



Palomar RC Flyers

Transmitter



August 2012

Build & Fly

I had a great time at the 4th of July picnic and I want to thank all the members who came out to enjoy the day and a special thanks to all the ladies who brought salads and side dishes to help round out the menu. I also have to thank Joe Buko for cookies and cherries, what would we do without desert? If you see Denver Bates be sure to thank him for his efforts in organizing the days fun fly. Thanks Denver!

Another big thanks goes out to all the members who came out and helped with the "Young Adventurers" on July 21st. This turned out to be a great day for the kids, especially this "big kid", I confess this was "too much fun" building sky streaks and participating in the fly off. Tom Phingsten from the NC Times showed up so look for the article, thanks Tom.

I was sorry to miss the last meeting as the club paid a special tribute to Richard Andersen our longest active member and presented him with a well deserved life membership. I want to thank our VP Dave Truax for making this presentation and for running the meeting. I understand that the presentation on the Lake Poway Skimmers was well done. If you're interested in flying at Lake Poway contact Ron Stoddart or check out the Skimmer's website.

I'd like to make a few suggestions on flying site etiquette. In general I believe that most of our members display a great deal of courtesy and common sense when they're on the flight line, but a little review doesn't hurt. Generally most pilots have accepted that the established pattern at the field is take off from right to left and right turns resulting in an oval pattern with right turns at both ends. Of course nobody is expected to fly only in this pattern as that wouldn't be much fun, but here communication is the key. If you're going to fly aerobatics, 3D, or another pattern let the other pilots in the air know by announcing, in a loud voice let the other pilots know what you're planning. How about choosing air space that isn't in the pattern, for example when I fly aerobatics I try to stay in the middle of the pattern so that other pilots can fly around me. Another courtesy I try to follow is not to fly at the pilot's station or towards the pit area. For me it's very unnerving to have a plane coming right at me while I'm concen-

trating on keeping my own plane in the air. One other suggestion if you're not comfortable with the situation it may be best to stay on the ground until you see a break in the action and then go fly. Don't be afraid to ask for assistance most club members will be happy to spot for you while you're flying. Keep in mind we're out to have fun, let's try to make it as enjoyable and safe as we can for everyone.

Next month; club meeting on August 16th, swap meet at the field on the 18th. Get it on your calendars. I hope to see you at the field.

Bill Hill, President PRCF, Inc.

Editor's Notes:

A friend from Pratt and Whitney sent us a photo-article about what it was like to carry the Space Shuttle on its last flight. It is an enjoyable and informative read. Our fellow club member, John Binikos should have been at the controls of the 747 which he used to fly. The article begins on page 5. In the photographs, please notice the modification done by the installation of two additional rudder plates at the end of the stabilizers. As the Shuttle sits on top of the 747, it interferes with the effectiveness of the rudder, so end plates add necessary stability.

Correction to July Transmitter

On page 30, I incorrectly listed Jason Barry instead of Justin Barry under his photograph as he sits in the left seat of his heli. Sorry about that. Justin hopes to attend our Helifreak Fun Fly in October.

Human Powered Helicopter

The University of Maryland now holds the world's record for this @ 50 seconds. To win the \$250,000 Sikorsky prize, the heli needs to hover in place for 60 seconds @ 3 meters. You can see a video of their efforts on the internet. The record was set on June 28, 2012.

R.I.P.

Bernie Jaeger, 92, died peacefully on July 11, 2012. He was a former club member and if memory serves me right, he was a past treasurer of the club. He was an aerodynamicist, and worked on the F4U Corsair in Stratford, Conn in 1940 and on @ Chance-Vaught Aircraft.

His funeral will be at Our Lady Of Grace Catholic Church in La Mesa on Saturday, August 4th @ 1 pm. Bernie phoned me a few days before his death to say his goodbye. He had developed a brain tumor and knew death was near. I will miss this good man who answered my aerodynamic questions well.

Old Time Photos

If you have any old photos of yourself or old airplanes when you were young and would like to share them with us, please send them for publication. On page 34 is such a photo. Can you guess the club member on the right? He was 13 when the photo was taken in 1952, 60 years ago!

Three club members have sent in photos and I try to publish them all (except for one or two that are similar) In addition to the photos I take, Graham Lloyd, James D'Eliseo, and Ethel Burke have raised the number of photos to 125 in this issue!! Thank you to you all! We all appreciate your photos.

A VISIT TO THE SAN DIEGO AIR AND SPACE MUSEUM



One of the fine photographs of early aviation in San Diego in the late 1920's @ the Museum.



This Comet Clipper is one of many models on display at the Museum. With its fine elliptical wings, it makes a great free-flight r/c assist. Plans can be bought from AMA to build it.

Joe Buko Photos



Board member Don Wadlington said to editor Joe Buko that we were “flying 3-D” in the museum’s 3-D, 4-D theater. It was so realistic that we both felt queezy after the movie. All the chairs move during the movie and blasts of air simulate flying!



STEVE PISANOS
“The Flying Greek”

—☆—

Born in 1919 in Athens, Spiros “Steve” Pisanos, came to America in 1938 as a crew member aboard a Greek merchant ship. Unable to speak English, Steve found odd jobs to pay for flying lessons. He eventually earned a private pilot’s license and in 1941, not yet a U.S. citizen, he joined the RAF and flew Spitfires with the famed Eagle Squadrons.

When the U.S. Army Air Forces absorbed the Eagle Squadrons in the Fall of 1942, Steve was commissioned a lieutenant in the 4th Fighter Group. The following year he became an American citizen while in England, the first individual in American history to be naturalized outside the Continental United States. In March, 1944, Steve became a double-ace while escorting B-17s, but his P-51B Mustang suffered engine failure and he was forced down in German occupied France. He evaded capture and assisted the French Resistance for six months before being returned to England following the liberation of Paris.

After the war, Steve was assigned as a test pilot at Wright Patterson AFB where he flew captured enemy aircraft and the U.S.’s first operational jet, the Lockheed P-80. Steve also served tours of duty in Vietnam (1967 -1968) and with NORAD before retiring from the USAF as a Colonel in 1973.

—☆—

Elected to the International Aerospace Hall of Fame
 2008

Steve Pisanos spoke to our club in March 2010.
 Joe Buko photos



747 Pilot comments about carrying the Shuttle

This was circulated in email at work, from United Technologies corporate.

A quick "trip report" from the pilot of the 747 that flew the shuttle back to Florida after the Hubble repair flight. A humorous and interesting inside look at what it's like to fly two aircraft at once . . .

Well, it's been 48 hours since I landed the 747 with the shuttle Atlantis on top and I am still buzzing from the experience. I have to say that my whole mind, body and soul went into the professional mode just before engine start in Mississippi, and stayed there, where it all needed to be, until well after the flight...in fact, I am not sure if it is all back to normal as I type this email. The experience was surreal. Seeing that "thing" on top of an already overly huge aircraft boggles my mind. The whole mission from takeoff to engine shutdown was unlike anything I had ever done. It was like a dream...someone else's dream.

We took off from Columbus AFB on their 12,000 foot runway, of which I used 11,999 1/2 feet to get the wheels off the ground. We were at 3,500 feet left to go of the runway, throttles full power, nose wheels still hugging the ground, copilot calling out decision speeds, the weight of Atlantis now screaming through my fingers clinched tightly on the controls, tires heating up to their near maximum temperature from the speed and the weight, and not yet at rotation speed, the speed at which I would be pulling on the controls to get the nose to rise. I just could not wait, and I mean I COULD NOT WAIT, and started pulling early. If I had waited until rotation speed, we would not have rotated enough to get airborne by the end of the runway. So I pulled on the controls early and started our rotation to the takeoff attitude. The wheels finally lifted off as we passed over the stripe marking the end of the runway and my next hurdle (physically) was a line of trees 1,000feet off the departure end of Runway 16. All I knew was we were flying and so I directed the gear to be retracted and the flaps to be moved from Flaps 20 to Flaps 10 as I pulled even harder on the controls. I must say, those trees were beginning to look a lot like those brushes in the drive through car washes so I pulled even harder yet! I think I saw a bird just fold its wings and fall out of a tree as if to say "Oh just take me". Okay, we cleared the trees. As we started to actually climb, at only 100 feet per minute, I smelled something that reminded me of touring the Heineken Brewery in EuropeI said "is that a skunk I smell?" and the veterans of shuttle carrying looked at me and smiled and said "Tires"! I said "TIRES??? OURS???" They smiled and shook their heads as if to call their Captain an amateur...okay, at that point I was. The tires were so hot you could smell them in the cockpit. My mind could not get over, from this point on, that this was something I had never experienced. Where's your mom when you REALLY need her?

The flight down to Florida was an eternity. We cruised at 250 knots indicated, giving us about 315 knots of ground speed at 15,000'. The miles didn't click by like I am use to them clicking by in a fighter jet at MACH .94. We were burning fuel at a rate of 40,000 pounds per hour or 130 pounds per mile, or one gallon every length of the fuselage. The vibration in the cockpit was mild, compared to down below and to the rear of the fuselage where it reminded me of that football game I had as a child where you turned it on and the players vibrated around the board. I felt like if I had plastic clips on my boots I could have vibrated to any spot in the fuselage I wanted to go without moving my legs...and the noise was deafening. The 747 flies with its nose 5 degrees up in the air to stay level, and when you bank, it feels like the shuttle is trying to say "hey, let's roll completely over on our back"..not a good thing I kept telling myself. SO I limited my bank angle to 15 degrees and even though a 180

degree course change took a full zip code to complete, it was the safe way to turn this monster.

Airliners and even a flight of two F-16s deviated from their flight plans to catch a glimpse of us along the way. We dodged what was in reality very few clouds and storms, despite what everyone thought, and arrived in Florida with 51,000 pounds of fuel too much to land with. We can't land heavier than 600,000 pounds total weight and so we had to do something with that fuel. I had an idea...let's fly low and slow and show this beast off to all the taxpayers in Florida lucky enough to be outside on that Tuesday afternoon. So at Ormond Beach we let down to 1,000 feet above the ground/water and flew just east of the beach out over the water. Then, once we reached the NASA airspace of the Kennedy Space Center, we cut over to the Banana/Indian Rivers and flew down the middle of them to show the people of Titusville, Port St. Johns and Melbourne just what a 747 with a shuttle on it looked like. We stayed at 1,000 feet and since we were dragging our flaps at "Flaps 5", our speed was down to around 190 to 210 knots. We could see traffic stopping in the middle of roads to take a look. We heard later that a Little League baseball game stopped to look and everyone cheered as we became their 7th inning stretch. Oh say can you see...

After reaching Vero Beach, we turned north to follow the coast line back up to the Shuttle Landing Facility (SLF). There was not one person laying on the beach...they were all standing and waving! "What a sight" I thought...and figured they were thinking the same thing. All this time I was bugging the engineers, all three of them, to re-compute our fuel and tell me when it was time to land. They kept saying "Not yet Triple, keep showing this thing off" which was not a bad thing to be doing. However, all this time the thought that the landing, the muscling of this 600,000 pound beast, was getting closer and closer to my reality. I was pumped up! We got back to the SLF and were still 10,000 pounds too heavy to land so I said I was going to do a low approach over the SLF going the opposite direction of landing traffic that day. So at 300 feet, we flew down the runway, rocking our wings like a whale rolling on its side to say "hello" to the people looking on! One turn out of traffic and back to the runway to land...still 3,000 pounds over gross weight limit. But the engineers agreed that if the landing were smooth, there would be no problem. "Oh thanks guys, a little extra pressure is just what I needed!" So we landed at 603,000 pounds and very smoothly if I have to say so myself. The landing was so totally controlled and on speed, that it was fun. There were a few surprises that I dealt with, like the 747 falls like a rock with the orbiter on it if you pull the throttles off at the "normal" point in a landing and secondly, if you thought you could hold the nose off the ground after the mains touch down, think again...IT IS COMING DOWN!!! So I "flew it down" to the ground and saved what I have seen in videos of a nose slap after landing.

Then I turned on my phone after coming to a full stop only to find 50 bazillion emails and phone messages from all of you who were so super to be watching and cheering us on! What a treat, I can't thank y'all enough. For those who watched, you wondered why we sat there so long. Well, the shuttle had very hazardous chemicals on board and we had to be "sniffed" to determine if any had leaked or were leaking. They checked for Monomethylhydrazine (N2H4 for Charlie Hudson) and nitrogen tetroxide (N2O4). Even though we were "clean", it took way too long for them to tow us in to the mate-demate area. Sorry for those who stuck it out and even waited until we exited the jet.

I am sure I will wake up in the middle of the night here soon, screaming and standing straight up dripping wet with sweat from the realization of what had happened. It was a thrill of a lifetime. Again I want to thank everyone for your interest and support. It felt good to bring Atlantis home in one piece after she had worked so hard getting to the Hubble Space Telescope and back.

Triple Nickel
NASA Pilot
Captain Henri D. (pianoman)





After four years of building this beautiful monster from plans, John Cutler flew his 1/3 scale Baby Bowlus on 6/30/2012! It's making a greaser at Camp Pendleton. This Baby is B-I-G. Good going John! John Clark photo



That's Alphonso Alvarez at the controls on July 4, 2012. His heli is at the top right hand corner of the picture.



Pete Goulding on the Fourth of July with his beautiful scale heli.

Joe Buko 2 photos



Barbi's cousin



David Long



Jason Snyder

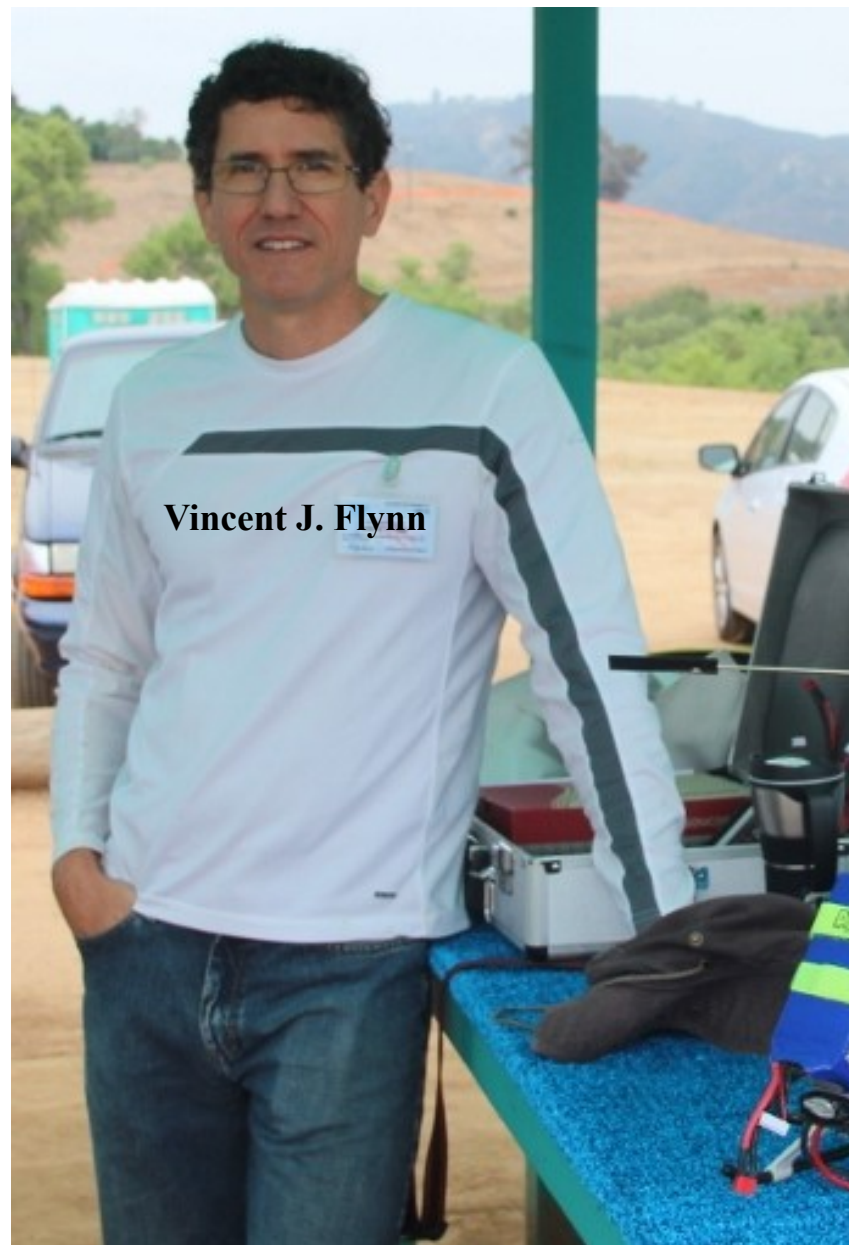


Mike Aliano

Johnny Shirk



Don White flies his inverted heli on 7/4/2012.



Vincent J. Flynn

JULY 4, 2012 ANNUAL CLUB PICNIC + OUR 57TH PALOMAR R/C FLYERS BIRTHDAY!



Cook and board member Ron Schuyler serves board member Alan Wolstenholme. Lou Governale is next in line and Mrs. Kay Wajdak is next. John Buck M.D. is the man with sunglasses.

Joe Buko photos





Elli Hill helped to set the tables with Ethel Burke on July 4th. Joe Buko photos



Thomas Harleman

Irene Cirillo



Beverly Andersen

Thomas Harleman

Richard Andersen Joe Buko photos



Irene Cirillo

Hahn Demore



Board Member David Drowns

Steve Kallam

Roger Cosio



Charles Wajdak

Lou Governale



Board Member Denver Bates ran the fun-fly on the 4th of July. Thanks Denver!

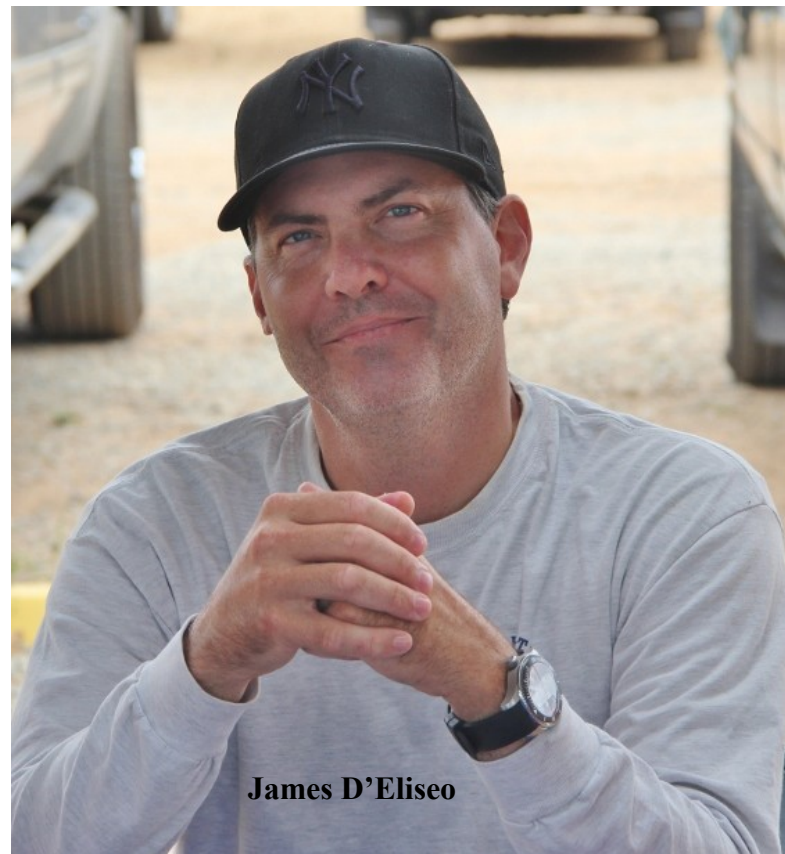


Robert Broughton

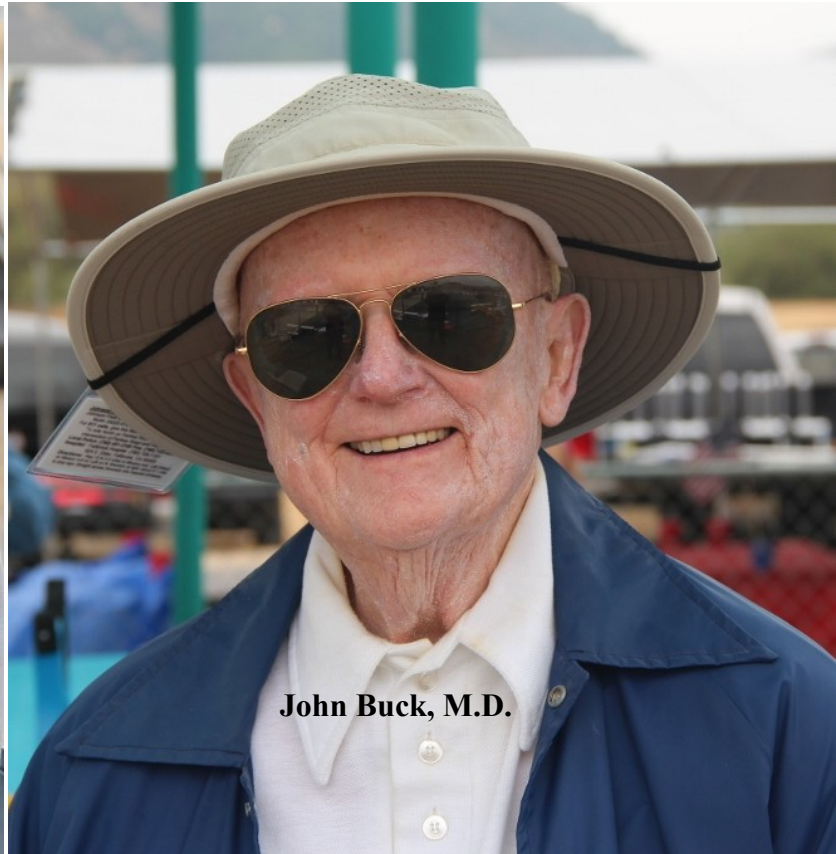
Frank Burke



Our runway was re-sealed and re-stripped on June 29, 2012 by Pat Drowns Paving. It looks terrific. We'll be here at this great field for 3 to 5 years more. Photo taken on July 4, 2012. Joe Buko photos



James D'Eliseo



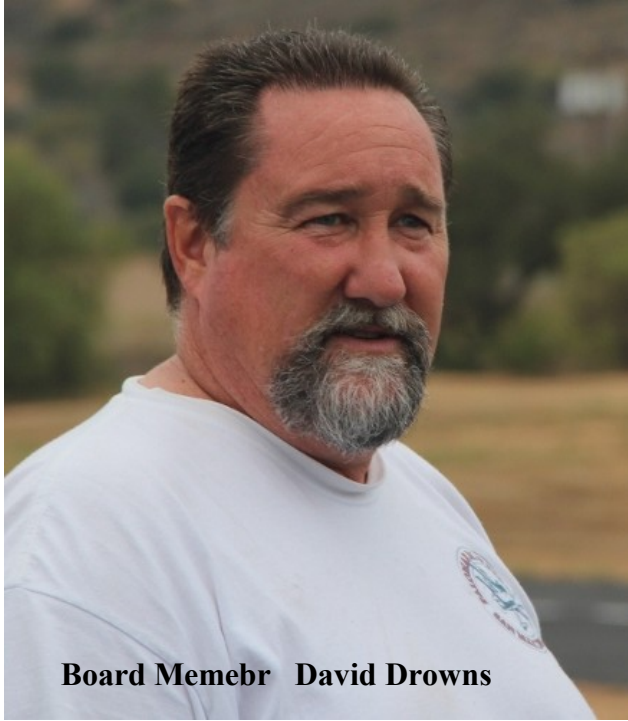
John Buck, M.D.



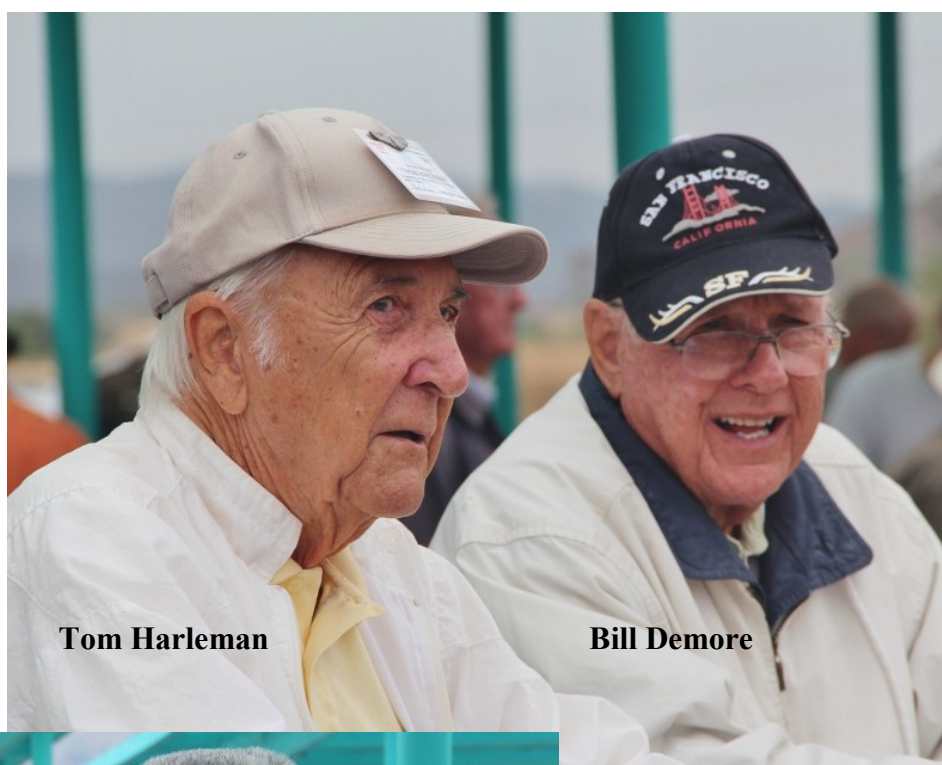
President Emeritus George Dawe on the 4th of July



Evan Davidson



Board Memembr David Drowns



Tom Harleman

Bill Demore

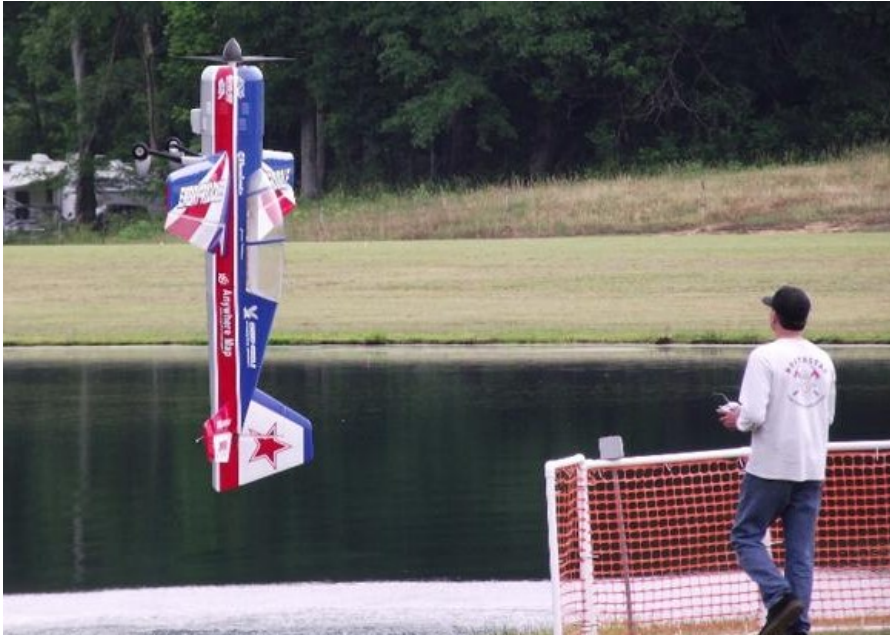


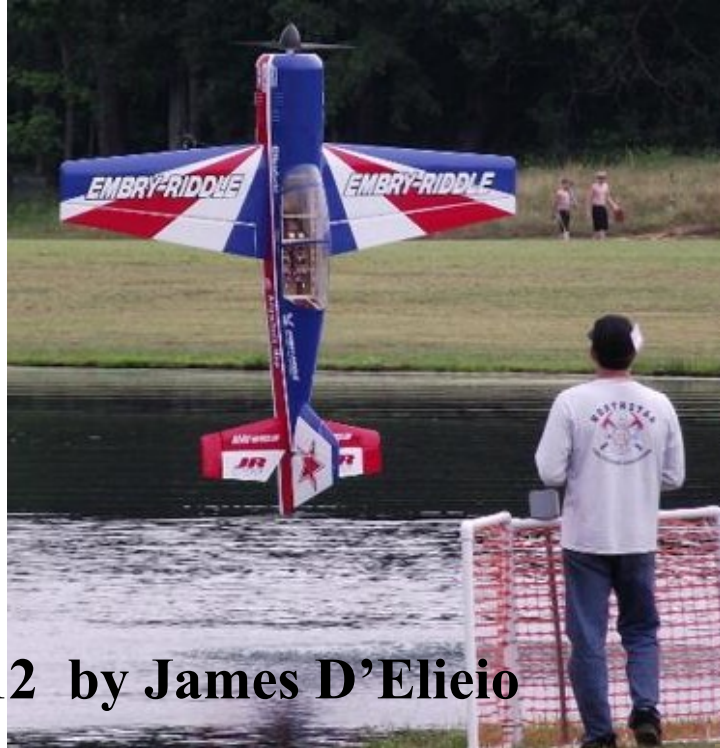
Ian Maclaughlin with a prospective new member Paul
Joe Buko photos



Board Members Ron Schuyler and Don Wadlington with Scott Holmes in the background

More photos from Joe Nall. That's James D'Eliseo at the controls. Some photos were taken by James, and others were taken by Curtis Jones from Texas.





Joe Nall 2012 by James D'Elieio



Note Well: The plane in the drink does **NOT** belong to James D'Eliseo.

Note all the flap servos!





Dave Fillet flies these two unusual planes. The Big Bee and the Paralight which is from Israel. The Paralight has a parafoil of 78.5" and is a pusher. It climbs when the throttle is advanced and descends when the throttle is closed. Right and left is accomplished by activating a lever which pulls on each side of the parafoil lines. It flies well.

The Big Bee is a handful to fly because it is so short coupled. It takes off almost immediately with little or no run. Since the wing is a huge plate, it is affected by wind gusts and turbulence.

July 17, 2012

Joe Buko photos



Secretary Don Wadlington flew Dave Fillet with the parafoil. Here he is coming in for a landing which didn't go too well. Dave hit fairly hard because of the small wing area. He's going to get a larger wing for the next try. It was the most memorable flight we've ever seen at Johnson Field! Don remarked that Dave forgot his helmet. July 17, 2012.



Ernie Emory flew his Super Sportster on July 17, 2012. Photos taken @ 1/4000 second!

Joe Buko photos

July 19, 2012 Club Meeting



Richard Andersen receives an award from V.P. Dave Truax. (he was acting president just for the meeting) for having been in the club longer than anyone else! He has been a member since 1975! That was in the day of the famous Willams Brothers, Larry and Granger. He received a life-time membership and a \$50 gift card to Souplantation. He and his wife, Beverly attended tonight's meeting. Good going Rich!



Scott Dedic spoke about the 4-day Heli-freak event coming up Oct. 4-7th at our field where we expect 200 heli pilots!



Jeri and Sean O'Connor



Ethel Burke and Tom Johnston

Joe Buko photos



Welcome new members, Charles and Chuck Riley, member #'s 201 and 202!



Tom Johnston admires Marv Clemens' Bleriot X, pronounced 10, not X, because it's a Roman numeral. Marv won Model-of-the-Month.



LAKE POWAY SKIMMERS
AMA CLUB #2676

A Beautiful & Convenient
RC Float Flying Site

LAKE POWAY RECREATION AREA
14644 Lake Poway Road
Poway, CA 92064

lakepowayskimmers.org

Ron Stoddart gave a presentation on the Poway Skimmers while Bob Sentryz ran the Power-point projector. This was the title page of their informative and well presented talk. Thanks so much for your fine work.

Marv scratch built this plane from the plans he drew. His signature skeleton pilot is in the cockpit. As Don Wadlington says, "It looks like what Wilbur Wright would look like if he were still around today." Marv, you rock! This is an electric powered biplane with wood colored veneer pasted on the servos. Joe Buko photos





Marv Clemens on the left accepting the Model-of-the-Month Award from V.P. Dave Truax. Joe Buko photos



Richard McCool won our \$50. door prize!





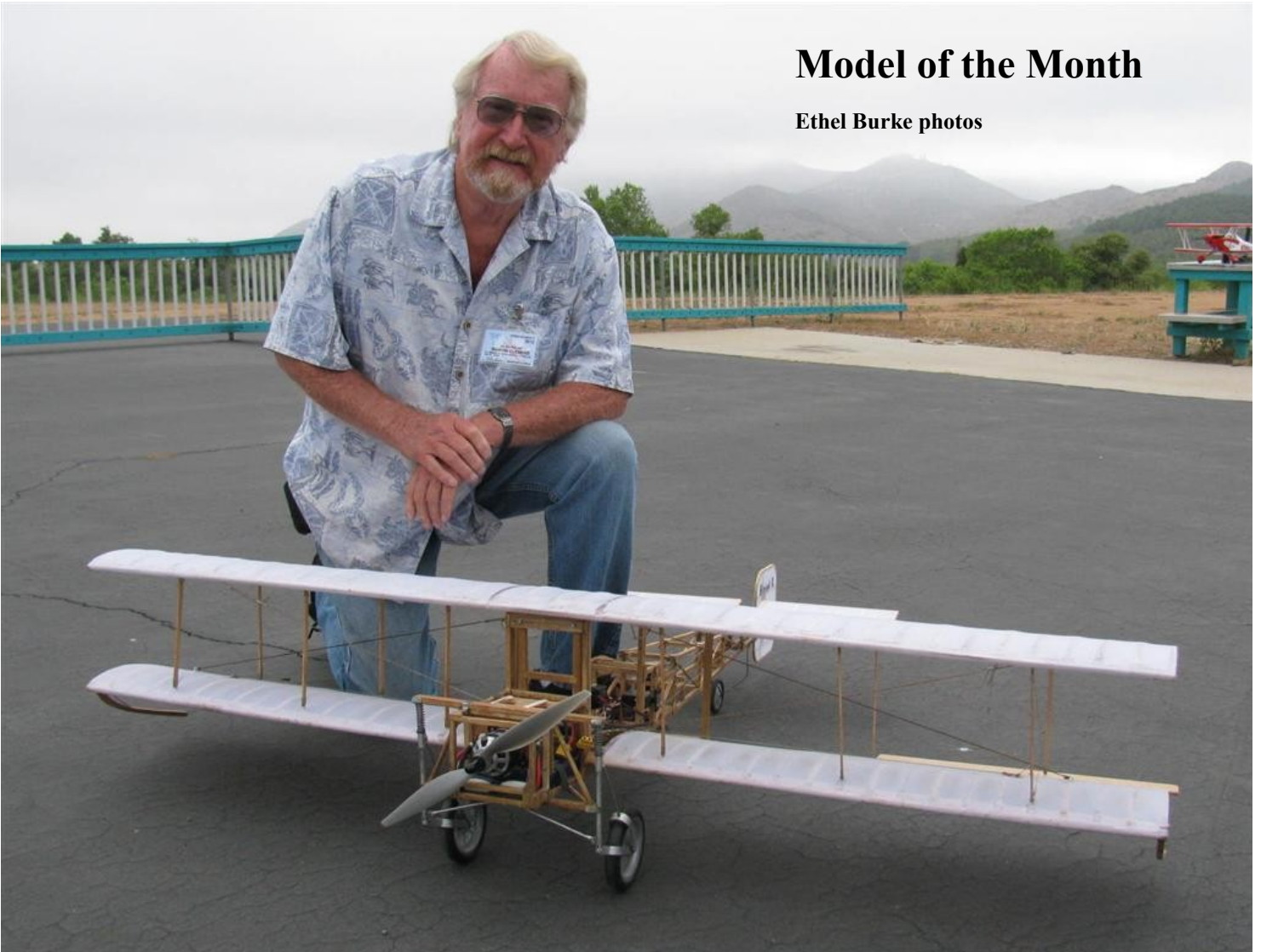
Marv Clemens presenting his Bleriot X to the members for which he won Model-of-the-Month for July 2012.

Lucien Miller developed this surveillance, 4 motor electric helicopter which can be assembled in 3 minutes. He designed it for law enforcement and military use. Depending on the electronics, it will cost between \$20,000 to \$40,000 per copy. A pilot controls flight while an associate controls the on-board camera. It weighs 10 lbs. but each motor develops 6.5 lbs. of thrust. It can hover at 40% power and stay aloft for 30 minutes. Additional batteries can extend its time aloft. If the radio-control components were to fail in flight, its GPS system would safely fly it back to its starting point! This is a marvelous heli. Great going Lucien!!! Joe Buko photos



Model of the Month

Ethel Burke photos



Model of the Month for July was awarded to Marv Clemens for this scratch-built model of a 1909 Bleriot-X bi-plane. It is built with all poplar wood doweled at the joints with hand-made hardware and suspended landing gear. The wings are covered with rayon fabric and have functioning wing tip skids. The wingspan is 60 in. with 12.5 oz. per sq. ft. wing loading, weight is 6.5 lbs., and has 5055 electric motor with 6 cell 4000 mAh battery pack. Marv draws up his own plans, often with no more than a picture for reference.

Hosting the Young Adventurers @ our Field July 21, 2012



Part of our community service is our annual / semi-annual hosting of the Young Adventurers at our field. We introduce them to the fun of flying airplanes, both radio controlled and rubber powered. We provide a noon BBQ. It's a lot of fun for the folks who attend. Joe Buko photos



President Bill Hill demonstrating how to assemble a rubber powered Sky Streak



After their arrival, president Bill Hill orients them to the schedule of events planned for them.



Instructors Butch Abongen, Arnon Brouner, Dave Drowns and Dennis Newbeck take the youngsters up for training flights on buddy-boxes. This is the highlight of the day for most of them. Joe Buko photos



Instructor Arnon Brouner with Lucero Astoraga on the buddy-box



Instructor Brian Juarez prepares a club trainer for flying



Chris Salanga helped by getting the planes ready for their next flight. Butch Abongen, on the right, instructed the participants to fly.



Butch Abongen Dennis Newbeck Josef Murek



Ron Schuyler acted as cook for the troops.



President Bill Hill orients the members of the Young Adventures Joe Buko photos



Instructor and board member David Drowns teaching the Young folks how an airplane flies with a radio.
Joe Buko photos

As Seen @ the Field by Ethel Burke



The next 12 photos were taken by Ethel Burke.



Chuck's Sea King heli

Chuck Emigh (*on right*) brought 3 of his electric planes out to fly. He has a P-51 Mustang from Banana Hobby Shop with a 63 in. wingspan using 4-cell 3300 mAh battery; Zero with a 47 in. wingspan using 4-cell 2500 mAh battery; and he also flies a Sea King Navy heli as seen on the Midway used for search and rescue. It is a T-Rex 500 that drops a parachuter and it uses a 6-cell 2500 mAh battery. Chuck's friend, Dennis Gardner, (*on left*) flies the Red Tail P-51 Mustang from Hangar 9. It is powered by a 46 Evolution 2-stroke glow engine and has a 50 in. wingspan.



Evan Davidson has a new ARF 60 size U-Can-Do from Great Planes. It is powered by a Magnum 91 four-stroke glow engine with a 14 x 6 prop. The wingspan is 65 in., wing area is 1072 sq. in. with a 16 oz. wing loading.



John Cutler is flying this Extra 300 SHP purchased from Dave Litaker after he repaired it from someone else's damage. All the lettering was made from the use of my wife's craft card cutting machine using Ultracote and cost me nothing! Thanks, wife! Plane is covered with white Monokote and the rest is Ultracote. It is powered by a DLE-55 gas engine with LiFe battery weighing about 17 lbs. and is flown with J.R. radio.



Jim Truett is flying this new Corsair from Hangar 9. It has a wingspan of 57 in; wing area is 620 sq. in.; fuselage is 45.5 in.; and it weighs 8 lbs. It is powered by a Saito 115 four-stroke glow engine running a 14 x 6 prop.

Joe Villarreal is flying this de Havilland Beaver DHC-2. It is powered by a Saito .72 four-stroke engine running a 13 x 8 prop. The wingspan is 63 in. and it weighs 6 lbs. 13 oz.



Roy DeMille has a new Alpha 40 from Hangar 9. It has a wingspan of 63 in. It flew great on its maiden flight with an electric 45 Bigfoot motor, 60 amp ESC, and 4000 mAh LiPo battery



Frank Burke is flying this P-51B Mustang by Sig Models. The air frame was purchased from Ed Ramsey. It is powered by a Saito 100 four-stroke glow engine with Electro Dynamics on-board glow and uses Robart air retracts. The wingspan is 67 in. with a wing loading of 28 oz. and weighs 9 lbs. 7 oz.



Marc Guerra flies this Yak 55 by Goldwing and purchased from General Hobby. It is powered by a DA-50cc gas engine with a 22 x 10 Xoar prop. It has a wingspan of 88 in. and he is using all Hitec 7955 servos with LiFe batteries weighing in at 16 lbs. Marc is a member of our club as well as Hemet, Menefee, and is the current President of the Temecula Valley Flyers



Varley Longson has put together another new Extreme Flight Edge 540T. It is powered by a DA-50cc gas engine with a 23 x 8 Xoar prop and carbon fiber landing gear. It has an MTW tuned pipe tunnel exhaust, Hitec digital servos, and a Smart Fly power system. The wingspan is 88 in., fuselage length is 85 in., wing area is 1450 sq. in. with a 31 oz. wing load, and weighs 19 lbs.10 ozs.

Pancho Castillo on far right checks out wing on P-51B model as he prepares to fly his planes. He had 5 electric warbirds from his fleet out for this fly day with several sets of batteries. (two P-47 Thunderbolts and three P-51 Mustangs).





Chuck Micheli had a successful maiden flight with this new Ryan ARF from Black Horse Models. The wing-span is 70.8 in. It is powered by an OS-91 two-stroke glow engine running a 16 x 6 prop. It is flown with a JR-8103 radio.



This photo was taken 60 years ago! The boy on the right is a club member and at age 12, he designed and built the six foot free flight bi-plane. He is holding a Yak profile U-control combat plane. Answer to who it is, is on p.37.

A Day out with my Son by Graham Lloyd (in England) Photos and story by Graham

On Friday the 20th of July I had a great day flying, the sun was shining and there was little wind. I know that you had rain at the end of the day, but that did not spoil my day that I would like share with you. My son Mark who was in the RAF is now back at uni studying to be a lawyer. He did the normal training to be a fighter pilot starting with the Tucano, moved on to the Hawk jet and then joined number two squadron flying the Tornado. After he left the RAF he got his PPL (private pilot license) with a little help from the RAF and he was now in a position to take his dad flying, not at 600 plus MPH but a more sedate 120 knots! The trip was planned and we both prayed for good weather on Friday, I should tell you that we had to have good weather on the Wednesday as well as Mark was being checked out on the Bulldog that we were going to use on the Friday trip. The planned trip was as follows:

Leave Kemble at 0930hrs an airport close to Bristol where my son now lives. Then on to Goodwood. The flying route we took was via Newbury. Before landing at Goodwood we made a detour to Porthole to see who was flying. We flew over the barn twice with nobody saying DON'T FLY OVER THE BARN, well, if it was said, I did not hear it. Then on to Selsey where we did some aerobatics over the sea, rolls, loops and a stall turn. Let me tell you we pulled 4g in the loop, I am surprised our poor little planes stand up to this sort of punishment. We were not allowed to do a spin because we had not taken parachutes. Well that's the rule, and as we had flown over the barn twice we thought that was enough rule breaking for one day.

So it was on to Goodwood where we picked up my wife who got a flight with her son to see Hayling Island and the surrounding area. Was she a happy bunny. Lunch at Goodwood and off again to Kemble, we did this via the barn again, just could not resist it, did a few more aerobatics over Selsey then followed the coast for a while before heading to Beaulieu where there were a number of lads flying. Then it was off to Compton Abbas, Wells Mast, Bristol, Bath race course and home to Kemble. As you might imagine it was a great day, and the weather was perfect, I cannot think of a better way to get rid of 200 Lt's of fuel. I have added a few pictures of this super day out. **Graham Lloyd**

My wife ready to take off from Goodwood.



Take off from Goodwood



Landing at Goodwood



Nice Goodwood



Hayling Island



Porthole



DARRELL	ALBERT	125.00
ALFONSO G.	ALVAREZ	125.00
DENVER P.	BATES	125.00
SCOTT R.	DEDIC	125.00
DAVID	DROWNS	125.00
BILL	HILL	125.00
LARRY	HUFFORD	125.00
VARLEY	LONGSON	125.00
CHARLES	MICHELI	125.00
DENNIS P	NEWBECK	125.00
GLENN	POHLY	125.00
MICHAEL	RAPP	125.00
RONALD	SCHUYLER	125.00
DAVID	TRUAX	125.00
DON	WADLINGTON	125.00
W. ALAN	WOLSTENHOLME	125.00
KEVIN	GEISS	120.00
BRIAN	JUAREZ	120.00
GARY S	KAPLAN	120.00
GEORGE	DAWE	110.00
TIM	HITCHCOCK	110.00
JOHN D	McLEAN	110.00
TODD	MELTON	110.00
BUTCH	ABONGAN	100.00
ARNON	BROUNER	100.00
EDWARD B.	RAMSEY	100.00
ALEX T.	RAPP	100.00
SCOTT	PAGE	90.00
BOB	WARNER	90.00
SCOTT	HOLMES	70.00
RAY	NEMOVI	70.00
G JOSEPH	VILLARREAL	70.00
TIM	WALDON	70.00
DONALD L	WHITE	70.00
BOB	BARRIE	60.00
PANCHO	CASTILLO	60.00
ROBERT R.	FRAZIER	60.00
PETE	GOULDING	60.00
JOHN D.	HARTSELL	60.00
SEAN	MELTON	60.00
MANFRED J	MUREK	60.00
CRIS D	SALANGA	60.00
VIRGIL	BENTON	50.00
WILLIAM	BENTON	50.00
ELLIS	CHEE	50.00
ROGER A.	COSIO	50.00
VICTOR	LANZ	50.00
JACK L	McDANIEL	50.00
JOHN	SHIRK	50.00
TIMOTHY	WESSELMAN	50.00
ROBERT	BROUGHTON	30.00
JOHN	CLARK	30.00
TOM	MINEGAR	30.00
FRANK	BURKE	20.00
ROGER D	COSIO	10.00
ERNEST	EMERY	10.00

Palomar Dollars by Varley Longson as of July 25, 2012

If you have volunteered and have not been credited, kindly let Varley know. Thanks.

For Sale

Bill Hill received a call from Sharon Louise who purchased a Spectrum DX5e 2.4 transmitter for her father who has since passed away. It is five channel. She wants to sell it and is asking \$50. for it. Her tel. # is:

760-420-7245

Answer: The name of the club member on page 34 is your editor!

Board Meeting Minutes, June 27th, 2012

Called to order:

The Meeting was called to order at 7:00 pm by the Club President.

Guests welcomed:

There was one guest in attendance, Patrick Pranica. Welcome Patrick.

Tractor Insurance update:

Insurance for the tractor was discussed at the previous Board meeting. Bill brought the subject up for discussion again tonight. Bill indicated that he had been in touch with Tom Minegar regarding the need and cost of insuring the tractor while in use by Club members. Tom estimated the premium to insure the tractor would be between \$1,500 and \$2,000 per year. A Board Member thought that our AMA insurance policy should include coverage for the tractor use. The Club has not carried this type of insurance in the past. There is some question whether it is needed at all. Bill will consult with George Dawe to get his opinion on the subject. Discussion on this topic will be continued at future meetings.

Runway reseal:

The runway will be closed for resealing Friday, June 28th. P.A Drowns will be performing the work which will include re-stripping. Varley will be at the field to allow them access at 7:00 am on Friday.

Financial report:

Varley gave the Treasurer's Report. He said, "We currently have a bank balance of \$28,118.34". "Expenses for the month's May and June were \$672.89". "Income from dues for the period was \$900.00". "This resulted in a net increase of \$227.11 to the Club". "Membership is now 199".

Young Adventurers update:

Palomar RC Flyers will host the members of The Young Adventurers Club at the flying field on Saturday, July 21st. Bill will also invite Cap Squadron 714 to participate in the event as well. The Club will hand out Sky Streaks to all the youths. Come out and enjoy the fun.

4th of July Picnic:

The annual July 4th picnic is fast approaching. Plans for the day include: A Fun-Fly contest, a hotdog and hamburger picnic, and open flying to everyone in attendance. Come out and celebrate the holiday.

Swap Meet update:

We are planning to have a Swap Meet/Open house on August 18th. We will be providing spaces to those who would like to sell RC related items. A day of open flying is also planned. Our Vice President, Dave Truax, will be teaming up with Scott Dedic, our Heli chairman to distribute flyers and notify other clubs in the area of the event.

Flying site rule discussion:

A discussion took place concerning Flying Site Rule 11-D. This section pertains to the white line across the runway, referred to as the "flight line". The Board considered changing the language concerning the rule. But, after a round table discussion, decided to leave the wording as written in the Flying Rules Document.

Recognition of Member:

The Board discussed long time member, Richard Anderson. Richard has been a member of our Club for over 37 years now. The Board feels his membership deserves recognition. Therefore by unanimous vote, the Board has decided to present Richard with a plaque commemorating his tenure as a member of Palomar RC Flyers. In addition to this, we are including a gift card for Richard and his wife, Beverly, to enjoy a dinner provided by the Club.

The meeting was adjourned at 8:15 pm.

General Membership Meeting Minutes, July 19th, 2012. By: Don Wadlington

Call to order

The Meeting was called to order at 7:15 pm by Vice President, Dave Truax.

Welcome visitors and guests

The Members welcomed Chuck and Charlie Ryan to their first Club Meeting. Chuck and Charlie are our newest Club members.

Financial report

Varley gave the Treasurer's report. He stated that "the Club bank balance is now, \$24,686.99. Income from dues for 2012 is \$17,505, compared to \$19, 480 for all of 2011. Membership is now 200.

Old Business

1. A big "thank you" to all that came out and made the 4th of July picnic a great time. A special thanks to those that helped put on the event . Including, the Ladies that provided the great salads and Joe Buko for the cherries and cookies. If you helped at the picnic and are not on this month's Palomar Dollar list, let Bill know so that you may receive credit for your efforts.

2. The Young Adventures will be coming out to the flying field this Saturday, the 21st. Please come out and participate in the event. We will be cooking lunch. Palomar dollars will be awarded to those that can help . The field will be closed to open flying during the event.

New Business

1. The annual Club Swap Meet / Open House will be on August 18th. Help is needed for promoting and running the event. Scott Dedic will be designing a flyer to be distributed to Hobby Shops in the area. If you can help, contact Dave Truax or come out on Saturday, August 18th at 7:00 in the morning.

2.

Member recognition: Outstanding Contributions or Achievements

1. A Special Life time award was presented to Rich Andersen. Joe Buko presented Rich with a plaque on behalf of Palomar RC Flyers to recognize Rich's 37 years as a Club member. In addition, Rich and his wife Beverly, will be dining out with a gift card provided by the Club.

2. Thanks to Chuck and Melony Machelli for providing the snacks at our meetings. Donations provide the funds to continue serving our refreshments Special Interest Group reports: Helicopters

Scott Dedic gave an update on the Helifreak event planned for October of this year. "Things are going well with the planning so far". A bigger turnout is expected this year over last. Volunteers are needed. If you would like to come out and help, contact Scott at: Scott.Dedic@am.sony.com.

Guest Speakers / Presentations

A presentation on the Lake Poway Skimmers, was given by Ron Stoddard and Bob Sentyrz. Ron and Bob are both members of the Club and fly regularly on Lake Poway. The fee to join the Club is \$20.00. Annual dues are \$18.00 there-after. The Club flies on Monday afternoons. Come out and join the fun.

Model of the Month and Award

This month's Model of the Month winner was built by Marv Clemens. His entry is a 1909 Bleriot X. Congratulations Marv.

Door Prize and Adjourn

The Door Prize drawing was held. This month's \$50 winner is Richard McCool.

The meeting was adjourned at 8:50 pm.

Don Wadlington, club secretary

Call to Order

The Meeting was called to order at 7:00 pm by Bill Hill.

Guest Speakers / Presentations

Lucien Miller, Tom Atwood and Scott Dedic were at the Meeting and presented a proposal to the Board to organize a “Multi Rotor Funfly” event for next year. Tentative dates proposed are March 22 through 24 of 2013. This would be the first event of it’s kind anywhere. They documented the expanding interest in this type of aircraft, and the lack of venues for enthusiasts. The Board had a question and answer session with them about their proposal. Although no decisions were made on the details as yet, the Board did vote to accept the Proposal and research the feasibility of hosting such an event next year.

Financial Report

Varley gave his report on finances to the Board. We currently have \$24,525.87 in our bank account. We had expenses of \$4,123 last month. Mostly from the July 4th picnic and runway re-seal job. Income for the month was \$415. Membership is now 202.

Old Business

1. Dave Truax gave an update on plans for the Annual Swap Meet / Open House coming up on August 18th. Dave and Scott Dedic are distributing flyers and emailing all the Clubs in our area to invite them to participate. Sellers spaces are \$5.00.

2. Scott Dedic continued to update the Board on plans for the Helifreak fun-fly. 70 days to go until our biggest event of the year. A lot was learned from last year and will help shape this year’s event. Safety will be the main concern. Buffer zones will be strictly enforced again this year. Flood lights will be in use to illuminate the runway at dusk. Golf carts will be used to transport pilots and other individuals around the site. The food service has been worked out and everything is coming together nicely. Set up takes place starting on Wednesday and volunteers are needed. Come out to help and earn some Palomar Dollars.

3. Bill reported that the Young Adventure event was a big success. We hosted twelve or so youths and their sponsors. The North County Times had a reporter in attendance and will be including an article in their next edition.

New business

1. Bill Hill brought up the subject of “flying courtesy” at the field. Some members fly with little regard for other pilots who might be in the air at the same time with them. We have guide lines in place to ensure a safe flying environment. Bill will talk about these and other suggestions in the President’s Column of this month’s Transmitter. The topic will also be discussed at the August General Membership Meeting.

2. Dave Truax discussed the fire potential of Lipo batteries. He recounted postings on the internet describing the loss of flying sites due to repeated fires from the batteries. Although we have not had any serious incidents at our field, the potential is there. Members will be reminded of the increased fire potential this time of the year at next month’s meeting.

3. The continuing effort to locate a future flying site was discussed. A couple of locations are still possibilities. Bill continues to keep in touch with the County of San Diego on availability of acreage in our area. The prospect of merging with the Rincon field was brought up. The search will continue.

Adjournment

The meeting was adjourned at 8:55 pm.



July 26, 2012 Frank Nemetz and John Cutler feeling his oats! Richard Mack with his new electric Tiger Moth



Joe Buko photos



John Cutler and his 15' beautiful, scratch built Baby Bowlus at Camp Horno on Camp Pendleton on July 28, 2012



Tom Minegar flew his 1/3 scale 85 cc powered Citabria to tow sailplanes high into the sky on 7/28/2012 @ Camp Horno on Camp Pendleton, CA. The area used to fly from is a seldom used, paved heli field about 850 feet long.



The translucence of John Cutler's scratch-built 1/3 scale (15 feet) Baby Bowlus is spectacular! Great going, John!
Joe Buko photos

Club Directory

CLUB OFFICERS

PRESIDENT	Bill Hill	760-738-0644
VICE PRESIDENT	David Truax	760-747-3485
SECRETARY	Don Wadlington	619-992-2940
TREASURER	Varley Longson	760-723-1335
BD MEMBER	Denver Bates	760-728-2880
BD MEMBER	Scott Dedic	858-674-4624
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Charles Micheli	760-489-5615
BD MEMBER	Darrel Albert	760-741-2505
BD MEMBER	Ron Schuyler	760-940-0408
BD MEMBER	Alan Wolstenholme	760-749-9259

CLUB OPERATIONS

Membership

	Glenn Pohly	858-414-9749
	Varley Longson	760-723-1335

Advertising	Bill Hill	760-738-0644
Newsletter Editor	Joe Buko	760-726-8831
WebMaster	Barry Hirschberg	760-635-0025

SPECIAL INTEREST GROUPS

RC Combat Chairman	Darrell Albert	760-741-2505
Helicopter Chairman	Scott Dedic	858-674-4624

LOST AND FOUND

Vacant	760-727-4574
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HEAD INSTRUCTOR

Dennis Newbeck	760-297-1134
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SAFETY COORDINATOR

Todd Melton	760-305-8983
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INSTRUCTOR LIST

Arnon Bourner	Basic Flight	858-385-0807
Butch Abongan	Basic Flight	760-855-2162
David Drowns	Basic Flight	760-740-1715
Todd Melton	Basic Flight	760-305-8983
Glenn Pohly	Basic Flight	858-414-9749
Tim Hitchcock	Basic Flight	760-458-8961

Please direct correspondence to:

**PALOMAR RC FLYERS, Inc.
P.O. BOX 141
SAN MARCOS, CA 92079**

Fax :909-679-7465

E-MAIL: info@palomarrcflyers.org

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President Bill Hill



Vice President David Truax

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**Treasurer/Membership
Chairman
Varley Longson**



Secretary Don Wadlington

Club Board Members



Alan W. Wolstenholme



Charles Micheli



Scott Dedic



Darrell Albert



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★ New Products ★ Deals ★ Events ★ Coupons ★

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