



Palomar R/C Flyers, Inc.

# Transmitter

February 2015



AMA Charter 141

## Build & Fly

### PRESIDENT'S COLUMN



On January 19<sup>th</sup> we had a group of kids from Escondido Charter High School launch rockets at our field. What great fun, I for one, had never seen how they launch these rockets. Bill Hill coordinated the event with them and Glenn Pohly ran the event and acted as safety officer. Glenn has done quite a bit of this in the past. Photos of the event are included in this Transmitter.

At our January general meeting Frank & Ethel Burke gave a wonderful presentation on how to put MonoKote on your models. Very informative and well received by all. Thanks Frank & Ethel.

Mike Lonnecker was awarded the January Model of the Month for his build of this Windfree Sailplane. It is a Marks Models kit from Hangar Hobby. It has a wingspan of 99.5 in., wing loading of 9 oz. per sq. ft., and it weighs 35 oz. It has a Castle BEC speed control and 2S 910 battery and uses MKS D6100 servos. It has been modified with slimmed fuselage and carbon fiber strengthening on fuselage and tail. He also added flaps and ailerons. There is a skid on bottom for landing, and it has a custom tow release. Mike did very good work on his first covering job with Ultracote.

It was reported to me that a rc pilot flew his model quite a bit beyond the spotters field of vision. This is prohibited by AMA rules. If you see anyone taking this kind of action please remind them this is a violation of AMA rules and report this to me.

We had a planning meeting on January 7<sup>th</sup> to discuss upcoming events for the year. We are going to add some glider tow events to the list of activities this year and those are going to continue into the evening for night flying. To see all the events for the year please click on the link below.

[http://www.palomarrcflyers.com/gce\\_feed/upcoming-club-events](http://www.palomarrcflyers.com/gce_feed/upcoming-club-events)

Thank you to Charles & Melody Micheli for doing snacks for our general meetings!

Fly safe and watch the noise limitations. Varley Longson, President of the Palomar R/C Flyers, Inc.

**A VERY SPECIAL THANKS GOES TO THE TWO EXCEPTIONAL MEN WHO MADE OUR ANNUAL KEY EXCHANGE POSSIBLE AND SUCCESSFUL**

**IT REQUIRES MANY HOURS OF LABOR TO CUT NEW KEYS, COMPOSE OUR NEW ROSTER, PRINT AND PLASTICIZE OUR NEW CLUB CARDS AND GET IT READY ON TIME.**

**AFTER THE PREPARATORY WORK IS DONE, THESE MEN GAVE UP A MAJOR PART OF THEIR DAY TO SERVE US AT THE FIELD TO DISTRIBUTE OUR NEW KEYS AND CARDS.**

**THIS WORK GOES LARGELY UNSEEN SO WE TAKE THIS OPPORTUNITY TO THANK YOU FOR DOING THIS THANKLESS TASK YEAR AFTER YEAR. WE APPRECIATE YOU BOTH!**

**HATS OFF TO PRESIDENT VARLEY LONGSON!**

**HATS OFF TO GLENN POHLY!**

## **Wanted:**

**Used Spectrum DX7 transmitter. Must be in good condition with antenna firmly attached. A broken switch or two can be tolerated since I have the ability to replace it. I will use it mostly for combat and park flyers. Price point is important since I am very cheap. E-mail: seanoc57@yahoo.com Thanks in advance.**

**Sean O'Connor (Your trusty treasurer)**

### A Musing on Why We Fly R/C

Many of us began our love affair with flying when we were young, from 5 to 10 years old. Some began in high school while others began much older. Irrespective of when we began, we are all fascinated by flight as our planes are suspended in the dense fluid we call air. As our planes fly, they almost give the illusion of magic.

I cite four reasons, among many, why we fly r/c. :

- 1) The ability to be able to totally control something— to make something respond to our every wish. We can control few things in life, and the only things over which we can provide 100% control are our r/c planes, at least most of the time.
- 2) For comradery. Many of us come to the field to help solve the world's problems and maybe even a few of our own. We love to razz each other, rank a fellow-flyer's landings, clap for great performances, and share information about the hobby. When we razz each other, Patrick Prainca likes to say that we are "equal opportunity offenders." Getting together with our friends is satisfying and sometimes even healing. Everything from daily life fades into the background when we fly; it's like living in a state of suspended animation when we are flying. Nothing exists except our plane and the blue sky. Our daily concerns evaporate and it's easy to feel peaceful.
- 3) Some like to scratch-build their own plane or loft plans for existing aircraft. It's far more satisfying to fly one's own creation than to fly a Chinese ARF. It can take an evening to build a simple plane or several years. What a sense of accomplishment when our airplanes dance on the winds above.
- 4) Scale flyers like to replicate full-scale flight and this art form presents many technical challenges. We learn so much from building our planes that there is a cross-over into carpentry. Since we can build airplanes, we build boats (I've built 4), decks, furniture and other projects.

## Club Meeting Agenda January 20, 2015

**Call to Order: 7:15 p.m.**

### Welcome visitors and Guest

None

Motion waived of the reading of minutes and accept minutes as published and seconded.

Financial Report: \$ 51,551

Club Business

**Tom Minegar looking into putting some of the money into a short-term interest account.**

**Rocket Launches: Going to launch some rockets at the field on Monday, 1/19 at 9 a.m.**

**2/21: Fun Fly – Chuck Riley will be hosting.**

**FPV Flying: Had an issue with a club member flying without an observer.**

**Thank you Chuck and Melody for the snacks and Joe Buko for the Transmitter!! We love it!**

**Recommendation on next holiday party to have some type of door prize and get women's input.**

**Make sure you have your gate key!**

**Heli Field: Please think about a chairman.**

### Guest Speakers / Presentations

**Frank and Ethel held a demo on monokoting planes.**

**Uses side of the iron to tack the Monokote and tries to not use the flat side of it to manage the heat.**

**All cutting is done on a self-healing mat and use a surgical scalp to do the cutting.**

**Use non-sterile blades. Swayne-Morton is the supplier Frank and Ethel use.**

**Iron: Use Top-Flite Iron.**

**Use a trim iron for around the edges and seems. Great for the concave sections.**

**Digital Temperature Gauge: Use it to keep the covering within a good temperature range.**

**Monokote: Thicker, heavier and stronger.**

**Monokote gets put on at 275 or 310-degrees.**

**Solartex seems to be the easiest to use.**

**Ultracote goes on second nicest to the Solartex.**

**Ultracote activates at 225-degrees. Will put on around 250-degrees.**

**Ultracote and Solartex are low temperature covers.**

**Seamstress tape to measure around corners.**

**Steel ruler for cutting**

**Small sand bags to help keep a wing or aileron down if someone is unable to assist.**

**Always do the bottom first and then work your way up.**

**Stripes and Patterns: Monokote has a tool to roll pieces of Monokote through so you can get the width you want and cuts a perfect strip.**

**Use tack cloth to help tack the Monokote.**

**Trim solvent helps eliminate the bubbles and helps the adhesive. Need to be careful how much is put on. Goes on the first coat of Monokote and then the stripe over the top.**

**Model of the Month** Went to Mike Lonnecker for his Mark Smith Windfree from Hangar hobbies.

**Added ailerons and flaps and slimmed the fuselage. Weighs 35 oz. 515 square inches.**

**Adjourn: 8:40p.m. Chris Avellino Club Secretary**

## MR. STORK HAS COME FULL CIRCLE

On December 24<sup>th</sup> at approximately 2:30 PM, I received a call at work from my wife Eddy. She informed me that Rodger “*The Downed Aircraft Locator*” Cosio phoned and told her that our beloved **Mr. Fiesler Stork** had been located and recovered; our vigil was finally over. Because of the violent death **Mr. Stork** suffered, an autopsy was performed. It revealed that a few vital organs were found viable for implantation in some new creation in the future. The only organ found to be totally dead was the speed controller. Of course, as we all know, speed is a relative term when used in the same sentence with **Mr. Fiesler Stork**. The family is now in the throes of arranging his final services. The place of final interment will be in the North San Diego County Land Fill section 2.4.

Transportation from the wake, which will be held at the family home in Escondido, will be handled reverently by Escondido Waste Management ‘undertakers.’ The family appreciates all the thoughts and good wishes during our long vigil. The normal funeral procession is not advisable due to the unusual number of funerals/pickups the Escondido Waste Management has scheduled on Tuesday.

Photo #1 below shows **Mr. Fiesler Stork** as recovered. In the background another family loss is visible, the front lawn Snow Man which melted leaving some refuse behind which will accompany **Mr. Stork** on his final journey. Photo #2 was taken for those who couldn’t attend the last viewing. It depicts **Mr. Fiesler Stork** lying in state, i.e. “peace/s” (purposely spelled) in the selected casket supplied by Escondido Waste Management.

The James Gallacher Family

PS

The NTSB has officially closed its accident report with only one fatality, namely **Mr. Stork** himself.

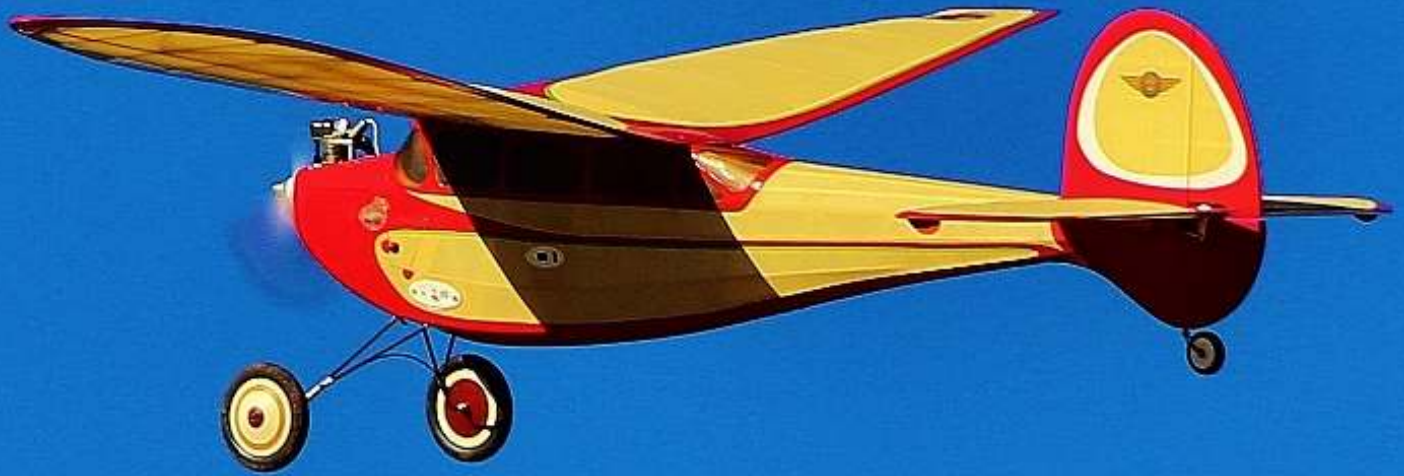


Photo 1



Photo 2

**Peter Nanigian, photo below, flew his beautiful '30's style free flight with r/c assist, a Scorpion. It is powered with a 30 four cycle Saito, is whisper quiet, and flies slowly and beautifully. It was designed by an RAF pilot and has an elliptical wing. It's a Ben Buckle kit. Peter flew it on Jan. 6, 2015 when the air temp was 85 degrees. East coasters eat your hearts out!**





# From Peter Nanigian about the Scorpion

I purchased my Super Scorpion kit from Dave Thacker's 'Radical RC' site: <http://www.radicalrc.com/item/Ben-Buckle-Super-Scorpion-Kit-100410> . (He imports it from Ben Buckle in England: <http://www.benbucklevintage.com/>).

You'll notice on the Radical RC site the statement "So sorry, temporarily out of stock as of 1/17/14, 30 -60 day wait. Order today to get in line to get one from our next shipment..." on his webpage; *I think he does not update the site very often...* I suggest give him a call to see if he has the kit in stock.

Here's a link to a British modeling site **build log** for the Super Scorpion: <http://www.aeromodellers.co.uk/forum/model-building-threads/30877-super-scorpion?limitstart=0>

**At the bottom of this email is a plan set image for the SS. I made a number of modifications with my build.** In particular, I wanted to point out that **I extended the nose length by 1"**, for two reasons: I just couldn't get used to that ugly 'pug' nose; and from reading various build logs, those folks who built it per the original specs regretfully found they **had to add considerable extra 'dead weight'** to the nose to get it to balance properly. Also, the extended nose also allowed me to place the receiver battery pack (a 5 cell NiMH flat pack) in the lower aspect of the cowl to further assist with getting the correct C.G., *without* the need for any 'dead weight'!

The following link is a search I did which contains **all** posts including the phrase 'Super Scorpion' from the **RC Groups 'Vintage and Old Timer Plans'** thread: <http://www.rcgroups.com/forums/search.php?searchid=48742534&pp=25> .

Here is a link to a British modeling site **build log** for the Super Scorpion: <http://www.aeromodellers.co.uk/forum/model-building-threads/30877-super-scorpion?limitstart=0>

I draw your attention to *possibly the main gripe which I found to be true about the build*: <http://www.rcgroups.com/forums/showpost.php?p=29427633&postcount=11> . I'm glad I came across this post *prior* to starting my build, as I was able to 'true up' the formers as needed; basically, I found *significant* discrepancies when I cut out and overlaid plan copies of the '**bilaterally symmetrical**' surfaces (wing halves, horiz. stab. halves). Although I had to spend a bit more time adjusting some of the laser cut pieces of the wings/ stabilizer to obtain precise symmetry, the results were well worth it -- *I found the build to be very rewarding, and highly recommend the Super Scorpion as a future project !*

Peter Nanigian





**John Binikos and president emeritus Bill Hill working together to make John's Yak fly well. John has spent much effort to quiet the engine and he succeeded wonderfully. The Yak seems to be a handful; it looks good in the air**





**Richard Mack and his new aerobatic sailplane on Jan 6, 2015. Below, Bill Hill launches the plane for Richard.**



Tom Johnston's Albatross



Bill Hill's P-51



Roger Cosio's Lady Bee is a rotten flyer even though it looks good. There is almost no tail moment.



**John Spieler**



**Board member Roger Cosio**

## Board Meeting Agenda: January 7<sup>th</sup>, 2015

Participants: Roger Cosio, Chris Avellino, Varley Longson, Jim Gallagher, Joe Villareal, Chuck Riley, David Drowns, Denver Bates, Sean O'Connor, Patrick Pranica, Jim Jenkins, Tim Hitchcock, Scott Dedic,

**Start time: 7:00 p.m.**

**End Time: 8:15 p.m.**

**Treasurer Report: \$50,905**

**Scott Dedic will be the Heli chairman this year.**

**Los Caballeros Charity will defer until we're able to speak to Dennis.**

**Leaving a spot for the Boy Scouts and Civil Air Patrol.**

**Larry approved to get the tractor fixed.**

Event	Date
Feed the Jungle Fun Fly	2/21
Glider / Night Fly Event	4/11
Combat	4/18
SD Heli Fun Fly	5/22 - 5/24
Combat	6/20
Fourth of July Picnic / Feed the Jungle	7/4
Combat	8/22
Multi-Rotor Event (Tentative)	9/19
Glider / Night Fly Event	10/3
Combat/Swap Meet	10/17
Combat	12/5
Christmas Dinner	12/17
Civil Air Patrol Meetings	TBD
Los Caballeros Under Privileged Children Event	TBD

**Chris Avellino**

- **Club Secretary**

**AS SEEN AT THE FIELD BY  
ETHEL BURKE**

13

(Next 10 photos taken by Ethel)

## **Board Meeting Agenda: January 28<sup>th</sup>, 2015**

**Participants: Roger Cosio, Chris Avellino, Varley Longson, Joe Villareal, Chuck Riley, David Drowns, Denver Bates, Sean O'Connor, Patrick Pratica, Jim Jenkins, Scott Dedic**

**Start time: 7:05 p.m.**

**End Time: 8:38 p.m.**

**Treasurer Report: \$51,599.67**

### **Discussion on FPV**

**Aerial MOB possibly coming in March. Chris to follow-up and put on the calendar.**

**Discussion on FPV flying within the club. Will discuss further.**

**Discussion on Club Events and ways to improve the overall process.**

**Website is up-to-date with club events, etc.**

**Continuing the search for a new field.**

**Jim to bring different club functions to next board meeting to determine respective owners and team members.**

**Chuck putting together fun fly “events” so we can prepare for the next fun fly event.**

**Jim Jenkins and Dave Drowns looking into putting together t-shirts for the club.**

**Chris Avellino**

**Club Secretary**

**Jim Gallacher is flying his new Multiplex Mentor with a 65 in. wingspan. It has an 800 watt electric motor and uses a 4 or 5 cell battery. It has a tow release for pulling gliders up to 4 lbs.**



**This is Dean Brown flying his Dynam Double biplane with a 42 in. wingspan. He also has this B-17 Flying Fortress from Flyzone. The wingspan is approx. 18 in. and it weighs 40 oz. Photos are on the next page.**









This is Jake May, a visiting guest, who is flying a Jackal jet from Hanger 9. It has a 10cc gas Evolution engine.



**Dave Swaffer has a P-40 Warhawk with a 56 in. wing-span from Hangar 9. It has a Power 52 E-flite electric motor, E-flite 80 speed control, and 5S 4500 mAh battery.**



**Steve Stuart is flying this new Edge 540 from Aeroworks. The wingspan is 60 in. It is powered by an OS-55 glow engine running a 12 x 6 prop.**



**Frank Burke had a successful maiden flight with this new AT-6 Texan ARF from TopFlite. It has a 69 in. wingspan with a 30.2 oz. wing loading. It is powered by a Saito 100 four-stroke glow engine running a 14 x 7 prop. It has mechanical retracts and weighs 9.9 lbs.**



**Roy DeMille had a successful maiden flight with this new DeNight Special racing plane from Hangar 9. It is a discontinued model that is no longer available. The wingspan is 48 in. It has a Power 52 E-flite electric motor and a 4 cell 4000 mAh battery with 14.8 volts.**



John Cutler made a successful maiden flight with his new A. J. Slick from 3D Hobby. It has a 71 in. wingspan. It is powered by a DLE-30cc gas engine running a Vess 20A prop. It has 7955 HiTec servos and he is using a 2 cell Lipo battery.



Bob Broughton and Patrick Pranic have Radians which fly excellently, hence the smiles.



**John Hartsell maidens his newly acquired Stinson Reliant. Having a wing span 100" and powered with a Sato 180 Golden Knight sporting a 17-8 prop, John successfully lifted the bird in the air. John's son was tasked with the first flight which revealed the need for more right aileron. Nothing nicer than a non-eventful first flight! This is a hand-built model.**

(Text and photos by Ron Madison)





The next 12 photos were taken @ the AMA Expo in Ontario, CA on Jan. 9, 2015



**Mike Lonnecker drove his van to the AMA Expo along with James Gallacher and Jess Green, and your editor. These three men are/were full-scale sailplane pilots. James and Jess owned a Schweitzer 1-26 together.**



**The metal-work on this P-38 is outstanding! Many scale models were on exhibit.**



This Gee-Bee R-1 was large and beautifully crafted.



Twin Ercoupe— rubber powered—was one of many such fine creations on exhibit in the “flying” ballroom.



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**Models on Exhibit**





Lucien Miller of *Innov8tive Designs* was an exhibitor. Lucien was a club member last year.



A large Fly Baby was suspended from the ceiling. Can you see the wires?



**For \$1,000, you can own this ASW-20. It has a 4.3 meter wing, weighs 19.5 lbs. and has a prop too!**

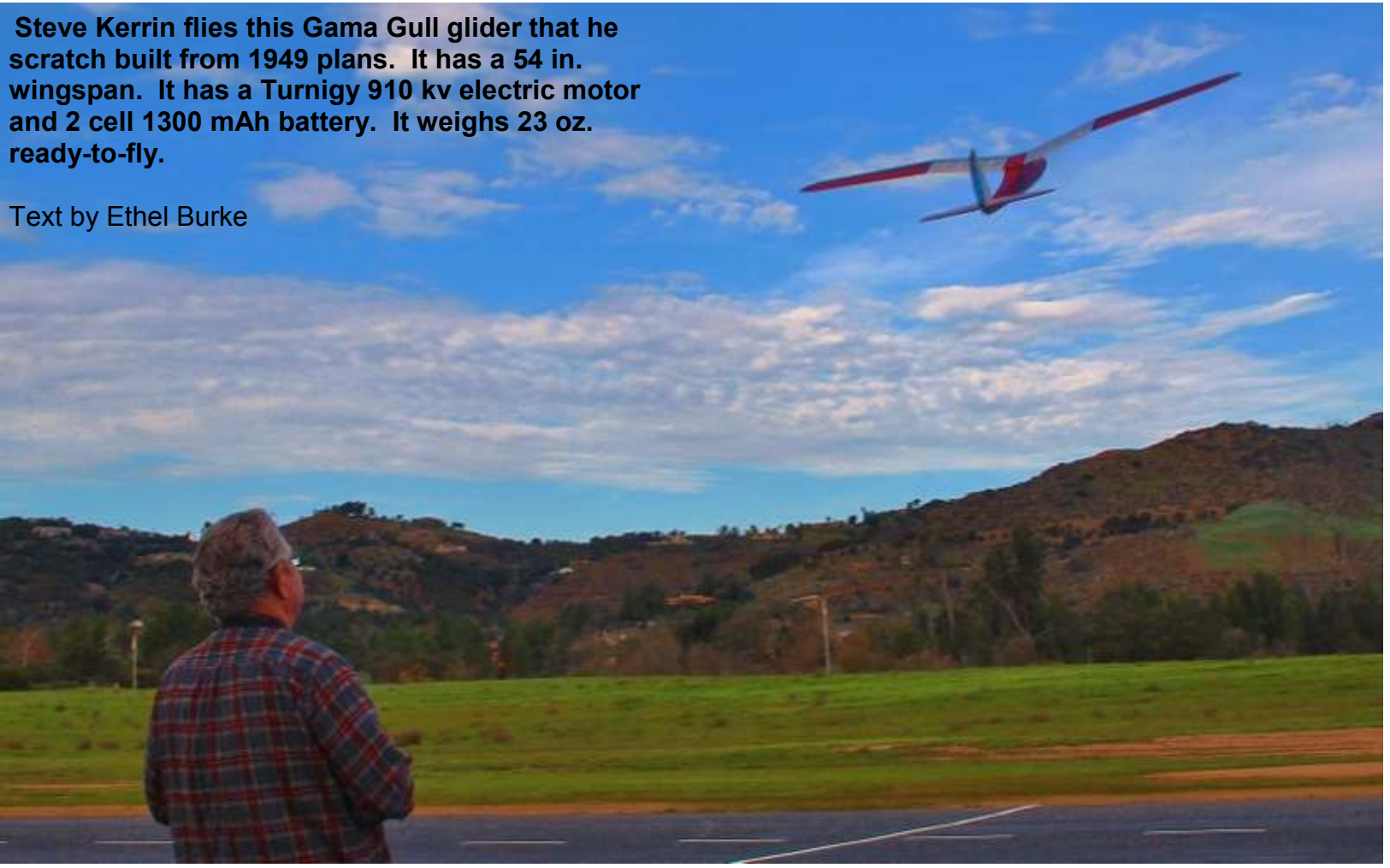


**The Hughes HR-1 model used in the AVIATOR was on exhibit again. Very slick. The San Diego Air and Space Museum is finishing a non-flying full-scale model of this plane.**



**Steve Kerrin flies this Gama Gull glider that he scratch built from 1949 plans. It has a 54 in. wingspan. It has a Turnigy 910 kv electric motor and 2 cell 1300 mAh battery. It weighs 23 oz. ready-to-fly.**

Text by Ethel Burke





**Bob Bauersfeld and his beautiful ARF Sig Senior Cadet**



**Vice President Patrick Pranca and his friend Sir Lewis Creedon enjoy good times at our field.**



**Above: Bob Bauersfeld and Ed Ramsey Ed. Has been a club member for more than 30 years!**



**This plane belongs to Steve Kerrin. He uses it to video tape flying.**

Ed Ramsey and his new foam FW-190





A very sharp photo of Ron Schuyler's Mustang on Jan. 13, 2015. Ron often flies with smoke, but this plane doesn't have it. Someone razzed Ron that there was no smoke. Ron countered, "Yes there is when it cragshes!"







Handsome Steve Kallam and his bipe.



Safety Officer Jim Jenkins and his foamy Carbon Fiber Cub on 1/13/2015.



“Senator “ Thomas Johnston on  
Jan. 13, 2015



Richard Mack, President Emeritus Bill Hill, and V.P. Patrick Pratica — “3 crows on a fence”  
(That’s what one of them called themselves.)



Quarter-scale Gypsy Moth with Saito 120 four cycle is whisper quiet. John Hartsell jr. photo. (editor's plane.)





Lew's latest auto-gyro



# HELICOPTERS AT OUR FIELD

Don Cleary has a new heli powered by an OS 20cc gasoline engine. It's equivalent to a .90. It burns very little fuel and costs pennies to run. Don has about \$1,500 in this beautiful bird. Jan. 15, 2015. Air temp was about 70.





**A club roster from 1983 lists Russ Parks! He knows our club VERY well. If you want to know our history, ask Russ. It looks like he joined the club when he was a teenager! That smile is ever-present on this most pleasant man. Russ, you are one of the 'good guys'.**



**Loris Koder returning from another successful flight.**





**Haig Garabedian from Dana Point shows his 1970's Ace R/C transmitter which he built from a kit. Now he plans to convert it to 2.4 and use it to fly his heli! That's a wow!!**

**(Loris Koder is in the background.)**



**'Heli-Don' White and Don Cleary on January 15, 2015**



**See the next page to see what James Gallacher and Mike Lonnecker are up to. James flies a tow-plane and Mike provided the 'towee-plane.'**





Mike Lonnecker flying his sailplane while Lou Governale and James Gallacher watch.



Steve Kerrin downloading the video he just took from his plane.



Tom Johnston

Lou Governale



# Jan. 15, 2014 Club Meeting



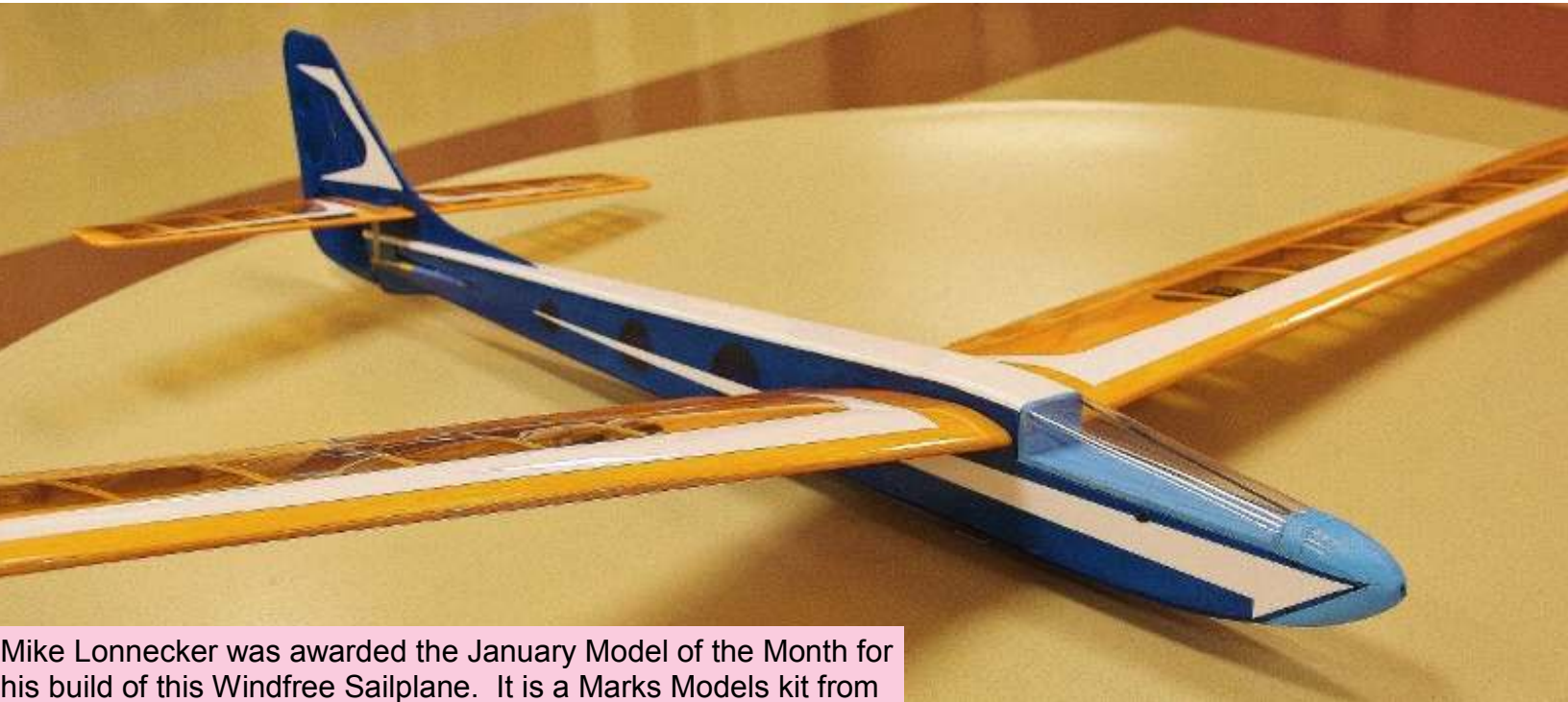
**Frank and Ethel Burke gave a masterful presentation about applying Monokote. Frank has raised the process to an art-form and wowed everyone with his knowledge and consummate skill in applying this and other coverings! Their presentation was better than excellent. We all learned from you. Thanks so much for such a thorough and thoughtful presentation!! 5 Stars!**

**Don 'Heli' White watched Frank Burke's presentation intently with obvious pleasure.**





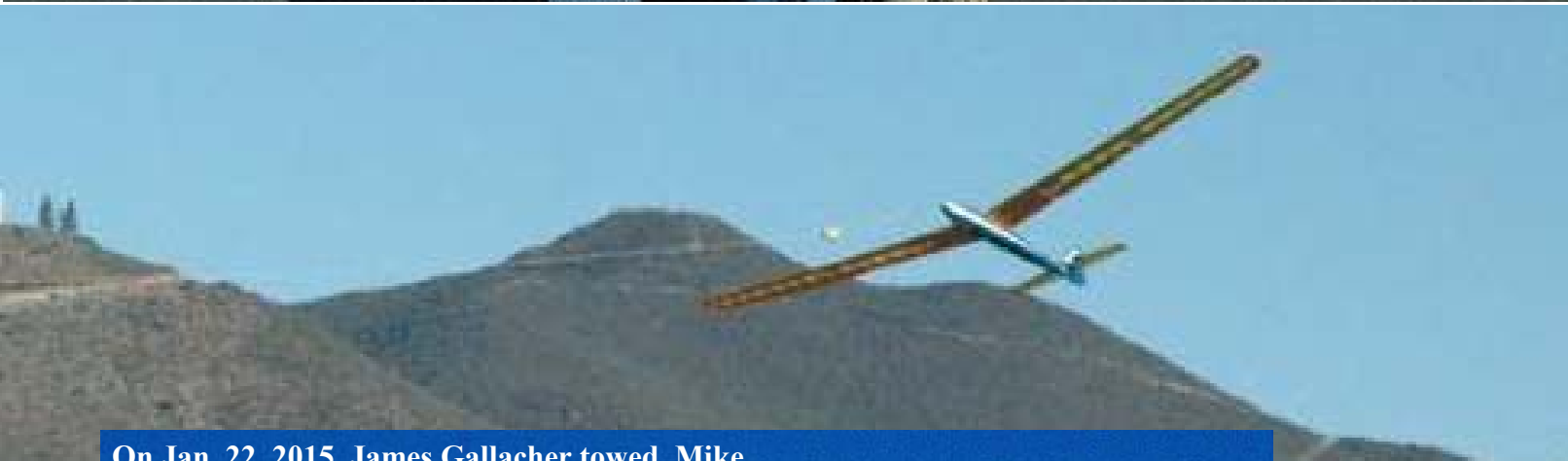
**Board Member Dave Drowns - - - - a fine photo of 'grandpa.'**



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On Jan. 22, 2015, James Gallacher towed Mike Lonnecker's Windfree. James has an on-board altimeter and asked us how high we thought he was flying. I guessed 878 feet. When he landed, his altimeter showed 881 feet! I strutted around like a peacock! So, the next time I say a plane is flying @ 399.9 feet, believe me! We are located 5.3 miles from the nearest airport so according to AMA rules, we are NOT limited to 400 feet.



Photos on this page  
by Chris Avellino





**On Monday, Jan. 19, 2015, a local rocket club for Escondido Charter School used our field to launch their rockets. It was a warm winter day and just perfect with no wind. Glenn Pohly is a master at rocketry and led the day of fun. (Next four photos taken by Varley Longson.)**



**Rocket man is alive and well and he's a member of Palomar RC Flyers! On January 19<sup>th</sup> the club hosted the CAP cadet squadron 714 and the Rocket Club from Escondido Charter High School for a morning of rocket excitement. Captain Sonya Rea who teaches at Escondido Charter does a wonderful job getting her students interested in the science of building and flying model rockets. That Monday morning Sonya and her husband Bob who is also an instructor at the school brought around 10 students to blast off at Johnson Field. The club's very own Glenn Pohly came out to oversee the operation, bringing his own very extensive collection of model rockets, his launchers, weather monitoring station, and his expertise. Glenn did an outstanding job as Range Safety Officer, Launch Control Officer, and helped the students with coaching on flying and building techniques. We had about six launchers set up along the road to the heli flying area and the students took turns launching as they were ready. "5-4-3-2-1" and the rockets were launched into a beautiful clear blue sky, all heads looking up as the rockets went virtually out of sight the only visible evidence being the white smoke trail and then a burst as the recovery chute was released and the rockets gently floated back to earth for another launch. All in all a very successful day for students and spectators; thank you Glenn, you are the Rocket "MAN"!**

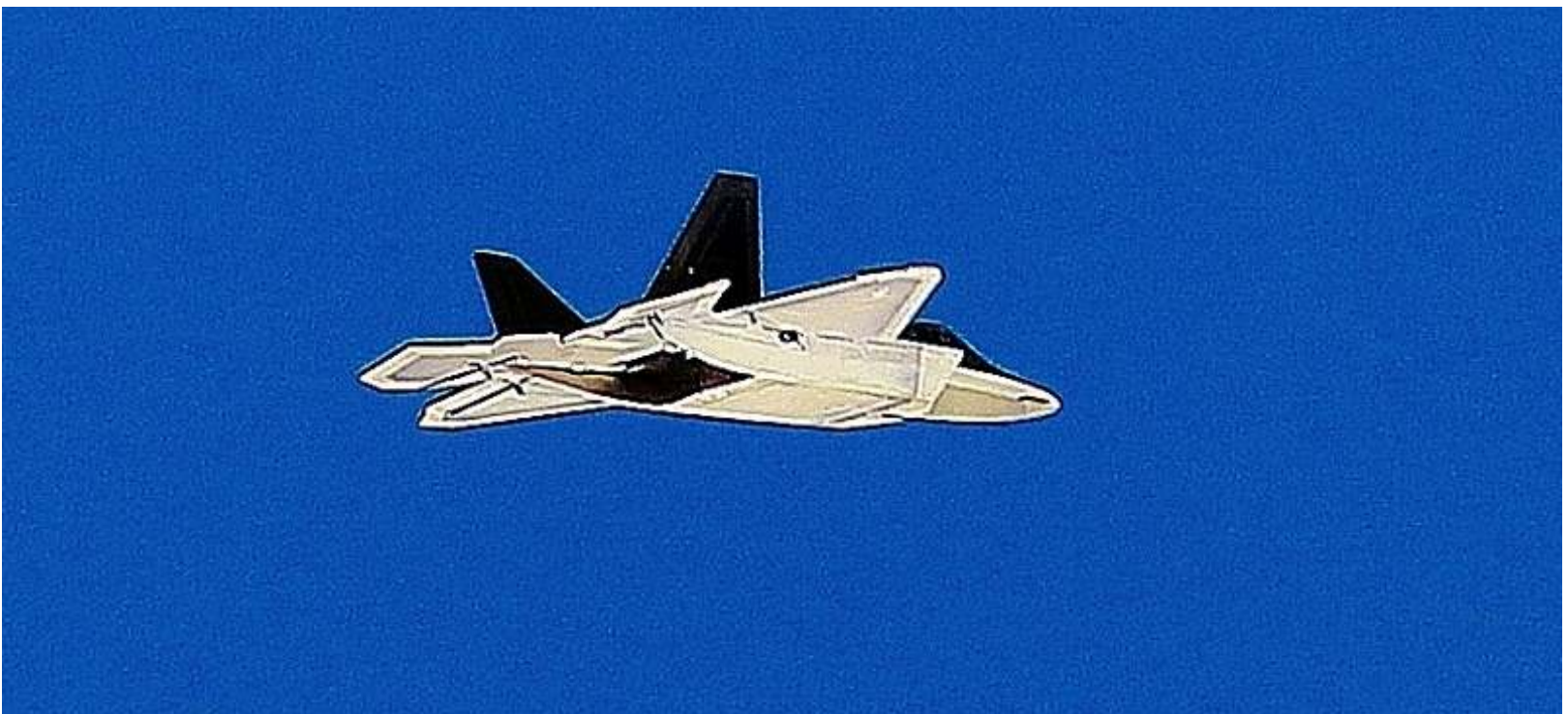
**Bill Hill**



**No-Cal Staggerwing; 5.4 grams without rubber. Bill Hill's latest creation!**



**On Tuesday, Jan. 27th, Bill Hill and Patrick Pratica flew their foamy F-22's in formation as can be seen on the following page The photo below is unusually lit, is it not? All the light is coming from below. How was it done? Any guesses? The answer is on the next page.**





The jet was photographed while it was inverted. I flipped the jet over making it look like it was flying over the sun.



**Richard Mack's J-3 looks great in the air. Notice his fully cowled gasoline engine! (Thanks to photo retouching.)**



**This full-scale-heli flew over our field on Jan. 27, 2015. The telephoto lens really 'pulled it down.'**





**Full-scale pilot Russell Gregory is learning to fly r/c and V.P. Parick Pranica.**



**At the end of the year, Nebraska played USC and these flags were flying in S. D. harbor on a boat. An airliner was on final to land at Lindberg Airport.**



Jack Dedrick passed away three years ago on Feb. 26, 2012. Jack, we, your friends, still miss you.



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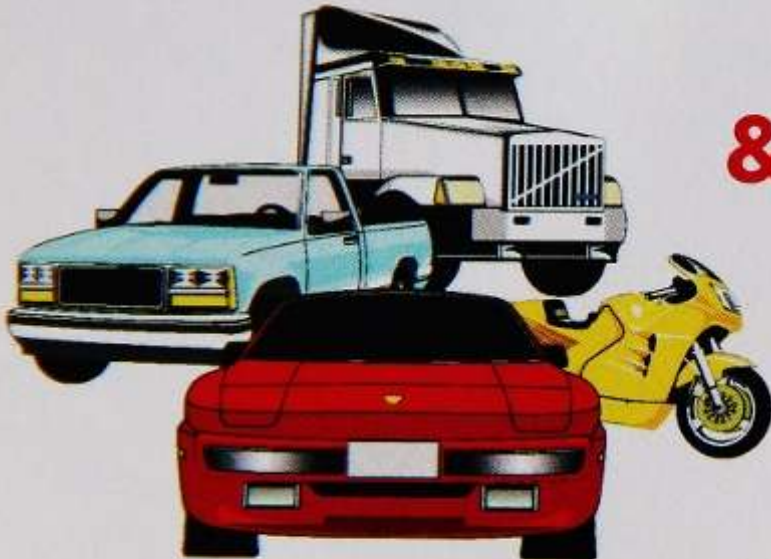
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### ***CLUB OFFICERS***

<b>PRESIDENT</b> Varley Longson	<b>760-723-1335</b>
<b>VICE PRESIDENT</b> Patrick Pranica	<b>442-333-9024</b>
<b>SECRETARY</b> Chris Avellino	<b>858-245-3342</b>
<b>TREASURER</b> Sean O'Connor	<b>858-485-0750</b>
<b>SAFETY OFFICER</b> Jim Jenkins	<b>760-910-4141</b>
<b>BD MEMBER</b> Denver Bates	<b>760-728-2880</b>
<b>BD MEMBER</b> Scott Dedic	<b>858-674-4624</b>
<b>BD MEMBER</b> Chuck Riley	<b>951-693-5679</b>
<b>BD MEMBER</b> Roger D. Cosio	<b>760-724-4926</b>
<b>BD MEMBER</b> Joseph Villarreal	<b>760-749-7029</b>
<b>BD MEMBER</b> David Drowns	<b>760-740-1715</b>

### ***CLUB OPERATIONS***

<b>Advertising</b> Bill Hill	<b>760-738-0644</b>
<b>Newsletter Editor</b> Joe Buko	<b>760-726-8831</b>
<b>WebMaster</b> Martynas Kausas	

### ***SPECIAL INTEREST GROUPS***

<b>RC Combat Chairman</b> Fred Eivaz	<b>817-714-2379</b>
<b>Helicopter Chairman</b> Scott Dedic	<b>858-674-4624</b>

### ***HEAD INSTRUCTOR***

<b>Dennis Newbeck</b>	<b>760-297-1134</b>
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### ***INSTRUCTOR LIST***

<b>Butch Abongan Basic Flight</b>	<b>760-855-2162</b>
<b>David Drowns Basic Flight</b>	<b>760-740-1715</b>
<b>Todd Melton Basic Flight</b>	<b>760-305-8983</b>
<b>Glenn Pohly Basic Flight</b>	<b>858-414-9749</b>
<b>Tim Hitchcock Basic Flight</b>	<b>760-458-8961</b>

**Please direct correspondence to:**

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

**Fax : 909-679-7465**

**E-MAIL: [info@palomarrcflyers.org](mailto:info@palomarrcflyers.org)**

**Catch us on the web at: [www.palomarrcflyers.com](http://www.palomarrcflyers.com)**

# 2015 Club Officers



**Treasurer Sean O'Connor**



**President Varley Longson**



**Vice President Patrick Pranica**



**Safety Officer Jim Jenkins**

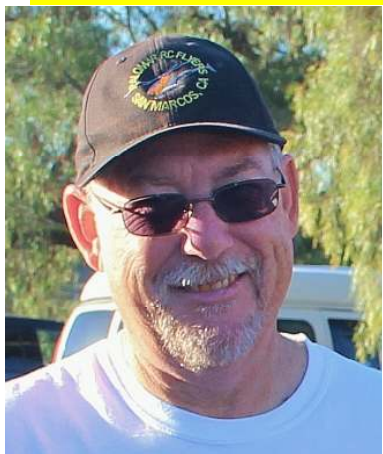


**Secretary Chris Avellino**

# Board Members



**Sott Dedic**



**Joseph Villarreal**



**David Drown**



**Chuck Riley**



**Denver Bates**



**Roger Cosio**

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February 2015

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