



AMA Charter #141

October 2008

Transmitter

The Newsletter of the Palomar RC Flyers

RC Web Site — www.PalomarRCFlyers.org

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

October 2008 President's Column

It's October! We are getting near the end of the year. With the end of the year comes the final club contests and sponsored events, budget talks, officer nominations and of course Christmas/Holiday dinner.

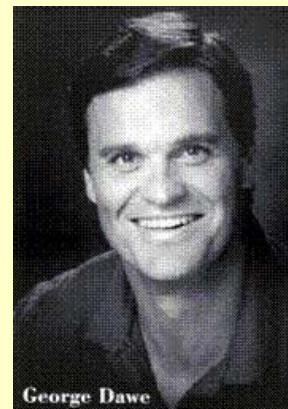
Ok, the first shall be last! It has been reported to me by our Vice President, Curtis Kitteringham, that he, and Secretary David Truax, have finished the arrangements for the Christmas/Holiday Dinner. An announcement should appear in this issue letting you know how much the tickets will cost and when and where you can purchase them. This year as in the recent past, the dinner will be catered. The meal will feature Turkey and either Roast Beast or Ham with all the trimmings so buy your tickets!

Of course the month of October brings Officer and Board of Director nominations to the floor of the general meeting. I encourage all of you to run for an Officer or Board position. I hope we will have many nominations for all positions to insure we have strong leadership to lead the Club forward!

By the time you read this newsletter, this coming Saturday, October 11, 2008, will have seen two Palomar R/C Flyer events. The first is the Church display at Tom Johnston's Church, Savor South Melrose. The second is the Aviation Merit badge/Fly in for Boy Scout Troop 708. I will report on both of these events next month and have some photos to share!

Many of you may have noticed that the Car Track stand is gone! Alas we have complied with the County of San Diego's directives, at least so far as the Car track was concerned! That leaves us a work party to schedule for the Sunshade compliance. I believe we can do both the Fixed Wing and Helicopter field Sunshades in one weekend...if we get enough help! This will be our last scheduled work party this year! It is also one of the few remaining times you can earn Palomar Dollars! **The work party will start at 9 a.m., November 8, 2008.** Those that have a truck and wish to help with picking up tools and supplies such as the auger should contact me at the October general meeting!

That leaves the final Palomar Dollar opportunity as a volunteer judge and/or contest director assistant at the two day Pearl Harbor Classic event which will be held on December 6 & 7, 2008. This should be a big event! Not quite the size of our Helicopter event, but bigger than our WWI event. Both of those events were fantastic and I expect this event will be just as exciting and crowd pleasing as were those two events! If you haven't watched one, YOU need to see a combat event before you ring in the new year!



George Dawe

I want all of you to know that I finally made it to a Monday night Flight Instruction Class. Great Fun! Darrell Brought the Pizza and the students entertained all! I had another helicopter lesson and I can see by the level of participation, that this program progressed tremendously during the course of this year, thanks to Darrell Albert and his merry band of Instructors. While daylight savings time is over, informal flight instruction is always available through one of the instructors listed at the end of this issue of the Transmitter!

OK, now I am at the more difficult part of my article. As you know I posted the Board of Directors' call to raise the dues. The proposed raise is found elsewhere in this issue. The issue was discussed at length at the General Club meeting both before and after the break. The issue will be discussed again before the break of the October General meeting and the issue will be voted upon immediately, (First item of business) following the break. To that end, I asked Joe Buko, our Treasurer to publish an Income and Expense Report running from December 2007, (The time we take in most of our dues) through October 2, 2008. That report is published elsewhere in this issue of the transmitter.

Essentially, taken at face value, the report shows an income of only \$12,909.94 while expenses are Itemized at 19,985.13. This would indicate a deficit of \$7,075.19. However, the report on its face is not a true representation of expenses and income in 2009! Certain expenses contained within this report are "onetime" expenses that were necessitated by the County's demolition mandates. This totals almost \$2500.00 in one time expenses which we had this year that we will not have next year. Also we had \$2,240 in Car track expenses this year that we will not have next year. In other words, if you delete these "expenses" from the report, we actually are in the black!

Still the club has the right to decide the issue. To best do that, I felt a proposed 2009 "Budget of Expenses" was necessary and to that end. Every good corporation should have a budget and the members should know where there money goes and what makes the money. I submit the following:

Palomar R/C Flyers Proposed 2009 Budget

Field Maintenance:

Equipment (Tractor repair, new equipment, etc)	\$ 1,300.00
Fuel (tractor, weedeater)	\$ 150.00
Sanitation (Porta Potties, & Garbage/Trash disposal)	\$ 5,000.00
((\$2,500 Trash and \$2,500 toilets)	
Other un-identified field maintenance	\$ 500.00
½ of Runway Sealant (We need to seal every 2 years)	\$ 1,700.00
Fence (Right Side of Entrance)	\$ 1,200.00
<u>Other General Field Expenses (Cleaning supp, etc)</u>	<u>\$ 500.00</u>
Total Projected Field Expenses	\$10,350.00

Air Events:

Combat Budget	\$ 800.00
WWI Airshow	\$ 600.00

Helicopter Show	\$ 1,000.00
Boy Scout/ Youth events	\$ 300.00
Flights of Fancy	\$ 200.00
Fun Fly Events (Including Interclub)	\$ 300.00
4 th July Picnic	\$ 400.00
<u>Swap Meet</u>	<u>\$ 60.00</u>
Total Projected Event Expenses	\$ 3,660.00

Club Administration:

General Meeting Room	\$ 2,106.00
Board Meeting Room	\$ 1,330.00
Legal Expenses (Morrison & Assoc.)	\$ 500.00
Trophies (Mod of Month & End of Year)	\$ 300.00
Snacks	\$ 600.00
AMA Certification	\$ 130.00
Condolence gifts	\$ 250.00
Club Trainers	\$ 300.00
State & Fed Taxes	\$ 75.00
Newsletter	\$ 300.00
P.O.Box	\$ 40.00
Postage	\$ 100.00
Other Misc Office Supply	\$ 30.00
<u>Membership Processing Supplies</u>	<u>\$ 1,300.00</u>
Total Club Administration	\$ 7,361.00

GRAND TOTAL PROJECTED 2009 EXPENSES \$21,371.00

Now that we have the hard part out of the way, lets look at the other side of this budget, projecting the "Income" portion using this years (2008) income!

Dues:

Membership(Total including paid Nov & Dec 08 for 09)	\$ 16,000.00
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Air Events:

Combat	\$ 1,300.00
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Helicopter	\$ 2,337.00
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WWI Event	\$ 300.00
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Swap Meet	\$ 110.00
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Donations:	\$ 50.00
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Advertising:	\$ 800.00
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Uncategorized	\$ 15.41
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Snacks	\$ 619.64
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<u>X-Mass Dinner</u>	<u>\$ 320.00</u>
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TOTAL INCOME 2009 (Based on 2008 Actual Income)	\$23,377.64
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Projected 2009 NET	+\$ 2,006.64
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Now the club should remember we had a very modest income year in 2008. I expect, with the money I have included in our "Air" events for some advertising that we will do better in some of these events. I expect, if the status quo remains and you all re-up for another year that our dues intake will remain the same. It has not varied that much in 5 years. That means we should remain profitable. The club should be aware that the "Sanitation" (Toilets and Trash) expense is probably too high, as is the "fence" expense. Also I am tucking away ½ the sealant cost so it doesn't all fall on one year, and one administration...as it did this year! While we are spending money on certain flying contests, those contests have proven themselves to be profitable, and in the end make money for the club!

But there are those that would say a \$2000 profit is not enough and we should raise the dues. The other side, that opposes a dues increase has pointed out that we will drive members away by raising the dues and thus decrease our "dues income". Still the proponents of raising the dues argue that we do not want to get caught "short of cash", while the opposition argues that we are "a non profit" corporation. All are valid points! You will decide this issue at our October 08 General Club Meeting! Be there!

That's all for now! Fly safe...and avoid flying over Highway 15! Have fun in our great Hobby!

Your President,

BOARD MEETING

September 08

Called to order 7:00

Varley reported the sealing and striping on the runway is complete and we should be good for a few more years.

The work party for cutting the sunshade to county-legal size will be on Nov.8th-9th. Oct. 11th will be a Boy Scout Merit badge event at the field. Nov. 22nd will be the turkey Shoot and Fun fly.

Oct.25th will be the return of Pylon Racing. Classes will be Quickie 500, Sportsman trainer .46 size legal, Open B and SSC .15 size combat models. Performance Plus 15% fuel will be awarded to the class winners.

The auction at the Nov. meeting will be a fund raiser for the raffle at the club Christmas dinner. Donations for the auction or raffle will be graciously accepted.

Meeting adjourned at 8:30 pm

GENERAL MEETING

September 08

Meeting called to order 7:30 p.m.

George reported that the club made \$180 on the First Annual Dawn Patrol. The fly-in was very well attended, with most of the Gilman Springs club participating. Our Cub Scout event went over well and we have a Boy Scout merit badge event scheduled for Oct. 11th. We had 18 pilots at our Battle of Britain combat on Aug.16th. Todd Melton was presented with the winners silver cup by the previous champion, Butch Abongan. As we discussed proposed dues raise, Tom Johnston made a motion to raise the senior's dues to \$85 from \$75. George will put a special notice in the Transmitter so that it can be voted on at the Oct. meeting.

We need a volunteer to take over snack duties at club meetings. Talk to George for details. Robin Solomon will carry the ball for October's meeting but we need help after that.

We will have an auction at our Nov. meeting, and some of the proceeds will benefit the Christmas dinner and raffle. Donations to the auction and raffle prizes will be welcomed. The Christmas dinner will be held at the Senior Center on Dec.20th, starting at 7:00 p.m. Tickets will be available at the October meeting from Dave Truax. Please make checks out to PRCF.

John Hartsell's treasurers report:	Checking	\$731.75	
	Money Market Acct.	\$10570.96	
	Total assets	\$11302.71	cont'd

General meeting cont'd**Model of the Month**

Winner Bill Hill brought in an Air Kill combat P-51 kitted by Jeff Weiss. Bill converted this early combat favorite to E-power [of course] and did a beautiful finishing job on it.

Tim Waldon showed a Great Planes Cessna 182 ARF with an OS .40 four stroke and a Hi-Tech radio. It was a very attractive model.

New member Vince Talimas showed an E-power, ducted fan F-86. Vince added carbon fiber spars for strength to the under 5 lb. rocket.

Butch Abongan brought in a combat Spitfire that he and Terry Harner have been developing for quite some time. Butch said that the model may never be released because of the time needed to build each kit, but I hope they sell a few to friends, hint, hint.

Tamara Moreno brought in a model, that her and her husband Angel, suggest might be a popular choice for a club racer in pylon. The model is a .25 Air Cruiser by Bridi Airplane Co. The kit costs \$50 on the internet and they say it can be set up to be smooth and gentle or quick and agile. Angel also brought in a .25 size "Thang' that looked to be a close relative of a Pietnol [Pete and Paul]. Angel said it is another gentle flyer.

John Hartsell, standing in for the vacationing Joe Buko, won the attendance prize, an OS.25 FX engine. **It's good to attend the meetings.**

Raffle Winners:-

Space Walker ARF
Stick .40 ARF
Hi Tech Flite pac
P-47 Display model

Frank Bataglia
Curtis Kitteringham
Dennis Teason
Mario Delisi

Meeting adjourned 9:30p.m.

Banking Summary
12/1/2007 through 10/2/2008

Category Description	12/1/2007- 10/2/2008
INCOME	
Uncategorized	15.41
Advertising_Inc	800.00
Air Events_Inc-Air shows, fun fly, Combats, etc.	
Combat	
Other Air Events_Inc:Combat	1,143.28
TOTAL Combat	1,143.28
Donation-Charitable Donations - Cash	50.00
Helecopter	
Other Air Events_Inc:Helecopter	1,877.02
TOTAL Helecopter	1,877.02
Helicopter	
Other Air Events_Inc:Helicopter	460.00
TOTAL Helicopter	460.00
Mall Exhibit	231.00
TOTAL Air Events_Inc-Air shows, fun fly, C...	3,761.30
Car Track_Inc	
ROAR	190.00
TOTAL Car Track_Inc	190.00
Club Meeting_Inc	
Raffle	483.00
Snacks	455.50
XmasDinner	320.00
TOTAL Club Meeting_Inc	1,258.50
Dues	
Air	
2008	14,455.00
2009	610.00
TOTAL Air	15,065.00
Car	
2008	275.00
TOTAL Car	275.00
TOTAL Dues	15,340.00
Office Supplies_Inc	
Hats, Shirts, Decals, Etc.	-60.00
Other Office Supplies_Inc	-80.27
TOTAL Office Supplies_Inc	-140.27
TOTAL INCOME	21,224.94
EXPENSES	
Uncategorized	0.00
Air Events Combat	
Trophies	289.78
TOTAL Air Events Combat	289.78
Air Events_Exp-Air shows, fun fly, Combats, ...	
AMA Certification Fee	130.00
Combat	
Other Air Events_Exp:Combat	893.65
TOTAL Combat	893.65
Flights of Fancy	145.66

Banking Summary
12/1/2007 through 10/2/2008

Category Description	12/1/2007- 10/2/2008
FunFly	
Trophies	135.73
TOTAL FunFly	135.73
Helicopter	900.00
Mall Exhibit	520.00
Picnic	320.00
Tee-Shirts	637.88
Other Air Events_Exp	36.38
TOTAL Air Events_Exp-Air shows, fun fly, ...	3,719.30
Air Events_Exp-Mall Exhibit	276.85
Air Field_Exp	
Cleaning Supplies	24.82
Fencing	691.17
First Aid Supplies	25.73
Foam Keepers	3.81
Sanitation	1,643.39
Storage	373.95
Trash	1,460.00
Other Air Field_Exp	2,192.50
TOTAL Air Field_Exp	6,415.37
Bank Service Charge-Account Service Charge	51.00
Car Track_Exp	
Equipment	900.00
ROAR-Dues to ROAR	190.00
Sanitation	400.00
TOTAL Car Track_Exp	1,490.00
Club Meeting_Exp	
Corporate Board Meeting	1,810.00
Raffle	1,359.99
Rent	2,106.00
Snacks	668.12
Trophies	213.34
XmasDinner	212.69
TOTAL Club Meeting_Exp	6,370.14
Club Taxes-2005 State & Federal	50.00
Club Trainers	250.00
Dues refund	210.00
Gift of appreciation	128.02
Gift of Condolence	100.00
Maintenance	
Equipment	1,134.03
Fuel	94.95
Sanitation	204.72
Other Maintenance	499.00
TOTAL Maintenance	1,932.70
Newsletter	
Other Newsletter	154.98
TOTAL Newsletter	154.98
Office Supplies_Exp	
Membership-Membership cards, Equipment	1,279.20
PO Box Rental	40.00

Banking Summary
12/1/2007 through 10/2/2008

Category Description	12/1/2007- 10/2/2008
Postage	89.41
Other Office Supplies_Exp	22.09
TOTAL Office Supplies_Exp	1,430.70
Service Fee	12.00
TOTAL EXPENSES	22,880.84
OVERALL TOTAL	-1,655.90

CHRISTMAS/HOLIDAY DINNER

The club's Christmas Dinner and raffle will be held at the San Marcos Senior Center on Sat. Dec.20th, 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 over will be \$8.00. Your ticket will be good for dinner and entry to the door prize raffle for aviation themed memorabilia, candy and movie tickets. tickets will be available at the club meetings from Secretary Dave Truax or by mail from

Dave Truax
1312 Shadow Hills Dr.
San Marcos CA 92069

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SEEN AT THE FIELD**By Ethel Burke**

Bill Demore prepares for his 1st flight with an aerobatic airplane with this Sukhoi 26MX. It is powered with an OS-160FX glow engine and has a 72 in. wing span. This is a Carl Goldberg kit that was built by Varley Longson.



Varley Longson took a maiden flight on his new Yak 54 by Aeroworks. It is powered by a DA-50 gas engine and has all digital servos with an 85 in. wing span. He is using a JR-12X spectrum radio.

SEEN AT THE FIELD
Continued



A new Giant Super Sportster ARF from Great Planes was flown on its first day successfully by Dick Van Slyke. It has a Saito FG-36 gas engine and weighs in at 15 lbs. The wing span is 82 in. and the wing area is 1293 sq. in.

This is Dave Litaker's new Funtana 90 with a 72 in. wing span from Hangar 9. It is powered with a Hacker A-60 electric motor with a Phoenix 8 V-110 speed controller and a 10-S battery pack. He flies it with a Spectrum radio using a 22 x 10 electric prop. With carbon fiber landing gear, it weighs in at 13.5 lbs. Original decals



SEEN AT THE FIELD

Continued



Southerner & Fledermause) Well, the rain and the building continues here in England. I have attached photo of a new model. This is a Ben Buckle kit; plane is called the Southerner. It's powered by an OS15, has a 60 in. wing span, & just 3 channels. This is very much a builder's kit. All the parts are on printed sheets, you have to cut them all out, and there are a lot of them. Also have Fledermause flying.

Graham Lloyd

Here is Mitch Toland with a Kadet Senior converted to faux Fairchild. There is a hand-carved pilot in the open cockpit and it is newly recovered in UltraCote. He is running a Magnum 70 4-stroke glow engine. The wing span is 80 in. and it weighs 8.5 lbs.



SEEN AT THE FIELD
Continued



**Richard and Jesse Martin
On the maiden flight of their
P-51 last Sunday 12th. All
went well but their was some
interference on channel 35.
Yet to be determined.**



Combat Corner

Notice to all combat people

All of you that order Coroplast from Signup please try to decide what you want sometime soon and we will collect the orders and try to get it in stock all at once to avoid multiple reorders. We will still try to accommodate if you're a latecomer however. Just try. The mad building frenzy should be starting soon and we want you all to have your materials. Prices seem to be holding but we won't know for sure until the day we order it.

Sean at Signup

NEXT YEARS COMBAT SCHEDULE

April 26th

The Hunt for Yamamoto
Classes 2548, SSC, and Open-B

July 26th:

The Battle of Rabual
Classes: 2548, SSC, and Open-B

Aug. 23rd

The Battle of Britain
Classes 2548, SSC, and Open-B

Dec. 5-6th

The Pearl Harbor Classic
Classes 2584, SSC, and Open-B



LADY IN THE NIGHT

PLANES WORTH MODELING

The Northrop Grumman P-61 "Black Widow"

Ronald Peterka

This story starts out on a personal note. In the mid 1950's I worked in a service station in L.A. and one of my regular customers had been a P-61 pilot in WWII. He flew in Europe and, knowing of my interest in aviation, he told me several tales of his experiences.

He told me that at the time he was stationed in Europe the Allies pretty much had air superiority so most flights were routine patrols. So much so that on some flights they would mount beer kegs on the bomb racks under the wings and fly them to altitude to cool them to be consumed with gusto when they landed.

Another way of passing the flight time away was to challenge, or be challenged, by USAF P-47's that they happened to meet to an impromptu mock dog-fight. Now the P61 weighed in at over 25,000 lbs. and had a 66 foot wingspan so you might think it wasn't quite a fair fight. You'd be wrong.

My customer claimed the P-61 would easily out turn almost any other fighter. More about that later.

The P-61 was a little slower than the P-47 or P-51, but not much and if the opponent gained an advantage, the P-61 simply pointed the nose down and dived away, out accelerating the opponent. Let's look at this incredible aircraft a little closer.

Early in WWII the Allies recognized the need for a night fighter. The Germans had the Heinkel He219 and Dornier Do 335 carrying an early form of radar to locate and attack our aircraft. The British were using Bristol Beaufighters and Mosquitos in early attempts to fight in the night skies over England with modest success. Eve-

ryone recognized that to carry the heavy radar sets of the day as well as some armament a multi-engined craft would be needed. At the time the U.S. had no designated night fighter.

The Allies wanted a night fighter so 'Jack' Northrop responded with a night fighter/interceptor using two 2000 HP P&W R2800 engines on a twin boom design with a 66 foot wingspan. The early P-61 would top out at about 366 MPH and land at 80 MPH. Max gross weight was designed to be approximately 38,000 lbs. It was armed with four 50. Cal. Mach. Guns and two 20mm cannons. It was to fly with a crew of three. A pilot, radar operator, and a gunner.

The original design had the 50 cal. Guns mounted in a turret on the top of the fuselage. It was operated electrically by the gunner in a remote location. The only trouble was that when the turret was turned or elevated to track a target, it created massive turbulence at the horizontal stabilizer. The answer was to remove the turret, then later, to install the guns facing forward in a fixed position with the standard turret cover.

Tests were so positive that 1200 P-61,s were ordered by the U.S. government in January of 1941 and the first aircraft flew in May 1942. Because the war ended the actual number of P-61,s built was 247 including all variants. Beginning with the P-61-A improvements and changes developed the P-61-B (most built), the -C, -D, -E, -F, -G, -H, and the F-15. A few were given Navy I.D. and the Marines operated a few.

The operational life of the Black Widow ended in 1950.

Climb performance of early P-61,s was not as good as expected and the British declined to put them into service, preferring their own Mosquitoes, so the first Air Groups were sent to the Pacific theatre and the first P-61 kill occurred over Saipan when the U.S. pilot shot down a Japanese 'Betty' light bomber and a 'Zero' accompanying the bomber.

The Black Widows were eventually deployed to Europe and the first P-61 kill there was in May 1944 when a German V-1 'Buzz Bomb' was destroyed.

Early P-61,s were painted flat-black but it was found that they appeared as a 'black hole' in the anti-aircraft searchlight beams. A switch to gloss black made them much harder to see. Many aircraft were left flat black in the Pacific theatre .

The aerodynamic control system was unique using large flaps and no ailerons. Roll control was done using extendable 'spoilers' on the top surface of the wings near the tips. Large four-panel flaps gave excellent landing control. When the left wing 'spoiler' rose it killed some of the wings lift and the higher lift from the right wing caused a left roll. The opposite caused a right roll.

On P-61-B models a very small conventional aileron was added to the wing tip to add roll power and control. On the P-61-C version the 'spoilers' were replaced with 'fighter brakes' which were hydraulically operated perforated panels on both the upper and lower surface of the wing to create drag similar to the better known 'dive brakes' used on dive bombers. These panels were controlled in flight by the toe brakes on the rudder pedals so the pilot could deploy left, right, or both panels at will.

During one early test flight the Widow was put into a dive and the 'fighter brakes' were deployed. At high speed the brakes created so much drag that the wing spars failed, the plane came apart in mid-air, and the crew barely escaped being killed. The big advantage was that the aircraft could be slowed quickly to avoid overshooting slower targets and the turning radius was decreased radically so this 15 ton 'fighter' was very maneuverable.

The -C version changed the engines to 2800 HP turbo-charged versions and this increased both top speed (to 430 MPH) and max. altitude to 41,000 Ft above sea level (ASL). Some 54 -C model aircraft were produced.

The final variants, the -E, -F, -G, -H, and the F-15 were intended as long range fighter escorts or day fighter prototypes. Two of the -C versions were modified to create the -E by removing the stepped birdcage cockpit, eliminating one crewman, and arranging the crew in tandem under a 'bubble' type canopy. These were expected to be able to escort bombers all the way to Japan, or Moscow, and back.

The first flight tests of a pilot ejection seat were carried out in a modified P-61.

The normal operations called for the Widows to take off in the evening and proceed to a patrol position where ground based radar would vector the fighter to the area where enemy planes were discovered. The Widow would then use on-board radar to locate the possible enemy aircraft, slip in behind them for I.D. and then a few blasts from 20mm and/or 50 cal. Would destroy the enemy without them ever knowing the Widow was in the area. Few planes escaped.

In the Pacific theatre the P-61,s generally had a different role. Low level nighttime bombing, rocket, and strafing attacks were the order of the day. In one bizarre attack on a convoy the P-61 returned to base and a human skull was found imbedded in one boom ventral surface leading edge. One unfortunate victim had been standing in the bed of a truck while under attack!.

After the war a few Widows were assigned to collect data by deliberately flying into thunderstorms. They carried scientific instrumentation rather than armament . A few others were converted to high speed, low level camera planes.

Today only four P-61,s are known to exist. One P-61A is located on display in Beijing, China. There was a U. S. unit located in China at the end on the war and as they were preparing to leave Communist troops came onto the field and ordered the troops to get out immediately, leaving the aircraft behind.

One P-61C is located at the Wright Patterson air base in Dayton Ohio. Named "Moonlight Serenade" it was passed over to the museum in 1958. It is in non-flying condition.

One P-61C is reportedly in storage at the Smithsonian storage facility at Silver Hill, Maryland awaiting restoration at some time in the future.

The last one is a P-61B and is located at the Mid-Atlantic Air Museum in Reading Pennsylvania after being dismantled and shipped back to the U. S. from its crash site in New Guinea. It is currently under restoration to flying status and will be flown under the registration as N550NF. A number of recent photos of this restoration are available at the museum web site. www.MAAM.org/P61.html

Plans for a 114 inch span 1/7 scale model are available from Nick Zirolì Plans at www.ziroliplans.com . This model is a sport scale version that is known to be a good flying design.

If you are not ready to make the commitment to a large scale model, an 80 inch span ARF is available from Global Hobby through a variety of dealers. One is Chief Aircraft at www.chiefaircraft.com .

References: 1. Airpower (magazine) November 1976, Vol. 6, No.6. Auth: Gerry R. Rape & Ronald C Harrison

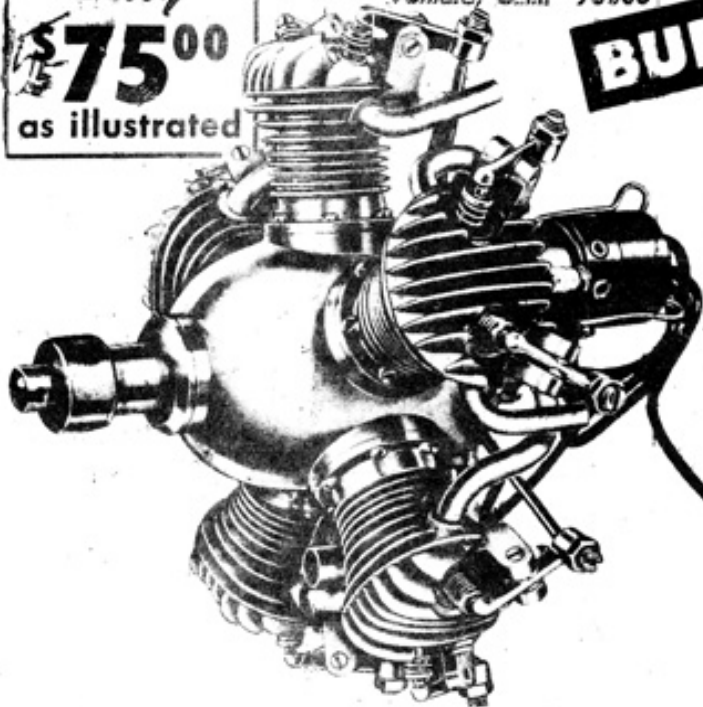
2. P61 Black Widow In Action, A Squadron/Signal Publication #106. Auth: Larry Davis & Dave Menard

3. Google P-61 – many references and sources there

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Meeting Notice:

The **October 16th** club meeting will be held at the usual place, i.e. the San Marcos Joslyn Senior Center, 101 Richmar Avenue, San Marcos, CA.

January

February

March

Start Monday night instruction to continue until Sept29th

April

- 20th Fallbrook Air Show (tentative)
- 27th COMBAT - Hunt for Yamamoto (Open B and SSC)

May

- 3rd -Carlsbad Mall show
- 4th - Swap Meet and Open House—Johns on Field
- 9th - 10th - 11th - San Diego Helicopter Fun Fly sanction C

June

21st Flights of Fancy

July

- 4th Club Picnic
- 20th COMBAT Open B and SSC

August

- 2nd ELECTRIC SCALE contest
- 9th FUN FLY
- 24th COMBAT (Battle of Britain) Open B and SSC

September

- 13th Dawn Patrol WWI fly in
- 20th Mall Show North County Fair
- 21st Air show and Swap Meet

October

- Date TBA Miramar Air Show
- 25th Pylon Race - Quickee 500, sportsman and Open B

November

22nd -FUN FLY Palomar Turkey Shoot

December

- 7th and 8th COMBAT (Pearl Harbor Classic) 25/48 Open B and SSC
- 20th Club Dinner and raffle

