



AMA Charter #141

The Transmitter

The Newsletter of the Palomar RC Flyers
RC Web Site — <http://www.palomarrcflyers.org/>

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

Presidents Column September 2010

WINGS OVER THE JUNGLE

Runway Re-sealed

Our runway was resealed by Pat Drown and Sons on September 2. They did a great job. Now our field is in excellent condition; we are so fortunate to be able to fly here. Flying sites are few and far between, and the way it looks, we will be at Johnson Field for years to come. It is to be striped on Sept. 3.

Pat recommended that I apply filler when cracks develop. They filled them all, but as the surface dries, it eventually cracks. He can provide us with crack filler that is better than can be bought at home improvement stores.

Elections:

At our club meeting on September 16, nominations will be held for next year's club officers and board members. Nominations will close at the October meeting and ballots will be sent out after the October 21st meeting. Ballots will be counted and results announced at the November meeting. If you want to make a difference, run for a board or officer position. I plan to run again.

Fly-Away

On August 19th, a new pilot lost control of his plane because of low transmitter battery voltage (we think). Even though he charged his batteries all night, in the morning, his transmitter battery registered only 9.6 volts, when it ought to have registered 11 volts or more. He did not know that when his transmitter battery reaches the minimum voltage of 9.6 volts, you stop flying; you do not begin flying. He paid the ultimate price with a fly-away which is potentially very dangerous. His plane, a 45 size trainer, flew OOS over the mountain to the south of us and has not been seen since. If your transmitter's voltmeter shows you have 9.6 volts left, it is time to land.

I spoke with the pilot on Aug. 22 at the Combat meet, and he said that he reread the information that came with his radio. The manufacturer states that the transmitter will broadcast at 9 volts. Despite that information, he lost control of his plane.



Presidents Column Continued

August 19th presentation at club meeting

Thanks to Steven Lund for his interesting presentation about his 75% Fiesler Storch. He had requested that we provide a Power-Point projector for his talk. Our new heli chairman, Scott Dedic, provided this, but when Steven appeared and asked for a lap-top computer to connect to the projector, we were surprised! He didn't bring one and thought we would have one. Fortunately, Brian Juarez had his lap-top, but then had to quickly go to Frye's to buy a connector. Thanks to Brian who saved the evening and the presentation went off as scheduled. Steven has invited me for a flight on Sept. 10 from the Corona Airport!

Combat Meet August 22, 2010

This was another very successful meet. Lots of spectators came and were impressed. The weather was warm and clear. It is always exciting to watch combat. During the second flight, there were several mid-air's, but the planes survived. Pete Sullivan, the Open B National Champion for 2009, flew and won open class B. I have known Peter all of his life; he comes from Solana Beach.

SSC was won by Richard Martin. Second place in SSC and Open B went to Russ Donnelly. Third place in SSC went to Ron Edwards and third place in Open B went to Paul Grimmie. Once again, burgers were prepared by Arnon and John. The combat community rocks and provides our club with pizzaz!

Dawn Patrol August 28, 2010

The weather cooperated beautifully for our WW1 and Golden Age Fun-Fly. 14 pilots registered. I would have been # 15, but I was judging. Bill Hill did his usual great job CD'ing the event. Thanks Bill! Special thanks to David Truax who also was a judge, and to John Hartsell and Arnon Brouner who cooked again. Thanks goes to Glenn Pohley for running the swap meet, and to Larry Hufford who sold club items for us. Between the two of them, over \$400. was made. The money will be used for our December raffle.

As the morning progressed, a San Diego County Sheriff drove to our field asking on his loudspeaker if one of our airplanes crashed or did we see an airplane go down? The police received a phone call saying that within 5 miles of Fallbrook Airpark, an airplane went down and they were looking for it! Soon, a search and rescue helicopter circled our field at about 1,500' twice looking for the crash site! Their efforts to locate this "downed aircraft" were impressive and their response time was quick.

This is what really happened. Earlier, pilot John Bashore flew his 1/3 scale Sopwith Pup so realistically that folks in the nearby community thought a full scale plane went down! He put on an impressive show, flying the huge Pup to almost a hover in the strong wind, varying the throttle from idle to full a number of times, reminiscent of the full scale plane's Gnome rotary engine. When he spun down trailing smoke, it surely looked like a full scale plane augering in! Guess what award he received? "The Most Realistic Flight!"

Sadly, on his second flight, I had to ask him not to use smoke which sorely disappointed him, but he understood why. I told him that he had received the highest compliment from the community because of his first flight. He fooled everyone! Great going John! You rock!

Frank Gagliardi won "Best Golden Age Kit" with a white 1939 electric 1/4 scale Monocoupe.

Allen Flowers won the "Best WWI Kit" with his scratch built Siemens-Schuckert. It is about 1/5 scale, as the original had a wingspan of 29' 9.5" with another 10 " added for ailerons that stuck out beyond the wing.

Presidents Column Continued

His level of building is better than best, and he is working with a German Company that plans to kit his design! I asked Allan to give us a presentation at our October club meeting on his great building ability and he has accepted.

Mel Santimeyers won best WW1 ARF with a ¼ scale Maxford Nieuport 28. It's a colorful plane that is nicely made, and flies well.

We grossed about \$700. from the Dawn Patrol, swap meet, and food. Thanks again to all who made this successful and enjoyable.

Noise Issue

When a noise complaint is filed with the County of San Diego, they keep the file open for a year. If there is no further complaint during that time, they close it. I was first contacted by the County on May 18, 2010. Thus, our file will be held open until May 18, 2011.

In order to accurately know how much noise we generate and to know if we are complying with the County's sound limits, we must measure our sound level. Sound levels are complex. For example, the County's dB level for us is listed at 50 dB at our property line. Yet there is another important factor to consider. If the ambient sound level at our property line is higher than 50 dB, we cannot exceed that level by more than 3 dB. (The human ear can hardly detect a 3 dB difference.) Sound measurements at our field's property line are reported at 71 dB over an hour period 100 feet from I-15. That means there are periods when the noise generated by the Interstate is higher than 71, (spikes to 86) and lower than 71.

If 71 dB is an accurate measurement, to be in compliance with County regs, our dB level may not exceed 74 dB at our property line over a given hour during the time of our flight operations. I learned this information from Noise Specialist John Bennett of San Diego County.

Although we are not hiring a sound firm to give us an independent measurement of our noise level at this time (the board voted it down 5-4) we will hire it if another noise complaint is made. Then the firm will tell us if we are in compliance with County noise regulations. As an incorporated club in the State of California, we thereby agree to abide by all County and State regulations governing us. Scientific, independent testing is the only way to know this information.

There is more. Even though we may meet County regs by not exceeding their established sound level, that does not mean we won't get complaints. Those who live on the other side of I-15 deserve their quiet, and they can complain if they feel we are too loud. That is why I continue to ask everyone to concentrate your flying more to the middle and eastern part of our field. Even though we have a lot of room at our field, we have quite a restricted air space in which to fly. Flying as far away from the western side of our field as we can reduces the noise level significantly for our neighbors. Thank you for your kind cooperation.

The Spirit of San Diego It's no more "wings in jungle" for me. I have flown my rubber powered r/c plane, *The Spirit of San Diego*, many times and it's fun to have the best of both worlds in this novelty airplane. I wrote an article about it which appears later in this issue. On August 19th, I flew it to about the same height as I usually fly my electric powered *Easy Star*. Not many have ever seen such a plane. Its rpm is about 650, but the 18" prop has a blade width of nearly 3". With 900 winds, it climbs well. What a lot of fun with this 46" span plane! Japan translucent tissue and nitrate dope never looked better in the sun!

Joseph Buko

President of the Palomar R/C Flyers, Inc.

Club Meeting Minutes for August 2010

Minutes for Club Meeting August 19, 2010

The president called the meeting to order at 7:30 PM and about 60 members including guests were present. The minutes for the July board and club meeting as reported in the August issue of the Transmitter were approved. One correction was noted. The bid we received from Southland Paving for resealing the runway was incorrectly reported. Their bid was \$2,923. The winning bid was from Pat Drown and Sons @ \$2,765.

The treasurer's report was made and accepted. Checking: \$2,158. Savings: \$12,000. The tractor fund of \$2,934 is included in the \$12,000. we have in savings.

The president thanked those who worked on the August 14th Electric Scale Fun Fly. Curtiss Kitteringham presented \$75. from the pilot's registration.

Victor Lanz spoke about an incident that could have been serious. He was at home cranking a DA-85 as he fitted a propeller to it. Even though the ignition system was turned off, the engine sucked in enough gas and began to diesel! The prop knocked on his fingers, but fortunately, that was all. Ignition engines can diesel when you do not expect!

Todd Melton spoke about a fly-away that happened earlier that day at the field, due to a low transmitter battery (we think). When a battery reaches 9.6 volts, it is time to stop flying. He said that if one shuts down a transmitter when you don't have any control and turn the throttle down, then if you switch it back on, it may broadcast a signal to slow your engine down. In addition, the fail-safe settings should be used for situations just like this one.

Model of the Month

Frank and Ethel Burke produced a beautiful, large T-6. Frank built it from a Midwest kit. It has an 83" span, 58" long, 18lbs. 13 ounces, with a wing loading of 43.37 ounces per sq. foot, gasoline powered with a ROTO 35 cc engine. Robart retracts are set 6 " wider than scale and covered in Monokote. As always, Frank's planes are superb.

Steven Lund made a great presentation for an hour about the building and flying of his 75% scale Fiesler Storch. His power point presentation helped visualize what he spoke about. Many thanks to Steven and our vice president who helped with the presentation running the Power Point projector. Scott Dedic loaned us the projector. Thanks so much, Scott.

The meeting adjourned at 9:00 PM but not a few men stayed to speak with Steven Lund.

Joseph Buko for Merrily Faust who is on vacation

Board Meeting Minutes for August 2010

August 25, 2010 Board Meeting Minutes

Heli-Matters

Scott Dedic, our new heli chairman, set the dates for next year's Heli Fun Fly for May 20-22, 2011. It is the same weekend the fun fly was held this year, i.e. the week end before Memorial Day. Scott is begin to form committees for this event. Manufacturers need as much lead time as they can have to prepare to send pilots to this event. Augusto has committed in writing to participating in next year's event. We are fortunate to have Scott as our heli-chairman.

The Treasurer's report was made for the period of 7/1/10 through 8/25/10:

Income was \$1,142. Expenses were \$839.62. Tractor Fund: \$2,984. Savings: \$12,000.

Wingmaster's At Our Field

The suggestion that we leave our front gate unlocked during weekday mornings to accommodate the Wingmaster members was not accepted. When they wish to fly, they will either have to be admitted by a club member with a key, or come during the weekend when the gate is open.

Safety

Todd Melton, our Safety Coordinator, spoke with the pilot who lost his plane in a fly-away.

When another pilot lost control of his airplane, he switched off his transmitter for 3 seconds, and switched it back on. He gained some control before he lost it again. After about three attempts of switching off/on, the plane was flown closer and the pilot was able to land it.

Noise

Larry Hufford made a proposal that we hire a sound firm to measure our sound levels to see if we are in compliance with County regs. He contacted Jeremy Loudon who would charge between \$600-1,200. Other contractors were more expensive. The board voted 5 to 4 against the proposal. The board said that if there is another complaint, then would we will hire an outside firm. Otherwise, we will police ourselves with our sound levels.

Club Events

There was much discussion about next year's club events. There was talk of holding a grand scale event that would combine the Electric Scale Fun Fly and WWI Dawn Patrol. All scale planes would be welcome, irrespective of propulsion and vintage. Another suggested we bring back the Open House that has been successful before. No decisions were made.

Joseph Buko for Merrily Faust who is on vacation

Announcements

Nominations

It is that time again, how the time fly's. Nominations will be held for next year's club officers and board members at our September 16th club meeting. Be prepared to nominate the person you feel will do the best job for us all. Nominations will close at the October meeting and ballots will be sent out after the October 21st meeting

REMINDER

Attention Pilots : Please read the AMA Safety Code for 2010 they have been updated.

All members you are required to wear your membership badge at all times when you are out at the field and place one in the frequency board when flying.

(If you do not you maybe asked to leave)



If you Fly gasoline engines you must have a FIRE EXTINGUISHER with you or you can not fly period!!



Also all Club members and guests we are all adults for the most part and as such should set the example, please clean up after yourself ie: pickup trash, wipe down tables after use and be safe and courteous to your fellow members.

If you have any questions or concerns please feel free to contact any board member.

Hello RC Club members,

We want to introduce to you our RC Fly TV online TV channel that is devoted to the RC hobby. We are offering a special promotion just for club members to get 15% off the regular price of \$45.00 per year. We are also hoping to get our name out there to all of you. Please check out our website out at www.rcfly.tv

Campaign Statement from Lawrence Tougas

Greetings,

I want to thank your Club Officers for providing me with the opportunity to present myself to you, so that you can make an informed decision when you cast your vote for AMA District X Vice-President this September.

I was a candidate in last year's District X election. I ran against our interim Vice-President Jim Giffin, who had been appointed by outgoing District Vice-President Rich Hanson. A lot of people told me I was crazy to run against the establishment; that there was no chance of breaking into the AMA Leadership as an outsider. Well I guess they were right because Jim won the election, but it turned out to be the closest election not only in the history of the District but in the entire history of the AMA which is something I am proud of. When the votes were tallied in a District with 28,000 members there was a 34 vote difference between Jim and I. It was a virtual tie but as I've told everyone those 34 votes did count and Jim was our new VP and I wished him all the best.

Normally Jim would be serving his three year term, but sadly one month into his term Jim passed away. We are now conducting a special election to determine who will lead District X.

I feel I am the best qualified candidate to serve as your Vice-President and I would like to give you some information on my background, goals, and the critical issues affecting the AMA as well as how to keep in touch with me so that you can decide for yourself who is best suited to be the next District X Vice-President.

Background

I have been a Design/Project Engineer for 23 years in the Aerospace Industry. I have worked in the Defense Industry, and am currently working at a major domestic airline. In Defense I designed parts for two missiles used in the "Star Wars" program, and produced parts for the Space Shuttle as well. In the airline industry on the maintenance side I have been the Primary Engineer, on flight control systems, aircraft interiors, and aircraft structure. On the Operations side I was the Operational Engineer on a wide-bodied aircraft, and as such worked with our Chief Pilots to maintain and modify the aircraft flight manual used by all of our pilots. During my career I have worked a number of long-term projects that required supervising multiple participants to ensure project goals and time lines were met. I believe that translates directly in to skills that an effective District Vice-President would need.

In addition I have owned and operated my own Video Production Company and understand the skills need to be a successful entrepreneur. I know how to market my products, which I think are the skills that our local clubs need to employ to market themselves to their communities to win and retain flying sites.

I've been modeling since I was a child. I've built and flew free flight, control line, and radio control models. I've spent my whole life enthralled by all aspects of aviation. It was this love of aviation that prompted

me to secure a Bachelor's of Science in Aeronautical Engineering from the University of California. I also have a Commercial Multi-Engine Pilot's License with Instrument Privileges.

Goals

There are three primary goals that I will pursue as your District X Vice-President. First is to help clubs keep and obtain new fields. Next is to leverage the power of the Internet to cover District events and issues of interest to the membership. Last and certainly not least I would like to develop an AMA owned field in District X for the benefit of our membership.

Flying Fields

Modeling begins and ends with a place to fly. That is why my top goal will be to help keep and find new fields. Modelers are a self-reliant group who typically handle all of their needs amongst themselves without asking for others to help. We need to not be hesitant to ask for support. We need to build ties with our community

My ideas about helping clubs in this area revolve around being proactive. I believe the most important Officer in a club is not the President or Treasurer, but the Community Relations Officer. If your club doesn't have one you should seriously consider electing one. This position would be responsible for your clubs dealings with your neighbors and if you're on public land the entity that controls it or on private land, your landlord. This person should be a real schmoozer, someone who has the ability to charm our neighbors and the decision makers who control our field's futures.

Having a Community Relations Officer puts one name and number in place for your neighbors to contact if they have concerns. This person could organize your Community Appreciation day. One club in District X the Livermore Flying Electrons goes around the surrounding neighborhood knocking on doors and leaving fliers inviting their neighbors to join them at their field. While there they serve a free lunch and provide demonstrations as well as opportunities to try flying on a buddy box and simulators. The LFE's have reported to me the great success they've had because they got out, knocked on doors and made the first move to introduce themselves.

The Community Relations Officer would issue press releases to alert your news outlets of the positive actions your club has accomplished and events the public can attend. Recently the Trabuco RC Flyers in Orange County California had a community day and it was covered both before the event and after the event by the Orange County Register. This is a Pulitzer Prize winning newspaper that is one of the most significant in Southern California. The reason they were covered was because they made it a priority and they kept in constant contact with a reporter at the paper, their hard work paid off.

Perhaps the most important thing your Community Relations Officer would do is maintain the club's relationship with your public officials that control your land or a landlord on private land. This is an election year. In many parts of our District the Decision makers that control your field are up for election. Clubs can do several things to take advantage of the opportunities that this presents. Many times we feel that the only thing that we can offer a candidate is money, while it is true that money talks we also have a valuable resource, manpower. Running a local campaign takes a lot of volunteer manpower and we should be aligning ourselves with candidates that are friendly to our cause and help elect them. They need people to put up signs, go door to door asking for votes and leaving literature and manning phone banks calling voters asking them to vote for the candidate. If your club can deliver that kind of help the Official will remember it and take your call when you need to talk to them and be sympathetic to you when others raise issues about your field.

Many clubs run fund raisers, why not choose a charity that is important to your public officials or landlord and involve them in the pictures and press releases detailing the money raised or help provided. If we are going to help our community we should double up by selecting a beneficiary that our field's decision makers support.

Find out the Birthdays of these decision makers and acknowledge them with a card from the club. Another way to keep in touch is to take them out to lunch on an on-going basis as a friendly informal meeting, not necessarily to bring up issues each time but to just keep an open line of communication. If you have a Christmas banquet you should invite the decision makers and their significant others to be guests of the club.

I have a lot of ideas in this area and it is one of the reasons I want to move coverage of events from our District X column in the magazine to the Internet and use the magazine space to discuss the techniques that clubs have found successful to protect their fields.

The Internet

We can do a better job of covering District events than we currently do in the magazine column. Last year while I was campaigning I pointed out the opportunities that we were missing by having such a static web-site for District X, and how we could better cover events on the Internet. I discussed how the Internet gives us unlimited space. We can publish color photos, and even video of the events. Imagine a District wide mailing list that alerts members when new information is published. A club could have a weekend event, write it up Sunday night and it could be on-line Monday morning for members to read with their morning coffee.

The District X establishment did nothing of mention regarding the Internet until they came within 34 votes of losing their control over the District. Suddenly we have a newsletter. I think it's well produced and a good read but you have to ask yourself, if it didn't exist until the closest election in AMA history happened; what is their long-term commitment to it? I believe its primary purpose is to campaign for the election and when the election is over it will die out.

I have demonstrated I am firmly committed to use of the Internet. For over a year I've been publishing my own site;

<http://ama-district-x-election.blogspot.com/>

As your District Vice-President I will publish a similar website covering past District events, alerting members to upcoming events, create a District Hall of Fame to give the many deserving members of our District who go above and beyond the recognition they deserve. We can publish building and flying articles and use it as a call to arms when one of our clubs is threatened. Members will be able to subscribe to email alerts that will tell them when new articles have been published so they can read about them as soon as they are on-line. The possibilities are literally endless, and I look forward to doing much more than has been done in the past and in a more timely manner than what we are currently doing.

West Coast AMA Flying Site

I believe that the majority of our members should have access to an AMA owned and operated field like the one we have in Muncie Indiana. Past District X Vice-Presidents have championed a West Coast Flying Site, I believe it is time to take up the task and work until we have a site District X members can enjoy.

If we set a criteria that, say 75% of a District's membership should be within a 2 day drive of an AMA owned facility, and we define a 2 day drive as 10 hours each day, certainly long but doable let's take a look at what we have now.

Using Google maps with Muncie as our destination here are the drive times between various cities in Districts I-IX. Starting with Denver and moving around the map clockwise we have Denver at 18:46, Rapid City SD. 18:12, Bismarck ND.17:55, Minneapolis, MN. 11:19, Milwaukee, WI. 5:48, Detroit, MI. 4:09, Buffalo, NY. 7:38, Boston, MA. 14:44, Bangor, ME. 18:21, Philadelphia, PA. 10:29, Greenville, NC. 11:20, Charleston, SC. 11:57, Miami, FL.20:09, New Orleans, LA. 13:47, and Houston, TX. 18:13

Now let's look at Districts X and XI. Starting at Tucson, AZ. driving times are 29:00, Phoenix, AZ. 29:00, San Diego, CA. 34:00, Los Angeles, CA. 34:00, Las Vegas, NV. 31:00, San Francisco, CA. 37:00, Eugene, OR. 38:00, Seattle, WA. 36:00, Billings, MT. 23:40, and Salt Lake City, UT. 25:00.

I have not decided where our AMA West flying site should be, in fact I've said before that a group of modelers working on the question taking into account geographic center of the district, population center of the district, a welcoming city, accommodations for visitors and more should be considered. That being said let's compare the District X, and XI cities to the city chose last time this effort was pursued, Visalia, CA. The driving time from those same DX and XI cities to Visalia are, Tucson, AZ. 11:01, Phoenix, AZ. 9:04, San Diego, CA. 5:11, Los Angeles, CA. 3:13, Las Vegas, NV. 6:03, San Francisco, CA. 3:57, Eugene, OR. 11:02, Seattle, WA. 15:49, Billings, MT. 21:14, and Salt Lake City, UT. 12:34.

So you can see most of the Midwest, Eastern Seaboard, and South is within our definition of a 2 day drive to Muncie, while none of the cities in Districts X and XI are. With the addition of only one additional site we can serve all AMA members in a more equitable fashion.

We would have a site available to host major competitions, a portion of the Nats could rotate out to the west coast as has been done in the past, and large fun flys like the Joe Nall event would be possible. We would have a site that will be a capital asset for the AMA and since land is at a 10 plus year low we should see long term appreciation of this asset. As I meet members on my visits around the District easily 9 out of 10 people find the idea of an AMA West site exciting, and something that they would support.

My opponent has stated that he will not push for a West Coast flying site. He even went as far as to call it a, "BAD idea." To be honest with you I just don't understand that way of thinking. This is something that the majority of members I meet feel is a good idea. They look at how they are limited by distance from using the Muncie property and see a west coast flying site as something to point to as a tangible benefit from the AMA, for the dues they pay. As your District Vice President I think it is a worthy goal and one I will pursue. Speaking of goals, Wayne Gretzky the famous hockey player once said, "You miss 100% of the shots you never take." As your District Vice-President this is one shot I will take for you.

Critical Issues

Small Unmanned Aircraft System NPRM

I want to touch on the Small Unmanned Aircraft System (sUAS) FAA rule making that has the potential to affect our sport. This is the most critical issue modelers have faced in over a decade; we need to marshal all of our assets to respond to the upcoming FAA Notice of Proposed Rule Making (NPRM). As an Aeronautical Engineer a significant part of my job is responding to NPRM's, we need to be prepared to demonstrate to the FAA that any alternate rules we proposed will provide the same or higher level of safety than the wording in the NPRM. I do not believe the FAA has any desire to harm modeling, in fact I'm sure a higher than average percentage of FAA staff have been or are modelers themselves, but we need to be ready to respond. As your District Vice-President I will bring my experience to bear on protecting your right to enjoy modeling and pass it on to the next generation.

Meeting the Members

I have made it a priority to get out and meet with members all over our District. One of the advantages I have that helps me to travel the District is that I work for a major airline and enjoy employee pass travel privileges. This has allowed me to travel up and down California, as well as out to Arizona, and Utah. I've covered a lot of miles, including my upcoming trip to an event on Ford Island on Oahu, I'll have clocked over 12,000 miles on the road meeting members. I will be at events in Nevada too before the election is over. Everywhere I go I hear the same thing, members simply are not meeting our District Vice-President and Associate Vice-Presidents as often as they would like.

I am committing to continuing to travel the District as your Vice-President and I will meet with my Associate Vice-Presidents as soon as I am elected so that we can map out the major events in the District and build a plan so that myself or one of my Associate Vice-Presidents will be at these events to show the flag, meet the members and let you know that you do matter.

How to Stay In Touch

There are several ways for you to stay in touch with me. First you can visit my website it is at;

<http://ama-district-x-election.blogspot.com/>

I send out an email discussing events I have attended or am planning to attend and items of note. It comes out about once a week to a growing number of District X members. If you would like to be added to the list please send an email to;

AMADistrictXElection@gmail.com

Finally I can't do this all by myself, I need members who support me to represent me at their club. All you really need to do is bring up the subject of the election and let people know where they can find out more about me. You can share this letter with them and discuss the issues raised in it and let them know why you support me. The most important thing you can do is remind them to vote. Last year we had 15% of eligible voters return their ballots, that is high for an AMA election but we can and will do better this year. If you would like to represent me at your club send me an email and I will add you to a special email list that will allow you to receive election bulletins.

Ultimately the members of District X will choose the candidate that they feel is best qualified to be elected. If the Members choose me I would consider it an honor to serve District X as their Vice-President.

I wish you all the best, and may you have many safe, and happy landings.

Sincerely,
Lawrence Tougas
AMA 232

P.S. You will receive your ballot with your AMA renewal in September. The ballot is a post card that you simply detach, mark your choice and drop in the mail, it even has the postage on it for your convenience. Do not, I repeat do not send your ballot with your dues renewal they go to two different places and if you send your ballot with your dues your vote will be invalidated.

Please cast your vote for Lawrence Tougas today.

Volts over the Victor Valley 1st Annual Electric Fest.

- Electrics only
- AMA Sanctioned
- \$25 landing fee, includes lunch
- Foamy Death Match
- Night Flying
- Foamy Figure 8
- Foamy Obstacle course

Everyone is welcome at our First Annual Volts Over the Victor Valley Electric Fest, Pilots, spectators, and vendors. Come out and enjoy three days of flying, foamy fun, food and meet new friends. There is nothing like flying in the High Desert in the fall, perfect weather. Fly whatever you want as long as it's electric.

- Full RV hook ups at Hesperia Lake
- On site dry camping
- Food
- Drinks
- Awards
- Raffle Prizes
- Charging Stations Available
- Saturday Night Dinner
- Elec. Sail Planes Welcome

Victor Valley RC Flyers

The field address is 7000 Arrowhead Lake Rd, Hesperia, Ca 92345. Exit the 15 freeway at Main St. Hesperia and go east 9.5 miles. Main St. will turn right and become Arrowhead Lake Rd. Continue on, pass Hesperia Lake for half mile to the gate entrance.

Mike Stroup, 1 (760) 964-7259
Barry Young, 1 (760) 985-4577
Date: 8,9,10 October 2010

Email VP@vvrcf.org
for preregistration



Congratulations

Scott Dedic was presented his Solo Certificate for Helicopters and Airplanes from Club President Joe Buko



Morley Williams was presented his Solo Certificate for Airplanes from Club President Joe Buko



Congratulations

Our very own Pete Sullivan was crowned RCCA NATIONAL CHAMPION for Open B Combat for year 2009



The Spirit of San Diego

BY: Joe Buko

On August 10, 2010, I met Bill Hill at the field to test fly my first ever rubber-powered r/c plane, The Spirit of San Diego. What a wonderful success! What went into its design?

All designs are compromises, and I 'stole from only the best,' i.e. Dick Korda.

Dick Korda, a member of the Cleveland Balsa Butchers, was a popular designer and flyer of rubber powered planes in the 30's and 40's, 70+ years ago, the heyday of rubber powered planes. In those days, gas powered flight was beginning and so rubber was the main source for model power. Some had over six foot wingspans, although smaller spans in the 20", 30" and 40" range were more usual.

In the 1941 September issue of *Air Trails Magazine*, three months before Pearl Harbor, Dick had an article about a 200 sq. inch rubber powered plane named the Stickler, (42" span). (This and other early magazines are in our club library. Contact Larry Hufford, our librarian.) The Stickler and my 25+ year old rubber powered plane served as the basis for the Spirit of San Diego. Dick had been experimenting with the Stickler and its predecessors for six years; this plane was the result of that process. Its wing is perched on a pylon.

I admire the classic rubber powered plane, Miss World's Fair (you can still buy plans for it) and substituted its cabin for the pylon, where my radio gear is located. There are two 7.5 gram servos for rudder and elevator, but since I bought these three years ago, smaller 4 gram servos are available. They will be in my next rubber powered plane. The tiny battery is 4.8 volts, 175 ma and specially made for the plane by Batteries Plus in Oceanside. I fly 72 MH.

The fun thing about building a rubber powered r/c plane is that it is simple, strong, quick to build, light, relatively small and inexpensive. The 1/32" wing ribs are spaced one inch apart. This is the way planes used to be built, and you can still see them flying at the SCAMPS field in Perris, California, 54 miles north of Escondido. SCAMPS is the Southern California Antique Model Plane Society. Check out their web site.

The plane is covered with Japan tissue and nitrate dope. All up weight is 13 ounces, and nearly half of that is located in the 18" folding propeller assembly and 16 strands of 1/4" rubber, 45" long. The 235 sq. inch wing has a wing loading of 8 ounces per sq. foot, the same as that of a Wakefield. I scratch built *The Spirit* in a month.

On August 10th, after I wound the motor 845 turns, Bill Hill released the bird and it immediately began a firm climb with the elevator set at zero. It can fly as high as I fly my *Easy Star!* Rubber has lots of power! The wing has 5 degrees positive incidence. The plane flies itself and little input is needed from the r/c assist except to turn. That morning the thermals were just beginning, and I was able to sail it into a weak one and watch it rise. Its small control surfaces are more than adequate to steer this silent, green flyer, and its light weight made it respond immediately to the early morning lift. When the prop folded, I heard the smart snap of the blades from on-high as they clicked against the fuselage. A small rubber band fixed to the rear of the blades pulls them together. The plane balanced perfectly as built. It has a long 13" nose moment. The CG is located at the middle of the 29" space for the rubber. It's 29" from the motor peg to the propeller hook.

It flies slowly, and as it passes the sun that x-rays its skeleton, it's 1940 again! With r/c, the plane lands at my feet. What a delight for us old timers because now I have the best of both worlds, i.e. rubber power and r/c.

The plane is most gentle and lands on a skid. I dispensed with wheels to eliminate drag. This novelty plane has a duration of under 2 minutes in dead air, but is unlimited in thermals. When the plane landed, a cheer arose from those watching. This was the first time anyone had ever seen a rubber powered r/c plane aloft. What fun!

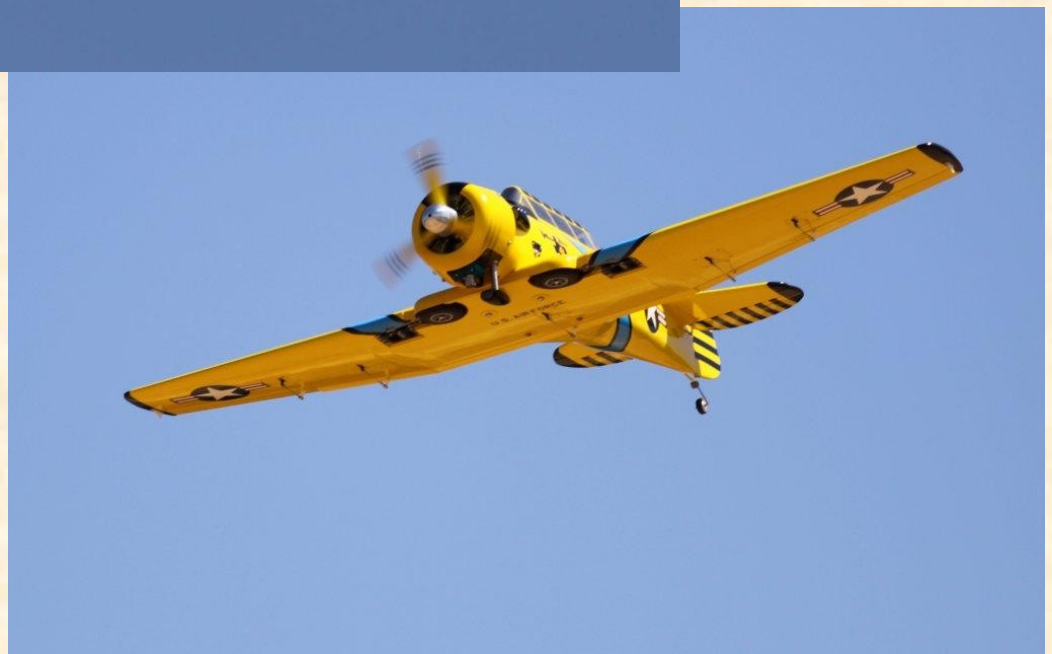
After a particular flight, the antenna wound itself around the rubber motor and broke. Fortunately, it broke about 5" after exiting the receiver, so it was an easy repair. Now the antenna is glued to the outside of the fuselage and will present no further problem.

I'm thinking of flying it as a tow-line glider. By removing the prop assembly and rubber, it will have a wing loading of under 5 ounces per sq. foot! Some light, strong thread from my mom used as a towline will raise it to 300 feet where thermals will be accessible. What a lot of pure, nostalgic fun!

Model of the Month

Model of the Month for August was awarded to Frank Burke for AT-6 Texan built from a Midwest kit. It has a wing span of 83 in. and the length is 58 in. Plane weighs in at 18 lbs. 13 oz. with a wing load of 43.37 oz. Robart retracts landing gear is positioned 6 in. wider than scale. It is powered by a ROTO 35cc gas engine and is covered with Monokote.

(In-flight photos courtesy of Clay Hoag.)





Rotor Blast – September 2010

Scott Dedic, Heli Chairman

Heli Training

In the business world we refer to “The Cost of Entry” as the total costs involved in starting a new venture. These costs not only include capital expenses for equipment but also the costs associated with other line items such as training and personnel time. The Cost of Entry for starting in the hobby of RC helicopters is generally higher than the costs for starting in RC airplanes. The initial cost of a .50, .60, or .90 size helicopter is higher than a plane of comparable size because of the complexity of the systems. Training time for a new heli pilot versus a new airplane pilot is greater because of the speed of the aircraft and it’s degrees of movement. Although it’s possible for a new heli pilot to be “self taught” it’s not recommended because they can pick up bad habits which then become embedded in their flight routines.

The Palomar RC Flyers Club had, until very recently, provided a .50 size nitro heli as a trainer for new pilots. This was a generous offer that many new pilots, including myself, appreciated greatly. Providing a trainer heli allowed the new pilot some additional time before he actually purchased his own heli. Combining the high Cost of Entry to this hobby and the economic recession, some people unfortunately took advantage of this offer for an extended amount of time. For this and several other reasons the Club Officers made the decision to sell the club trainer heli.

Overseeing the Heli Training Program is one of the responsibilities of the Heli Chairman. The question I found myself asking was “If we are not going to continue providing a trainer heli to new students, what can we do to attract new heli pilots to the Club and to retain current members?” Over the last month I have contacted several RC clubs throughout California to “benchmark” our heli training program against theirs. I have also had the opportunity to speak with an AMA Officer who regularly visits many clubs. Everyone I spoke with provided very good information. Although I am still gathering information here are a few things I have learned –

a). No RC Clubs that I spoke with provide a trainer heli for use by new pilots. In this respect, the Palomar RC Flyers was the exception and the leader. The Clubs I spoke with encourage those who are interested to purchase their own helicopter. In a few cases there was a very generous pilot who allowed a new member to use their equipment but this was the exception rather than the rule.

b). No RC Clubs have a documented Heli Training syllabus. All Clubs had some form of airplane training program in place but only one had their airplane training program documented. Even within that Club, there was no similar training document for the heli program.

c). Heli Training programs are generally “loose” and informal. Finding club members who will devote some time to training is one issue, another is having standards to “qualify” those who are willing to accept the responsibility.

Throughout the next several weeks I will be following up with a few more clubs and obtaining additional information from them. I have some ideas for improving our Heli Training program but before I do any-



ROTOR BLAST

thing I'd like to hear from each of you on this topic: *"What can we do to improve our heli training program that would attract potential new members to the Palomar RC Flyers Club and retain those members we currently have?"* Please feel free to send me an e-mail or call me with your comments and suggestions.

On another note, you probably already know that the IRCHA Jamboree was held in mid-August. I spoke with Ray Nemovi who attended the full event. Ray says "IRCHA is the Mardi Gras of helicopter Fun Flies. You have all the worlds greatest pilots, latest equipment and major manufacturers showing up trying to take the show. All the pilots are well prepped and ready to perform. All you can do is watch these pilots as you collect your jaw from the ground. This is the one trip you should plan each year if it was the only helicopter event you plan for because you gain so much knowledge but you get to see things beyond imagination. I personally had much work this year since it was my first year taking my new company "Magnetic Energy Propulsion" to promote, so it was not my usual weekend getaway. I enjoy seeing great friends from all around the world with lots in common. I get inspired each year going to this event and hope you guys will experience it as well someday." Thanks for the update Ray and see you at the field!

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ROTOR BLAST

Heli Pilot Profile: Pete Goulding

Words and photos by Scott Dedic

I recently met Pete at the heli field after he had e-mailed me earlier in the week regarding his AH-1F Cobra helicopter (Starwood Models, <http://www.starwoodmodels.com/products/lm/>). Pete was eager to show off his helicopter and I can see why. He told me “The kit is all balsa and plywood and took me a year or so to build and I had to rebuild it twice after it exploded in flight due to some vibration issues which I have finally resolved. I used a Gaiu 550 mechanics with a stock motor, 75amp ESC and 4000mah 6s lipo (2x3s in series). The fuse added about 2.5 lbs to the mechanics and the full up weight is 7.5 lbs. The base is covered silk and the top half is bare balsa prior to airbrushing the camouflage paint scheme. I put a little extra work into detailing the cockpit. I also added a 7.4v cooling fan and I fly with the belly pan off to allow the fan to draw in air underneath and blow on the batteries, ESC and motor. After 8 minutes of flight the batteries are only at 105 degrees and the recharge is about 2500mah so I could fly a little longer but I’m not going to risk it!”



Sitting on the pad at the Palomar RC field Pete’s Cobra looks very real. As he spun up the motor it had the sound of a turbine hum due to the extra pulley that the belt has to travel to accommodate the Cobra’s high-rise tail rotor. The lift-off and flight around the field was quite impressive as Pete moved it slowly and in scale.



ROTOR BLAST



Pete started his hobby about 18 years ago with RC planes. He joined Palomar RC Flyers about 12 years ago and started flying helis about 4 years ago. His first heli was a T-Rex 450 which he still owns and flies. He estimates that he has put about 500 flights on it – talk about durability! He also owns a T-Rex 500 which is his favorite because of it's stability and power. He chose to build a scale Cobra because it's his favorite for scale looks and told me "My Cobra is my dream heli. I really enjoy the look of a gunship in flight and even just on display."

Pete has two favorite heli maneuvers. For a stunt heli he likes to do a slow pirouette while hovering inverted and close to the ground. He says "Staying focused on keeping it in place while constantly changing orientation when upside down is a real challenge. I'm focusing now on improving how smooth I can fly inverted figures 8's in both nose-in and nose-out orientations. My favorite maneuver for scale flight is the nose-in figure 8. It looks so much more realistic, especially with the cobra because it looks like its making attack runs right at you."

I also asked Pete if he had any advice for the new heli pilots out there. His advice is simple and fundamental: "New heli pilots should spend a lot of time hovering in all orientations and get comfortable drifting the heli around in all orientations. Your confidence when flying will improve significantly when you have mastered all orientations. There are a lot of great pilots at the field with way more skill than I have and I would encourage anyone to ask for help or additional advice from anyone at the heli field."

When you see Pete at the field ask him to tell you about his Cobra, it's a great example of the craftsmanship our hobby can provide.

SEEN AT THE FIELD
BY: Ethel Burke

Here are some pictures taken by John Hartsell, Sr. at the flying field on Sunday, 8-8-10. A gust of wind picked up the awning and bent it over the permanent shade structure. About an hour later the wind blew it back down again.



SEEN AT THE FIELD

BY: Ethel Burke

John Cutler is flying this new Yak 54 from Peak Models. It has a wing span of 71 in. The landing gear and wing tube are carbon fiber. It is powered by a DLE 30cc gas engine and is running a 18 x 8 APC prop. The radio is a J.R. 9530.



Vacation days off from work over the Labor Day weekend brings some new airplanes out to the flying field for their maiden flights. Here is Tom Eipp with his new Venus 40 with a wing span of 48 in. He is running a Magnum .52 two-stroke glow engine. It weighs 5 lbs. and he uses a Spektrum DX-7 radio.



SEEN AT THE FIELD**BY: Ethel Burke**

Keith Green also has a new Extra 300 from Seagull Models. It has a wing span of 63 in. and weighs about 6.5 lbs. It is powered by a Saito 100 glow engine.



Marv Clemens builds all of his planes from scratch. He normally draws his own plans as well, but this one was taken from Nick Zioli plans, that had very little in the way of instructions. This is a 1910 Taube (which means dove in German). The wing span is 84 in. and it weighs 10 lbs. It is powered with a Magnum 90 two-stroke glow engine. Modification was made to add ailerons, which the original did not have. He has hand-made all the pilot's brass emblems and the helmet as well.



COMBAT BATTLE OF BRITAIN

Here is the line up of the Combat weary pilots from the Battle of Britain on August 22nd 2010. The carnage was fierce yet through all of this 3 pilots prevailed in SSC and 3 pilots in Open B



**COMBAT
BATTLE OF BRITAIN**



ABOVE↑ SSC. First place Richard Martin - 2nd place Russ Donnelly - 3rd place Ron Edwards

BELOW↓ Open-B. First place Pete Sullivan- Second place Russ Donnelly -3rd place Paul Grimmie



**COMBAT
BATTLE OF BRITAIN**



Absolutely a big thank you and some long overdue recognition to John and Arnon of A&J Burgers. Nice shirts guys. And thanks to all the guys that help out too.



To retrieve their fallen aircraft pilots were seen crawling on the ground to go under the vines because they were just too thick to push through. BEWARE of the PALOMAR JUNGLE

Scale Electric Photos by Thomas Johnston



FOR SALE

CONTACT: Robert Wylie

PHONE: 760 580-6105

Composite – ARF Extra 330L, 2.6 meter = 102” W.S. Futaba Color Scheme:

1. BME 110cc on canister muffles
2. XOAR 27 X 10 Wood Prop.
3. 3 ½ Anodized Red Tru-Turn Spinner
4. Carbon fiber landing gear & wheel pants/ main & tail
5. 5955TG- Hitec servos 7ea
6. 425BB – Hitec on throttle
7. Slim line (Showtime) smoke pump
8. Du-bro 20oz tanks 1ea fuel, 1ea smoke oil
9. Fuel Dots 2ea
10. Life like 40% pilot head bust w/headset & Mic

Local sale **ONLY**, will not ship, whole or in part, make an offer.

Giles G202 30% (Wild hare) ARF:

1. W.S. 93”, Length 82”, wing area 1,560 sq. miles
weight 24 -25lbs, graphic panel, 35% lifelike pilot
2. BME 102cc twin w/header pipes 98lbs
3. 5” Tru-Turn spinners
4. 27 x 10 BME prop.
5. 5645 MG- Hitec servos 7ea, 425BB 1ea
6. 32oz Du-bro fuel tank
7. Robart main wheels & tires (Aluminum)
8. Wing tote-wing bag

Local sale **ONLY**, will not ship, whole or in part, make an offer.

FOR SALE

41% Extra 300 (Wild hare) ARF:

1. W.S. 121", Length 107", Wing area 2,600 sq. inches
2. Weight 36 – 39lbs, 2 Ea 3D instrument panels & helmet head
3. Used 3W 150cc w/canister mufflers2\
4. 2ea Du-bro 40oz fuel tanks
5. Smart-Fly Power expander Eq.-10
6. Smart-Fly Turbo Regulator
7. Smart-Fly – 2ea pin & flag failsafe switch & charge
8. Smart-Fly –Super switch HO
9. Duralite-Charger – 3@ 7.4, 1 @ 11.1
10. Duralite Plus- Lithium ION 4 cell, 2150 mah, 7.4 Volt
11. Duralite Plus- Lithium ION 4cell, 4,000 mah, 7.4 Volt 2ea
12. SWB MFG- 3x Standard servo tray w/self adjusting Bell crank
13. Pete Model 5" Carbon fiber spinner

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Additional Airplanes:

1. Sky Master F-18 (Blue Angels)
2. Foker 10
3. Hanger 9 DeNight Special 50 ARF (new in the box)
4. Mini Ultra stick electric
5. Combat Corplas MIG w/magnum 25
6. Combat rain gutter pipe, corplas w/OS 25

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FOR SALE

Miscellaneous:

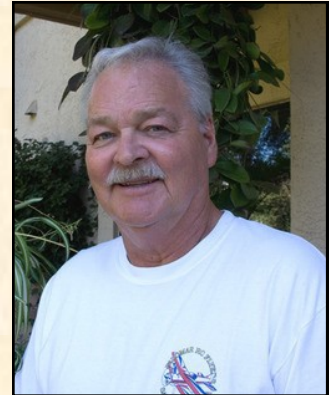
1. EMCOTEC DPSI – 2001
2. I 4c Products C-Volt
3. I 4c Products Isolator
4. Sullivan Skywriter electronic smoke system
5. Peak Electronics - Supertester
6. Peak Electronics- The former charger
7. Hitec HS – 5245MG servo 5ea
8. Hitec HSR – 5995 TG servo 4ea
9. Hitec HS – 5955MG servo 3ea
10. Hitec HS – 5645MG servo 2ea
11. Hitec HS – 5125MG servo 2ea
12. Hitec HS – 425 BB servo 1ea
13. E-Flight Park 480 Brushless outrunner motor w/ E- Flight 40 – AMP sensorless Brushless ESC
14. SWB MFG – 2x standard servo tray w/2ea JR 8411 servos
15. Wingtote – wingbag (large)
16. Wingtote – wingbag (medium)
17. Jersey modeler fuel tank (5gal) electric
18. Foldable Plain Stand

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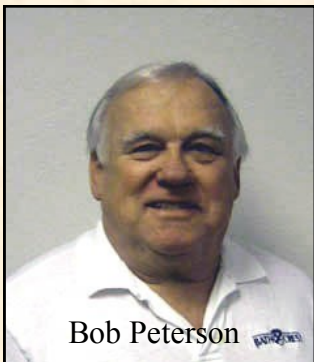
Varley Longson -Treasure



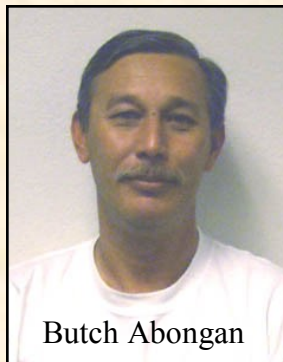
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Merrily Faust -Secretary



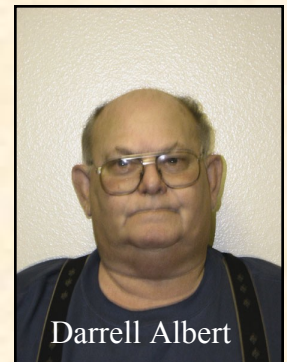
Bob Peterson



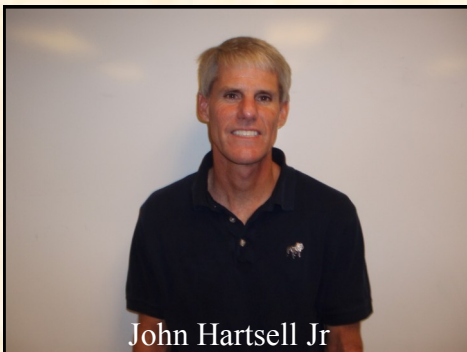
Butch Abongan



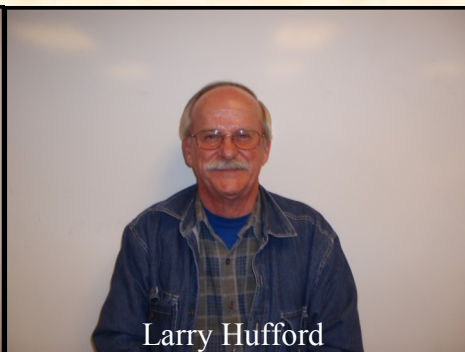
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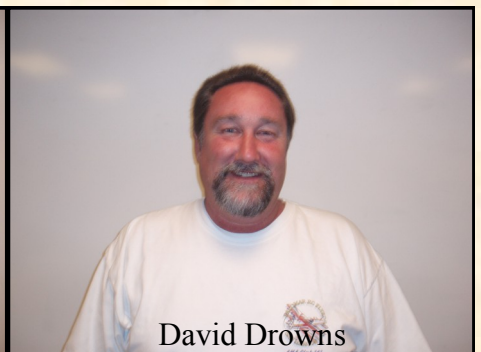
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Meeting Notice:

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

*January**February**March*

15th Monday night flight instruction begins 5pm till dark Johnson Field off Pankey Rd.

April

11th Doolittle's Raid Combat

18th Fallbrook Air Show

May

15th -Flight Training PAC 709

21st -23rd San Diego Palomar R/C Helicopter Fun Fly

June

13th Battle of Mid Way Combat

19th Fun Fly

July

4th Club Picnic 55yrs young

10th SSC Pylon Race

August

14th Scale Elect

22nd Battle of Britain Combat

28th Dawn Patrol Johnson Field /Swap meet

September

12th Boy Scouts Troop 708

27th last Monday night of flight instruction

*October**November**December*

11th & 12th Pearl Harbor Classic Combat

18th Club Dinner & Raffle

