



April 2007 Transmitter

The Newsletter of the Palomar RC Flyers

RC Web Site — www.PalomarRCFlyers.org

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

Meeting Minutes

March General Meeting
03/15/07

Minutes were accepted as printed in the March Transmitter.

Joe Buko reported on income of \$800.00 from Hobby People for advertising. Airplane and car dues for February were \$3139.00. Expenses were \$553.00 for February. We have \$7000.00 on hand and \$10000.00 in a Capital One money market account.

Varley Longson said we have 220 members at present.

Darrell Albert is looking for a few more good members to act as flight instructors. Instruction will be available on Monday nights from 5:30pm until dusk from April through November.

Butch Abongan reported on a combat and swap meet on April 21st. The club will have their combat trainers available for those pilots who want to try combat with someone else's airplane.

Glen Pohly told us of preparations for the Fallbrook Air Fair on Sunday April 22nd. Glen will be looking for members for exhibitions of flying, combat and static display.

Bob Peterson reported on last weeks Fun Fly. Glen Pohly and Charles Swope tied for first and both received plaques.

We held a vote to replace a departed board member. Russell Borders, Tom Johnson, Butch Abongan and Dennis Teason ran for the vacant seat. Dennis won and will be seated at the March Board meeting.

Mark Williamson, board member and owner of Total Control Hobbies in Oceanside told us about an indoor carpet track at the Boys and Girls club in Oceanside that they run on Friday and Saturday nights. Mark also talked

(CONTINUED ON PAGE 2)

President's Column

Hello Everyone! And welcome new members! This month has been very busy for me. With funerals, weddings, and terminal illness in my family, but as they say... life is what happens when you're busy making plans.

Last month's meeting, Varley decided to publicly attack me for the joke I included in the newsletter. Why he didn't approach me with this, I don't know. He demanded that I apologize for this. To that, I would like to apologize to everyone that enjoyed my humor and brightened their spirits with a little chuckle every now and then. Because I will not be adding them to the newsletter anymore. As to Varley... all I can say is, get a life. And to those that were genuinely offended? I expect to see your names on the December's ballot for president.

We all need to remember that this is a hobby and is to be enjoyed. Take the good from it and have a good time. If it is not fun anymore, It may be time to seek out something else that you do enjoy. Life is short. Don't waste it on things that don't make you happy. Or be burdened with regrets.

Maybe by next year we can find someone else

that's willing to take on this babysitting position...

Have fun at the field!

Jimmy

NOTICE

Apparently people have noticed that the first person through the gate in the mornings occasionally neglects to lock the padlock to the post. Please do so since this is a special padlock and costs significant money to replace. It's only a matter of time before the lock disappears.

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"The handle on your recliner does not qualify as an exercise machine."

about Common Sense Battery Equipment and their great customer support.

Curtis went over the scheduling and pricing of meeting rooms in Fallbrook, Escondido and Ramona. All of these options are cheaper than the price we pay for the San Marcos Senior Center.

Don White noted that he has seen the unlocked field lock hanging on the gate. If the lock is not locked it could be stolen, so first man in please lock it to the gate.

Dennis Teason showed his Cessna 310 ARF. Dennis stripped the original white Monokote off and recovered and repainted the beauty in yellow. Powered by two Magnum .52's and weighs 171/2 pounds.

Glen Pohly showed his Hanger 9 twist fun fly with a Saito .91. The entire plane bolts together in about 4 hours. This is the plane that Glen tied for first at the fun fly with. Dennis won Model of the Month.

Raffle Winners were: -

Colby Starlet ARF – Glenn Pohly

Hi-tec flight Pack – Mario De Russo

E-Flite Tensor -- Dennis Teason



Board Meeting

03/28/07

Meeting called to order at 7:00 pm

Mark Williamson reported on the growth of the entries at the car track. Sudden response has caused a few problems, but Mark said the programs are getting ironed out. Mark has two temporary light units to allow night racing.

The track's trash problem has been caused by non-members not picking up their after themselves. We may have to start locking the gate on weekends to keep out the responsible parties. We now have a handicapped car racer and so we need to get a handicapped toilet. We have one unit at the flying field and we will investigate trading a standard unit for another handicapped one.

Joe Buko reported a checking account balance of \$6400.00 besides our \$10000.00 at Washington Mutual.

Bob Peterson reported on the great response at the fun fly. We are going to add another fun fly date on July 21st.

Curtis will be updating the web site. We need pictures and info on club events and day to day flying, especially junior members. Send your stuff to Sean O'Connor at seanoc57@pacbell.net.

Darrell Albert will start the Monday night flight instructions beginning on April 2nd. At 5:30pm until dusk.

Other April events will be combat and a swap meet on Saturday April 21st. The Fallbrook Air Fair will be on Sunday April 22nd.

Meeting adjourned 9:00pm

SWAP MEET

&

COMBAT EVENT

HUNT FOR YAMAMATO

April 21st.

WANTED

FLIGHT INSTRUCTORS

We would like some more experienced pilots to volunteer for flight instructor duty on Monday evenings and weekends during daylight savings time. The list needs to be updated. If you are interested call

Darrell Albert at

760-746-3164

Airplane Humor

- Death is just nature's way of telling you to watch your airspeed or rotor RPM.
- The medical profession is the natural enemy of the aviation profession.
- Before each flight, make sure that your bladder is empty and your fuel tanks are full!
- There are certain aircraft sounds that can only be heard at night.
- Flying is a great way of life for men who want to feel like boys, but not for those who still are.



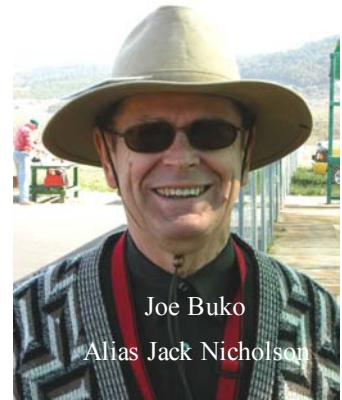
Jimmy Mazurak

President



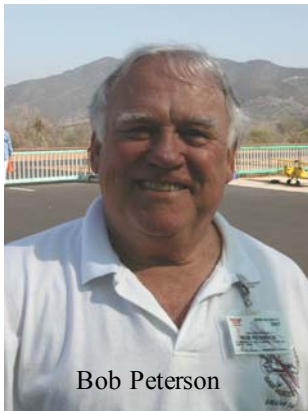
Curtis Kitteringham

Vice President



Joe Buko
Alias Jack Nicholson

Treasurer



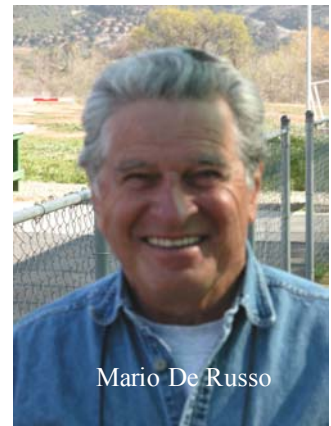
Bob Peterson

Board Member



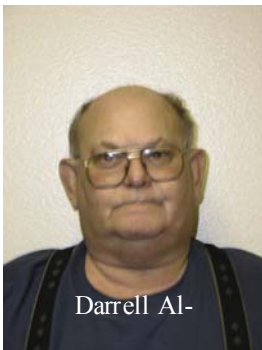
Dave Truax

Secretary



Mario De Russo

Board Member



Darrell Al

Board Member



Dennis Teason



David Drown

Board Member



Robin Solomon

Board Member



Mark Williamson

Board Member
Car Track Chairman

2007 CLUB OFFICERS

The complete list

MODEL OF THE MONTH FOR MARCH

Model of the month was won by Dennis Teason with his beautiful Top Flite Cessna 310. ARF.. The model is powered by two Magnum 52 engines with three bladed props. Dennis stripped all of the monocoat off of the plane and recovered it with the colors of his choice. The fiberglass fuselage was spray painted to match and custom striping added to his taste. A final Urethane coat was applied with a spray gun. The wingspan is 81" and it weighs in at 17lbs. Dennis built it in 30 days at a cost of about \$1500.00.

Sunday 18th March a small group of people gathered to view the maiden flight at Johnson field. After a careful adjusting of engines for reliability and synchronization followed by taxiing tests and gear cycling, test pilot Larry Mc Dougle took the plane off for a flawless flight, gear up and two fast low flybys. What a sight to behold. This has got to be one of the classic aircraft of the modern age. The bright yellow paint job was something to see as it streaked by, both engines in perfect sync. and pulling hard. A nice smooth landing followed and a run back to the pits. Mission accomplished.





The Official Fun Fly Report

March 10th was a fun day for the few who entered our first fun fly for the year. We had a total of seven entries and six events. The results are as follows:

- Glen Pohly Tied for first
- Charles Swope Tied for first
- Victor Lanz Third
- Dave Drowns Fourth
- Mark Sweeten Fifth
- Joe Buko Sixth
- Crawford Meeks Seventh



Crawford flew an electric powered airplane and came in second in the first event. His battery got low in the second event which put him out of the event as he did not have a spare charged battery.

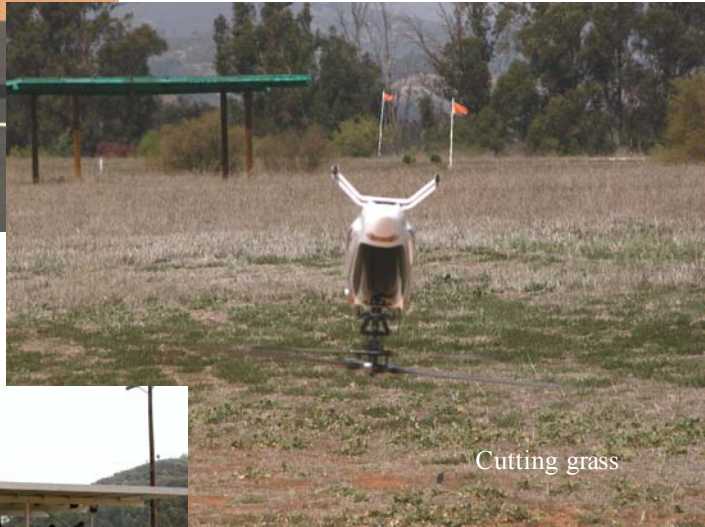
This was definitely a learning experience, as I have never run a fun fly before. The whole event lasted a little less than three hours. It was a great learning experience. I promise that the next one will not last much more than two hours and will include nine events. Three events will be put into each flight saving a lot of time.

The next FUN FLY will be on July 21st. I am trying to get some REAL prizes for all that enter. REMEMBER, you don't have to be a great pilot to win or have fun in this event. The feats are not at all difficult, and I promise none will put your airplane in danger any more than just regular flying. Let's see a good turnout for the July event. If we have enough sign ups, we can do a team event which is even more fun.

This event could not have been put on without the help of Mario DiRusso, who actually did the bulk of the work. Also of great help were Dave Truax and Bill Hill. Thanks guys for the help.

Till Later,
 Bob Peterson
 Bored Member

Other Activities



Cutting grass



SPEED STICK RACERS

Racing the speed stick racers - SS200 - at Mission Bay (SEFD) field on Saturday, March 17. Here is a picture of the pilots and their planes. Electric AT6 class also raced.

From Palomar RC, Gary Thompson raced, Curtis Kitteringham was the starter. Robin and Ren Solomon were in attendance.



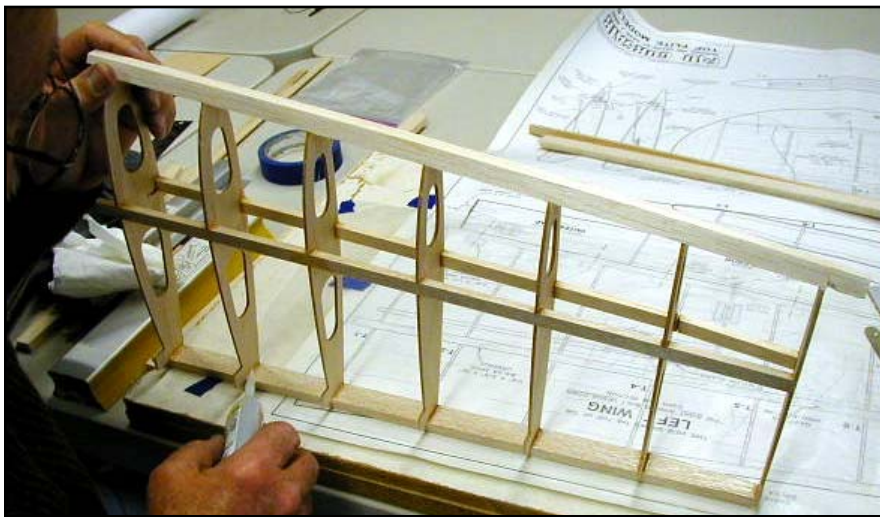
Electric racing
At Mission Bay

Building of Top Flite 60 size F4U Corsair Kit

By Ethel and Frank Burke

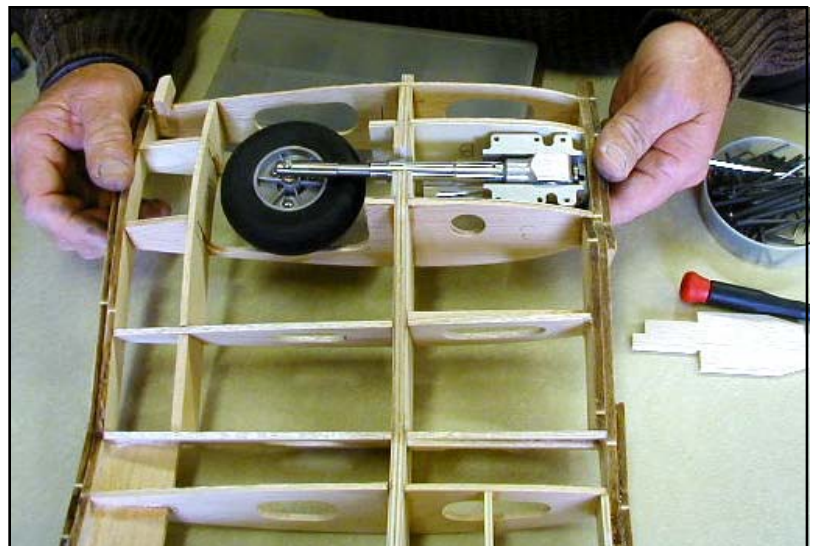
Part 2 - Continued from last month

Building one side of wing section.



Reinforcing each rib joint with CA glue.

Preparing mounts for air retractable landing gear.





Gluing center section of gull wing.



Cockpit kit of white plastic transformed to finished painted pieces, with radial engine, and air intakes for front wings.



Left & right wing attached to center section.

A SHORT HISTORY OF RC MODEL AIRCRAFT

Ron Peterka

Modelers today are awash in radio equipment of all kinds and sizes. We can, and do, fly micro models with wingspans of just a few inches and weights measured in grams. The array goes to park fliers and on to giant scale models some 50% the size of a full sized man carrying aircraft. We have gliders, fixed wing, flapping wing, and helicopters. Ducted fans, turbines, turbo-props, helicopters are also in the mix. We have micro electric power, micro gas engines, medium to huge gas engines developing up to 35 to 30 Horsepower, and electric motors spinning 36 inch propellers. A few modelers have built RC models weighing over 200 pounds and requiring special permits to fly them. This is a look back at the beginning of this marvelous hobby of ours.

In the beginning – some of us remember building gliders and rubber band powered from thin sticks of balsa using the tan colored Ambroid glue. That glue had to dry for about 24 hours to develop strength, and then we covered our skeletal frames and wings with thin colored tissue, or in the case of larger models, fine silk fabric. Finish was aircraft ‘dope’ which was a nitrate base type of lacquer that shrank, and shrank, and shrank. When the first gas engines became available, they were large, heavy, not very powerful, and used a coil spark ignition to fire a miniature spark plug. My first exposure to a gas model was with a neighbor who would spend hours trying to start his engine while fiddling with ignition timing, fuel mixture, and various propeller sizes. I was fascinated!

Then, as now, aviation from modeling to full size was controlled by the FAI (Federation Aeronautique Internationale) while the American arm of the FAI was the National Aeronautic Association or NAS which later became the National Air and Space Administration (NASA).

I tell you this so you will better understand the story of Maxwell Bassett’s epic contest career. In 1932 Maxwell entered his gas-powered model in the International Wakefield Competition, which was intended for rubber-powered models, but the rules didn’t say “rubber power only” and Maxwell won 4th place with his gas model.

Flush with success, Maxwell found the NAS had not yet changed its rules and he entered two models in the 1933 AMA nationals in Atlantic City where he took all the trophies from the “rubber” events.

Things changed in 1934 and the AMA (an arm of NAS) began a gas powered Free Flight event, which Maxwell Bassett promptly won by a wide margin. The stage was set for the development of RC models if, or when, lightweight and portable radio gear was available.

Fortunately, this equipment was already being developed by the amateur radio community, and was used to talk across town on the 5 meter Band. This frequency band was available because there was no commercial use for that band at the time. Amateurs, or ‘Hams’ as they are known, could only interfere with themselves. This band was destined to become the home of early RC modelers.

Interest in guiding an aircraft by radio was spurred by our government, with contracts as early as 1922, to radio control a gyroscopically stabilized aerial bomb. Maximum range was two to three miles using a 50 watt transmitter. “On one of the few flights where the radio controlled the flight, the radio took hold of the rudder with such vigor that the control cables for the rudder were torn loose, and the plane fluttered down....” The radio used tuned reeds for eight control functions (4 channels now) and could use only one command at a time.

These early experimenters, usually members of the American Radio Relay League (ARRL), would design and build many of the basic circuits we employ in today’s radios. By the 1930’s there were around 20,000 active radio ‘Hams’. We modelers should be grateful to these amateurs and the ARRL for obtaining and developing radio control frequencies for pioneering modelers.

In the 1950’s the AMA acquired the first frequencies for model RC applications on what is now called the 6-meter band. This band in the 50-54 MHz frequency is still used by some modelers today.

In the early 1930’s a small group of modelers were experimenting with radio controlled models. The engines were available, the models were available, and the clever and dedicated modelers were inspired to invent hobby RC aircraft.

For 1936 the AMA announced an RC event would be added to the 1936 Nationals. But, no models appeared in that event. The 1937 Nationals was another matter when six models appeared causing a great deal of interest, and since there were no RC regulations in place, all six models were accepted as eligible to compete.

Batteries were a problem. The 45-volt alkaline dry cell batteries needed for high voltage supply weighed 11 oz, lasted for about two hours of operation, and had a two-week shelf life. The two-tube transmitter used 500 volts at the output tube and needed a 110-Volt AC line at the flying site.

Chet Lanzo flew off with first place in that first American RC competition. He designed and built a simple aircraft, practiced flying, and had considerable electronic skills. He managed several zigs and zags, attempted a figure eight, and landed dead-stick. He was 23 years old.

From these early efforts the AMA, in the Fifties, obtained the right to use the Citizens Band for five control frequencies. These frequencies were shared with communications on nearby frequencies and interference was frequent. Even so, modelers persevered and many classes and types of RC modeling flourished. These 27Mhz channels are still available, but rarely used because of the interference problems.

Tuned Reeds and mechanical activators gave way to early proportional radio designs and RC modeling prospered, becoming even more popular. In the early 70’s I paid \$350 for a three-channel proportional set with three servos and no rechargeable batteries. Ni-Cads were still in their infancy for RC models.

The AMA was able to campaign for additional frequencies in the 80’s (I believe) and different frequencies were obtained for ground based models and aircraft. Early allocation allowed 26 channels and by narrowing the required bandwidth the channel allocation on our 75MHZ frequency band for aircraft allowed 60 narrow band channels. Very little need for waiting for frequency pins now.

Batteries have progressed and we have Ni-Cads, Li-Poly, and Ni-Metal Hydride rechargeable batteries providing almost limitless flying. Life is good.

Today we have a new type of radio on the 2.4 GHz frequency that uses digital spectrum modulation to form an impenetrable link between transmitter and receiver. It promises complete freedom from interference. It will not allow a modeler to fly a model unless it matches the receiver so each model in the transmitter memory will operate only one receiver. It is extremely programmable.

So, here in 2007 we have incredible advances from early radio systems and models. Where this will end is unknown, but looking back we should expect an incredibly awesome future.

End.

Annual Fallbrook Event

FALLBROOK AIR SHOW 2 WEEKS AWAY!

The Fallbrook Air Show is almost here! Less than two weeks away – mark your calendars for Sunday, April 22nd.

The organizers of the Fallbrook Avocado Festival like having us at their show, and they call us every year to be sure we are going to be there. Just like last year, the Airport Manager has said we will have a great deal of time to fly demos – so be prepared to show your best and come on out!

As in the past at the Fallbrook show, our club demos will be a featured event. 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 use the runway. 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, cars, and trucks out for demo, show off to the crowd, cut some ribbons and maybe smash up a combat ship or two (we have every year), and answer questions to the visitors about our hobby and our club.

This is the best chance we have all year to get out to an event in the local community and show ‘em what we like about R/C. We will get to put on flying demos for 40 to 45 minutes of each hour, all day, from 10 A.M. to 3 P.M., and there is no restriction to our car and truck demos if we set up an area off the runway. Even if you don’t want to fly or drive in a demo, bring out your planes, gliders, cars, trucks, and helis, and set them up for static display. It’s a great time, and we always have a lot of people who stop and want to talk to us about our models, tell war stories, whatever. Last year, we had over 50 models on display.

If you haven’t already signed up, please call me or e-mail me: 858-414-9749, glenn@pohly.net. We will be flying off and on all day long, so be sure to let me know if you want to fly one or more demo planes.

We will be setting up starting at 7:30am, and all vehicles must be off the tarmac by 9:45 – if you’re late, you’ll be walking your models and equipment a long way from the parking area to the show area!

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, or any combination to earn your PDs.

There will be a final agenda, schedules, and maps at the April club meeting. If you have any questions, please do not hesitate to get in touch with me.

Thanks, Glenn

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Sunday, April 1, 2007 • 10a.m.-5p.m.

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- No. 214250 — M 360 Twin RC Side Exh. Glow Engine

These engines were
the **RAGE** at the AMA
show last month!



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

Call in your ads (or cancellations) to:

Sean O'Connor at
858-486-6771 or
seanoc57@pacbell.net

Or mail to

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760-480-5834

Cell - (best one to use):

LOTS OF PLANES STILL FOR SALE

Reduced prices in most cases

CALL JIMMY at

(760)-505-6606

I have to sell a large portion of my planes. The obsession with this hobby landed me in a divorce. The following is a list of planes that need to be sold. Note prices dropped!

Balsa USA Taube: complete! RTF.91 4-stroke airtronics radiant 595.00

Navion type scale ARF with .40 2 stroke. New 175.00

Sikorsky S-39 single engine FEE ANA scale Russian float/land new OS.46 air servos. 325.00

Shoestring RTF .91 4-stroke complete. No TX. 395.00

Corby starlet RTF saito.72 complete. No TX. 395.00

Arizona models 1/8 SE5a elec. Complete no TX. 195.00

Scale BD-5 ARF new. Brushless motor, spinner. 150.00

New Wattage stagger wing Beech.ARF Cobalt 400 motor prop/spinner 65.00

TopFlite Stuka. New, purchased from collector. Beautiful! Plane & new .91 four stroke only 425.00

New Wattage Cessna 195 ARF cobalt 400 motor 65.00

FW stosser RTF elec. Winner at last elec.fun fly event. Complete with lipo batt. No tx/rec. 475.00

Twinstar RTF camo/brit markings. Also has gear. Complete. No TX. 100.00

Scale 8' steamman new G-62 725.00

Scale 8' travelair bi-plane quadra 50. 525.00

New Cox P-40 RTF complete. No TX. 45.00

10' Cessna 310 Bud Nosen kit. Robart retracts. Fiberglass cowls/wing tips. 875.00

Scale Polish PZL .40 size plane only 95.00

Beautiful scale bird dog. 8' wingspan OS 320 Pegasus scale masters competitor absolute work of art. Complete. No tx/rec. asking 3,500.00

Ziroli P-61 Black Widow - complete ready to fly. G-62s with 4 blade props. smoke system. Robart retracts and Glennis scale wheels and brakes. wingspan 114" awesome plane! \$4500.00



P-61 Black Widow



Bird Dog

Palomar Dollars

Palomar Dollars as of
4/1/04

\$100

Darrel Albert; Joe Buko; Jim Cole; Janet Cole; Evan Davidso; Mario DiRusso; David Drown; Glenn Horner; Larry Hufford; Curtis Kitteringham; Charles Lewis; Varley Longson; Jim Mazurek; Sean O'Connor; Bob Peterson; Robin Solomon; Dave Truax; Don White; Mark Williamson

If you have earned Palomar Dollars for which you have not received credit, please be sure the event manager has turned in the earned PDs to me, or contact me directly: Glenn, 858-414-9749, glenn@pohly.net

WANTED

The club is badly in need of an advertising person. Someone that will take responsibility to sell want ads for raising revenue for the club coffers.

**Call the Pres (Jimmy)
at**

760-451-9395

INTERESTING WEB SITE

For those of you into electric flying, check out

scriptasylum.com/rc_speed

For information on wiring li-po cells, balancer connectors, and other stuff

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.

SOME OTHER UPCOMING EVENTS

April 13th - 15th

Scale Masters Qualifier - Hemet AirPark -Hemet (see add on page 5)

April 14th -15th

Best in the West Jet Rally - Sponsor-Coachella Valley RC CD-Murray Ross e-mail-
mross@bestinthewestjets.org

April 21st

Combat/Swap Meet - Johnson field

April 22nd

Fallbrook Air Fair

April 28th - 29th

Channel Islands Condors 10th Annual Gathering of the Giants - Sponsor - Channel Islands Condors

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Saturday 8 am to 4 pm



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(Just East of Nordahl)**

Club Directory

CLUB OFFICERS

PRESIDENT	Jim Mazurek	760-451-9395
VICE PRESIDENT	Curtis Kitteringham	760-746-5913
SECRETARY	Dave Truax	760-747-3485
TREASURER	Joe Buko	760-726-8831
BD MEMBER	Bob Peterson	760-945-5956
BD MEMBER	Mario DiRusso	760-639-1612
BD MEMBER	Dennis Teason	760-451-9395

BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Darrel Albert	760-741-2505
BD MEMBER	Robin Solomon	760-480-5834
BD MEMBER	Mark Williamson	760-721-1089

CLUB OPERATIONS

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

Advertising	SOMEONE NEEDED	
Newsletter Editor	Sean O'Connor	858-486-6771

E-mail address seanoc57@pacbell.net

WebMaster Glenn Horner (cell) 619-227-2636

SPECIAL INTEREST GROUPS

Car Chairman Mark Williamson 760-721-1089

Scale Chairman Ron Peterka 760-788-9022

RC Combat Chairman Jim Cole 760-727-7666

Helicopter Chairman Don White 760-419-9325

LOST AND FOUND

Richard Anderson 760-744-5631

SAFETY COMMITTEE / HEAD INSTRUCTOR

SAFETY OFFICERS

Duarte Cabral 858-578-6375

INSTRUCTOR LIST

AIRPLANES

Butch Abongan	Basic Flight	760-724-1207
Randy Aldeman	Basic Flight	760-432-0214
David Drowns	Basic Flight	760-740-1715

Varley Longson	Basic Flight	760-723-1335
Glenn Pohly	Basic Flight	760-438-5221

Robert Wylie	Basic Flight	760-741-5828
Gary Thompson	Basic Flight	858-794-4665

AEROBATICS

Duarte Cabral 858-578-6375

Please direct correspondence to:

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

Fax : 909-679-7465

E-MAIL: pres@palomarrcflyers.org

Catch us on the web at www.palomarrcflyers.org

Meeting Notice:

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

January

February

March

10th - Fun Fly at Johnson Field

April

21st - Hunt for Yamamoto-Combat and swap meet

22nd - Fallbrook Air Fair

May

11, 12, 13th - Helicopter fun fly

June

23rd - Gas Scale Meet

24th - Mariana Turkey Shoot - Combat

June 30th - Flights of Fancy

July

4th - Club Picnic

August

4th - Electric Scale Meet

19th - Battle of Britain - Combat

September

8th - 9th Mall Show

15th - Club Open House, Air Show & Swap Meet

October

November

8th - 9th Pearl Harbor Classic - Combat

11th - Turkey Shoot Fun Fly

December

Club Christmas Dinner

Stamp



March 2007

Return Service requested

SAN MARCOS, CA 92079

P.O. BOX 141

PALOMAR R/C FLYERS