

AMA Charter #141

Transmitter

The Newsletter of the Palomar RC Flyers

January

RC Web Site — www.PalomarRCFlyers.org

Meeting Minutes

Board of Directors Meeting
December 29th, 2004

Attendees: George Dawe, Gary Thompson, Harvey Atkinson, David Truax, David Drowns, Butch Abongan, Varley Langston, Glen Pohly, Tom Minegar.

The meeting called to order at 7:03 pm

The board resolved to repay the loans to the club from club members.

The board resolved to use \$500 per month for RC Car Track improvements and \$500 per month to repay loans from club members.

The board resolved to pursue more flying sites that may be available in Fallbrook, Bonsall, San Marcos, and other areas in the North County.

The board resolved to start liquidating surplus property.

The board voted 8 to 1 to approve Gary Thompson's idea to allow RC Track workers to fully work off their club membership dues.

The board resolved to give Bob and Maxine Lang tax deductions for their many contributions.

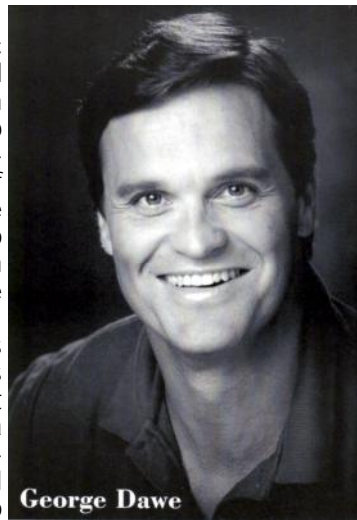
The meeting was adjourned at 9:09pm.

Dave Truax



Well, its New Year's Eve. It's a time to reflect and a time to set goals...resolutions of a sort. That is what I will attempt to do in my following message. This January 2005 column is sort of my "State of the Club" address.

First, I would like to reflect on the all of the good things this Club has accomplished over the years. Most of these things would never have been possible but for the tireless, unselfish, and heroic efforts of Bob and Maxine Lang. Each member of this Club owes them an immeasurable debt of gratitude, which we will never be able to pay back. But, then again, Bob and Maxine never wanted praise. Their sole concern has always been the Club's welfare. So the next time you see them at a club meeting or Johnson field, please find the time to say hello and thank them.



George Dawe

Now, as to the clubs "old business", in 2004 the club participated in, and sponsored events that have benefited both the R/C community and the general public as a whole. I will refer you to the "tentative" 2005 schedule in stating that the club shall continue to do so in the coming year. The club has one of the finest airfields in the county.

We have held countless R/C aircraft events using this great facility. We have the start of a good R/C helicopter venue and we have a new off-road car track.

Over the past year, the Club's 4th of July picnic, swap meet, mall show and airshow have all been highly successful events that have contributed to the life-blood of the club... new memberships! These events have provided fun and fond memories for all whom have taken the time to participate. You, the club members, are what keeps this club going and makes it great. For that you should all be congratulated!

As to "new business" I will also refer you to that same 2005 "tentative" schedule which demonstrates the clubs continued commitment in excellence in R/C modeling. I would like to draw your attention to two new events for 2005.

First, please note that the club will be re-introducing a smaller, lower budget version, of our scale airshow: "Top Dawg". This will be a "flying" scale show with three classes. There will be no static display. In other words participation in the event will require flying! (Unless of course you want to be a judge or help out in the administration of the event!) The purpose of this event is to encourage our membership and the

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membership of surrounding clubs to "build" and "fly" models. ARFs are not allowed! (regardless of how you redesign them!) The builder of the model rule will apply in all events. Kits, Plans and original models will qualify. AMA rules judging will apply. As many of the Club's "master scale" gentlemen build aircraft which are just too "dang big to fly out of our airfield", given the highway restrictions, I will be enlisting the aide of some of our advanced scale modelers to train our judges and help judge and run the event. The events will be AMA 511, 512 and 520. Please note the "spring" date in the Club's schedule!

Also, please note that we will be holding a "control line" fun fly this year. Why? Primarily because I bought a TopFlite "Nobler" control line kit, (not an ARF) on Ebay! No, just kidding! Once again, in throwing this event, the club is trying to encourage the building and flying of model aircraft. (No ARFs allowed!)

A helicopter event will be held, but has not been scheduled. But will be scheduled by our next board meeting as will a Fun-Fly event!

Combat will have an all new schedule and a new class of scale aircraft, "4825". These aircraft will be a bit larger and perhaps slower than the 2610 class, but will put some emphasis on scale detail of the aircraft. This class will encourage more pilot participation and bring out the scale builder buried-deep-down inside a lot of our members. I encourage you to go to the RCCA site and check out the aircraft and some of the posted flying videos featuring this new exciting combat class!

Both the R/C Combat schedule and the R/C Race Track schedules are also posted in this news letter. Contrary to one former member's public statements, our Car Track is alive and well! Read the race track schedule posted in this news letter!

That brings up a bit of unfinished business that I will share with the

club at this time. It is no secret that we have built a number of structures on the Johnson field site. All of these are designed to enhance our members' enjoyment. As many of you know our landlord and two of our neighbors' properties are being considered for future development. In June of 2004, the county planning commission, including the building inspector and zoning department examined the proposed future home sites for rezoning, environmental, and planning concerns. During that time, the property of our landlord was physically inspected. As a result the County of San Diego is requiring us to file for a "temporary major-use permit". We must also file for building permits for all of our structures. We are currently negotiating these requirements with the county and expect to be in full compliance by this spring.

This said, we will, eventually, (probably a few years down the road), need to develop a new field. This summer we are scheduled to acquire the San Marcos landfill. Several of the members of our Board of directors and I will be inspecting this site in the next couple of weeks to determine what will be required to make that site into a top rate facility. But that said, we will still need to find another larger northern site that will eventually house all of the activities we currently support. As such I am reinstating the "future site" committee which will be chaired by Tom Minegar. If you would be interested in serving on this committee, please contact either Tom or me.

Well, I probably have not equaled Bob's word-count and I certainly have yet to reach his standards of eloquent prose. But, hopefully, I have communicated the message: This club shall continue to serve its membership in the year 2005 with numerous diverse activities in which all are encouraged to participate.

May you all be blessed in this New Year and let the fun begin!

Your President

George Dawe

COMBAT CORNER

By Jim Cole

The last combat of the 2004 season is in the books. We had rain both days, so the spectators were few and far between.

That didn't dampen the spirits of the pilots as we had 22 pilots fly 3 events of 4 to 5 rounds each for a total of 25 flights of combat.

Palomar R.C. Flyers "Pearl harbor classic" has become "The" combat event to attend in the west for R.C.C.A. pilots in contention for the National Championship, as it is the last major event of the year.

This year pilots from as far away as Texas, Nevada, Las Vegas, and all of California attended.

Lee Liddle from Dallas Texas attended for the 2nd year and clinched the National Championship in 2610 WWII scale.

Congratulations to Lee and we hope to see him next year. By the way he won two of the three 1st place plaques. (2610 WWII scale & Open class "B").

Kudos go to David Drowns for winning 1st place in "Slow Survivable Combat" (SSC) for the second time in a row. Congratulations David.

The only glitch, besides the weather, was the lack of hot food this year and we all know what happened there. Combat pilots are resilient though and we managed on soft drinks, chips, old Halloween candy and a few runners to "Nessy Burgers".

Since it was only on and off light rain Saturday we flew "Marathon" combat (11 rounds of 2 flights each), hearing it was going to rain harder on Sunday. So we only had to fly one round on Sunday to make it a legal in all three events. We barely made it after a call to combat and an abrupt end to re-tie forestry tape

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Palomar Raceway News - January 2005

By Johnny Pumphandle

The Palomar Flyers have established a racing schedule for Palomar Raceway for the 2005 season. Both Off-Road and Oval races have been scheduled. All races will be held on Sunday.

The track will be open to all Club members for practice except during races on the Sundays that have been scheduled. Non-members that enter our races will be allowed to practice on the Saturday before the race. Non-members are not allowed on the track at any other time.

Here's an overview of the 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

We have established a Racing Committee that has taken over development and planning for the track.

The Committee Members are:

Roger Corley
 Jay Dombroski
 Kirk Ford
 John Giblin
 Scott Tucker
 Robert Lanier
 Tim Dunn
 Michael Flaherty
 Tony Irizarry
 Gary Thompson

The races will be run by club members. There are 4 positions needed to officiate at every race:

- Race Director
- Timing Operator
- Referee
- Track Operator

The Palomar Board of Directors has agreed on a program to provide these volunteer Club members with an incentive program that adds onto the current Palomar Dollars program that is in place for volunteers at the Club.

Normally, a volunteer can only receive up to 10 hours (\$100) credit towards the next year's membership dues.

The Raceway is considered a vital operation that requires trained management and a greater commitment in order to continue to be successful, so volunteers at the track will be able to earn up to 15 hours (\$150) towards their next year's (2006) membership dues.

Volunteers that serve in one of the 4 positions will each earn 3 hours (\$30 Palomar dollars) for each race that they officiate. So these volunteers can earn their entire next year's dues by working at 5 races in the prior year. In order to earn the 3 hours for each race, each volunteer must accept the responsibility for the assignment (training hours do not count).

Be sure to check out the Palomar Raceway web site for all the details on our racing program:
www.PalomarRaceway.com



If you are interested in participating in our racing program as a track official or as a Racing Committee member, please contact me or anyone on the Racing Committee for details. I can guarantee that hanging out at the race track is a treat watching an exciting racing spectacle.

Gary Thompson
 858 794-4665



ROAR is the official U.S./Canadian sanctioning body for racing R/C cars. ROAR is responsible for producing and maintaining rules that are fair for all parties involved — members and manufacturers alike. As an official IFMAR bloc, ROAR is also responsible for organizing race teams that represent the U.S. and Canada to compete at IFMAR World Championships for all scales of R/C cars.

Computer Stuff

The Palomar RC Flyers have taken over a good portion of the internet these days.

We now operate 2 websites and maintain a contact group and a forum for discussion. Our members can stay informed electronically and keep up with the latest news involving the RC hobby.

All of these electronic facilities are inter-linked, so that you can navigate from one to the other, if you just new how.

Those of you that have access to the internet can take advantage of these facilities, but I know that not all of you are even aware of what is available. I will try to describe what is available and how to access all of our electronic facilities. So sit down in front of your computer and give each one of these a try. You will not be disappointed.

<http://www.PalomarRCFlyers.org>

This is the club website.

It is a public website open to anyone in the world to get the latest info on what is going on with PRCF. The website features a Navigation bar across the middle-top of the page. In order to access website pages, you need to place your mouse cursor on this Navigation bar to display the Table of Contents.

You will then be able to get the latest copy of the Transmitter, Check our Schedule of Events, look at pictures of models, get a Club membership Application, contact the webmaster, and other details about the Club. Hot information is placed on the front page, so you may want to scroll down to see if there is any late-breaking news.

<http://www.PalomarRaceway.com>

This is the race track website.

It is also a public website and is dedicated to Race Track operations.

The front page design is different and navigation is by buttons along the left hand side of the page. By clicking on these buttons, you can access various pages found on the website such as FAQ, Events, Schedule, Track Rules, Track Info, Results, monthly Lap Times, etc. The Race Network button takes you to a copy of the website that is found at the track, where we operate a wireless access website that is active during races.

<http://groups.yahoo.com/group/PalomarFlyers/>

This is the Club contact list.

This is a private group and is maintained by the Club to be able to notify group members of PRCF news. By joining the PalomarFlyers Yahoo group, you will be able to receive notices reminding you of events coming up, meetings, cancellations, important news, field conditions, event details, etc. The Club announces all coming events and will send messages to the group to remind its members of the coming event.

If you want to stay in the loop, join this group by subscription and begin receiving notices. You can also arrange your group participation and not receive mail, but simply access the Group website to get the latest messages. (not recommended). If you are not getting the latest news, it may be because you haven't provided us with your correct email address. Don't forget to update your Group membership details if you change your email.

<http://www.getfreebb.com/members/?mforum=SDCAMC>

This is a public forum oriented to all RC Clubs in San Diego County.

The San Diego County Association of Model Clubs has established this forum to provide communications among RC Clubs in San Diego County. Palomar RC posts Club events on the Calendar here as well as providing a discussion forum for Aircraft and Cars.

To learn about other Club facilities in San Diego County, there is a section devoted to each individual Club, contacts, field locations, etc. You do not have to join to participate in the forum.

However, to post For-Sale items on the web site, you must join the forum. You can post anything you want to sell, no charge and even post a picture of your fabulous item, which will typically be read by someone looking for what you have to sell. I represent Palomar RC Flyers at the SDCAMC and am also the moderator for this forum.

If you don't have access to the internet, look what you are missing. You may want to consider taking the plunge.

Gary Thompson

A note from the editor:

If you have access to the web site, it would be appreciated if you would down load the *Transmitter* rather than having it mailed to you. It saves the club the cost of first class postage as well as my time required to fold, seal, label and stamp the newsletter. Plus, you get to see it in living color!

Palomar Dollars - 2005

\$10 -

\$20 -

\$30 -

\$40 -

\$50 - Gary Thompson, Eric Loos.

\$100 - Roger Corley, Varley Langston, Glenn Pohly.

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.

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".

Can a piece of hardware make you a better pilot?

I think so. I have been using the Shulze Blinki-mc for the last 6 years. I have one mounted in each of my regular flying models and it has saved a number of airplanes from loss. The Blinki is so versatile that it takes care of many of the preparation functions that are sometimes forgotten when you are in a hurry to get flying.

The Blinki-mc is an electronic device, weighing 7.5 grams, that is mounted in the fuselage to do a number of things:

- Monitor receiver voltage
- Detect the lowest voltage that occurs in flight
- Detect any glitches in your radio during flight
- Warn you (beeps) when battery is low on power during flight
- Warns you when you turn on power, if the battery is too low
- Becomes a sonic locator if your plane becomes lost

It has warned me on 4 occasions not to fly because of premature low voltage. All of these were determined to be batteries that had exceeded their life span. I have located two airplanes that crash landed in the 'jungle'. So not only I have I gotten my money back, but I have saved myself a lot of grief and possibly avoided some nasty situations.

The Blinki plugs into any empty slot in your receiver. When you turn the power on, it analyzes your battery with a load and counts the number of cells. It gives you a report (1 beep for each cell) to let you know that voltages are up to speed. There are 8 LED's to give you an indication of the voltage, 1 blue, 4 green, 2 orange, and a red. If during flight, it

drops to the last Orange or Red, the Blinki will begin beeping. Time to hang it up or recharge.

The lowest voltage that has occurred is indicated by a flashing LED. So just glance at it after landing. If the blue LED is blinking, you have been 'hit'. A binary count of the number of glitches can be read by moving the empty channel to ON.

If your plane is lost, head towards the area and periodically turn the empty channel switch ON. The Blinki will sound its alarm continuously to lead you towards the location of your plane.

I believe that I can fly more safely with this little gizmo. No, it's not going to keep you from crashing, but it certainly gives a lot more confidence in the condition of your on-board radio system.

Gary Thompson



Here's what it looks like!

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as streamer material and back up in the rain to finish the competition. We presented the awards in a down pour.

The final standings were.

OPEN CLASS "B"

1 ST	Lee Liddle
2 ND	Victor Shamulus
3 RD	Terry Harner

2610 WWII Scale

1 ST	Lee Liddle
2 ND	John Armstrong
3 RD	Victor Shamulus

"Slow Survivable Combat"

1 ST	David Drowns
2 ND	John Stewart
3 RD	Lee Liddle

I would like to thank all the club members that participated and helped this year. I think we proved again "P.R.C.F." puts on first class events that are Safe and Fun.

I look forward to next year being bigger and better than ever. We have some changes to our format next year so stay tuned for all the info.

Till next year fly safe and check ur six.

Jim and Janet Cole



The December 4th, 2004 Combat Pilots

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

Right Flyer—40T MKII Trainer

Great condition, only flown for 6 months. OS 40 engine with prop and spinner. All hardware already installed. Fuel tank and radio system needed. \$75

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Hitec 7ch receiver, 4-Hitec servos, and a 1000mAH battery.

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jsamsen@yahoo.com.

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ARF,NIB 51.5 IN W/S
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Cell, best one to use 760-420-3692

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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.



Scale Contests

By Ron Peterka

PRACTICE MAKES PERFECT?

This is a bit of a challenge to those of you out there who are out there at the field just making random patterns, shooting an occasional touch and go, and getting a little bored. Why not practice a few basic maneuvers that will make you a better pilot and at the same time prepare you for competing in a scale contest sometime in the future.

It'll make your day more fun. Trust me.

Personally, I plan on encouraging more scale modeling in our club, and that means both building and flying activities.

Let's not worry about building just now, let's look at the flying because it's the best place to start building skills.

In almost every scale contest there are a few basic maneuvers that every entrant needs to be able to perform. These maneuvers are usually mandatory. Of course, take-off and landing in a scale like manner (there may be a very few exceptions) are to be expected. You are already practicing these maneuvers with every flight aren't you?

We'll fine-tune these later.

You will be allowed to perform all other maneuvers in the order you prefer, so long as you have informed the judges of the order before the flight. If you tell them what you are going to do, and then do each maneuver well, you will have allowed the judges to give you maximum scores.

Let's look at what seems like an easy mandatory maneuver – the "Low Fly-By".

The rules call for a straight and level fly-by on the maneuver line (usually just out beyond the runway) and maintaining a 10 to 30 foot altitude above the ground. Variations include a 'fast' fly-by, and/or a 'dirty/slow' fly-by, but for now just plan on an airspeed that "looks realistic"

and allows good control.

You will be expected to hold the heading and altitude for about 300 feet, the length of a football field. You will also be expected to tell the judges when to start judging by calling out - "Fly-by-beginning.....now".

They have the option of deciding when the maneuver is finished, but I suggest calling out "Maneuver ended" just in case. You can practice this even if it's only under your breath.

At a contest you will be required to have a caller/spotter who stands behind you and reminds you of the sequence and looks for traffic. It helps if this is someone who you are familiar with and can trust. This is also your best friend while you are practicing as he/she can watch the shape and placement of each part of every maneuver and help you perfect your timing and speed control.

So far we have seen that a simple fly-by is not really so simple. It calls for planning to set up for position, throttle control for realistic speed, calling when to judge, watching heading and altitude, calling the end of maneuver, and finally making a smooth transition to the next maneuver. Even after you're done, you're not really done because your entire flight will be judged for overall "flight realism" and this is a very subjective thing I can tell you.

I'll be writing about another basic maneuver, the "horizontal figure eight", next time.

If you have any questions, or suggestions (sorry, I won't go jump off a pier.) you can contact me at home (760) 788-9022, or by e-mail ron3180x@aol.com and I'll try and help.

Modeling has been a lot more interesting and challenging since I began competing.

The guys I have flown against have all been helpful and friendly. They will loan you about anything they have to help keep you in a contest, even if it costs them a place on the score-board.

We all wind up winners.
Ron Peterka

Lost and Found

By Rich Andersen

If it can happen to me, it can happen to you!!

While out at the field on Thursday, I set one of my three radios down by the table I was working on. Soon after I packed up and headed to HomeTown to meet the wife and Charlie.

When I got home, I started to unload... NO THIRD RADIO!... So I told the wife I needed to go back to the field. The wife went into the house and found a message on the answering machine. It was from Randy, he had found my radio in the green information area box and, not wanting to leave it there to disappear or get damaged in the next storm, he was taking it home.

He left a phone number and within a few hours, my radio was home, safe and sound.

SEE, THAT NAME AND NUMBER STUFF DOES WORK!!!

HELP US HELP YOU GET YOUR EQUIPMENT BACK PROMPTLY!

Put your name and phone number on all of your equipment.

Rich Andersen
Chairman, Lost and Found

WE are still looking for the home of a very nice field box found 3 months ago.

Rich Andersen
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WARNING:
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No.126752—LiPo Pack 910mAh 3 Cell (15C dis) No Plug	56.99
No.126755—LiPo Pack 1250mAh 2 Cell (15C dis) No Plug	44.99
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No.126783—LiPo Pack 2000mAh 3 cell (15C dis) No Plug	89.99
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No.126787—LiPo Pack 2100mAh 3 cell (20C dis) No Plug	129.99
No.126792—LiPo Pack 3200mAh 2 Cell (20C dis) No Plug	129.99
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April 2005

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South of Balboa
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EL CAJON
469 Broadway
At Ballantyne
619-444-6135

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

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

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

ENCINO
5541 Balboa
Balboa at Burbank
818-995-1162

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

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

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

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

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

SANTA CLARITA
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Between I-5 & I-14
861-298-3300

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.
909-463-0657

MURRIETA
26755 Jefferson Ave.
Between Murrieta &
Winchester
951-677-5816

REDLANDS
835 Tr City Center Drive
I-10 at Alabama
909-307-1183

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

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Hawthorne & 168th
310-214-0244

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405 Fwy. Euclid exit
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LAKEWOOD
5449 South Street
South at Bellflower
562-804-2515

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

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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
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
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SAFETY COMMITTEE / HEAD INSTRUCTOR

Charles Lewis		760-758-3103
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SAFETY OFFICERS

Duarte Cabral		858-578-6375
Les Staten		909-696-9557
Larry McDougle		760-945-8998

INSTRUCTOR LIST

AIRPLANES

	- 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
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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: rllang@mchsi.com	
Catch us on the web at www.palomarrcflyers.org	

Meeting Notice:

The Thursday, Jan. 20th 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

March 17 - Club Meeting

April 16, 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)

September 3, 4 - 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

November 17 - Club Meeting

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

All RC Combat events are AMA sanctioned.

DATES AND EVENTS SUBJECT TO CHANGE WITHOUT NOTICE

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

Return Service Requested

January 2005

