



AMA Charter #141

October 2009



Transmitter

The Newsletter of the Palomar RC Flyers
RC Web Site — www.PalomarRCFlyers.org

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

Presidents Column

October 2009 President's Column

Its October! We are getting near the end of the year. With the end of the year comes the final club contests and sponsored events, budget talks, officer nominations and of course Christmas/Holiday dinner.

Ok, the first shall be last! It has been reported to me by our Curtis Kitteringham, that he, and Secretary David Truax, have finished the arrangements for the Christmas/Holiday Dinner. An announcement should appear in this issue letting you know how much the tickets will cost and when and where you can purchase them. This year as in the recent past, the dinner will be catered. The meal will feature Turkey and either Roast Beast or Ham with all the trimmings so buy your tickets!

Of courser the month of October brings Officer and Board of Director nominations to the floor of the general meeting. I encourage all of you to run for an Officer or Board position. I hope we will have many nominations for all positions to insure we have strong leadership to lead the Club forward! A reminder that the offices of President and Vice President are wide open as both Bill Hill and Myself are stepping down!

Many of you may have noticed that the Old Barn is gone! Alas we finally have complied with all the County of San Diego's directives, new and old! That leaves us a work part to schedule for the Sunshade painting party! Todd Melton will be heading up the work party and organizing all of the painting materials. We hope to have all of the bare parts of each sunshade "green" before the first really big rains come! So call Todd and Volunteer to get those Palomar Dollars. Remember, this is the last work party of the year!

That leaves the final Palomar Dollar opportunity as a volunteer judge and/ or contest director assistant at the Pearl Harbor Classic event which will be held on December 12 & 13, 2009. This should be a big event! Combat has come back to one of our leading events over the course of the last two years! I expect this event will be just as exciting and crowd pleasing as were those two events! If you haven't watched one, YOU need to see a combat event before you ring in the New Year!

OK, now I am at the more difficult part of my article. Due to hard economic times, the Board of Directors' has made a call to raise the dues. The proposed raise is will be explained at the upcoming meeting and voted on at November's meeting.

Essentially, due to substantially less "Full Dues Paying Members", we have a deficit of approximately \$2,500. Oh we are still in the "black", but we have had to dip into the club savings from prior years to cover the costs of sanitation, garbage ect. All of our events have either broken even or made a slight profit. The club is down on membership and that has created the problem! Here is the proposed budget for 2010:

Presidents Column Continued

Palomar R/C Flyers 2010 Budget

Field Maintenance:

Equipment (Tractor repair, new equipment, etc)	\$ 1,300.00
Fuel (tractor, weedeater)	\$ 150.00
Sanitation (Porta Potties, & Garbage/Trash disposal)	\$ 5,000.00
(\$2,500 Trash and \$2,500 toilets)	
Other un-identified field maintenance	\$ 500.00
½ of Runway Sealant (Every 2 years)	\$ 1,700.00
<u>Other General Field Expenses (Cleaning supp, etc)</u>	<u>\$ 500.00</u>
Total Projected Field Expenses	\$ 9,150.00

Air Events:

Combat Budget	\$ 800.00
WWI Airshow	\$ 600.00
Helicopter Show	\$ 1,000.00
Boy Scout/ Youth events	\$ 300.00
Flights of Fancy	\$ 200.00
Fun Fly Events (Including Interclub)	\$ 300.00
<u>4th July Picnic</u>	<u>\$ 300.00</u>
Total Projected Event Expenses	\$ 3,500.00

Club Administration:

General Meeting Room	\$ 2,106.00
Board Meeting Room	\$ 1,330.00
Legal Expenses (Morrison & Assoc.)	\$ 500.00
Trophies (Mod of Month & End of Year)	\$ 300.00
Snacks	\$ 600.00
AMA Certification	\$ 130.00
Condolence gifts	\$ 250.00
Club Trainers	\$ 300.00
State & Fed Taxes	\$ 75.00
Newsletter	\$ 100.00
P.O.Box	\$ 40.00
Postage	\$ 100.00
Other Misc Office Supply	\$ 30.00
<u>Membership Processing Supplies</u>	<u>\$ 1,300.00</u>
Total Club Administration	\$ 7,161.00

General Meeting

George opened the meeting by telling us about the successful razing of the barn at the county's request. The membership voted to give Daryl Bacon a free membership next year for all of his hard work on the project. A work party will be needed to paint the raw wood on the sun shade. George will schedule the work.

Curtis spoke on the success of the Electric Scale event and our Dawn Patrol event. The next Dawn Patrol event will be held at the Hemet field on Sunday, October 3rd.

Daryl Albert bragged on the fine turn out and competition at our Combat event. We have been invited to put on a combat demo at the Coachella Valley club. Our own teen whiz, Jesse Martin, won the coveted Golden Hard Hat award for winning the combat event at Temecula.

New member, Mick Atkinson was voted in. He was previously a member at the Bonsall Flyers .

Joe Buco's treasurers report for Sept.

checking acct.	\$3490
money market	\$2206
total on hand	\$5696

Joe reports that since the first of the year we have spent \$2546.05 than we have taken in.

In October we will hold nominations for club officers and board members. Because of outside responsibilities, George Dawe and Bill Hill will not be available to run for their present posts

Bill Hill brought in a scaled up 60" wingspan Lazy Bee with a K&B48 that he was given by Jerry Toppel. Bill plans on refurbishing the Bee and having fun with it.

Joe Buko showed a 20 year-old rubber powered glider with a 27" hand crafted folding propeller that he will be redoing and flying.

Model of the Month was won by George Dawe's F9F Panther powered by an electric ducted fan, 65 amp speed controller and 3 cell Lipo, 11.1volts. Foam wing, carbon fiber spar and an all-up wieght of 20 oz.

Curtis and Dave Truax have started the planning for the club Xmas party. We will be using the same caterer as last year and will try to keep the menu and ticket prices close to last year's. Details will be in next month's newsletter

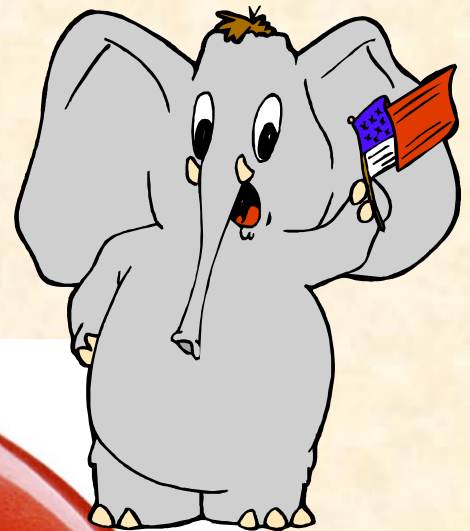


ELECTION TIME

It's that time of year again and we will hold nominations for club officers and board members at the October meeting.

Be thinking of who you want to run for office and nominate them.

Ballots will be mailed out with instructions. All ballouts are due at the November meeting and will be tallied then.



Board Meeting

George opened the meeting by encouraging the board members to run for either President or Vice-President. Nominations will be accepted at the General meeting in October.

Curtis got the same caterer and menu and at the Same Price as last year for our Xmas Dinner! Curtis did a marvelous job of negotiating for us. Adult prices are \$20 and Juniors, under 18, will be \$15. Included are a full menu, desserts, door prizes, table decorations, and our end of the year raffle. The dinner will be held on Saturday evening, Dec. 19th. Tickets will be available at the Nov meeting or by mail from Dave Truax, more details in the next newsletter. Any donations of kits ARFs engines or aircraft memorabilia will be gratefully accepted, for the Xmas raffle or the club auction at the November meeting. All proceeds go to the club's general fund. Contact Robin Solomon or Dave Truax

Todd Melton will be leading a painting work party to touch-up all the raw wood on the sunshade on Saturday, October, 24th. Color to be used will be Johnson Field green. Please be there.

Board discussed revenue enhancement for the club. Costs of trash, sanitation, meeting rooms and other costs will remain the same or go up. The only option that may be able to be lowered is the meeting rooms, if we move the meetings to Fallbrook. We need a solid dues base of 225 members to maintain our current level of service to members. We talked about raising dues, changing the over-65 dues and raising family dues on an individual basis. The raise would come out to \$25 per person. All of this will be discussed at the October meeting.

Saturday, Nov. 7th will be the Inter Club Fun-Fly Championships at our field.

We have a trial period of unlocking the gate. Leave the gate unlocked, last man out lock the gate.



Work Party October 24th

Hosted By Todd Melton phone: 760 305-8983

Lets paint, need volunteers , Tarps , ladders

GOOD TIME FOR ALL



WELCOME

Welcome to Steve Hoffmann, who was a Club member in the past formerly flying at the Del Mar site. See if you recognize him! He is re-joining our group after about 12 years. Steve is flying this 3-D foamy Typhoon 2 from Park Zone. He is using the Spektrum 2.4 with electric 25 power and 3S 1800 MAH batteries.



We would also like to welcome another new club member into our group--Scott Holmes. Scott has just joined us 2 weeks ago, but he has flown before for several years until 1996. We are glad he has returned to the hobby and the fun of flying. Scott has about 4 flights on this newly built Midwest Aerosport kit, which he has had since late 80's--90's. He covered it with Monokote. It is powered by an OS-70 four-stroke glow engine. He also flew this Goldberg "Wild Stick" ARF. It is also powered by an OS-70 four-stroke glow engine. He uses an Airtronics radio.



November Auction

November Auction after Genral meeting. Donate Planes,Cars,Helicopters what ever R/C parefenlia you have laying around not in use. The Club will issue Tax donation receipt if you wish one.



Seen at the Field

By Ethel Burke

Ed Ramsey took a maiden flight with his new Japanese Zero ARF 120 size from China Model Products. It is powered by OS-120 AX two-stroke glow engine with Bisson exhaust. It has a wing span of 71 in. and the length is 60 in. The fuselage and cowling are fiberglass and is covered by Solartex. It has spring air retracts and robart struts and flown with Futaba 9 FM radio.



Ed also had a maiden flight with this new Focke Wulf FW-190 from KMP. It is powered by a Saito 180 4-stroke glow engine and has Sierra retracts. The wing span is 71 in., fuselage is fiberglass with built-up wings and flaps, and weighed in at 15.5 lbs.



Seen at the Field

By Ethel Burke



Gerry Toppel has this new PT-17 Stearman that had a successful maiden flight. It is an E-flite ARF kit with an E-flite 15 motor, Castle Creation speed controller 45 amp, and 3300 MA 3-cell battery. Gerry actually flew this real plane back in his early days.

Jim Truett had a good maiden flight with his new Spitfire 50 from Kyosho. It is powered by an OS-52 4-stroke glow engine. The wing area is 56.7 in., length is 45.7 in., wing area is 35.98 dm², and the wing loading is 69-72 dm². It weighs 5.73 lbs. and this model flew nicely.



Seen at the Field

By Ethel Burke

Varley and John Gliders in Hand



FUN FLY

Inter –Club Fun Fly
Saturday November 7th
At Palomar Flyers field in Fallbrook

Anyone that has flown at least one event in our fun fly is eligible to enter this final event of the year. We will be presenting team and individual trophies to the top flyers for the last four events. (So who cares about that, except those show offs)

Here is the best part. This final event will be an individual's only contest. No team trophies or prizes. Over the course of the year, I have collected in excess of \$500 from all you flyers. I am buying (not too expensive) plaques with some of this money, but all additional money will be used for prizes for the flyers. Each entrant will receive one raffle ticket when they sign up. After the event, tickets will be drawn and all prizes will go to the lucky ticket holders. I would have had the prizes go to the top flyers, but I wouldn't have gotten anything, so I think this is better, NO?

I hope to see you all at the field in November for this fun event. There will be hot dogs and hamburgers for a small donation. Entry fees will be the same as all other events. All the money will go to the prize fund. If you have any questions, call me at 760-945-5956 or email me at Stadajot@Cox.net

Bob Peterson

FUN FLY RESULTS

RIVERSIDE RCC FUNFLY

JUNE 27, 2009

NAME	CLUB	G/E	EVENT 1	BONUS	Score	EVENT 2	BONUS	Score	SCORE1	SCORE2	TOTAL	FINISH
Bill Squire	MEN	G	253	0	1	68	5	2	1	7	8	14
Jeff Miller	MEN	G	71	3	9	20	10	14	12	24	36	5
Maurice Joliff	MEN	G	122	1	2	41	0	4	3	4	7	15
Bob Peterson	PAL	G	56	3	12	45	10	3	15	13	28	9
Charles Swope	PAL	G	53	3	13	20	11	15	16	26	42	1
Gary Thompson	PAL	G	65	5	10	29	11	13	15	24	39	4
John Hartsell	PAL	E	48	2	14	33	14	11	16	25	41	2
Bob Baker	RIV	E	58	2	11	41	9	5	13	14	27	11
Dave Hughes	RIV	G	91	5	5	30	8	12	10	20	30	7
Robert Jones	RIV	G	74	3	8	36	9	9	11	18	29	8
Woody Warren	RIV	G	98	1	4	33	6	10	5	16	21	12
Glen Kratz	TV	E	48	3	15	39	14	8	18	22	40	3
Jerry Supler	TV	G	86	3	6	39	12	6	9	18	27	10
Robert Evans	TV	E	107	1	3	91	7	1	4	8	12	13
Stinson Kratz	TV	G	80	4	7	39	12	7	11	19	30	6
Notes:												
Riverside RC Club	RIV										80	
Menifee Valley Flyers	MEN										51	
Temecula Valley Flyers	TV										109	
Palomar RC Flyers	PAL										150	
Event times in seconds												
Bonus column in points												
Score = Rank+BONUS												

FunFly06272009

SCALE

THE SCALE VIEW FROM RAMONA - #5

PLANES AND PILOTS

Ron Peterka

I think most scale modelers enjoy learning at least some of the history surrounding the model they choose to build and fly. Who flew it? Did the pilot do anything famous? Did it set records? Does the aircraft have a distinctive 'look'? Well, Nigel Tarvin was intrigued by the exotic paint job on Jimmie Mattern's Lockheed 'Vega' that he attempted to set an around the world record in. The red, white and blue image of an eagle on the fuselage and the rounded fuselage would be a builder's challenge, but Nigel was up to the task.

He has flown his large-scale model for a few years now, and in 2009 Nigel qualified to fly in the Scalemasters National Championships in Wenatchee Wa. The crowd and the pilots loved the wild paint job and beautiful craftsmanship of Nigel's model. Let's look at the history of the Lockheed 'Vega', a very unusual aircraft.

The 'Vega' started out life as a small airliner. Lockheed had a habit of naming their aircraft designs after astronomical bodies and Vega is one of the brightest stars in our skies. It was designed by the talented Jack Northrop it marked the height of wooden aircraft construction in its day. The molded plywood fuselage was formed in halves glued together and cured in large heated concrete molds. There were no external struts or wires to create drag. It was aerodynamically 'clean'.

The plywood skinned cantilever wing was braced internally and was mounted at the top of the fuselage. The pilot sat close to the leading edge of the wing in an enclosed cockpit. The wingspan was 41 feet and the fuselage length was 27.5 feet.

Powered by a nine cylinder Wright Cyclone J-5 radial engine that put out 225 HP to give a top speed of 135 MPH, later model 'Vegas' were powered by 450 HP Pratt & Whitney 'Wasp' engines that gave a top speed of 165 MPH. Large tanks gave the stock 'Vega' a 900 mile range.

Lockheed built a total of more than 128 'Vegas' in its Burbank plant with 28 of them being the early configuration with an un-cowled engine. The remainder featured the then new NACA low drag cowling. The planes were fast for their day and in 1930, all five aircraft in the Bendix race from Burbank to Chicago were 'Vegas'. At least five were fitted as seaplanes.

Wily Post flew a 'Vega' close to a 50,000 ft altitude for an altitude record using an early pressure suit made from a deep sea diving suit, Amelia Earhart flew her 'Vega' across the Atlantic as the first woman to do so. Post, along with Harold Gatty as navigator, set an around the world record of eight days, fifteen hours, an fifty one minutes. Jimmie Matter, the pilot we are most interested in right now, made two attempts to fly around the world solo in a 'Vega'. He failed in both those efforts and almost lost his life on the second flight.

Jimmie Mattern learned to fly at Ryan Field in San Diego CA and bought a Waco 10 to do some barnstorming. There was work for pilots in Southern California Jimmie became a Hollywood stunt pilot flying for many movies. After a stint as a cargo plane pilot he decided to attempt to beat the Post/Gatty record for an around the world flight. He teamed up with Bennett Griffin who was to be co-pilot and navigator and they got backing from Standard Oil Company and others.

In 1932 they took off on the first leg to Berlin and set a new record for that flight. After leaving Berlin for Moscow a hatch on the plane broke loose and struck the tail section causing enough damage that Mattern was forced to make an emergency landing.

Although the flyers had permission to overfly Russia, the Russians arrested them anyway and accused them of 'spying' for propaganda purposes. After some serious government negotiation the two were released, but were sent back to the U.S. by commercial steam ship. The Russians eventually crated the aircraft and shipped it back to Mattern.

Jimmie decided not to settle for a failure and started planning an even more daring flight. He would make a *solo* around the world flight! To do this he rebuilt his 'Vega' using the fuselage and parts from another damaged 'Vega' (NC 106N). The highbred aircraft was given the original registration (NC 869E) from the original plane. While installing extra fuel tanks he left the rear side windows in place to make others think he planned to take a navigator as he had before. Just before final preparation, he closed off the rear windows.

SCALE

This was the airplane with the famous red, white, and blue eagle paintjob, and was named "Century of Progress". On June 3, 1933 he took off and headed for Oslo Norway. From there he headed for Moscow and then on to Khabarousk (Russia). Unfortunately he got lost and made a landing near the Andmir river in Siberia where he took on some Russian tractor fuel before he made it to Khabarousk.

The next flight leg was to head for Nome Alaska over the vast wastes of arctic Siberia, however, water or impurities in the Russian fuel caused his engine to quit or seize-up and he had no choice but to make a forced landing. Spotting what looked like a safe landing spot he glided in and found to his dismay he was landing on the frozen tundra surface and the wheels broke through the frozen crust and were torn off the plane. With no nearby civilization Mattern began three weeks of survival on his own. He never gave up and was eventually found and nursed back to health by traveling Eskimos. He spent several weeks with them while recuperating and trying to bring in a plane so he could continue his flight.

A Russian pilot finally arrived and the pair flew on to Nome Alaska. Jimmie then traveled back to Floyd Bennett Field, where his whole odyssey had begun.

Jimmie's flying career was far from over and he eventually got a job test flying Lockheed P-38 fighters in 1938. He test flew and taught Army pilots how to avoid the high-speed dive compressibility problems that reversed controls and caused many crashes in early P-38's. In 1946 at age 43 he was found to have a ruptured blood vessel in his brain and he was told he would never fly again.

Jimmie died peacefully at age 83 in 1988 near his home in Palm Desert California. He left behind his wife, two daughters, and six grandchildren.



9/25/09

Models/planes & Pilots/Mattern-Vega

WORLD WAR I EVENT

Photos By Ethel Burke



WORLD WAR I EVENT

Photos By Ethel Burke



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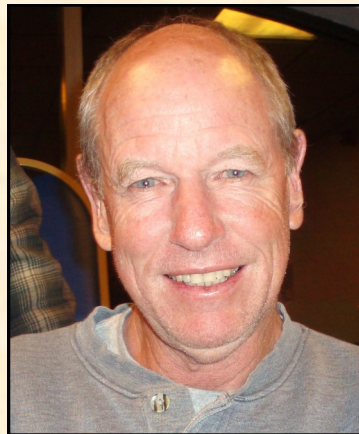
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CLUB OFFICERS FOR 2009



George Dawe—President



Bill Hill Vice president



Joe Buko Treasurer

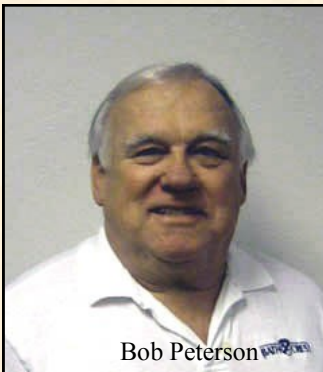


Varley Longson Membership



Dave Truax Secretary

BOARD OF DIRECTORS



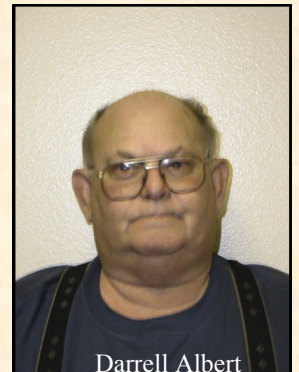
Bob Peterson



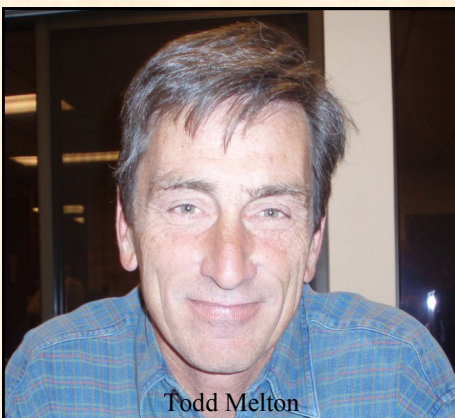
Butch Abongan



Justin Barry



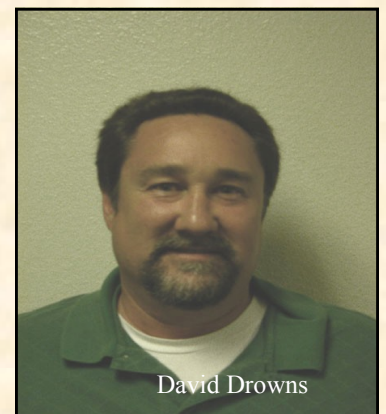
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PRESIDENT	George Dawe	760-419-1301
VICE PRESIDENT	Bill Hill	760-807-4831
SECRETARY	Dave Truax	760-747-3485
TREASURER	Joe Buko	760-726-8831
BD MEMBER	Bob Peterson	760-945-5956
BD MEMBER	Butch Abongan	760-855-2162
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Frank A. Battaglia	760-727-4574
BD MEMBER	Darrel Albert	760-741-2505
BD MEMBER	Todd Melton	760 305-8983

CLUB OPERATIONS

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

Advertising Someone Needed

Newsletter Editor	Frank Battaglia	760-727-4574
E-mail address	fbattag101@cox.net	

WebMaster

SPECIAL INTEREST GROUPS

Scale Chairman	Ron Peterka	760-788-9022
RC Combat Chairman	Darrell Albert	760-741-2505
Helicopter Chairman	Justin Barry	760-533-6464

LOST AND FOUND

Frank Battaglia	760-727-4574
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SAFETY COMMITTEE / HEAD INSTRUCTOR

Douglas Albert	760-294-6956
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SAFETY OFFICERS

Duarte Cabral	858-578-6375
All Club Members	

INSTRUCTOR LIST

Butch Abongan	Basic Flight	760-855-2162
Douglas Albert	Basic Flight	760-294-6956
Justin Barry	Heli/Intro	760-747-7496
David Drowns	Basic Flight	760-740-1715
Varley Longson	Basic Flight	760-723-1335
Todd Melton	Basic Flight	760-231-1110
Glenn Pohly	Basic Flight	760-414-9749
Gary Thompson	Basic Flight	858-720-8586
Tim Hitchcock	Basic Flight	760-941-7167

Helpers

William Frye	760-295-5400
Frank A. Battaglia	760-727-4574

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

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David Drowns
Ernest Emery
Merrily Faust
William Hill
Tim Hitchcock
Larry Hufford
Varley Longson
Richard McCool
Todd Melton
Joseph Neenan
Michael Nelson
Bob Peterson
Glenn Pholy
Michael Rapp

\$100.00

Don Robinson
John Sebastain
Gary Thompson
David Truax
James Truett
Bruce Van Wagner
Donald White
Alan Wolstenholme

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.**

LOST AND FOUND

Contact Frank A. Battaglia to claim.

760-727-4574

Palomar Flyers Combat

<http://members.cox.net/pfcombat>



Performance Plus Fuels (Best on the market)

For reliable idle, smooth transition and maximum power

- 10% \$15.00 per gallon
- 15% \$16.00 per gallon
- 20% \$18.00 per gallon
- 30% Call for price per gallon

Call Robin SOLOMON

760-480-5834

Cell - (best one to use):

760-420-3692

Meeting Notice:

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

January

d at Dave drowns

March

3rd Youth program 9am to 12pm

16th Monday night flight instruction begins 5pm till dark Johnson Field off Pankey Rd.

April

4th Dawn Patrol Gilman Springs

5th-DooLittel's Raid Combat

11th Glider Tow

19th Fallbrook Air Show

May

2nd Wounded Warrior Fun Fly

16th Combat Build at Dave drowns

22nd 23rd 24th and 25th San Diego Helicopter FLY IN

June

6th & 7th Work Party Heli Field

14th Battle of Midway Combat

27th Interclub Fun Fly Riverside

July

4th Club Picnic

11th Glider Tow

18th Flights of Fancy

25th Interclub Fun Fly Palomar

August

15th Scale Electric

23rd Battle of Britain Combat

29th Dawn Patrol Johnson Field /Swap meet

September

12th Club Air Show and Swap meet

28th last Monday night of flight instruction

October

November

7th Inner Club Fun Fly

14th Glider Tow

December

13 Pearl Harbor Classic Combat

19th Club Dinner & Raffle

