



AMA Charter #141

December 2005 Transmitter

The Newsletter of the Palomar RC Flyers

RC Web Site — www.PalomarRCFlyers.org

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

Meeting Minutes

Club Meeting of November 17th 2005

George clarified the ballot counting procedure for club officers. Ballots will be counted at the November 30th board meeting and announced at the Dec. 17th club banquet. Closing date for banquet ticket sales will be Monday Dec 12th to give me time to arrange the amounts needed.

George covered the need to keep up a search for a new field. This constant search will be necessary for as long as we are in existence.

At the next Board meeting we will vote on the previous custom allowing previous club officers life membership and free membership from here on out.

Jim Cole reminded us of the Pearl Harbor Classic on December 3rd.

Butch Abongan introduced a trial combat program where interested pilots fly combat planes provided by experienced combat veterans. Contact Butch, David Drowns, or Mike Shugamele.

We are still setting money aside to pay our monthly mystery water bill. This bill may be owed to Oceanside, Fallbrook or Rainbow districts.

Graham Lloyd told us of mistakenly selecting the wrong model on a JR 9-model-memory radio. Since he crashed two airplanes he won two trophies for thumb of the month, for November and December.

Dennis Teason won model of the month with his scratch built A-26 Intruder. (See article on page 4)

Ron Paterka, Gary Thompson, Curtis Kittingham, Larry Hufford and Jim and Janet Cole have been awarded free 2006 memberships, by vote of the Board of Directors.

President's Column

December 2005 President's Column

Well, my year as Club President is almost officially completed. The next "President's Column" you read will be written by our new President, Jim Mazuric. His administration will see some new faces in both Club Officers and Board Members. I can only ask that, as Club members, you give him the generous support you gave me.

I want to thank the people that served under me.

I want to thank David Drowns for serving on the Board in 2005. David worked many an event this year and organized our youth group "fy-in". There was not an event in which I could not count on him to participate.

Butch Abongan worked many events and had many suggestions for the board. He acted as both liaison and promoter of the Combat events in his position as board member. On the 2005 Board, Butch was famous for making a fashionably late yet timely entrance. (Just kidding Butch!)

Robert Wylie always had a helpful suggestion or two at each Board meeting. Robert helped organize the Ramona Airfair and did a fantastic job running the Raffle at each General Club meeting.

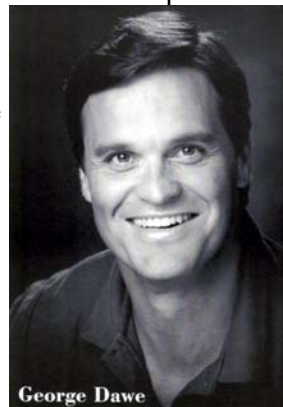
Roger Corely was instrumental in assisting Gary with the Car Track for the

first half of the year. He also helped Glenn Pohly in the Car Track membership department and helped plan many events. A stickler for details his thoughts inspired me to revise the Car Track membership.

I also want to thank Varley Longson for his service to the Club. His superb efforts were evident at the very first event, the key exchange, and continued through work parties, airshows, and day to day tasks, such as "lock box" acquisitions and general public relations with the various public services.

I relied heavily on my Vice President, Gary Thompson, to run the Car Track, Organize the "Flights of Fancy" and the Club Airshow events aside from performing his duties as Vice President. Gary has served the Club in many capacities over the past ten years. But in no prior year has he been more appreciated than 2005.

Gary's diligent and faithful service will be sorely missed.



George Dawe

I could always count on David Truax. I think that says a lot. I have known David for many years and I think of him as a friend. In his job as Secretary he performed very well despite not having a working computer. I admire him as a person. Never an event passed in which David was not present to be the line judge. From combat, to control line, to pylon... an event in which he served as Chairman in 2005, to the

Christmas Banquet, I could always count on David Truax! Thank you David.

A special thanks to Glenn Pohly! He was relentless! His tireless efforts were the sole reason this club appeared at both the Fallbrook and Ramona Airfairs! In 2004 and 2005, Glenn organized both the ballot and membership renewal mailings insuring that this Club remained financially and

(CONTINUED ON PAGE 2)

(CONTINUED FROM PAGE 1)

politically secure through 2006. I don't mind telling this club that I counted on Glenn to do a lot of work...and he performed magnificently each and every time!

If you look up the word "Treasurer" in the dictionary, there will be a picture of Harvey Atkinson. Next to the picture the definition reads: "consummate financial advisor and special advisor to the President of the Palomar R/C Flyers. Harvey and I talked almost every week about ways to make money, to save money and how to appeal to more of the clubs diversified members. Harvey, I appreciated your Counsel. Thank you!

The final Board Member I want to thank is Tom Minegar. I can truly say, without Tom, there would have been no events in 2005 because there would have been no airfield to fly from, no car track to race across, no helicopter pad to make a pinpoint landing, and no flying circle in which to perform U-control stunts. Tom donated many hours of his personal and professional time to negotiate with the County of San Diego so that you, as members, could continue to use the Palomar R/C Flyers' facilities. We all owe him a debt of gratitude. Personally, Tom has been a loyal friend over the years, and served to advise me on a personal level, and this year, in my capacity as President. His services to the club, of more than 10 years, will be greatly missed. I wish him the best in his next endeavor!

There are a few people who are not Officers or on the Board that I wish to thank.

Not too many people knew it, but Bob Lang continued his tenth year of service... through me. A year ago, I agreed to run for President of the Club under the conditions that I only wanted to do it for one year and that Bob would continue to help advise me. Well one year is just about up and Bob kept his promise to me. The many monthly conversations we had helped me keep the club on track. Bob's experience, in all matters concerning the club, allowed me to consider and plan for all the details in each and every event proposal I made to the Board. I thank Bob, and I am grateful for his counsel and continued service to the Palomar R/C Flyers, Inc.

Charles Lewis should be commended for his service as Chief Flight Instructor. This is a difficult position that requires

many hours supervising flight training both on the weekends and at the airshows. When you see Charles at the flying field, let him know his services are appreciated!

Curtis Kitteringham was promoter, director and flight line judge of our electric scale event, also helping out in many other events. He further acted as our liaison with many of the various clubs in San Diego and Riverside Counties. Whenever we had an event, I could always count on Curtis' help. Thank you Curtis!

I also want to thank both Jim and Janet Cole for hosting the Club's very successful combat events. Their dedicated effort and enthusiasm for R/C Combat has continued the legend of these contests as our Club's most popular and successful regularly scheduled event. We are very lucky to have them both in our Club and as contest directors.

I want to thank Larry Hufford for leading the tractor team and keeping the grounds in excellent condition at each event and throughout the year.

Finally, Mr. Scale, himself, Ron Peterka, was responsible for the return of "Top Dawg" as an official AMA Scale Contest. Ron put his heart and sole into this highly successful event, which was appreciated by participants and spectators alike. This was one of the nicest and most organized events I have ever attended, and that includes comparison to the AMA Nationals. Thank you Ron, and congratulations.

There are still some more people that need to be recognized:

Certainly Sean O'Connor has done a spectacular job serving as the *Transmitter's* Editor and Chief. Many a time I hit Sean with a last minute addition to the paper only to find he worked overtime to accomplish the task. His position is probably the most under appreciated position in the club and yet the most important position in the club. Without him there would be no written record of events for readers to enjoy! Thank you very much Sean! A job well done!

Larry Hufford, and his crew constantly kept the tractor repaired and the fields mowed in good condition. Having taken the helm at the tractor once or twice I can attest to the long hours and hard work these men dedicated to keeping our field in good stead. Thank you gentlemen!

Last but not least, I want to thank Herb Hayes. It is always a pleasure to talk

with Herb. Through the year he related to me many experiences, which made me laugh or smile, making my job a lot easier. He continued his generosity to the Club, on everything from monetary donations, during the Club's hours of need, to model aircraft donations to be used as grand prizes in events such as our Flights of Fancy program. Not an event went by in which Herb did not come up and talk to me offering a kind word of advice and guidance. I appreciated that Herb! You can still see the "little boy" in his eyes when he talks about aviation. I only hope I grow up to be like Herb! When I think of the consummate club member... I think of Herb!

Well that this is my final newsletter. I hope my tenure, as President of this Club for the year 2005, has at least been tolerable, if not entertaining. I know, despite the hard work, I did have a lot of fun and I met and worked with many interesting people! I hope you all had fun as well, because that is what our hobby is about...having fun!

Who knows, someday, I may run for Club President again. But for now, I want to thank all of you for your encouragement and support and wish you all well in the future. Have a Merry Christmas, Hanukkah, Kwanzaa, (Insert your own politically correct holiday here.), and a very, very Happy and Fun New Year!

See you at the field! And Happy Holidays!

Your President, for this month only!

IMPORTANT NOTICE

As noted elsewhere in this newsletter, the DECEMBER meeting will be held in conjunction with the annual Banquet on Saturday 17th DEC. at 7:30 pm at the usual place.

So don't show up on

Thursday 15th

You'll be all alone!!

See page 4 for more details.

Board Meeting of November 30th Election Results

Called to order at 7.00P.M.

Board Members present were :

George Dawe	Gary Thompson
Harvey Atkinson	Butch Abongon
Dave Truax	David Drowns
Roger Corley	Varley Longson
Glenn Pohly	

The first order of business was for Harvey Atkinson to write checks to Glen Pohly and Gary Thompson to pay off their loans to the club. This leaves the club completely debt free going into the new year. It should be noted that this was one of the top goals that George set out to accomplish in 2005 and it has been accomplished.

It was decided that the issue of bestowing life time memberships to past club officers would be decided on a case by case basis. We then moved on to assigning said lifetime membership to Bill Metzger who served as a club officer way back in the 80's and who now has a son and grandson as members of our club.

The results of the election came as no surprise and were as follows:

Jim Mazurak	President
Curtis Kitteringham	Vice President
Harvey Atkinson	Treasurer
Dave Truax	Secretary

Board members who either retained their positions or were elected were:

Butch Abongon
Jim Cole
David Drowns
Glen Pohly
Terry Harner
Charles Lewis
Varley Longson

Coming Events

Christmas (Holiday) Dinner	Dec 17 at 7:30p.m.
Weedwhackers Py lon event	Dec 17 th in the A.M.
KEY EXCHANGE	January 7th from 9.00a.m. to 12.00noon

A special board meeting will be held on January 4th to welcome and initialize the new BOD.

The January club meeting will be on January 19th.

Then the regular Board meeting will again be held on January 25th.

The sale of the three-wheeled cart will be on E-bay during January for any one that might be interested.

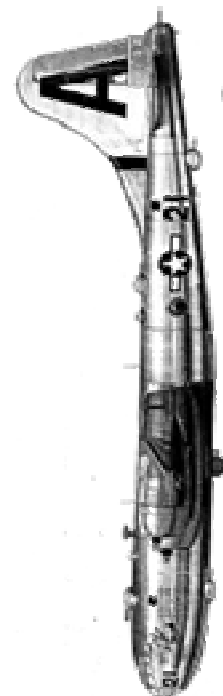
Meeting adjourned at 8.00p.m.

KEY EXCHANGE

Don't forget January 7th is the Key Exchange date. Show up at the field from 9:00am to 12:00 noon and get your new key for 2006

REMINDER

**The start time for the Holiday (Christmas) Dinner is 7:30 p.m.
On SATURDAY DECEMBER 17th**



Superior Pilot's Corner

"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."

Some time ago, I reviewed a radio receiver from Polk's Hobbies that can is capable of changing frequencies by detecting any FM transmitter signal and locking in to the frequency.

This month, I would like to review the Polk's Hobbies Tracker III transmitter. It has been in short supply for 2005. I placed an order for the Transmitter in July and finally received it in November. However, I am pleased to report that it was worth the wait. When ordered through the internet, the cost is just \$200.

Opening the box, I found the following:

- 1- 8 channel transmitter
- 1- 900 mah 9.6 vdc transmitter battery
- 1- 6 channel Seeker II receiver
- 1 receiver switch assembly
- 1 mountable momentary contact switch
(used to set the receiver frequency)
- 1- 900 mah 4.8 vdc receiver battery
- 1- standard servo
- 1- aileron extension cable
- 1- Operation Manual

All was packed very solidly. The Transmitter is a bit heavier, than my older transmitters, probably due to the heavier case material and the real metal surrounds for the gimbals mounting. It is all business and no frills. The 8 channels are controlled by the standard 4 channels on the sticks, 2 variable controls, and 2 3-position switches ideally for Landing gear and/or Flaps. Also included are 2 2-position switches for dual rates and 1 momentary contact Trainer switch.

The transmitter is very comfortable to hold. The standard spring strength on the sticks is stiffer than I am used to. It can be adjusted, but I have found that the stiffer feel, seems to help in holding a given position (better feel).

As far as features go, this transmitter is packed. All switches are assignable and mixes

(Cont'd on page 5)

Palomar Raceway

By Johnny Pumphandle

Upcoming
Raceway Off-Road Racing Schedule: Dec. 4, Dec 18

Palomar

Non-Club members are invited to practice and race on any race weekend by submitting a race entry. If you want to get on the track at other times, you must join the Palomar RC Flyers club. Complete details on joining the Palomar RC Flyers and information on the 2005 racing season is available on the Palomar Raceway website at www.PalomarRaceway.com.

The most recent race was this last Sunday, Nov 20. Only 11 drivers braved the almost perfect weather and excellent track conditions. This was duck soup for the drivers that did show up:

	Nitro Truck	Monster Truck	1/8 Expert	1/8 Sport
First	Aaron Jensen (E)	Jay Dombrowski	Chris Raceles	Joe Kardian
2nd	Ken Prue	Mark Williamson	Erik Stamm	Jay Dombrowski
3rd	Mark Williamson	Robert Lanier		Jayson Treaster

We combined the 1/8 Expert and 1/8 Sport racing together. This provided some great racing with the expert finishing ahead of the Sport racers.

In the Nitro Truck Class, AJ took 1st place and TQ with an electric Mod Truck - The gas trucks seemed to throw a lot of dirt, but could not keep up with the sure power of the electric, even when it slowed in the later laps.

I would have liked to announce the 2006 racing schedule, but it has not yet been put together. However, these plans are going well along with a definite plan to re-make and re-surface the entire course. When this all gets completed, we should have an even more competitive course to challenge the local drivers. By the way - Palomar Raceway has been host to 270 different entries in the past 12 months since opening in October of last year. Our racing database keeps track of each individual entry so that we can select a previous entry with prior race class, frequency and personal transponder, if used.

If you have lost your way - here's a map. Just head up/down I-15 to Hwy 76 (Pala Rd.). We're at the NE corner.



Gary Thompson - phone (858) 531-5760 - email: promotions@PalomarRaceway.com

(Cont'd from page 4)

are provided for any channel to any channel. It has auto trim, and trim memory. You can select any channel to fly with and all settings are stored in memory - there are 99 model memories. It supports positive and negative going pulses for PPM (FM), but lacks any support for PCM, since Polk's does not make a PCM receiver.

I have converted 6 airplanes over to the new transmitter using my existing receivers. So far, all have been flawless in performance and with the heavier feel, seem to help my flying. The ground range is as good or better than my older transmitters. One of the first conversions was my SIG Kadet Seniorita, which I got to fly in the Sportsman class at this month's pylon races.

One of the big advantages for me, is not going to the field with the wrong transmitter. In fact I did all my setups for each airplane at the field.

I believe that this transmitter will become very popular because of its many features and really solid construction.

Pylon Notes

By Dave Truax

Pylon Notes -

December 19th 2005

Another warm bright November day greeted us for our last race date of the year.. We ran two of our regular classes and changed the mix on a third class, scale.

Our usual scale consists of coroplast and foam 2610 combat fighters. Since we will run a home and home series with the Weedwhackers club, we invited their corresponding class, 1/12th scale A+6's to participate. Well none of the Weedwhacker's showed up, but Bill Hill brought out a similar sized E-powered P-51 to run against Butch Abonjans and David Drowns traditional coroplast blasters. Bill's Mustang couldn't provide the horsepower to stay with the .25's, but with some research and development and handicapping we can work up a competitive formula. Butch swept all three heats for the win and David got all seconds.

Blake Gookin is the Pylon director of the Weedwhackers and showed that he can fly as well as he can write columns. Blake and Paul Stenberg put on a great show of Pylon

racing, with Blake getting first in the third heat to edge out Paul for first and push David Drowns back to third.

The trainer class provided more complications than a Florida election. After two heats Ron Clem was ahead of Gary Thompson and Joe Whitley 6 points to 3 points each. Then Ron's plane went dead stick and Joe Whitley's plane was smote from the sky. Even Joe may not be able to fix this one. This opened the door for Gary Thompson to score three points and get into a fly off with Ron.

Again we had a great race with Ron getting off of the line first, but a call to the west end judges showed one cut on the blue plane and this handed the over-all victory to Gary Thompson.

Next year we will try to get 2610 scale combat, 1/12th AT-6 warbirds and House of Balsa E-powered Mustangs and Corsairs together in one class along with our other classes. We will then alternate dates with the Weedwhackers.

Thanks to Jim and Janet Cole and cut judges Steve Aldenton, Margaret Dugansk and Danielle Gookin. Until next time, -----

**Any questions, answers, rumors, or gossip to Dave Truax
760-747-3485**



Lee Rogers

Our club accountant hard at work with his CAP-232

MENU

Palomar Flyers Holiday Banquet

Sat. Dec 17th 2005 AT 7:30PM

Carving Station – Roast Beef and Turkey

- Gravy and Au Jus
- Garlic Mashed Potatoes
- Green bean and Cranberry Side Dish
- Salad and assorted dressings
- Assorted deserts
- Coffee and Soft Drinks

Seating will be limited

Tickets available at the meeting or by mail from:-

Dave Truax

1312 Shadow Hill Dr.

San Marcos, CA 92069

Make checks to **Palomar RC Flyers**

A Father's Dream

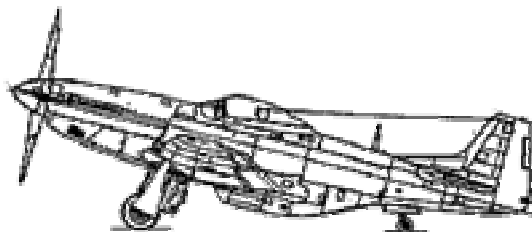
On October 20th Dennis Teason, Curtis Kitteringham, Ren (aka Curtis Jr.) and I all went to Arizona for the 1/8 Air Force Scale fly-in. Dennis brought his T-34 and his Skymaster. Curtis took his Gee Bee and Ren was flying my 1/3 scale cub. Well we had 3 days of great weather and excellent flying. Curtis flew his Gee Bee 3 times and had two great landings but the third was a nose-over, so all of the other flyers were delighted to see that Curtis finally did the normal Gee Bee landing. Dennis flew both of his planes with no problems and so did Ren.

Well it was Sunday and award time. Dennis received 3rd place for best scale Civilian Flight with his Skymaster, that he and Curtis flew. Ren received 1st place for best Flight for 16 and under and also 1st place for Best Scale Civilian Flight out of all of the pilots. As his Father, this made me very proud of Him.

Robin Soloman



Ren Soloman with the prize winning cub



EDITORS APPEAL

Several people approached me to offer their help in putting together this Newsletter. I thank them for their offers and I will take them up on it when the need arises.

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.

Scale Notes

The Grumman model G-22 Gulf hawk was built for the Gulf Oil Co. to be used for exhibitions and demonstrations. It was flown by Gulf's Major Al Williams, the famous racing and stunt pilot, who put on precision flying demonstrations at aviation meetings and air shows all over the world. During WWII, by order of General Hap Arnold, Williams took it on a country-wide tour of Army Air Force bases to demonstrate precision flying. Delivered in December 1936, it was retired in October 1948 and made a permanent exhibit at the National Air Museum. The airplane's fuselage was equivalent to that of a Navy F3F-2; its wings were equivalent to those of a F3F-1; power was supplied by a Wright R-1820 G nine cylinder 750 H.P. engine and it was specially rigged for aerobatics. Elimination of the Navy requirements for an arresting hook and armament lightened it considerably and it out-performed the Navy fighters.

(Ed:) The aircraft is currently on display at the Smithsonian Air and Space museum in Washington D.C.

Al Williams and His Gulfhawks

Ron Peterka

There have been only a handful of naturally gifted pilots who have excelled in combat, historic flights, or in aerobatic performance. Al Williams excelled in precision aerobatic flight and in doing so, influenced an incredible number of young men and women to take up flying as he had. This was in the 30's and early 40's when the United States needed pilots so desperately. Let's take a look at the man and his personal air show aircraft, the Gulhawk I, II, III, and IV.

Al Williams was born in 1896 and displayed a number of early talents. He played baseball in College and was signed by the New York Giants in 1915 to pitch, although he never threw a ball in a league game. In 1917 he joined the Navy and learned to fly.

He was so good as a pilot, the Navy made him an instructor in the Naval Academy at Pensacola, Florida. After WWI ended he stayed in the Navy and performed aerial research, succeeding in developing several spin recovery techniques and the then new concept of dive-bombing. Previous bombing had only been done from level flight.

He set two consecutive world speed records in 1923 and 1925 flying a Curtis R3C-1 racing biplane. In 1929 Williams was awarded the Distinguished Flying Cross and in 1930 he retired from the Navy.

Al had received his law degree while in the Navy, but found flying to be too great a draw and flew semi-professionally until joining the Gulf Oil Company to promote their aviation products and services.

In 1931 he purchased a Curtis BFC-2 Hawk which was modified to Williams specifications and painted in Gulf colors of orange and blue with white accent pin striping. This aircraft had a 600 HP P&W engine and the airframe was of

contemporary steel tube fuselage construction with fabric covered wings and fuselage. Bevo Howard, another famous aerobatic pilot of the day, claimed this was his favorite Hawk to fly. As WWII became imminent, aircraft design moved on and the Grumman Corp. designed its first metal skinned aircraft with retractable landing gear. Gulf Oil Co. prevailed on Grumman to produce a civilian version for Al Williams to fly in air shows and tours to promote war bond sales and to encourage American youth to take up flying, both military and civilian.

Gulfhawk II, Williams's most famous aircraft, was created as a model G-22 civilian version of the F3F using F3F-2 wings and F3F-3 fuselage minus armament and Navy tail hook. A 1000 HP Wright Cyclone provided ample power for a climb rate of 2000 ft per minute and a top speed of 290 MPH.

The distinctive Gulf color scheme was carried to the Gulfhawk II and the plane became well known at the National Air Races in Cleveland, and the All America Air Races in Florida. Williams participated in the dedication of numerous new airports across the nation. It was used in early smokescreen tests and Al pioneered use of the throat microphone used extensively by the military. In 1938 it was disassembled and shipped to England to be reassembled and flown in many European air meets.

Williams was well known as Major Al Williams, and, of course, there are no majors in the Navy. Williams had enlisted in the Marine reserves in 1932 and was promoted to major in 1935 and held that rank until resigning in 1940. At the time he was writing in support of General Billy Mitchell and a strong Air Force and felt he might have a conflict of interest between his personal views and his responsibilities as an officer in the Reserves.

In 1943 Gen. Hap Arnold asked Williams to tour U.S. air bases and give a series of lectures and demonstrations on aimanship. Williams agreed on the condition he would receive no rank, no pay, and he would take his own Gulfhawk II airplane. He flew over 11,000 miles, gave 39 lectures, and performed 18 flight demonstrations. In these flight demonstrations he would perform every maneuver below the flight control tower altitude; In other words, on the deck.

There were two other Gulfhawk G22s built. These were two place versions with dual controls, and one became the personal aircraft of Leroy Grumman.

They became known as Gulfhawk III. They were not used for air shows. After some twelve years of promoting aviation it became time to retire the orange and white Gulfhawk II. Besides, Grumman had

a new high performance aircraft available, the mighty F8F Bearcat.

So on October 11, 1948 Williams flew his Gulfhawk II through its final air show routine performance at Washington National Airport. When Al taxied to parking at the Administration building he cut the switches and removed the control stick, grounding the airplane forever. The aircraft was donated to the National Air Museum and now hangs in the Smithsonian Air & Space Museum in Washington D.C. as a permanent exhibit.

Parked next to the Gulfhawk II on that October day was the replacement aircraft, Gulfhawk IV. This was a Grumman F8F Bearcat modified for civilian use by removal of rocket brackets, gun mounts, armor, and radar. The R-2800 engine provided approximately 2000HP and an initial rate of climb of 5000 ft per minute.

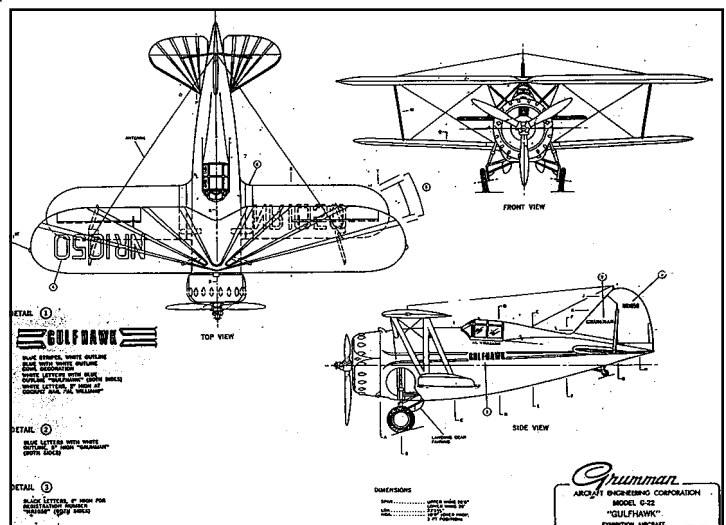
This aircraft was painted in the same Gulf Oil Co. colors and was outfitted with JATO or rocket assisted takeoff capability to dramatically shorten takeoff roll. At the time JATO had not been used on this type of plane and Gulfhawk IV became airborne in 2-1/2 seconds from a standing start.

Gulfhawk IV flew for about one year before it caught fire on landing at New Bern, North Carolina and was destroyed. Williams was lucky to escape alive.

There was one other Gulfhawk; a Stinson 105 painted in Gold Oil colors and used as a flagship, this Gulfhawk Jr. went to smaller air shows and demonstrations when the more exotic aircraft could not be scheduled. It promoted light civilian aviation and the Civil Air Patrol, which was being used for anti-submarine patrols along our coasts.

Major Al Williams died of Cancer on June 16, 1958, and was buried with full military honors at Arlington National Cemetery. For Al Williams, flying was much more than simple transportation, it became an art form carving exotic patterns in the sky and extracting the best performance possible from his aircraft.

At one time he wrote: Spiritually, the flying man is enraptured with nature's might and beauty in the great church of the Universe, where all men think alike. And in this great church, where all men think alike, he is on wings.



Model of the Month



Model of the month was won by Dennis Teason with his beautiful A-26 Invader, the first of six planes expected to be built by him, Jimmy, Robin, Ren and Curtis.

The plane was scratch built from plans and constructed in eight months, coming in at around 18 lbs.. The other five planes are in various stages of completion.

Invader No.001 is powered by two Saito 100's, controlled by an Airtronics radio and retracts by Century Jet Products. It had six flights on it as of the November meeting and Dennis reported good handling and lots of power. Curtis Kitteringham was the test pilot.

For The Best
in

401 K Plans

Mutual Funds

Retirement

Investments

**Long Term
Care**

Insurance

Call
Tom Minegar
800-585-0035

Palomar Dollars - 2005

Dec 2005

\$100:

Butch Abongan, Harvey Atkinson, Joseph Bukovchik, Frank Burke, Janet Cole, Jim Cole, Roger Corley, David Drowns, Steve Harlan, William Hill, Clay Hoag, Larry Hufford, Curtis Kitteringham, Charles Lewis, Jr, Varley Longson, Adam Maciel, Jimmy Mazurek, Larry Mcdougle, Tom Minegar, Tom Moriarty, Sean O'Connor, Ron Peterka, Ted Schwope, Gerald Shelden, Ren Solomon, Robin Solomon, Dennis Teason, Gary Thompson, Kevin Tice, Richard Treaster, David Truax, Richard Van Slyke, Bruce Van Wagner, Dave Walker, Donald White, Robert Wylie

\$80:

Pete Goulding

\$70:

George Baran, Bob Peterson, Joseph Phelan, Robert Romers, Tim Waldon, Joe Whitley,

\$60:

Tony Irizarry, Graham Lloyd, Erwin Vigilia

\$50:

Diego Alvarado, Pete Brundu, Joe Clow, Evan Davidson, Tim Dunn, Ernest Emery, Leon Friedman, Jonathan Schleif, John Sebastian, J. D. Staten, Les Staten

\$40:

Duarte Cabral, Mario Di Russo, Dale Russell

\$30:

John Giblin, Thomas Johnston, Kyle Perry, Stan Perry, Michael Sugamele

\$20:

Justin Barry, John Clark, Jack Dedrick, Ryan Lofthouse, Jesse Mazurek, Andrew Mcclanachan, Tom Pollinger, Ron Smith, Paul Stenberg, Charles Swope, Jerry Toppel

\$10:

Earl Boyer, Brian Mackey, Jet Thompson

These are the final Palomar Dollar tabulations for 2005. Any discrepancies should be brought up with Glenn Pohly

Newsletter articles

To place adds, submit articles or any other information for the newsletter, call me at :-

858-486-6771

Ask for Sean

or E-mail me at

seanoc57@pacbell.net

Other RC Events

By Johnny Pumphandle



Pylon Racing

Is making a comeback

1st Weedwacker Aero squadron in Lakeside has 1 Pylon event scheduled this year.

3 Classes to choose from:

- 1/12 Scale War birds, AT-6, etc..25 BB engines, 8x6 prop, 16,000rpm Limit.
- Sport Quickie, AMA 424, .40 engines, 9x6 prop, 16,000rpm limit
- Sportsman, flat bottom high wing ARF Trainer, .40 engine, 10x6 prop, 13,000rpm limit

December17

Cactus Park, Lake side



Wanted

Race Directors

Race Directors needed for the race track-2006 season.

Run 4 races and receive a free Palomar RC Flyers Club Membership. Only 4 Sundays to commit and they are your choice (first come, first serve). Assistant volunteers also needed and earn up to 30 Palomar dollars per race. Enjoy some exciting races and at the same time help your Club. Contact Gary Thompson, 858 794-4665 or email promotions@palomarraceway.com

Wanted - 11/05

- Futaba 6 channel Conquest Transmitter as buddy box.
- - Airtronics 6 channel Vanguard Transmitter as buddy box
- Buddy box cable for Futaba Transmitter.
- Buddy box cable for Airtronics Transmitter.

Contact: Ted Schwopce

760-752-9445

tedschwopce@yahoo.com

Wanted - 11/05

Model Builder

My name is Jack Robbins and I am in need of a builder for one of those 3d types that you find in the Hobby Lobby catalog. The two product numbers are HKA101 or NA115 but in the latter case I need an airfoil of some kind. I can't stand the "flaties" I spoke to Gary (johnny@) and he told me he would put this note on your bulletin board and maybe in your newsletter. I'm finding I'm not a builder any more for several reasons that he can explain, but the point is, my previous apt mgr was an rc'r. and he let me practice with his planes. And that really gave me the itch. So if anybody likes to build and make money while you're doing it, I'm your man. My ph.# is 858-674-1934, I live in Poway and my e-mail address is jrobbins1586@yahoo.com. Thanks for any and all response, best regards, Jack.

F or Sale

5 PCM Radios for sale @ \$20/each - \$100 for all

These are all Aircraft systems and are in working order, but heavily used so have a few dings, bent and scratches. They are all gold tagged for narrow band and each comes with a receiver and a transmitter with a transmitter battery. No receiver battery or servos, airborne switch or other items. The Cirrus radios are actually made by Futaba for Hobby Shack. They are all reliable radios with fail safe and good range.

Here's what I have ...

- 5 ch Cirrus PCM - channel 42

- 5 ch Cirrus PCM - channel 52

- 7 ch Cirrus PCM - channel 18

- 7 ch Cirrus PCM - channel 40

- 7 ch Hitec Spectra - channel 36 (TX works with any RX)

Must be sold as a group - all or nothing - \$100 takes them all.

Contact: Gary Thompson 858 531-5760,
johnny@johnnypumphandle.com

Valuable RC Modeler Magazine Collection. 08/05

Find out how RC the way we fly it today, got started in the '60's.

Complete bound collection issue #1

October 1963 through 1988.

\$ 200 - call Peter Berg 760-591-4400

or email

potifar@pacbell.net

FOUND IN THE JUNGLE

On Saturday 3rd. Someone wondering around in the "Jungle" found a beautiful P-51 with many individualized features. If you can accurately describe it and convince Dave Truax that it's yours, you can have it back. Call him at 760-747-3485

Lost & Found

Johnny@johnnypumphandle.com

FOUND: Wheel Transmitter left at the track. 4/05

Identify make and channel to claim.

FOUND: Flight box left at the field approx May 1. 5/05

FOUND: Allen wrench - left at the field 6/3

FOUND: Polaroid Camera. near the car track. 9/05

FOUND: Magnifying glass. at the Flying field. 9/05

FOR SALE

HANGAR 9 CAP 232 RC AIRPLANE W/ SAITO 180 LIKE NEW 9/05

This is a Hangar 9 Cap 232 remote controlled airplane. It has a Saito 180 engine and the engine/airplane have a total of 8 flights. It has never been damaged or crashed. It has been in storage for about 1 year and the engine was stored with Marvel. It has an Expert On Board Digital Glow Driver, a YNT Design BC-6 (glitch counter, battery level indicator and lost model alarm), JR six channel receiver, JR NES-4131 Servos, pull-pull rudder design. The receiver and on-board glow batteries may need replacement. Have over \$1200 invested.

74" wingspan and 66" long. Asking \$700/obo. This auction does not include: the transmitter, wheel fairings, starter or any other field equipment.

Call Caleb Taylor at 760-519-6658.



Hobby People®

DISCOUNT HOBBY STORES

Low Prices... EVERYDAY!

Ascender EPP/EP Flying Wing ready to fly with radio

Specifications
Length: 14.5 in. Wingspan: 27 in.
Total Wing Area: 194 sq.in.
Wing Area (lifting): 158 sq.in.
Weight: 11.4 oz
Wing Loading: 10.4 oz/sq.ft.
Includes: 4 channel radio, elevon mixing.



Item No.222245
WOW! SAVE \$30! 99⁹⁹

MAGNUM XL-30RFS

4-Stroke engine
0.30 ci displacement

- Aluminum piston
- Iron ring • Steel sleeve
- Dual-needle valve carburetor
- Ball bearing supported crankshaft and camshaft



Item No.210935
WOW! SAVE \$30! 99⁹⁹



AT-6 Texan EP ARF (480 motor not included)

This is the nicest looking, nicest flying, best built electric-powered AT-6 Texan available today! We know you'll fall in love with this "Yellow Rose!"
Specifications
Wingspan: 36.5"
Wing Area: 188sq"
Length: 25.5"
Weight RTF: 19-24oz
Wing Loading: 14.5-18 oz/sq."
Functions: A/E/R/T



Item No.128388
WOW! SAVE \$20! 59⁹⁹

Shogun V.2

ARF 400 Helicopter

V2 Features: new, strong, durable, toothed belt system for driving the tail rotor. New, wider landing gear, updated body style, ball linkages, new tail rotor servo position (tail boom), extended battery tray makes it easier to install Li-Po batteries.



Item No.163110
WOW! SAVE \$20! 129⁹⁹



DECEMBER 2005

CLUB MEMBER SPECIALS
Prices thru 1/1/06

Come join the team!
* Hobby People is growing! *

We are always looking for enthusiastic, knowledgeable people to come and join our great team! Openings available in management and retail sales. Contact your local Hobby People store manager.

Hobby People

GET ON OUR MAILING LIST

HERE'S WHY!

- ✓ Special sale events that save you money!
 - ✓ Receive timely notification of hot new hobby products!
- Sign up on line at:
hobbypeople.net
Or sign up at your local **Hobby People** store...
Or sign up by calling
(800) 854-8471

Hobby People® Now Open In Hesperia!

Stop in and see YOUR newest Hobby People discount hobby store. We are ready to serve you!

16808 Main Street (across from H&E Hardware)

Come on out and pay us a visit! The weather is great!
The staff is friendly, and the store is fully stocked for Christmas!

DIRECTIONS:
Take I-15 to Hesperia.
Exit Main Street and go east.
One block past Hesperia Road in Midtown Square.

NOW 22 STORES
In So. Calif. & Nevada!

Hobby People®

DISCOUNT HOBBY STORES

CALIFORNIA

ESCONDIDO
358 W. El Norte Parkway
760-739-5888

SAN DIEGO
4344 Convoy St.
South of Balboa
858-268-7997

EL CAJON
469 Broadway
At Ballantyne
619-444-6135

WEST LOS ANGELES
10815 W. Pico Blvd.
Pico at Westwood
310-234-2425

LA HABRA
1401 S. Beach Blvd.
Near Imperial
562-947-2574 714-994-5721

PASADENA
270 North Hill Ave.
North Hill at Locust
626-568-0883

ENCINO
5541 Balboa
Balboa at Burbank
818-995-1162

ORANGE
311 E. Katella Ave.
Near Glassell St.
714-288-8170

LAWDALE
16725 Hawthorne
Hawthorne & 168th
310-214-0244

FOUNTAIN VALLEY
18475 Pacific Street
405 Fwy. Euclid exit
714-964-8846

LAKESIDE
5449 South Street
South at Bellflower
562-804-2515

CAMARILLO
1775 E. Daily Drive, H
near Carmen Drive
805-445-1305

SANTA CLARITA
20855 Soledad Can.#41
Between I-5 & I-14
661-298-3300

CHINO HILLS
2971 Chino Ave.
In Rolling Ridge Plaza
909-364-0167

RIVERSIDE
10128 Indiana Ave.
Tyler Village Center
951-785-6773

RANCHO CUCAMONGA
12459 Foothill Blvd.
Foothill at 15 Fwy.
909-463-0557

MURRIETA
26755 Jefferson Ave.
Between Murrieta &
Winchester
909-677-5816

REDLANDS
835 Tri City Center Drive
I-10 at Alabama
951-307-1185

NEW STORE! HESPERIA
16808 Main Street, Unit F
At C Ave., Midtown Square
760-949-2442

LAKE FOREST
23788 Mercury Road
In Rockfield Showplace
Corner of Rockfield & Mercury
(949) 609-1135

N V A D A

LAS VEGAS #1
2610 S. Decatur Blvd.
Decatur at W. Sahara
702-871-6191

LAS VEGAS #2
5466 Boulder Highway
At E. Tropicana Ave.
702-547-2204

HOBBY PEOPLE STORE HOURS: Monday-Friday: 10a.m.-9p.m., Saturday: 10a.m.-6p.m., Sunday: 10a.m.-5p.m.

Shop on line 24 hours a day, 7 days a week! Click on www.hobbypeople.net!

**NORTH COUNTY'S ONLY REAL HOBBY SHOP
ON-ROAD OFF-ROAD IN-AIR ON-WATER**

kingspeed Hobbies

AUBREY KING - Owner
20 YEARS EXPERIENCE

custom built:
cars, trucks, boats, planes, helicopters

229 n. El Camino Real #C
Encinitas, Ca. 92024

760-634-1660

kingspeedhobbies.net

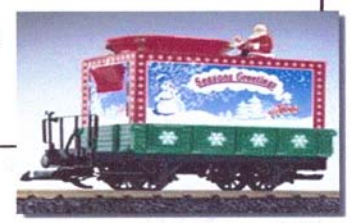
QUALITY PARTS & SERVICE GUARANTEED



HobbyTown USA San Marcos *Toys for All Ages!*

Lionel & LGB Trains

Club Price
10% OFF



Align T-Rex Superior Edition

- *New CNC carbon frame only 1mm
- *New streamlined carbon tail rotor blades
- *Changing servo location to CCPM version
- *Ball and Hill two systems mixing control



Ofna Fail Safe for gas cars & buggies



Club Price
\$19.95

2085 Montiel Rd Suite 105
Phone: (760) 739 - 0672





COMPLETE MACHINE SHOP & AUTO PARTS

Cylinder Head Specialist

Line Boring

Hine's Computerized Engine Balancing

Cylinder Boring

Flywheel Grinding

Drum Turning

Rotor turning

Crank Kits

Engine Kits

Wet Magnafluxing

Complete Engine Rebuilding

FOREIGN & DOMESTIC AUTO PARTS

*Family Owned & Operated
34 years experience*

Complete line of Foreign & Domestic Auto Parts at Competitive Prices



Monday-Friday 8 am to 6 pm
Saturday 8 am to 4 pm



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

760 - 746-6110

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

Club Directory

CLUB OFFICERS

PRESIDENT	George Dawe	760-415-9111
VICE PRESIDENT	Gary Thompson	858-794-4665
SECRETARY	Dave Truax	760-747-3485
TREASURER	Harvey Atkinson	760-747-7024
BD MEMBER	Tom Minegar	760-436-2301
BD MEMBER	Robert Wylie	760-741-5828
BD MEMBER	Butch Abongan	760-724-1207
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Varley Longson	760-723-1335
BD MEMBER	Roger Corley	760-726-5235
BD MEMBER	Glenn Pohly	760-438-5221

CLUB OPERATIONS

Membership	Glenn Pohly	760-438-5221
Aircraft	Varley Longson	760-723-1335
Cars	Roger Corley	760-726-5235
Advertising	Gary Thompson	858-794-4665
Newsletter Editor	Sean O'Connor	858-486-6771
WebMaster	Gary Thompson	858-794-4665

SPECIAL INTEREST GROUPS

Car Chairman	Gary Thompson	858-794-4665
Scale Chairman	Ron Peterka	760-788-9022
RC Combat Chairman	Jim Cole	760-727-7666
Helicopter Chairman	Bob Lang	909-679-1263

LOST AND FOUND

Richard Anderson	760-744-5631
------------------	--------------

SAFETY COMMITTEE / HEAD INSTRUCTOR

Charles Lewis	760-758-3103
---------------	--------------

SAFETY OFFICERS

Duarte Cabral	858-578-6375
Les Staten	909-696-9557
Larry McDougle	760-945-8998

INSTRUCTOR LIST

AIRPLANES

Butch Abongan	Basic Flight	760-724-1207
Randy Alderman	Basic Flight	760-432-0214
David Drowns	Basic Flight	760-740-1715
Charles Lewis	Basic Flight	760-758-3103
Varley Longson	Basic Flight	760-723-1335
Glenn Pohly	Basic Flight	760-438-5221
Mike Sugamele	Basic Flight	760-743-5734
Robert Wylie	Basic Flight	760-741-5828
Gary Thompson	Basic Flight	858-794-4665
Les Staten	Basic Flight	909-696-9557

AEROBATICS

Larry McDougle	
Duarte Cabral	858-578-6375

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

Meeting Notice:

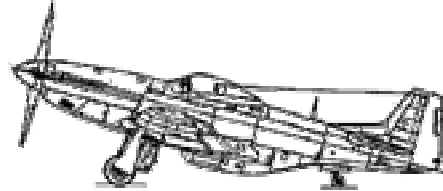
The **Dec. 15th** club meeting will not be held. Attend the annual Holiday dinner instead on **Dec. 17th** at the San Marcos Joslyn Senior Center. Members and guests are urged to attend. Buy tickets from Dave Truax

2005 Calendar of Events

DATES AND EVENTS SUBJECT TO CHANGE WITHOUT NOTICE

December

17 -Club annual Holiday Banquet



No Club Meeting This Month

PALOMAR RC FLYERS
C/o Signup
13000 Danielson St. Suite G
Poway, CA 92064



Stamp

December 2005

Address