



AMA Charter #141

Transmitter

The Newsletter of the Palomar RC Flyers

April

RC Web Site — www.PalomarRCFlyers.org

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

Meeting Minutes

PRCF Board of Directors Meeting

February 23rd, 2005

The meeting was presided over by President George Dawe

The meeting was attended by:

- Secretary Dave Truax
- Treasurer Harvey Atkinson

The following Board Members were also in attendance:

- Roger Corley, David Drowns
- Varley Longson, Tom Minegar, and Glen Pohly

Special Attendance:

- Chief Flight Instructor, Charles Lewis

The President called the meeting to order at 7:00

The board voted to do the following:

1. Okay the expenditure of \$250 on the tractor
2. Okay the expenditure of \$300. for tarp pole replacements
3. Okay the rental of a "Ditch Witch" to dig the ditch required for the PVC water line to the Car Track water system.
4. Okay the purchase of another generator for the Car Track to be taken from the advertising at the Car Track.
5. Okay the purchase of new 3/8 inch padlocks for the bins.

Other items of note:

1. Varley Longson will install a Knox Box on the gate for the Fire Department.
2. Glenn Pohly has finished his coordination of the Fallbrook Air Fair.

At the next board meeting, the purchase of buddy box cords will be addressed.

David Truax

General Cub Meeting

(CONTINUED ON PAGE 4)



OK, Can you believe its April!!!! Where is the time going? I woke up yesterday, April 1, 2005, with every intention of writing this column... until I stood up and realized that I would be laying right back down in bed if my head and gravity had their way. I was definitely sick. So I stayed in bed thinking of all the things I planned to say in this month's addition of the Transmitter.

First, I thought about what happened at the field last month. Let's see...

We had our first successful pylon event in a couple of years. The race details and results will be found elsewhere in this addition of the transmitter. However, it was a very exiting day with many very close races, a couple of mid-air and about 50 spectators who certainly saw some fine racing. I want to thank Dave Truax and his staff for organizing a very well run event, in this first of what I hope will be several combat events this year. Jim and Janet Cole left their "Combat" helmets at home and in favor of "Pylon" attire. They helped David organize, register and run the entire event. It was good to once again look out on the runway and see Dave Truax standing out there as the line judge donning a Pylon helmet. For me it brought back fond memories of old times! But let's not dwell on the



George Dawe

past, I think Dave is planning on two more events, for all you budding racers out there... so get ready!...

Of course thinking about what I should be writing, instead of lying in bed sick, made me attempt to get out of bed once again...and...once again I retired to the prone position feeling that my head was a swollen watermelon weighing 300 lbs. So, I thought some more...

The dump truck did finally navigate its way on to our no longer soggy access road. But it was a different truck that made the attempt. This "truck" was hauling a load of road material courtesy of SDG&E marked FREE! That's right...we saved \$750.00! As I understand it, we may be receiving more such loads, which should enable us to completely restore the roads and hopefully allow access...even in the rain!

Now, given the recent fall-out from the multiple field closings due to rain, that's a relief to me, to say the least!!!

Unfortunately, as I lay in bed thinking of the possibility of how good it would be to never again have to put a rain lock on the main gate, my head reminded me that there are other things in life to think about. For instance, if I wasn't sick, after

I wrote this article, I could venture down the field and hop on the tractor and continue mowing down all the weeds that have declared "War" on Johnson Field...

Many of you may have noticed that the weeds are beginning to be eradicated, by the tractor mowing gang, through out the field. This is because

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our crack staff of tractor mowers, seeing a break in the clouds, leaped into action for what is sure to be the first of a continuing, long, drawn-out battle against mother natures attempts to re-cultivate the runway. I want to thank Larry Hufford, and Herb Hayes for maintaining the tractor. We had some recent new expenditures totaling \$117.59. However, now the tractor is not missing a cylinder and the Mower "drive shaft hydraulics have been limited so as to eliminate the shaft rubbing and eventual breaking on the mower housing". Simply put, we spent a little money now to save on what would be big expensive repairs later... I also want to thank Varley Longson, Adam Maciel, (who brought his own tractor to the field to help mow the weeds!), Larry Hufford and Tom Moriety whom have all donated their time to mow the weeds in compliance with recently enacted "Fallbrook, Bonsal and Rainbow Vegetation Management Standards" as required by the North County Fire Protection District. Great job to all!

But getting back to my reality and my state of sickness, finally, I am able to get up and get a glass of water...

This makes me think how nice it would be to be able to have food and beverage at our field again. Of course, that reminds me that I should be up-and-about reporting, through my column, of the recent postponement of our "Use Permit" meeting with the County of San Diego that was suppose to have taken place n March 27, 2005. Unfortunately, or fortunately, depending on your point of view and the eventual outcome, our County meeting has been re-scheduled for Mid-May 2005. This means we will conduct business as usual with the exception of our inability to sell food. I am still hopeful that all of our County loose-ends will be tied up by July 2005. We shall see!...

That reminds me, getting back to my current feverish state, I am having a hard time looking at anything right now without getting a severe headache. The pain just makes me want to close my eyes... and when I

do, I think about more pleasant things such as all of our up-coming events. For instance...

The Fallbrook Air-fair will be held on April 17, 2005. Glenn Pohly, has one to great lengths to organize and prepare for this event. During the pylon races, Glen was unable to compete, opting instead to inventory our tarps. With the aid of Jim Cole, Glen was also able to salvage some of our "destroyed" tarp poles, thus saving the club the better part of \$500.00 and providing 90 feet of shade for all of you potential exhibitors, out there, that otherwise might have suffered from heat stroke! From now on, no exceptions, these tarps will be used ONLY for airshows. They will not be used for any other event! I only hope that the April Transmitter reaches all of you in time to remind you to bring an airplane for our static display and earn some Palomar Dollars!...

Speaking of Palomar Dollars, our Car track has a lot of weeds within it! It needs your support and manpower to eradicate the vermin. If you are interested please contact Gary Thompson and he will put you on the clock!... so-to-speak... That reminds me that the car track has been doing well, of late, hosting a few recent events, now that the rain has ceased. It is my understanding that Hobby Shack is about to donate \$2000.00 to the club. This money should cover the additional costs of the water pipe and the purchase of a new generator for the car track, which the board approved in its last meeting. It should also cover the cost of a permanent metal covered sunshade for the Car-track, (and a portion of the Flying field's sunshade), which we intend to construct by the end of June 2005. A work party to build this structure will be



organized at our June meeting for those of you, who still need Palomar Dollars. This structure is on our "master-plan" that will be presented to the County of San Diego. For those of you that have raised concern, it is my intention to apply for a building permit prior the commencement of this activity.

As I look across at my unfinished Fokker D.VII, I am reminded that our scale airshow is just around the corner. Ron Peterka, has published a series of articles, regarding rules and flying maneuvers. He has given talks at club meetings about "craftsmanship" points and "color" judging. I expect to see many of you participating in this event. For some, like myself, it will be my first "AMA sanctioned Scale event and I am looking forward to it, although I till do not understand why my combat airplane, performing a "mid-air" with a fellow competitor does not count as a "maneuver" for judging purposes!...

Finally, as I sit here sicker than a dog, I am forced to look around my use at all my unfinished projects that I should be working on! This reminds me that our upcoming meeting is our annual club auction! Don't forget to bring all those items for which you want to find a new nice home. Also bring plenty of cash so you can provide a new home for those other nice items that you so desperately need. Remember that the salvageable contents from the Club's Barn will be up for auction before the general club auction begins.

Any way, as I sit her in my sick bed, wishing I could eat cookies...or is that... toss them... I just know that I will recover my health in time to write April's President's column...I just know it.

That's all I can dream about/write now. See you at the events and the meeting!

Your President, George Dawe



August 6-7

Electric Scale Fly-In

Scale Electric 2005

Hosted by the Palomar R/C Flyers

No Documentation Required

***Awards for WWI, WWII, Jet, Civilian
and Pilots Choice. Dry Sites for RV's***

Food, Vendors, Demos, and more!

\$10.00 landing fee covers both days

??? call 858-271-4430 Frank Gagliardi

www.Palomar RC Flyers.org

Please..No Profiles or 3D...Thanks

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General Cub Meeting

March 17th, 2005

The meeting was called to order by new Club President, George Dawe, at 7:30 March 17, 2005

"Old Business" progress was reported to the club:

1. As discussed at both the February board meeting and general club meeting, gravel has been dumped, (although not yet spread), on the access road at the top near the field road juncture. We hope to have it spread by tractor in the next few weeks, although a work party may still be necessary to complete the work. We received the material for FREE saving the club about \$750.00.
2. The first of the "youth group" events went off without a hitch. This particular event was organized by David Drowns. It include a "ground" school and flying session via buddy box for about fifteen kids ranging from 10-15 years of age.
3. Mowing of the weeds has begun now that the rains have ceased. This is done for aesthetic value and fire prevention. The club was told of upcoming tractor repairs and improvements to make the tractor more efficient for cutting weeds including a hydraulic governor to prevent the mower housing from being lifted up to the point of rubbing/ breaking the shaft. No cost have been finalized, but a \$350.00 estimate as offered.
4. The Club members were reminded that ABSOLUTELY NO-FLYING is permitted when the tractor is being operated anywhere around the runway...no exceptions!

New Business Presented:

1. The treasurers report was presented and approved by the membership.
2. The club purchased 10 new trainers and engines which will be added to the trainer fleet as the need requires. The club plans on using the current trainers for youth events and airshows this year. To insure that our "Flights of Fancy" program, conducted in association with the San Diego Aero-Space Museum, will not be short handed, 10 new trainers were purchased for a cost of \$1200.00.
3. The budget was presented and approved by the general membership
4. The President reminded the Club of the up-coming "Club Auction" to be held at our next club meeting. The kits inventoried in the barn will be presented for auction to increase the clubs cash flow and save on storage space.
5. The President reminded the Club of the upcoming scale show, Top Dawg, to be held May 21, 2005. Scale Chairman, Ron Peterka gave a presentation on scale documentation, craftsmanship, and color matching and the "point" system associated with this aspect of a scale meet.
6. The President reminded the Club of the upcoming Fallbrook Airfair to be held on April 17, 2005. Glenn Pohly, the Club's Airfair Chairman, reported

the steps taken to prepare for this event. He also estimated the tarp repair expenditures to be around \$300.00. On a side note, Glenn Pohly was announced as our newest LIFE MEMBER, congratulations Glenn!!!

7. The Car Track report was given by Gary Thompson. Given the abundance of recent rain the club still managed to get in a few races. Weeds inside the track are a nuisance and Gary reported the need for volunteers to earn a few Palomar dollars and help beautify and preserve the track.
8. The President reminded the club of the upcoming electric show to be held in July.
9. Model of the Month Winner was Bill Woodfine for designing an electric profile Beach Staggerwing.
10. Tool of the month award went to Graham Lloyd for presenting an inexpensive, nice looking aluminum case available at Harbor Freight
11. The following new members were voted into the club:
 - Bill Wenzell (pilot),
 - Pete Brundy (Driver),
 - Christan Brundy (Driver),
 - Michael Brundy (Driver),
 - Niholas Lloyd (Driver),
 - Nate Lloyd (Driver) and
 - Byron Morissey (Driver).

George Dawe

Palomar Dollars - 2005

\$10 -

\$20 - Robin Soloman & Ren Solomon

\$30 - John Gliblin, Dave Walker

\$50 - Joe Clow, Charles Lewis and Larry McDougale.

\$60 - Tony Irizarry

\$100 - Butch Abongan, Harvey Atkinson, Roger Corley, David Drowns, Varley Longson, Eric Loos, Tom Minegar, Gary Thompson, Dave Truax, and Robert Wylie.

\$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.

Hey, folks, we've got room for more names! Belly up to the bar!

Race Results

By Johnny Pumphandle

After a long wet spell, Palomar Raceway held an Off-road race in March:

Class Winners - March 6, 2005

E-Truck - Stock	Tyler McClean
E-Truck - Mod	Dan Ward
Nitro Truck	Jacques Ballow
1/8 Buggy	Jacques Ballow
MT - Small Block	Jay Dombrowski
MT - Large Block	Tyler Willmon

Non-Club members are invited to practice and race on any race weekend by submitting a race entry. If you want to get on the track at other times, you must join the Palomar RC Flyers club.

Complete details on joining the Palomar RC Flyers and information on the 2005 racing season is available on the Palomar Raceway website at www.PalomarRaceway.com.

A Championship SERIES begins on May 1 for the 2005 Palomar RC Off-Road Championship. You will automatically be entered in the Championship SERIES if you enter and race in these classes:

E-Truck - Stock, sponsored by Hobby Central, Poway
Nitro Truck, sponsored by Discount Hobby Warehouse, Mira Mesa.
1/8 scale Buggy, sponsored by Hobbytown, San Marcos.

The best 6 race scores will count towards the championship out of 8 races scheduled. You can get a SERIES race entry-pass for all 8 races for \$70 (Club members pay just \$35). This guarantees a starting spot in all 8 races. All races are limited to 100 drivers. Entries will also be taken before each race up to the limit. Registration normally closes at 9:00am on race day. So far we have \$1,700 merchandise in prizes, as well as trophies will be awarded at the conclusion of the final Championship race on October 2. Pre-race entries are always accepted, but allow a week for handling.

Complete info is on our website - www.PalomarRaceway.com.

Gary Thompson

Palomar Racing News

By Jay Dombrowski

Beginner's Corner

Well another month has come and gone. Wow, they sure roll by faster these days. For April, I wanted to do an article on basic engine trouble shooting and share with you how I do basic engine set up. Nosing around on the web I found a write-up that says it better than I could. Point your web browser to www.rchobbies.org/engine-tuning.htm

This person did a great job of doing basic engine setup and more. I did want to cover a related item of engine break in. There is a lot of information in the pits and on the web about the best way to break in your engine. Probably all good with some information better than others. My thinking is that heat cycling a new engine is the most important first step and is very easy to do.

What are we trying to do? The logic is we want to stress relief the piston, sleeve, block, rod and other engine metal to work as one unit when the temperature normalizes.

A couple tools that will make heat cycling much easier is a hair dryer and a "temp gun". Temp guns are a subject of themselves but for this session we will use it for comparison so the type is not of any real consequence.

We will do this by pre heating and maintaining heat in the engine with a standard hair dryer while running and cooling the engine for a couple of tanks full. We will do this several times, a little longer each time to complete the process. Then we will drive the car at very moderate speeds for a couple of tanks full. Following that is moderate track driving for a couple more tanks. Now your ready for final tuning and we are off to the races.

The procedure is to mount the engine in the car like normal and ready the car for driving.

I set the mixture adjustments as indicate by the manufacturer but adjust the idle adjustment screw in about 3 hours (1/4 of a turn). This will raise the idle speed so you can get it engine running and apply the gas-line pinch test described on the RChobbies web page. For this procedure, the pinch test should allow the engine to run 5-6 seconds and rev up a few hundred RPM before wanting to die. The reason is that for the first few heat cycles we want it slightly rich mixture.

Use the air dryer high setting to preheat the head temp to about 130-150 and start the engine and let it idle above normal with a slight rich mixture. We sill use the temp gun to check that the temp does not exceed 220 degrees (normally it will only go up to about 180-190 with hair dryer running at full tilt). After about 3 Min stop the engine and remove the

hair dryer and let the engine cool to a normal air temp. When you stop the motor ensure that the piston is at its bottom travel by rotating the fly wheel so the it is free.

We will then repeat this process keeping the hair dryer on the head barrel/block area each time you run the engine. We will repeat this for 4-5 times or one tank of gas. Note: the exhaust pipe will have a lot of extra oil in. Tip and dump the oil on a rag rather than your clothes.

Now the fun begins, driving he car. I usually do this in front of the house with a set of practice tires.

Now with a cool engine, start the engine and let it warm up to about 120-130 degrees. With the transmitter, clean out the engine by reving it up a few times letting it come back to idle. Set the idle speed to what seems normal and do the pinch test on the fuel line as discussed about. 4-5 second is about right with a reasonable idle.

Fill the tank and drive the car at moderate speeds up and down the block for about half a tank keeping your eye on the temp not exceeding 220.

Shut the engine off (flywheel free) until it cools to room temp. Repeat for the rest of this tank plus one more (if your really having fun and your battery pack is up for it, do a couple more tank fulls letting it cool at about half tank intervals).

You are now ready to head to the track.

At the track and with your engine warm (130 degrees) your idle can be adjusted to the way you like. The pinch test should work exactly as described on the RChobbies web page. For the next few tanks you want to use 1/2 to 3/4 throttle (no wide open straight away runs just yet). Blip the throttle on and off keeping the temp in the 200-220 range. Run 2 to 3 tanks like this and then your ready to get serious about engine tune.

My best advice is to always do the pinch test with a warm engine and adjust the hi-speed to be a little fat (rich on the top-end). After your practice time or heat race is over you can lean it more on the top for full power. When coming out of a corner it should be clean running with traces of dark blue smoke coming out the exhaust as the RPM's climb and then disappear as the RPM's build. Don't worry to much about the temp gun temperature. Keep your engine temp under the 240 mark as your tank get near empty and all will be just fine. Don't forget to use after running oil when your finished for the day. Using the above procedure has allowed me get 5-6 gallons of fuel through the motor before replacing bearings and re-pinchng the cylinder.

Until next time, enjoy!

Thanks

BTW, my handle on different websites is: "want2bercracer"or

jdombrowski@sds.edu

Palomar Raceway Member,

Jay Dombrowski

Car Track Race Schedule:

By Johnny Pumphandle

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

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



Gary Thompson - Car Chairman



Thumb of the Month Award

The HARD WAY!

PALOMAR RACEWAY

2005 RC CAR POINT SERIES



Classes:

**1/10 Scale Stock Electric
Truck (27 turn ROAR legal
motors only)**

Sponsored by
HOBBY CENTRAL

**1/10 Scale 2wd Nitro
Truck (.15 Nitro engines
and under)**

Sponsored by
DISCOUNT HOBBY

**1/8th Buggy (.21 and
under)**

Sponsored by
HOBBYTOWN

www.palomarraceway.com

RACE DATES

May 1st
May 15th
June 5th
August 7th
August 21st
September 4th
September 18th
**October 2nd Series Final,
DOUBLE POINTS RACE**

Registration closes at 9:00 AM, Pre-Entries Accepted

Points Awarded

Points based on number of entries
per race in each class. Example:
16 cars entered = 16 points for 1st
place, 15 points for 2nd place, 14
points for 3rd, etc.

Plus

1 Bonus point for class TQ
1 Bonus point for each race attended

Championship based on 6 of 8 races,
allowing for 2 "throw outs"

Scale Contests

By Ron Peterka

SCALE MANEUVERS PART IV WHAT COLOR IS IT? WHY DOES IT MATTER?

Well, in a scale modeling contest it matters because your model is supposed to match the prototype full-scale aircraft exactly! Let's see how it works out in the real contest world.

Somehow your documentation has to supply enough information to the judges for them to decide how well you have actually matched the color, and markings of the full-scale aircraft being modeled. That can be done using a photo, a color chip with an official seal, in some cases a painting, or an officially approved letter describing the exact colors used on the real aircraft.

The devil is in the details. We know that black is the absence of all reflected light, and white is the full complement of colors being reflected to our eyes. Each other color is some combination of red, blue, and/or green. We know the surface reflecting these 'colors' are absorbing all, or some of the base colors to create the 'color', our brain recognizes and our brain is a very discerning organ when it comes to recognizing comparative variations of color.

So, the reflected 'color' will be affected by the 'color' of the light source the surface is being viewed in. Sunlight is very 'white' during most of the day. Incandescent lighting varies, but is usually on the

'yellow' side. (Professional photographers use filters and special bulbs to get the effect they want) Then, in perhaps the most difficult of situations, there is the fluorescent lighting so ubiquitous in our shops, which gives a definite green cast from most tubes.

This is important because the same coat of paint, or other pigmented surface will 'look' different under these various light sources. The color 'chip' so carefully matched under fluorescent will look different from the model surfaces when viewed in any other light source. This is because it is all but impossible to match the paint thicknesses, pigment makeup, and base/primer coat color and reflectivity.

Oh, by the way, the brightness of the light source will affect color too.

And, weathering will affect different color pigments in strange ways.

This not only makes the judges' job almost impossible, but it sure makes the builder/painters life miserable too. What can we do?

Well, the most reasonable thing you can do is match the colors given in your documentation as best you can and accept that each and every judge is likely to see something different when judging color accuracy. This means some kind of point penalty, usually small. Spend your efforts on markings and craftsmanship and save the heartache of insisting on perfection in color. You'll be a happier modeler, and remember, every other model is similarly affected.

Ron Peterka



21 Ways to Kill a Club

Provided by Robert Wylie

21 Ways to Kill Your Club

1. Don't attend meetings, but if you do, arrive late.
2. Be sure to leave before the meeting is over and make sure everyone hears you leave.
3. Sit in the back so you can talk with other members during the meeting.
4. Never have anything to say at the meetings; wait until you get outside, then always be negative.
5. After the meeting, find fault with the club officers and fellow members.
6. Hold back your annual dues as long as possible, or better yet, don't pay at all.
7. Never accept an office or serve on a committee. It is much easier to criticize than to do.
8. When everything else fails, abuse the club's officers.
9. At meetings, agree to everything, then go home and do nothing.
10. Don't bother enlisting new members: let others do it all.
11. Don't tell the club how its policy can help you, but if it doesn't help you, tell everyone else it's useless.
12. Do nothing more than what's necessary, but when other members roll up their sleeves and willingly use their abilities to help matters along, complain that the club is being run by a clique or dictator.
13. Talk cooperation, but never cooperate.
14. Get all that the club has to give, but give nothing in return.
15. Threaten to leave the club if something isn't the way you want it.
16. If you're asked to help, always say you don't have time.
17. Never read any mailings or seek information. You might find out what's going on.
18. If appointed to a position, never devote any time to it, let someone else do it all.
19. Overlook your own short comings and concentrate on what others are not doing.
20. Repeat all the unpleasant things about your club to anyone who will listen.
21. Always criticize the club's officers whenever the opportunity arises.

Pylon Racing

By Dave Truax

Pylon Notes

Our Pylon Revival Event went off under perfect conditions on March 26th.

David Drowns doubled his pleasure and has bragging rights in two classes until our next event.

Gary Thompson claimed his umpteenth Sportsman victory in a row!

Joe Whitley got the win in the second heat, but mechanical gremlins stopped Joe in heats one and three.

Barry Hirschberg came out to help run the event, but got talked into competing and got second place in his first ever pylon event!

David Drowns claimed his second win of the day in the Quickie 500.

Mike Sugamele was his very able competition and each of the four heats was decided by tenths of a second.

Both David and Mike got five points in four heats with David getting the nod by virtue of fewer cuts.

My thanks to our volunteer workers that ran this event off in two hours flat!

Jim and Janet Cole put up the sound system, registered the pilots, and everything else that needed doing.

George Dawe pressed the flesh, spread oil on troubled waters and announced our winners.

Joe Buko, Bill Hill, and Richard Van Slyke were our cut judges on the East pylon and did a GREAT job

My next order of business is to get a race date from the Board so we can do it again in the Fall

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

Phone: 760-747-3485
Dave Truax



COMBAT CORNER

The first combat event of 2005 started where we left off in 2004, in a down pour. We even had a tornado warning.

Somehow I talked George Dawe (our esteemed President) into opening the field for the competition, in very muddy conditions. It just so happened it was sunny at the time.

We caravanned in to the parking lot in single file and got started before our normal 10:00 o'clock start.

We had pilots from Arizona, Nevada, California, and a father and son team from Missouri.

The general consensus was all the pilots liked the change to Saturday. Thanks To the members for agreeing to it.

Due to the rain, and only two briefly attending spectators, we didn't have a raffle, so be sure to check out our April 23rd Combat raffle.

In spite of the conditions this was a great event.

The first place winner was as junior pilot Trent Stewart. This was his first combat event. (shish) With the conditions young Trent thought about not competing but Terry Harner gave him a pep talk and he ended up with the first place plaque.

John Stewart (Trent's father) won third place with Peter Sullivan taking second.

The April 23rd event "HUNT FOR YAMAMOTO" will be SSC (slow survivable combat) and 2548 WWII scale. All WWII war birds so all you scale buffs should enjoy the realistic competition.

UNTIL NEXT TIME
FLY SAFE AND
CHECK YOUR SIX

Jim and Janet Cole

For The Best in

401 K Plans

Mutual Funds

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Call
Tom Minegar
800-585-0035

WHIRLING AROUND

Bob Lang



Well, here I go again! George has asked me to take on the job as our club's Helicopter Chairman.

I was unanimously elected to fill this position

by default, when all of the other chopper pilots un-volunteered for the job.

Maxine and I have had a great time the last two months, finally doing things for ourselves, that we had been putting off because of the demands of my day job and serving as our club's president for the past nine years. We both felt like a great weight was lifted from our shoulders when I convinced George Dawe to run for President and the membership elected him.

Augusto Arevalo was my helicopter chairman when I was president. He came up with the name for this column and due to my respect for him an all he has done for our club, promoting our helicopter fun-fly's and teaching others to fly, myself included, the name of this column will continue to be titled "Whirling Around".

This column will be primarily aimed towards those just getting started in helicopters or thinking about it. The information in it will come from you and I, manufacturers, the web, articles in related magazines and just about everywhere else reliable information pertaining to RC helicopters can be found.

First off, lets talk about web forums. There are many out there. Most contain lots of helpful information. The problem with them is that there is also a lot of useless or incorrect information presented that you have to sift through to get to the good stuff. Just because it is on the web doesn't make it so. You have to be somewhat of a detective. Being from Missouri would also be a plus, as folks from that great state generally don't believe anything unless they have heard it three times and seen it twice.

www.runryder.com, is one of my favorites. On it's main page there are links to 63 different topics ranging from help for beginners to individual makes of choppers and classified

ads. Mark Ryder has supplied all of us with a great place to find answers to our problems.

The HeliProz web site, www.heliproz.com, a mail order company in Billings, Montana offers product reviews, beginners advice and basic flying. Their on-line catalog is not too bad either.

Rick's RC Helicopters in Corpus Cristi, TX, owned by Ron Lund, has a great web site which features links to kit comparisons, advice for getting started, on-line manuals for most helicopters and a pilot locator that enables you to e-mail over 1,600 pilots in the US. Their on-line catalog has a lot of stuff to drool over too.

These are only three of many available to you. Try one of your favorite search engines and see what else you come up with.

There are several magazines dedicated to the RC helicopter. Rotary Modeler, Model Helicopter Technique, Model Helicopter World and Rotor World will keep you busy reading about the latest and greatest. All have tech articles and reviews authored by people who know what they are talking about.

Two of our local hobby shops, Discount Hobby Warehouse on Mira Mesa and Hobby Town in San Marcos are the two who handle RC helicopters and accessories that I know of. For those of you willing to brave some traffic and have some time to kill, might want to drive up to Torrance and visit MTA Hobbies. Buying locally gives you the benefit of seeing and touching before you give up your cash. And, these shops are a great source of help when you don't know what you need or why something doesn't work after you failed to read the instructions.

Most of you already know that simulators can save you a lot of repair work and money. That goes ten fold for RC helicopters. Investing in a program like Great Planes Real Flight G2 is something that you should seriously consider when planning to get into helicopters. At \$20+ dollars for a gallon of 30% and \$50 minimum for parts after a brain fade, just pushing the spacebar and starting again has obvious benefits.

As for what you want to fly, that's up to you. Questions like what brand, what size engine, what radio and so on can overwhelm a beginner. The best thing you can do, to resolve those that you have, is to go and hang out with the guys at our heli-

copter field and take a look around and ask all of your questions.

Your probably not going to get away with a consensus as to brand because that's like the Ford or Chevy argument. But the answers to all of your other questions will help guide you to the exactly right helicopter for you.

Helicopters come in 4 basic sizes, .30, .50, .60 and .90 size referring to engine displacement. The purchase price goes up exponentially as the displacement increases. Replacement parts, (those that you broke on your last trip to the field and I mean field literally) also cost more as the size goes up. 90's burn way more fuel per flight than .30's. 30's generally aren't as aerobatic as 90 size helicopters due to cubic horsepower. The 90 might need a bigger starter to light it off, etc., etc., etc. Everything is a compromise when you purchase your first helicopter.

My advise to you is the following:

1. Buy a brand name bird that you can get at least some parts for it locally. One that is owned by more than one pilot at the field.

2. You don't need to start out with a .30 sized machine as your probably going to end up with a .60 size or larger anyway. Just remember what I said about the cost of replacement parts because more than likely, you are going to need to replace a few parts once in a while as you master rotary flight. I guarantee it!

3. A brand name computer radio system is a must. A mid-priced system that features helicopter, glider and powered plane programming might very well be the last radio you would ever need to buy with 8 or 9 channels, up to 30 model memory and all of the bells and whistles for under \$500.

4. Learn everything that you can about your equipment. Helicopters can become lethal as soon as they are started if you don't know what your doing. Get help from a pilot that does. A helicopter will fly only if all of its parts are properly set up and functioning properly. A loose bolt could result in a lost blade or worse, a lost helicopter or injury. Safety is the name of the game.

You might start out with a book sold by RCM Magazine titled 'Ray's Authoritative Helicopter Manual'. Get through this one and your still interested, your ready to have some fun.

Bob Lang

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Ultimate Bip-90FS, Airtronics-\$ 285
Ultimate Biplane -90FS (46 size plane), Airtronics, pitts exh., flown once- \$225
Lanier Pitts biplane-2.4 MDS new engine, pitts exh., 90% built- \$220
Pica FW 190 D9, 90% built, fiber-glassed over balsa- \$65

Many other parts, engines and accessories for sale...

Want to go "turn key"?
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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.

Other RC Events

By Johnny Pumphandle

April 23, Saturday
Annual Weedwacker Swap Meet:
7:30am - 11:00am Cactus Park
(Weedwacker Field), Lakeside.
Contact: Glen Merritt 619 469-0584
or Ben Newkirk 619 698-4766
\$4 sellers fee. In case of rain, the event is moved to the following Saturday.
May 21-22, Saturday & Sunday
RCX show
10am - 6pm
Anaheim Convention Center
www.rcx.com
May 27-30, Friday - Monday
IMAA West Coast Festival
4 days
Castle Airport, Atwater CA.
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Wild Fly 3D EP

Specs:
Wingspan: 27.5"
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Length: 31.5"
Flying Weight: 12.5-13.75 oz
Wing Loading: 5.5-6 oz/sq.
No. 160530 Motor/gearbox
No. 160531 No motor/gearbox

\$39⁹⁹

\$34⁹⁹



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Uses stock "Speed 400" type brushed motor.

Wild Wing EPP/EP

Molded 1-piece EPP wing
Specs:
Wingspan: 35"
Wing Area: 290 sq."
Flying Weight: 15-18 oz
Wing Loading: 7.5-9 oz/sq.
Functions: elevelon and throttle

\$39⁹⁹



Glow or electric!

3D .20 ARF Mini Magic Extra

Lightweight aerobatic 4-ch. airplane
Specs:
Wingspan: 35.5" Wing Area: 368 sq."
Length Overall: 35.5"
Weight: 28-38 oz.
Wing Loading: 11-15 oz/sq.
Power: 15-20 2-stroke, 20-30 4-stroke
MPX480BL4T/G Brushless
No. 123661

\$79⁹⁹



3Demon 3D .46 ARF

Lightweight aerobatic 4-ch. airplane
Specs:
Wingspan: 52" Wing Area: 780 sq."
Length Overall: 53"
Flying Weight: 64-72 oz
Wing Loading: 11.8-13.3 oz/sq.
Engine: 36-46 2 stroke 46-52 4-stroke
No. 123743

\$119⁹⁹



Glow or electric! Speedy Bee 25 ARF

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The Speedy Bee is our most aerobatic Bee: side slips, inverted flight, knife-edges, and spins are possible. It's fast, fun, and unique. Specs:
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Weight: 49 oz Wing Loading: 12 oz/sq.
Glow: 20-28 2-stroke; 20-30 4-stroke
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- Monday-Tuesday

Gary Thompson Basic Flight 858-794-4665

- Wednesday

Les Staten Basic Flight 909-696-9557

HELICOPTERS

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 Thursday, Apr. 21st 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 (2610/2548)

May 19 - Club Meeting
21 - The new *"Top Dawg"* Scale and swap meet

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

DATES AND EVENTS SUBJECT TO CHANGE WITHOUT NOTICE

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

All RC Combat events are AMA sanctioned.

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April 2005

