

AMA Charter #141

# Transmitter

The Newsletter of the Palomar RC Flyers

March

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

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

## Meeting Minutes

PRCF Board of Directors Meeting  
February 23<sup>rd</sup>, 2005

The meeting was presided over by  
President George Dawe

The meeting was attended by:  
Vice President Gary Thompson  
Secretary Dave Truax  
Treasurer Harvey Atkinson

The following Board Members were  
also in attendance:

Tom Minegar  
Robert Wylie  
Butch Abongan  
David Drowns  
Varley Longson  
Glen Pohly  
Roger Corley

Special Attendance:  
Chief Flight Instructor  
Charles Lewis

The President called the meeting to order at 7:00. Unlike January's meeting in which Butch Abongan and David Drowns arrived 5 minutes late, this time they both arrived two minutes early!

At 7:00 President announced that the field would remain closed until the evening of February 25, 2005 or when the rain stopped! The access roads remain a mess.

The board approved this action.

The board resolved to do the following:

1. Ratify the purchase of ten new trainers to be used for the "Flights of Fancy Program, in the amount of 1200.00.

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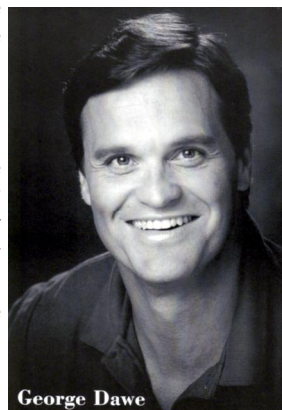


As I sit here at my computer, on the last day of February, with a bad case of writer's block, I am trying to find a place to begin.

How about that weather?!!! I swear, if it rains anymore were going to have to change our name to the Palomar RC Sailors, Inc. Every time the phone rings I feel like answering: "Noah's Ark, Noah speaking!

I have been told that all records have been broken for seasonal rainfall in Fallbrook. I believe it! For those of you that do not know, I have a big whole in my back yard that was suppose to be a swimming pool by now! The other day a gaggle of ducks decided to use it to take a bath!

Unfortunately, as you all should know from visiting our website, the dump truck could not safely navigate our roads so our work party had to be postponed. I will let you know of the scheduled update, through the website, once we have a re-scheduled date.



George Dawe

Our first club event went off without a hitch despite a tornado that apparently touched down on Alliso Road in Fallbrook. While the roads were marginal, the combat flyers managed to caravan into the site under and complete a sanctioned event before the next heavy rain settled in for the rest of the weekend. Special thanks

to Bob Lang for coming out and helping tend the gate during this event. As always, Janet and Jim Cole were well organized for all conditions and made this event a winner! I thank them both for their unrelenting efforts.

Congratulations to all whom competed and endured in this event! I encourage all of you reading this column to read the combat column for the results! (See next issue. ed.)

Events at the Car track have not fared as well. Apparently the clay surface, (as we all know by now), which makes a wonderful racing surface when moist, gets water logged and stays water logged for quite some time. All of our recent car events have been cancelled for this reason, including our first 'oval' race.

I invite you to seek further details in Gary's car article found elsewhere in this issue.

The County negotiations continue on schedule. We will have more news at our next club meeting. Our first formal negotiation meeting with the county is scheduled for March 5, 2005. Board Member Tom Minegar will be attending for us. I will be lurking nearby, waiting for a phone call,

should all head south.

The Scale show is on track. Ron Peterka will be giving a scale demonstration complete with three views and judges tips at our next club meeting so don't miss it. Even you 2610/2548 combat guys will need to know what a 3-view looks like this

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2. Reschedule the Field work party due to rain. The gravel truck is unable to navigate our access road in its present rain soaked condition. The board reiterated its intention to purchase one initial truck-load of fill and gravel to repair the access road from damage resulting from the January rains. This purchase is to be handled by Harvey Atkinson and Robert Wylie. Robert Wylie will be in charge of the Palomar Dollars work party to spread the gravel to be announced. The board will reassess the need for more gravel and the need for drainage pipes at next months Board meeting.
3. Glen Pohly was appointed Fallbrook and Ramona Air Show Chairman and will try to make some headway with the new Airport manager by scheduling a one day event at each show.
4. Glen Pohly submitted his loan/bill amount which the club owes him. He reduced his bill by \$1,000.00 by purchasing a "Life Membership". The board approved his Life Membership and his bill was submitted to the treasurer, Harvey Atkinson, for eventual payment.
5. David Drowns reported to the board that the top lock of the storage been closest to the flying field has now been fixed.
6. The treasurer's report was presented to the board
7. The Board resolved to complete an inventory of the barn contents during the next rain free weekend.
8. The Board discussed the upcoming youth group fly-in Chaired by David Drowns. It resolved to prepare four club trainers for this event.
9. The Board discussed the success of the most recent combat event and resolved to prepare for the pylon event.
10. The state of the County negotiations were presented by Tom Minigar. The first meeting of importance is scheduled for March 5, 2005.

The Meeting was adjourned at 9:05 p.m. February 23<sup>rd</sup>, 2005

George Dawe

#### General Cub Meeting

February 17<sup>th</sup>, 2005

The meeting was called to order by new Club President, George Dawe, at 7:30 February 17, 2005

"Old Business" progress was reported to the club:

This included the Boards approval of:

1. The President, again, outlined the reasons necessary for closing the field during this unprecedented rainy season.
2. Progress made on negotiations with San Diego County for the Clubs temporary major use permit.
3. The President again asked for volunteers for the upcoming work projects and reminded the club of each of the upcoming club events and work parties.  
Refer to the "Transmitter" calendar for exact dates.
4. The President reminded the club to check for field closure and information on the club website: [www.palomarrcflyers.org](http://www.palomarrcflyers.org)
5. The President reminded the club that the Palomar RC Flyers is a corporation and briefly explained how a 501(c)(3) corporation works.

#### New Business Presented:

1. The treasurers report was presented and approved by the membership.
2. The President again addressed the need for members to attend club functions such as the "key exchange" to lighten the load on its "volunteer" Board Members and Officers.
3. New members were presented:  
Brad Butzbach,  
Tony Irizarry  
Mark Molus
4. No new solo certificates were presented
5. Upcoming Car track events were presented by Gary Thompson.
6. The club was reminded of the impending R/C Combat event.
7. The Club was reminded of the upcoming Pylon event by Dave Truax.
8. An electric Scale presentation was organized by Curtis Kitteringham (More on this next month, ed.)
9. The president reminded the club of the upcoming Scale Show.

10. The club is still offering a free membership to the next "Snack" person.

11. There were two entries for Model of the month. Don White won February's Plaque while club voted to give Glen Pohly January's plaque that had gone unclaimed!

The "tool of the month" saw the presentation of "Scale Pilots" made by several manufacturers that can be used as pilots in larger models.

The Thumbs Award went to Anonymous for crashing his model aircraft in a unique manner!

The President's Special "Turkey" award went to Frank Burke for almost cutting his finger off by pointing at a loose carburetor through a whirling propeller

(Note: The President reminded the club that the purpose of these awards is to make other pilots think before they make serious mistakes. Although sometimes amusing stories are recounted, the results should not be viewed as amusing!)

The meeting was adjourned at 8:30 after which the club's February 05 raffle, hosted by Robert Wylie, commenced.

George Dawe



Glenn Pohly

Membership Chairman

He took a life time membership in trade.

Thanks, Glenn

## Palomar Racing News

By Jay Dombrowski

### Beginner's Corner

In an earlier article I was quite talkative about initial car setup. To complement that article, I want to discuss in less time (I hope) a couple of settings for your car as you head for the track.

Assuming that you have taken care of the normal maintenance chores, let's talk about those final tweaks before putting the car on the track.

Fuel and pressure lines tie wrapped in place - check

Transponder mount positioned correctly - check

Receive battery peaked - check

Cars tweak set - ?

Ever had your car launch to the right or left over a jump when you thought it should go straight. How about it seems to turn sharper to the right than the left and you have already rotated the tires with no help. It could be your tweak causing the problem.

Tweak is the adjustment that allows both tires at each end of the car to come off the ground at the same time. This is a simple adjustment if you have set screws on the lower arms that can limit how far the lower arms can extend. If not, here are a couple of ways to make this adjustment but it could be tedious.

Before making the tweak check, you should have completed the camber, toe end, and ride height adjustments. In addition we will need to determine if there is any obvious slop in the suspension.

Support the car on a block under the chassis to allow all four tires off the ground at least a couple of inches.

With the body off and looking at one end of the car, the upper and lower shock pivots bolts should be in the same mounting holes on both sides of the car. It is easy to have one side one hole off. Now repeat for the other end of the car.

From the front or rear, look at the wheels just hanging. Do the right and left wheels look like they are hanging down about the same amount? Good...

Now the rear: while holding the car down on the block firmly with one hand, place the index finger of the free hand at the very bottom of a tire and gently press upward. As the tire moves up the shock should begin to compress. If there is more than a few thousandths of play, the shock plastic or axle bearings this will need to be repair before tweak can be adjusted. You will need to complete this test a couple of times

on each wheel to get the feel of it.

Assuming all is well, take the car off the block and turn it upside down. With a magic marker, mark the center of the chassis at the front and rear so it can be seen from the front or back of the car (if you use the edge of a file and put a slight notch on the chassis you will have a permanent mark at the center of the chassis for future adjustments).

1. Put the car back on it wheels and compress the suspension at front and rear.

2. Place either edge of an exacta knife on the center mark just created and lift up the end of the car slowly with the knife until one or both of the tires come off the table. If tweak is correct, both tires will come off the table at the same time.

3. Repeat steps 1 & 2 for the other end of the car. I suggest making this measurement several times and then writing down in your "log book". Keeping track of which wheel and how much it was out of adjustment will be useful the next time you make this adjustment. If it is off again at the same wheel, there may be something bending or ready to break in the suspension.

To make an adjustment you will need to decide which suspension arms is too low (it comes off the ground last) and adjust the limit screw in (or tighten) on that arm only. Then repeat steps 1 & 2 until both tires come off the table at the same time.

If you don't have suspension limit screws you can still make this adjustment but it is tedious. My suggestion is to remove the shock on the side that comes off the table last and tighten the plastic eye 1/2 half or full turn on the shock shaft. If this is not feasible, then loosen the plastic on the other shock by 1/2 or 1 turn.

If the shock end adjustments are not for you then you have two choices. Leave it alone or open the shock up on the side that cleared the table last and install a thin piece of fuel tubing on the shock shaft under the piston (don't remove the piston from the shaft, just slide the tubing on the shock shaft so it rests up against the piston). This will limit the shock travel and prevent the lower arm from hanging too low. Reassemble the shock with your favor oil, reinstall it on the car and retest. If the tweak comes out correctly, change the oil in the other shock just for grins.

Next time will be my suggestions on "breakin" and "Box tune of an engine".

Thanks

BTW, my handle on different web-sites is:

"want2bercracer" or  
jdombrowski@sdsc.edu

Palomar Raceway Member,

Jay Dombrowski

## An Interview with Aubrey King

By Johnny Pumphandle

JP: Whatcha doin' Aubrey?

AK: I'm putting together an e-flite Ultimate. I had a spare brushless motor here, so I thought I would get this new kit together to have something to fly 3D with.

JP: What's all this other stuff around here?

AK: Well, we have all kinds of RC stuff here. Especially cars. I have been into electric cars forever and I spend most of my time building and racing electric cars. Our hobby shop has a little bit of everything, as you can see. But electric RC cars are my passion.

We have parts for all kinds of RC cars, but you can see that we have a number of RC planes as well - mostly electrics.

JP: What are your latest projects?

AK: Actually, the airplane is just for fun. But I am in the business of building up RC race cars.

JP: I see that you have a number of cars in various stages.

AK: It takes awhile to get each car just right. I am a perfectionist.

JP: What should I tell our club members about Kingspeed Hobbies?

AK: Well, as I said we have a variety of RC hobbies - boats, cars, planes and some other things that you won't find in other hobby shops. We have gas buggies too, but our big thing is electric cars. I try to give specialized advice on electric car performance and if you want a car tuned up or need a car built up or just a nice RTR car or kit, this is the place.

Note: Kingspeed Hobbies is owned and operated by Aubrey King. For all club members that live in the North County coastal area, Kingspeed Hobbies is located at 229 N El Camino Real #C on the East side of El Camino Ave in Encinitas. Call Aubrey at 760-634-1667. Bring your Club card for a discount. Aubrey also provides discounts to active duty military personnel.



## Car Track Race Schedule: By Johnny Pumphandle

(O)=Dirt Oval race, all others are Off-Road.

MARCH	6,20
APRIL	3,17,24(O)
MAY	1,15,29(O)
JUNE	5,19,26(O)
JULY	3,17,31(O)
AUGUST	7,21,28(O)
SEPTEMBER	4,18,25(O)
OCTOBER	2,16,30(O)
NOVEMBER	6,20,27(O)
DECEMBER	4,11(O),18

## Race Results

By Johnny Pumphandle

Race Results for February 6<sup>th</sup>, 2005  
(aka Super Bowl Sunday)

We had 40 entries for race day in 6 classes. The day was overcast and on the cool side, but practice started at 7am and went until about 9:30 am. Racing started at about 10am, with the goal of getting all the races finished by 2:30pm before the Super Bowl.

Great racing. Except, that we took a break while nature watered the track during the 2nd round of qualifying.

The track started to groove after that and cars were really hooking up. This track is really made for 1/8 buggies, many of which were posting lap times in the 29 sec range. The entire results are posted on the PalomarRacing.com website.

### Class Winners:

E-Truck - Stock	Chris Sheehy
E-Truck - Modified	Dan Ward
Nitro Truck	Jacques Ballow
1/8 <sup>th</sup> Buggy	John Sparlund
Monster Truck S/B	Doug Fault
Monster Truck L/B	Jay Dombrowski

Reminder: Reminder: Get your cars prepared for the Championship Series which will start on May 1<sup>st</sup>. 8 races, 3 classes and now sponsored by some great local Hobby shops:

E-Truck Stock	Hobby Central
Nitro Trucks	Discount Hobbies
1/8 <sup>th</sup> Buggies	HobbyTown In San Marcos

Gary Thompson

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year!

I remind you to start your scale projects for the club "scale" show and you electric scale projects for the summer "scale" electric show as those events are just around the corner. I was very impressed with both the size and power of the electric scale aircraft presented during our February Club meeting and you should all thank Curtis for putting it together so well despite my last minute request!

Our first Youth Group Fly-in is coming up in a couple of weeks. We conducted an inventory of the barn and found nine complete trainers. Four trainers will be used at this event which is Chaired by Board Member, David Drowns. David has gone to a lot of effort to organize these continuing youth events to make our club's public image. Assuming all of the trainers survive the ordeal, we now have nine complete trainers and an additional ten NIB trainers for flights of Fancy and other Club events such as the Fallbrook and Ramona Air Fairs. It is my intention to start a program at both of these airfares in which we pick out of the crowd several "potential" young pilots and give them a turn on the "buddy box" under the watchful eye of one of our instructors.

Charles Lewis, our Chief Flight instructor may be reorganizing our Flight Instructor training program, once we receive an answer to our email inquiry asking the AMA to tell us, in writing, what if anything new they require of our instructors. If it comes to pass, I expect all of our instructors to become diligent students so they may quickly pass on any new lessons to their protégé.



Gary Thompson

For those of you at our last two meetings, although attendance has risen from last years meetings, our model of the month participation has been down. As many of you know, January 05's plaque went unclaimed! In February we had two participants. I put it to a vote and the club awarded Glen Pohly January's trophy while Don White won February's trophy. Gentlemen and Ladies, do I have to start competing in this contest again in order to have ten entries? (For those of you who do not know, every time I competed in this contest it seemed the entire "scale" division of our club showed up with brand new models of exotically intricate aircraft that could have each won any scale contest on both sides of the Mississippi!) Come on... it has been raining for months... lets see those newly completed projects!

The Barn inventory has been completed by David Drowns and myself. There are four kits in the barn. Two are filled with termites! One was sealed so it is impossible to tell and one was a duraplane made of plastic and metal. There are several boxes of old engines and aircraft parts that seemed to have more rust than value. Finally there are ten boxes of balsa wood filled with, (you guessed it), termites! What is salvageable will be auctioned of to our club members in the near future. However, I have decided that most of the contents will be auctioned off at the field and not at a club meeting as it is doubtful that anyone will volunteer to transport this material, in its termite ridden state, to a meeting. We moved all of the club trainers out of the barn after checking for termites. My skin is still crawling just thinking about it!

You may have noticed that the mowing of our weeds has started again. I still need two more volunteers to complete the crew. Please sign up at our next meeting... Uncle George Needs You!

That's all I have for now, see you at the meeting!

Your President,

George Dawe

## Scale Contests

By Ron Peterka

### SCALE MANEUVERS PART III

#### Realism in Flight:

The last of the mandatory maneuvers is 'Realism in Flight' which is judged continuously and subjectively, through-out the flight. The score represents the judge's impression of the models simulation of the full-scale aircraft's general flight characteristics. Let's look at some of the problems you and the judges have with this requirement beginning with 'scale speed'.

It seems easy to say a 1/4 scale model should fly at 1/4 full scale speed. So if a Piper Cub lands at 35 MPH, your model should land at just under nine MPH on a radar gun! A P-51 has a top speed of around 400 MPH and a cruise speed around 75% of that, or 300 MPH, which in turn means your 1/4 scale model should 'cruise' at about 75 MPH. Let's not even think about the speed range of a modern jet and the wing loading of our turbine models. So speed is out and we need a different way to look at model airspeed realism.

That way turns out to be non-linear and pretty easy. It has to do with the size of the model, and the distance away from the observer that the model is. The larger the model is, the slower it appears. Ever watched a 747 on approach at LAX. It seems to be barely moving at its approach airspeed of 165 to 195 MPH. Yet, a small Cessna landing at Ramona appears to be moving faster because you are closer to the aircraft. Small models often have to fly at an unrealistic appearing airspeed just to stay airborne. So one answer to better 'realism' scores is to fly a larger model at lower airspeed. The model should just "look right" for the type of aircraft and the maneuver, if any, the model is attempting.

Have you ever watched the average sport flyer bombing around the pattern with a J-3 Cub with a large engine at full throttle doing round loops and axial rolls? Just doesn't 'look right' does it.

The full scale C-3 kinda floats along like a big butterfly and gets blown around by each variation in wind-speed and direction. Loops require a dive to get airspeed and resemble a lower case cursive 'E' while rolls are of the barrel type.

Heavy metal war-birds can move a bit faster and with heavier wing load-

ing tend to 'penetrate' more smoothly regardless of the wind. One reason so many scale builders prefer them. They are easier to make 'look right'.

The other element of 'realism' is making turns using a speed and bank angle that is appropriate for the type of aircraft being flown. Aerobatic aircraft are almost always fairly slow, but can manage higher bank angles and sudden movements. Models of the early passenger planes rarely if ever fly at extreme bank angles and the speed range is very limited from stall to top speed.

Choose your optional maneuvers to minimize the amount of time you are being judged because it gives the judges more time to look for errors. Choose maneuvers your model can perform well and look good doing. Keep realism in mind even while flying the pattern to set up for your next contest maneuver.

To sum it all up --- Make each flight look real from taxi to landing roll-out.

Ron Peterka

## Mixing D/R and Exp.

By Bruce Van Wagner

I have the Futaba transmitter 6XAS with Exp. and I used this method to set up Exp. The general procedure should work well on all radios that have this feature.

1. Set the ATV (Adjustable Travel Volume) for aileron and elevator to 100% in both directions.
2. Set the D/R (dual rate) up position High rate to 120% and down position low rate to 100%. Now test fly your plane and adjust the high rate full-stick travel so that it is your maximum response and then set the low rate to be very easy to control.
3. Now let's change the D/R high to Exp. (Exponential) setting by blending the two D/R together.

A. Position the transmitter elevator or aileron control stick to 40% - 60% of travel and flip the D/R switch from high to low. With the D/R switch on high, adjust the Exp rate to a negative value so the Control surface does not move when switching from high to low.

B. Position the control stick to

1/2 the travel of the previous setting, then with the D/R from high to low. The high position will have equal or less control motion than the low position.

C. Position the transmitter control stick to full travel then switch the D/R switch from high to low. The high will have the same amount of travel as before adding Exp.

Now your high rates will be setup with exponential that behaves very close to how the low rate performs on slight movement of the stick, but with full stick control available. The low rate remains as a low rate.

Bruce Van Wagner

## Pylon Racing

By Dave Truax

### Pylon Notes

As I write this, we are having a few dry, but cloudy days. I hope this lack of rain encourages you to charge up your batteries, both in your planes and your own.

Dig out a plane that fits one of our Pylon classes, dust it off, and get out to the field on March 26<sup>th</sup>.

George Dawe told me that he will be bringing out his Sig Wonder for the Open B. George won a fly-off with Doug Albert with this plane in 2000. In that month's Pylon Notes, I described George's win as "a series of high altitude Cuban 8's".

I think that George is fulfilling an unwritten duty of club officers; that is, participating in club contests and offering yourself up for verbal abuse by club members.

Bob Lang was a great target and George is carrying on with that tradition.

We will need some help at our race, so earn your Palomar Dollars and sign up at the next club meeting or give me a call!

Call me with any questions, answers, rumors, or gossip.

Dave Truax

Phone:

760-747-3485

## Air Show Alert

by Glenn Pohly

The Fallbrook and Ramona Air Shows are just around the corner again!

As in the past at the Fallbrook show, on Sunday, April 17<sup>th</sup>, our club demos will be a featured event. In fact, if you look on the Fallbrook Avocado Festival website, you will see a picture of our planes from last year's show featured on their home page. We will have the opportunity to fly and drive all day long, except when the tower notifies us that the full-scales – or ultra-lights – need to take-off or land. Just about every one who flew last year had a chance to fly a demo as many times as they wanted. This year, we can expect more of the same – show up, put your planes out for demo, show off to the crowd, smash up a few combat ships, and answer questions to the visitors about our hobby and our club.

At Ramona, currently set for Saturday and Sunday, June 25 & 26, we will again have the great spot we did last year – parking right at our staging/static display area, plenty of room, and perfect seats for the full-scale flying shows. Last year, we had more than 60 planes in the static display. Once again, for the flying demo, we will be right in front of the tower, stage center for the crowd, flying right off the taxiway. It was a great feeling at the show last year to see the visitors crowd down to the flight line at our first take-off, watch our pilots show off their aerobatic, pattern, and scale flying skills, and cheer at each streamer cut – and the mid-air - during the combat demo. We received many appreciative comments and inquiries about the club. We even signed up new members as a direct result of that show.

Another benefit of the Ramona show is that our location is right next to the edge of the tarmac – and we have tentative approval to run the off-road cars and trucks from our new car members all day long in the adjacent dirt area. For those

of us building control-line models for our control line contest later this year, if your model's ready by this show, you can fly control line all day, also – we are going to set up a demo area just for CL if we have some flyers who want to be there. (Wild Bill, you in this year?).

As always, your participation in these shows – a blast in their own right – will earn you Palomar Dollars towards next year's membership. You can fly/drive in demos, bring your planes/cars/trucks/helicopters for the static display, help with setup/teardown, answer questions, man computer simulators, or any combination to earn your PDs.

We always have a great time, and it's just plain fun to do. We don't frequently have a crowd at Johnson Field that loudly shows their appreciation for the models and skills in which you've invested hard work; I guarantee you, you'll get just that at Fallbrook and Ramona. (And if you put one in, you'll REALLY get a crowd response – not to mention, a good shot at the next Thumb of the Month award!)

There will be more information at the March club meeting. If you can't make the meeting, please call me or send me an e-mail if you want to be part of these shows.

Glenn Pohly

Phone: 858-414-9749

Email glenn@pohly.net



David Drowns



## Dave's Corner

By David Drowns

RE: The LOCK:

With all this rainy weather it took some time, but the upper lock on the storage bin has been repaired and can now be used again.

RE: COMBAT Promotion:

I had recently been contacted by Dave Kalfell of Menifee Valley flyers about doing a combat promotion at their club because they knew little about RC combat.

This past February 15th, I was able to make it to their club meeting in Sun City. There were about 15 members present out of a club of about 50.

I'd like to thank George Dawe and Jim Cole for letting me use some of their combat planes and materials for this promotion. Along with their planes and some of mine, I had 8 planes to show a good cross-section of different classes and styles of what can be found at these events.

I described the classes flown, how combat is scored, different construction styles and answered questions. One of their members, who had attended our first air show, described our combat demo and how much he enjoyed it.

Being the first Tuesday before our "Raid on Tokyo" combat event, some of their members were ready to come and see our event. The rain kept all but combat pilots away that Saturday and understandably so.

We will get together when we have better weather and show them just how much fun you can have in this part of RC.

RE: Youth Event:

On Sunday March 13<sup>th</sup>, from noon-2:00 p.m. or so will be a youth event at our field.

We will be getting about a dozen or so kids from a local youth group up on buddy boxes with some club trainers.

We should be having a group of our instructors their that morning going through some new training procedures that we'll be implementing this year to insure the quality of our instructor program.

This should work out well, having all the instructors available for this event afterward.

This will be a Palomar Dollar event and if you would like to help contact me at 760-740-1715.

If you have any ideas that you would like to see developed within our club lets talk. Until then, fly safe and have fun.

David Drowns



## Superior Pilot's Corner

By Johnny Pumphandle

Superior Pilot- Def. "A pilot that uses superior judgment to keep his butt out of situations that might cause him to have to use his superior flying skills".

Did you know that you can become a better pilot by flying your computer?

The Flight Simulator for RC airplanes and helicopters has really become a training device that can improve your flying skills. Most of the simulation programs available today are truly designed to emulate the RC flying experience. They will simulate the entire flying environment by graphically displaying the environment, the field, the wind, turbulence, sounds, etc. Many of the available simulators let you choose not only the airplane model to fly, but also the performance factors, such as CG, wing loading, power, amount of gas/battery, use of retracts, flaps, dual rates, etc. And other simulators even allow you to design the entire airplane and then give you a feeling for how it flies.

Simulator programs have one thing in common - they all provide a method of learning how to get the feel of flying an RC plane without having to risk crashing a real model. It is surprising how much more confidence you will have when you transfer your new skills from the simulator to a real model.

Here are a few tips to help you learn quicker:

1. Be sure to set your environment up as realistic as possible. If wind can be manipulated, set up the direction, strength and gust condition. If the Sun is available, fly with your back to the Sun.
2. Because of the limited space on the CRT screen, simulator programs display a narrow view of the surroundings. Make it a habit to fly low to the ground, especially when making a runway approach. This provides you a better view of the surroundings. Learn the landmarks.
3. Practice landings. Force yourself to demand perfection. Strive for touchdown on the center of the runway.
4. This is the place to learn stick positions needed for difficult maneuvers. Use the simulator to learn a new maneuver before risking your model. Master the low inverted snap roll.

How can you choose a simulator program that is right for you? Every simulator program presents its simulation in a slightly different way. This means that your perception of the simulation must satisfy your requirements in order to receive the maximum learning experience. You must be completely satisfied with the feeling you get. One of the best places to experience this is at an RC show, where several vendors usually have their simulation programs available to try. Many Hobby shops also have a computer setup to demonstrate these programs - another place to try before you buy. Other Club members have simulator programs and will let you try it out. Take your time to evaluate. Develop a list of features that you consider important, i.e. realism, adjustability of environment, adjustability of plane/helicopter performance, graphics, models available.

Many simulators let you connect your own transmitter by cable to the computer. Some provide a faux transmitter box. Choose the system that you will be most comfortable with. The main thing is to try before you buy.

Now go fly right.

Gary Thompson

## Throttle Jockey Setup

By Graham Lloyd

The Throttle Jockey is a great little device but it is very awkward to set up; it just seems to defy all the rules.

Trouble is the instructions are not that clear; they are not wrong just unclear. Well I finally got mine working correctly with a lot of help from club member Don White. So here are a few step by step instructions that might help.

The magnet has to be glued into the fan, and you need to make certain that it is the correct way around as it will only work one way. It's easy to find the correct way, just connect the Throttle Jockey up with power. It can be on your desk or in your heli: just check that as you pass the magnet over the sensor you get the red light on the Throttle Jockey.

Next step, you MUST do all the following BEFORE you do a calibration as this is where all the mistakes are made.

1. The throttle ATV must be as close to +100% -100% as possible - just use the best hole on the servo

arm to obtain this.

2. Now you can use any switch you want to operate the Throttle Jockey. If you only have a two position switch then you can have two different head speeds or one speed and Throttle Jockey off. So its better to use a three position switch then you have two different speeds with the centre position giving you Throttle Jockey off. For example on a JR radio you could use the Aux2 switch 3 position or the Gear switch 2 position. Whatever switch you use the ATV for that switch must be set to +100% -100% There must be no mixes set up on the throttle or your chosen switch.
3. With the throttle trim and throttle set at zero you can do a calibration as per the instructions. No problems here as this is written so you can understand it. Having calibrated the Throttle Jockey, if you have a three position switch you can check that the Throttle Jockey switches off. The yellow light should go out in the centre position and be on in the two other positions. Check this with the throttle fully open. The yellow light should also go out when the throttle is at about 25% or lower. Suggest with a three position switch you can set ATV as +60% -70% for starters. See comment below if you leave it set at + and -100%.

NOTE: The yellow light is for a super servo and a green light for a normal servo

If you have a two position switch set ATV to +70% -0% this is just for starters.

Now you can check that you can switch the Throttle Jockey on and off. Off in 0% position and on in 70% position.

If you leave the ATV at 100%, the engine will cut in giving a head speed in excess of 2000 RPM. You don't want to do this - my Shuttle exploded at this speed and needed the Deluxe Crash Kit!

After all this excitement you can start your Heli and set the ATVs to give you the head speed you require.

Should you require an American translation, catch me or my good friend Don at the field

Graham Lloyd from the UK

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## Other RC Events

By Johnny Pumphandle

April 23, Saturday

Annual Weedwacker Swap Meet:  
7:30am - 11:00am Cactus Park  
(Weedwacker Field), Lakeside.  
Contact: Glen Merritt 619 469-0584  
or Ben Newkirk 619 698-4766  
\$4 sellers fee. In case of rain, the  
event is moved to the following Sat-  
urday.

May 21-22, Saturday & Sunday  
RCX show  
10am - 6pm  
Anaheim Convention Center  
[www.rcx.com](http://www.rcx.com)

May 27-30, Friday - Monday  
IMAA West Coast Festival  
4 days  
Castle Airport, Atwater CA.  
Take Hwy 99 North just beyond  
Merced.

Contact: Ken Shapiro 510 524-6169  
June 18, Saturday, San Diego  
Fun Fly - Chollas Park -  
contact  
Frank Gagliardi 858-271-4430.  
Pilots meeting at 8:30am.  
Come and fly with Chollas - Open  
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events.

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kinson, Roger Corley, David  
Drowns, Varley Longson, Eric  
Loos, Tom Minegar, Gary  
Thompson, Dave Truax, and  
Robert Wylie.

\$150 -

Any Discrepancies should be  
brought to the attention of the club  
president. This list is usually one  
month behind. Note: The Palomar  
dollars are based on a rate of \$10  
per hour for work performed.

Hey, folks, we've got room for more  
names! Belly up to the bar!

## NO-FLY QUICK CHECK

### ASSEMBLY INSPECTION

- Check Security - Engine, fuel tank, wheels, receiver, battery, servos.
- Pull Test - Linkages and control surfaces.
- Receiver Antenna - Fully extended and away from metal.
- Verify Center of gravity location.
- Conduct Range Test- with transmitter antenna collapsed.

### PRE-FLIGHT(EACH FLIGHT)

- Check receiver voltage under load.
- Check transmitter power level.
- Check engine high speed, nose up.
- Check engine idle, nose down.
- Extend transmitter antenna.
- Check control surface direction and response.





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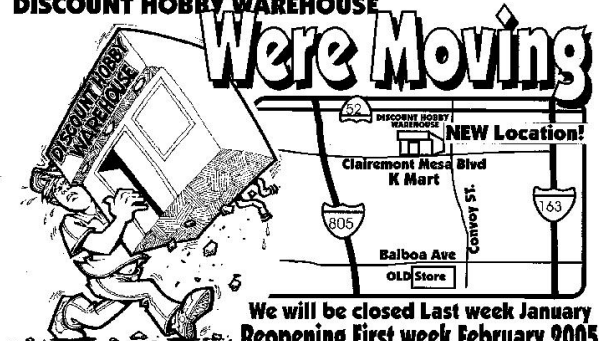
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Please direct correspondence to:

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

Fax : 909-679-7465

E-MAIL: pres@palomarrcflyers.org

Catch us on the web at [www.palomarrcflyers.org](http://www.palomarrcflyers.org)



**Meeting Notice:**

The Thursday, Mar. 17th club meeting will be held at 7:30 pm, at the San Marcos Joslyn Senior Center, 101 Richmar Avenue, San Marcos, CA. Members, guests and visitors are encouraged to attend.

## 2005 Calendar of Events

January 8 - Gate key exchange. Johnson Field, 9am - noon  
20 - Club Meeting - San Marcos JCS ... 7:30 pm

February 17 - Club Meeting  
19 - RC Combat - *"Raid on Tokyo"* Open B  
27 - Club field work to spread new gravel and general clean up required after the rains.

March 17 - Club Meeting  
26 - Pylon Races  
Quickie 500, Trainer & Combat Classes

April 17 - Fallbrook Air Fair  
21 - CLUB MEETING - CLUB AUCTION  
23 - RC Combat - *"The Hunt for Yamamoto"*  
SSC and Scale (22610/2548)

May 19 - Club Meeting  
21 - The new *"Top Dawg"* Scale and swap meet

June 16 - Club Meeting  
18 - RC Combat - *"The Marianas Turkey Shoot"*  
Open B

DATES AND EVENTS SUBJECT TO CHANGE WITHOUT NOTICE

July 4 - Club Picnic and fun-fly  
21 - Club Meeting  
23 - "Flights of Fancy" - SD Aerospace Museum

August 18 - Club Meeting  
20 - RC Combat - *"Battle of Britain"*  
SSC and Scale (2610/2548)

Sept 3, - Mall Show, Westfield Plaza (North County Fair)  
15 - Club Meeting  
17 - San Diego RC Air Show,  
Swap Meet, and Pancake Breakfast

October 8 - Control Line Fun Fly  
20 - Club Meeting - CLUB AUCTION  
22 - RC Combat - *"Raid on Bougainville"*  
Open B

Nov 17 - Club Meeting

Dec 3, 4 - RC Combat - *"Pearl Harbor Classic"*  
15 - Club Meeting

All RC Combat events are AMA sanctioned.

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March 2005

