



# February 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

February 2009 president Column

Hello fellow Club Members! I hope your all staying dry! I am writing this article on the fifth consecutive day of rain this month! We have a lot going on this year and I hope you will all take part and enjoy as many events as you can!

Scott Morrison, Esq. Showed up to the January Board Meeting to put our yearly "corporate minutes" in order and make sure we complied with all the new and old California Non-Profit Corporation requirements. He went through all the Board of Directors, and General Club Meeting minutes before the February Board meeting to make sure no detail was missed.

The Board, composed this time, of both new and old members, put our tentative schedule on the Calender! See our Calendar at the back of this issue for details! Certainly we have room for more events as they are firmed up. For example, we are hoping to schedule a Boy Scout Jamboree at the field sometime this summer with the exact date to be determined. I will let you know the details of this event and other tentative events as the year progresses.

The budget, I proposed last October was reviewed by the Board and accepted "as is". It will now be put before the general Club meeting for a vote of acceptance. Please refer to the October edition of the "Transmitter"

to review the budget. Any questions regarding the expenditures will be addressed at the February General Club Meeting so make sure you are present if you want to be heard!

This year as last year we should have some exciting events. We were very careful, as a Board, not to schedule any of our events to coincide with any major local events, (including the Thunderboats and Red Bull Air Races!) or any national model or other local clubs flying events. The rationale is we want to promote our members to attend other clubs' events and we want those other clubs' members to attend our events!

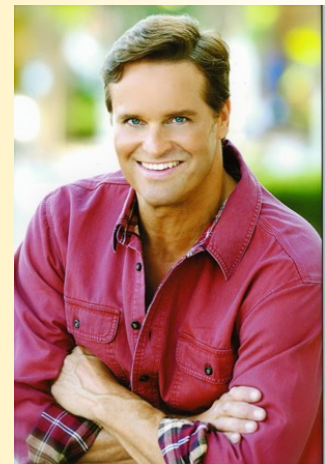
Speaking of events, Bob Peterson is busy in committee by "email" helping to formulate this years "interclub fun fly", a multi date event in which our team will fly at other fields and the other participants will attend our field for our portion of this event. It should be a lot of fun and I hope you will be a spectator at as many of these fun-flys as your schedule allow. If you are interested in being a member of this years Fun-Fly Team, contact Bob Peterson!

The other events such as the helicopter FunFly (Justin Barry) and the Combat meets (Darrel Albert) are pretty much all set to go. Curtis Kittingham is busy with details for our Scale Electric and WWI event, (with the help of Tom Johnston. The "4<sup>th</sup> of July Picnic and Funfly" is being planned, (although I will not be in attendance this year), as are several youth events including the Flight's of Fancy event, being organized by Gary Thompson.

We have a new Glider contingent emerging. That brings me to a legal matter which I hesitate to discuss but have been questioned about many times. First let me say I think it is fantastic that we have this new group emerging. I too have a glider and plan to fly in our 2 sanctioned AMA glider events!

However, I must now address the field altitude limit, inconjunction with the AMA safety Code and FAA Regulation. The fields alltitude limit, though not specified in our flying site rules, is by law 400 FEET! I have explained it below.

Those flying gliders at the field, or anyone else will need to stay under the ceiling unless they are flying in an event that we have received an AMA Sanction with additional insurance AND we have posted a "NOTICE TO AIRMEN, (NOTAM) with the FAA. No exceptions please! Under the AMA Safety Code each Club insured with the AMA sets its own Flight Rules.



For you glider pilots that have called me on this issue, (and you know who you are! ) I cite the 2009 Federal Aviation Administration Regulations say the following concerning of Model Flying:

The Federal Aviation Administration Regulation of Model Flying:

“It is essential that each of us conduct our model flying operations in a way that eliminates **ANY** conflict between models and full scale aircraft. **THE FUTURE OF MODEL FLYING IS AT STAKE.** AMA efforts have helped avoid such regulation. The simple message of all of this is: **To avoid regulations, avoid full scale aircraft.**

When flying models in an area where “**nearby**” flight of full scale aircraft “**might**” be expected, models should not be operated unless the flyer has someone else helping, for the sole purpose of watching for full scale aircraft and supervising the flying as to prevent accident possibilities.

In addition, in such situations where models and full scale aircraft are likely to use the same general airspace, **and if you are expecting to fly a model higher than 400 feet, it is strongly recommended that you first notify the nearest FAA airport control tower or air route traffic control center.** “ (Ramona Airport, SOCAL Flight Operations, or the San Diego FSDO (Flight Standards District Office in our case.)

Now, for those of you that despise the Federal Government’s regulatory power, I remind you of the AMA’s “Safety Code” which you all received a copy of when you received your 2009 AMA Membership card. It states as follows:

“5. I will not fly my model higher than 400 feet above ground level within 3 miles of an airport without notifying an airport operator. I will yield the right of way, (at all times) and avoid flying in the proximity of full scale aircraft, utilizing a spotter when appropriate.”

Finally, the AMA Insurance code states in part:

“\* Failure to comply with an AMA Safety Code regulation may **endanger insurance coverage.**”

Now many of you, particularly those of you that wish to be “Junior” attorneys and those that hate rules are saying, “But George, the Fallbrook Airport is 3.5 statute miles from the field.” You are correct, but the “flight operation area”, considered to be part of an airport puts us within “3 miles of an airport” for the purposes of AMA rules and FAA Regulations!!!

If you don’t like that rational, (and I realize many of us hate government regulations), you can also examine the flight sectional and clearly see that we are flying our models in a “Mode C” operations area. The hard-deck for Mode C? 1500 feet AGL. Therefore, if we fly above 500 feet, we can “expect to share the same airspace, (Airspace G is 500 feet up to 1500 feet AGL), with (smaller) aircraft” trying to legally fly under Mode C Operation regulations. Consequently, under FAA regulation 91.215, no flying, of any kind, above 500 feet should occur without an additional AMA Sanction for insurance purposes and the filing of a NOTAM, (Notice to Airmen), with either Ramona Airport, SOCAL Flight Operations, or the San Diego FSDO (Flight Standards District Office).

So to that end, we have scheduled 2 “glider” events this year in which we shall file a Sanction with the AMA and a NOTAM with the FAA. Except for these events, and others that we sanction and file with the FAA, **DO NOT FLY YOUR AIRCRAFT ABOVE 400 feet.** Thank you for your anticipated cooperation!

Well that’s all for this month. I hope we all have fun this year!

Your President,

George Dawe

## "My Fellow Club Members,

I must now tell you some very sad news. Though as I say that, I want to retract it and tell you that I ask you to celebrate a life with me now. HERB HAYES passed away Sunday January 8th, 2009.

It saddens me to think Herb is gone, yet I know he is still with us all. You had to know Herb, to know what I am saying, and I truly believe he blessed the life of everyone that met him.

For my part, I can say Herb was one of our most exuberant club members. He gave his resources, time, and dedication to the club, that is certain. But more importantly he gave us his enthusiasm for the hobby, its camaraderie, through everything he did and the stories he told. He gave us enthusiasm for life!

Most importantly, like many, many of you, I am proud to say Herb was my friend. I will miss him at the field, the meetings and even on the telephone. I will never forget the trip he made to my house, just to see my 66% scale FW 190. Though I knew he was not well at the time, I knew that this moment of sharing, between us, like all moments of sharing the hobby with Herb, was important to him, and the smile on his and my faces made me feel warm inside when he asked, "So George, where do you plan to put the Radio?".

Herb's loss will be felt by many of us, but his presence is felt by all of us. I have no doubt the Herb has his Wings! God Bless you Herb!

Your friend, George

**Executive Meeting**

Our corporate compliance counsel, Scott Morrison was in attendance to help us run our annual corporate board meeting. Scott's firm will be filing our tax report to the Attorney General's office and doing his best to keep us out of trouble.

The board reviewed the tentative 2009 budget George published in October and we felt that club could follow it. Below are some of our club events and their estimated costs

	Field maintenance	
\$10300		
	Combat	
\$300		
	Dawn Patrol	
\$600		
	Helicopter Fun Fly	
\$1000		
	Boy Scout event	
\$300		
	Picnic	
\$400		
	Swap meets	
\$60		
	Flights of Fancy	
\$200		
	Fun Fly's	
\$300		
	Club trainers	
\$300		
	Expected 2009 expenditures	
\$17000		



Club event schedule all events are subject to change:

Combat-Apr5, June14, Aug 23, Dec 13

Glider towing-Apr 11, July 11, Nov14

Club picnic-July4

Flights of Fancy-July18

Wounded Warrior fun fly-May2

Heli fun fly-May22,23,24

Dawn Patrol- Gilman Springs-Apr4, Palomar-Aug29

Club Air show and swap meet-Sept12

IN MEMORIUM

Herbert Walter Hayes

Died February 8, 2009

Thanks for everything, Herb

## NEW MEMBERS

If you see these new members introduce your self and get to know them



Helicopter instructor Justin Barry with Jesse . On January 31 2009 Jesse Van Ngo became a new member and also Soloed his Helicopter. Jesse was flying his new Align 700 equipped with a YS-90 engine, Spektrum 7100R receiver and JR-8717 servos



**Merrily Faust**



**Don Robinson**



## Model of the Month

Model of the Month for January 2009 was awarded to John Cutler for this beautifully built Nieuport 28 biplane.

The French-built Nieuport 28 became the first fighter airplane flown in combat by pilots of the American Expeditionary Force (AEF) in World War I. Famous Eddie Rickenbacker was an American Ace pilot of WWI shown in old picture next to Nieuport. John built this replica with fine detail from Balsa USA plans. It has a wing span of 80 in. and is powered by a chain saw gas conversion engine. It is covered with Solartex and spray can painted with Rust-Oleum American Accents colors. John says it was a fun build that was inexpensive. Fantastic end result!





## Seen at the Field

By Ethyl Burke

(Photo's courtesy of Clay Hoag)



John Hartsell was off from work enjoying the M. L. King holiday at our field. He was flying a very sharp-looking, new Great Planes Reactor 60 size ARF with OS -55 AX engine. Spektrum controlled



Mark Sweeten made a successful maiden flight on his new Hellcat from Hangar 9. It is powered with a Saito 100 4-stroke engine with on board glow. It has mechanical retracts and a 3-blade Master Airscrew prop 14X7. Radio is a Hitec Eclipse 7 (6 volt) with Hitec servos.



# THE HELI PAD

BY Justin Barry

## So you wanna fly R/C Helicopters...

We have all seen R/C helicopters fly and some of us have always wanted to learn to fly them. But how does one exactly go about learning to fly such a complicated mechanical machine easily, cheaply, and effectively? Well fret no more, for there are many ways to get your feet wet in the world of helis.

The first and the best way to start to lean is to invest in a good quality computer simulator. There are many various types out there and most do the same thing as each other, the difference comes in the quality of the physics and performance of the game. Your local hobby shop can recommend the most popular and up to date one on the market. Most R/C simulators will have a verity of helicopters (both training and aerobatic) and airplanes pre-loaded in the software. The advantage of the computer flight simulator is that it will teach you and get you used to how an R/C helicopter will handle and feel in hovering, forward flight, and full blown aerobatics without the fear of crashing for real. The key with the simulator is to not only have it, BUT USE IT! After all, what good is owning a simulator if you don't ever jump on it and practice with it? Once you have your simulator, you need to practice with it as often as you can; you will crash a lot at first and maybe even feel like you're not making any real progress but keep at it. With time you will start to understand how helicopters fly and you will get better at it.

For some of us, the idea of flying a virtual helicopter just isn't good enough, for that bill, the next best thing is to buy a dual rotor copter or Co-Axial copter. Again like simulators, there are many out on the market and for the most part, the price will dictate the quality of the helicopter. When you choose your first co axial, some things to consider are: parts availability, quality of the helicopter, and how familiar your local hobby shop is with the helicopter. Most co axils' come in a ready to fly package and will usually run anywhere from \$100-\$200. The advantage with a co axial helicopter is that they are for the most part very inherently stable and will generally hover without any input from the pilot. This makes them very fun and exciting for first time pilots.

The 3rd way to get started in the world of R/C helicopters is to simply go to the flying field and just talk with all the pilots that are there. As a beginner the single best thing you can do is to ask questions. The pilots that are there can give you hands on advice about flying, training, and local helicopter preferences that will come in handy later on. Remember, the flying field is the place your going to be doing 90% of your flying, so it makes sense to spend a little time there getting to know some of the local experts and picking their brains about learning how to fly.

As you can see, there are many ways to get started off flying R/C helicopters. It is important to start off with a positive mindset. A positive mindset on learning to fly can make a big difference in your experience in learning how to fly. And above all else, PRACTICE, remember that all great things take time and effort. Keep in mind that learning to fly helis is not impossible. Many people before you have learned to fly R/C helicopters, it can be done. Good luck and I hope to see you all trying your hand at helis in the future.

Justin Barry

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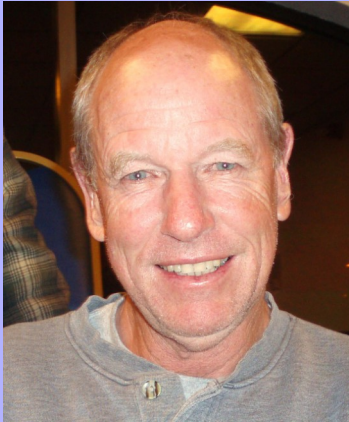
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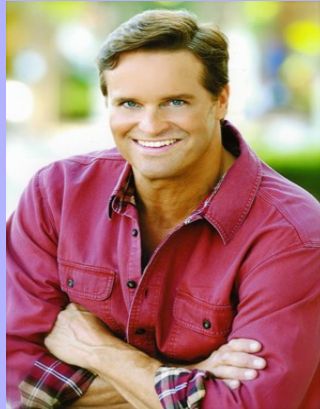
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# CLUB OFFICERS FOR 2009



Bill Hill Vice president



George Dawe—President

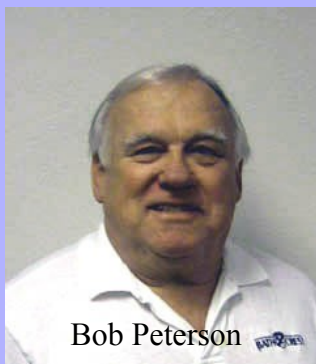


Joe Buko Treasurer

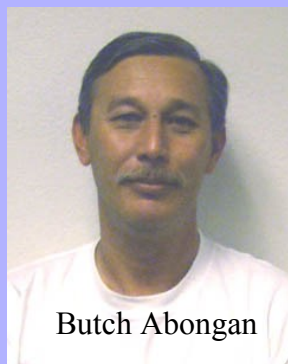


Dave Truax  
Secretary

## BOARD OF DIRECTORS



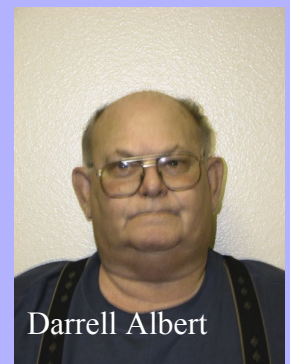
Bob Peterson



Butch Abongan



Justin Barry



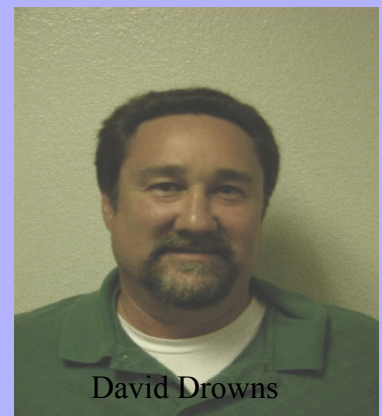
Darrell Albert



Todd Melton



Frank Battaglia



David Drowns

## Palomar Dollars

Palomar Dollars

## Reset for 2009

### FOR SALE

All adds for items for sale look real old on our web site so I have elected to delete these items in the newsletter. The persons involved should refresh their adds both for the newsletter and the web site for future issues.

Same goes for the lost and found box at right.

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### NO-FLY QUICK CHECK

#### 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.
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- Check control surface direction and response.

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#### 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	760-724-1207
<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	760-855-2162

##### 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>	fbattag01@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
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##### SAFETY COMMITTEE / HEAD INSTRUCTOR

Douglas Albert	760-291-7151
----------------	--------------

##### 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	858-794-4665
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)



**Meeting Notice:**

The February 19th club meeting will be held at the usual place, i.e. the San Marcos Joslyn Senior Center, 101 Richmar Avenue, San Marcos, CA.

January

February

March

April

4th Dawn Patrol Gilman Springs

5th-DoLittel's Raid Combat

11th Glider Tow

May

2nd Wounded Warrior Fun Fly

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

June

14th Battle of Midway Combat

July

4th Club Picnic

11th Glider Tow

18th Flights of Fancy

August

23rd Battle of Britain Combat

29th Dawn Patrol Johnson Field

September

12th Club Air Show and Swap meet

October

November

14th Glider Tow

December

13 Pearl Harbor Classic Combat

