



AMA Charter #141

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

# Transmitter

The Newsletter of the Palomar RC Flyers

RC Web Site — [www.PalomarRCFlyers.org](http://www.PalomarRCFlyers.org)

## Presidents Column

August 2009

President's Column

August is here and so is the hot weather. We have a lot of events this month considering the time of year. But first we have two important issues to review!

Ok, every few years or so we run into a noise issue. Be advised that we do have noise limitations which are listed in our field's "Flying Site Rules. Please see our website for your copy. However the standards for applying these rules are at issue.

First let me say that while we have one "Chief Safety Officer" who serves at the President's discretion, **every member** is a "Safety Officer" and should be concerned with "Noise issues". Noisy fields are the number one cause for loss of flying fields according to the AMA.. That is a good point to remember! Second the Safety Officer or anyone else enforcing the "DB rules" should do so accurately and courteously.

At June's Board meeting it was brought to my attention that the noise abatement rule and DB rule may have been conducted improperly and for improper purpose and with a vindictive attitude. I conducted an investigation during the July Meeting and determined the following:

1<sup>st</sup> the party whose aircraft was investigated was more likely than not discourteous to the Safety Officer conducting the Test. The Safety Officer conducting the test had inappropriately lost his patience with the pilot flying the offending aircraft. And...finally we needed a more definitive standard for conducting said tests. So I wrote to the AMA.. Wes Cou, the Western Regional Field Administrator wrote me the following reply as follows:

"George:

While the AMA has no "rule" regarding dB limits, the normal recommendations in the 95-98dB range, measured at 9 feet abeam the aircraft on the muffler side of the engine, with the dB meter in line with the engine.

Usually the measurement is taken on the predominant surface over which you'll be flying, either grass or a solid surface, with the aircraft and the dB meter at ground level.

There is a difference of opinion among members as to what the measurement parameters should be. Some advocate taking the measurements at far greater distances from the airplane. Others recommend putting the dB meter on the "quiet" side of the aircraft, or measuring the noise over quieter surfaces.

Choose a procedure and a dB limit acceptable to the majority of the club members, and then stick with it. If you have a known noise issue with neighbors, err on the side of caution. Qualifying a members aircraft/engine/propeller combination at the expense of the entire field is a poor choice. Excessive (as judged by our neighbors!) noise is the number one cause of model airfield losses across the country.

I've asked the AMA Technical Director, Greg Hahn, to weigh in on this issue as well. We should hear from him before the close of business today.

Wes”

While Wes makes some good suggestions everyone should note the last paragraph which states the AMA Technical Director is now taking up the question to provide some form of uniformity amongst AMA Charter Fields. When the AMA rules on the issue, their findings will become the law of the land and our Club shall abide by those new rules.

While we wait for the AMA's definitive answer, I would like to remind the club members that not one person, Safety Officer or Pilot acted correctly in the above situation. The pilot should not have irritated the Safety Officer. He knew his aircraft was loud and exceeded even the current Flying Field Rules. The Safety Officer lost his patience and should have handled the matter a little less aggressively, not that he was wrong in conducting the test and grounding the aircraft, that was the right thing to do! . I remind everyone that “appointed posts” serve at my sole discretion. I appoint and keep the people that I believe will do a good job...as I did in this case. As for the Pilot in question, I apologized on behalf of the club for the way the manner was implemented and the lack of a clear precise method of measuring “DB” in our Club rules.

The next important issue concerns our standing with the County of San Diego which has reared its Ugly head, again! While we complied with our part, regarding field modifications, our landowners failed to knock down the old Barn in a timely manner. Therefore the County has given us an ultimatum...either we knock it down or they will hit us with a use permit. Actually, only the landowner can incur the ticket, but we will still be prevented from using the field if the landowner fails to comply. Life Member, Tom Minegar has stepped forward to handle the matter with the County and the Landowner and he will report his findings and recommendations to me shortly. Hopefully a solution will be found to comply with the Counties wishes...that will not cost the Club money it does not have in the kitty!

Enough of that stuff! Now on to the events! I remind the Club that this weekend we have the “Electric Scale Event”. The CD for this event is Curtis Kitteringham. Curtis writes the following:

“The August Events are as follows Aug. 15th Scale Electric & 10.00 landing fee for ALL Pilots, 4 awards to be handed out, NO PROFILES, will have food/drinks ...Aug. 29th Dawn Patrol circa 1900 to 1925 landing fee \$10.00 for ALL PILOTS..Swap meet \$5.00 per seller, will have food/drinks, 4 awards to be handed out  
Curtis”

So now that you all have the information, I expect to see you all at the field this weekend for the electric scale event and on Labor Day Weekend for the Dawn Patrol event! Curtis has done a great job putting these two events together so come out and fly or at the very least, support the members of your club and your clubs events...remember...there is food!!! There will also be a SWAP MEET at the Dawn Patrol event!

Attention club members, field will be closed to open flying for the Flights of Fancy, the interclub fun fly, the Electric scale meet, and the Dawn Patrol event!

Finally, on the 23<sup>rd</sup>, in between those two relatively tame “Scale Events”, the Palomar RC Flyers will host the 10<sup>th</sup> annual Battle of Britain Combat Meet (open B & SSC). This event promises to be all business with countless streamer cuts and hideous gruesome midair's! So be there...for you food guys...I hear Vice President “Wild” Bill will be cooking up a storm!

That's all for now. Have fun but fly safely and be courteous to your fellow club members!

Your President

George Dawe



## Club Meeting Minutes for July

George Dawe called the meeting to order at 7:30 and presented us with an overview of the State plans to have a center divider or a double yellow line in front of our front gate on Pankey Road.

Hi-Tec has a new 2.4 ghz conversion for existing 72 mhz transmitters. A Hi-Tec rep. told me that a new module ,antenna and 2 receivers will be available for \$120.00 shortly.

Gary Thompson told us that at this time we have 7 students and 8 Adult's signed up for Flights of Fancy, with 7 instructors and 20 club members signed up. The event will start at 9:30 and finish about 2:00pm

Four new members introduced themselves and member Don Robinson received a Solo Certificate.

Electric Scale meet to be held August 15th, \$10 landing fee

Dawn Patrol & swap meet on August 29th.



Joe Buko's treasurers report:

Expenses for June 09	\$1829.47
Income for June 09	\$807.56
Balance for June 09	(\$1021.61)
Checking balance	\$4740.96
Money market	\$2202.00
Total on hand	\$6942.96

Richard Martin won Model of the Month with a large scale model of a P-51 that he had won at a club raffle. Power is by a Saito 100.

Varley Longson and wife Carol showed a " kit-bashed ' SE-5 that was built for their soon to arrive grand-son. The Scout-experimental features a 7.5' wing-span, 6.5" fuselage, and a 3" prop.

Joe Buko showed a set of leading-edge slat that he installed on his Cub. The slat provides a 9 to 1 ratio of intake air to air over the top of the wing to create extra lift. If a fun fly has a slow flight segment, Joe has got a 9' wingspan fun fly winner.



## Board Meeting Minutes for July

Mr. Irving Stafford resigned from the club after an incident in which a UAV flew out of sight and crashed five miles away. Board voted to refund 11/12ths of his membership fees.

Board voted to give Robin \$200 to buy more prizes for the August club raffle. We also ask that any members that have kits ARFs, complete planes or engines that they don't want to sell at a swap meet, call Robin and donate it to the club raffle and maybe get some raffle tickets in return.

Bill Hill reported a nice income on the food sold at our July events. He thanked George Dawe, Frank Battaglia and Dave Truax for slicing flipping and serving at the events.

Joe Buko's report

July income	\$512
July expenses	\$336
Net profit	\$176
Checking acct	\$4874
Money market	\$2202
Total assets	\$7076

The fire out at the field last Tuesday was started by a tractor hired by the owner to abate weed growth on the property. Darrel Bacon called 911 when the fire started. By the time he got through, the fire had spread considerably.

[If you report an emergency, use the phone number on the back of your card, it is a direct line to the fire station across the bridge.](#)









## Thanks for the help

July 18th

My electric plane went down because of a bad connector. I get on my Jungle Gear and headed down. I found my plane within ten minutes. I could hear the speed controller making noise. It was in a very thick area. I kept hearing the noise and it was hanging up in a tree about 20 feet high. I climbed up and got it down. Hardly any damage, Broken prop and a little chipping on the cowl. Lucky. I started to head back and I saw this wing up high on this big mass of ivy covered tree. I pulled it down and I see Frank Battaglia's name on it. "I know this guy" I kept looking for the rest of the plane but could not find it. About 10 feet away from your wing up higher in tree I see another combat plane. It was in the middle of a tree about 20 feet high.(David Drowns) I work my way up to it and get it down. All in-one piece with the wing still attached. Now the big issue was how to carry two and a half planes back. I went all the way out to the barb wire fence and walked back on the other side of the fence and had to bulldog my way through the brush back to the top.

Another day in the Jungle..... John Hartsell (AKA INDY)



On Saturday August 1<sup>st</sup> I lost Radio connection to my Excelleron. Of course it went down in the Jungle. John Hartsell and Mario DiRusso insisted on going down to look for it. I told them not to do it, but they insisted. After an hour and a half of tramping around there, they smartly decided to give up. When they returned, I said to them, "What? I waited for you up here for almost two hours and you didn't even bring back my airplane. What kind of friends are you? When I picked myself up and wiped off all the blood, I told them I was kidding. Seriously, you don't find many people who would do that for you. Thanks guys, I really appreciate what you did.

So, if you happen to be strolling down in the jungle, either alone or with someone you love, keep an eye out for my Excelleron. It went down at 330 degrees from the eastern most flying box. Please be careful as I hear there is some poison oak, stinging nettles, rattlesnakes, ticks and a couple mean bulls down there.

Bob Peterson

Board Member



# Combat

## August 23rd Battle of Britain

Most exciting 5 Minutes of Flying you will ever see



Richard and Jessie practising for combat



DANG!! K-9 Got my streamer already!!



POOR LITTLE BIRD... DID THAT BIG MEAN SPAD DAWG HURT YOU...



Will Todd's Little Zeke make it through the first heat



## Model of the Month



Richard Martin and son Jesse won Model of the Month with a large scale model of a P-51 that he had won at a club raffle. Power is by a Saito 100, wing span 61 1/2" Flown with DX-7 Transmitter.

# SCALE

August 2009

## THE SCALE VIEW FROM RAMONA - #1

Ron Peterka

With the change of the Palomar RC Flyers website a number of articles, photos, and building tips were lost in the transfer. As the club appointed Scale Chairman of the Club Special Interest Groups, I will try to add some scale news, building tips, photos, web links, etc. so all those interested in scale models will have something to view when they visit our web site. Please be aware I have been known to steal unabashedly from the ideas of builders who are better and more experienced. I sometimes even give credit for their input.

If you have a special subject you would like covered here, please give me a call at (760) 788-9022 or e-mail me at [www.ron3180x@aol.com](mailto:www.ron3180x@aol.com).

In my mind there is a special joy when one of my model of some actual aircraft takes to the air. This is NOT to say that any other form or specialty in modeling is less satisfying, just that my personal interest is scale modeling, particularly those aircraft from the "Golden Age" of aviation roughly 1925 to 1940.

As I write this approximately 90% of the models advertised today seem to be some version of almost ready to fly (ARF) aircraft. Without doubt they have improved over the years since they were first offered. Most fly well and cost less than builder kit models.

The major drawback is that to make an ARF profitable, they must be a design that appeals to a wide audience, which limits subject variety. They also take production liberties with scale details to keep costs down.

Lately I notice many modelers 'dressing up' their ARF models with additional or modified details to personalize the model to a higher or different degree of scale realism. Adding landing gear detail, gear doors, instrument panels, pilots, are all possible. As is adding panel lines or rivet detail. Revising paint schemes is more common. A friend of mine, Don Madison, who is a great builder recently purchased an inexpensive foam electric powered T-28. He added scale wheel doors to the non-retracting gear, scale detail to the nose wheel strut, and changed the color scheme to match a picture taken from the internet. He had a completely different appearing model that had now become unique.

It is my profound hope that many more modelers will take the steps from ARF to precision scale scratch-built models in the next few years. There is no lack of really great builders out there, they just don't know who they are just yet.

**NEWS -** Congratulations to Palomar Flyer Joe Buko. His Fokker D-VII was chosen as the October 09 Pilot Project of the Month in Model Airplane News. Those of you who have seen this model at the club meeting, or at the field, know it is certainly of a quality to be chosen by the magazine as Project of the Month.

His model uses an unusual 'wet sump' four stroke engine so it sounds more like the full scale aircraft in flight.

Models/ View from Ramona/View from Ramona 1



## FLIGHTS OF FANCY

By ELENA CRISTIANO - For the North County Times | Saturday, July

FALLBROOK -- Pass the junction of Interstate 15 and Highway 76 any day of the week and you're likely to spot tiny airplanes streaking above your head.

On Saturday, the sky was especially crowded as the 10th annual Flights of Fancy brought young and old alike to the large private field to learn about the sport of model aviation. Proceeds from the event are donated to the San Diego Air and Space Museum in Balboa Park.

"I brought my daughter Veronica because I thought it was an interesting subject to expose her to," said Lawrence Wang of Poway. "She likes biology and dinosaurs, so hopefully this will develop even more interest in science."

Veronica, a third-grade student at Morning Creek Elementary, said she "came to fly airplanes" and that she does like science because "it's just fun."

Organized by the nonprofit Palomar Radio Controlled (RC) Flyers, Flights of Fancy is a "one-day educational field trip" featuring model building. Students are given the materials and instructions to build their own stick-and-tissue flying models, and then shown how to fly them. An instructor guides the students with a dual-control model airplane.

The lesson also covers aviation principles. Students view a cutaway model and principles of flight are demonstrated using classroom aids. And there's a competition, where students can win prizes for the longest flight time.

As a large group of children, parents in tow, quietly watched on Saturday, John Sebastian of Escondido explained the working parts of a model plane.

"This part is like your mom or dad and these parts are like three kids," said Sebastian, who teaches at Shivela Middle School in Murrieta. "This part says what to do, and these say, 'OK, OK, OK.'"

Eyeing the group, concentrating heavily as they carefully cut out paper templates to transfer onto Styrofoam plates, Sebastian took the pressure off.

"It doesn't have to be perfect at all," said Sebastian. "Look at mine, it's kind of sloppy and it will still come out to be a great plane."

"I knew a lot about airplanes from school and books," said 10-year-old Max Faller of Rancho Santa Fe. "Today, I learned how the insides work."

Max came with his brother Marcus and his father after learning about the event while waiting to attend a Sally Ride presentation at the Aerospace Museum last month.

His father, Martin, said the boys were reluctant at first, but, as is usually the case, were later pleased that he had dragged them to another new activity.

"Once I saw they had all this, I was happy he brought me," said 8-year-old Marcus.

Every Monday evening, the Palomar RC Flyers, a chartered member of the Academy of Model Aeronautics, holds instruction days, encouraging the public to check out the club. For more information visit

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

Glenn Pohly of Carlsbad and Joseph Neenan of Oceanside fly a Frontier Trainer remote-controlled airplane Saturday at the Palomar RC Flyers Club meet along Interstate 15. (Photo by



Glenn Pohly of Carlsbad and Joseph Neenan of Oceanside work on a Frontier Trainer remote-controlled airplane Saturday at the Palomar RC Flyers Club meet along Interstate 15.





# Flights of Fancy





# Flights of Fancy





## FUN FLY RESULTS

### July Fun Fly

#### INTER-CLUB FUN FLY EVENT #3

By Bob Peterson

As usual, Palomar R/C Flyers team kicked butt. First place went to the ever popular John Hartsell (not the old guy, the kid) Second place went to Gary Thompson, and Forth place went to Charles Swope. Third place went to Glen Kratz of Temecula. Of course Glen is also a member of Palomar. Not wanting to be a showoff like the rest of the guys, I finished way down the line.

The event was at our field and a good time was had by all. Thanks to Bill Hill and company for a really good Hamburger and Hot Dog feed. I would also like to thank the other club members who made the event possible.



Our next event will be at Temecula on September 5<sup>th</sup>. That will be the last event of the year for scoring. We will have a final event in October or November to present trophies and have our pilots raffle. More on that event at a later date.



## Seen at the Field

By Ethel Burke



Larry Hufford has a new U-Can-Do good flying ARF from Great Planes. He made a successful maiden flight powered with an OS-70 Ultimate 4-stroke glow engine and uses a Spektrum radio.



Isaac Edwards is flying a P-51 Mustang from World Models. It has a wing span of 65 in. and is powered by a Saito 91 four-stroke glow engine.



Robert Wylie brought out one of his smaller new planes that is a really good flyer. It is a Rambler 45 also from World Models. It has a 63 in. wing span and is powered by an OS-46 AX two-stroke glow engine.

## Seen at the Field

By Ethel Burke



Mario DiRusso is flying 2 new warbird planes both from Hyperion. One is a "peppy" flying German Focke Wulf 190D and the other an Australian Spitfire Mark VIII. Each have about 3 to 5 flights so far. They are both running 3025 Hyperion electric motors with 4200 MAH batteries.





## Seen at the Field

By Ethel Burke



John Hartsell has a new plane out on the runway. It is a Reactor Bipe made by Great Planes. The plane has a 48" wing-span. It is powered by a Saito 100. HiTec digital servos are used throughout the plane with a Spektrum 2.4 system.

Here is a neat "Duo" of Yak 54's with our buddies Dave Litaker and Bill Hill. It looks like a perfect match for a father & son team. The "big boy" is running a DA-50 and the "little one" is electric.



Torrey Pine Gull's field in Encinitas

By Bill Hill



Tom Minegar and I enjoying a Saturday of free flight at Torrey Pines



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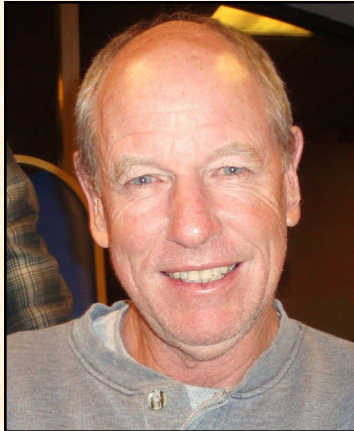
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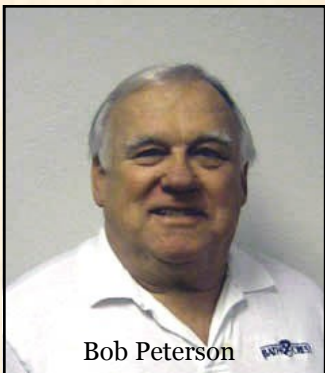


Varley Longson Membership

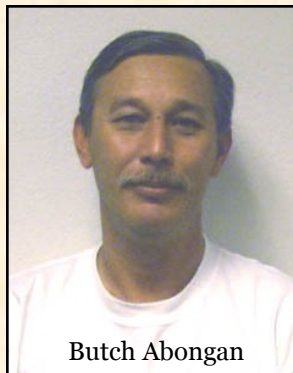


Dave Truax Secretary

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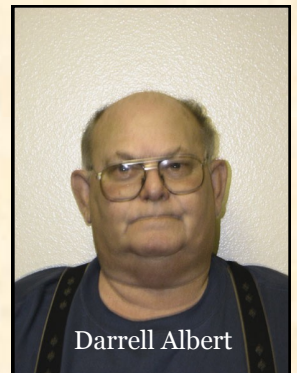
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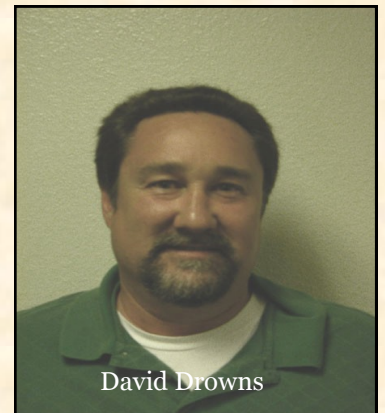
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**Club Directory**

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<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	760-855-2162
<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	760-231-1110

**CLUB OPERATIONS**

<b>Membership</b>	Glenn Pohly	760-438-5221
	Varley Longson	760-723-1335

**Advertising** Someone Needed

**Newsletter Editor** Frank Battaglia 760-727-4574  
**E-mail address** fbattag101@cox.net

**WebMaster**

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RC Combat Chairman	Darrell Albert	760-741-2505
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Douglas Albert 760-294-6956

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Duarte Cabral 858-578-6375  
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Gary Thompson	Basic Flight	858-720-8586
Tim Hitchcock	Basic Flight	760-941-7167

**Helpers**

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Frank A. Battaglia 760-727-4574

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Fax : 909-679-7465

E-MAIL: [pres@palomarrcflyers.org](mailto:pres@palomarrcflyers.org)

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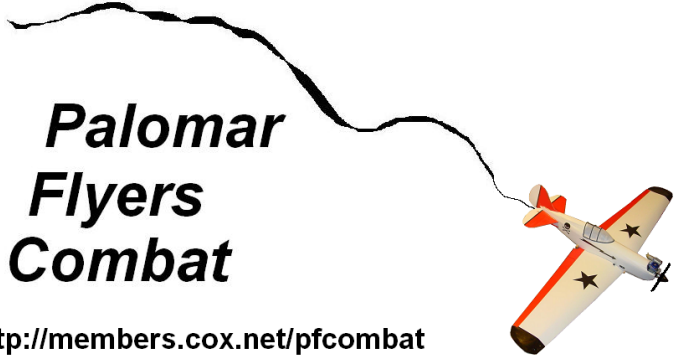
## NO-FLY QUICK CHECK

<b>\$30.00</b>	<b>\$100.00</b>	<b>\$100.00</b>
	Butch Abongan	Don Robinson
	Darrel Albert	John Sebastain
<b>\$50.00</b>	Douglas Albert	Gary Thompson
Terry Harner	Harvey Atkinson	David Truax
Brian Juarez	Daryl Bacon	James Truett
<b>\$60.00</b>	Justin Barry	Bruce Van Wagner
William Frye	Frank Battaglia	Donald White
Greg Ochs	Joseph Bukovchik	Alan Wolstenholme
Robin Solomon	Frank Burke	
<b>\$70.00</b>	George Dawe	
	David Drowns	
	Ernest Emery	
	Merrily Faust	
<b>\$80.00</b>	William Hill	
John D. Hartsell	Tim Hitchcock	
	Larry Hufford	
	Varley Longson	
	Richard McCool	
	Todd Melton	
	Joseph Neenan	
	Michael Nelson	
	Bob Peterson	
	Glenn Pholy	
	Michael Rapp	

- 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.

**LOST AND FOUND**

- Contact Frank A. Battaglia to claim.  
**760-727-4574**



**Palomar  
Flyers  
Combat**

<http://members.cox.net/pfcombat>

**Performance Plus Fuels**  
**(Best on the market)**

For reliable idle, smooth transition and maximum power

- 10% \$15.00 per gallon
- 15% \$16.00 per gallon
- 20% \$18.00 per gallon
- 30% Call for price per gallon

Call Robin SOLOMON  
**760-480-5834**

Cell - (best one to use):

**Meeting Notice:**

The **August 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**

d at Dave drowns

**March**

3rd Youth program 9am to 12pm

16th Monday night flight instruction begins 5pm till dark Johnson Field off Pankey Rd.

**April**

**4th Dawn Patrol Gilman Springs**

5th-DooLittel's Raid Combat

11th Glider Tow

19th Fallbrook Air Show

**May**

**2nd Wounded Warrior Fun Fly**

16th Combat Build at Dave drowns

22nd 23rd 24th and 25th San Diego Helicopter FLY IN

**June**

6th & 7th Work Party Heli Field

14th Battle of Midway Combat

27th Interclub Fun Fly Riverside

**July**

4th Club Picnic

11th Glider Tow

18th Flights of Fancy

**25th Interclub Fun Fly Palomar**

**August**

15th Scale Electric

23rd Battle of Britain Combat

29th Dawn Patrol Johnson Field /Swap meet

**September**

12th Club Air Show and Swap meet

28th last Monday night of flight instruction

**October****November**

14th Glider Tow

**December**

13 Pearl Harbor Classic Combat

19th Club Dinner & Raffle

