



AMA Charter #141

June 2006 Transmitter

The Newsletter of the Palomar RC Flyers

RC Web Site — www.PalomarRCFlyers.org

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

Meeting Minutes

Membership meeting
April 18th 2006

Meeting called to order at 7:30

Joe Buko opened the meeting by giving the Treasurer's report. It was moved, seconded and carried.

Robin Solomon reported that Charger RC was delayed and would give us a presentation in July. Dymond Motorsport will be here on June 15th.

We passed around a volunteer signup sheet for the coming weekend's Helicopter fun fly. Jimmy pointed out that this would probably be our last moneymaker of the year.

Model of the Month entries:-

Ron Paterka – Consolidated Fleetster ¼ scale TWA passenger and mail carrier. This is Ron's entry for scale competition. Engine is an RCV 1.20

Dennis Teason – AT 40L Low wing monoplane. Dennis bought this plane on E-Bay and converted it to 46 size electric power.

Evan Davidson – Great Planes Venus II pattern Plane. 66" wingspan and 69" length. 800 sq. ins. and only 8 pounds with a Saito 1.20. It has an on board glow heater for the inverted engine. He converted the rudder to a pull- pull operation.

(CONTINUED ON PAGE 2)

President's Column

Hello,

As some of you may have found out. We had to suspend all use of the car track facility until further notice. The main problem was dust control. Or, actually, the lack of it. The heli field had to be closed down during the last race due to the dust cloud. They were relocated to the plane field. Which I am happy to say, everyone got along well and played nice. :-)

The following day another dust cloud of equal size was generated by only one truck using the track. The concerns are that if anyone complains to the county, we would most likely loose the property. We felt the risk to losing what we have outweighed the benefits of having the track.

We have now had a member step forward to be our new track chairman and to implement a plan of operation to address all the problems and management of the track.

Mark Claar has agreed to take this position and come up with a plan to be able to open the track. Please support him in any way you can. This is the last chance for the track before it becomes permanently closed and removed.

We also have a new helicopter chairman. Don White has agreed to fill this position. He has been a great asset to the club and support of the heli flyers. Don, as well his wife pat, had worked continually through the preparation and running the heli fun fly that generated over 1,000.00 profit for the club. Again thank you!

Don't forget the Barona air show event! Sat & sun June 17-18. We will have the opportunity to get ourselves known and be able to open up new possibilities for the future. So, come on out

and participate! For info, please contact myself, Curtis Kitteringham, or Ron Peterka.

The guest for the next meeting is Charger R/C. please come out to the meeting and show your support! It's your club. And the raffle I hear is gonna be great as always.

The picture, B-25J Yellow Rose, Real or Model?

:-) jimmy



COMING EVENTS

- June 17th. Weedwacker's field, Santee. SCALE fly-in
- June 18th - Father's day swap meet at Discount Hobby Warehouse
- June 24(T) WeedWacker's Field Santee, Ca. Quickee 500 races contact Don Guliher (619)449-8397
- Aug 19(C) Miramar R/C Flyers Quickee 500 Races. contact Frank Gagliardi. Quickee500

Curtis Kitteringham – Global electric Ryan STA built for our electric scale meeting in August.

Greg Frank – Foamy profile electric. This is more R&D on Gregg's vectored thrust model of the month from April. Entire plane is 16oz and the motor develops 25 oz of thrust.

A great turnout and Ron's three year project won Model Of The Month.

Meeting adjourned at 9:30.

BOARD MEETING May 31st

Meeting called to order at 7:00PM

Board Members and Club Members present :- Jim Mazurek , Curtis Kitteringham , Joe Buko , Glen Poly , Charles Lewis , Butch Abongen , David Drowns , Jim Cole , Robin Soloman , Dennis Teason

The Board Voted on the following items, all were approved.

- To get a new First Aid kit and install a storage box with all needed call numbers on the front cover.
- To close the car track from all use, until a new plan of action can be put into place. To control the Dust and the use of the track by people that are not Members or are not a guest of a member.
- To give back Joe Buko his membership fee.
- To give Harvey Atkinson a Life Membership.

Open Business on the following. Heli – fun fly was reported as a GOOD turnout, from the local area, AZ, NEV, Florida and upper CA. T-shirt sales were good and all the food was sold.

Charger RC will be the Speaker for the June Meeting..

Meeting adjourned at 9:00PM

ON THE ISSUE OF SAFETY

Good Morning to all,

I received this notice from President George Finch of the San Fernando Valley Flyers, in Los Angeles:

I just got word that the combination of a discussion with the L.A. Sheriff helicopter pilot (who landed to have a discussion with a high-flying IMAC pilot) and some ill thought out arguments with the Park Supervisor has resulted in all events at Whittier Narrows being cancelled for the rest of the year. I am not sure at this point if ALL flying has been cancelled or whether it is just the Contest schedule, but clearly, this is a lesson to those who think that there are no repercussions to flying 'way too high,' or dangerous flying that continually threatens the safety of others.

There is one fellow who belongs to the First Weedwacker Aero Squadron who should be grounded for sure, as I have witnessed near injury events on at least two occasions. One incident happened when this fellow flew into the top of the tree flanking our runway, raining debris, airplane parts and small tree limbs onto the first two flight stations, and even into the pit area. I'm sure the incidents that happened weren't intentional, but just beyond the scope of his personal ability to control his aircraft. Are we to wait until a tragedy happens to take action? And what are our personal liabilities, to say nothing of our Club liabilities, if we don't? Something to think about.....

Ron Clem

AMA 120260

San Diego, Ca.

(858) 450-1968



First Weedwacker Aerosquadron

Lakewood, CA



SITE: WEEDWACKER FLYING FIELD
(SD-COUNTY CACTUS PARK, LAKESIDE)

ENTRY FEE: \$10

CD: Lee Main (619)-258-0812

AMA Sanction: 06-0934

Pilots Check In: 8:00 AM

Pilots Briefing: 8:45 – 9:00 AM

AWARDS

BEST MILITARY

BEST CIVILIAN

BEST STATIC

JUDGES CHOICE

PEOPLES CHOICE

RAFFLE

Food & Beverages Available

PILOT'S RAFFLE

OPEN RAFFLE



Racing News - Gary Thompson

The Car Track is closed!!

The track has been closed by the Board of Directors to all Club members because of a perceived dust problem. I would like to protest the decision to close the Car Track very strongly, since this decision is based upon faulty assumptions.

Club members have been allowed to use this track since it opened in October, 2003, as a dry track without causing any problems because there is no problem with dust when a few members get together to practice or run their cars around the track. Let me state this again - Club members have been using this track DRY since October, 2003, without generating any dust.

Recently we lost the ability for a positive water supply for racing and I admit that a full field of 10 monster trucks at full tilt can generate some dust on a dry track. The dust is very visible, but in my estimation, completely dissipated within 500 feet of the track even on a windy day. The prevailing wind is from the West and the dust moves to the North East where it only passes over our own property. The closest road is highway 76 to the south which is close to 1000 ft. away. The dust generated there by motorcycles just across the highway 76 is enormous and if any concern by neighbors to the south were raised, it would be to complain about the motorcycles.

In the case of Santa Ana winds, the racing could be adjusted to reduce the number of cars in a heat if there was a chance of blowing dust to the West. However this is a rare situation that could be easily managed.

WE HAVE HAD NO COMPLAINTS FROM OUR NEIGHBORS. It is ridiculous to speculate that there is concern by our neighbors over dust which is natural for this area on a windy day.

We are not under any specific instructions from the County or any other agency to cease our car track operations or even under suspicion of threatening anyone from dust at the car track. The only complaints about the dust have been rumored to come from helicopter pilots, who are right in the path of the dust on race days. And the first complaint from these members apparently has been voiced after a race involving a lot of cars on a dry track.

It is very poor Club Management to allow a few members to completely cutoff the enjoyment of a few other members by claiming that the car track is going to cause the whole field to be shutdown by dust generated at the car track. This is pure speculation.

I am deeply disappointed in our Board of Directors for this action.





Helicopter fun Fly Event



FIELD RULES

MEMBERS, GUESTS, AND VISITORS MUST READ AND UNDERSTAND THESE RULES BEFORE ENTERING THE FIELD. VIOLATION OF THESE RULES WILL RESULT IN THE FLYER BEING REMOVED FROM THE FIELD AND THE HELICOPTER BEING SEIZED BY THE FIELD MANAGER.

ATTENTION CLUB MEMBERS AND GUESTS

1. ALL HELICOPTERS MUST BE LAUNCHED AND RECOVERED BY THE LAUNCHER. 2. ALL HELICOPTERS MUST BE LAUNCHED AND RECOVERED WITHIN THE LAUNCHER'S RANGE. 3. ALL HELICOPTERS MUST BE LAUNCHED AND RECOVERED WITHIN THE LAUNCHER'S RANGE. 4. ALL HELICOPTERS MUST BE LAUNCHED AND RECOVERED WITHIN THE LAUNCHER'S RANGE.

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Model of the Month -May



Model of the month was won by Ron Paterka, our expert scale modeler. His entry was a beautiful rendition of a Consolidated Fleetster of around 1934 vintage. The model was completely scratch built from a three-view drawing. It uses an RCV 1.20 engine with a scale appearing muffler for a totally enclosed installation.

The 1:7 scale aircraft has a wingspan of 84" and it weighs around 15lbs. Ron spent 3years building it at a cost of "way too much".

The original aircraft had a 50ft plywood wing and an aluminum sheet fuselage both of which Ron duplicated in as much detail as he could possibly measure and construct. The model is intended for scale competition in the US Scalemasters program and will be entered in an upcoming meet very soon. It hasn't flown yet but will at that meet.

Superior Pilot's Corner

by Johnny Pumphandle

"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."

GLOWPLUGS

Using the right glowplug is only one part of the equation to keep your engine running at all times in order to make a successful landing.

Recently, I have been asked lots of questions about glowplugs. Several of you know that I carry a 'cheat' sheet with a list of glowplugs, heat ranges, and sizes in my PDA, so I can provide quite a few answers.

However, it helps to know how a glowplug works when making changes.

For most of us we can forget about using 'short reach' glowplugs. These are available for special applications and are used for some of the small engines with thinner heads. The engine handbook will specifically call for the use of a short reach plug if it is needed. So, we end up using a standard glowplug, sometimes called a 'long reach'.

Using an igniter, usually 1.2 -> 1.5 VDC, the glowplug element is heated enough so that when the fuel and air mixture is compressed, the plug will fire the mixture and force the piston to move. When the igniter is removed, the engine will continue to run because the glowplug doesn't cool completely and remains hot enough to fire on the next compression cycle. HOT plugs don't cool as fast and therefore remain hotter longer. COLD plugs cool quicker and are more suited for high RPM engines. Hot plugs typically have more coils than cold, thick wire plugs. A hot plug will generally have more area around the coil to allow better combustion.

So you would be right in guessing that 4 cycle engines need HOT plugs, since the time to the next compression cycle is twice as long as for a 2 cycle engine. But, if the plug remains too hot, the compressed fuel and air is ignited too soon and you get pre-ignition and a backfire. Since 4 cycle engines have a longer cycle time, the plug heat range is more critical. This is why it is more difficult to get a 4 cycle engine to operate both at high RPM and at idle and to run without pre-ignition.

Glowplug elements contain platinum. The platinum reacts with methanol vapors to cause a catalytic reaction which causes the element to glow. (Wow, it's a glowplug). So the glow can be caused by internal voltage or by the proper mixture of platinum and methanol vapor. The more platinum, the more catalytic action and the more glow. The element is normally constructed of a platinum plated wire, but the really good plugs are made from platinum alloy. As a plug deteriorates, platinum will flake off of the plated element, reducing the platinum and reducing its capability to glow. An alloy element plug usually will last much longer (typically is a more expensive glow plug).

HOT plug elements have less surface area (and less platinum), so they typically need more methanol (less nitro). The HOT Plugs have thinner wire and are more fragile. COLD plug elements use thicker wire, more surface area, more platinum. They are more robust and can stand higher compression ratios and can live with less methanol (more nitro). It is easier to think in reverse - if your fuel contains less methanol, you need more platinum to get the same catalytic action which means a thicker wire (more surface area for platinum) or a COLDER plug.

Two things advance the timing of the point that a glowplug fires the fuel/air mixture: nitro and heat range. So, if you are experiencing pre-ignition, go to a colder plug or reduce the nitro.

One other glowplug feature deserves mention - the idle bar. This is a metal bar on the bottom of the plug designed to catch tiny droplets (rich condition) and keep these droplets from cooling the plug element prematurely, such as at low RPM. Most carburetors today have a needle valve to adjust the idle, but some carbs still use a bleed, which may not be able to fully lean the mixture at idle, thus making the idle bar plug more effective. Today's RC engines almost never require an idle bar in order to achieve both idle and high speed performance.

Remove and inspect your plug.

The body should be dry, the element should not be distorted and silver or slightly gray.

Compression damage - distorted element.

Deterioration - gray element.

Too lean - dull gray element

Too rich - signs of fuel

Cont'd top right

GLOWPLUG LIST

RC Glow plugs

Cold -->Med --> hot (4 stroke)

Enya #6 #4 #3

Fox RC1.2 #8 RC long Gold Miracle

Fireball cool std Hot S-20

Firepower F2 F3 F4 F5 F6 F7

K&B HiPerfNitro ... 1L

McCoy .. MC50 MC8 MC55 MC59 MC14

OS R-5 #A3 #8 F #9 #7 #5 #1 #0

Rossi R5 R4 R3 Med R2 R1

Sonicronic .. Std .. ST301,302,300

Thunderbolt RC long

nitro 25% 10% 0%

In summary:

Cold plugs have more platinum, are more robust and can handle more nitro.

Hot plugs use thinner wire and work better with less nitro.

---Now go fly right!---

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.**

FOR SALE ADVERTISEMENTS

In the Transmitter and on the web site:
Members: Free posting for a 3 month run
Non-members: \$10 per posting for a 2 month run

Send your ads (or cancellations) to:
Johnny@johnnypumphandle.com
or
For Sale
Palomar RC Flyers
PO Box 141
San Marcos, CA 92079

F or Sale

Hobby-Lobby Curtiss P-40N Warhawk

Brand New still in box ARF.

Beautifully detailed almost ready-to-fly.

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Everything needed to fly included.

Relatively new, few flights, great in the air.

4-channel system with radio.

Asking Price \$130

Used Field Box

Complete with Hobbico Starter

Kwik Start glow ignitor

1 gallon of 15% nitro fuel

Fuel pump and other accessories

12V field battery

Asking Price \$80.00

Old Timer Miss America

Well put together kit

covered with ailerons, 4-channels

Seven foot wingspan

Magnum 40 2-stroke engine

Donating to anyone interested

Call Tom Pollinger at

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F or Sale

Performance Plus Fuels

(Best on the market)

For reliable idle, smooth transition and maximum power

- 10% \$12.00 per gallon
- 15% \$13.00 per gallon
- 20% Off Road \$17.00 per gallon
- 30% Car 18.00 per gallon

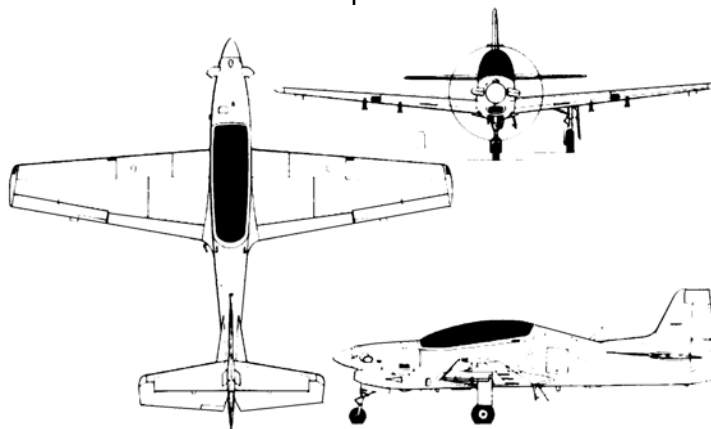
Call Robin Soloman

760-480-5834

Cell - (best one to use):

760-420-3692

?



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June 2006 — Club Member Specials!

We're having a **HUGE** sale event thru June at all 22 stores! Come in and check it out!

Sale prices good through June 30, 2006

Low Prices... **EVERYDAY!**

Right Flyer 60H II

Almost Ready to Fly

Requires:

Engine Needed: .61 2-stroke
Radio: 4-ch. w/ 4 std. servos

Features **GREAT** flying qualities:

- Great wind penetration
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- Semi-symmetrical airfoil for aerobatics

Specs:

Wingspan: 71 inches
Wing Area: 875 square inches

Item No. 222245

WOW! SAVE \$20! **119⁹⁹**



MAGNUM XL-52RFS

4-Stroke engine
0.52 ci displacement

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

Item No. 210980

WOW! SAVE \$30! **119⁹⁹**



P-51D Mustang 40 ARF w/Retracts + Monokote

Features:

- Fully sheeted wing (no rib marks)
- Retractable landing gear
- Fiberglass painted cowling
- Custom aluminum spinner

Specifications

Wingspan: 57 inches
Wing Area: 612 sq. inches
Length Overall: 51 inches
Flying Weight: 6.75-7.75
Wing Loading: 14.12oz/sq.ft

Item No. 123695

WOW! SAVE \$40! **149⁹⁹**



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, elevator mixing.

Item No. 222245

WOW! SAVE \$20! **79⁹⁹**



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South of Balboa
858-268-7997

EL CAJON

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At Ballantyne
619-444-6135

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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 & 169th
310-214-0244

FOUNTAIN VALLEY

18475 Pacific Street
405 Fwy, Euclid exit
714-964-8846

LAKELWOOD

5449 South Street
South at Bellflower
562-804-2515

CAMARILLO

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

SANTA CLARITA

20655 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 Tn City Center Drive
I-10 at Alabama
951-307-1185

LAKE FOREST

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

N V A LAS VEGAS #1

2610 S. Decatur Blvd.
Decatur at W. Sahara
702-871-6191

N V A LAS VEGAS #2

5466 Boulder Highway
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702-547-2204

HOBBY PEOPLE STORE HOURS: Monday-Friday 10 a.m.-8 p.m., Saturday 9 a.m.-6 p.m., Sunday 10 a.m.-5 p.m.

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

RAFFLE WINNERS

Door prize-Squirt bottle - Doug Albert
 Pack of props-Pat Rose
 Duplicator-Ted
 Twin Star and Hitec Hat -Ted
 C.A>- David Bracci
 Prop reamer and sanding block-George Prather
 Sanding bar - Robin
 30 min Epoxy - Dennis
 Glo starter- Larry McDougal
 Kwik fill bottle-Randy Molho
 C.A.5min epoxy and more CA - Robin
 Monocote - Larry Hel ford
 Dubro fill station - Glen Horner
 Hitec twin star-Greg Frank
 10% fuel (the good stuff) George Baron
 10% fuel (more good stuff) Mario---who?
 Real Flite add on - Randy Molho
 Stand-Abigail Albert
 GWS Spitfire - mark
 Flite pack - Mario---who is this guy?
 Kaos kit - Tita Gauthier
 ARF - Greg Frank
 O.S.61 -Bob "mode-one" Peterson
 Hitec Flite Pac- Ryan Anson

Remember, you can't win if you don't come to the meetings and buy raffle tickets.

Back by popular demand
Discount Hobby Warehouse ---
FATHER'S DAY
SWAP MEET
June 18th 7.00am-12:00 \$5.00 per spot

PALOMAR DOLLARS

Earned as of MAY

\$100

Butch Abongan; Harvey Atkinson; Justin Barry; Frank Burke; Jim Cole; David Drowns; Terry Harner; Curtis Kitteringham; Jr, Charles Lewis; Varley Longson; Jimmy Mazurek; Tom Moriarty; Sean O'Connor; Ren Solomon; Robin Solomon; Dennis Teason; Gary Thompson; David Truax

\$80

Don White

\$70

Tim Waldon

\$60

Gregory Frank; Paul Self

\$40

Duarte Cabral; John Clark; Roger Corley; Pete Goulding; William Hill; Ryan Lofthouse; Larry McDougle; Tom Minegar; Ron Peterka; Paul Stenberg; Michael Sugamele; Robert Wylie

\$30

Mark Claar; Evan Davidson; Henry "Clay" Hoag; Andrew James; Randy Molho; Mark Nyberg; Kenneth Prue

\$20

Tita Gauthier

\$10

Lavelle Rursch

As always, if you feel you have earned Palomar Dollars that are not shown here, please contact Glenn Pohly with the details:

glenn@pohly.net, or by phone at 858-414-9749.



RICHARD KLEIN
GENERAL MANAGER
 JACK POWELL CHRYSLER-DODGE
 1625 AUTO PARKWAY SOUTH
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 FAX (760) 745-9535
 rklein@jackpowell.com



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JEFF JOHNSON
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 (760) 745-3841
 FAX (760) 745-5606

COLLISION REPAIR & PAINTING
 FRAME STRAIGHTENING
 SUSPENSION REPAIR

Club Directory

CLUB OFFICERS

PRESIDENT	Jim Mazurek	760-726-4101
VICE PRESIDENT	Curtis Kitteringham	760-746-5913
SECRETARY	Dave Truax	760-747-3485
TREASURER	Joe Buko	760-726-8831
BD MEMBER	Jim Cole	760-727-7666
BD MEMBER	Terry Harner	760-
BD MEMBER	Butch Abongan	760-724-1207
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Varley Longson	760-723-1335
BD MEMBER	Charles Lewis	760-758-3103
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	Curtis Kitteringham	858-746-5913
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	Don White	

LOST AND FOUND

Richard Anderson	760-744-5631
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SAFETY COMMITTEE / HEAD INSTRUCTOR

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

SAFETY OFFICERS

Duarte Cabral	858-578-6375
Les Staten	951-244-8057
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	760-945-8998
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 **June 15th** 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

January

Saturday, 7th - Gate key exchange, 9:00am to noon
 Thursday, 19th - Club Meeting
 Saturday, 28th - Fun Fly Show Off & SSC Combat - \$20 prizes

February

Thursday, 16th - Club Meeting
 Saturday, 18th - RC Combat - "Raid on Tokyo" - Open B/Scale

March

Thursday, 16th - Club Meeting
 Saturday, 18th - Pylon racing

April

Thursday, 20th - Club Meeting
 Saturday, 22nd - RC Combat "The Hunt For Yamamoto" - Open B/Scale

Sunday, 23rd - Fallbrook Air Fair

May

Thursday, 18th - Club Meeting
 Saturday, 20th - Helicopter Fun Fly (tentative)

June

Thursday, 15th - Club Meeting
 Saturday, 17th - RC Combat - "Mariana's Turkey Shoot" - Open B/Scale

July

Tuesday, 4th - Club Picnic and Fun-Fly
 Saturday, 15th - "Flights of Fancy" -

August

Saturday/Sunday - 5th - ScalElectric 2006 Fly In
 Thursday, 17th - Club Meeting
 Saturday, 19th - RC Combat - "Battle Of Britain" - Open B/ Scale

September

Saturday, the 16th - San Diego RC Airshow, and Free Swap Meet.
 Thursday 21st- Club Meeting

Saturday, the 23rd - Pylon racing

October

Thursday, 19th - Club Meeting - CLUB AUCTION
 Saturday, 21st - RC Combat - "Raid on Bougainville" - Open B/Scale

November

Thursday, 16th - Club Meeting
 Saturday, 18th - Turkey shoot - General Flying and turkey scramble.

December

Sat/Sun, the 9/10 - RC Combat - "Pearl Harbor Classic" - Open B, SSC and Scale
 Saturday, the 16th - Club Christmas Banquet (No business meeting)

Address

June 2006

Return Service requested
 SAN MARCOS, CA 92079
 P.O. BOX 141
 PALOMAR RC FLYERS



Stamp