



Palomar RC Flyers

Transmitter

Build & Fly

May 2013

President's Column

I don't often get out to the field on the weekends lately. With the advent of spring and the nicer weather the garden projects seem to gain priority. However upon receiving an email and notice from my good friend Tom Minegar that he was going to have the tow plane out and glider tows would be available, I decided to get the ASW 24 down from the ceiling and headed to the field. It was Saturday, the weather was perfect and I arrived at the field around 10am.



WOW!!! It was an air show! Everybody was out! It was really fun to see everybody enjoying the hobby we all love. I assembled my ASW and placed her out in line for a tow. Varley Longson had his tow plane out and so after Tom had towed John Clark with his Fox and John Cutler with his Baby Bowlus and they were both sailing at comfortable altitudes I hooked up with Varley. The tow was uneventful and we had no problems until we reach altitude and I decided to release. I flipped the switch and no release, "Oh no!" The ASW started into a roll and still no release and then another roll and we were losing altitude and then the line came free. What a relief. We had lost quite a bit of altitude and Varley suggested would I like to land and go again. I still had enough altitude to feel comfortable that I could get back to the field and it seemed like the lift was good enough to maintain a slight climb. I ventured out over the jungle, the air was good and I was gradually gaining altitude. I kept the ASW in a nice flat turn and worked the thermal. To my delight the thermal got stronger and I started to climb and before long I was right up there with John.

There are days at our field when the thermal lift is so good it seems like it's everywhere. When it's like that even glider aerobatics are possible, I cranked off a couple of loops. After flying for a while I decided to land. After a high speed pass over the field I bought it around in the pattern and spoilers up a perfect landing out on the mowed field- a 12 minute flight but what went wrong on the release? "Dummy" I was working the wrong switch! Oh well lessons for another day. There's just something magical about catching a thermal and working it until you're "specked out."

We all need to thank Glenn Pohly for an excellent job managing the Fallbrook Air Show again this year. This is a lot of work to make happen; Glenn rents a trailer and loads up all the gear, gets the drinks, coordinates the set up and tear down, coordinates the flying, then gets everything put back in its place, and he makes it look easy. The Air Show was a success, everything went smoothly, although the turn out this year was low, it was still a good time for those who showed up. Thank You Glenn!

A couple of first for Fred Eviaz; Fred ran the combat event on April 20th; it was his first combat and the first one of the year. Only five pilots competed, but everyone had praise for Fred and the job he did running his first event. The flying was exciting as usual and I want to thank Fred and the combat pilots for a good show and a nice meet. We have four more combats coming up this year. If you can make it, these meets are very exciting to watch.

I'm looking forward to the San Diego Heli Fun Fly scheduled for May 24th thru 26th. This has been a very good event for our club and is being promoted this year by Scott Dedic our heli chairman. Please lend a hand if you can; we need all the help we can get from the membership to pull off another successful event. This is our only event for the month of May except for the club meeting which will be on May 16th. Just a reminder the field will be closed to open flying for this event, but its Memorial Day weekend so Monday we're good to go.

See you out flying.

Bill Hill
President of the Palomar R/C Flyers, Inc.

Editor's Corner:

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Photographs

All the photos in this issue save one were taken by your editor. From now on, I will only credit a photo when it was not taken by me.

As Done at the Field

The other day, as I entered the field to open the gate, I pulled out my wallet. I keep my gate key in it. Instead of pulling out my gate key, I pulled out my Visa Card and was about to try to open the gate with it! Then I laughed and looked around. Fortunately, no one saw me! Oh the joys of growing older!

On page 21, there are two photos of an airplane which was found in the jungle. The pilot's name is not on the plane. Kindly put your name on any plane you fly. Thanks.

The Planes of Fame Airshow in Chino, California, will be held on May 4, 5 2013. If you like WWII planes in flight, this is the place to see them!



Two scenes from a previous Planes of Fame Airshow in Chino, California.

Meet New Club Member James Gallacher

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Jim was born on Feb. 2, 1940 in Lowell, Mass. and has two younger sisters. He's been married for 52 years, and when I asked if he remembers his wife's name, he responded, "It's Eddy." They have three children, but one passed away. He has a daughter Tammie and a son, Tim. He has two granddaughters. He's a great grandfather of 2, a boy and a girl.

Jim is semi-retired. He writes software for Automated Data Acquisition Systems. He also is a machinist, who can operate a lathe and a mill. He's built instrumentation systems for EMP testing i.e. Electromagnetic Pulse for the Defense Department. He wrote the software for an Automated Test System for the B-2. It tests the B-2's avionics and black box.

Jim has always been interested in aviation and his dad was part of Civil Defense in the 40's. He recalled taking his first ride in a J-3 for \$1.25! Jim began flying sailplanes in 1968, and earned his pilot's wings. He bought a totaled Schweizer 1-26; a partner in the aircraft and Jim rebuilt it and flew competitively for 16 years! The plane is one-place and has a glide ratio of 23 to 1. That means the plane can glide in dead air for 23 feet before it loses one foot of altitude. (some sailplanes have a 60 to 1 glide ratio!) The highest altitude he reached was 17,800 feet, just below a cloud base. Over 18,000 feet is FAA controlled air space where jets fly requiring constant communications with an air traffic controller. Over 12,000 feet, he used oxygen.

One time he was flying his 1-26 when he was pitched out of a thermal, inverted, with zero airspeed at 12,000 feet. He had to wait for the plane to gain airspeed before he regained control and sailed back into the thermal where he gained altitude at 3,000 feet a minute.

The 1-26 has an aluminum skin on its 13 meter wingspan. The fuse is fabric covered. Alas, someone else owns the sailplane now.

Once he took off from Ramona Airport on a triple tow (one tow plane and three sailplanes) and was released over Julian. He flew to Inyokern near China Lake towards Bishop. He landed once in a field that had sprouted a volunteer crop of alfalfa. He had to ground-loop to keep from hitting a green posted barbwire fence, stopping 25 feet from the fence! His longest flight was 200+ miles and longest flight time of 7.5 hours. The record distance in a 1-26 is 450 miles the distance between North County and San Francisco.

Jim was also an avid skin diver, underwater photographer and spear fisherman.

A friend got him interested in model aviation and to his delight, Mark Smith of Mark Smith Models lived around the corner from him. Mark shared balsa with Jim and that furthered his building capabilities. Presently, he flies a wonderful Fiesler Storch pictured in last month's Transmitter, an ASW-28 three meter sailplane, a Fun Cub, and a Multiplex Cularis. In the barn, he has a Porterfield Collegiate, and a Fleet Bi-plane. Jim is a builder.

In 1951, their family moved to Escondido. Jim's dad was a design engineer who worked on the Atlas Missile. He studied drafting when going to MIT night school and did some drawings for Dr. Robert Goddard, the man who made the first liquid fuel rocket 100 years ago! Goddard is considered the father of modern rocketry and NASA's Goddard Space Center is named for him.

In 1957 Jim started working @ General Atomic as a lab tech in a heat transfer lab for nuclear fuel and he worked with the 100MEV LINAC- a linear accelerator which produces gamma rays. He was in charge of maintenance and repair for ten to twelve years on this very high tech machine.

In the late 70's and early 80's, Jim started working on E.M.P. (electromagnetic pulse), a phenomenon of high altitude nuclear explosion. In the 1960's a nuclear bomb was detonated at an altitude of 100 to 200 miles above Christmas Island. In far off Hawaii, this explosion actually shut down some of the lights in Honolulu. Jim said, "Shortly after that, we began to study this phenomenon and we've been designing systems to cope with it. If a country can blow out all communications over a hostile country, then the war is over!!" This is a very big deal.

Not many people are aware of this important problem and it was an eye opener for me to talk to Jim about this. It opened a whole new area of concern about nuclear radiation released at high altitude from an explosion.

Jim impressed me as a very smart man who is an eminently practical with great talent. It seems to me that he can build just about anything, whether it flies or not. After all, you only allow the best person to maintain and repair a multi-million dollar linear accelerator!! - or write programs for testing the B-2!! Jim, it is an honor to have you as a fellow club member. May you enjoy many years of flying with us.

P.S. Jim's last name is Scottish and the spelling is the way they spell it there. Often, people want to spell it Gallagher (with a 'g' instead of a 'c') which is ok with Jim.





V.P. Patrick Pranic's new Polish fighter



"The Boeing Guy"
Patrick P.





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2013 San Diego Heli Fun Fly

May 24-26, 2013

The Palomar RC Flyers are excited to announce that we are bringing back the San Diego Heli Fun Fly for 2013!

Mark Your Calendars Now!

Location: Palomar RC Flyers Johnson Field, Pankey Rd., Fallbrook, CA.
Located at the intersection of I-15 and Pala Rd (Hwy 78).

Date: Gates open for Registration at noon on Friday, May 24 2013.
Flying on Friday, Saturday and until noon on Sunday, May 26, 2013

Cost: \$15.00/pilot for all weekend

Other: This is an AMA sanctioned event. ALL pilots must show their current and valid AM card at the time of registration.
Yep, the famous PRCF barbeque will be open during the Fun Fly.
RVs and camping tents are allowed. No open fires allowed.

Contest Director: Bill Hill, PRCF Chairman

Event Director: Scott Dedic, PRCF Heli Chairman

Follow the activity on our PRCF Club website at <http://www.palomarrcflyers.org/index.html> and on HeliFreak!

Interested Vendors and Sponsors please contact Scott Dedic at SRDedic@sbcglobal.net

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Ron Schuyler
Board Member



James D'Eliseo

Tom Johnston



James D'Eliseo's plane.



Bill Hill

John Wilber and Dylan



John Binikos

Ron Schuyler

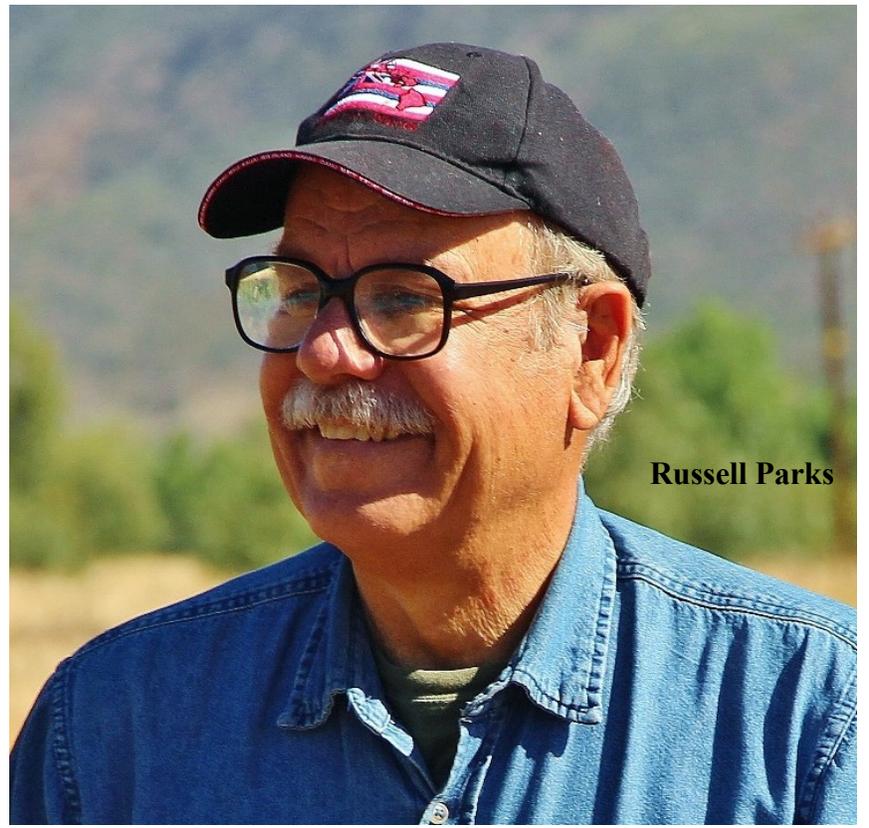




Scott Page maidens his new foamie @ the Heli field. Of course it flew well with a perfect launch.



Loris Koder James Garabedian Haig Garabedian Don "Heli" White Steve Hoffmann
All looking at Scott Page's new plane.



Russell Parks



Ron Stoddart with “leaves of grass” in his hat.



Robert Sentyrz and his new DeHavilland Beaver



Evan Davidson's 60size U-Can-Do.



Ron Schuyler talks with Evan Davidson who is 90 years old and continues to wring out the U-Can-Do!

The Great North Tustin Hangar will be part of the new Orange County Regional Park.



Model of the Month– Travel Air Mystery Ship by Board Member Joe Villarreal

April 18, 2013 Club Meeting



Lucien Miller made a presentation on First Person View with his assistant Jordan Lease

FPV Flight: A Basic Introduction

Presented By:
Lucien Miller

How Does FPV Actually Work?

- An FPV system uses an on-board camera to send a real-time image back to the pilot.
- The output of the camera is sent to a video transmitter which broadcasts the video signal
- A receiver system picks up the signal from the transmitter and converts it back to video
- The received video signal is then displayed on a flat panel display or in wearable video goggles



James Jenkins made a terrific presentation on the perils of poison oak and ivy of which we have plenty in our jungle. James, we appreciate your helpful information!

How to Treat Poison Ivy and Poison Oak

- Strip Your Clothes Off & Contain**
- Rinse in Very Cool Water**
- Rinse with Rubbing Alcohol to Eliminate Infectious Oils from Plant**
- Wash with Tecnu or Zanfel “These are Over-The-Counter Soaps”**
- Brush Under Finger Nails**

What are the symptoms of the rash?

The usual symptoms of the rash are:

- Itchy skin where the plant touched your skin.
- Red streaks or general redness where the plant brushed against the skin.
- Small bumps or larger raised areas (hives).
- Blisters filled with fluid that may leak out.

The rash usually appears 8 to 48 hours after your contact with the urushiol. But it can occur from 5 hours to 15 days after touching the plant.¹ The rash usually takes more than a week to show up the first time you get urushiol on your skin.



Patrick Pratica brought his new Pietenpol for Model of the Month while Don Wadlington and Ron Schuyler look on.



Patrick making his presentation for Model-of-the-Month



Joe Villarreal making his presentation for Model-of-the-Month.



Scott Dedic won our \$50. door prize. He is handing in his winning ticket.

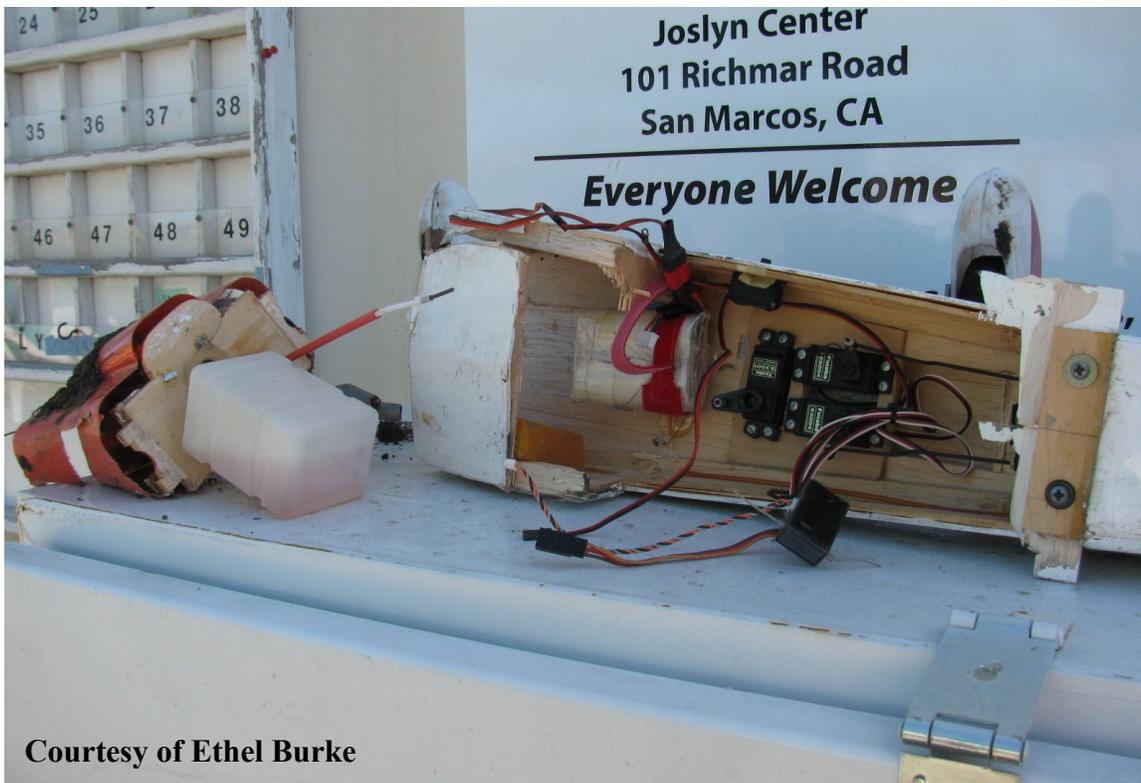


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Joe Villarreal was awarded Model of the Month for April. This is a Travel Air "Mystery Ship" 1920's racer built from a National Balsa kit with AMA plans. It is sheeted balsa that was fiberglassed with a beautiful paint job and clear coated. It is powered by a Saito 100 four-stroke glow engine. It has a 60 in. wingspan and weighs 9.5 lbs. with a wing loading of 40 oz. per sq. in. A special mounting rim was fabricated for the cowling, the wheel pants are hand-made from plywood & balsa, fly wires are attached , and a gyro is installed. (Ethel Burke text and photo below)



FOUND in jungle on Apr. 17 and is locked in storage container with
46 Magnum 2-stroke & parts



Courtesy of Ethel Burke



Alfonso Alvarez and his T-Rex600 on April 20, 2013.



Steve Hoffmann



Vincent Flynn



Don White



On 4/20/2013, John McLean and Glenn Pohly loaded the trailer with the awning for the Fallbrook Airpark Airshow.



President Bill Hill and Steve Allen

Combat meet on April 20, 2013



Combat day started with a pilot's meeting led by Butch Abongen.



Dennis Newbeck, Less Crook, Butch Abongen, Todd Melton, Tim Hitchcock, Sean O'Connor, Sean Melton



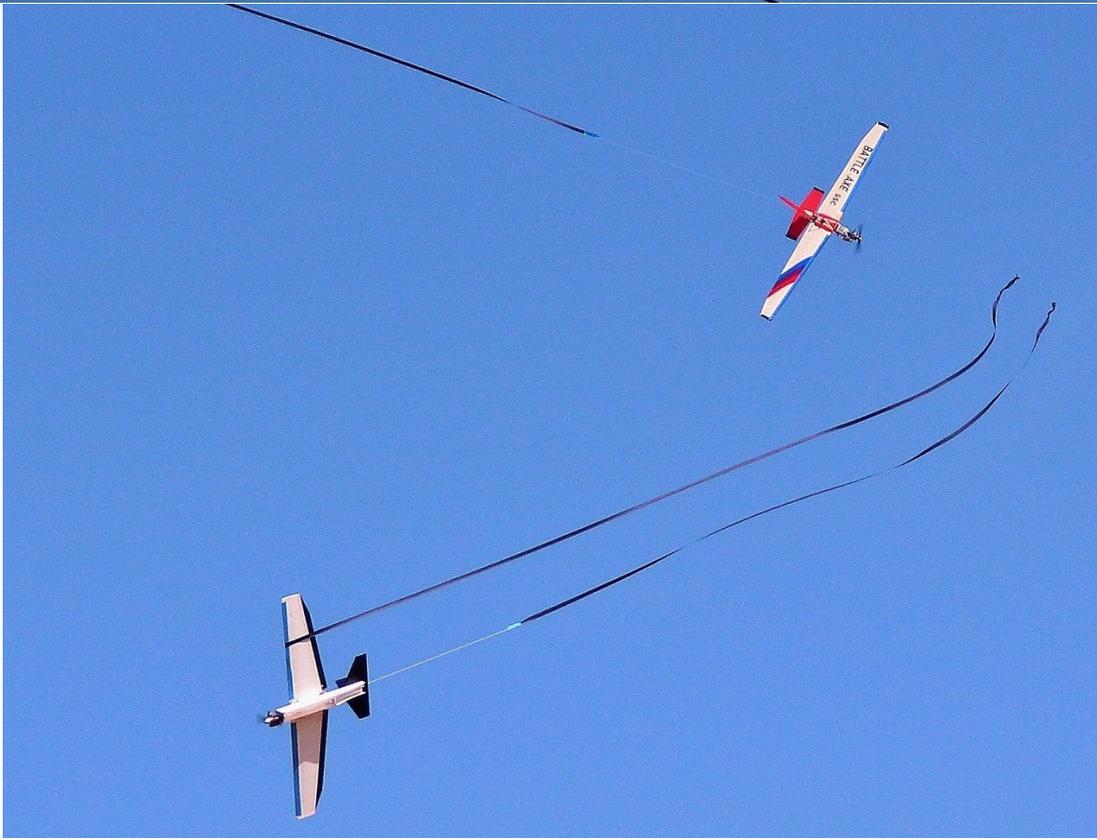
Sean O.

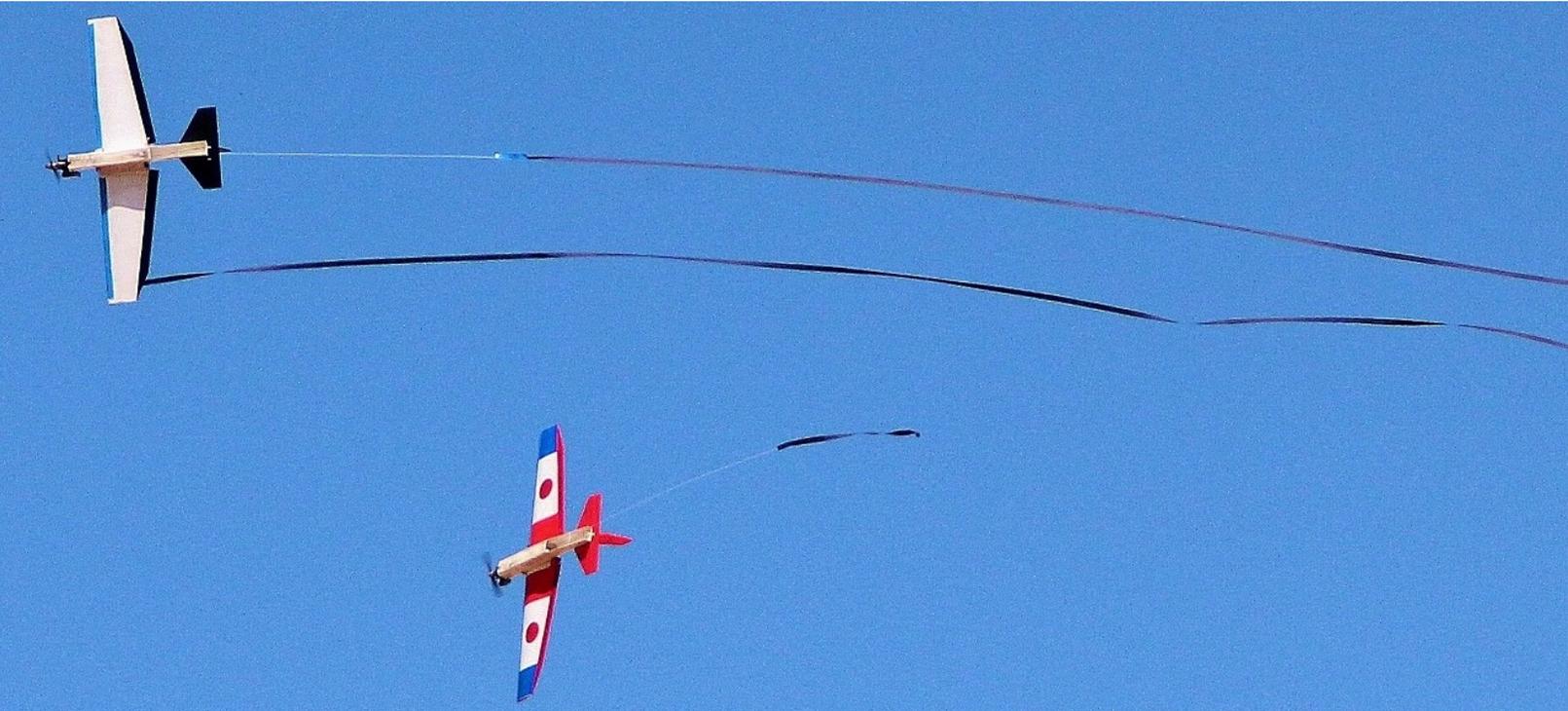
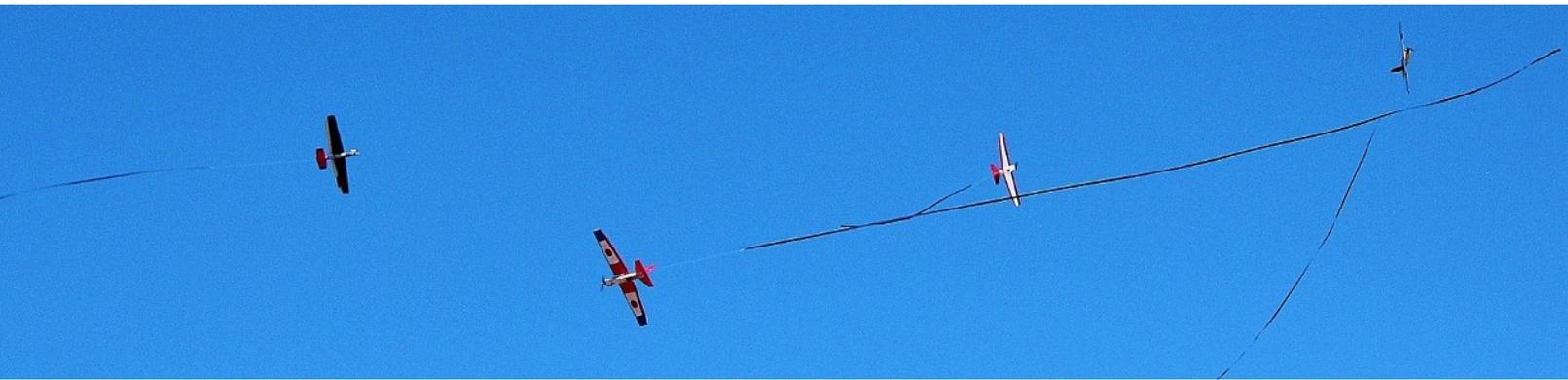
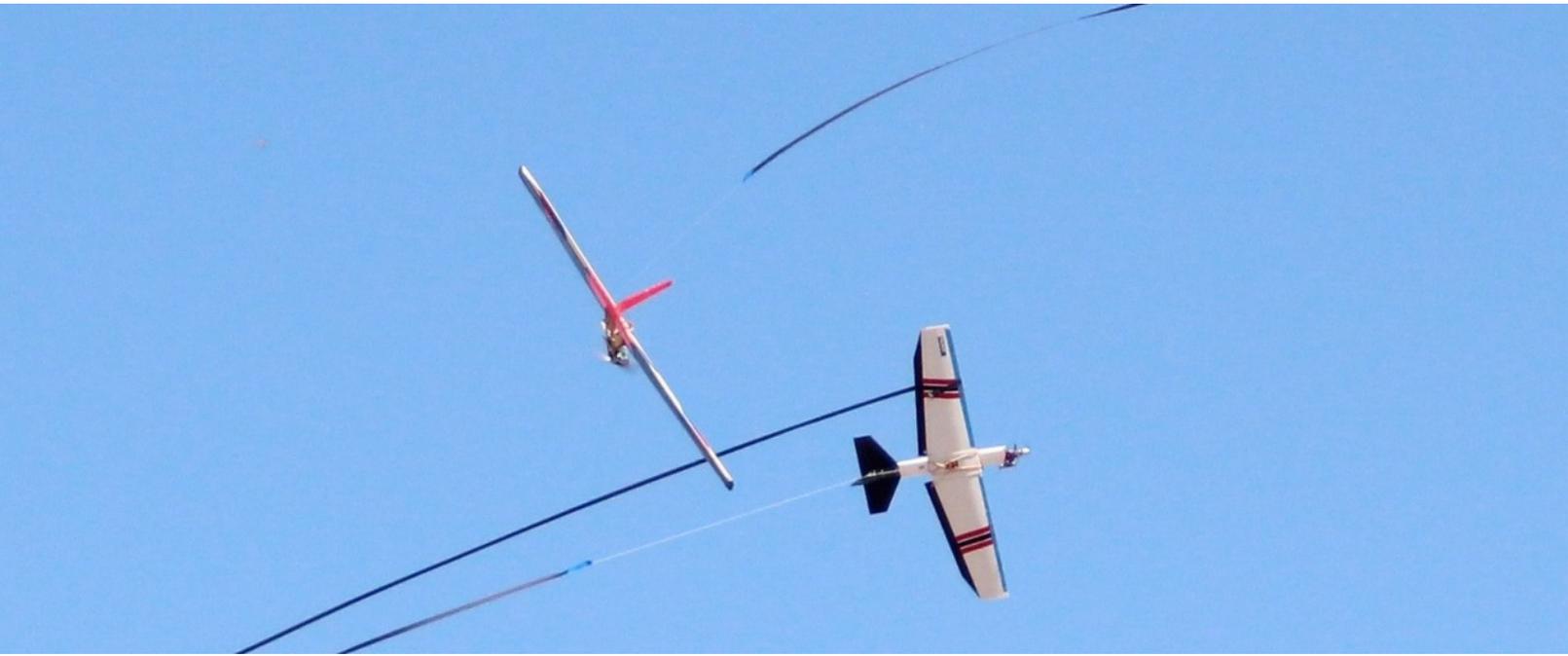
Todd M.



Stewart Davis

Begin Combat!







Former Transmitter editor, Frank Battaglia and Combat pilot Tim Hitchcock. Welcome Frank!



Wayne Flaherty viewing a raft of combat planes.



During a break in the action.



Glenn Pohly and his new micro-quadra-copter!



Less Crook of Temecula



Dennis Newbeck



Fallbrook Community Airpark

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SUNDAY, APRIL 21ST • 10AM-3PM



Dave Long

Pilots signing in for the day. Glenn Pohly + John McLean @ table.



Below is the pilot's meeting.





Planes were lined up for the public's viewing + enjoyment.



Dave Long

Scott Page



Ed Ramsay's Sea Fury lost its axle and wheel in flight which made for a dicey landing.



James Gallacher's sailplane



George Dawe “laying down on the job.” Actually, he’s attaching the wing struts to the side of the fuselage.



Glenn Pohly

Membership Chairman Glenn Pohly, (a club officer), coordinated this day’s event. It required a huge amount of work to run the day successfully. Many, many thanks to Glenn and his right-hand-man, John McLean for all their hard work. We appreciate you so much. Thank you! The photo shows Glenn talking with a prospective new club member.



The flight line @ Fallbrook Air Park. Ed Ramsay's Spitfire can be seen above. It is pictured on p. 31.



1946 Aeronca





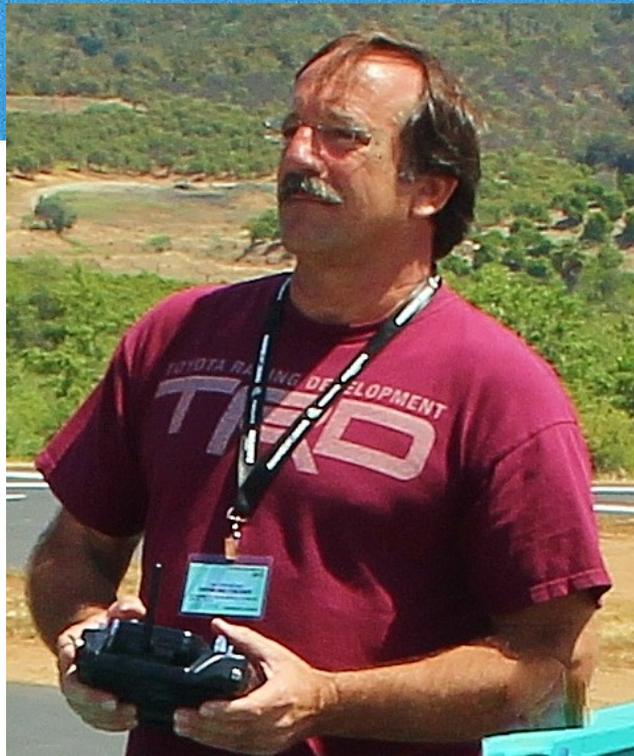
Pete Goulding and his great flying heli at the Fallbrook Air Park walking with Scott Page.



April 23, 2013 Tom Johnston, Col. Robert Broughton Ret. Don Wadlington, Patrick Pranica, Beverly Johnston



Ray Fischer flew this foamy bi-plane well on a pleasant spring day. Joe Buko photos



For Sale For Sale For Sale



ASW-27 High Performance Glider W.S. 165.35", LG. 65.50", WGT 9.92#

38

Comes with (9) servos installed except for rudder and tow hook.

\$500.00

John Hartsell SR.

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FOR SALE FOR SALE FOR SALE FOR SALE



I have two Model Airplanes. The trainer, the Hobbico .46 NEXSTAR ARF (<http://www.hobbiconexstar.com/nexstar-arf/hcaa2025.html>) I have had since 2003. I flew it about three months, and moved where I could not fly them. It has been in the garage until I thought I would try it again. It flew great four months ago when you gentleman let me fly at your club for free (thank you). I also have an Aresti .40 ARF that is 99% complete, and never flown. It has a new .72 Sato engine (bought four months ago) never started needs to be broken in still. I tried to get back into it at your club, but I just don't have the time.

I want to sell both together with all the chargers, fuel, radios, and everything else you see. \$400.00 for everything seems fair.

Tel. 760-586-6811 BRANDON



Annual Spring Swap Meet

WHERE: Killeen Field, Gilman Springs Rd., Moreno Valley, CA

WHEN: Saturday - May 11, 2013.

Gate Opens at 7am - Swap Meet till noon.

FEE: \$5 fee for each Seller.

SWAP MEET WILL BE HELD UNDER THE SHADE STRUCTURE.

NO FLYING DURING SWAP MEET HOURS (BETWEEN 7AM & NOON)

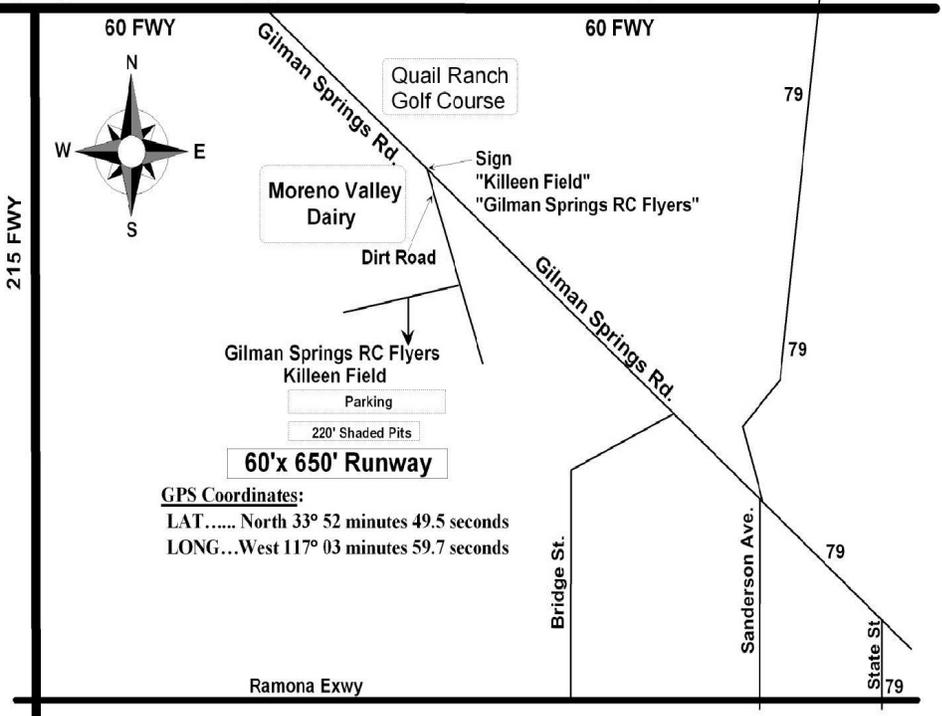
Come and sell RC and modeling stuff you aren't using, and get "gotta haves" at super bargain prices!



Have a great time with fellow modelers!



(Going East on the 60 Fwy, get off on the "Hemet/San Jacinto off ramp")



GPS Coordinates:

LAT..... North 33° 52 minutes 49.5 seconds

LONG...West 117° 03 minutes 59.7 seconds

Open To All

For information, contact Mike at (951) 385-3714

Call to Order

The meeting was called to order at 7:14 pm by President, Bill Hill.

Welcome Visitors and Guests

The membership welcomed guest, Jordan Least, with a round of applause.

Motion Made

A motion was made to waive reading of the minutes and accept them into record as published in the Transmitter. The motion was then seconded.

Financial Report

Club Treasurer, Sean O'Connor, gave the financial report. He stated that our current bank balance is \$41,995.39.

Club Business

Bill reminded the Membership of two up-coming events. Saturday, April 20th, we will host the first Combat event of 2013 at Johnson Field.

Also, Sunday, April 21st is the date for the Annual Fallbrook Air Show. Glenn Pohly is CD for this event and has been working closely with Fallbrook Airport Management to make it a success.

Memorial Day weekend, May 24th - 26th, the San Diego Heli Fun-fly is being held. The 3 day event is expected to attract Heli Pilots from throughout Southern California. Heli Chairman, Scott Dedic, is in need of volunteers to help out anytime over the weekend. Palomar Dollars will be awarded to those who volunteer at any event.

Member Recognition: Outstanding Contributions or Achievements

The Membership took time to recognize the efforts of Chuck and Melody Micheli. Chuck and Melody generously give of their time to provide the refreshments at our Membership Meetings each month.

Dennis Newbeck was presented with an Outstanding Service Award for Lead Instructor in 2012.

Recognition was also given to, Transmitter Editor, Joe Buko. Joe spends many hours making sure our monthly newsletter reflects our Club, it's membership, and the activities that make us Palomar RC Flyers. A round of applause was given to these special members of our Club.

Special Interest Group Reports: Helicopters, Combat, Instructors

Licien Miller gave the membership an up-date on the recent Multi-rotor event. "We hosted 54 pilots along with their guests". "Over \$10,000 dollars in raffle prizes were awarded!" Pilots came from Southern California and from as far away as Portland, Oregon and Tucson, Arizona". "Over all the event was a resounding success and will be scheduled again for spring 2014".

Lead instructor, Dennis Newbeck, gave the members an up-date on our Monday Night Training Program. Dennis indicated that 2 Student Pilots have already graduated and 4 more are close to soloing. Interest is building and even more students are expected to join the program as the summer progresses.

Best Practices / Safety

Safety Chairman, Jim Jenkins, gave an interesting presentation on Poison Oak to the Members. Jim's power point presentation was both interesting and informative.

Guest Speakers / Presentations

Following the break, Lucien Miller gave an in-depth slide and video presentation to the membership on the topic of First Person View (FPV) flying. This type of flying is quickly gaining popularity in our hobby. Lucien discussed the various components and parts needed to experience FPV. His presentation was both interesting and informative.

Tool of the Month

John Cutler discussed various ways that diagonal cutters can be used in your work shop. John also demonstrated a fixture he frequently uses to hold parts in alignment while soldering them.

Model of the Month and Award

Two Members brought models to the meeting. Joe Villarreal entered his Travel Air Mystery Ship. This aircraft won the Thompson Trophy air races in 1929. Joe's entry was built from AMA plans and a kit from National Balsa.

Patrick Pranica entry was a 1923 Pietenpol. Patrick's plane was built from a Great Planes Pete n' Poke kit that he modified. It is covered in Coverite and Solartex and powered by a Magnum 52.

The members awarded April's Model of the Month to Joe Villarreal and his Mystery Ship.

Door Prize and Adjourn

The \$50 dollar door prize drawing was won by Scott Dedic.
The meeting was adjourned at 8:52 pm.

Board Member Meeting Minutes, April 24, 2013.

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

A Merit Badge Training session for local Scout Troop 680 was discussed. The requested date for this is September 15th of this year. After some discussion amongst the members, the Board voted to approve the request.

At the March Board Meeting, the members considered inviting CAP Cadets from Squadron 714 to help with the Heli Fun Fly event. Due to a number of issues, the Board has decided not to extend this invitation and reconsider pairing with the Cadets at event next year instead.

The Board did approve however, a "Flight Training" day for Squadron 714 Cadets to be held either November 9th, or 16th at Johnson Field later this year.

Jim Jenkins reported to the Board about his meeting with the Oceanside Council regarding the El Corazon land parcel for a possible new flying site. According to Jim the matter is all but closed. The council expressed their reservations about the liability issues arising from flying of aircraft within close proximity to the other proposed uses.

The Board reviewed the Combat event schedule for 2013. The sanctions are still needed for the remaining events and applications will be submitted when Fred Eviaz receives his CD certificate. The Board discussed the 2012 budget for Combat and voted to allocate \$500 dollars again in 2013 to cover expenses.

Planning for the up-coming Heli Fun Fly was reported on by Scott Dedic. Topics discussed were, registration and raffle, safety, cooking, sanitation, set up and tear down, and T-shirt sales.

Glenn Pohly was not in attendance to give a report on the Fallbrook Air Show. The Board Members did however, review the event and discussed the possible reasons for the low turn out.

Club policy concerning new student members was a topic of discussion for the Board. The Board Members agreed that students, upon joining the club, are entitled to a gate key of their own. The process of "signing off" on the flying skills of new members was brought up. It was decided that, upon completion of their application and paying their dues, new members will be issued a card. After demonstrating their piloting skills to either a Flight Instructor or Board Member they will be "signed off". Thus indicating they are capable of soloing without the need of further instruction. The person signing the card will then see that it is returned to the Membership Chairman.

Arnon Brouner has requested a date for 6 Scouts to receive flight training from the Club. June or July is the hoped for time frame. Bill indicated he will be contacting Arnon the work out the date and details.

Sean o'Connor and David Drowns will be reviewing our Club Membership application and suggesting revisions to the Board at the next meeting.

The meeting was adjourned at 8:50 pm.



Many of our club members live in Carlsbad, CA, the home of the once famous Carlsbad Raceway. These ranunculus are grown for their bulbs and provide a riot of color for us at this time of year. Those in the snow or rain belt may envy us southern Californians. Photos taken on April 22, 2013.



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SECRETARY	Don Wadlington	619-992-2940
TREASURER	Sean O'Connor	858-485-0750
MEMBERSHIP CHAIR	Glenn Pohly	858-414-9749
BD MEMBER	Denver Bates	760-728-2880
BD MEMBER	Scott Dedic	858-674-4624
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Roger D. Cosio	760-724-4926
BD MEMBER	Joseph Villarreal	760-749-7029
BD MEMBER	Ron Schuyler	760-940-0408

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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		
Helicopter Chairman	Scott Dedic	858-674-4624

HEAD INSTRUCTOR

Dennis Newbeck	760-297-1134
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SAFETY COORDINATOR

James Jenkins	760-910-4141
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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:

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Pay the same price that your mechanic or repair shop does when you present your club card at the time of purchase.

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1960 W. MISSION ROAD - SUITE 1-5 - ESCONDIDO
(Just East of Nordahl)



Hangar 9 Toledo Special w/ 5 Futaba S3001 servos. Has had about 50-60 flights and still in great condition with no mishaps. Was powered by Saito 82 (not included) All ready to go, just needs engine & receiver. Great flying plane! Asking \$225. Chris (949) 285-7672

47

2013 CLUB OFFICERS



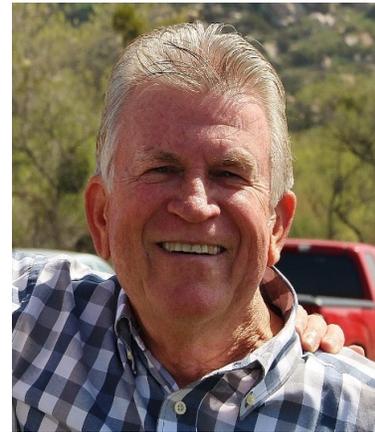
President Bill Hill



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**Glenn Pohly
Membership Chairman**

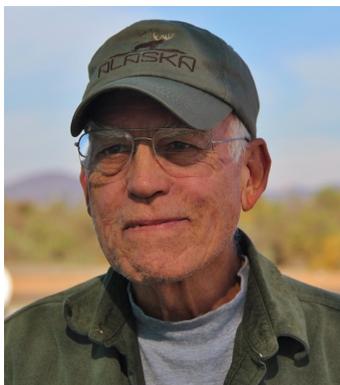


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Club Board Members



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CLUB MEMBER NEWS

★ New Products ★ Deals ★ Events ★ Coupons ★

May
2013



P-51D Mustang RTF

Only at Hobby People!

Ready To Fly
Receiver Ready Versions



Wingspan: 47.25in

Brushless Motor. 3S Li-Po Power. Breathtaking Beauty!

Ready To Fly Version

No. 117230, List \$533.30

Only 249⁹⁹

Receiver Ready Version

No. 117231, List \$355.50

Only 169⁹⁹



RTF & RR versions include main gear and tail retracts, installed!



Hand-painted pilot bust, included!



RR version is 100% ready for your radio system RX & TX.

See one at a Hobby People Store by the end of May!



50% OFF!
With Coupon

Hobby People CLUB COUPONS

For Your Li-Po Charging Needs

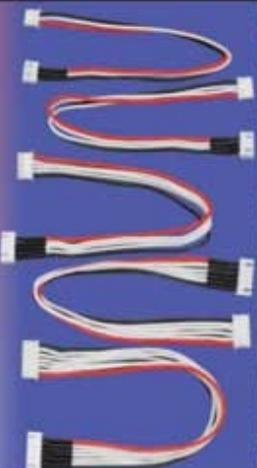
Balance Tap Extensions 2S - XH
No. 118510 Reg. 2.49 **Only 1.25**

Balance Tap Extensions 3S - XH
No. 118511 Reg. 2.49 **Only 1.25**

Balance Tap Extensions 4S - XH
No. 118512 Reg. 2.99 **Only 1.50**

Balance Tap Extension 5S - XH
No. 118513 Reg. 3.49 **Only 1.75**

Balance Tap Extension 6S - XH
No. 118514 Reg. 3.99 **Only 1.99**



50% OFF!
With Coupon

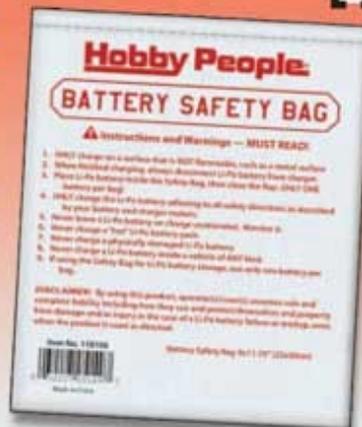
Battery Safety Bag 9x11.75in

(23x30cm)

No. 118106
Regularly 14.99

Only 7.50

Limit 2 per coupon



May 1 through May 31, 2013 -- Retail store sales only, must present coupon at time of purchase for discount. Cannot be combined with other offers.

Find A Store: 1-866-HOBBY4U

hobbypeople.net



There are days at our field when the thermal lift is so good it seems like it's everywhere. When it's like that even glider aerobatics are possible, I cranked off a couple of loops. After flying for a while I decided to land. After a high speed pass over the field I brought it around in the pattern and spoilers up a perfect landing out on the mowed field- a 12 minute flight but what went wrong on the release? "Dummy" I was working the wrong switch! Oh well lessons for another day. There's just something magical about catching a thermal and working it until

