



Palomar RC Flyers

Transmitter



Build & Fly

August 2013

President's Column

Have you noticed the new marquee at the field? We can now post upcoming events again. I know that many club members keep informed by these postings. We owe Fred Eivaz a big thank you as he's responsible for building and supplying this for the club.

Have you noticed the new dowels and freshly painted dowel holders on our startup tables? Thank Jim Jenkins for that.

Since I'm on the subject of field maintenance; the condition of the pit tables was a subject of discussion at the July 31st Board meeting. It's been suggested that we have a work party to repair and refurbish our existing tables, or build new tables. I'm asking for help here from the membership; if you have expertise at table building and would make the time to organize and run a work party to get this done please contact me.

Another important topic that the Board discussed was the issue of Noise. We've actually had some compliments on our efforts to limit the noise levels and I want to thank our gas flying members for their efforts and expenses toward that goal. Occasionally however I get a call in the afternoons. Imagine if your neighbor had his gardener over every day and the gardener ran his leaf blower from 8 am well into the afternoon every day! To me it just seems like common courtesy to try for some compromise, so I've been trying to ask those that fly in the afternoons to limit their flying to the mornings. It was pointed out to me by the board members that this tactic wasn't really fair especially to new members who after reading the rules assumed that it was acceptable to fly up to 5pm. As a result of our discussion and with the unanimous support of the board we are proposing a change to the noise regulations at Johnson Field. You'll find this proposal published in this issue and we will discuss it at the upcoming general meeting on August 15th. Any changes will be published in the September edition of the newsletter and we will take a vote at the general meeting on September 19th. The rule change requires 2/3rds of those present and voting to pass.



The September meeting is important not only due to the noise regulation vote but also because it's time to elect new officers and nominations are opened at this meeting. I will be stepping down and do not intend to run next year. We'll need to fill the office of secretary as well because Don Wadlington is making a move to El Cajon and will not run next year. Another position that we need to fill is that of Heli Chairman as Scott Dedic will be stepping down and leaving a board position open.

Traditionally the Palomar RC Flyers have had a fall Swap Meet, and the question came up at our board meeting; are we going to do it this year? After consulting the calendar we penciled in November 2nd as a tentative date. Again I'm looking for member participation; if you can organized, promote, and run this event please contact me. We'd like to make it a Swap Meet/ Flying In and invite other clubs to come for the day and enjoy our field.

It's been brought to my attention that a lot of flyers are leaving the start up tables dirty and oily. Please be responsible and cleanup after you're finished. Be responsible if you bring a guest to the field and make sure your guest understands the rules so that we will all be safe.

I'm looking forward to seeing you at the club meeting on August 15th and keep in mind that we have a Combat event on the 17th. Get these dates on your calendar.

Bill Hill
President



Happy 90th birthday to Evan Davidson! You are one terrific man! 90 years young and still sharp as ever! May we be as fortunate as you are! Rock on!!! Jan is Evan's wife.

Rule Change Proposal

Flying site rule #10 ;

10. Noise Regulations at Johnson Field

- a. All sound measurements are taken at 25' on hard surface, slow response and "A" weighting.**
- b. No aircraft above 98 db will be flown at Johnson Field.**
- c. Below 85 db may operate anytime.**
- d. 85 db to 92 db may be operated between 8am to 7pm Monday through Saturday, 9 am to 7pm Sunday.**
- e. 93 db to 98 db may be operated between 9am to 5pm daily.**

Proposed new regulation;

10. Noise Regulations at Johnson Field.

- a. All sound measurements are taken at 25' on hard surface, slow response, and "A" weighting.**
- b. No aircraft above 98 db will be flown at Johnson Field.**
- c. Below 85 db may operate any time.**
- d. 85 db to 89 db may be operated between 8am to 7pm Monday through Saturday, 9 am to 7pm Sunday.**
- e. 90 db to 98 db may be operated 8 am to 1pm Monday through Saturday, 9am to 1pm Sunday.**
- f. Exceptions to these noise regulations will be allowed for special events and contests at the discretion of the Contest Director with prior approval from the Board of Directors.**

Editor's Corner:

Club membership changes over time as does everything. This can be seen in the photos I take, especially of new members. Our club has become better because of our newer members from several nearby clubs, especially the Bonsall Club. These folks bring much new life and generosity to all of us. For example, our July 4th picnic was marvelously well planned, managed and attended, better than we have had in years. This club doth rock!

HAPPY BIRTHDAY WE ARE 58 YEARS OLD!

We celebrated our 58th birthday in July as a club! That's remarkable. We forgot to mark our calendars for this milestone.

I took a road trip in July to central California. Below is a photo of a gold statue at the Hearst Castle. On the level area and just to the left of the statue, William Randolph Hearst installed a runway of about 4,400 feet which continues to operate. He owned two DC-3's and his pilots landed them on the airstrip.

Editor





Beautiful Hahn Demore wears her patriotic hat each year to celebrate! It's the best hat out there!



Joe and Barbara Villarreal cooked along with Glenn Pohly. We owe you generous folks a big thank you. One thing learned was that the BBQ needs to be set-up down-wind.



About 60 folks attended our picnic this year– a good turn-out; thanks to our newer club members! Those killer brownies were made by Mrs. John Hartsell! Thanks so much. They were the best!



While Barbara Villarreal was at the field, she felt something crawling up her leg inside her pants! When she reached in, she was stung by this scorpion, which, according to our Safety Coordinator, Jim Jenkins, fortunately was not toxic. After 30 minutes, the stinging ceased and Barbara was fine. Jim says that the black scorpions are toxic.





Li Ramsay, Liz Hoag, Beverly Johnston, Tom Johnston and his son-in-law, James Hogue, Jan Davidson



Ellis Chee and his patriotic Decathalon.



James Gallacher and John Buck, M.D. Dr. B. has been a member for over 30 years! He has an archive of the older hard copies of the *Transmitter*.



Her honor, Ethel Burke, our columnist.



Tom Minegar

&



John Clark



John Cutler

Bill Demore

Ed Ramsay– a 30+ year club member



Alan Wolstenholme



Eddie Gallacher

Claudia Pranca



Life member Harvey and Linda Atkinson



John Hartsell, Jr.



Richard Martin and Treasurer Sean O'Connor. Did you know that Richard was the man who made the aluminum tops on our tables at the field? He's a professional metal worker.



Ernie Emery looked patriotic on July 4th. What a great smile!



Board Member Roger Cosio



Photo taken by Roy Demille. Notice Joe Villarreal's Mystery Ship is ready to fly again.



George Dawe

Dave Truax



Ed Ramsay— a 30+ year member and his beauty
(Photo by Roy DeMille)



Don White

Ian Maclaughlin



Ray Nemovi



Ian Maclaughlin's T-shirt on the 4th.



Michael Jensen and Arnon Brouner with his quadra copter

John Hartsell Sr.



Board Member David Drowns

Barbara and Board Member Joe Villarreal and Membership Chairman, Glenn Pohly.



Roy Demille photo



John Hartsel's new 65" Red Vyper. He maiden the new Vyper on Saturday June 1st. A couple of clicks with the trim and he was back. He liked the color scheme of the old one but they both fly the same. (Text and photo by Ron Madison)



Here is the latest addition to Robert Broughton's planes flown collection (open water rescue). It's good on wet or dry landings, low and slow, but still fun to fly. Bob Broughton photo

Joe Nall Photos continued from the July Transmitter



Dave Litaker (on motorcycle), Curtis Pineau and me (James D'Eliseo) (representing Palomar at 3D flight line). We used the dirt bike and golf cart to move around to vendor row and transport small electric planes to the electric flight line.



Pic of thrust vectoring jet.

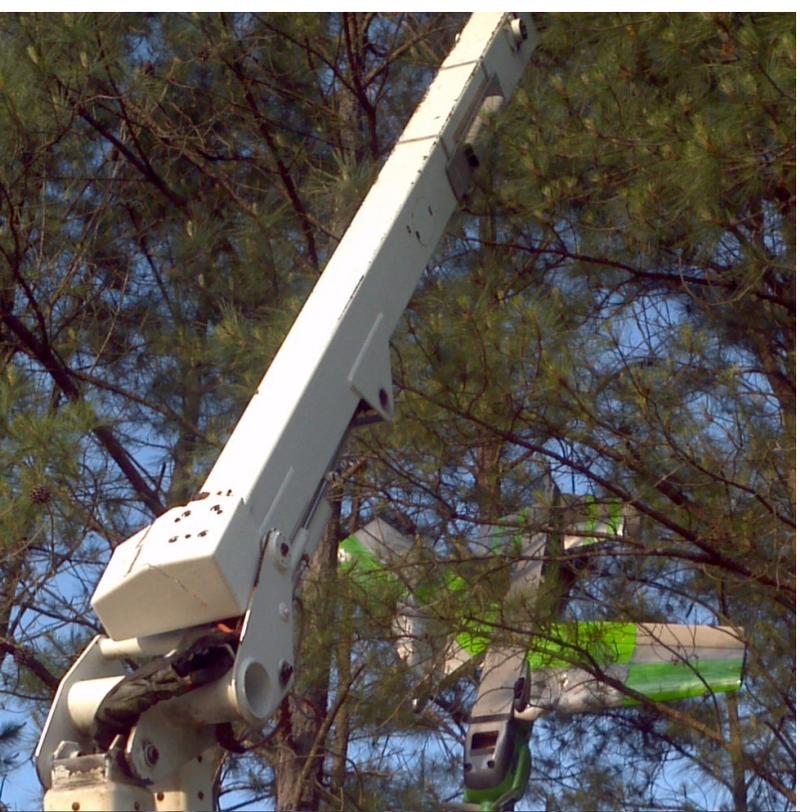


Picture of the lines at the 4 3D flight stations on busy day.

Photos and text by James D'Eliseo on these 6 Joe Nall pages



More creative plane transportation.



How 40% aerobatic models are pulled "out" of trees!



Some flight pictures of my "team " flying with 14yr old Michael Leonard of Pennsylvaniabecame friends at last years Nall! He will be a top name in the next few years! Mine is red/white 91" EF Extra and his is white/ blue 104" Extra!





More flight pictures....for the pond flight I walked my plane down to the pond flight station ...hovered in station, through bush, and into water! Michael Leonard was behind me out of view.



More pond picturesme hovering while Michael harrier rolls around my plane and tandem stalled flight over water, finishing with my rudder "drag" on the next page.²⁰



Link to some of my uploaded pictures of same and misc pictures

<https://plus.google.com/app/basic/photos/112019986352914742568/album/5881225219536488337?authkey=CObkIZ-7oej3LQ&source=appromo>

Helicopters at our Field



Scott Page

Steve Hoffmann

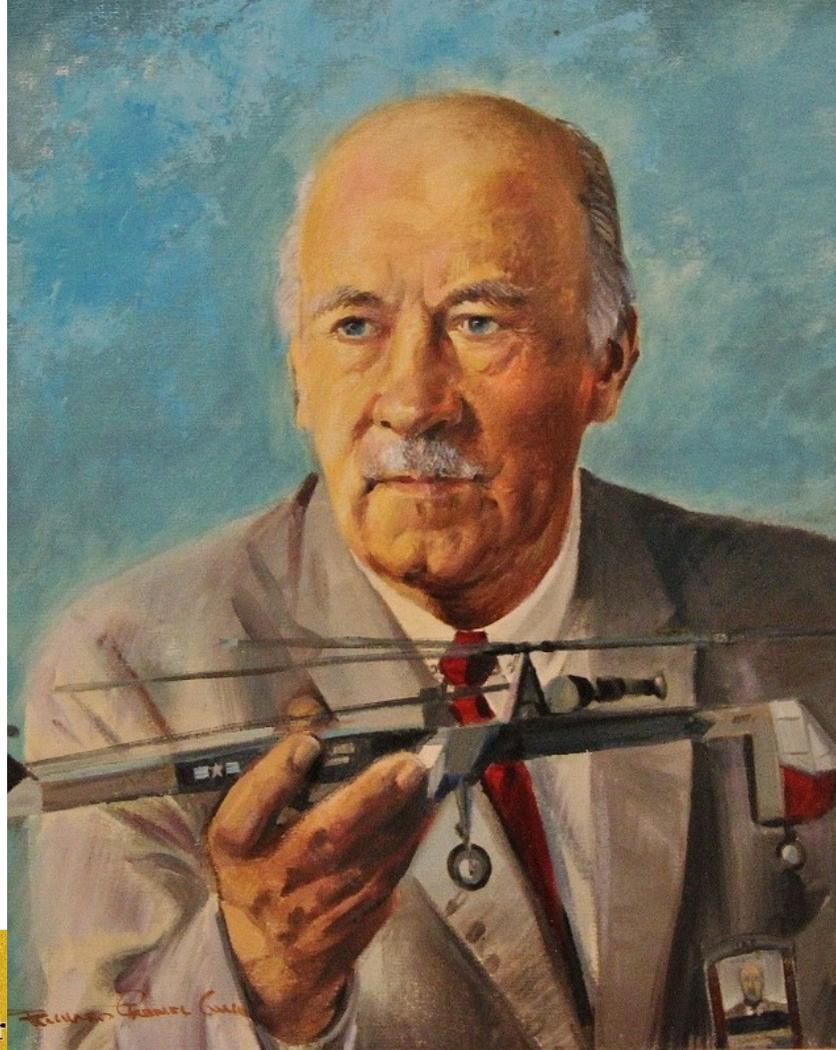


Gerald Shelden

Sikorsky Aircraft remains in Stratford, Connecticut, the place where Igor Ivan Sikorsky flew the first helicopter on the bank of the Housatonic River, my old stomping grounds. My father worked for Mr. Sikorsky and recalls how he would walk down the production line periodically and chat amiably with the workers. My Dad retired from Sikorsky Aircraft.

There is a bronze bust of Igor at the Stratford Airport.

Mr. Sikorsky was Russian Orthodox and belonged to Fr. Antonuk's onion-domed shaped church in Stratford which is visible from the Connecticut Turnpike. Mr. Sikorsky donated the money to buy the gold plating on the Church's onion domes.
Editor



IGOR I. SIKORSKY
Aero Engineer – Inventor



Born Kiev, Ukraine (at the time, part of Pre-Soviet Russia) on May 25, 1889. Sikorsky designed and flew his first aircraft in 1910 to begin the longest continuous career in aviation history - more than 60 years of design, manufacture, and flight testing. Among his achievements, from the world's first four-engine flying boat of 1913, to his wide-ranging flying boats of the 1930s and 1940s, to his greatest contribution to aviation, the successful development of safe, reliable rotary wing aircraft. His first helicopter models (1909) failed due to a lack of sufficient powerplants but the seed was planted and on 14 September 1939, Igor Sikorsky made the first successful helicopter flight. No single advancement of aeronautical science has had a greater impact on the life and well-being of man than this invention. Igor Sikorsky died on 26 October 1972.



Elected to the International Aerospace Hall of Fame
1966

Sponsored By
Sikorsky Aircraft Corporation



Scott Page and his new heli, a Logo 500 SE from Germany



Meanwhile— back at the airplane field...



**Greg Wilson and John Binikos. John just returned from spending three months in his native Greece.
7/16/2013**



Larry Drisner

Ron Schuyler



Ron Schuyler's new plane did not fare well on its maiden flight. A whisker of solder shorted an aileron servo causing it to spin in. After repairs, the plane will fly again. July 16, 2013.

AS SEEN AT THE FIELD BY ETHEL BURKE



Steve Kallam has a new Velox from 3D Hobby Shop. It has a wingspan of 70 in. with carbon fiber landing gear. He is running a Hacker A-50 electric motor using an APC 19 x 10 prop with a 6 cell 5000 mAh battery. It weighs 10 lbs. 2 oz. *(This plane dropped into the jungle on its maiden flight. After 6 days of searching, it was found in good shape, as seen here, except for a few internal parts that were damaged from rainy weather. All is repaired and flying now.)*

Roy also has a new German Stuka dive bomber by Airfield Models. The wingspan is 35 in. and it is flown with an electric motor with a 3-blade prop. It has a 2600 mAh battery with a 30 amp ESC. It is detailed nicely with full cockpit and canons underneath.



Ellis Chee has made a foam model with decals from enlarged plans off his computer of this Northrop YF-23. It has a Super Tiger .1 electric motor 1250k volts; 36 amp ESC; and 11.1 volt 2200 mAh battery. The Northrop/McDonnell Douglas YF-23 was an American prototype fighter aircraft designed for the U. S. Air Force. Only 2 of these planes were ever made and were flown 50 times for a total of 65.2 hours. Tests demonstrated Northrop's predicted performance values for the YF-23. The YF-23 was entered in Advanced Tactical Fighter competition. Northrop's YF-23 was stealthier and faster. However, it lost out to the Lockheed YF-22 that was more agile and less expensive, and was entered into production as the F-22 Raptor.



Jim Truett had a successful maiden flight with his new bi-plane Nieuport 28 from Maxford USA. It is powered by a DLE-30cc gas engine running a Xoar 18 x 8 prop. The wingspan is 70 in., wing area is 1165 sq. in. and the length is 56 in. It weighs 13.5 lbs.

Paul Schubarth had a successful maiden flight with this new Zero from VQ Models in the Pearl Harbor Edition. It is powered by an OS-46-AX-II glow engine running a 3-blade Master Airscrew 10 x 7 prop. It has a Bisson exhaust with electric retracts from Hobby King. The wingspan is 60 in. and it weighs 6.5 lbs.



Roy DeMille had a successful maiden flight with his new ARF Pulse XT from Hangar 9. It has a wingspan of 65 in. and length is 23 in. It has an electric power 46 motor, 60 amp ESC, 4000 mAh 14.8 volt battery, and it weighs 9.5 lbs. Roy is also flying this new Apprentice from E-flite. The wingspan is 58 in. and it is 37 in. long. It has an 8040 kv electric motor, 30 amp ESC, and 3200 mAh 11.1 volt battery. It also comes with a Spektrum DX-5E transmitter.



Bill Demore has a new Sea Fury ARF from Will Hobby that had a successful maiden flight. It has a wingspan of 66 in. and weighs 11.5 lbs. It is powered by a Magnum 91 two-stroke glow engine running a 14 x 6 Master Airscrew prop.



Greg LaVay is flying this Cessna AG Wagon crop duster ARF from Discount Hobbies. It is powered by an OS-AX-75 two-stroke glow engine running a 14 x 6 prop. The wingspan is 74 in. and it weighs 12--13 lbs.



Pancho Castillo has a new ME-109 Messerschmitt ARF from Hangar 9. It has an E-flite 60 size electric motor, Castle Creations 80 amp ESC, with a 6 cell 22.2 volt 5000 mAh battery, and electric retracts. The wingspan is 63 in. and it weighs 11 lbs.



Joe Villarreal is flying this FW-190 Focke Wulf ARF from H. & M. Performance. It is powered by a Saito 100 four-stroke glow engine. The wingspan is 63 in. and it has a 29.5 oz. wing loading. It weighs 9 lbs. 4 oz. and has electric retracts.



Gary Kaplan has a new Red Racer from Hobby King. It has an EF-1 spec power plant electric motor 1250 kv/ 4S / 2700 mAh / Castle lite 100 ESC / using an 8 x 8 prop with red anodized Tru-Turn spinner and carbon fiber Quickie 500 landing gear & wheels. Gary also has a new A-10 Warthog by Pro Jet. It is balsa and has dual flaps, ailerons, & rudder controls. It is powered by twin E-flite 70mm electric ducted fans with 3600 kv, two Castle lite 100 amp ESC, two 4S batteries 2700 mAh 65/130c, and custom E-flite 2546 electric retracts. These both were assembled by John Cutler.



Roger Cosio bought an old plane at the Club auction for \$1.00 with a belt drive brush motor in it. He stripped it down & repaired it and recovered it with stripes of leftover monokote. He fabricated the landing gear with hardwood wheels and used O-rings for tires. He also converted to a gear drive brushless motor. He calls it Rehab #1 and it weighs 1.5 lbs. (pictured on right). The blue one (on left) is a new one he built with the same dimensions called Rehab #2, and it also has a brushless electric motor. Roger is also flying this Cleveland Viking. It has a wingspan of 48 in. and is powered by an OS-Max 15 glow engine. It weighs 2.75 lbs. Denver Bates built this plane in 1992 and bequeathed it to Roger due to overcrowding in his garage. It was recovered and flew several missions over the Bonsall field. All these planes fly with rudder and elevator only. (There is a new article on the back page of the latest issue of Model Aviation magazine on the Cleveland Viking.)



"Welcome" to new member, Gary Flanagan, and friend of Gary Kaplan. This Super Cub foamie from Hobby Zone was donated by John Cutler for Gary to fly. It has an E-flite Park 400 electric motor brushless conversion with a 9 x 4.7 slow fly prop. It has an E-flite 40 amp ESC and 3S / 1300 mAh battery.

Model of the Month for July 2013 Varley Longson's J-3



Varley Longson was awarded Model of the Month for July 2013 with this 1/4 scale Piper J-3 Cub that was built from a Sig craftsman's kit. The wingspan is 105 in. with 1600 sq. in. of wing area and a 23 oz. wing loading. It is powered by a DLE 20cc gas engine with a 17 x 6 Xoar prop. The landing gear is by Robart. It is covered with cub yellow Solartex and is spray painted with a clear lacquer protection coat. It weighs 15 lbs. 15 oz.



Brian Peabody, a drone pilot, gave a fine presentation about his work at General Atomic Aeronautic Systems.

Some folks might have thought that Brian would 'drone on' but he easily held our attention. Thank you for your informative talk.

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Ron Roberts



Luis Cardenas plans to join our club with his son.



Varley Longson (left) won Model of the Month for his beautiful 1/4 scale, Sig, J-3. President Bill Hill presented the plaque.



Ron Schuyler won our \$50. door prize, but Bill Hill feigned that he would like to keep it for himself while the V.P., the Boeing Guy (Patrick Pranic) smiles.

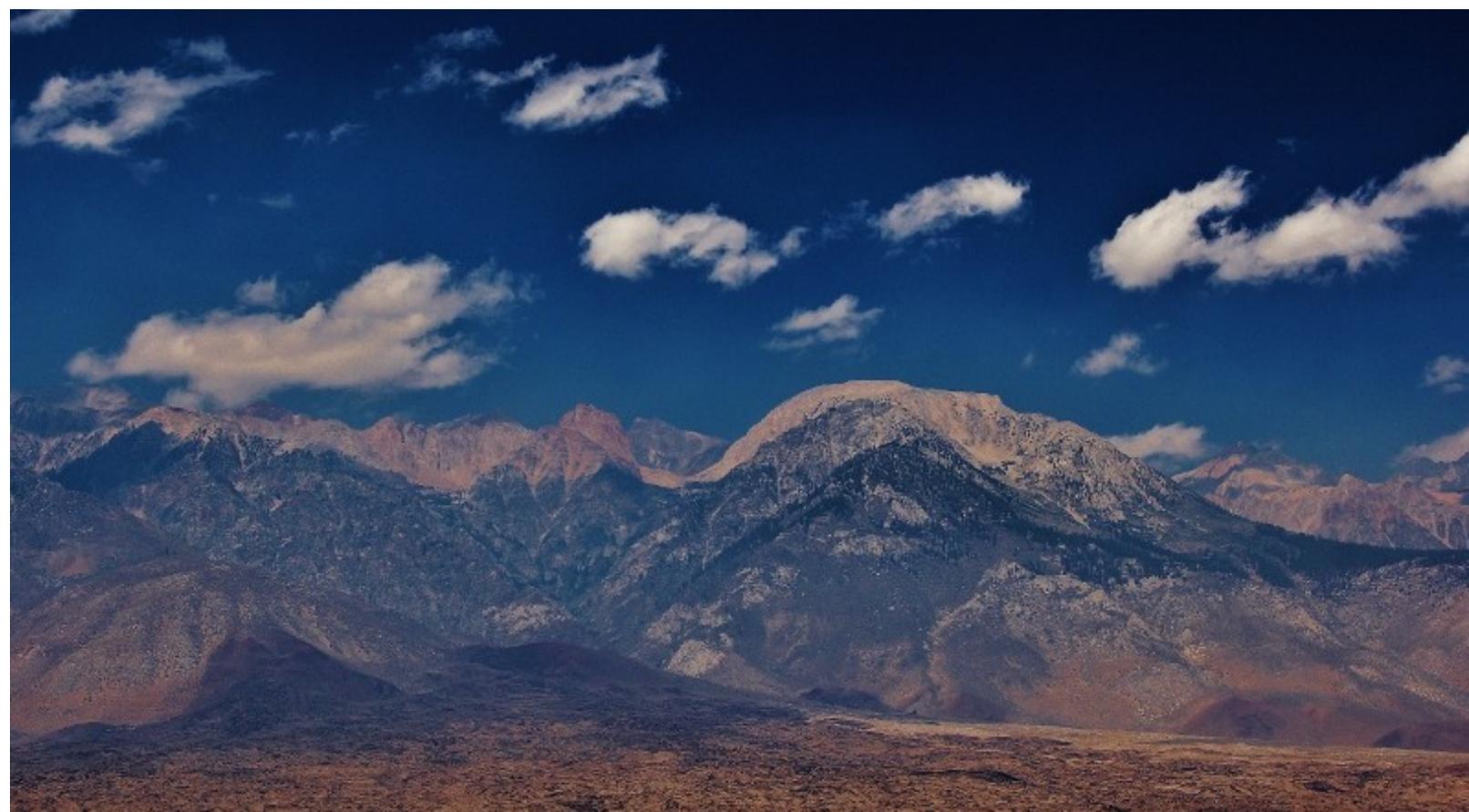


Charles Riley made this handy, light, carrier/box and showed it off at the meeting.





During the last week in July, your editor took a road trip to central California's gold country. I visited a 165 year old town when I came upon this bent FULL-SCALE heli. It is perched on the roof of a restaurant and is no joke. The owner/pilot was practicing take-offs and landings from a height of 10 feet. Something went wrong and gravity pulled it down, bending the heli so badly, it never flew again. It is an experimental craft.



Call to Order:

The Meeting was called to order at 7:20 by Vice President, Patrick Pranica.

Welcome Visitors and Guests:

There were three guests in attendance. They are Thomas "Blackie" Blackburn, Louis Cardenas and Louis Cardenas Jr. They were all welcomed with a round of applause from the Members.

Motion Made:

A motion was made to waive reading of the minutes and accept them into record as published in this month's Transmitter. The motion was seconded and passed.

Treasurer's Report:

Sean O,Conner gave a financial report update to the Members. He stated that the current bank balance was \$41, 282.00. Membership is now 236.

Club Business:

The recent 4th of July picnic was re-capped by Patrick. He indicated that "the turnout was very good". "Just under 60 people came out to enjoy the day". The cooking crew was in high gear with Joe Villarreal, Glenn Pohly and helpers feeding the hungry guests. Many brought their favorite plane to join in the fun-fly as well. The event marked our 58th anniversary as a registered AMA R/C Club. Over all a great day.

The Board of Directors has voted to go ahead with the purchase of a power point projector for use at our meetings. Scott Dedic will place an order through his employer, Sony Electronics, and should be receiving it in the next few days.

Patrick discussed "the posting of videos or comments on social media websites". He suggested that all Club members use discretion when posting R/C related comments or videos on the web. Items posted on the internet will be viewed by literally thousands of people. Viewers might be associated with other clubs and associations or perhaps a government agency. The impressions they form after viewing your post, video or comment may reflect in some way on our Club or the R/C hobby as a whole. Ask yourself "what sort of impression am I making by posting this ?"

A night fly is being planned for September 21st. of this year. This will be restricted to electric and glow power only. The evening hours prohibit gas planes from participating.

There was no email link for this month's Transmitter. To view the newsletter, simply go to the Club website. Club meeting dates will be included on the website in the future.

Dates to Remember:

The next Combat event, Battle of Bougainville” will take place Saturday, August 17th.

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Tool of the Month:

Chuck Riley showed the Members a field tote he has designed. It carries a fuel jug, battery and starter, and other items needed at the field. Chuck indicated he would make the plans available if other members have an interest in making one for themselves.

Model of the Month:

Varley Longson displayed his newly completed Sig Craftsman kit of a 1/4 scale J-3 Cub. Covered in yellow solartex and powered by a DLE-20 size gas engine. He is enjoying flying his big Cub and was awarded Model of the Month for July 2013.

Door Prize and Adjourn:

The \$50 dollar door prize was won by, Ron Schuyler.

The Meeting was adjourned at 8:52 pm.

Don Wadlington, Secretary

The Meeting was called to order at 7:05 by the Club President, Bill Hill.

1. The Board Members reviewed the most recent draft of the new Club application. A discussion took place as to whether we should require the applicant to initial the paragraph pertaining to the Flying site Rules. Glenn Pohly was not in favor of initialing the document and presented his reasoning. After some discussion the idea was dropped and Members agreed that the signature at the bottom of the application was sufficient for our purposes. The meeting time listed on the document will be changed from 7:15pm to 7:00pm. The remainder of the application has been approved and the changes will be incorporated into our Membership Application.

2. The Board again discussed replacing the old plastic trash cans at the flying field. It is felt that metal ones would be better for our needs. Heavy duty metal cans are preferred but Board members voiced concern about the overall weight when it comes to lifting them into the dumpster. It was decided that we will try metal cans with plastic liners. We will evaluate how well this works out.

3. A secure container to house fire extinguishers at both fields was talked about. A number of suggestions were put forth. Bill offered a large metal "truck box" to be attached to the shipping container. Using the old first aid ammo box was suggested. Putting the first aid supplies back into the ammo box and storing the fire equipment in the lost and found box was discussed. Some sort of secure bracket to mount the extinguishers outside was considered. It was decided the large truck box will be reworked by Joe Villarreal to suit our needs and used to house the fire equipment.

4. The Board discussed ideas for a "used battery receptacle" for each flying field. We need a safe way to store old batteries that could then be picked up and recycled by Club member, Fred Eivaz. The container needs to be fire proof and hold 20 to 30 batteries. The Board agreed that Joe Villarreal's suggestion of a very heavy gage steel pipe with a welded on, hinged lid, sounded feasible. Joe has volunteered to take on the project and will be building these for the Club's use.

5. After learning the Wing Masters R/C Club had purchased a portable Deliberator for their field, the question was asked, "should we have one of these at Johnson Field?" The members all gave their opinions and posed many questions on the subject. Glenn Pohly was most knowledgeable on the use, maintenance, and cost involved with these units. The field's close proximity to the Fallbrook fire station, and other negative aspects of purchasing a portable deliberator made the idea unfeasible for our Club. The Board dropped the idea.

6. A Mr. Mike Castillo has contacted the Club with a request to team with Palomar R/C Flyers and hold a Fun-fly to benefit his charity "Flying to Fight Cancer". The proceeds from such an event would be donated to F-2FC which raises money to be donated to Cancer Research. Other than being the host Club and using our field, it is not entirely clear what role the Club would play in promoting the event. Since approximately 6 months is needed to stage an event of this nature, it would take place sometime in 2014. No decisions have been made regarding Mr. Castillo's proposal. Glenn will be in contact with him to discuss this further.

7. The Board discussed the annual swap meet²⁸ open flying day. Normally this event takes place sometime in September each year. After a lengthy discussion of events scheduled for the remainder of 2013, it has been decided to hold the swap meet on Saturday, November the 2nd.

8. *The Board discussed a recent noise complaint. This issue is a continuing problem for the Club. We would like to have the freedom to fly whatever and whenever we want, but that is not possible. We must coexist with our neighbors if we are to retain our current flying site. We must also protect our image with-in the community to help in acquiring future flying sites. A proposal to submit a rule change to the membership to limit db levels to 89db after 1pm was made and unanimously passed by those present. We will be discussing revisions to our Flying Site Rules concerning noise limits at the next general Membership Meeting in August. The changes will then be voted upon at September's meeting. Bill will be commenting on this topic in his Presidents Letter in the Transmitter.*

9. *The condition of our work tables was discussed by the Board. Most all of the tables under the awning are in need of replacement. We will be scheduling a work party day in the future to replace the tables. Details of this have yet to be finalized. Materials need to be purchased, an email will then be sent out notifying Club Members of dates when they are decided upon.*

10. *Christmas Party 2013 plans are starting. The Board has asked Patrick Pranica to do a feasibility study regarding a change of venue for our annual banquet this year. He will be looking at other sites for the event and also the catering costs associated with other locations. Two possible considerations are, Pala Mesa Resort or the Del Mar Hilton.*

The Meeting was adjourned at 8:50 pm.

Don Wadlington, Secretary



Ron Mason took this photo of Richard Martin and John Hartsell, Jr. on July 19, 2013. They are both flying a Great Planes Reactor Biplane. Wingspan is 50 something and power is a Saito 100 4 stroke.



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Club Directory***CLUB OFFICERS***

PRESIDENT	Bill Hill	760-738-0644
VICE PRESIDENT	Patrick Pranica	442-333-9024
SECRETARY	Don Wadlington	619-992-2940
TREASURER	Sean O'Connor	858-485-0750
MEMBERSHIP CHAIR	Glenn Pohly	858-414-9749
BD MEMBER	Denver Bates	760-728-2880
BD MEMBER	Scott Dedic	858-674-4624
BD MEMBER	David Drowns	760-740-1715
BD MEMBER	Roger D. Cosio	760-724-4926
BD MEMBER	Joseph Villarreal	760-749-7029
BD MEMBER	Ron Schuyler	760-940-0408

CLUB OPERATIONS

Advertising	Bill Hill	760-738-0644
Newsletter Editor	Joe Buko	760-726-8831
WebMaster	Barry Hirschberg	760-635-0025

SPECIAL INTEREST GROUPS

RC Combat Chairman	Fred Eivaz	817-714-2379
Helicopter Chairman	Scott Dedic	858-674-4624

HEAD INSTRUCTOR

Dennis Newbeck	760-297-1134
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SAFETY COORDINATOR

James Jenkins	760-910-4141
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INSTRUCTOR LIST

Arnon Bourner	Basic Flight	858-385-0807
Butch Abongan	Basic Flight	760-855-2162
David Drowns	Basic Flight	760-740-1715
Todd Melton	Basic Flight	760-305-8983
Glenn Pohly	Basic Flight	858-414-9749
Tim Hitchcock	Basic Flight	760-458-8961

Please direct correspondence to:

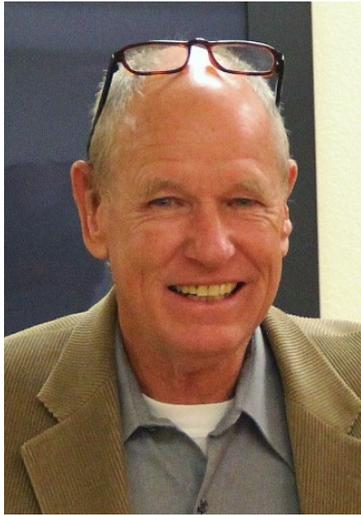
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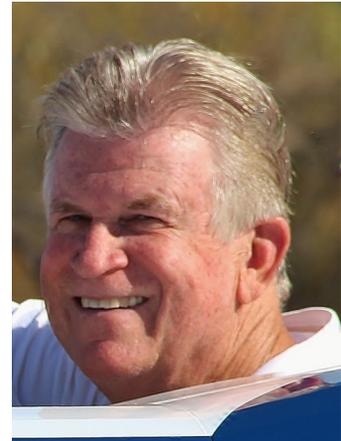
President Bill Hill



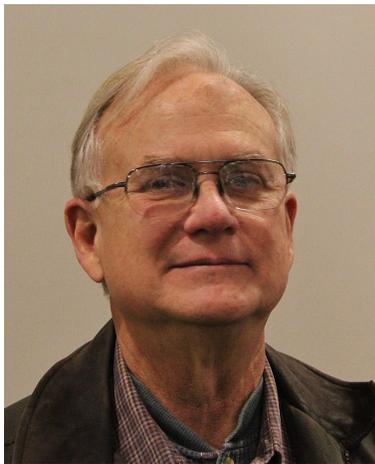
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CLUB MEMBER NEWS

August
2013

New Products ★ Deals ★ Events ★ Coupons ★

HP X2 HIGH SPEED READY-TO-FLY 350 SIZE

FLY OUTDOORS
WITH AUTHORITY!



Rotor Dia: 18.75in
Length: 20.25in
Height: 9.8in
Weight: 16.6oz

Features:

- Coaxial Rotor System for Unmatched Stable Flight
- 5 Channel Anti-Wind System
- International patent register: PCT/CN2010/002183
- Advanced 2.4GHz Control System
- Innovative Transmitter with 2/3/4/5 Channel Settings
- Match the Helicopter Performance to Your Flying Skill Level
- Automatic Yaw Gyro for Stable Flight
- Many Upgrades Available to Repair and to Customize the X-2



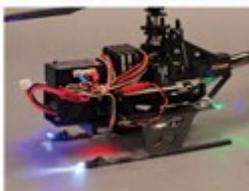
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Now Only **219.99**

OPTIONAL PARTS AVAILABLE

Landing Gear For Video Camera (not shown)



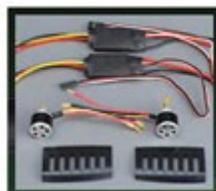
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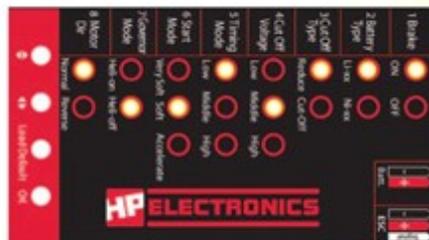


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