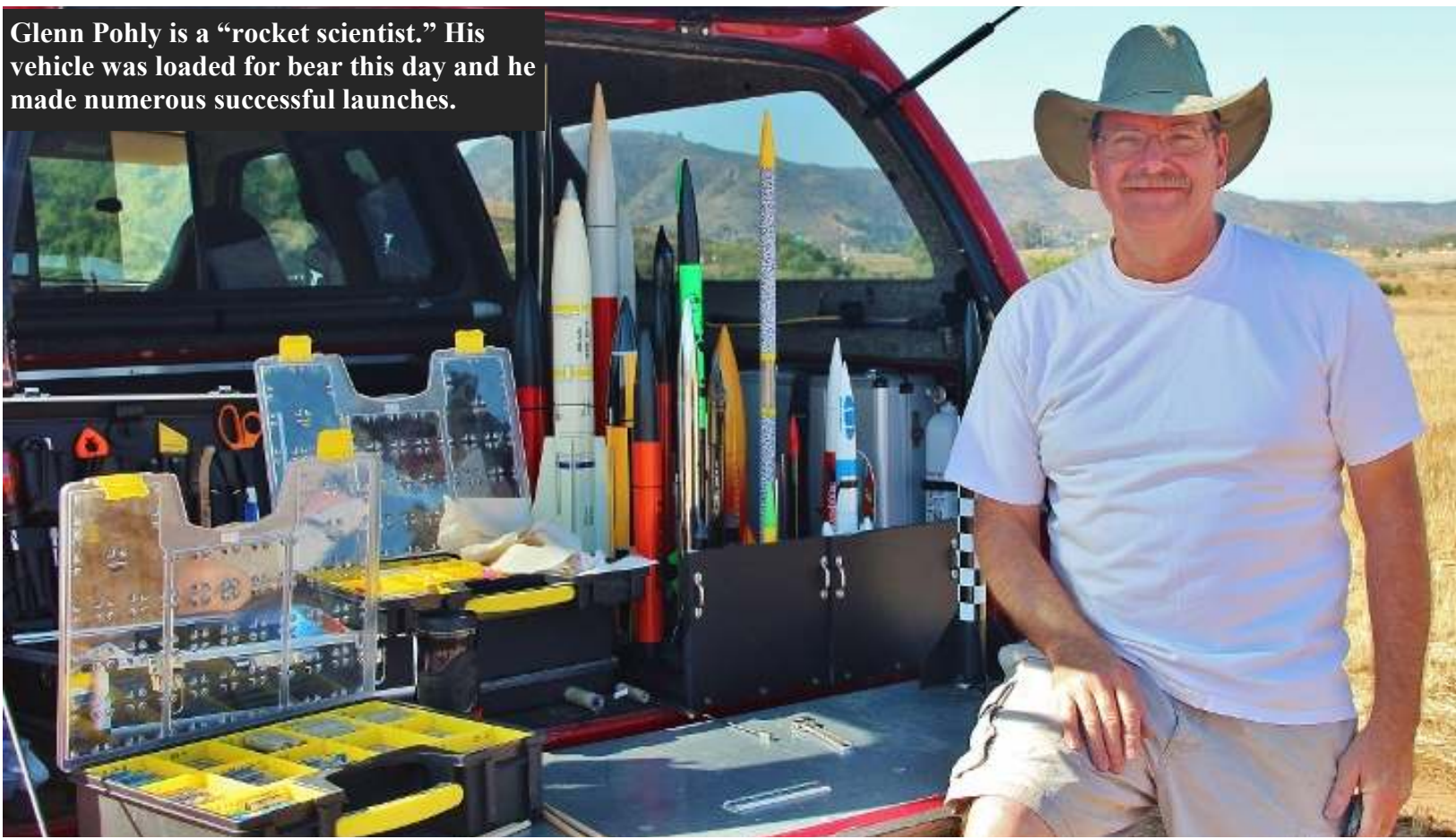
1902 WRIGHT GLIDER	
Wingspan	9.8 meters (32 feet)
Weight	57 kg (125 pounds)

Built and donated by Robert O. Riley Enterprises, Scottsdale, Arizona

California ScienCenter in Los Angeles, CA

May 2, 2015 Rockets, Heli's, and the CAP flew @ our field.

Glenn Pohly is a "rocket scientist." His vehicle was loaded for bear this day and he made numerous successful launches.



The Launch-pad can be angled to compensate for the wind-drift. The rockets climbed to 1,000 feet .



This is a storage box for many different sizes of rocket motors. You are looking at a lot of \$\$.





Cadet Nicholas and his mom, Lia Christenson



Nicholas blasts off.



Instructor Todd Melton explains the fine points of flying a trainer prior to the CAP cadets taking to the buddy-boxes.



Instructors Todd Melton and Tim Hitchcock teach the Cadets about flying.



Instructor Butch Abongan teaching a CAP Cadet to fly an R/C plane.



Tim Hitchcock

CAP Cadet Amber

John Hartsell, Jr.



On the far left, John Hartsell, Jr. and Dennis Newbeck prepare a plane for flight for Cadet Amber.



Steve Kerrin

Tom Minegar



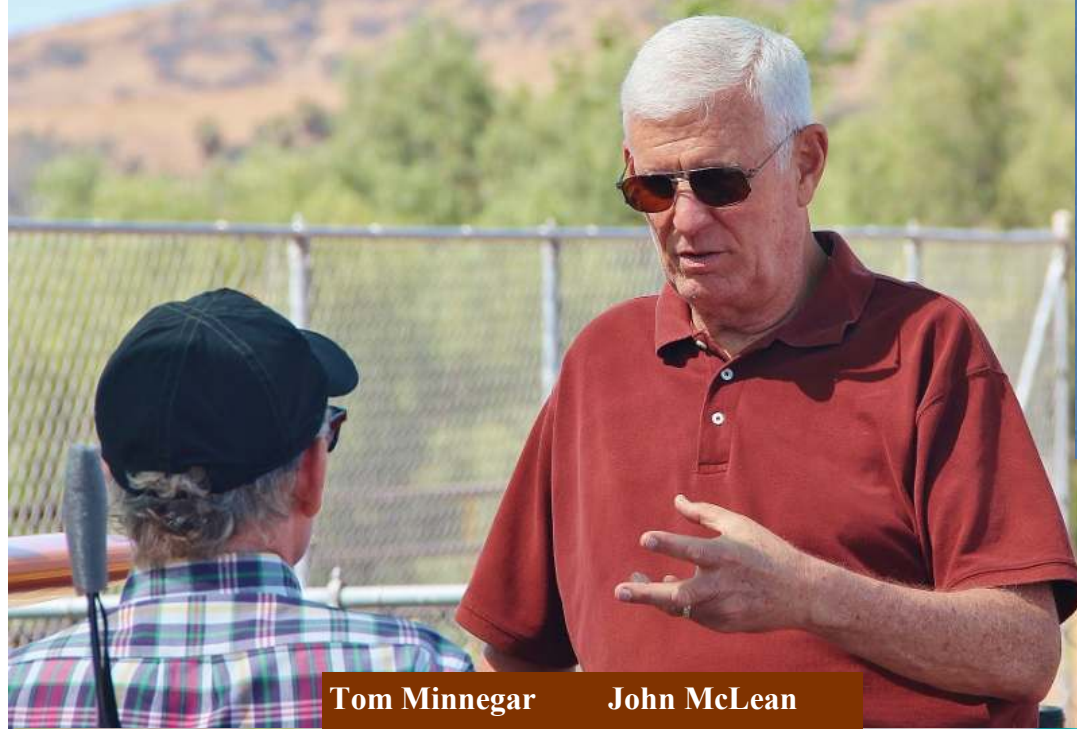
Bill Hill built this Cessna and finished it in the colors of the CAP plane at Fallbrook Air Park. It's electric powered.



John Hartsell Sr.

A CAP Cadet on a buddy box

David Drowns



Tom Minnegar John McLean



Vultures soar over our field too.
They are B-I-G.



A CAP Cadet

Savannah, a CAP Cadet



CAP Cadet Ian H. and instructor Butch Abongan



Bill Hill's new electric powered Sig Kadet flies like the trainer it was designed to be, slow and gentle.

The San Diego Airshow, formerly "Wings Over Gillespie", will be held on Father's Day weekend, June 20-21, 2015 @ Gillespie Field in Santee, Calif. Parking is \$5. and tickets are reasonably priced. \$12. for seniors. Children 0-6 are free. This year they will have a tribute to WW II aircraft and will feature representative samples of WW II aircraft on the 70th anniversary of the end of WW II.

Planes of Fame Airshow *May 2,3, 2015 @ Chino Airport*



What I love about the Planes of Fame air show is the flying. The pilots fly in a circular pattern, close proximity to the spectators— almost like standing at a pylon during a Reno Air race. Then you have the different types of aircraft from WWII, Korea, and Vietnam. Just Awesome! The Spitfire was one of my favorites, in addition to the flight characteristics of the F-22 Raptor. I would encourage the PRCF members to check out this air show! Tim Hitchcock—Instructor and Combat pilot *par excellence* and his sister, Kileen.

The following 27 photos of the Airshow were taken by Tim Hitchcock, an excellent photographer.



P-47G



P-38

AT-12 Guardsman Seversky



Republic P-43 Lancer



P-51D



P-51D



P-51A



P-51B



One of the most beautiful airplanes of WW II is the 1939 Lockheed P-38J Lightning. Japanese called it the “Forked Devil.”



Sporting the invasion stripes of D-Day is this Republic P-47 G Thunderbolt.



First made in 1935 is this venerable C-54 or DC-3 by Douglas.



1939 Bell P-39 Airacobra. Its engine was in back of the pilot and spun the prop shaft that was under the pilot. One of the first tri-cycle landing geared fighters.



P-51D



The bottom plane is a 1936 Seversky (later Republic) 2-PA AT-12 Guardsman. It was the first all metal pursuit with retracts and an enclosed cockpit to go into service with the U.S. Army Air Corps. It proved to be unstable, underarmed, lacking armour and self-sealing fuel tanks. Top speed was 310 mph. The top plane is a 1940 Republic P-43 Lancer. Max speed was 349 mph. It looks like the fore-runner of the P-47.



First made in 1936 is this Supermarine Spitfire Mark 19 with a top speed of 369 mph.



Boeing P-26A Peashooter. An all metal pursuit plane. The San Diego Air and Space Museum built a non-flying P-26A. It's the only flying P-26 in the world.



B-25J Mitchell Bomber Without armaments and bombs, it can fly slowly.



Focke-Wulf Fw-190. It first flew in 1939 and 20,000 were built Max speed is 426 mph.

1938 Douglas SBD-5 Dauntless Dive Bomber; its top speed was just 255 mph.



Mitsubishi Heavy Industries A6M Zero First flew on April 1, 1939. Never exceed speed of 410 mph. Flown by the Japanese Imperial Air Force from 1940 to 1945.

**Douglas Sky Raider
1945**



Yakolev Yak



Grumman F7-F Tigercat



1948 Lockheed's F-80C Shooting Star



Hawker Sea Fury



Replica of Aichi D-3A "Val" built for "Tora-Tora_tora."



1941 Grumman's TBF Avenger Cruise speed was 147 mph.





Grumman FM-2 Wildcat from 1937 with a top speed of 340 mph.



Chance-Vought F4U Corsair made its first flight in May 1940 with a top speed of about 385 mph though in a dive it flew over 400 mph.



F-22 Raptor (not a real plane because it lacks a propeller.)



North American F-86 Sabre Jet with a max speed of 707 mph.



Evan Davidson



This Sig Kadet is owned and flown by Bill Hill.

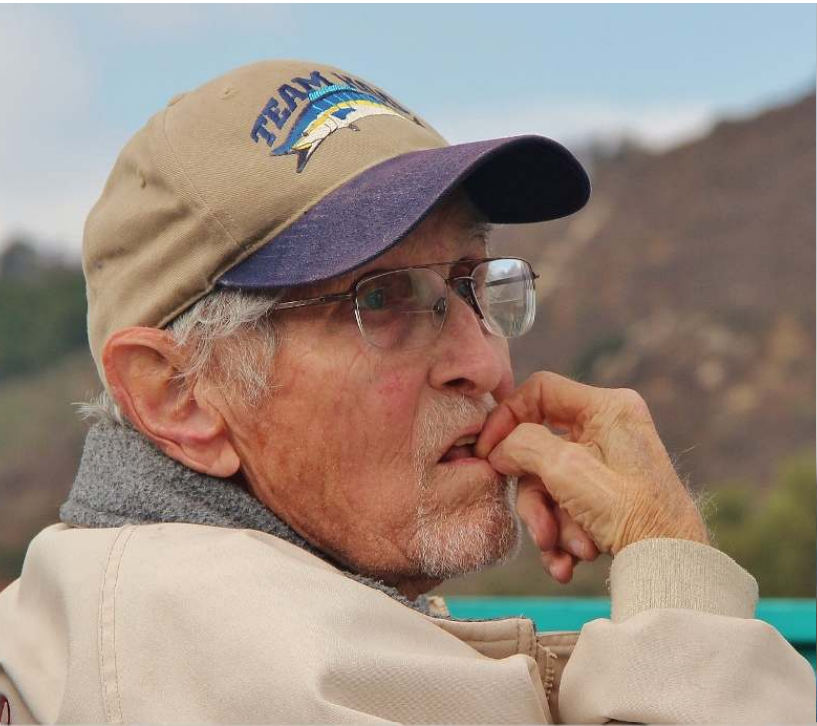


Bob Bauersfeld



Senator Tom Johnston's Sopwith Pup; where's the pilot?

The Senator Thomas Johnston Page



Tom cleaning his fingernail.



No caption needed.



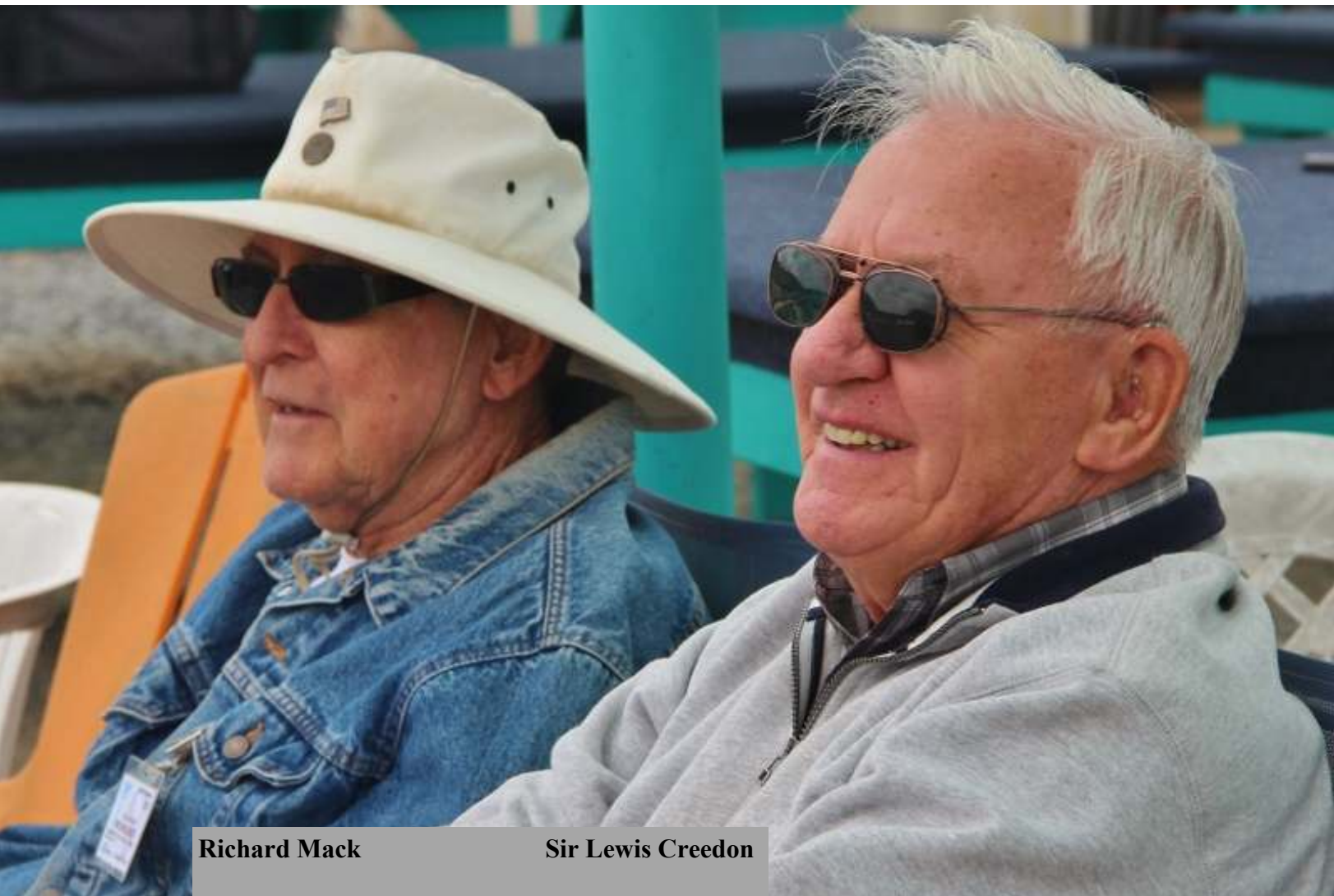
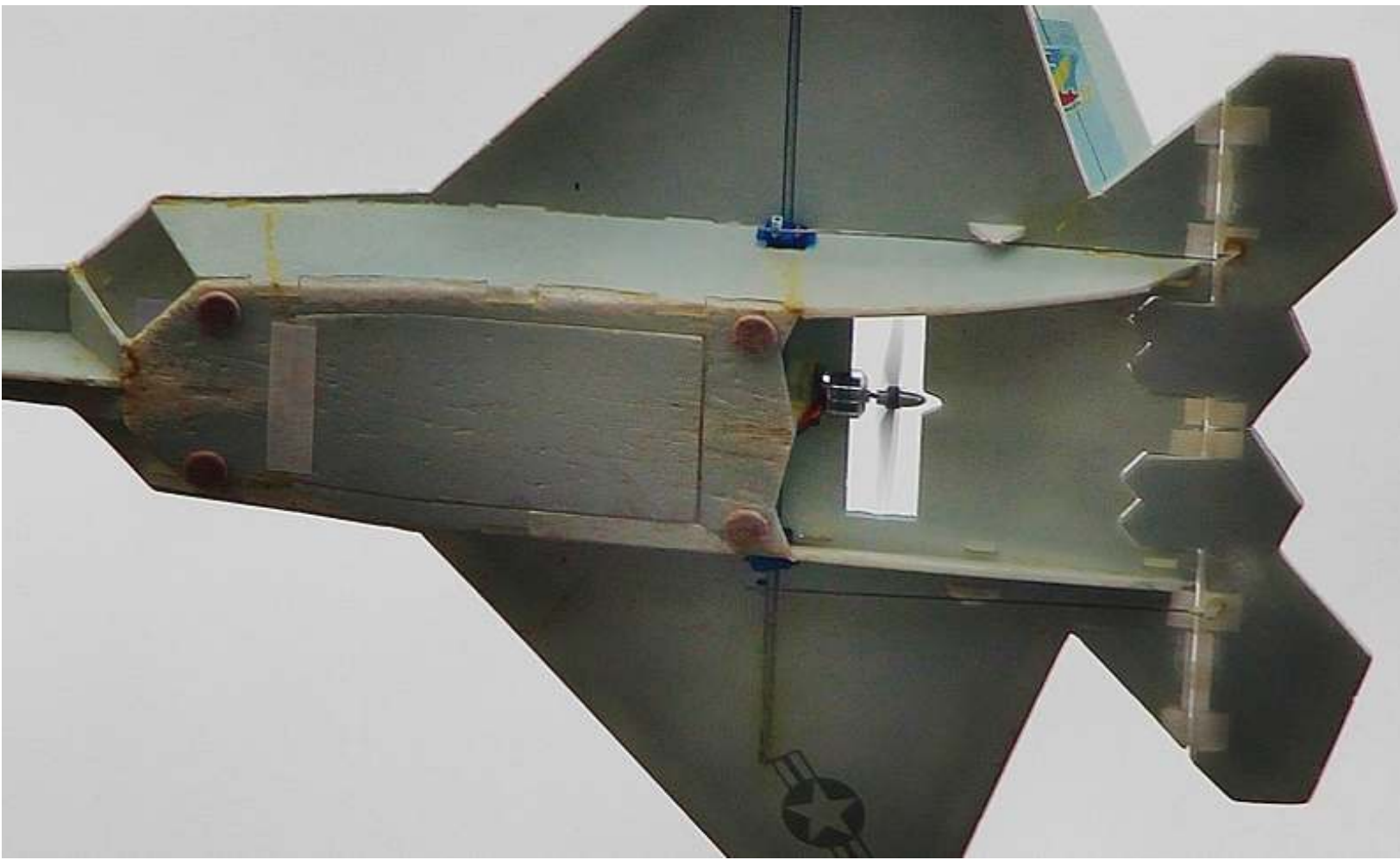
It looks more scale without a tail wheel.

Tom said, Old age is coming at a really bad time for me."



V.P. Patrick Pranica's Radian and below is his F-22. It is also pictured on the next page from beneath the fuselage.





Richard Mack

Sir Lewis Creedon



Bill Hill and his new electric powered Sig Kadet.



Ron Schuyler

Richard Mack



Patrick flies his Radian for many hours. What a great powered sailplane. The next photo shows the back side of our new Palomar shirt logo that Patrick was wearing.





Your editor with his DeHavilland Tiger moth, "The Dave Truax Special."



Pres. Varley Longson V.P. Patrick Pranica Pres. Emeritus Bill Hill Senator Tom Johnston Sir Lewis Creedon

May 21, 2015 Club Meeting



Treasurer Sean O'Connor

President Varley Longson

V.P. Patrick Pranica

Secretary Chris Avellino



Captain Barry Herschberg



Dave Truax



John Cutler and Alan Wolstenholme



Senator Tom Johnston



Frank Burke's new Piper Cub is a beauty.



John Cutler is building a Spitfire from a Yellow kit. Below is the fiberglass fuselage

Model of the Month for May 2015 won by Marv Clemens



Marv Clemens saw this sky diving plane @ the Oceanside Airport. He measured the plane, took photos and scratch built it. The plane flies very well. Building a scratch plane is the epitome of model aircraft building. Hats off to you, Marv!



Curtiss Pineau gave a presentation about building. He runs an on-line hobby shop, namely Wild Things Hobbys.



General Building for Longevity

- Buy a quality kit and components
- Re-glue everything with thin CA
- Be careful, CA will fog the clear canopy.
- Use Loctite on all machine screws except prop bolts
- Use Gorilla Glue and painters tape on hinges
- Seal coating with iron before cutting holes
- Wrap coating around edges when possible
- Straighten warped control surfaces
- Fuel proof all wood that comes into contact with fuel.

These are some of the slides that Curtiss used for his presentation.

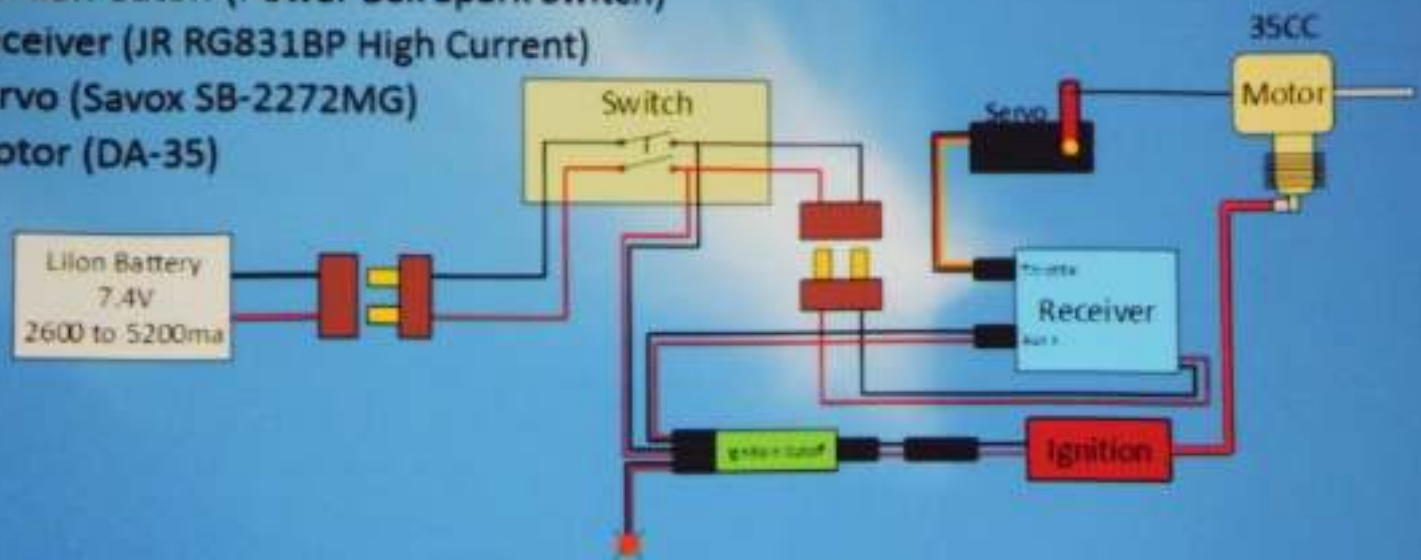
- Pin firewall when necessary
- Add ducting for cooling the motor
- Use heavy duty twisted servo extensions with servo clips or shrink wrap
- Tie down all wires
- The inside of the aircraft should look just as good as the outside
- Heavy duty double stick foam tape and Velcro are your best friends
- Use foam and fuel tubing coated tie wraps
- Vibration kills planes, balance your prop.

Plane Power Requirements

- **Determine Power Requirements**
 - Power can be measured in watts. For example: **1 horsepower = 746 watts**
 - You determine watts by multiplying 'volts' times 'amps'. Example: 10 volts x 10 amps = 100 watts
- **Rule of Thumb: Watts per Pound for Aircraft Types**
 - 50-70 watts per pound; Minimum level of power for decent performance, good for lightly loaded slow flyer and park flyer models
 - 70-90 watts per pound; Trainer and slow flying scale models
 - 90-110 watts per pound; Sport aerobatic and fast flying scale models
 - 110-130 watts per pound; Advanced aerobatic and high-speed models
 - 130-150 watts per pound; Lightly loaded 3D models and ducted fans
 - 150-200+ watts per pound; Unlimited performance 3D and aerobatic models

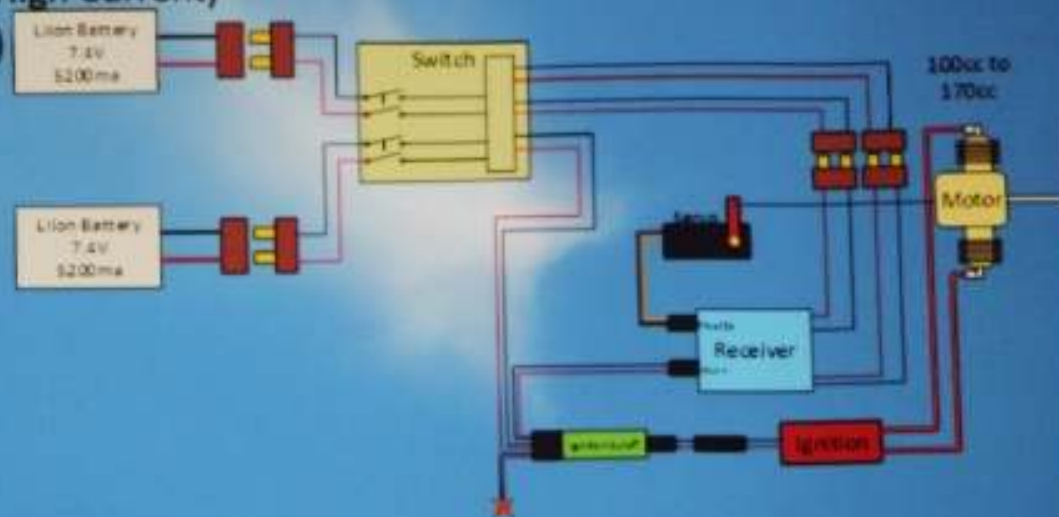
Gas Setup for 70" to 75" Aircraft

- Lithium Ion Battery (Fromeco)
- Switch (Fromeco Badger)
- Ignition Cutoff (Power Box Spark Switch)
- Receiver (JR RG831BP High Current)
- Servo (Savox SB-2272MG)
- Motor (DA-35)



Gas Setup for 80" to 108" Aircraft

- Lithium Ion Batteries (Fromeco)
- Switch (Fromeco Wolverine)
- Ignition Cutoff (Power Box Spark Switch)
- Receiver (JR RG1131BPU High Current)
- Servo (Savox SB-2272MG)
- Motor (DA-35 to 170)



Chris Avellino gave a presentation on 3-D flying with these slides.

Practice Maneuvers

Hammerhead

Loop

Snap Roll

Positive Snap Roll

Negative Snap Roll

Inverted

Inverted Racetrack with left hand patterns

Inverted Racetrack with right hand pattern

Inverted Figure 8s

Inverted Flat figure-8s inverted using nothing but the rudder and aileron only for level flight

Knife Edge Left Wing Down - straight - feel the amount of rudder complimented by power and elevator.

Knife Edge Right Wing Down - you can go one way on left, and then reverse back on Right.

Fly racetrack in knife edge - then reverse the other side

Figure-8s in Knife Edge.

Slow Roll and 4-Point Roll

Parachute/Elevator

Harriers - Fly as slow as you possibly can straight and level keeping nose high.

Harrier - Once you get that then start racetracks

Harrier - Figure 8s

Harrier - Inverted Straight and Level

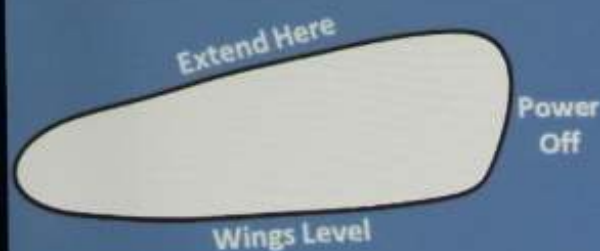
Harrier - Racetrack inverted

Harrier - Figure 8s inverted

Hover

Pop-Top

Inverted Flying



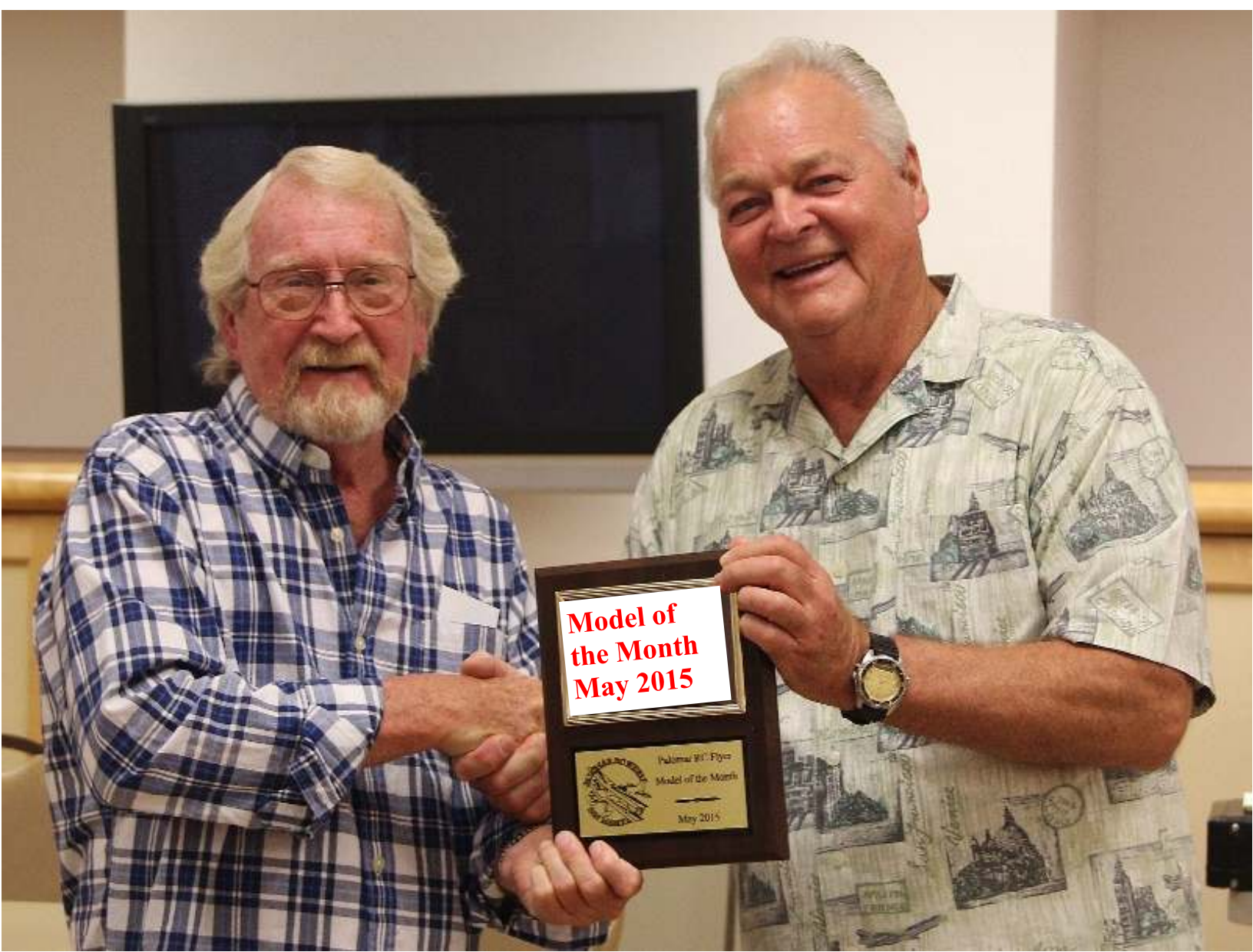
- Inverted "loop"
- Cuban 8
- Fly racetrack inverted with left hand patterns
- Fly racetrack inverted with right hand pattern
- Fly figure-8s inverted
- Fly flat figure-8s inverted using nothing but the rudder and aileron only for level flight



Palomar Dollars

as of May 27, 2015 by President Varley Longson

AVELLINO CHRIS	125.00
BATES DENVER	125.00
BUKOVCHIK JOSEPH	125.00
COSIO ROGER	125.00
DEDIC SCOTT	125.00
DROWNS DAVID	125.00
EIVAZ FRED	125.00
GALLACHER JAMES	125.00
HILL BILL	125.00
HUFFORD LARRY	125.00
JENKINS JIM	125.00
KERRIN STEVE	125.00
LONGSON VARLEY	125.00
MICHELI CHARLES	125.00
NEWBECK DENNIS	125.00
O'CONNOR SEAN	125.00
PAGE SCOTT	125.00
POHLY GLENN	125.00
PRANICA PATRICK	125.00
RILEY CHUCK	125.00
VILLARREAL G JOSEPH	125.00
WHITE DONALD	125.00
LONNECKER MIKE	90.00
NEMOVI RAY	80.00
McLEAN JOHN	60.00
ABONGAN BUTCH	50.00
FRAZIER ROBERT	50.00
HARTSELL JOHN	50.00
HARTSELL JOHN D.	50.00
HITCHCOCK TIM	50.00
MELTON TODD	50.00
RILEY CHARLIE	50.00
D'ELISEO JAMES	40.00
LANZ VICTOR	40.00



Curtiss Pineau brought one of the planes he sells at Wild Things Hobbys

HELICOPTERS AT OUR FIELD



Is this a model or a full-scale heli? Answer is on the next page.

San Diego Heli Fun Fly

May 22, 23, 24, 2015

WELCOME TO THE
2015 San Diego Heli Fun Fly

Registration : \$20

You must show your AMA card

Raffle Tickets : \$1 each

Prizes : Blade 360 CFX kit

Tarot 450 heli kit/servos/motors

Align Leap Quad

Compass Chronos conversion (for 7HV)

KBDD blades

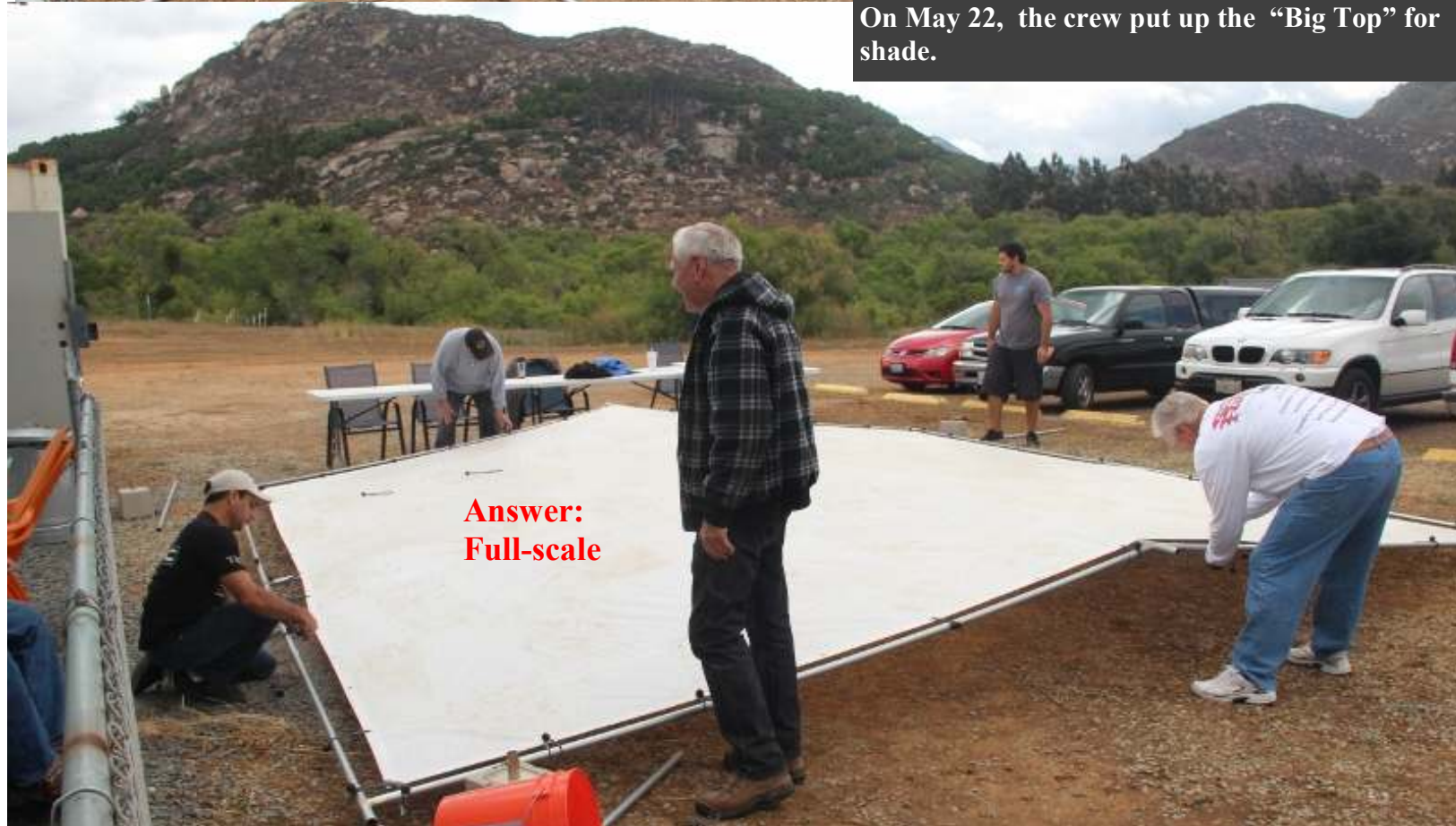
Heli Scale Masters DVDs

(Bob Broughton photo)





On May 22, the crew put up the “Big Top” for shade.



**Answer:
Full-scale**



According to Jake Gregoire of the Chula Vista odel R/C Club, the original German built Diablo Kontronic 700 holds the world’s heli speed record @ about 176 mph. This particular model is slower @ 120-130 mph!

Patrick Pranica Don 'heli' White

Fred Eivaz

Scott Dedic Heli Chairman



Campers arrived Thursday evening to prepare for flying bright and early on Friday, May 22, 2015. 71 pilots attended the fun event at our wonderfully large field.

(Bob Broughton photo)



Pilot's safety meeting conducted by Scott Dedic
(Bob Broughton photos)





Mark Lattimore watches Sam Gammo of San Diego put his heli through its paces.



Safety Officer Jim Jenkins limed the areas that needed to be marked.



**Barbara and Joe Villarreal worked the food court for the event along with Steve Kerrin and others.
(Bob Broughton photos)**



The CAP Cadets provided the Color Guard and flag raising ceremony.



Jake Gregoire is wearing the green cap.





One of the vendors booths
(Bob Broughton photo)



Registration was conducted by Bob Broughton and VP Patrick Pranic. Mike Lonnecker sold T-shirts. Bill Hill at the far right is tying up loose ends.



Professional heli-pilot Ray Nemovi put his chopper thru its paces. WOW!!



Usually the sky is a bright blue, but the “May Gray” took over during Friday’s flying.



Mike Lonnecker said to Ray Nemovi, "You say that this bucket of bolts can fly? It can't fly. No way!"



"#+*^!|# Where did all my data go? "I am not a happy camper," said Mr. Boeing.

(Bob Broughton photos)

2015 San Diego Heli Fun-Fly T-Shirts for Sale



We have some t-shirts left over from the 2015 San Diego Heli Fun Fly that are available for sale. They are long sleeve, available in Medium, Large, XLarge and 2XLarge. The prices are \$10 for sizes Medium to XL and \$12 for 2XL. We will have them at the next club meeting for sale and are on a first come-first serve basis. I've attached some artwork of the T-shirts.

Scott Dedic Board Member and Heli Chairman



Safety Officer Jim Jenkins points to a stupendous, loud, ground explosion as carbon pieces flew. What could have crashed at a heli meet? Certainly not an expensive heli worth thousands of \$\$! Jim is an expert at solving air crashes and said, "Something went wrong." (Bob Broughton photos) Not!



There was plenty of time for great mixing and conversation among friends.

AS SEEN @ THE FIELD

BY Ethel Burke Next 3 photos by Ethel



Denver Bates has a new Ultra Fun Jet from Multiplex. It has a 3614 electric motor 2900 kv with a 6.5 x 6 pusher prop. The electronic speed control is 100 amps. It has a 3S battery 3000 mAh. It weighs 2 lbs. 3 ozs. with the battery.



Joe Villarreal took a successful maiden flight with his new Yak 55 from 3D Hobby Shop. The wingspan is 60 in. with a 19 oz. per sq. ft. wing loading, and it weighs 5 lbs. 9 oz. It has a Hacker A-50 electric motor with a 16 x 8 prop. The 5S battery is 4000 mAh. The landing gear and spinner are carbon fiber.



Jim Jenkins, our Club Safety Officer, is flying these 2 foam Deltas and a P-38 Lightning. Jim's friend, Eric, has made the P-38 cut out for him on his CNC machine. Jim and Steve Kallum got together and built 10 of the blue Deltas shown in picture. They

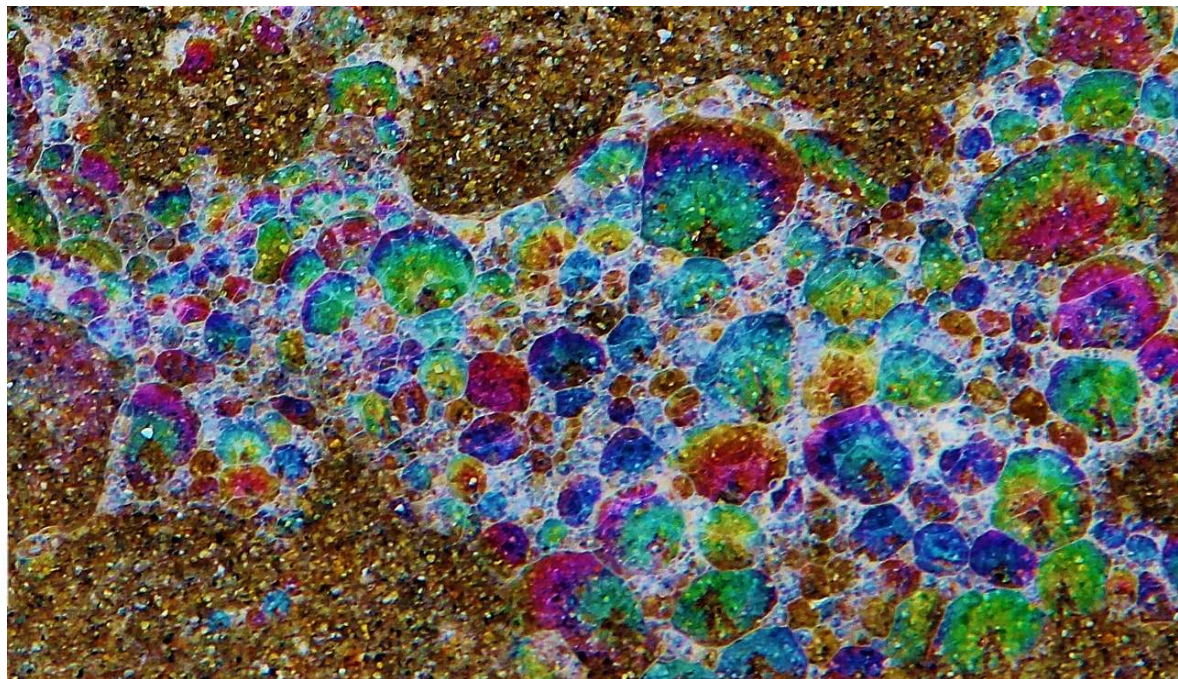


One last photo of the Heli-Fun Fly taken by Steve Kerrin. That little girl was our youngest heli pilot— honestly!



L/R Curtiss Pineau, Chuck Riley, Ray Nemovi, Mr. and Mrs Scott Page, Kristin D'Eliseo, Patti White, Don White with full grown pit bull, Kara and Charlie and Gwen Riley

Kristen felt good enough to go out to the field on Sunday morning (last day of heli fun fly) and visit with everyone for an hour or so. She wants everyone who have been so supportive during her recovery to know how much they mean to us. Thank you!!!! It's going to be a long process. ..but with family and Friends love and support. .a manageable one. James D'Eliseo



What could this be? Photo was taken on Memorial Day 2015. editor

Club Meeting Agenda May 21st, 2015

Call to Order: 7:17 p.m.

Welcome visitors and Guest

N/A

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

Financial Report: \$ 49,925.82

Club Business

Combat Events: Don't forget Palomar Dollars for helping. Build party is on the 30th. Even if you don't want to fly combat, but want to fly a cheap-and-fun glow plane, come to the event.

Training Program: Not many students this past week due primarily to the weather. If anyone needs help, Monday night is a great place to try and learn some things.

Helicopter Fun Fly is 5/22 – 5/24: Eve of the event and shaping up nicely. We have over 20 pilots who have pre-registered and probably 60-70 pilots for the weekend. Already RVs at the field and will be striping the field tomorrow (5/22). Friday and Saturday night will have night flying. Event starts 9 a.m. on Friday morning (5/22).

Pilot safety meetings will be at 9 a.m. on each day.

Send pictures to Joe Buko

Guest Speakers / Presentations

Curtis Pineau, of Wild Thing Hobby, presented about airplane setup.

Chris Avellino presented on different maneuvers to lead up to 3D flying.

Model of the Month and award:

Patrick Pranica – Talon Glider built from a Bob Martin kit.

Frank Burke – Great Planes Cub. 90” wing with a 40CC gas engine. Extended fuselage.

Marv Clemens – Turbo prop sky diving airplane. 50CC with 14” Prop. Scratch Built. Marv won Model-of-the-Month

Adjourn: 8:38 p.m.

Board Meeting Agenda: May 27th, 2015

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

Start time: 7:00 p.m.

End Time: 8:16 p.m.

Treasurer Report: \$51,732.72

SD Heli Fun Fly: Had 70 registered pilots. Weather may have put a bit of a damper on the spectator participation. Several pro-level pilots came out to fly. Positive feedback on the various Heli forums.

Thank you to all the volunteers who helped make this a great success!

Multi-Rotor Event: Tentatively scheduled for 9/19.

Combat June 20th; build party on the 30th . .

Continued discussions on the possibility of a new location.

Presentation: Next club meeting on soldering and the following meeting on airplane setup such as DR/Expo, etc.



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BD MEMBER David Drowns	760-740-1715

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Helicopter Chairman Philip Degarmo	979-204-7767

HEAD INSTRUCTOR

Dennis Newbeck	760-297-1134
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INSTRUCTOR LIST

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