



AMA Charter #141

January 2008

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.

Presidents Column

In the infamous word expressed in the movie *Independence Day*: "I'm baaaack!" But as our Governor reiterated in each of his *Terminator* movies, and I said when I left this post two years ago: "I'll be back!" So, all ye doubters of little faith, (both of you), and loyal Palomar R/C Flyers, Inc. enthusiasts, let me just say I think we are going to have a great year!!!

This first article is meant as only an introduction to the upcoming year. Please read the December Board meeting notes as if they were in this article. I am incorporating these notes by reference to this article as I consider each point addressed at the December 07 Board meeting crucial! As club members, you need to know what issues were addressed, resolved and what direction your Board, under my direction, intends to take!

Let me highlight that behind the scenes the Board and I will be working tirelessly to revamp our Corporate Articles, By-Laws and Field Flying Rules to bring them in line with Current AMA rules. In addition, some flying field rules, which were ignored in the very recent past, will be re-instituted and strictly enforced. Particularly, rules pertaining to SAFETY!

For example, of note, no "fixed wing aircraft" of any type will be allowed to fly at the helicopter field. Sorry, guys, but the other day, the Vice President, Curtis Kitteringham and myself clearly saw a .40 size aircraft being flown at the helicopter field!!! ...true, the aircraft was doing 3-D maneuvers...true, many people have told me that my predecessor allowed this type of flying to occur....but that comes to an end as of today!

Many times, radios fail and/or pilots commit an error. Flying a fixed wing aircraft from the helicopter field only brings the potential for a life threatening highway accident that much closer to fruition. As such, there will be no further flying of fixed wing aircraft from the helicopter field! This decision was unanimously approved by the Board of Directors on December 26, 2008 at the last Board meeting.

That said...(now that that is out of the way) ...we are planning many fun events this year! We are going to reintroduce the "Top Dog" scale meet with an emphasis on beginner scale. Yes there will be an ARF category, there will also be a "Kit" scale category, and may be a "Designer" Scale Category. Ron Peterka has volunteered to chair the event so see him for details.

Combat will be back with a new Contest Director. Darrel Albert has graciously volunteered to take the helm of this event. This year the focus will be on beginner combat, moving at a much slower pace allowing first timers to experience the thrill of their first "cut". I plan to host a build-a-thon at my house with the aid of Butch Abongan and David Drown which will help beginners get into the "sport" of R/C Combat! I want to personally thank Jim and Janet Cole for their tireless efforts in promoting and hosting the combat events for the past six years. The club owes them both a debt of gratitude.

We will also be attending the "Air Show" circuit this year, once again! There will be some additional airshows/exhibitions in which our club will have a presence and you will have more opportunity to earn those precious Palomar Dollars through participation and aircraft exhibition! (I said "aircraft" exhibition!) You should all be glad to know that Bob Lang, President Emeritus, has volunteered to be our announcer at these events and other events. Welcome back Bob!

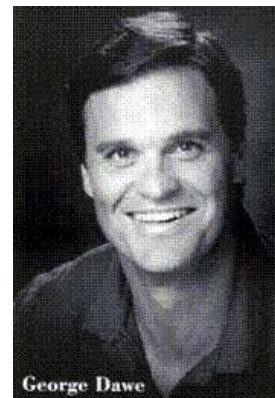
The fourth of July club "fly-in" will return, (Sorry Robin, but I am doing the cooking!) as will the "Scale Electric" and "Helicopter" events. We will be putting more emphasis on "youth" participation as Gary Thompson has agreed to head up our youth program. In fact, by the time you read this column, Gary will have already had his first event...assuming the weather cooperates!

This year, we want to return to developing the Car track. While we may not have as many races as the first year that I was President of the club, it is hoped that our race schedule will increase dramatically from the past couple of years. To do so, we need water! I will be approaching the Fallbrook Water District to determine how to get us up and running again!

We will also be having a control line event. Two years ago we only had three participants,

this year I hope to triple that number! Stay tuned for more info on how we plan to pull this feat off!

I want to take this time to thank our editor Sean O'Connor for bringing us this Newsletter for the past few years. Many of you do not realize the amount of time that goes into the production of this vital tool. Due to time constraints on our editor and the financial commitment involved, the previous Board voted to issue the Newsletter in electronic form only. After this issue, the current Board will allow this change to occur. However, printed copies of the Newsletter will STILL BE AVAILABLE AT THE MONTHLY CLUB MEETINGS! So please try to attend if you prefer a "printed" copy!



George Dawe

I also want to take this time to thank our membership Chairman, Glen Pohly and current Board Member, Varley Longson for organizing and distributing membership applications, cards and key exchange! Good job guys. I also want it known that this year accounting of our current membership dues is again in the capable hands of our Treasurer, Joe Buko! (All members be advised: I am being nice to Joe, just because he holds the purse strings! He really deserves all praise!)

These are just some of the many events we plan to hold at the club and attend as a club. I look forward to a great year with lots of Club participation! I hope you all will attend as many events as you can as participants and spectators!

Your President

George Dawe

Executive Meeting

President George Dawe called the meeting to order and welcomed new members Butch Abongan and Varley Longson to the board. Under old business the board expressed their thanks for the great food to chef Pete Peterson and his kitchen elves, Cindy and Curtis Kitteringham for the beautiful table center pieces and Robin Solomon and Dennis Teason for the great raffle prize spread.

George put off event scheduling until the January meeting. George did present his visions for the club's future, including a scale show/contest, a large heli meet, and a major car contest. George stated our goal to become protected park area and that we need to find out if we will be welcomed to stay sold out or be involved in a land swap. This will give us guidance as far as future maintenance and upgrading is involved. George revoked permission to fly fixed wing electrics [foamies] at the heli field, board's vote was unanimous. George will contact heli chairman to follow up on this matter.

Varley asked that all event chairmen send their Palomar Dollar helper's credits in to him ASAP after an event so our accounting will be as current as possible

Mark Williamson brought up continuing concerns about the water supply for the car track and County limits as to the amounts of track reconfiguration we can do. George stated his plan for finding out which water district we are working with and proceeding along the bureaucratic trail from there. He remains positive that we can make it work.

Raffle prize fund is starting the year at \$420 and the board voted to fund the pool up to \$1000 to create more interest in the raffle and therefore the meetings. More prizes, more meeting attendance, more club membership. The general membership has voted to save postage fees by putting the newsletter online and having a few hard copies available at the meetings, so this will be the last issue of the Transmitter mailed to your home.

Board will be working on refining and updating our constitution and by-laws and hope to have them ready in four months. Board voted free 2008 membership for past Prez Jimmy Mazurek. We ask that you remember to wear your membership card in plain view while at the field.

Membership fees remain as follows:

Car, \$50; family \$60

Pilot \$150; family \$160 with \$50 reduction for Palomar dollars.

Age 65 and better, \$50.

Next year the car fee will be \$100, with \$50 reduction for Palomar Dollars.

Curtis spoke of the need for Board and membership volunteers to help out with events that may not be your primary interest. We will be putting on one large event each year in each Special Interest Group and need your help to make it work.

The Board will be producing a club roster with names and phone numbers only, so event chairmen can contact volunteers for help.

It was asked that flyers limit their use of the frequency pin to twenty minutes to allow more members to fly. Thank you.

Daryl Albert took over the reins of the combat group from Jim Cole to allow Jim to participate in the event he has worked long and hard to develop. No reason Jim should not be able to rekit his planes like everyone else. Bob Peterson also asked for help running the fun flies so he too can scuff up his stuff. Daryl will remain head of instructors and will restart the Monday night student instruction program in April. We will need more instructors, of course, and Daryl suggests you check out the instructor training section on the AMA website for more information. Please contact Daryl if you can help. Daryl will be conducting an instructor program on week-end afternoons before April. We will be changing our by-laws to follow the AMA Introductory Pilot program for 60 days of instruction by a single instructor.

Butch Abongan will be the club's liaison to other clubs to invite them to our events to show off our field and friendly members.



ODDS AND ENDS

LAST PRINTED EDITION OF THE TRANSMITTER

Last printed issue of the Transmitter..... Be sure to save this one, it may become a collector's item and sell for thousands of dollars some day. Remember that anyone can print the newsletter from the web site with your little color inkjet printer. It will be posted in .pdf format which will allow you to open and print it using Adobe Acrobat free reader which can be downloaded from the web. Most people are probably aware of all this but for those of you who are not you can call me anytime for help in this area. Or just ask someone standing next to you, chances are there is someone within earshot who knows what I'm talking about. It's easy stuff nowadays. Ed...

EVENT SCHEDULE

The 2008 event schedule will be finalized in January and posted in the Transmitter on the web in the February issue, so don't be put off by the blank back page.

AMA CONVENTION

Don't forget, this weekend, Friday Saturday and Sunday is the AMA convention in Ontario. The holy grail of modeling.

LOS CABALLEROS

SATURDAY January 19th we will host Los Caballeros at our field. See the add on page 5 for more details

Seen at the Field

By Ethyl Burke



Dick Van Slyke has an Eindecker up in the air flying with a Zenoha 23cc gas engine.



Ed Ramsey brought out a new scale warbird P-40 Warhawk making a successful maiden flight. It is a VQ Models with a 91 Magnum 4-stroke glow engine.



Frank Burke has been flying a giant Aeromaster biplane from Great Planes with a DA-50 gas engine.



Victor Lanz has flown a maiden flight with a new Monocoupe 90-A from Kangke Models. It has a 96-1/2 in. wing span with an Evolution 26cc gas engine.

SOME SHOTS FROM OUR CHRISTMAS PARTY



Minutes of NOVEMBER General Meeting

The minutes of October meeting were accepted as published in the Transmitter.

Joe Buko reported a balance of \$3418 in checking and \$10308 in the money market, for a total of \$13726 on hand.

Varley Longson introduced our newest club member, Blake Burley, an eighth grader from Fallbrook. Varley set the key exchange for Saturday, January 5th from 8:30 a.m. to 1:30 at the field. Our membership is now 262 with 50 car members and 18 juniors. Joe saluted Mark Williamson for his running of the car track. If we hadn't suffered the loss of a generator, the track would have turned a profit this year.

George Dawe reported the field being buzzed by a pair of full scale Cessna 180s. FAA regulations require us to land our airplanes, because we are the lowest on the totem pole. In our area, full scale planes do not need to keep a minimum of 500 feet. Please notify any pilots in the air at the field of approaching air traffic.

Curtis reminded us that starting next year, the news letter will be E-mailed to members to save postage costs. Only a few will be printed to have at the meetings. Miramar club will have a Toys for Tots open house on Dec. 15th. You will need an AMA card and a \$10 donation or toy to fly.

Our annual Pearl Harbor Classic combat event will be held at the field on Dec. 8th and 9th.

Election ballots will be mailed soon and they must be received by mail or at the club banquet by Dec. 15th.

Bill from Hobby Town brought in a new chassis for a 200 size E-heli which will retail for about \$300.

Jimmy Mazurek showed off a beautiful Stuka dive bomber he purchased from Stan Magnusson, an Orange county collector.

Door prize was a Magnum fuel pump which was won by Bruce Van Wagner. Derek Kruegers name was drawn for the attendance prize, but he was absent.

Raffle winners:

HiTech flight pack - Bob Peterson

Cessna 182 ARF - Darryl Albert

Multiplex Easy Star donated by Herb Hayes won by Ernie Emory.



Membership chairman—Glen Pohly

Gunsmoke 2008 Scale Master Qualifier March 7th, 8th, 9th at Superstition Airpark

Hosted by The Arizona Model Aviators
www.azmodelaviators.com

Public Welcome

EXPERT—TEAM—OPEN—FUN SCALE
(Fun Scale does not qualify for Scale Masters)

US SCALEMASTERS 2008 RULES **AMA Sanction #08-0030**
SCHEDULE OF EVENTS:

- + **Friday March 7, 2008:** Registration 9:00 am – Static judging with practice flying until 4:30 pm.
- + **Saturday March 8th, 2008.** Pilots meeting at 8:00 am sharp. Qualifying rounds begin at 8:30am until 4:30pm. Late static judging until the end of 1st round.
- + **Sunday March 9th, 2008:** Completion of Round Five. Score is based upon the average of the best three flying rounds plus static scores.

Entry Fee: \$25.00 Before Feb. 25, 2008 \$35.00 After or Friday at the event.

Awards & Prizes: 1st, 2nd, 3rd place in each category, Peoples choice and Pilots choice.
Top 30% in each event Expert and Team qualify for Scale Masters.
Top 20% of Open Qualifies.

100db limit for gas engines, 103db limit for glow engines.

AMA sanctioned event, all pilots must have a current 2008 AMA membership card at registration. Turbine pilots must have a current waiver.

Contest director: Paul Goldsmith 4433 E. Carmel Ave. Mesa, AZ. 85206
E-mail: wiinger@aol.com 602-323-7753

Make checks payable to: Arizona Model Aviators
Parking Fee \$6.00 per car as required by Maricopa Parks Dept.
Parking pass will be included in pilot's registration package.
No overnight RV parking on site. Free parking is available nearby, no hookups.

R/C SWAPMEET SATURDAY FROM 8:00AM UNTIL 4:00 PM
\$10 per Space, bring your own table or use your vehicle
Hot Breakfast & Lunch will be available on site, Saturday & Sunday.



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LOS CABALLEROS DAY

On Saturday, January 19th, Palomar RC Flyers will host Los Caballeros. This is a youth group from the Escondido area that has a group of adult sponsors. They try to provide weekend activities for kids that don't have many opportunities to do so. The Palomar Flyers will host this group of kids, ages from 8 - 18, at our field on Saturday, the 19th.

We can expect about 20 guests in all and will be providing RC model building, preparation and flying instruction similar to our annual Flights of Fancy event. The kids will get to learn about RC flying by hands-on instruction using our stable of RC models. We need about 10 instructors to volunteer for this event and another 10 helpers to prep the models for flight. Please volunteer. You will also earn 30 Palomar dollars for your participation in this event.

To participate, you should plan to arrive at 8am, so that we can get the models prepared. 5 of our Flight Trainer models will be available for use during the training. The program will begin at around 9am and should end just shortly after noon.

Please contact Gary Thompson at

858 794-4665

to volunteer or if you have any questions.

NEW MODELING WEB SITE

The Palomar R/C Flyers link was added to Abcht.com's listing in October. Abcht.com is a website listing modeling links - attempting to make more information for modelers more accessible. To get Abcht.com's information to modelers the site must be promoted.

The internet is so large and so participatory it's difficult to find what you are looking for. For instance, searching for "rc airplane" on Google returns 432,000 results. Abcht.com's goal is presenting a list of links a radio control enthusiast finds useful. This list includes links to vendors, clubs, events, pictures, forums and more. This list can display links you didn't know existed.

Your help is needed to make a better list. If you have a few good links please add them to the list. Press the "Add Link" button on the top of the page to add the link. The "Add Link" page displays for you to select a Category and Icon. Then add the Title and Url. That's it.

Abcht is an acronym for Airplanes, Boats, Cars, Helicopters and Trains. I hope **abcht** is easy to remember.

Abcht.com doesn't want your credit card number but it does want a few good links.

LOG ON TO Abcht.com AND CHECK IT OUT

YEAR END FUN FLY RESULTS

The November 17th's fun fly was the biggest this year. We had 11 entrants of which 10 had a good time.

The event consisted of a taxi race around a traffic cone, followed by taking off and dropping an egg on another traffic cone, then doing as many loops as possible in fifteen seconds, ending in a twenty five second climb, then cutting throttle and gliding to a spot landing. All parts of the flight were timed and points awarded.

Final results were as follows:

First place	Gary Thompson
Second place	Dennis Teason
Third place	Tom Minegar
Forth place	David Drowns
Fifth place	Sean O'Conner
Sixth place	Jimmy Mazurek
Seventh place	Charles Swope
Eighth place	William Benton

Dave Truax, Virgil Benton and Victor Lanz were unable to finish the events due to technical difficulties.

My congratulations to all who flew. Thanks for your support.

Interesting side notes.

The non-aileron winner was Tom Minegar. (Tom had the ONLY non-aileron entry)

Virgil Benton got his butt whipped by his son, William.

Victor Lanz was the only pilot to add an extra event to his flight. It was the "How many rolls can you do into the ground while watching your egg fall".

Victor, I'm sorry for the loss of your beautiful plane.

Lastly, I couldn't have gotten the Fun Fly done without the help of John Cutler and Robin Solomon. Thanks Guys. Bob (crash and burn) Peterson

PLANES AND PILOTS

RON PETERKA

Dec 2007

There was a time, some years before many of you were born, when aviation was simpler and more direct. An airplane could be drawn on a hangar floor, built, and flown to glory. There were records galore to be established, and then broken. Real money could be made racing or flying in air shows around the country.

This is a story about one of those early pilots and the first of his historic aircraft.

Al Williams flew in the 1920's and 30's. He was a racer and a test pilot whose syndicated radio show held the public enthralled in the pre-TV 1930's. His regular aviation columns captivated youngsters and adults alike in the daily newspapers. His airshow performances in the U.S. and Europe thrilled thousands of onlookers.

Today Al Williams is considered to be among the great pilots of all time along with Bob Hoover, Jimmy Doolittle, and a very few others. A few more words about his history and we'll look at his first professionally flown aircraft, a modified Curtis F6-C4 biplane.

Williams, born in 1896 and quite an athlete, graduated Fordham University in 1916, and joined Naval Aviation. His superiors quickly noted his ability as a natural flyer and made him an instructor. As a Navy pilot, in 1923 Al became a national figure by winning the Pulitzer Trophy in a Curtis aircraft at a record setting 243.7 MPH average speed - followed a few weeks later with an absolute speed record of 266.59 MPH. Though unofficial, a Williams flight recorded at 322.6 MPH is believed to be the first flight over 300 MPH.

By 1925, he had convinced the military to provide parachutes for pilots and aircrew members. They had flown without benefit of these lifesaving devices up to that time. In 1926 Williams had somehow managed to find the time to study law and obtain a law degree from Georgetown University. He was definitely an over-achiever. 1930 brought a major change in Al's life. He resigned from the Navy and began flying semi-professionally in a modified F6C-4 biplane he owned. His low level precision aerobatics were legendary, leaving audiences gasping. This caught the eye of Gulf Oil Company executives in 1931 who approached Williams to sponsor him to fly for them as an airshow pilot. By 1933 he had signed with Gulf and developed a distinctive paint job in Gulf company colors of orange, white and dark blue. The aircraft was named the Gulf Hawk, and each succeeding aircraft was also named Gulf Hawk. Williams went on to fly Gulf Hawk II, Gulf Hawk III, and Gulf Hawk IV, but this story is about that first Gulf Hawk I. Powered by a 600 HP Bristol Jupiter engine rather than the stock 400 HP Wright engine, and relieved of all military equipment, the biplane was extraordinarily capable of aerobatic flight. The upper wing span is 31' 6" and the lower wing span is 26', both tapered, and with ailerons on the top wing only. The landing gear is a conventional tail dragger configuration. The fuselage is regular steel tube and fabric covering, although the fuselage was later metal covered during restoration after a crash. The accompanying three views by Peter Westburg show the metal covered fuselage.

The lines are clean and distinctive. Williams flew this aircraft until 1938 and I believe the aircraft is currently located at the Garberville facility of the Smithsonian Air & Space Museum. As a model, the tapered wings offer some challenge, but the 'look' is worth the effort. Depending upon the scale chosen fiberglass cowls are available. Williams Brothers wheels should work as well. 30"x42" Westburg drawings are available from the Smithsonian for \$12.60, and various stages of kits for a Dick Katz design Gulf Hawk are available from Kit Cutters Inc. at prices ranging from \$70 to \$170 plus \$29 for plans. This design is a 63" span, 42.8" L model. Designed for a 0.80 to 0.90 cu. in. glow engine.

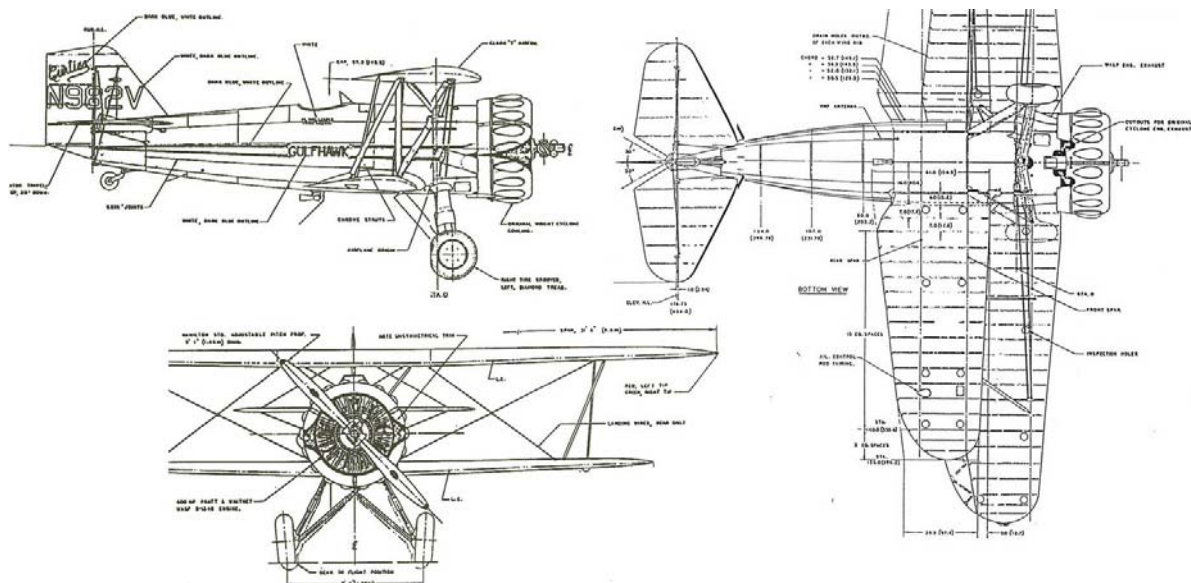
At 35 oz/sq in loading, the model could weigh about 16 lbs. Lighter, of course, would increase performance.

Sources for this article were an article by Jack Cox in Sport Aviation, Jan 1993

Also an article by Max Peterson & Rich Burchell reprinted in RC Scale Modeler magazine in Nov 1990

Ron Peterka

Planes & pilots/
models/HD300



IS THERE A SCALE CONTEST IN YOUR FUTURE?

Ron Peterka

I heard the train go by and I am assuming we have a new set of Officers in the Palomar Flyers. Congratulations to all the new officers. My fervent hope is that we will have an active and vibrant club and that we all enjoy the upcoming year.

As Scale Chairman of the club I am hoping we can restart a scale contest sometime this next year. I'd like it to be one that any club member interested in scale models would enjoy helping with and perhaps competing in. Maybe for the very first time?

I am volunteering to be Contest Director and dealing with the AMA to make it a sanctioned event. It will be up to the club members to decide on a name (perhaps a continuation of the 'Top Dawg' name?) and provide the manpower to run the contest.

You will decide which, and how many, classes of competition we offer.

I'm pretty sure I can convince the club Board members to sponsor the trophies. If other merchandise prizes are desired they will have to be worked out too. Some of you have experience obtaining merchandise for prizes at discount or free.

In the past we had a "Judges School" and we could certainly do more of that to ensure fair and competent judging from our own ranks. We could even invite 'guest' judges from outside the club if necessary. Previous club judges enjoyed the experience.

PR is vital and an early start both by operations and entrants is also a very good thing.

Can we find enough members in a club of over 250 people to come out to a class contest? We certainly should be able to. I want to do my part to encourage participation in this friendly competition. Over the years many modelers have helped me to more fully enjoy my chosen hobby. Let's spread the feeling.

Let me know if you are interested. Ron3180x@aol.com - or - phone me at 760-788-9022. Or, let me know at the next club meeting.

Would you like club meeting programs to help with documentation, building, and finishing techniques? Help choosing that first contest model? (Not a B-17 or turbine for a first model please) There is a lot of help out there.

Is there a Scale Contest in your future?



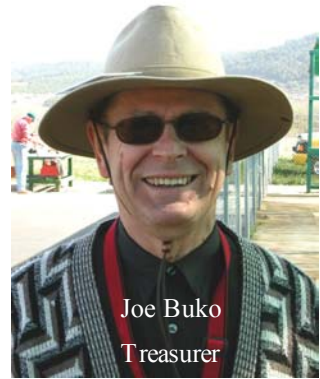
CLUB OFFICERS FOR 2008



Curtis Kitteringham
Vice President



George Dawe—President

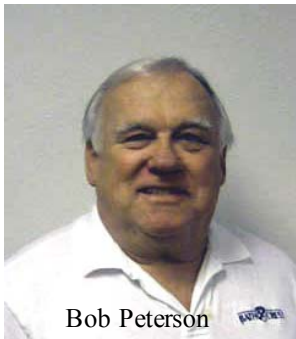


Joe Buko
Treasurer



Dave Truax
Secretary

BOARD OF DIRECTORS



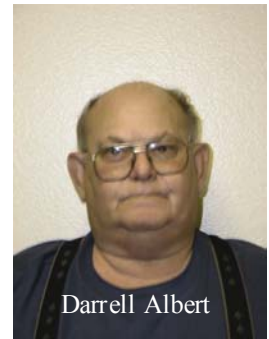
Bob Peterson



Butch Abongan



Varley Longren



Darrell Albert



Robin Solomon



Mark Williamson



David Drowns

FOR SALE
If interested call
Jimmy Mazurek
At 760-451-9395

Balsa USA Taube. 83 1/2" wingspan
 Magnum .91 four stroke. Complete
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1/3 scale Citabria. 138" wingspan.
 3W-78 twin. Complete RTF with
 smoke sys. \$ 2,000.00

A-26 built from plans. 96" wingspan.
 RCV .91's. Century jet retracts. Complete
 RTF. \$ 1,200.00



42% Gere Sport Bi-Plane. 96" wingspan.
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 Onboard glow. Scale cockpit. Custom
 Pilot by Diane. 21st century fabric. RTF.

Giant Scale "ORANGE CRATE"
 Robinhood 99" wingspan. 3-W 60
 with smoke. Perfect for tow plane!

Stand off scale of a curtis robin.
 Enlarged control surfaces.

RTF \$ 1,200.00

Picture available on request

Hirobo X-Spec. 90 size Heli. YS-
 91. C. Youngblood Pipe. Signature V-
 Blades, paddles, tail. Canopy FX cus-
 tom canopy. Tough strut gear. Alum
 head. New 8103 servos. Futaba gov.
 401 gyro. No receiver. Awesome ma-
 chine! \$ 1400.00





Great Planes Fokker DR.1 Tri plane.
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 pilot from perfect pilots. RTF
 \$ 425.00

Cermark F-16 Falcon. Brand New!
 General Dynamics color scheme.
 Air retracts. New OS 1.20 never run.
 \$ 450.00

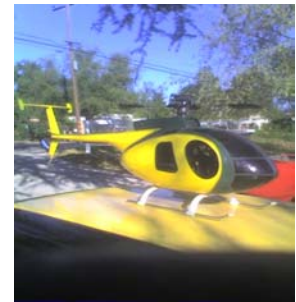


Sig Kadet Senior ARF
 Magnum .91 four-stroke. Custom
 gear and struts. 2 piece wing
 for easy transport. Snoopy pilot. RTF \$ 425.00



1/4 Scale Cessna 150 Aerobat
 96" wingspan plug in wings.
 New Saito 2.20 four-stroke. Complete.
 RTF \$ 850.00

Hirobo 50 scale Heli. Hughes 500 body.
 60 size tail rotor. Clutch & muffler
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1/4 scale Bird Dog.
 Scale masters aircraft. 110"
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 Amazing detail and work-
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ROOM FOR RENT

\$550.00/month

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Palomar Dollars

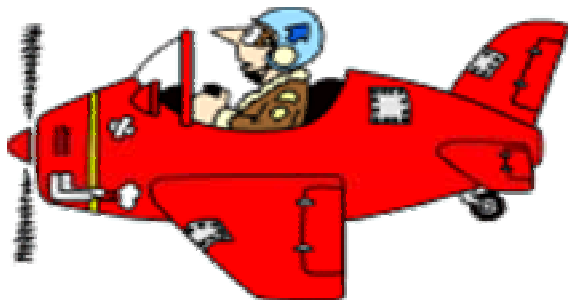
Palomar Dollars

Reset for 2008

FOR SALE

All adds for items for sale look real old on our web site so I have elected to delete these items in the newsletter. The persons involved should refresh their adds both for the newsletter and the web site for future issues.

Same goes for the lost and found box at 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.

LOST AND FOUND

These were Found at the field on October 9TH.

- 12VDC Battery
- Starter
- Fueler
- Ignitor

Contact Gary Thompson to claim.

858 794-4665

Performance Plus Fuels

(Best on the market)

For reliable idle, smooth transition and maximum power

- 10% \$13.00 per gallon
- 15% \$14.00 per gallon
- 20% OffRoad \$17.00 per gallon
- 30% Car 19.00 per gallon

Call Robin SOLOMON

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VICE PRESIDENT	Curtis Kitteringham	760-746-5913
SECRETARY	Dave Truax	760-747-3485
TREASURER	Joe Buko	760-726-8831
BD MEMBER	Bob Peterson	760-945-5956
BD MEMBER	Butch Abongan	760-724-1207
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Varley Longson	760-723-1335
BD MEMBER	Darrel Albert	760-741-2505
BD MEMBER	Robin Solomon	760-480-5834
BD MEMBER	Mark Williamson	760-721-1089

CLUB OPERATIONS

Membership	Glenn Pohly	760-438-5221
	Varley Longson	760-723-1335

Advertising

Newsletter Editor Sean O'Connor 858-486-6771

E-mail a ddress seanoc57@pacbell.net

WebMaster Glenn Horner (cell) 619-227-2636
Glen's e-mail is ghorner@msn.com

SPECIAL INTEREST GROUPS

Car Chairman Mark Williamson 760-721-1089

Scale Chaiman Ron Peterka 760-788-9022

RC Combat Chairman Darrell Albert 760-741-2505

Helicopter Chaiman Don White 760-419-9325

LOST AND FOUND

Richard Anderson 760-744-5631

SAFETY COMMITTEE / HEAD INSTRUCTOR

Darrell Albert 760-741-2505

SAFETY OFFICERS

Duarte Cabral 858-578-6375

All Club Members

INSTRUCTOR LIST

AIRPLANES

Butch Abongan	Basic Flight	760-724-1207
Randy Aldeman	Basic Flight	760-432-0214
David Drowns	Basic Flight	760-740-1715
Varley Longson	Basic Flight	760-723-1335
Glenn Pohly	Basic Flight	760-438-5221

Robert Wy lie Basic Flight 760-741-5828

Gary Thompson Basic Flight 858-794-4665

AEROBATICS

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@palomarrflyers.org

Catch us on the web at www.palomarrflyers.org

Meeting Notice:

The **November 15th** club meeting will be held at the usual place, i.e. the San Marcos Joslyn Senior Center, 101 Richmar Avenue, San Marcos, CA.

January

February

March

April

May

June

July

August

September

October

November

December

Stamp



January 2008

Return Service requested

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