

January 2011

The TRANSMITTER

The Newsletter of the Palomar
RC Flyers



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



AMA Charter #141

PALOMAR RC WEB SITE :

[HTTP://WWW.PALOMARRCFLYERS.ORG/](http://www.palomarrcflyers.org/)

TRANSMITTER CONTENTS

Presidents Column

Board meeting minutes

Seen at the Field

Rotor Blast

CLUB OFFICERS

SCALE ARTICLE

CALANDAR of EVENTS

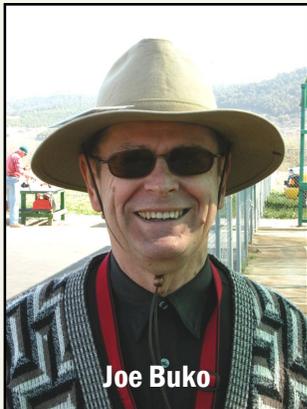


The Cover

Frank Burke's B-25 Mitchell Bomber

This is an older Royal kit done up in Doolittle's Raiders scheme with noseart from the restored Pacific Prowler. It has two OS-55AX two-stroke glow engines inverted with on-board glow. Wing span is 71 in. and uses Rhom air retracts. It weighed in at 12.2 lbs. with a wing loading of 37.24 oz.

(Photo courtesy of Clay Hoag)



Joe Buko

P R E S I D E N T S C O L U M N

January 2011

“Wings Over the Jungle”

Happy New Year to you all! May your landings be the same number as your take-offs.

We are forming a new flying site committee.

When people are in a club or group like ours, responsibility for acting is diffused. It is easy to assume that someone else will do the work. Here, the 80/20 rule seems to apply, i.e. 80% of the work is done by 20% of the members. (I'm not complaining but sharing an observation.) We have 200+ members and about 20% of you attend most club meetings. When work is to be done at the field, less than 10% show up for a work party. When a committee such as the one we are forming happens, I hope for a solid response for this important work.

Much of the spade-work, i.e. the preliminary tasks for locating a field can be done via phone, computer or mail. We will need people to first make phone or e-mail contact with various governmental agencies, secure US Geological survey maps, study Google maps, and be able to attend planning meetings. There will be a division of labor in that some can be physically active by visiting sites, while others can be active by doing preliminary investigative work. In other words, there is office and field work to be done on this project, and the more folks who volunteer, the quicker we'll progress. **Please let me know if you are interested.**

At the same time, I hope we will be at our present digs for another year or two or three. Only time will tell. One of the marks of intelligence is the ability to plan for the future. Thus, we are anticipating the time when we will have to move, and we want this move to be our last to a permanent field.

Club Meeting Rooms

Good news. We will continue to meet in the main room at the Joslyn Senior Center in San Marcos for our monthly club meetings during 2011, but we were able to pay the rate for the Recreation Room ! Thus, I was able to save the club \$1,200 by this arrangement!

On Dec. 28th, I received a letter from the City of Escondido. They wanted to increase our rental fee for our monthly board meeting room by \$180! I was able to talk them out of it. We will pay the old rate of \$15. per hour or \$360 per year, instead of the \$20. per hour they were asking.

P R E S I D E N T S C O L U M N C O N T I N U E D**Snack Providers @ Club Meeting**

There was some mis-communication between Charles Micheli and me about providing snacks for the coming year. Charles and his wife Melody have graciously volunteered to provide them for 2011. Thank you so very much. We do appreciate you both for the excellent job you both do. Thank you 12 times over!

Men of the Year Awards

For those of you who were not present at our December Christmas/Holiday party, I'd like to share with you the awards I gave to the "Men of the Year." Traditionally, only one award has been given, but there are others who deserve such recognition. Thus, I expanded awards this year to honor three men who do soooo much for us.

As a preface, none of us are perfect. If perfection and being faultless were a criteria for awards, how many would be given except to Bob Peterson? I gave these awards in spite of mistakes that were made during the past year. I gave the awards not for being faultless or because they are my friends, but because of their dedication and hard work on behalf of all of us. I am not concerned with mistakes, but want to affirm their good works, the many hours of service they give to our club to make it run smoothly.

The first award went to a man who works behind the scenes, spending much time at his computer, running to the bank to make deposits, keeping the books, and coordinating the massive key exchange. He helped to update our club by-laws, was at the field as an expert pilot who maiden airplanes, makes club cards, sent out ballots, and did other tasks that help keep our club functioning. Varley Longson, is one dedicated man! Once again, I affirm your very hard work and we applaud you as man of the year!

The second award went to a man who communicates with us every month by publishing the excellent Transmitter. He is our chief instructor, the man who cooks for combat events, cd's events, is always there to lend a hand at the field, and is one of the most generous men with his time. He is a servant of all. We owe him a huge round of applause for all the many hours he spends making our club function. This is the man who provided us with the magnificent cake and delicious ice cream for our 55th Birthday celebration! Frank Battaglia, once again I affirm your very hard work and we applaud you as man of the year!

The third award went to a man who is always there at the field for us. He ran a most successful Heli-Fun-Fly in May grossing over \$5,000. He cooked for the Boy Scouts. He is searching for our new flying site. He puts up the shade structure. He cleaned out the storage shed- but he isn't the robber who cleaned them out. He ran the effort at Jack's Pond Park in San Marcos with 60 children, making Sky Streaks and teaching them about airplanes. He is a past vice-president and a new board member, and an impeccable builder. Bill Hill, the man who garnered the most votes of anyone on the board, once again I affirm your very hard work and we applaud you as man of the year!

Thank you to Dave Truax and Curtiss Kitteringham

Thank you for producing another fine feast and party for us on December 18! We appreciate all the effort you both made to make this happen. Thank you so very much.

Thanks to the late Leon Friedman who generously gave many kits and items which we used in our raffle. In addition, we gave away \$50. to 16 lucky raffle winners. What a wonderful evening it was!

P R E S I D E N T S C O L U M N C O N T I N U E D**Thank you to the Dec. 4th work party**

Many thanks to all who participated in the work party that took place. Morley Williams made the day happen with his Bobcat! He brought dirt from the old car track site to our airplane field where we hand shoveled it next to the runway edges. We packed it down with our truck tires, dragged it, filled and packed again until it was smooth.

The culverts were cleaned and another 10 foot extension was installed, thanks to Larry Hufford. We are prepared for the winter rains. When the rain ends, we'll have the roads graded in time for our May Heli-Fun-Fly.

Heli-Site on PRCF Website

Check out the video of our heli site. Soon, we hope to shoot a similar video at the airplane field and post it on our web site.

In the meantime, happy flying and Happy New Year!

Joe Buko

President of the Palomar R/C Flyers, Inc.



The Funk Aircraft Company of Coffeyville, Kansas developed this F2B-85C from the company's prewar model. The one shown here was manufactured in 1947. Joe and Howard Funk started building the Funk B in Akron, Ohio under the name of the Akron Aircraft Company before moving back to Coffeyville in 1941.



B O A R D M E E T I N G M I N U T E S

Board Meeting for December

January 5, 2011

Ten members in attendance, David Drowns was unable to join us.

New board members Bill Hill and Ron Edwards were welcomed.

Treasurer's report: Checking account \$10,962.50 and Savings \$10,001.69. The Christmas dinner income was \$1154, cost was \$1772.17 leaving a negative difference of \$618.17. December raffle income was \$331. Dues received to date \$12,565.

Joe reported that he was able to get the meeting rooms for the same price as last year although the city wanted an increase.

Ron pointed out that several members did not receive their mailed ballots and since there were no additional ballots, they were unable to vote at the November meeting. This problem will be solved for next year by using numbered ballots or ballots with the members name imprinted, and each voter will be checked off on a master list. If a members name is not checked off the list, they may receive a new ballot and be allowed to vote at the meeting.

Frank is adding a "cover page" to our newsletter. This page will change each month and Frank would like members to send in photos for this page. The picture will have to be received a month before the newsletter in which it would appear.

Joe reviewed the importance of finding a new field. A committee will be set up to search for an appropriate place. Bill Hill will chair the committee, which will also include Joe Buko along with additional interested club members.

Bill has been in contact with Dave Martens, property manager for the City of San Diego, in regards to an abandoned dairy farm. Dave said he would submit a request at the Land Planning and Water District meeting on Jan. 12th for a flying field on the property, but was not very positive about the outcome.

Todd Melton has indicated that his company, Hunter, might be able to put in grass and a watering system for a new field; however the selected property must have access to water.

BOARD MEETING MINUTES CONTINUED

Video footage will be taken at Johnson field in order to add a "tour of the field" to our web site. Watch for this addition, and check out the video already available on the helicopter part of the site.

Thanks to Charles who will continue to provide the snacks for our club meetings.

Calendar-the following dates have been suggested for 2011 events:

Combat April 10, August 21 and December 10-11

Helicopter Fun Fly May 20-22

June and July will be for Cub Scout and Youth Group events

Scale Event and Swap Meet September 24

Pylon Racing will be March, June and November with specific dates to be set soon

Christmas party date to be decided

Butch would like the club to put on an open house and air show. He will present his ideas for discussion at the next club meeting.

It was discussed to move the Christmas party to a weekday as everyone's weekend calendars fill quickly before the holiday, creating conflicts and keeping some members from attending the party. There will be a spot on the website for you to record your preference for either Thursday Dec 15th or Saturday Dec 17th for the 2011 party.

Meeting was adjourned at 8:10

NOTICE

Earn your Palomar Dollars

The culvert at the bottom of the swail on the road leading to the heli field needs to be replaced. To repair it, we'll have a work party on Saturday, January 22 @8:45 AM. We need men to bring their shovels and picks. The ground is wet so we can hand dig the culvert. Larry Hufford will provide the pipe that we will bury. The culvert is next to the tangerine trees near our airplane field. Heli pilots, this directly affects your ability to get to the heli field.

SEEN AT THE FIELD
BY: ETHEL BURKE



Dave Litaker and James D'Eliseo are pictured here with their new Edge 540 with an 89 in. wing span from Extreme Flight. It is powered by a DA-50cc gas engine and has a 23 x 8 Mejzlik carbon fiber prop with a TruTurn spinner. All HiTec servos are 7950 digital and exhaust is an ES composite tuned pipe. Fromeco lithium-ion batteries are used for the ignition and receiver, and it has a Smart Fly ignition cut-off switch.



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FIELD LOCATION 3780 SOUTH 1550 WEST ST. GEORGE, UT
DIRECTIONS

GET OFF I-15 AT BRIGHAM RD GO UNDER BRIDGE AND AROUND THE ROUND-A-BOUT AND OFF ON PIONEER RD. TURN RIGHT ON MAN OF WAR RD. GO OVER THE BRIDGE THEN LEFT ON W. BLOOMINGTON DR. LEFT AT 1470 TO END, GO RT, TURN RT AT THE ELECTRICAL STATION AND DRIVE THROUGH THE LEFT GATE AND FOLLOW ROAD AROUND TO THE LEFT AND THEN LEFT AT THE TREE FARM, TURN RT AT THE T INTER-SECTION AND FOLLOW THE ROAD UNTIL YOU SEE THE TWO TELEPHONE POLES WITH THE GATE AND YOU ARE THERE



SEEN AT THE FIELD
BY: ETHEL BURKE



Denver Bates is in the cockpit filling in for the Red Baron flying the Fokker DR-1. This is a Great Planes tri-plane with Spandau guns and is powered by an OS-91 with a 15 x 4 prop. It weighs 9 lbs. with a 22 oz. wing loading.



Dawn Patrol Over Gilman Springs



Gilman Springs

RC Flyers

WHERE: Killeen Field, Gilman Springs Rd. Moreno Valley, CA.

WHEN : Saturday - April 16, 2011 - 8am to 3pm.

FEE: Landing Fee - \$15. **NOTE:** Must show current AMA Card.

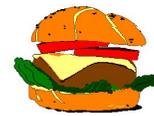
ACTIVITIES: Open Flying (WWI Warbirds Only), Awards, Raffle.

AWARDS: 1st, 2nd, 3rd - for over 60 size, 60 & under size, and Electric any size.

Also, Award for "Pilots Choice" and Award for "Peoples Choice".

(Model must be flown to be eligible for an Award).

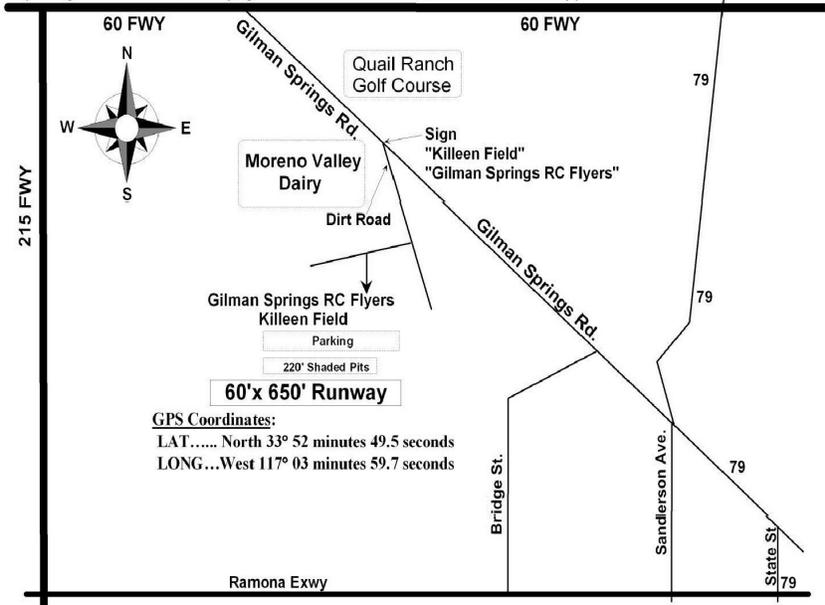
FOOD CONCESSION:



(Going East on the 60 Fwy, get off on the "Hemet/San Jacinto off ramp")

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For information, contact Mike Stone at (951) 845- 7039



SEEN AT THE FIELD
BY: ETHEL BURKE



Tom Minegar has a new Cap 232 BP electric from E-flite. It has a wing span of 34 in. and weighs 14 oz. He is running a Mega motor outrunner with li-poly 3-cell 1100 MA battery. He also put together this l'l red wagon to carry larger battery power equipment for his bigger planes. (Now, wasn't that supposed to be for his grandson?)





ROTOR BLAST

Rotor Blast - January 2011

Scott Dedic, PRCF Heli Chairman

Hello and Happy New Year to all of the PRCF heli pilots! I'd like to wish each of you a healthy and prosperous 2011. The economic recession took a toll on all of us during 2010 but it's been great to have the camaraderie and fellowship of the heli pilots throughout the year. For a few moments each week we were able to leave our worries behind us and do something we enjoyed and allow us to re-energize ourselves.

In spite of the difficult year here's a recap of some of what we accomplished in 2010:

- San Diego Heli Fun Fly - We had over 75 pilots from around the world register to participate in this annual event. During the 3 day event we had everyone from beginners to pro pilots enjoying the activities and field. Heli manufacturers, hobby shops and distributors set up their tents to display and sell products.
- Monday Night Training - OK, this is where I (and others) got our introduction to the PRCF Club and learned to fly. There were dedicated club instructors available to teach new and prospective members to fly airplanes and helicopters. There were a lot of potential club members and heli pilots who showed up and had a positive experience meeting the club members.
- PRCF website - As our "window to the public" we started by updating the clubs website beginning with the heli page. A new and interchangeable background was added along with new content, including a video of the heli flying field. We'll be adding additional content and pages throughout the coming year to make it more relevant and useful.
- Radio Control Heli Pilot magazine - The latest issue of this magazine had an outstanding article written by one of our very own pilots on his Cobra build. Accompanying the article were numerous photos of the helicopter. I don't know if you saw it, but on the first page of the article was a note stating that the photos were shot at the PRCF field and also the clubs website address.

Speaking of the PRCF website, you might ask "Does anyone really look at it?" The answer is - Yes. I recently received a telephone call from a young gentleman from Los Angeles who had seen the heli field video on our website. He had questions regarding in-flight videos using r/c helis and wanted to discuss the issue further. I referred him to two of our pilots who have experience in this area for further discussion. Beyond being "just the clubs website", the PRCF website is a marketing tool we can use to grow membership, provide relevant and useful information, and advertise.

I'm looking forward to 2011 and all that the year has to offer for the club and the heli pilots. I look forward to seeing you all at the field (that is, once the weather cooperates with us).

SEEN AT THE FIELD
BY: ETHEL BURKE



Eric Phillips is flying this Funtana 125 from Hangar 9. The wing span is 70 in. and it is powered by a Saito 180 glow engine with a 17 x 8 prop.



Joe Harlin is enjoying a day off flying his F-16 Jet from E-flite. It is a 4800 KV ducted fan with a 3S 2600 MA battery.

SCALE

BY: Ron Peterka

FIBERGLASS RETRACTABLE GEAR FAIRINGS

Ron Peterka

With so many of modelers flying ARFs a few of us might be looking for a way to make our models look just a little 'better' or 'different'. Many ARFs come with retractable main landing gear but, to reduce costs, leave off the wheel well covers.

Lightweight, strong, and inexpensive covers can be pretty easily made using fiberglass and epoxy or polyester resins. The primary cover usually covers the gear leg and the top half of the wheel. For the scale enthusiast, you may see a need for a two-piece leg cover because the full-scale aircraft had telescoping legs where the upper portion of the cover is fixed to the gear leg and the lower portion of the cover is attached to the movable portion of the wheel/gear.

The bottom half of the wheel cover might be hinged separately to the wing lower surface and separate from the gear leg cover. This inboard cover can be made at the same time you lay-up the gear leg cover and operated with a micro servo or a spring/lever arrangement. For simplicity, many builders leave the bottom half cover off.

Assuming a plastic coated wing (Monokote, Ultra-cote, etc) and an installed gear/wheel assembly the first step is to check for surface clearance between the wheel and the outer surface of the wing. Even 1/16th inch clearance is usually OK.

If the wheel rises higher than the surrounding surface by a small amount, you may be able to shim the gear mount angle, or just build up the wheel with a smooth bulge. To add some clearance I would use regular modeling clay and built up a smooth surface 'bump' on the wheel itself. This will be easily removed after the cover is laid up and removed.

After preparation for clearance, you will need to 'tack' a scrap piece of plastic covering over the gear opening and wheel. This covering will need to be removed later so make small tacks to hold the covering and shrink as little as possible to make a smooth cover over the landing gear with some extra space around the edges.

Resin doesn't bond to the covering but by molding the cover on the surface of the wing, it will exactly match the wing bottom surface and mounted to the gear leg with small machine screws and standoff blocking will significantly reduce aerodynamic drag when the gear is retracted. Besides that, it looks great too.

SCALE CONTINUED

BY: Ron Peterka

Epoxy resins make a slightly more flexible part than polyester (boat resin) but polyester cures more quickly and is cheaper. Take your pick. Polyester resin is available in many auto part stores.

You will need enough fiberglass cloth to lay up about three layers of 3oz/yard cloth or two layers of 6oz/yard cloth cut with a little overhang from the final shape.

You will be surprised to find out how little resin it takes to make these parts if you haven't used this process before. It will take no more than one ounce of resin to lay-up two wheel well doors. When you mix the resin thin it by about 25% with 91% isopropyl alcohol for epoxy or acetone for polyester. Add the thinner *after* you mix in the hardener. If you use the full viscosity resin the glass cloth 'floats' on the resin in nasty looking bumps and humps.

Lay the glass cloth in place and using a throw away brush, or an acid brush, or just pour a little on the first layer and spread it with an old credit card or even a business card. Lay the second layer of cloth on top of the first and repeat the spreading. The cloth should look a little 'dry' when properly saturated. Excess resin just weakens the part. Excess resin can be picked up with paper towels or toilet paper wads.

Lay ups should be done in temperatures above 65 degrees Fahrenheit and epoxy parts should cure 24 hrs before adding a second thinned resin coat to partially fill the weave of the cloth. Polyester parts should be wiped with acetone to remove surface wax before applying the second resin coat.

I usually use a felt tip marker to draw the final shape of the part before popping the part off the wing. Sand, prime, paint, and install using spacer blocks or stand-offs so the cover lies flat against the wing surface. Remove the scrap plastic covering carefully and your model is now complete.

The final step is to file the FAA Form 337 "Aircraft Modification Approval" along with a check for \$300.50 made out to me. Just kidding.

01/08/2010

SEEN AT THE FIELD
BY: ETHEL BURKE



Tim Hitchcock is flying this Extreme Flight Electric Extra 300 EXP. It has a Torquer brushless out-runner motor with a Boss speed control and 2200 MA 3S or 4S battery pack. The wing span is 48 in.



Frank Burke got this Model Tech Magic Extra 300L ARF 46 size plane from the Club auction. All put together "Dicey" took a maiden flight weighing 5 lbs. 2 oz. The wing span is 49.5 in. with a wing loading of 16.8 oz. Magnum 46 two-stroke glow engine is running it with a

SEEN AT THE FIELD
BY: ETHEL BURKE



Tim Wesselman was out over the holidays flying 4 electric warbirds:

Kyosho Spitfire 50 EP with a 58 in. wing span. It has a Scorpion 40/20/10 motor, 60 amp speed control, 5S 5000 MA battery pack with retracts and 11x10-E prop.

Kyosho ME-109 50 EP also with a Scorpion 40/20/10 motor, 60 amp speed control, 5S 5000 MA battery pack with retracts and 12x8-E prop.

The *F-16 Jet* is from Hobby Lobby and has a 36 in. wing span. This is a 70 mm electric ducted fan HET -6904 motor with two 4S 2200 MA battery packs parallel.

Corsair is from Park Zone stock equipment with electric EPF retracts.



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2011 CLUB OFFICER'S



President Joe Buko



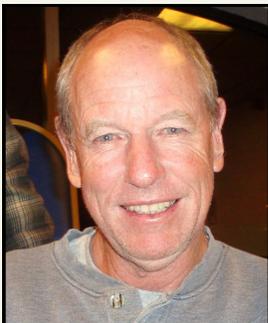
Vice President Brian Juarez



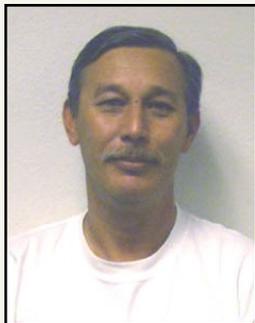
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Secretary Merrily Faust



Bill Hill



Butch Abongan



Frank Battaglia



Darrel Albert



John Hartsell Jr



Ron Edwards



David Drowns



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(Just East of Nordahl)

Club Directory

CLUB OFFICERS

PRESIDENT	Joe Buko	760-726-8831
VICE PRESIDENT	Brian Juarez	619-843-6100
SECRETARY	Merrily Faust	858-693-3777
TREASURER	Varley Longson	760-723-1335
BD MEMBER	Ron Edwards	760-745-2445
BD MEMBER	Butch Abongan	760-855-2162
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Frank A. Battaglia	760-727-4574
BD MEMBER	Darrel Albert	760-741-2505
BD MEMBER	John Hartsell Jr	760-753-7681
BD MEMBER	Bill Hill	760-738-0644

CLUB OPERATIONS

Membership	Glenn Pohly	858-414-9749
	Varley Longson	760-723-1335
Advertising	Bill Hill	760-738-0644
Newsletter Editor	Frank Battaglia	760-727-4574
WebMaster	Barry Hirschberg	760-635-0025

SPECIAL INTEREST GROUPS

Scale Chairman	Ron Peterka	760-788-9022
RC Combat Chairman	Darrell Albert	760-741-2505
Helicopter Chairman	Scott Dedic	858-674-4624

LOST AND FOUND

Frank Battaglia	760-727-4574
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HEAD INSTRUCTOR

Frank Battaglia	760-727-4574
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SAFETY COORDINATOR

Todd Melton	760-305-8983
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INSTRUCTOR LIST

Butch Abongan	Basic Flight	760-855-2162
Douglas Albert	Basic Flight	760-294-6956
Brian Juarez	Basic Flight/Heli	619-843-6100
David Drowns	Basic Flight	760-740-1715
Varley Longson	Basic Flight	760-723-1335
Todd Melton	Basic Flight	760-305-8983
Glenn Pohly	Basic Flight	858-414-9749
Tim Hitchcock	Basic Flight	760-941-7167

Please direct correspondence to:

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P.O. BOX 141
SAN MARCOS, CA 92079

Fax :909-679-7465

E-MAIL: info@palomarrcflyers.org

Catch us on the web at: www.palomarrcflyers.org

PALOMAR DOLLARS

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\$10.00

NO-FLY

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.

Meeting Notice:

The **January 20th** club meeting will be held at the usual place, i.e. the San Marcos Joslyn Senior Center, 101 Richmar Avenue, San Marcos, CA.

CALENDAR of EVENTS**January**

8th Key exchange

February**March**

14th Monday night training begins

26th Pylon Racing

April

10th Combat

May

20 -22nd San Diego Palomar R/C Helicopter Fun Fly

June

25th Pylon Racing

July

4th Club Picnic

August

21st Combat

September

24th Scale & Swapmeet

27th Monday night training ends

October

22nd Pylon Racing

November

17th 2012 Election results and Club Auction

December

10th & 11th Pearl Harbor Combat

Holiday Banquet

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