



March 2006 Transmitter

The Newsletter of the Palomar RC Flyers

RC Web Site — www.PalomarRCFlyers.org

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

Meeting Minutes

Meeting called to order at 7:30 p.m.

Harvey covered old business by giving our treasury report.

Our speakers were from Hobby People. They told us a bit of company history and philosophy and conducted a question and answer session.

Most of the questions were about props, products availability, props and special orders. They handed out pilot packs to all in attendance. The packs contained C.A. glue, fuel tubing, and a glow plug or hot sock. They also added a few door prizes and some extra prizes to the raffle. Everyone left with something.

Bill from Hobby Town showed us a beautiful P-51 with a fiberglass fuselage and a built-up 48" wing. Either E-power or a glow 25 is suitable power. Bill also showed some new helicopters and accessories.

Gary announced an R.C. car track work party for Feb. 18th and 19th. The first race is set for March 12th.

Butch Abongen talked about a new project he and David Drowns are putting together, newbie combat. The club will provide combat aircraft for qualified pilots to try out to see if they get hooked. We can also take them to other clubs for demos.

We hope to have something ready to show the club at the March 16th meeting. Bill from Hobby Town volunteered some standard size servos for the project.

Jim Mazurek showed off a huge scale model of an L-19 with great detail that he purchased off E-Bay. Evan Davidson took model of the month with a Navion. Evan constructed the plane in 1946. It features a retractable tricycle landing gear, controlled by a third line in control line configuration. A beautiful family heirloom.

Meeting adjourned at 9:00 p.m.

President's Column

Hello Everyone!

Wow, I can't believe how fast this month has flown by. I would like to thank everyone at Hobby People for coming out to our Feb. meeting and sharing time with us. Those of you that didn't make it... well, ya missed out on all the goodies!

This month, Robin has lined up Hitec for us. :-)

Also don't forget about the trade table, sale items, door prize, and of course the Great Raffle Prizes!

I would like to share with you a very valuable lesson that I learned a couple of weeks ago. Maybe some of you can benefit from it and others can relate. :-)

As most of you know I have been working with Dennis and Robin to scratch build from plans a squadron of A-26's. (a total of 6) with 96" wingspans. Well, we finally finished 5 of them and are ready to fly. Dennis has had his flying for a while now. But with dedication, Robin and I have finished ours. We took them out to camp Pendleton for test flights. I decided to go first. The takeoff was beautiful. The RCV engines sounded great! Until one of them quit right after takeoff..... and it didn't make it back. Soooooooh..... I figure, 1 down, 1 to go. The second one

flew great! Robin's two planes didn't pass the range check and didn't fly. Having mixed feelings, sad that one crashed and happy that one flew great, Robin and I began to de fuel and clean up the planes. And that's when we noticed what had caused the engine to fail... It was my damned ground crew! During the building and test running of the engines I had noticed that after running they would drain and drip fuel from the vents a lot! So, we put plugs in them to keep the table clean... And yup! I forgot to remove them before flight. Looking back I had remembered that I forgot to remove a cap on the vent during break in. The result was it ran fine at idle as well as initial run up. Then the pressure built up and the engine shut off. In looking at the crashed plane, there were the two plugs still installed, a lesson well learned, but it could have been worse. I didn't remove them from the second plane either. I found them on the ground where I had a longer run up to be sure of their operation. After checking everything on all the planes, fueling them, battery checks, air systems, control direction and range checks, I never remembered the vent plugs.

And probably will never forget again! :-)

Jimmy



Board meeting 22 FEB '06

Board meeting- Jim Mazurek, Curtis Kitteringham, Harvey Atkinson, Dave Truax, Varley Lonsom, Butch Abongen, Jim Cole, Terry Harner, David Drowns

Visitors- Herb Hayes, Bob Sentyr

Harvey Atkinson updated the board with the treasurers report and we had a positive cash flow for January. New business included information from David Drowns on property that may be suitable for a new field that is 8 miles east of our present site. This suggestion will be forwarded to the field search committee. We had reports of unauthorized use of the R.C. car track late on a Saturday afternoon. The board urges members to ask for membership cards from unfamiliar users, but don't press the issue if they are uncooperative.

Board agreed to entry fees of \$8 for first entry and \$5 for second entry in another class. Classes are our usual Quickie 500, Trainer 40 and open class B. Electric T-6's will be run on a 350' course by their own organization. We also will be asking the Fallbrook flyers to compete. The Weed Whackers club from lakeside may also attend because we are running a schedule that will cooperate with theirs. Weed Whackers will run Feb 25th, April 29th, June 24th and our races are March 18th, July 22nd and Sept 23rd.

Curtis thanked Herb Hayes for his contributions to the club by refurbishing 8 of the club trainers already.

Board voted to welcome Bob Sentyr back into the fold and to waive the field fee due to his generous video production work on our behalf during his previous membership.

Curtis reminded us to bring a new unwrapped \$10 toy to the March meeting for our Toys for Tots campaign.

FALLBROOK AIR SHOW ALMOST ON US!

The Fallbrook Air Show is fast approaching again! This is the premier, regional, publicly open air show for us to show off our models and what you can make them do. (Don, keep the heli beyond the runway this year, OK?)

As in the past at the Fallbrook show, on Sunday, April 23rd, our club demos will be a featured event. In fact, if you look on the Fallbrook Avocado Festival website, you will see "R/C planes" as a feature on the schedule of events, and a picture of our planes from last year's show featured on the Festival home page. We will have the opportunity to fly and drive RC demos all day long, except when the tower notifies us that the full-scales – or ultra-lights – need to take-off or land. Just about everyone who flew last year had a chance to fly a demo as many times as they wanted. This year, we can expect more of the same – show up, put your planes, helis, and cars out for demo, show off to the crowd, smash up a few combat ships, and answer questions to the visitors about our hobby and our club.

This year, I have been told by the Airport Manager we will have even more time for demos than last year to fly as the CFD heli will not be doing water drop demos, and the new Sheriff's heli housed there will only fly a very limited number of demos.

Even though it's a blast just to show off your stuff, as always, your participation in this show will earn you Palomar Dollars towards next year's membership. You can fly/drive in demos, bring your planes/cars/trucks/helicopters for the static display, help with setup/teardown, answer questions, man computer simulators, or any combination to earn your PDs.

We always have a great time, and it's just plain fun to do. We don't frequently have a crowd at Johnson Field that loudly shows their appreciation for the models and skills in which you've invested hard work; I guarantee you, you'll get just that at Fallbrook. (And if you put one in, you'll REALLY get a crowd response – David Drowns and I know from first hand experience, after a combat mid-air!)

There will be more information and a sign-up sheet at the March club meeting. If you can't make the meeting, please call me or send me an e-mail if you want to be part of these shows.

Glenn Pohly

858-414-9749/glenn@pohly.net

The crashed Invader from page 1



PYLON RACES



Saturday, March 18, 2006

Location: Palomar RC Field - I-15 at Hwy 76

Classes:

- Quickie 500 (424) Sport - 500 sq.in and .40 stock engines.
 - Sportsman - .40 powered high wing trainers, >60" wing.
 - Open B Combat - 3.5 lb, .30 powered combat ships.
 - Electric T6 (stock) - House of Balsa, speed 480, 22 oz. min.
 - Electric T6 (brushless) - HOB, brushless 020, 20 oz. min.
- (see www.electricT6racing.com for detail SoCal rules)

Contact: David Truax, (760)747-3485, or Frank Gagliardi, (858) 271-4430 for more details on this event.



Pylon Racing News

BY Jonny Pumhandle

Just a note to warn any club racing pilots and interested flyers, that our first Pylon race is coming up on Saturday, March 18th. This means you should get your racer out this month and check it over to see what it needs. Also take it out and fly a few laps just to see that it still handles like you expect it to. Then keep all your settings and stand by for racing.

We will be racing the same classes as last year and adding a new electric wrinkle to entice a few more that want to learn how to just turn left and let it all hang out.

Typically, the pilots stand at the pilot's fence and the racing takes place around two pylons stationed at each end of the runway but about 100 feet away from the runway. Each pilot has a caller to advise him of his race position. There will be a judge at the far end of the field opposite the far pylon and behind the runway. The judges hold different colored flags, one for each plane in the race. As each plane reaches the far pylon and crosses the pylon, the judge for that plane raises his flag and the pilot's caller will yell 'TURN!' This advises the pilot to make a 180-degree turn and head for the near pylon, where the turn can easily be made without the aid of a flagman. Turning short of the pylon is recorded as a corner cut.

The near pylon is also monitored by a judge for 'corner cuts'.

Scoring is by points for each race. If 4 planes participate, 1st place gets 4 points, 2nd place 3 points, etc. If a corner cut is recorded, that pilot must fly an extra lap to finish. If two cuts are recorded, a zero score is assigned. Each race is known as a heat and typically 3 or more heats are flown with the winners decided by the most points for all heats.

1. QUICKIE 500 - Sport class (AMA 424) is for standard 500 square inch wings (50 x 10) and a stock .40 cu. in. engine and muffler. This has been around for years except at Palomar RC we race on a 2 pylon course roughly 600 ft apart. Planes start from the runway in what is called a 'Racehorse Start' i.e. from a standing start.

2. SPORTSMAN (TRAINERS) - This class is open to any ARF/KIT built high wing trainer with a flat bottom airfoil. The engine must be a .40 cu. in. stock engine and muffler and greater than 60 in wingspan. These planes are recognized as trainers but are flown on the same pylon course as the quickies. The race starts from a standing start on the runway. If you want to get started in racing, this is the class to enter.

3. OPEN B COMBAT - Class is open to 3.5 lb max airplanes typically used in combat and limited to .30 cu. in

Con'td on page 6

Car Track News

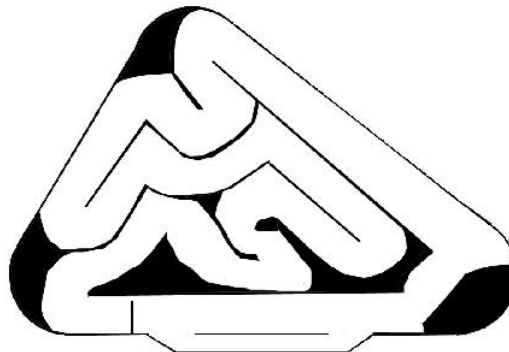
Off-Road Racing starts March 12 - Season Opener

Classes for March 12th

- e-truck/buggy - novice
- e-truck/buggy - stock
- nitro truck 2WD
- 1/8 buggy - .21 class
- Monster Truck

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

We have just completed re-conditioning the Off-road track. This includes an altered layout with longer laps and consequently longer lap times. The new layout features a very fast back straight and a new quadruple jump plus many other twists and turns. Here is a quick and dirty diagram of the new course.



The first race this year will be on March 12. So if you want to be one of the first to get on the new course come on out on Sunday, the 12th of March. Entries are still \$15/car - Club members race free this year. Practice begins at 7:00am and registration closes at 9:00am. Depending on the number of entries, racing usually gets underway at about 9:30am.

The remaining race schedule for the year should be published very soon, as soon as we can confirm some additional race dates.

Any questions about the race track or class requirements, please check our website at www.PalomarRaceway.com. If you still have questions you can call 858 531-5760 and we will try to answer your questions.

Gary Thompson



The AMA History Program

Norm Rosenstock, Historian



“The future generations of modelers need our experience, our knowledge and our example to follow – just as we followed in the steps of our modeling heroes,” according to AMA Historian Norm Rosenstock. Norm has been working with the AMA History Program since its start in May of 1996. The assistant historian position was created in January 2002. This person is located at the AMA in Muncie.

This Program is an effort by the National Model Aviation Museum to preserve the history of model aviation. The goal of the Program is to compile and record the biographies of our members and industry associates. These records are available to all interested parties and copies of the biographies are placed in the Museum’s Lee Renaud Memorial Library.

The Program’s goal is fulfilled by soliciting biographies of modelers who have made contributions to model aviation. We attend modeling trade shows and conferences to inform modelers about the Program. The Program relies on the willingness of all modelers to share their experiences. You can help by sending in your biography and/or encouraging other modelers to do the same.

If you are interested in submitting a biography, there is an outline available on how to write biographies. There is also a form for those who prefer not to write the actual biography. Both are included in this packet. Please feel free to make as many copies as needed. Assistance with writing and/or compiling information can be provided.

Video or audio recordings of biographies are also accepted as long as the sound quality is good enough that words can be easily understood.

Please contact the AMA History Program, at 765-287-1256, ext. 511, through e-mail at historyprogram@modelaircraft.org through fax at 765-281-7904 or at 5151 E. Memorial Drive, Muncie, Indiana, 47302. Information is also available at www.modelaircraft.org.

engines. These are hand launched and then use a flying start. After all planes are launched the Starter will countdown to a start on his mark. Planes must be behind the start/finish line before the start is called.

4. ELECTRIC T6 STOCK - On March 18th, only, we will host a race for electric AT-6 models. The stock class must be built from a House of Balsa 1/14 scale kit with a Speed 400 (long can - speed 480) motor. All use an 8 cell, 1200 mah NiMh pack and a 20 amp ESC. A Minimum weight of 22 oz is required. Although all of the models have wheels, the start will be a flying start and the course is shortened to 350 ft and only 5 laps. More T6 races will be held in San Diego and LA Counties.

5. ELECTRIC T6 UNLIMITED - This class is also the House of Balsa AT-6 kit but motors are brushless 400's or 020 size. Li-Poly batteries of up to 2100 mah can be used and the weight can be reduced to all-up 20 oz. These little buggers are fast and will use a flying start and fly on the 350 ft. course. More info on the burgeoning Electric T6 class racing can be found on the web at WWW.ELECTRICT6RACING.COM

Preparation is the key to participation in these racing events. By making sure you have all the necessary parts and may be a few spares as well as bringing the right transmitter to the field, you can cruise the course and with luck finish in the money.

To get some more information on this racing event and up-coming races, give Dave Truax a call at 760-747-3485. He would also like to hear from anyone that has some thoughts about our racing program.

Reported Palomar Dollars as of 3/6/2006

\$100:

Butch Abongan; Harvey Atkinson; Jim Cole; David Drowns; Terry Harner; Curtis Kitteringham; Charles Lewis; Varley Longson; Jimmy Mazurek; Sean O'Connor; Ren Solomon; Gary Thompson; David Truax;

Model of the Month

This month's Model of the month was awarded to Evan Davidson with his 1946 vintage control line Navion aircraft. It is powered by a McCoy .46 of that era. It has a wingspan of 32" and weighs 4 lbs.. The model took about 150 hours to build and cost approx. \$65.00 in 1946 dollars. That's about \$18000.00 in today's dollars.

The highlight of this model is the retract gear system controlled by the third control line. It was constructed as an escapement system from an alarm clock of that time and goes up then down continuously if you hold tension on the line. Release it and it cycles to the next position, providing you release the tension on the line fast enough. Note, don't forget to wind it up occasionally!

Sorry, no picture available this month.

GETTING AND KEEPING A SHINY PLASTIC CANOPY

Ron Peterka

It seems like inevitability to see small scratches show up on your favorite model clear plastic canopy. It just happens! But, there is a way to prevent a lot of those scratches and have a sparkling and shiny canopy. The answer is S.C. Johnson Wax 'Future' clear acrylic polish sold in the floor polishing section at the super market. Other acrylic floor products may work as well, but Future is proven. Future is a clear, watery thin, liquid acrylic that is designed to add 'shine' to synthetic floor-coverings that can't be waxed and buffed like older floor coverings like linoleum. When spread on the floor covering in a thin coat, the liquid sets up in a very short time and retains its shine even in areas subject to heavy foot traffic. So how does this fit in our models? Well, Future can be applied by air brush or dipping. It can be brushed, but can be a little difficult to get a smooth thin coat. It can be thinned with a little denatured alcohol, but be prepared to wait a little longer for it to harden.

Clear plastic parts like canopies should be thoroughly washed with Windex or a water/ammonia mixture. When dry, you airbrush the canopy inside and out with Future. Clamp the part at a corner, or onto a scrap area that will be cut off later and hang it to set up. If you dip the part, let surplus liquid drain and place the canopy on paper towels to dry.

The reason for covering inside and out is that the Future will protect the inside of the canopy from the ugly marking that you can get when you attach the canopy with cyanoacrylate (AC) glue. And, the canopy should appear much 'clearer' than without the coating.

The Future will self-level as it sets and should give a great shine that can be repaired if it gets small scratches. In that case you will remove the Future using Windex or ammonia/water mix and reapply the Future.

Your canopy frame can be painted onto the canopy over the Future. Use a low tack vinyl masking tape to minimize adhesive transfer to the canopy surface.

This process should be exceptional with electric powered models where there is no nitro/methanol/oil mix to be concerned about. I haven't tried it on latex paint, but it might be compatible for a nice shine on that normally dull surface. Test first. Don't try any new process on a model that represents a lot of time, energy, and money.

This liquid acrylic material is one more useful tool for our esoteric hobby. Try it.

Superior Pilot's Corner

by Johnny Pumphandle

"A pilot that uses superior judgment to keep his butt out of situations that might cause him to have to use his superior flying skills."

Top Gun teaches pilots to use judgment over skills - a good maxim to fly with.

There are many opportunities to use good judgment at the RC field, just as we learn to use good judgment in our everyday lives. The consequences of not using good judgment at the RC Field can be painfully obvious. So it can help to discuss a few of these Superior Pilot Skills

ENGINE PERFORMANCE

The performance of your engine can often be a big factor in how your model arrives back on the ground.

- engine quits on takeoff - depends on attitude and airspeed - but usually means a stall close to the ground.
- engine dies - always requires a dead stick landing - No matter whether you can make it or not.
- idle too low - engine stops - requires long walk amid cries of "Now taxi it back!"
- idle too high - overshoot of runway and possible fence contact or aircraft chase.
- Engine can't be shutoff - Possible aircraft chase, but may cause you to use your superior flying skills to keep the plane from contacting an immovable object.
- lean run - engine overheats and dies - causes excessive wear and possible dead stick landing.
- rich run - engine is low on power and may not complete the planned maneuver.

You may disregard the above when flying gliders.

When you make your first flight with a new model, superior judgment says that you don't want to also be saddled with engine performance problems in addition to having a new plane to test fly. Yet, sometimes the pressure of wanting to see a new model fly can cause a pilot to fly the model even when the engine is not quite ready. So, use your

superior judgment skills to stay on the ground until the engine has been proven to be ready for the first flight. Most new model engines today don't require an extensive break-in, but all must be evaluated for performance before flight.

So how do you know your engine is going to perform consistently?

Before each flight, check these things:

- check full power with the engine at a significant angle above the tank. Count to ten. There should be no slowing in rpm - some speed up is OK. But, maximum rpm should be achieved and thrust should be as expected. Smoke should be visible, but should not be severe. Severe smoke indicates too rich; no smoke and/or slow down indicates too lean. Set the high end before attempting to set the idle.
- Set the idle then lift the engine just above the tank. Count to ten. The engine should speed up perceptibly. If no speed-up is detected, then check transition from idle to full power. If the engine stumbles, then the idle setting is too rich, if transition is too good to be true, then the idle setting needs to be richened until it speeds up perceptibly when the engine is lifted just above the tank.
- At idle, lower the engine below the tank (usual condition for model on final glide), the engine should slow but not stop or may not slow at all. Now, your superior judgment says that the engine should perform consistently. So go fly.

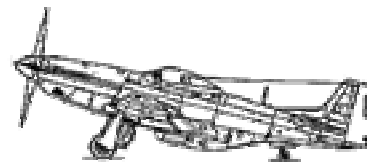
Cont'd up above -

If these settings are not achieved - THERE IS SOMETHING WRONG! Could be position of the tank, kink in fuel tubing, hole in fuel tubing, clunk fell off, clunk stopped up, vent blocked, poor glow plug, etc. But your superior judgment says that something is wrong, so fix it before you fly.

Other RC Events By Johnny Pumphandle

More Pylon racing close by - AT6 Electric Racing

- April 15(C) Silent Electric Flyers contact Steve Manganeli (619)298-7592
- May 6&7(C) Silent Electric Flyers Mid-Winter "Spring Fling" demo race
- June 24(T) WeedWacker's Field Santee, Ca. contact Don Gulihier (619)449-8397
- Aug 19(C) Miramar R/C Flyers contact Frank Gagliardi



FOR SALE ADVERTISEMENTS

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

Send your ads (or cancellations) to:
Johnny@johnnypumphandle.com

or
For Sale
Palomar RC Flyers
PO Box 141
San Marcos, CA 92079

Wanted

WANTED

Race Directors

Race Directors needed for the race track - 2006 season. Run 4 races and receive a free Palomar RC Flyers Club Membership. Only 4 Sundays to commit and they are your choice (first come, first serve). Assistant volunteers also needed and earn up to 30 Palomar dollars per race. Enjoy some exciting races and at the same time help your Club. Contact Gary Thompson

858 794-4665 or

email.promotions@palomarraceway.com

Wanted - 11/05

- Futaba 6 channel Conquest Transmitter as buddy box.
- Airtronics 6 channel Vanguard Transmitter as buddy box.
- Buddy box cable for Futaba Transmitter.
- Buddy box cable for Airtronics Transmitter.
Contact:
Ted Schwope
760-752-9445
tedschwope@yahoo.com

Wanted Cont'd

WANTED OS MAX 50SX

Brand new in Box **OS 50SX** aircraft engine (not Heli version)

I'LL PAY \$110.00

Call Sean at **858-486-6771**

I know there's one out there. You won it in a raffle or got a great deal on e-bay or something. Maybe you bought it new and decided not to use it. Here's your chance to unload it for some cash.

F or Sale

Performance Plus Fuels

(Best on the market)

For reliable idle, smooth transition and maximum power

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

Call Robin Soloman

760-480-5834

Cell - best one to use:

760-420-3692

Lost & Found

Lost / Found at the Field
contact

Johnny@johnnypumphandle.com

FOUND: Wheel Transmitter left at the track. 4/05
Identify make and channel to claim.

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

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

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

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

LOST:

Hitec Eclipse Transmitter
Feb 25th

Please contact:
Mark Sweeten.

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.

Hobby People®

March 2006

DISCOUNT HOBBY STORES

Club News



The Club Flyer Series

Stuka

German Dive Bomber

Semi-scale electric R/C model!

• Length: 32 in • Wingspan: 39.75 in
• Wing Area: 250 in² • Motor: Cobalt 400 D.D. or KBM 31/08

outrunner w/ 8x6 SF prop

Construction:

Detailed, molded plastic fuselage with built-up balsa type flying surfaces covered in iron-on heat shrink film.

Features scale-like Stuka slotted ailerons!



Includes decals!

Full 4-ch. control!

YES! In Stock NOW!

Item No. 128448
List \$141.65

WOW! Only 59.99



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

Hobby People® Now Open In Hesperia!

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

16808 Main Street (across from H&E Hardware)

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

Come on out and pay us a visit! Winter store hours are now: Mon-Fri 10 to 8, Saturday 9 to 6, and Sunday 10 to 5.

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

NOW 22 STORES
In So. Calif. & Nevada!

Hobby People®

DISCOUNT HOBBY STORES

CALIFORNIA

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

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

EL CAJON
469 Broadway
At Ballantyne
619-444-6135

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

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

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

ENCINO
5541 Balboa
Balboa at Burbank
818-995-1162

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

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

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

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

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

SANTA CLARITA
20655 Soledad Can.#41
Between I-5 & I-14
661-298-3300

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

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

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

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

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

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

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

N V E A D A

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

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

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



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

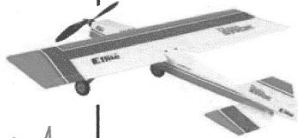
HobbyTown USA
San Marcos *Toys for All Ages!*

**START THE NEW YEAR
WITH A NEW HANGER 9
OR E-FLITE MODEL**

New

E_FLITE Mini Ultra Stick ARF

- *95% pre built from light balsa & ply
- *Two firewall options included
- *Tough lightweight aluminum landing gear



Losi LST II & mini LST

New

New

Spectrum's DX6 Radio 2.4GHZ

**Just
\$199.95**

- * No Interference
- * No Crystals
- * No Frequency Pins
- * No Kidding



WANTED

Articles, pictures and items of interest for the newsletter. Get yourself published. Send something in, please. We need more varied subjects, people, and most of all airplanes and construction articles.

Newsletter articles

858-486-6771

Ask for Sean

**For The Best
in**

401 K Plans

Mutual Funds

Retirement

Investments

**Long Term
Care**

Insurance

Call

Tom Minegar

800-585-0035



COMPLETE MACHINE SHOP & AUTO PARTS

Cylinder Head Specialist

Line Boring

Hine's Computerized Engine Balancing

Cylinder Boring

Flywheel Grinding

Drum Turning

Rotor turning

Crank Kits

Engine Kits

Wet Magnafluxing

Complete Engine Rebuilding

FOREIGN & DOMESTIC AUTO PARTS

*Family Owned & Operated
34 years experience*

Complete line of Foreign & Domestic Auto Parts at Competitive Prices



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



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

760 - 746-6110
1960 W. MISSION ROAD - SUITE 1-5 - ESCONDIDO
(Just East of Nordahl)

Club Directory

CLUB OFFICERS

PRESIDENT	Jim Mazurek	760-726-4101
VICE PRESIDENT	Curtis Kitteringham	760-746-5913
SECRETARY	Dave Truax	760-747-3485
TREASURER	Harvey Atkinson	760-747-7024
BD MEMBER	Jim Cole	760-727-7666
BD MEMBER	Terry Harner	760-
BD MEMBER	Butch Abongan	760-724-1207
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Varley Longson	760-723-1335
BD MEMBER	Charles Lewis	760-758-3103
BD MEMBER	Glenn Pohly	760-438-5221

CLUB OPERATIONS

Membership	Glenn Pohly	760-438-5221
Aircraft	Varley Longson	760-723-1335
Cars	Roger Corley	760-726-5235
Advertising	Curtis Kitteringham	858-746-5913
Newsletter Editor	Sean O'Connor	858-486-6771
WebMaster	Gary Thompson	858-794-4665

SPECIAL INTEREST GROUPS

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

LOST AND FOUND

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

SAFETY COMMITTEE / HEAD INSTRUCTOR

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

SAFETY OFFICERS

Duarte Cabral	858-578-6375
Les Staten	951-244-8057
Larry McDougle	760-945-8998

INSTRUCTOR LIST

AIRPLANES

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

AEROBATICS

Larry McDougle	760-945-8998
Duarte Cabral	858-578-6375

Please direct correspondence to:

PALOMAR RC FLYERS, Inc.
P.O. BOX 141
SAN MARCOS, CA 92079

Fax : 909-679-7465

E-MAIL: pres@palomarrcflyers.org

Catch us on the web at www.palomarrcflyers.org

Meeting Notice:

The **March 14th** club meeting will be held at 7:30 pm, at the San Marcos Joslyn Senior Center, 101 Richmar Avenue, San Marcos, CA. Members, guests and visitors are encouraged to attend

January

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

February

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

March

Thursday, 16th - Club Meeting
 Saturday, 18th - Pylon racing
April
 Thursday, 20th - Club Meeting
 Saturday, 22nd - RC Combat "The Hunt For Yamamoto" - Open B/Scale

Sunday, 23rd - Fallbrook Air Fair

May

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

June

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

July

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

August

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

September

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

Saturday, the 23rd - Pylon racing

October

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

November

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

December

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

Address

March 2006

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



Stamp