

AMA Charter #141

Transmitter

The Newsletter of the Palomar RC Flyers

February

RC Web Site — www.PalomarRCFlyers.org

Meeting Minutes

PRCF Board of Directors Meeting
January 26th, 2005

The meeting was presided over by
President George Dawe

The meeting was attended by:
Vice President Gary Thompson
Secretary Dave Truax
Treasurer Harvey Atkinson

The following Board Members were
also in attendance:

Tom Minegar
Robert Wylie
Butch Abongan
David Drowns
Varley Longson
Glen Pohly

The President called the meeting to
order at 7:00 with all of the above in
attendance except for Butch Abon-
gan and David Drowns who arrived 5
minutes late.

At 7:00 President announced that the
field would be closed until the rain
stopped and the access roads had
one full day to dry out. The board
approved this action.

The board resolved to do the follow-
ing:

1. Repay Gary Thompson \$500.00, a
portion of the amount he loaned
the club, from the \$600.00 the
club made during the month of
January 05. The board noted that
only one race was held in Janu-
ary due to torrential rains. The
\$600.00 profit was money left
over after paying for track ex-
penses and maintenance or the
month of January 05.

(CONTINUED ON PAGE 4)

Presidents Column



My second month as President has
started and I think its going well with
the exception of a one "little" item.
For those of you that don't know me,
I am not one to let something that
needs to be corrected go without
being addressed. Therefore, I will
relate this matter to the membership
once, and only once, here and now:

First, if I decide, due to rain, that
the field must be closed, THE FIELD
IS CLOSED UNTIL FURTHER NO-
TICE. The membership is responsi-
ble to check for Field status and up-
dates on our website:

www.PalomarRCFlyers.org

Do not call me at 8:00
a.m. Saturday morning
and tell me that I "must
get my @\$ down to
the field an open up
gate immediately". Do
not threaten to "beat my
@\$" if I do not open
up the field immedi-
ately". Finally do not
threaten to "kill (me) if I
"ever close the field
again". To the coward
that left that message
on my machine, I will be
happy to address the matter of the
field closure with you "privately".
Please call me. This time, please do
not contact me using an unlisted
number. In any event, I am sure law
enforcement will eventually figure
out who you are and contact you
personally.

To the other six members that left
similar but less threatening, deroga-

tory messages on my phone, I will
ask you to refrain from doing so in
the future. As to those who called
and threatened to "cut the lock",
please be advised that your conduct
would have amounted to criminal
trespass and I would have had you
arrested and prosecuted on behalf of
the club. (In a heartbeat!)

To the innocent members, I apolo-
gize for making you read these state-
ments, but I want you to know and
understand some of the "garbage"
that I had to endure this past week-
end. (January 29, 2005) First, it is
uncalled for, that any officer of this
club should have to put up with the
selfish ravings of some of our club
members. It is shameful conduct on
the part of those members. (period!)
No excuses! For those that claimed I
gave no notice of the closure, let me
re-state, as I stated at our last club

meeting, it is the responsi-
bility of each and every
member to check our club's
website to get the latest
field status.

Since we have had the
field, throughout its history,
from time to time, we have
had to close it by using a
"rain" lock. This is particu-
larly true during heavy rain
years. Just because it was-
n't done last year or the
year before, doesn't mean
we have abandoned the

policy! Be advised, the field will be
closed again this year, if it continues
to rain.

Now, there were some of you, who
decided to disturb my otherwise
peaceful weekend by debating policy
with me over the telephone. As I
told those two members, there is no
debate. My decision is not open for

(CONTINUED ON PAGE 2)



George Dawe

(CONTINUED FROM PAGE 1)

"discussion". For those of you that do not know, the Palomar R/C Flyers is a legal California corporation! It is the corporation, per the clubs constitution, that owns all of the club assets. In the "By-Laws" it clearly states under Article 2, Section 1 A:

"The president shall conduct the meetings of the club and be responsible for the organization and conduct of all club business and activities."

Opening and closing the field, due to rain, construction or otherwise is "club business" and as such is within my sole discretion as President of the Palomar R/C/ Flyers, Inc. and not open for debate or vote or discussion unless I seek the memberships opinion. (It should be noted that in making my decision I consulted with the majority of our Officers.)

This month, here in Fallbrook, we had 19 days of rain. The field was closed during the days it rained including January 27 and 28th. It was decided to keep the field closed Saturday, January 29th to let the access roads dry out.

One member tried to tell me that "we have an all weather runway, we should be allowed to fly rain or shine!" The problem with that statement is that our fields' access roads are mostly made of soft clay with a thin layer of topsoil very susceptible to "rutting". This member also made the statement that his "vehicle is light and would not cause such damage." Technically this very selfish member may have been correct! But if I allowed his vehicle on those access roads I would have had to allow every other member's vehicle on those roads. Had I done so, given the condition of the access road at the time, once a number of vehicles had come and gone, that road would have needed major repair costing the club thousands of dollars! This does not account for the money we may have had to pay to the county and/or state for tracking mud off our property on to the adjoining public roads. (This is politically unacceptable and financially unfeasible given our current status with San Diego County) These are the reasons why I closed the Field with the rain lock Saturday, Decem-

ber 29, 2005.

I wish I could end this part of the column here and now, but this same member and two others, (whom, no doubt were in cahoots with him), asked me why the membership as "stockholders" should not make this decision. My response to them, and to you the member/reader, is to point out that we are a 503(c) corporation and membership in the club is a revocable privilege. Members are not "stockholders" and have no voting rights with the exception of the annual elections for officers and directors. Therefore I will not entertain any further debate or discussion regarding the decision I made and/or any other decision I might make on the clubs behalf within my delegated authority. Nor, for that matter, will I discuss decisions made by past club presidents.

That does not mean that I will not ask, from time to time, the members for their opinions on issues prior to my decisions. It also does not mean that I will not keep you informed of these decisions, which as most of you know, is my policy. But ultimately, I am legally charged, under the corporation's By-Laws and the Law of the State of California, to make the final decision regarding all club business and activities.

I do, however, wish to point out to all members the following membership requirements as stated in Article III of the corporation's Constitution: "members shall conduct themselves in a respectable and orderly fashion during all club activities. Any misconduct may be subject to action by the Board of Directors." Ladies and gentlemen, I submit calling my house and threatening me, and my family, because the flying field is closed is not respectable conduct.

Once again, I apologize to majority of our membership who had to read the above and had nothing to do with what transpired the weekend of January 29th. But in my diligence to keep the club informed of events and activities, I felt the general membership should know the conduct of a few of our selfish members. I want to assure the membership that it is not my intent to randomly close the field. To the contrary it is my policy to keep our fields open as much as possible to encourage maximum use

of all of our activities by all of our members. In closing the field January 29th, I prevented a few from ruining the access roads for all of us!

The Palomar R/C Flyers, Inc Constitution, By-Laws, Standing Rules and field site rules will be posted on our website for all to read!

Enough on that subject....

As to matters regarding the County of San Diego, for tactical reasons, I have delegated the responsibility of initially working with San Diego County regarding our major temporary use permit to our board member, Tom Minegar. Tom has done a terrific job to date and has been making great progress. Our first MTUP status meeting is scheduled for mid March 05. Great job Tom!

Once again I must praise Gary Thompson for another excellent car track race in which the club profited in many ways. If you are interested in off-road racers or racing contact Gary and/or visit our website at

www.PalomarRaceway.com.

I also want to take the time to thank our Board Members Varley Longson, Roger Corley, and Glenn Pohly for the terrific job they did in working together to insure that our membership documentation and new keys were provided to each of our members. If you still need a key or card, please see on of them at our upcoming meeting. I also want to thank our treasurer, Harvey Atkinson for the fine job he is doing getting the bills paid on our limited budget. As a result of Harvey's and our other officer and board members' efforts the Club will very shortly, be in the "black".

Secretary Dave Truax will be handling our tarp repairs this spring. Some of you may not know, but last October, two of our tarps were severely damaged and in need of repair. Although Dave will be working with Marco's Canopies to re-outfit our tarps, Dave will be scheduling a Palomar Dollar work party to assemble and inventory all broken parts. While fixing the tarps will cost us an estimated \$400.00 we need to accu-

(CONTINUED ON PAGE 3)

(CONTINUED FROM PAGE 2)

rately establish the damages prior to knowing the actual amount the club will have to spend on repairs. As most of you know, given Southern California's hot sun, those taps are essential to our participation in airshow events. Please volunteer to help Dave and earn a Palomar Dollar!

Our Scale Show "Top Dawg" is progressing smoothly. Ron Peterka has completed the AMA sanctions for the event and has researched the prizes. He should be ready to organize his work committees for judging and organization by the end of this month. Please volunteer for one of Ron's work committees so this event will run smoothly. Palomar dollars will also be awarded for volunteering and you can read more about this event in Ron's scale column!

You may notice a very eye catching "flyer" include with this news letter informing you of some of the details of our upcoming scale event. Please note that Ron and Eric Loos toiled endlessly to insure you would have this information in this newsletter. Nice work guys! As always, Eric is to be commended for a fine job in publishing this newsletter!

One of our life members, Herbert Hayes, graciously donated \$1,000.00 so that we may put in the car tracks water line without delay. The board voted to spend additional monies necessary to insure that the waterline will meet code standards. Thank you, Herb, for that generous donation. I would also like to thank Herb and some of our other members for fixing the gate. I actually went to the field that Friday afternoon with the intent of meeting another member at the field to fix the gate. Upon close inspection of the gate, I noticed that Herb and Co. had beat us to it. Thank you again!

You may notice a new column I have started to highlight the "youth" of our club. I invite every parent or grandparent to write a paragraph about your young club member letting us know how Radio Control activities have challenged and/or improved that young person's life. Please forward the article to me and I will select one to be published on a monthly basis with the help of our

editor, Eric Loos. The young members are the future of our club and hobby and I encourage you all to help them develop their R/C building and operating skills.

On that note we will be hosting an afternoon fly-in for a local youth group to be held on a weekend some time in July, separate and apart from our Flights of Fancy Program. This event will be a Palomar Dollar event and will be organized and chaired by our board member, David Drowns. Please feel free to contact David and volunteer for this event.

Our first "field work party" will be scheduled for February 27th, the date should be posted on our website in the very near future. At our last board meeting we voted to purchase a truck load of ¾ inch crushed rock to be spread in the areas of the field's access road that have eroded and are otherwise consistently flooded due to the recent torrential rains. Board member Robert Wylie will be in charge of this detail. This work party will have a sign up sheet at our next meeting. I expect all of you that called me to complain about the field being "closed due to rain" to sign up for this event as we hope to eliminate future closings of the field by repairing the problem areas. Palomar Dollars will be awarded for this exiting event!

Also at our recent board meeting, we voted to implement a weed/lawn cutting corps. We will be seeking four members for this group who are willing to take turns once a month cutting the weeds on the field using machinery that we own or will purchase in the near future. In exchange they will each receive a free membership for that year. More details will be forth coming on this unique opportunity!

We are still seeking a volunteer to be our monthly meeting snack person. The board has authorized a free membership for that lucky person. See me or call me for details. If we cannot find a volunteer willing to accept this responsibility and the free membership, we may have to discontinue snacks, coffee and soda at the monthly meetings! (Personally, I just can't imagine a club meeting without food!)

The rules of our club flying field have been brought to my attention,

by our club's new chief aerobatics instructor and safety officer, Duarte Cabral. Please do not do aerobatic maneuvers over the run way, unless it is allowed in a club event in which you are participating! Rule 11(c) of the Palomar R/C Flyers Flying site rules requires:

"Aerobatics are to be performed beyond the far edge of the runway. No aerobatics will be allowed on take-off unless performed beyond pilots, pit or spectator area."

These rules are in place to insure the safety of our members and their aircraft. It is impossible for someone to safely land, particularly if they are a beginner, when another person is doing tight aerobatic maneuvers at an altitude of ten feet directly over the runway. Please keep the maneuvers to the other side of the runway. This applies to all aircraft... including electric! Before anybody gets too upset, I admit I have been guilty of violating this one in the past myself, but we all have to comply with the flight rules. Consider yourself warned! If an officer or safety officer catches you violating this one, you may find yourself in the position of explaining to the board why your flying privileges should not be revoked!

While Duarte will supervise aerobatics, Charles Lewis remains our head instructor responsible for our entire training program. Please feel free to contact any of our instructors for all of your training needs!

Finally I want to encourage everyone to participate in each of our upcoming club activities. Most of these events will be published in the "Transmitter" and/or on our website and afford you a valuable opportunity to meet new friends and get more involved in the R/C world.

This month's club "activity" has been an eye-opener for me. Hopefully, this month's President's column has been informative to each of you. Next month I hope to be able to focus and report on more of the positive Club issues as we prepare for some of our larger club events.

Your President,

George Dawe

(CONTINUED FROM PAGE 1)

2. Purchase one initial truck-load of fill and gravel to repair the access road from damage resulting from the January rains. This purchase is to be handled by Harvey Atkinson and Robert Wylie. Robert Wylie will be in charge of the Palomar Dollars work party to spread the gravel to be held on February 29, 2005. The board will reassess the need for more gavel at next month's Board meeting.
3. Purchase a sprayer at the request of Mark Nyberg to be used by the club to apply defoliant on the gravel parking area.
4. For this year, on a trial basis, bestow free memberships on all verified local hobby shop employees provided they are AMA members. We have implemented a method of tracking hobby shop referrals to our club. The free membership will terminate if their employment terminates. The Board will examine the merits of this program in December 05 to determine if it proved to be cost effective and make a recommendation to the next administration regarding its renewal.
5. Create a four member team responsible through out the year to use the clubs equipment and cut the entire site's weeds and lawn once week or as needed. The program will be supervised by Varley Longson. Each of the four "weed controllers" will receive a free membership for this year.
6. Schedule a mall show as a one day event. This show will include a scale static display contest and will take place to weeks prior to the club's Airshow. Robert Wylie and Gary Thompson will be heading up this event. A people's choice award will be given to the winner of the popular vote. The President's Trophy will be awarded by the club's President and judged by the club's newly trained scale judges under the tutelage of Ron Peterka.
7. Replace the top lock of the storage bin closest to the flying field. The act will be accomplished by

expert locksmiths Robert Wylie and David Drowns.

8. Consider the purchase "DR" type mower next month. This mower will be used to cut the weeds close to the runaway which have proved inaccessible to the tractor.
9. Present one of our current life members with a special plaque memorializing his life membership in the club. This award will replace his paper certificate and is meant to thank him for his dedication and past and present generosity to the Palomar R/C Flyers Inc.

Come to the February Club meeting to find out who gets this Plaque!

The Meeting was adjourned at 9:05 p.m

Dave Truax
and George Dawe

General Club Meeting
January 20, 2005

The meeting was called to order by the new Club President, George Dawe, at 7:30.

"Old Business" progress was reported to the club.

This included the Boards approval of:

1. Repayment of the \$12, 500.00 worth of club loans back to the applicable club members.
2. Sale of the clubs least viable tractor in the amount of \$2500.00
3. Progress made on negotiations with San Diego County for the Clubs temporary major use permit.
4. Modification of membership renewal dates for Military and Youth "Car only" memberships.

New Business Presented:

1. The treasurers report was presented and approved by the membership.
2. The President addressed the need for members to attend club functions such as the "key exchange" to lighten the load on its

"volunteer" Board Members and Officers.

3. The President and Vice President reminded the membership to use the Club's websites to obtain valuable updates such as field conditions, closures and upcoming club events.
4. New members were presented.:
Lex Bernier
Jason Edmonds
William Hill
Adam Maciel
Steven Martinet
Andrew McLanachan
Mark Nyberg
Alex T. Rapp
Jonathon Schleif
Kevin Tice
William Whalen
5. No new solo certificates were presented
6. Car track schedule was presented by Gary Thompson.
7. Combat schedule and new format was presented by Jim Cole.
8. Pylon tentative schedule and new format was presented by Dave Truax.
9. The President announced the control line Fun fly date and format, details will be published in a later newsletter.
10. Ron Peterka presented the "Scale" contest updates and formats. More to come!
11. The club is offering a free membership to the next "Snack" person.

No One entered the "Model of the Month" contest so the plaque remained unclaimed!

The "tool of the month" saw the presentation of a simple easy to make vacuum former for aircraft canopies by our club president.

The Thumbs Award went to Shayne Selph for crashing four model aircraft in one hour! The presentation of events was made by his wife, Lisa! (She ratted on him!)

The meeting was adjourned at 8:30 after which the club's January 05 raffle, hosted by Robert Wylie, commenced.

George Dawe

Palomar Racing News

By Jay Dombrowski

Beginner's Corner

What the Hobby Shop forgot to mention:

Beginners have all been wooed by the ads promoting ready to run (RTR) 10th scale stadium trucks or 8th scale buggies or Monster Trucks. But what has the hobby shop forgot to tell you in order to have a car continue to work for a few weeks without having to make several (many) trips back to the hobby shop.

The list of additional must have items is short but more than just parts; time must be spent to set up the car before it is run. The items outlined here will work for any new or used car and should be applied prior to putting your car on the track.

Items you MUST have before leaving the hobby shop:

If this is your first car, you will not have these items in your home toolbox because the parts are generally different than what you're used to.

- A 6-point wrench or socket for every nut on the car.
- A glow plug wrench of the correct length (body height can be an issue)
- A set of Allen wrenches (std or metric) for every cap or flathead screw on the car.
- A screw driver (std or Phillips, #1 and #2) for the head of bolts or screws
- 2 extra glow plugs (of the brand and heat range recommended in manual)
- A pack of 24 AA dry cell batteries (8 for transmitter and 4 for car)
- A gallon of %20 fuel (at least 10% oil - look for synthetic oil)
- A fuel bottle
- A glow stick (may come with your new car)
- A battery for glow stick
- 1 bottle of thin CA tire glue
- 1 tube of blue lock tight
- 1 tube of shoe goo
- 1 small bottle of air filter oil

- 1 small bottle of engine after run oil
- 3 ft of fuel line (compare size to what is on the car)
- 1 medium fuel filter
- 2 spare air filters (just the elements if foam)
- 1 throttle return spring (not with kit, about 1.5 inch soft spring)
- 1 package of 3-inch tie wraps
- 1 package of 6-inch tie wraps

Items will you need (can collect over time):

- Small toolbox
- Medium parts box with a secure lid
- Short nose pliers (red handles at radio shack)
- Short side cutters (red handles at radio shack)
- Package of "C" clips for your car
- Steering and strut plastic end caps
- Shock oil (30,35,40 weights)
- 2 more spare glow plugs
- Small tube of grease
- Exacta knife
- Additional xtals sets on adjacent frequencies for your radio and receiver
- Temp gun for knowing your engines operational range
- 6-inch metal ruler with metric on the back side (used to pre measure turnbuckle length after replacing rod ends)
- Fail-safe for your receiver (helps when others turn on a radio by mistake)
- Starter box to replace the pull start
- Front suspension arms (upper and lower)
- Turnbuckles (front tie rods and struts)
- Plastic turnbuckle and steering rod ends
- Set of pre glued tires and rims (may seem expensive at first but will save much frustration on race day)
- Rechargeable batteries for both the receiver and transmitter
- If you have MT or 8th buggy you will soon need a better set of servos
- Body reamer (expensive, very sharp and worth every penny when you need it)

The list can grow fast based on preferences.

Checks you MUST make before driving your car.

Radio check (install batteries for transmitter and receiver, and receiver antenna on the car per instructions). Note: wrap electrical tape around the batteries to prevent them from coming out of the holder. If a battery falls out, the car will run out of control.

1. Checking the radio and receiver for proper operation:
Stand behind car and turn transmitter wheel to right, front tires on car should go to the right
Push forward on the throttle/brake of the transmitter to engage the brake. The car should not roll. The tires are locked (2/4wheel drive may be different)
2. Set End Point Adjustments (EPA) on your transmitter for steering and throttle/brake (prevents the servo from over extending the plastic parts).
3. Set throttle/Brake to neutral (brake off and throttle off).
4. With antenna down on the transmitter walk away about 100 feet and check by turning front wheels. If your can turn the front wheels of the car your unit will work great with the antenna up all the way.

Car setup

1. USE JUST A TOUCH of blue lock tight on all metal bolts and nuts.
-Use a toothpick to put it on one or two threads of the nut
-This is a must for 8th scale and monster trucks
-Lock tight one screw at a time to avoid alignment issues
-Screws into plastic need only to be checked for tightness (no lock tight)
2. Use shoe goo on all "C" clips related to suspension
-Using end of screwdriver put a dab on the C clip to the plastic near it. This prevents vibration or a hit from dislodging the clip.
3. Use 3/8-1/2 inch piece of gas

(CONTINUED ON PAGE 6)

(CONTINUED FROM PAGE 5)

- tubing on throttle and brake at the servo.
- Throttle side, as it reaches full throttle the tubing should just begin to compress.
 - Brake side, as the brakes become firm tubing should begin to compress.
4. Motor clutch hub to spur gear clearance.
 - There should be about 2-3 thousands clearance between the gears. Some say to use a strip of paper and roll the paper between the gears, if it just begins to cut the paper its about right. When you finish you should hear a click if you put you finger on the clutch hub and rock the spur gear. This is a acquired sound thru experience but it will tell you immediately if there excessive clearance or not.
 5. Add the fuel filter. Take the fuel filter apart and discard the internal parts. The purpose of the fuel filter is to add volume to the fuel line that will keep the engine running when you land upside down. The real filter is a stone filter that lives inside the gas tank. Find a place to tie wrap the filter securely. Cut the fuel line and install at both ends of the filter.
 6. Add throttle return spring so that the spring returns the throttle to closed position when servo is moved by hand (radio off). This will save your car when the receiver battery runs low
 7. Ensure air filter has been oiled and tie wrapped to the engine.
 - There are many good air filter oils available but a quart of ATF from the auto parts store works real well (you can use this for after run also).

Car geometry

1. Follow the instructions for middle of the road setting for castor, camber and toe-in settings.
2. Basic camber is to have all four tires should lean in slightly at the top of the tire.
3. Basic toe-in is to have the front tire pointing straight ahead and the front of the rear tires to be pointing in evenly on both sides (2-3 degrees to keep car going in

- a straight line under power)
4. For ride height (shock preload) your want the drive shafts (or lower arms) to be about parallel with the ground. Everybody you talk to will have there own opinion as to the best ride height. Listen to them and try their suggestion but draw you own conclusion as to how much it helps or detracts from handling. Take notes.

Check every time you drive your car:

1. Receiver and transmitter batteries ok?
2. Back lash between spur gear and clutch hub ok? (quickly rattle it to hear if excessive).
3. Is air filter tie wrapped to carburetor?
4. Are the Wheels nuts tight and all body clips on?
5. Turn on radio before turning on receiver. Do a radio check for full steering, throttle/brake operation.
6. Don't pull out of the pits without looking for on-coming traffic

When you finish driving your car:

1. Temp the motor before shutting it off (210-240 F is pretty normal)
2. Turn off the receiver first then the transmitter
3. If it's the last run of the day, empty the tank and fuel filter, restart the engine to run out all fuel. Nitro is very corrosive and sucks moisture into engine, which will rust ball bearings.
4. Add 15 drops of after run oil in carb opening, remove glow plug, pull start or run on start box until oil is coming out glow plug hole (do not add it in the glow hole or you wont know if the oil has circulated through out the engine).

Future articles will cover why should you break-in an engine properly, how to rebuild shocks, tricks to rebuild diffs along with the fine points of adjusting the slipper clutch.

Additional articles will cover Monster Truck info on why less can turn out to be more.

Palomar Raceway Member,
Jay Dombrowski

Car Track

By Johnny Pumphandle

Car Track Race Schedule:

(O)=Dirt Oval race, all others are Off-Road.

JANUARY	9,23
FEBRUARY	6,13(O),20
MARCH	6,20
APRIL	3,17,24(O)
MAY	1,15,29(O)
JUNE	5,19,26(O)
JULY	3,17,31(O)
AUGUST	7,21,28(O)
SEPTEMBER	4,18,25(O)
OCTOBER	2,16,30(O)
NOVEMBER	6,20,27(O)
DECEMBER	4,11(O),18



Help Wanted

Helicopter Chairman

As you will note on the last page of the newsletter, our club does not have a helicopter representative that can handle affairs for the helicopter pilots in the club. We would like to see this position filled. Helicopter matters are unique to the sport and a representative in the club can make a big difference to what happens to favor the helicopter pilots.

If you are interested in the assignment, the club is willing to offer its usual Palomar Dollars (\$100) for someone's time. We are thinking that a Fun-fly needs to be scheduled this year as well as some demos for certain events and of course the heli area can stand some improvements.

Call George Dawe if you are interested. 760 415-9111.

Scale Contests

By Ron Peterka

SCALE MANEUVERS PART II

The Horizontal Figure Eight:

Last month we discussed the 'Fly-Past' maneuver which is one of the common mandatory flight maneuvers called for in a scale contest.

This month we look at the "Figure Eight" maneuver. It sounds easy, but is one of the most difficult maneuvers to do well.

I might remind you now that most judged maneuvers will be placed so the judges will have a clear view and usually begin from level flight moving upwind along the 'maneuvering' line which will be determined by the CD (contest director) and the flight judges.

What this means to you is that you should practice each maneuver beginning from left - or- right hand patterns. Not always easy, I can tell you, when most of your flying is at a home field where the pattern is almost always left handed, or right handed.

Looking at the figure eight, you can imagine a figure of two equally sized circles touching at the center directly in front of the judges. It is meant to be flown with equal sized circles at a constant altitude.

The figure eight begins with careful preplanning and positioning. Height should be at a comfortable height. Too high and judges will downgrade, too low gets the same result. We usually start at 'pattern' altitude. That altitude used for a normal traffic pattern for landing.

Speed should be 'scale like' or a little faster. Here again, too fast makes for too large a circle or too high a bank angle, while too slow causes too small wobbly circles. High speed also makes it more difficult to maintain altitude without 'zooming' or diving.

The maneuver begins straight and level flying upwind. The pilot begins a ninety degree turn *away from the judges* at a point that has the first 90 degrees ending directly in front of the judges. This first turn sets the diameter of both circles to following.

As the model reaches the 90 degree point (the first 1/4 circle) it must roll smoothly into a circle in the opposite direction and of the same general radius as that first 1/4 circle. Continue on for 360 degrees and as the model passes the beginning point of this circle (directly in front of the judges) roll once more into a circle in the other direction.

At the 270 degree point in this circle you

should be at the same point where you began the first 90 degree turn, at the same altitude, at the same airspeed, and at the same heading you began at. Straighten out on that heading and call the maneuver "figure eight finished".

Things get a little hairy when you are forced to do this in a wind. You must compensate with throttle, timing, and slight bank angle changes while still flying a good even pattern.

Since you start each maneuver with the full ten points, the score can only go down with your errors. Sorry, but that's how it is.

The judges will look for wobbly circles, uneven circles, altitude changes, speed changes, and severe bank angle changes. They expect you to finish on the same heading you began at and at the same point relative to the 'maneuvering line'. They should allow for some corrections in airspeed and bank angle if the wind is blowing, especially a cross wind.

Let's follow a right hand pattern eight in a wind that is blowing right down the runway. The first turn will need a little extra throttle to set the airspeed into the wind. The judges see ground speed, not wind speed. The model can maintain the same airspeed no matter the wind speed. You will slow that first turn and slightly increase the bank angle to compensate for the wind blowing you downwind. As you roll into the second turn, keep the throttle setting and maintain the bank angle the same as the first 90 degrees. As you come directly into the wind you will need to decrease the bank angle slightly and slow the turn to maintain the constant radius.

As you hit the 180 degree point, directly upwind, things get a little wild as the wind tries to push the model downwind. To maintain that constant radius, you need to come off the throttle a bit and adjust the bank angle again so the 270 degree (3/4 mark) of the circle touches the reciprocal start heading going downwind.

The wind will accelerate the model, so keep the throttle down, but tighten up the circle with slightly more bank angle. As you roll again at the 360 degree point plan on keeping the steeper bank angle and low throttle until the back side of the circle. Gradually increase throttle and decrease bank angle as you pass the 180 degree point of this second circle to make your way upwind back to the starting point where you began the first 90 degree turn. Roll out on the original straight and level heading.

For left hand patterns, just reverse these simple directions.

Good luck, and please don't curse me while you practice. I had no part in including this maneuver in the rules.

Ron Peterka

Palomar Eaglettes

By Robin Solomon

A Father's Dream

This is about my son, Ren Solomon.

For years I tried to interest him in flying R.C. planes, but he was more interested in playing in the dirt and rocks. I told myself he would in time.

When Ren was 12 years old, he (finally) showed an interest in flying. I got a hold of Curtis Kittingham and asked him for help.

He told Ren that pilot training would be on Monday nights. By summer's end with help from Curtis and others, Ren soloed before his 13th birthday in September. Curtis was strict with Ren because he had plans for him.

Within his first year of flying he became an instructor and a competitor in scale. Ren is currently an IMAA member and has competed at Castle Air Park scale meet in front of thousands of people and at the 1/8th Air Force in Arizona. (Ren's nickname is "Curtis Jr." given to him by the 1/8th Air Force.)

He competed at the Scale Master Qualifier in fun scale and recently placed 2nd at a fly in at Indio for sport scale. He has also flown at Fallbrook Air Fair, Ramona Air Fair, and at Palomar's events.

Ren enjoys flying his 1/4 scale Zero and his 40 size Mustang the best.

Ren and I are building a plane so we can enter team scale for the Master's.

I will forever be grateful to Curtis and everyone else who help with student training making this dad's dream come true.

Robin Solomon

Pylon Racing

By Dave Truax

Pylon Notes

Several club members have contacted our new president, George Dawe, and requested we resurrect our Pylon Racing program. We will jump back in with both feet.

Our first race will be Saturday, March 26th. Another will be scheduled later in the year, if we can pull this one off... I know we can.

The entry fee will be \$5 per entrant. The first through third prizes will be AMA plaques. I will try a colored flag arrangement at the East end of the field to notify pilots that they have passed the pylon. This should allow us to fly more than three planes at a time.

The three classes will be:

Quicky 500:

- 50" minimum wingspan
- 500 sq in minimum wing area
- 40 sized stock sport engine
- The planes may be kits or ARFs, V or conventional tails
- Must use a four channel radio.

Open - B:

The plane specs will be the same as for Open - B Combat. This will NOT BE full contact pylon and cutting up your opponents' tail feathers will be frowned upon!

Trainer Class:

Planes: High wing trainer ARFs intended for 40 size engines, with tricycle gear, flat bottomed airfoils with a 60 to 63 inch wingspan and fat stock tires.
Engines: Stock 40 with its

stock muffler,
Props: APC or Master Air-screw 10x6 with a spinner or AMA Safety nut.
Radio: Four channels max

After a heat or main event, the winning plane will be tached to see that it does NOT exceed 13,500 RMP.

Please note the repeated use of the word "STOCK" Please abide by the spirit of the rules.

Any Senoritas that are kit built may be "grandfathered" in.

Call me with any questions, answers, rumors, or gossip.

Phone: 760-747-3485

Dave Truax

Combat Photos

By Bob Peterson



Combat Chairman—Jim Cole



This one looks an Attempt at a Verticle landing

Bob Peterson Displaying The Remnants



Superior Pilot's Corner

By Johnny Pumphandle

Superior Pilot- Def. "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".

No tips this month. Instead I am going to offer some experiences with a new Receiver that I purchased at the AMA show in Ontario on January 9. The show was in the midst of our recent rainstorms and maybe was not as well attended as year's past, but every year the show features new technology that can help make you a better flyer. This year's show was no exception.

Seeker II

I had a chance to look at the radio equipment offered by Polk's Hobbies - www.polkshobby.com. Their frequency synthesized radios are advertised in many RC Flying magazines and I have always been curious about the quality of these radios.

Getting a chance to look them over first hand, I was impressed with the quality and functionality of both the transmitter and the receiver. But being cautious, I decided to just give the receiver a try and purchased a Seeker II radio receiver - \$70.

The nice thing about the receiver is that it will work with any brand of FM Transmitter, whether it has a positive going signal (JR, Airtronics, Kraft, KO, Acoms) or with a negative going signal (Futaba, Hitec, Cirrus, Kyosho, WE). It will operate on any of the aircraft assigned frequencies (channels 11 - 60) and so is a suitable replacement receiver for most of my models with the exception of my 2 old Cirrus PCM radios, which are nearing retirement. I decided to test the new receiver by replacing a Hitec receiver in my .45 powered Super Stunts.

In size, the new Seeker II receiver is a tad larger and heavier than the Hitec RD3500 receiver that I removed. However, the receiver fit exactly into the same space that the Hitec receiver had occupied.

The Hitec RD series receivers have always been rock solid for me, so I wanted to make sure that the new Seeker II was faultless.

To install the new receiver, it was only a matter of pulling the servo connectors and re-connecting them to the new receiver. The Order of connectors turns out to be exactly the same as Hitec/Futaba - ch 1-aileron, ch 2-elevator, ch 3-throttle, ch 4-rudder, ch 5-gear, ch 6-flaps. No gear servo on this model, but I am using ch 6 for left aileron and mixed as flaperons. The new servo connectors are a good solid fit.

The Seeker II has 8 channel slots, a battery slot and a slot labeled SET. To set the frequency, a momentary contact pushbutton switch is supplied with a standard servo connector and connected to the SET slot. If frequent frequency changes are anticipated, the pushbutton switch can be mounted in the model. To set the new frequency, press the pushbutton switch and turn the power on at the same time. The servos will begin to move back and forth. Turn on the Transmitter, extend the antenna and hold the antenna close to the receiver antenna. When the servos stop moving, the new frequency is locked in place.

My transmitter is a Futaba TX6A on channel 34. Once the frequency is established by the receiver, it will remain permanently locked in memory until you go through the SET procedure again. So I removed the SET pushbutton and installed the wing.

The first thing I did was perform a range check. The ground range with antenna collapsed was almost identical to the great range I was getting with the Hitec receiver and well over 100 ft. This gave me plenty of confidence to go ahead and fly. At neutral, the controls appeared to be right where they should be and the throw also appeared to be the same as well as the direction. The flaperon mix also appeared to be working the same as it was. I gassed up and took-off.

Amazing! The only trim change I made was two clicks of aileron and this could have been due to the strong winds that came up just before I flew.

Although, I only have about 6 flights on the receiver, I am extremely pleased with the performance, appearance, operation and ease of use. The addition of the ability to use this receiver in any of my models is a nice feature that gives me more flexibility to be able to swap receivers if needed.

Gary Thompson

Extraordinary

By Graham Lloyd



I have always fancied one of these shock flyers, you know the sort of thing...

Weighs about 8 oz and with a brushless motor they turn on a sixpence (that would be a dime for you guys!)

Thing that put me off was how difficult are they to fly? Well, apparently they are the easiest thing in the world to fly.

I was up at the field just before Christmas when I saw this young lad flying one (see picture). His phone started to ring, but not to worry, he flew the thing with one hand

who was he talking to? His Dad who was overhead flying a light aircraft!

When I took this picture, he was actually flying his plane and talking to his dad - what a "star"!

Graham Lloyd



FOR SALE

Ads for the Transmitter and 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:

eloos@n2.net or

Eric Loos

11479 Duenda Road

San Diego, CA 92127

SIG 3D MAYHEM ARF NIB-72IN W/S
\$180

SIG SOMETHIN EXTRA(VIOLET)
ARF,NIB 51.5 IN W/S
\$180

SIG CAP 231 EX ARF 73IN W/S NIB
\$325

Call: Robin Solomon
760-480-5834
Cell, best one to use 760-420-3692

LANCAIR by Great Planes
It now has 6 flights on it.

Buy the airplane only: \$160

Buy it with a Magnum 91 4C
Installed, add \$125

Buy it with 7 servos installed,
Add \$100

Sceadu Evolution .30
with Muffler / Blades ~~\$299~~

The Sceadu Evolution is a new breed of stronger more dynamic line of Helis from Hirobo. Made from stronger plastic materials, items that were once upgrades are now Standard and pricing has changed dramatically. Below is a list of what has been changed for the better with the release of the Sceadu Evolution.

New formulation plastic material for main frame, servo frame and tail case

New bigger tank for longer flights (0412-201 480cc tank) . New higher output fan for cooler engine temperature and higher engine output. New rotor head system with auto stabilizing system. Also adjustable for hard 3D flights. 3rd bearing block standard for improved main shaft support and frame rigidity. New decal for better visibility. Improved, easier to use cabin mounting system. The 30 size Sceadu Evo will come with 550mm wood main blades and quieter muffler.

NIB Now only \$235
Contact Robert Romers
Phone: 760 480-2366



Palomar Dollars - 2005

\$10 -

\$20 -

\$30 -

\$40 -

\$50 - Butch Abongan, David Drowns, Charles Lewis, and Larry McDougle.

\$100 - Roger Corley, Varley Longson, Eric Loos, Glenn Pohly, and Gary Thompson.

\$150 -

Any Discrepancies should be brought to the attention of the club president. This list is usually one month behind. Note: The Palomar dollars are based on a rate of \$10 per hour for work performed.

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.

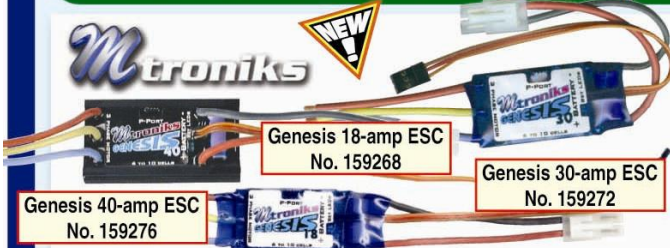


Hobby People®

DISCOUNT HOBBY STORES



Club Member Inside Scoop — New Items at Hobby People



Genesis 18-amp ESC
No. 159268

Genesis 30-amp ESC
No. 159272

Genesis 40-amp ESC
No. 159276

Brushless Motor, Completely Sensorless, Aircraft ESCs...

You wanted a sensorless brushless flight ESC with BIG features and a low price... Now you can have it!! The GENESIS SERIES incorporates high power Gen Xi-FET technology, a lightweight heatsink which provides excellent, effective cooling and a host of other high spec features to make the GENESIS SERIES a true first! The GENESIS SERIES is the result of an extensive development program which initially ran for over 2 years. Every aspect of the design has been considered and each individual ESC is carefully assembled and tested using state of the art equipment in the UK.

IN STOCK NOW!

GENESIS SERIES features:

- ✓ COMPLETELY SENSORLESS
- ✓ Fully programmable battery selection, timing, prop acceleration and brakes
- ✓ A 'return to base' software upgrade facility
- ✓ Li-Po battery support for 2 to 4 cells
- ✓ 6 to 10 cells NiCAD or NiMH
- ✓ Automatic sensing of number of cells when using NiCAD or NiMH batteries
- ✓ Current limit cut-off
- ✓ 3A Hyper BEC
- ✓ 3 Internal Schottky diodes
- ✓ Auto cut-off computer

WATTAGE LITHIUM BATTERIES

High Discharge: 15-20C

WARNING:

use only chargers made for LiPo batteries, No.130116 is highly recommended.

No.128732—LiPo Pack 340mAh 2 cell (20C dis) JST Conn	22.99
No.128733—LiPo Pack 340mAh 3 cell (20C dis) JST Conn	32.99
No.128745—LiPo Pack 740mAh 2 Cell (20C dis) JST Conn	44.99
No.128746—LiPo Pack 740mAh 3 Cell (20C dis) JST Conn	59.99
No.128751—LiPo Pack 910mAh 2 Cell (15Cdis) No Plug	41.99
No.128752—LiPo Pack 910mAh 3 Cell (15Cdis) No Plug	56.99
No.128755—LiPo Pack 1250mAh 2 Cell (15Cdis) No Plug	44.99
No.128756—LiPo Pack 1250mAh 3 Cell (15Cdis) No Plug	64.99
No.128782—LiPo Pack 2000mAh 2 cell (15C dis) No Plug	60.99
No.128783—LiPo Pack 2000mAh 3 cell (15C dis) No Plug	89.99
No.128786—LiPo Pack 2100 mAh 2 Cell (20C dis) No Plug	89.99
No.128787—LiPo Pack 2100mAh 3 cell (20C dis) No Plug	129.99
No.128792—LiPo Pack 3200mAh 2 Cell (20C dis) No Plug	129.99
No.128793—LiPo Pack 3200mAh 3 Cell (20C dis) No Plug	189.99

Charge-It-All SPORT AC/DC Charger WATTAGE

Charges Lithium, Ni-Mh, and Ni-Cd battery packs.

- Auto voltage for Lithium cells
- Peak charging for Ni-MH & Ni-Cds
- Adjustable output.

No. 130116 — Expected April 2005



HELICOPTERS



IN STOCK NOW!



Brushless Motor

(with pinion) for Shogun heli.
The "More Power!" add-on
No. 165370
(requires a brushless-motor ESC)



No. 127522
Expected April 2005

Sport Stik 40 ARF 3D Aerobatic



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

NOW 21 STORES
In So. Calif. & Nevada!

Hobby People®

Nobody beats our prices. **NOBODY!**™

DISCOUNT HOBBY STORES

CALIFORNIA

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

SAN DIEGO
4344 Convooy 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
662-947-2574 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

LAKEWOOD
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
951-677-5816

REDLANDS
835 Tri City Center Drive
I-10 at Alabama
909-307-1185

NEVADA

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

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

HOBBY PEOPLE STORE HOURS: Monday-Friday: 10a.m.-9p.m., Saturday: 10a.m.-6p.m., Sunday: 10a.m.-5p.m.



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)

For The Best in

401 K Plans **Mutual Funds**

Retirement **Investments**

Long Term Care **Insurance**

Call
Tom Minegar
800-585-0035

DISCOUNT HOBBY WAREHOUSE



We will be closed Last week January
Reopening First week February 2005
Check back for further details.
New Address 7644 Clairemont Mesa Blvd (858) 560-9633

Place your ad here.

Prices per year:

- Full Page \$800
- Half Page \$400
- Quarter Page \$250
- Business Card Size \$50

MILO JOHNSON
Automotive Service Inc.
SINCE 1945

JEFF JOHNSON
GENERAL MANAGER

COLLISION REPAIR & PAINTING
FRAME STRAIGHTENING
SUSPENSION REPAIR

535 N. QUINCE
ESCONDIDO, CA 92025
(760) 745-3841
FAX (760) 745-5606


(760) 746-2815
FAX (760) 743-5965



MESA MACHINE & SUPPLY
Complete Automotive Machine Shop

BILL HUNTER

2333 Vineyard
Escondido, CA 92029



HIDDEN VALLEY CONCRETE PUMPING
CRAIG M. GERDIK (760) 802-3697



Tom Hellman
Internet Sales Manager
discount@jackpowell.com



Escondido Auto Park

1625 Auto Park Way South Escondido, CA 92029-2093
(760) 745-2880 • FAX (760) 745-9535
www.jackpowell.com

Club Directory

CLUB OFFICERS

PRESIDENT	George Dawe	760-415-9111
VICE PRESIDENT	Gary Thompson	858-794-4665
SECRETARY	Dave Truax	760-747-3485
TREASURER	Harvey Atkinson	760-747-7024
BD MEMBER	Tom Minegar	760-436-2301
BD MEMBER	Robert Wylie	760-741-5828
BD MEMBER	Butch Abongan	760-724-1207
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Varley Longson	760-723-1335
BD MEMBER	Roger Corley	760-726-5235
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		
Editor/WEB Site	Eric Loos	858-735-6532

SPECIAL INTEREST GROUPS

Car Chairman		
Scale Chairman	Ron Peterka	760-788-9022
RC Combat Chairman	Jim Cole	760-727-7666
Helicopter Chairman		

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		909-696-9557
Larry McDougle		760-945-8998

INSTRUCTOR LIST

AIRPLANES	- Weekends	
Robert Wylie	Basic Flight	760-741-5828
Chris Thornton	Basic Flight	760-233-3885
Jim Maddocks	Basic Flight	760-630-9980
Duarte Cabral	Basic Aerobatics	858-578-6375
Charles Lewis	Basic Flight	760-758-3103
Larry McDougle	Basic Aerobatics	760-945-8998
Randy Alderman	Basic Flight	760-432-0214
Butch Abongan	Basic Flight	760-724-1207
David Drowns	Basic Flight	760-740-1715
Glenn Pohly	Basic Flight	760-438-5221
Mike Sugamele	Basic Flight	760-743-5734

	- Monday-Tuesday	
Gary Thompson	Basic Flight	858-794-4665

	- Wednesday	
Les Staten	Basic Flight	909-696-9557

HELICOPTERS		
Ray Nemovi		760-644-1374

Please direct correspondence to:

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

Palomar RC Flyers HOT LINE		760-436-8505
Fax :		909-679-7465

E-MAIL: pres@palomarrcflyers.org

Catch us on the web at www.palomarrcflyers.org

Meeting Notice:

The Thursday, Feb. 17th 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.

2005 Calendar of Events

January 8 - Gate key exchange. Johnson Field, 9am - noon
20 - Club Meeting - San Marcos JCS ... 7:30 pm

February 17 - Club Meeting
19 - RC Combat - *"Raid on Tokyo"* Open B
27 - Club field work to spread new gravel and general clean up required after the rains.

March 17 - Club Meeting
26 - Pylon Races
Quickie 500, Trainer & Combat Classes

April 17 - Fallbrook Air Fair
21 - CLUB MEETING - CLUB AUCTION
23 - RC Combat - *"The Hunt for Yamamoto"*
SSC and Scale (22610/2548)

May 20 - Club Meeting
21 - The new *"Top Dawg"* Scale and swap meet

June 16 - Club Meeting
18 - RC Combat - *"The Marianas Turkey Shoot"*
Open B

July 4 - Club Picnic and fun-fly
21 - Club Meeting
23 - "Flights of Fancy" - SD Aerospace Museum

August 18 - Club Meeting
20 - RC Combat - *"Battle of Britain"*
SSC and Scale (2610/2548)

Sept 3, - Mall Show, Westfield Plaza (North County Fair)
15 - Club Meeting
17 - San Diego RC Air Show,
Swap Meet, and Pancake Breakfast

October 8 - Control Line Fun Fly
20 - Club Meeting - CLUB AUCTION
22 - RC Combat - *"Raid on Bougainville"*
Open B

Nov 17 - Club Meeting

Dec 3, 4 - RC Combat - *"Pearl Harbor Classic"*
15 - Club Meeting

DATES AND EVENTS SUBJECT TO CHANGE WITHOUT NOTICE

All RC Combat events are AMA sanctioned.

Return Address:
PALOMAR RC FLYERS
P.O. BOX 141
SAN MARCOS, CA 92079

Return Service Requested

February 2005

