



AMA Charter #141

# The Transmitter

The Newsletter of the Palomar RC Flyers  
RC Web Site — <http://www.palomarrcflyers.org/>

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

## Presidents Column

December 2010

### “Wings Over the Jungle”

Dear Folks,

Welcome to new board members, Bill Hill and Ron Edwards! I look forward to working with you. We thank Larry Hufford and Bob Peterson for their generous work on the board as they leave. Thank you for your vote of confidence by giving me another year to serve as your president. I will give it my all, and my main work will be to locate our permanent flying site. I hope that we will be at Johnson Field for the next year or two or more, but we want to prepare for our eventual move to a permanent flying site. When we finally move, wouldn't it be great if I were able to rename this column, “Wings Over the Sod Farm” or “Wings Over the Plains”!

The good news is that we have another flying field! The bad news is that we haven't located it yet. To guide us in our efforts to find it, I contacted the AMA. They sent me their publication, *“Finding and Keeping Flying Sites.”* It is a very practical guide. We'll plan to follow the distilled wisdom contained in this publication to lead us to our new home site.

The first thing we will do is form a Flying Site Committee with an aggressive chairman. If you are interested in doing some yeoman work for the club, work that will benefit many hundreds of club members throughout the coming years, please volunteer for this special creative effort by contacting me. Locating and then building a permanent flying site shall be a club effort. The more folks who are interested in this venture, the quicker we'll succeed in finding our field.

There will be many agencies to contact, maps to study including *Google Earth*, and site visits to be made. We will need volunteers to actually get this work done. I am looking for dedicated folks who will work diligently, generously, and joyfully on this important project. Out of our 200+ members, we have many gifted, generous men who can help begin this process. Please think about it and volunteer. Thanks muchly.

### Meeting with the County for a New Field

As a first step, on Nov. 9<sup>th</sup>, Bill Hill and I visited the Park Project Managers of San Diego County. Mark Massen and his boss Erin were present for the meeting. We found them receptive to our efforts to attempt to locate a new flying site. This was step #1 of perhaps 30 steps that we'll take before we locate the field for which we are looking. The County park sites in the San Luis Rey River area are close to houses, so they would only accommodate electric flying. They asked us for specifications for what our flying site would need, and Bill sent them 8 pages of AMA information about the specs for a flying field.

They said that if they cannot help us, they would refer us to DPW (Dept. of Public Works) because they have additional sites like landfills on which Wingmaster's and the Seagulls fields are constructed.



**Presidents Column Continued**

On Nov. 12, Bill Hill and visited areas the County has set aside as park land in North County. In addition, we drove to Bill's Hill, (no pun intended), a supreme sailplane site and then out to Valley Center. We will expand our search beyond County government agencies to some of the towns and cities nearby, contacting their park departments. On Nov. 24<sup>th</sup>, I contacted the Valley Center Parks and Rec. Dept. The only venues they would have open for flying would be for electric powered planes and then they would charge \$400-500.per month as a leased field!

The Fallbrook Flyers contacted the Pala Tribe prior to contacting the Rincon Tribe. Pala was not at all interested in working with the Fallbrook Flyers to establish a model airplane field.

Does anyone know of a site where we might re-locate? The flood plain area that runs from Lake Hodges back to San Pasqual might contain an appropriate area for us. Does anyone know anything about this area? Again, we are just starting our quest for a new field, and we are forming our Flying Site Committee. I look forward to working on this adventure with you.

**AMA and flight restrictions on R/C planes by FAA**

For the past three years, the AMA has been negotiating with the rulemaking committee of the FAA re: potential restrictions for all unmanned aerial systems. In June 2011, the FAA will invite public comment about the new changes. AMA and we do not want to be lumped into the federal restrictions with planes that are flown employing GPS and telemetry such as is done when flying a drone for surveillance. Our purpose is purely recreational and we ought not be subject to the same restrictions that commercial or government aerial systems will be required to meet. You will be hearing more about this from AMA. **They are going to mount a campaign to protest such restrictions which will have a direct impact on us.** So, stay tuned. You can follow the progress of the process by going into the AMA web site.

Along this line, did you know that "for the first time in its history, the Air Force will train more crews to operate unmanned aircraft than it does to fly manned fighters or bombers?" *Aviation History Magazine*, January 2011, page 30.

**We need a volunteer for snacks for our monthly club meeting.**

We'd like to have snacks at our monthly club meeting, so someone must volunteer to provide them. Full Palomar dollars will be given. If we get two volunteers, you could alternate months and it would make the job easier. Please contact me. Larry Huford has our coffee pot. He provided snacks during the first three months of this year. Charles Micheli and his wife Melody have provided snacks for us since April. Many, many thanks to you generous people for your gracious service.

**Club Meeting Agenda**

We stopped the "dumb thumbs award" at our club meetings because many members found it embarrassing. Yet, the information shared about what happened is important to help us learn so that we can avoid making the same mistake.

**Christmas/Holiday Party December 18, 2010**

Plan to attend our annual party on Saturday, Dec. 18<sup>th</sup> @ 6 PM. Dave Truax is collecting \$20 per person. About \$1,000 worth of raffle prizes will be given away. We will give away sixteen \$50 bills in addition to kits and other raffle items. One rule will be if a person wins more than once, he or she will have to choose a kit or some item other than a second \$50. until the kits and other items are gone. We want to spread the wealth around and not concentrate it in one or two very lucky people. Isn't it strange how one person can win five or more times in one night?

**Key Exchange and Membership for 2011**

To get your new gate key for Johnson Field for 2011, please show up at the field on Saturday morning, January 8, 2011. Varley Longson and Glenn Pohley will be there to hand them out. In order to receive one, you will have had to send in your membership application and dues. The application was mailed to you along with your ballots last month. If you did not receive a membership application, and some members did not, kindly go on-line and download the form and return it to us. Each year, some members say they did not receive a notice from us about their membership. If this happened to you, we'd like to know. You can easily take action by using the form on our web site.



## Presidents Column Continued

### Indoor Rubber

The San Diego Flying Aces hold a monthly fly-in at Grossmont College Gym in La Mesa on the first Sunday of the month from 9 AM to noon. Bill Hill, Jack Dedrick and I attended the November gathering and witnessed some awesome indoor flying. You are invited to this free fun event. My latest build, an A-6, (a microfilm wanna-be) has a wingspan of 15". Sans rubber, it weighs 1.6 grams.

Joe Buko

President of the Palomar R/C Flyers, Inc.



**Club Meeting Minutes for November 2010**

Club Meeting

November 18, 2010

The first order of business was an auction with George Dawe as the auctioneer. He made the event lots of fun and collected a good sum of money in exchange for an assortment of planes and accessories.

Treasurer's Report: As of October 18, 2010 the club has \$2,731.63 in Checking and \$10,001.29 in Savings which includes \$2,984.00 in Tractor Fund.

Treasurer's report and minutes were both accepted.

Model of the Month went to Tom Minegar for his Cloud King.

Bill Hill reported that the San Diego County Projects Manager was receptive to efforts to locate a new field for our club; however it seems there are no sites available. AMA states that the minimum size for a flying field be  $\frac{1}{2}$  mile long and  $1\frac{1}{4}$  mile wide, about 75 acres. (For more detail check Document #706 on the AMA website.) We need every club member to be actively looking for something that might work for us.

The meeting ended with a silent auction for the remaining donated items, followed by an announcement of the 2011 Officers and Board Members:

President- Joe Buko

Vice President- Brian Juarez

Treasurer- Varley Longson

Secretary- Merrily Faust

Board of Directors: Butch Abongan, Frank Battaglia, Darrell Albert,

David Drowns, Ron Edwards, John Hartsell, and Bill Hill.

Respectfully Submitted, Merrily Faust, Secretary

**Board Meeting Minutes for November 2010****Board Meeting**

November 24, 2010

Meeting called to order at 7:05 by Vice President Brian Juarez

Not in Attendance were Joe Buko (due to illness) and Bob Peterson.

Treasurer's Report: Checking Account balance \$6492.13, Savings \$10,001.29.

There was some discussion on the need for a new field, and the fact that this should be a high priority item for 2011. It was suggested that areas to look at might include Lake Wolford, across from Laurence Welk on the west side of the highway, the Pala Indian Reservation and BLM land. More detailed discussion was tabled until the new board meets in January 2011.

A work party has been scheduled for December 4<sup>th</sup>. The porta potties will be secured to the ground by Ron and Brian. Morley will commence work on the culvert area when the ground permits. It was voted to thank him with a year's membership when the work is completed.

The auction at the last club meeting brought in \$836 which will be used toward raffle prizes at the Christmas party. It was voted to have 16 prizes of \$50 cash, in addition to the donated items.

A suggestion was made to move next year's annual Christmas party to a weekday to avoid the many conflicts with other holiday gatherings held on the weekends. This will be discussed by the new board.

Frank will send out an email to all members to remind them of the Dec 4<sup>th</sup> work party, and also let everyone know we are looking for members to handle the snacks for the 2011 meetings. It was decided that whoever volunteers for this job, will receive a free membership for the year 2012.

The law firm of our club attorney is splitting up. The board voted to keep Scott Morrison as our lawyer for whatever needs we may have.

Dave reminded everyone of the Pearl Harbor Combat coming up on December 11 and 12. We will need judges for the event, so come on out, have some fun, and support our awesome combat pilots.

We need a volunteer to forward our club event information to a "Clearing House" site. This will be a one stop on line information source for So. Cal. RC flying events, and will also help all the clubs to avoid scheduling conflicts.



# Announcements

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## *Palomar R/C Flyers Holiday Banquet*

*Dinner tickets are available by mail*

*from : Dave Truax*

*1312 Shadow Hills Drive*

*San Marcos, Ca 92069*

*Please make out your checks to Palomar R/C Flyers.....Thanks*

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### REMINDER

Attention Pilots : Please read the AMA Safety Code for 2010 they have been updated.

All members you are required to wear your membership badge at all times when you are out at the field and place one in the frequency board when flying.

(If you do not you maybe asked to leave)



If you Fly gasoline engines you must have a FIRE EXTINGUISHER with you or you can not fly period!!



Also all Club members and guests we are all adults for the most part and as such should set the example, please clean up after yourself ie: pickup trash, wipe down tables after use and be safe and courteous to your fellow members.

If you have any questions or concerns please feel free to contact any board member.

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The PALOMAR R/C FLYER'S  
are proud to present  
Our Annual HOLIDAY BANQUET



Our Holiday Dinner and raffle will be held at the San Marcos Senior Center on Sat. Dec.18th, doors opening at 6:30 pm.

Dinner buffet starts at 7:00pm, with the awards and raffle starting at 8:30 and continuing to 10:00pm.

We have worked hard to keep the ticket prices near the levels of the past years. Adults, over 18 will be the same \$20.00 and juniors, 18 and under will be \$8.00.

Tickets are still available from Dave Truax

Dave Truax

1312 Shadow Hills Dr.

San Marcos CA 92069

Phone # 760 747 3485

Please make checks out to Palomar R.C. Flyers



# ROTOR BLAST

## Rotor Blast – December 2010

Scott Dedic, PRCF Heli Chairman

Here's some really great news – A couple of months ago Pete Goulding brought his Starwood Models scale Cobra helicopter to the monthly Club meeting. He had it out for display during the meeting and participated in the *Model of the Month* contest. Although he didn't win he was presented with a bigger opportunity.

One of our clubs new members, Tom Atwood, is a writer for several magazines including **Radio Control Heli Pilot** and **Robot**. He attended the Club meeting where the Cobra was being displayed and asked Pete if he'd be willing to be the subject of an upcoming article. Pete agreed and they later met at Johnson Field for a photo shoot and interview.

The article has been completed and is being printed in Issue #5 of **Radio Control Heli Pilot** magazine. Pete's Cobra is the scale highlight of the issue so both Pete and his heli will get some awesome coverage. Issue #5 should be on sale at your local hobby store by the time you are reading this article. In case you miss it, we'll see if we can get permission for a reprint of the article in an upcoming Transmitter.



I really like how this opportunity has come together for Pete and his promotion of the hobby of radio control helicopters and the Palomar RC Flyers Club has been a win/win for everyone.

For more information about **Radio Control Heli Pilot** magazine go to <http://www.helipilotonline.com/>.

We've been seeing more pilots at the field lately on Saturday mornings. Maybe it's a break in the unseasonal weather, maybe it's the camaraderie that's growing or maybe it's something else. Whatever it is, it's good to see the parking lot full and guys flying and talking.

Recently seen at the field: Check out Steve Hoffmans Compass 6HV helicopter with a flybarless rotor head. This is a *really* nice 600 size helicopter and is different from the Aligns and Hirobos that we normally see at the field.



## Rotor Blast – December 2010 Continued



Also, Kevin McDougall has returned from military training in Arizona and is back in the pilots seat with his Align 700. Welcome back!

This is a great time of the year and we're very fortunate to have pleasant weather so we can continue to fly. With the recent rains the field is starting to green up and look nice. We'll need to keep the weeds mowed down and the areas around the flight pads and pit area cleared and cleaned so any help that you can give towards this is greatly appreciated by all. I'd like to single out Mike Rapp for his service to the Club in keeping our heli area looking nice. Mike donates some of his time almost every week to maintaining and repairing our facilities. Please express your sincere THANKS to Mike the next time you see him.

Merry Christmas and Happy Holidays to All (even the airplane guys)!



## FAA Decision Looms on Model Aircraft Regulations

PRCF EDITOR: [\(This info is intended to make you aware and promote discussion\)](#)

Please read the documents I have listed. Every indication so far is that their definition will not be anywhere near as simple as you hope for.

<http://www.modelaircraft.org/news/ama-faa.aspx>

<http://www.modelaircraft.org/faa/recommendations.pdf>

Section 2.1 - Model aircraft operated within "accepted standards"

- Basically, anyone operating under the "accepted standards" is exempt from any special airworthiness requirements. The AMA goes on to clarify that anyone in the AMA is basically operating under a set of 'accepted standards'. Further reading in the clarification shows that anyone not participating in the accepted standards (AMA) must comply with the rules in Section 3.

Section 2.2 - Definition of "accepted standards"

- "Accepted Model Aircraft Standards and Procedures may be established and administered by a community-based association". It basically goes on to say that the AMA is a community-based organization that sets standards that can be used as 'accepted standards'. This section continues with some suggestions as to what should be regulated within one of these community based organizations (like the AMA). They are very high level guidelines, with no specifics.

Section 3 - Model Aircraft Not Operated in Accordance with Accepted Set of Standards

basically, this whole section outlines the rules for people that aren't flying within the standards. The AMA contends that Section 3 should be removed completely. However, they go on to discuss the specific regulations that are unrealistic.

3.2 (14) - Model Aircraft shall not use turbine-powered engines (e.g., turbo-fan, turbo-jet) as a propulsion source.

3.3 (5) - Model Aircraft shall operate in close proximity to the ground, at or below 400 feet above ground level (AGL), and shall at all times remain below and well clear of all manned aircraft.

3.3 (7) - Model Aircraft will not be flown at an airspeed that would cause the aircraft to inadvertently leave the prescribed maneuvering area.

The AMA is suggesting that this be tightened to set the max speed at 100 mph.

Any club officers worried about what our roles and responsibilities will become once all this becomes administrative law and a potential legal liability for us as individuals and our club organizations? Are we about to become legally responsible, in part, for the actions of our members; some of whom already flout the basic AMA and club safety rules we have now under force of self-regulation? Aside from having a current AMA card, what risk mitigation measures will club officers have to take to keep the club out of trouble and themselves free of legal actions, responding to violations, etc. All quite down the line but a topic that I have not seen discussed. Any thoughts on how liability and risk management will change? Worse yet, what obligation will we have (if any) to REPORT violations; will we be held responsible for continuing unsafe operations in our clubs?? (Obviously, not here, not in my club, )





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## Heli Pilot Profile

This month's Heli Pilot Profile focuses one of the Palomar RC Flyers Club long time members – Don White. But before we get to that part of Don's life, let's find out a little more about him.

Don was born and raised in Escondido and met his wife Patty when they both attended Escondido High School. Don and Patty have been married for 47 years and have one son, Lonnie. After a career as an automotive machinist, Don and a friend opened the HDS Auto Parts & Machine Shop, now known as Carquest Auto Parts. Over the years his hobbies have included drag racing, boating, waterskiing and then sand buggies. In 1977 he moved from water and land sports to air sports and obtained his private pilots license. He bought a used airplane and kept it stored at the Palomar Airport where he paid a whopping \$115 per month for hanger fees.

The following year Don went to the Palomar RC Flyers field where he met Curtis. It was Curtis who put Don up on a trainer for his first R/C induction. Within two weeks Don and Patty went to Discount Hobby Warehouse where he made the big plunge purchased a Hobbico Superstar Trainer, a Horizon Super Stik, a JR 8303XP and everything else he needed to get flying. With Doug Albert as his instructor Don was shortly signed off for airplanes by Bob Lang.

When asked about how he started flying r/c helicopters Don related the following story:

“People that have been members longer than myself will remember a kid that lived across the street (Mark Padiea) that club members took upon themselves to supply him with planes and taught him to fly. He then started flying heli's (JR Vigor 60 size), then he was sponsored by JR. After getting to know Mark and watching him flying his heli, I wanted to learn to fly heli's. Mark started to work part time at Discount Hobby Warehouse and I asked him to get me the same set-up he had. Also after I built it he did the set-up flight behind Discount. By then I had about 40 hours on the RealFlight Deluxe flight simulator. Then it was time to fly it at the Palomar Field on the runway. Bob Lang had everyone clear the runway and stood beside me to offer encouragement. There were a lot of RC pilots also watching and all went well.”

Don said that he still has the two helicopters he learned to fly with; a Vigor with a 91YS engine and a Vigor CS equipped with a 91YS engine. The heli's that he regularly flies are an Align 500 Electric, a Hi-robo EVO equipped with CCPM and torque tube and powered by an OS 55 engine, and an Aurora Ultimate 90 with a YS91SR engine. All heli's are controlled with his Spektrum DX8 transmitter.

Don enjoys flying all types of maneuvers and has even tried some night flying. Although he flies at Johnson Field as much as he can he still spends a lot of time on his simulator to practice new maneuvers and keep his skills sharp. Don recommends that those who are new to radio control helicopters start by looking around the field and see what other successful flyers are flying. This gives a new person the chance to ask the pilots questions and to receive good advice from them. He also recommends that new pilots start by practicing their hovering in all directions before advancing. He remarks that “if you don't learn this then crash-free flying just will not happen.”

Don is one of those Club members whose name just seems to keep popping up in conversations. He's been a long time member of the Club and helped support it over the years. Thanks for all you do Don!

**SEEN AT THE FIELD****BY: Ethel Burke**

Frank Burke had a successful maiden flight with this Canadair CL-415 "Super Scooper" amphibious & land-based fire fighting plane. It is an ARF from Nitro Models with an 81 in. wing span. It weighs 18 lbs. 3 oz. and has a 42 oz. wing load. There are two Magnum 91 four-stroke engines flying this twin.



Heli-pilot Ray Nemovi is flying this 28% fixed wing Edge 540. It has a Steve Neu electric motor, Castle Creations speed controller, and battery is 10S Outrage 35c





**SEEN AT THE FIELD****BY: Ethel Burke**

John Hartsell, Sr. is flying this Hangar 9 Pulse 60-XT with a new Aerovate 15cc gas engine. It has a wing span of 70 in. and weighs 12 lbs. He is using a 15 X 6 Xoar prop with a Smart Fly optical ignition cut-off switch. Cowling was off for the first test run which was smoothly flown by John, Jr.

Marv Clemens has a pilot in his Osprey that wins the prize for longevity in his flying career!





**SEEN AT THE FIELD**

**BY: Ethel Burke**

John Cutler has a new Reactor from Great Planes. It has a wing span of 85 in. and is powered by a DA-50cc gas engine with a 23 X 8 prop. It was purchased at Hobby Town in Temecula and flies really well meeting all expectations.



## **#23 THE SCALE VIEW FROM RAMONA**

Arthur Brooks and the WWI SPAD XIII he flew

Ron Peterka



### **The Man**

Arthur R. Brooks (Nov 1, 1895 – July 17, 1991) shows up in a photo in a book titled *New England Aviators 1914-1918*. He was 22 years old and he had enlisted as an aviator to fight in WW I against the Germans. He is in uniform and wears aviator wings on his chest proudly. In March 1918 he was sent to France, where he flew a SPAD XIII with the 22<sup>nd</sup> Aero Squadron. Eddie Rickenbacker, Nungesser, Lufberry, Luke, and Fonck also flew SPADs in WWI and to become aces as well. Later, he said “I never expected to live past my 23rd birthday”.

During WWI the average length of time fighter pilots could expect to survive was about two weeks. Brooks not only survived, he became an ace by shooting down six enemy aircraft. His exploits have been recounted in the series *Dogfights* on the TV History Channel in an episode titled “The First Dogfighters”.

Upon his return to the U.S. in 1919 he was posted to Kelly Field, Texas, promoted to Captain and assigned commander of the 1<sup>st</sup> Pursuit Group. He subsequently went on to become part of the Air Service Field Officer’s School at Langley Field, Virginia. Brooks retired from the Army in 1922 and as a civilian formed what became Eastern Airlines. Brooks surveyed what would become this nation’s first air routes and supervised the first installations of radio beacons to aid airmail pilots flying between New York and Washington D.C.

In 1928 he joined Bell Telephone Labs supervising air operations and the testing of electronic aids to air navigation. His responsibilities included development of early air-to-ground communications.

There was more, but let's jump forward to 1985. Mr. Brooks (90 at the time) was visiting the Smithsonian Air and Space restoration facility in Silver Hill, Maryland, with family members. Amazingly, he came upon the tattered original SPAD XIII that he had flown in the war. As if meeting an old friend, Brooks climbed into the cockpit and began to reminisce. Of course a museum technician approached and explained that visitors were not allowed to touch, let alone climb into, the delicate old historic aircraft. It very quickly became apparent that Mr. Brooks was no doddering old veteran as he spoke about this airplane and about the last time this aircraft saw combat as if reading from a history book. He could even give the name and serial number of the airplane from memory. The technician contacted Paul Garber who was at the time the NASM curator emeritus. Mr. Garber was aware of the airplane's history and came down immediately. They had a long conversation about the SPAD.

Two years after this meeting the fully restored SPAD was unveiled with Mr. Brooks as guest of honor at the ribbon cutting.

### **The Plane**

First of all, SPAD stands for Socie'te' pour les Avions De'perdussin, a pre-WWI company taken over by Louis Ble'riot in 1914 who tortured the name of his new company to retain the SPAD initials. A series of SPAD fighter planes with very conventional biplane design using built up wooden wings and fuselages. The design did have one very effective advantage in that its strength allowed a very high dive speed of up to 286 Km/H and nearly vertical zoom climbs afterwards.

The wingspan was 36 ft, 9 inches with a length of 25 ft 7 in with a gross weight of 1,140 pounds. Maximum speed on most models was about 135 MPH with a Vn (never exceed speed) of about 170 MPH, making the SPAD one of the fastest aircraft of its day.

Early models had 150 HP engines but the SPAD XIII was powered by a 200 to 220 HP Hispano-Suiza geared engine that gave a very good climbing performance. The craft also was noted for a nasty stall characteristic caused by its thin under-cambered airfoil. It was superior to enemy aircraft until arrival of the Fokker DVII. The liquid cooled engine had shutters to control engine temperature and an unusual safety feature in a fuselage mounted main fuel tank that had an emergency release system to minimize the chance of fire in a forced landing. Total production was well over 8000 aircraft and was flown by 81 French and Allied squadrons throughout the war.

For detail photos, see [memorial.flight.free.fr/spadxiiiuk.html](http://memorial.flight.free.fr/spadxiiiuk.html)



## The Model

Revell plastic models offered a 1/72 size plastic kit. Kits like this offer good three-views and color data.

Arizona Models (arizonamodels.com) offers plans in 1/12-1/6-1/4- 1/3 sizes, and kits in 1/6-1/4-1/3 scale with prices for kits from \$575 to \$975. These kits are very high quality and fly well. They are NOT for beginning builders.

A huge amount of information on SPAD aircraft is available on the web by Googling SPAD aircraft.

Photo: USAF restoration – Udvar-Hazy Restoration Center – Dulles Airport, Boeing Aviation Hangar

Additional photos: Canada Aviation & Space Museum, Ottawa, Ontario, Canada

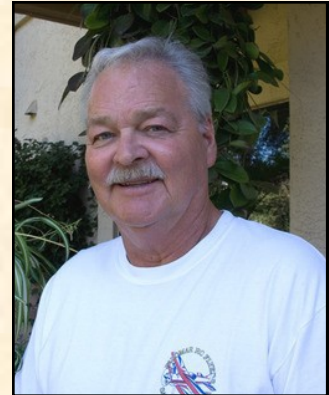
Models/Scale View from Ramona/#23

November 2010

# CLUB OFFICERS FOR 2011



Joe Buko - President



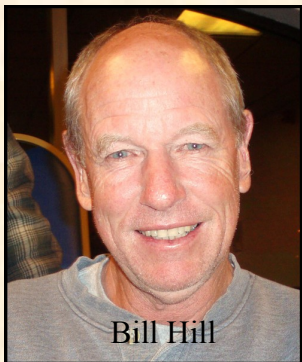
Varley Longson -Treasure



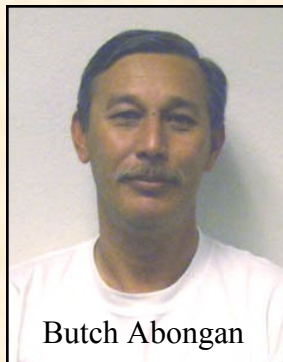
Brian Juarez - Vice president



Merrily Faust -Secretary



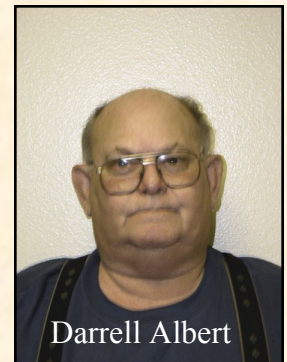
Bill Hill



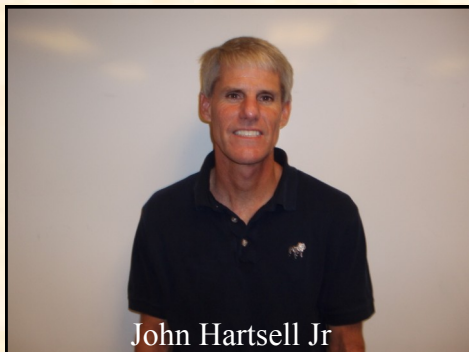
Butch Abongan



Frank Battaglia

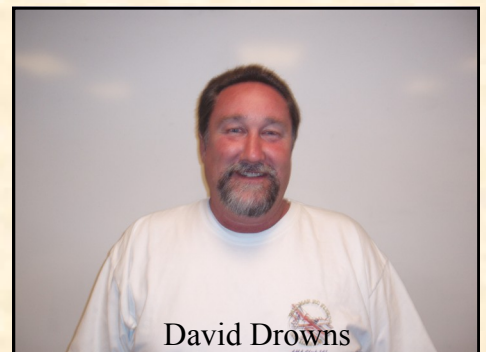


Darrell Albert



John Hartsell Jr

Ron Edwards



David Drowns

## Palomar Dollars

\$10.00		\$125.00
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\$20.00	HARNER TERRY	LARRY ADAMS
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\$30.00	Atkins Harvey	BUKOVCHIK JOE
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FRANK BURKE	Teason Dennis	HITCHCOCK TIM
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JOHN CLARKE	Waldon Tim	JUAREZ BRIAN
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\$50.00	Williams Morley	RAPP MICHAEL
HOFFMAN STEVE		ROBINSON DON
McCool Richard		TRUAX DAVID
Wolstenholme W Alan		WHITE DONALD
		WYLIE ROBERT

### 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.
- Check engine idle, nose down.
- Extend transmitter antenna.
- Check control surface direction and response.

### LOST AND FOUND

Contact:

Frank A. Battaglia

760-727-4574

fbattaglia53@gmail.com

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### Club Directory

#### CLUB OFFICERS

PRESIDENT	Joe Buko	760-726-8831
VICE PRESIDENT	Brian Juarez	619-843-6100
SECRETARY	Merrily Faust	858-693-3777
TREASURER	Varley Longson	760-723-1335
BD MEMBER	Ron Edwards	760-745-2445
BD MEMBER	Butch Abongan	760-855-2162
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Frank A. Battaglia	760-727-4574
BD MEMBER	Darrel Albert	760-741-2505
BD MEMBER	John Hartsell Jr	760-753-7681
BD MEMBER	Bill Hill	760-738-0644

#### CLUB OPERATIONS

Membership	Glenn Pohly	858-414-9749
	Varley Longson	760-723-1335
Advertising	Bill Hill	760-738-0644
Newsletter Editor	Frank Battaglia	760-727-4574
WebMaster	Barry Hirschberg	760-635-0025

#### SPECIAL INTEREST GROUPS

Scale Chairman	Ron Peterka	760-788-9022
RC Combat Chairman	Darrell Albert	760-741-2505
Helicopter Chairman	Scott Dedic	858-674-4624

#### LOST AND FOUND

Frank Battaglia 760-727-4574

#### HEAD INSTRUCTOR

Frank Battaglia 760-727-4574

#### SAFETY COORDINATOR

Todd Melton 760-305-8983

#### INSTRUCTOR LIST

Butch Abongan	Basic Flight	760-855-2162
Douglas Albert	Basic Flight	760-294-6956
Brian Juarez	Basic Flight/Heli	619-843-6100
David Drowns	Basic Flight	760-740-1715
Varley Longson	Basic Flight	760-723-1335
Todd Melton	Basic Flight	760-305-8983
Glenn Pohly	Basic Flight	858-414-9749
Tim Hitchcock	Basic Flight	760-941-7167

#### Please direct correspondence to:

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P.O. BOX 141  
SAN MARCOS, CA 92079

Fax :

909-679-7465

E-MAIL:

[info@palomarrcflyers.org](mailto:info@palomarrcflyers.org)

Catch us on the web at:

[www.palomarrcflyers.org](http://www.palomarrcflyers.org)



**Meeting Notice:** The **January 20th** club meeting will be held at the usual place, i.e. the San Marcos Joshlyn Senior Center, 101 Richmar Avenue, San Marcos, CA.

*January*

*8th Key exchange*

*February*

*March*

*( Training Schedule pending meeting with Instructors)*

*April*

*May*

*20 –22nd San Diego Palomar R/C Helicopter Fun Fly*

*June*

*July*

*4th Club Picnic*

*August*

*September*

*October*

*November*

*17th 2012 Election results and Club Auction*

*December*

*11th & 12th Pearl Harbor Classic Combat*

*18th Club Dinner & Raffle*

