



January 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

Board Meeting -4th January 2006

Board members present:-

Jim Mazuric, Curtis Kitteringham, Jim Cole, Gary Thompson, Butch Abongan, Harvey Atkinson, Dave Truax, David Drowns, Terry Harner, Glenn Pohly.

The Board discussed changing Board meeting dates, but in the end decided to leave it on the last Wednesday of the month. Improvements to the car track and enforcement of the speed limit on the road leading to the track and heli-pad were also discussed. The speed limit is 5 MP.H. and on the third violation membership will be suspended.

The Board worked out our 2006 schedule. Combat events will be held on the Saturdays following the club meetings on the following dates:- Feb 18th, April 20th, June 17th, August 19th, October 21st, December 9th, and 10th. Pylon events will be on March 18th, July 22nd, September 23rd, The July date will include electric T-6's.

Jim Mazuric and Curtis Kitteringham added a new event on Saturday January 28th, the Fun Fly Show Off. Something to attract members out to the field to enjoy some flying.

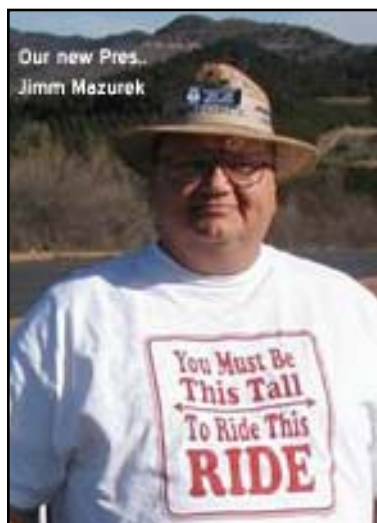
Note the EVENT schedule on page four and keep this issue. The events will be published on the back cover every month but because of space limitations not as much detail will appear. - Ed.

President's Column

Hello All!

This is your new president... And as your new president I have one demand from all members this year. And that is to have fun and participate in all the great stuff we have planned for you.

In accepting this position, I was a little apprehensive at first, not knowing how the board and everyone would work together. But I am pleased to announce that not one person suggested that any other member should practice self-pro-



creation. :-) and we covered a lot at the board meeting.

One very important thing we have scheduled is a "Fun Fly Show Off" for January. No entry fees! Bring out your nicest, or ugliest plane you have. Show them off and have fun! Prizes for the best combat pilot of the day, the prettiest plane,

and the ugliest embarrassing plane that ever left the ground under control. It's gonna be a lot of fun! Honest!

We have a lot of ideas and changes for the New Year. You will notice that I will be using the word "we" a lot this year because I believe that the job of the president is to represent the members of the club and their interests. So, keep me informed of your interests and concerns. I will do my best.

January's meeting is especially important to anyone who has any opinion on the car track. We have some very important decisions to make and I feel it is necessary for the members to decide.

We will be introducing new ideas and formats for the meeting content as well as the raffle.

So please come out, and enjoy! :-)
Jimmy

NOTICE TO NEW MEMBERS

Club Meetings are held at:
The San Marcos

Joslyn Senior Center

101 Richmar Avenue,

San Marcos, CA.

3RD THURSDAY OF EACH MONTH.

STARTING AT 7:30 P.M.



The first photo is of David for combat (Ace of Aces), Glenn for member of the year and Gary for Faithful service.

The second picture speaks for itself, although I wish I had a name.

A couple of pictures from the Christmas Dinner





The New
Pres...
In action



**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.



*Electric model 68-4-1
Wingspan 400mm, Length 200mm, Height 100mm
Weight 100g, Motor 1/8" 1800 RPM*

2006 EVENT SCHEDULE

Please note that this schedule is subject to change

January

Saturday, the 7th - Gate keyexchange, 9:00am to noon

Thursday, the 19th - Club Meeting

Saturday, the 28th - Fun Fly Show Off & SSC Combat - \$20 prizes

Try your hand at SSC (Slow Survivable Combat) - aircraft available.

General flying - No entry fee. Contact Curtis Kitteringham

760-746-5913

Awards for :-Prettiest and Ugliest Airplane, SSC Combat flyer.

February

Thursday, the 16th - Club Meeting

Saturday, the 18th - RC Combat - "Raid on Tokyo" - Open B, Scale

Contact Jim & Janet Cole - 760-727-7666

March

Thursday, the 16th - Club Meeting

Saturday, the 18th - Pylon racing - Contact Dave Truax (760) 747-3485

Quickie 500 - sport .40 engines

Trainer class - .40 size ARF trainers, 13500rpm with 10x6 limit
Combat class - Open 'B' class combat aircraft

April

Thursday, the 20th - Club Meeting

Saturday, the 22nd - RC Combat - "The Hunt For Yamamoto" - Open B and Scale

Contact Jim & Janet Cole - 760-727-7666

Sunday, the 23rd - Fallbrook Air Fair - Contact Glenn Pohly

(858) 414-9749

In conjunction with the Fallbrook Avocado Festival (4/23)

At Fallbrook Air Park - Antique aircraft fly-in

Palomar RC will host an RC Airshow - approx 9am - 3pm

May

Thursday, the 18th - Club Meeting

Saturday, the 20th - Helicopter Fun Fly (tentative)

June

Thursday, the 15th - Club Meeting

Saturday, the 17th - RC Combat - "Marianas Turkey Shoot" - Open B, Scale. Contact Jim & Janet Cole - 760-727-7666

July

Tuesday, the 4th - Club Picnic and Fun-Fly

Saturday, the 15th - "Flights of Fancy" - sponsored by San Diego Aerospace Museum

Palomar RC Field - starts at 9:00am - kids 6th to 8th grade

Kids sign up with the Museum 619-234-8291 ext.19

Contact Gary Thompson - 858 794-4665

Thursday, the 20th - Club Meeting

Saturday, the 22nd - Pylon racing - Contact Dave Truax

(760) 747-3485

Quickie 500 - sport .40 engines

Trainer class - .40 size ARF trainers, 13500rpm with 10x6 limit, flat bottom wing

Combat class - Open 'B' class combat aircraft

August

Saturday/Sunday - 5th - ScalElectric 2006 Fly In

No Profiles - all Electric Scale - No documentation required

Contact Frank Gagliardi 858 271-4430 or Curtis Kitteringham
760-746-5913

Thursday, the 17th - Club Meeting

Saturday, the 19th - RC Combat - "Battle Of Britain" - Open B/ Scale
Contact Jim & Janet Cole - 760-727-7666

September

Saturday, the 16th - San Diego RC Airshow, and Free Swap Meet.

Contact Gary Thompson - 858 794-4665

Thursday 21st - Club Meeting

Saturday, the 23rd - Pylon racing - Contact Dave Truax (760) 747-3485
Quickie 500 - sport .40 engines

Trainer class - .40 size ARF trainers, 13500rpm with 10x6 limit

Combat class - Open 'B' class combat aircraft

October

Thursday, the 19th - Club Meeting - CLUB AUCTION

Saturday, the 21st - RC Combat - "Raid on Bougainville" - Open B, Scale

Contact Jim & Janet Cole - 760-727-7666

November

Thursday, the 16th - Club Meeting

Saturday, the 18th - Turkey shoot - General Flying and turkey scramble
Contact Terry Harner - (760) 231-646

December

Sat/Sun, the 9/10 - RC Combat - "Pearl Harbor Classic" - Open B, SSC and Scale

Contact Jim & Janet Cole - 760-727-7666

Saturday, the 16th - Club Christmas Banquet (No business meeting this month)

This is a catered event - Contact Dave Truax for tickets and details -
(760) 747-3485

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Updated 01/05/2006

Superior Pilot's Corner

BY Jonny 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."

TRACKER III Transmitter Part II

I have converted 9 airplanes over to the new transmitter using my existing receivers. So far, all have been flawless in performance and with the heavier feel, seem to help my flying.

All of these setups were made at the field. By just starting from scratch, using a new model memory position, I am able to get all of the controls set in 10 - 15 minutes. Then I am ready for a trim flight. Even the trim flights were very close to perfect and after landing, each channel was placed into trim memory, saved, and then the trim switches are re-centered. As the trim switches are moved to center position an audible beep indicates that the center is achieved. The next time the model setup is selected, just be sure that all trim switches are centered.

I have found some disadvantages with the Tracker III system.

- No provisions have been made for PCM operation. Polk's Hobbies does not make a PCM receiver. One of the advantages of most PCM receivers is the ability to set up fail safe positions for all channels. This allows for controls to move to less drastic positions e.g. throttle moves to idle or low power. If you have flown a PCM system you will recognize that this is a good indicator to let you know if your radio receiver is losing its transmitter connection for any reason. I have saved a couple of aircraft because of this early warning system.

- There is no throttle cut button. I realize that this is a frill, but after using a couple of systems with throttle cut capability, it is a desirable feature. After setting your idle position to a good safe idle, it is a pain to have to readjust it for each flight.

- The Trainer cord is not universal. The manual states that the Trainer setup will work with a Futaba Buddy box. My ex-

perience is that it does not work with the Futaba Conquest style buddy box or with the Hitec buddy boxes that we have available to us at the field. I have found that the Trainer setup works with a Futaba 6XAS and also with the Hitec Eclipse radios (not buddy boxes). I may have a chance to investigate other trainer setups in the future. There are a myriad of possibilities for trainer cords these days, particularly since Futaba has introduced a new 'square' style connector on its latest Transmitters (making obsolete our club's supply of Trainer cords). I also found that the so-called Futaba compatibility of the Tracker III refuses to work with the so-called Futaba compatibility of my RC Flight simulator (Aerofly).

- The model Name is not displayed when selecting a new model. After storing quite a few models, it becomes difficult to remember which model Number goes with the name. To get around this, I have taken to placing a label with the model Number in each plane, however I have several times forgotten to select the model BEFORE I PUT THE WING ON! At this point you have to select each model in turn and then further select the Model Name, so that eventually you will arrive at the correct setup. This process is much better than forgetting to bring the right transmitter to the field!

- Glitches can occur when you touch the antenna. I notice that the throttle will burp when I touch the antenna at full extension and I am close to the plane. I have not yet determined that this is a full fledged glitch or that the additional antenna power is swamping the receiver. However this happens with several receivers. I have a glitch counter mounted in several models, so I will check on this condition later to determine the cause of this.

Although the Tracker III has a few shortcomings, they are relatively minor in comparison to the reliability and features that are provided. I still feel that this equipment, with its automatic frequency scan, versatile model memory, and huge selection of setup features, provides a much safer and more controllable model flying experience. The Tracker III radio system will definitely help you never to have to use your superior skills to get your butt out of a sticky situation.

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Gary Thompson - phone (858) 531-5760 - email: promotions@PalomarRaceway.com

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Herb Deeks

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Scale Model Display and Sale

Sunday, January 29, 2006

5th Year

9:00 a.m. to 3:00 p.m.

Grand Ball Room

Ramada Inn Norwalk

12500 Firestone Blvd.

Norwalk, CA 90650

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Hotel is on right side - \$55 rate available 562-868-0991

Acres of onsite Free Parking & Restaurant Onsite

Admission: \$5.00 per person

Children under 12 free with paying adult

Look for us at: www.RollsFloatsOrFlies.com

Future Rolls, Floats or Flies Dates: August 20th and October 22nd 2006 – Western Scale Classic April 30th 2006

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Mail Table Requests to: Herb Deeks
P.O. Box 6455, Anaheim, CA 92816-0455

Table Reservation Must Be Received by 01/18/06 6' Tables - \$40.00 Each
All tables thereafter & at door will be an extra \$10.00 ea. 8' Tables - \$50.00 Each

Name _____
Address _____
City _____ State _____ Zip _____
Phone _____ E-Mail Address _____

I've enclosed \$ _____ to request _____ 6' or 8' table(s). Make checks payable to: Herb Deeks

Total Fees # of Tables
This is just a reservation, confirmation will be in written form. All returned checks will be charged a \$20.00 fee.

Signature (required) _____ Date: _____

Scale Notes

By Ron Paterka

The Grumman model G-22 Gulf hawk was built for the Gulf Oil Co. to be used for exhibitions and demonstrations. It was flown by Gulf's Major Al Williams, the famous racing and stunt pilot, who put on precision flying demonstrations at aviation meetings and air shows all over the world. During WWII, by order of General Hap Arnold, Williams took it on a country-wide tour of Army Air Force bases to demonstrate precision flying. Delivered in December 1936, it was retired in October 1948 and made a permanent exhibit at the National Air Museum. The airplane's fuselage was equivalent to that of a Navy F3F-2; it's wings were equivalent to those of a F3F-1; power was supplied by a Wright R-1820 G nine cylinder 750 H.P. engine and it was specially rigged for aerobatics. Elimination of the Navy requirements for an arresting hook and armament lightened it considerably and it out-performed the Navy fighters.

(Ed.) The aircraft is currently on display at the Smithsonian Air and Space museum in Washington D.C.

Al Williams and His Gulfhawks

Ron Paterka

There have been only a handful of naturally gifted pilots who have excelled in combat, historic flights, or in aerobatic performance. Al Williams excelled in precision aerobatic flight and in doing so, influenced an incredible number of young men and women to take up flying as he had. This was in the 30's and early 40's when the United States needed pilots so desperately. Let's take a look at the man and his personal air show aircraft, the Gulhawk I, II, III, and IV.

Al Williams was born in 1896 and displayed a number of early talents. He played baseball in College and was signed by the New York Giants in 1915 to pitch, although he never threw a ball in a league game. In 1917 he joined the Navy and learned to fly.

He was so good as a pilot, the Navy made him an instructor in the Naval Academy at Pensacola, Florida. After WWI ended he stayed in the Navy and performed aerial research, succeeding in developing several spin recovery techniques and the then new concept of dive-bombing. Previous bombing had only been done from level flight.

He set two consecutive world speed records in 1923 and 1925 flying a Curtis R3C-1 racing biplane. In 1929 Williams was awarded the Distinguished Flying Cross and in 1930 he retired from the Navy.

Al had received his law degree while in the Navy, but found flying to be too great a draw and flew semi-professionally until joining the Gulf Oil Company to promote their aviation products and services.

In 1931 he purchased a Curtis BFC-2 Hawk, which was modified to Williams specifications and painted in Gulf colors of orange and blue with white accent pin striping. This aircraft had

a 600 HP P&W engine and the airframe was of contemporary steel tube fuselage construction with fabric covered wings and fuselage. Bevo Howard, another famous aerobatic pilot of the day, claimed this was his favorite Hawk to fly. As WWII became imminent, aircraft design moved on and the Grumman Corp. designed its first metal skinned aircraft with retractable landing gear. Gulf Oil Co. prevailed on Grumman to produce a civilian version for Al Williams to fly in air shows and tours to promote war bond sales and to encourage American youth to take up flying, both military and civilian.

Gulfhawk II, Williams's most famous aircraft, was created as a model G-22 civilian version of the F3F using F3F-2 wings and F3F-3 fuselage minus armament and Navy tail hook. A 1000 HP Wright Cyclone provided ample power for a climb rate of 2000 ft per minute and a top speed of 290 MPH.

The distinctive Gulf color scheme was carried to the Gulfhawk II and the plane became well known at the National Air Races in Cleveland, and the All America Air Races in Florida. Williams participated in the dedication of numerous new airports across the nation. It was used in early smokescreen tests and Al pioneered use of the throat microphone used extensively by the military. In 1938 it was disassembled and shipped to England to be reassembled and flown in many European air meets.

Williams was well known as Major Al Williams, and, of course, there are no majors in the Navy. Williams had enlisted in the Marine reserves in 1932 and was promoted to major in 1935 and held that rank until resigning in 1940. At the time he was writing in support of General Billy Mitchell and a strong Air Force and felt he might have a conflict of interest between his personal views and his responsibilities as an officer in the Reserves.

In 1943 Gen. Hap Arnold asked Williams to tour U.S. air bases and give a series of lectures and demonstrations on airmanship. Williams agreed on the condition he would receive no rank, no pay, and he would take his own Gulfhawk II airplane. He flew over 11,000 miles, gave 39 lectures, and performed 18 flight demonstrations. In these flight demonstrations he would perform every maneuver below the flight control tower altitude; in other words, on the deck.

There were two other Gulfhawk G22s built. These were two place versions with dual controls, and one became the personal aircraft of Leroy Grumman. They became known as Gulfhawk III. They were not used for air shows.

After some twelve years of promoting aviation it became time to retire the orange and white Gulfhawk II. Besides, Grumman had a new high performance air-

craft available, the mighty F8F Bearcat.

So on October 11, 1948 Williams flew his Gulfhawk II through its final air show routine performance at Washington National Airport. When Al taxied to parking at the Administration building he cut the switches and removed the control stick, grounding the airplane forever. The aircraft was donated to the National Air Museum and now hangs in the Smithsonian Air & Space Museum in Washington D.C. as a permanent exhibit.

Parked next to the Gulfhawk II on that October day was the replacement aircraft, Gulfhawk IV. This was a Grumman F8F Bearcat modified for civilian use by removal of rocket brackets, gun mounts, armor, and radar. The R-2800 engine provided approximately 2000 HP and an initial rate of climb of 5000 ft per minute.

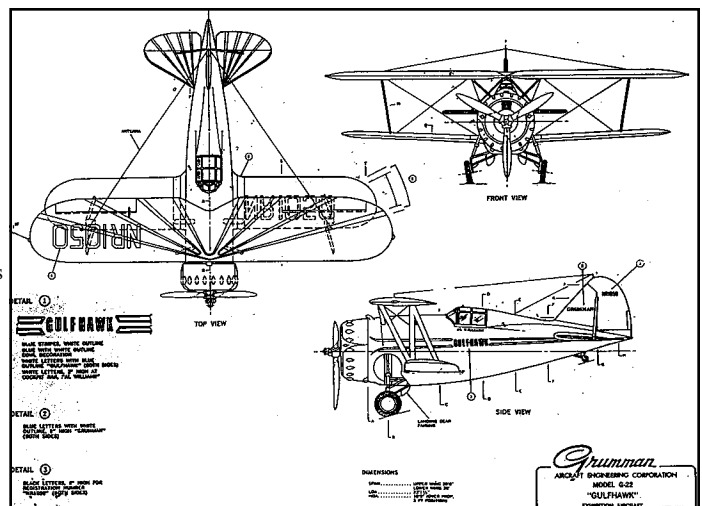
This aircraft was painted in the same Gulf Oil Co. colors and was outfitted with JATO or rocket assisted takeoff capability to dramatically shorten takeoff roll. At the time JATO had not been used on this type of plane and Gulfhawk IV became airborne in 2-1/2 seconds from a standing start.

Gulfhawk IV flew for about one year before it caught fire on landing at New Bern, North Carolina and was destroyed. Williams was lucky to escape alive.

There was one other Gulfhawk; a Stinson 105 painted in Gold Oil colors and used as a flagship, this Gulfhawk Jr. went to smaller air shows and demonstrations when the more exotic aircraft could not be scheduled. It promoted light civilian aviation and the Civil Air Patrol, which was being used for anti-submarine patrols along our coasts.

Major Al Williams died of Cancer on June 16, 1958, and was buried with full military honors at Arlington National Cemetery. For Al Williams, flying was much more than simple transportation, it became an art form carving exotic patterns in the sky and extracting the best performance possible from his aircraft.

At one time he wrote: Spiritually, the flying man is enraptured with nature's might and beauty in the great church of the Universe, where all men think alike. And in this great church, where all men think alike, he is on wings.



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



F or Sale

5 PCM Radios for sale @ \$20/each - \$100 for all

These are all Aircraft systems and are in working order, but heavily used so have a few dings, bent and scratches. They are all gold tagged for narrow band and each comes with a receiver and a transmitter with a transmitter battery. No receiver battery or servos, airborne switch or other items. The Cirrus radios are actually made by Futaba for Hobby Shack. They are all reliable radios with fail safe and good range.

Here's what I have ...

- 5 ch Cirrus PCM - channel 42
- 5 ch Cirrus PCM - channel 52
- 7 ch Cirrus PCM - channel 18
- 7 ch Cirrus PCM - channel 40
- 7 ch Hitec Spectra - channel 36 (TX works with any RX)

Must be sold as a group - all or nothing - \$100 takes them all.

Contact: Gary Thompson 858 531-5760,
johnny@johnnypumphandle.com

Valuable RC Modeler Magazine Collection. 08/05

Find out how RC the way we fly it today, got started in the '60's.

Complete bound collection issue #1

October 1963 through 1988.

\$ 200 - call Peter Berg 760-591-4400 or email

potifar@pacbell.net

FOUND IN THE JUNGLE

On Saturday 3rd. Someone wondering around in the "Jungle" found a beautiful P-51 with many individualized features. If you can accurately describe it and convince Dave Truax that it's yours, you can have it back. Call him at 760-747-3485

Lost & Found

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

FOR SALE

HANGAR 9 CAP 232 RC AIRPLANE W/ SAITO 180 LIKE NEW 9/05

This is a Hangar 9 Cap 232 remote controlled airplane. It has a Saito 180 engine and the engine/airplane have a total of 8 flights. It has never been damaged or crashed. It has been in storage for about 1 year and the engine was stored with Marvel. It has an Expert On Board Digital Glow Driver, a YNT Design BC-6 (glitch counter, battery level indicator and lost model alarm), JR six channel receiver, JR NES-4131 Servos, pull-pull rudder design. The receiver and on-board glow batteries may need replacement. Have over \$1200 invested.

74" wingspan and 66" long. Asking \$700/obo
This auction does not include: the transmitter, wheel fairings, starter or any other field equipment.

Call Caleb Taylor at 760-519-6658.



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Mini Magic Extra 20/480 ARF

Install a 15 two-stroke or a 30 four-stroke engine, or a Multiplex 480 BL 4T Geared or similar electric motor! Versatility is a Mini Magic feature! (Motor or engine extra.)

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WOW! SAVE \$20! **59⁹⁹**

Magic Formula

.60 3D Competition ARF model

Specifications:

- Wingspan: 60 inches
- Wing Area: 1027 sq. in.
- Length 64 inches
- Weight (RTF) 6.1-7.7lbs
- Wing Loading 13.6-17.25oz/sq.ft.

Item No.123771

WOW! SAVE \$20! **159⁹⁹**

Magic ARF 46

THE ORIGINAL MAGIC 3D!

Specifications

- Wingspan: 52 in.
- Wing chord: 14 in.
- Wing Area: 725 sq. in.
- Engine: .36-.46 2-stroke or .52 4-stroke
- Radio: 4 chan. with 5 servos

Item No.123740

WOW! SAVE \$20! **79⁹⁹**



JANUARY 2006

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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

LAWDALE
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 Carmon 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
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Foothill at 15 Fwy.
909-463-0557

MURRIETA
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N V A D A

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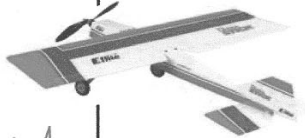
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Phone: (760) 739 - 0672

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WITH A NEW HANGER 9
OR E-FLITE MODEL**

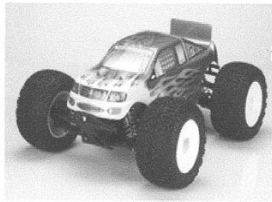
New

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Newsletter articles

To place adds, submit articles or any other information for the newsletter, call me at :-

858-486-6771

Ask for Sean

or E-mail me at

seanoc57@pacbell.net

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



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Club Directory

CLUB OFFICERS

PRESIDENT	Jim Mazurek	760-726-4101
VICE PRESIDENT	Curtis Kitteringham	858-746-5913
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
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SAFETY COMMITTEE / HEAD INSTRUCTOR

Charles Lewis	760-758-3103
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SAFETY OFFICERS

Duarte Cabral	858-578-6375
Les Staten	909-696-9557
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	
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 **January 19th** 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

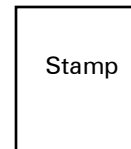
November

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)

PALOMAR RC FLYERS
 C/o Signup
 13000 Danielson St. Suite G
 Poway, CA 92064



January 2006

| Address |