



**Palomar R/C Flyers, Inc.**

# **Transmitter**



**August 2017**

**AMA Charter 141**

## **PRESIDENT'S COLUMN-Bill Hill**



### **Build and Fly.**

That was the best pulled pork! If you were there you know what I'm talking about. It was the 4<sup>th</sup> of July picnic and Joe and Barbra Villarreal did an outstanding job; we're still talking about it at our house! Joe sure knows how to work that smoker!

I've got to thank Chris Avellino for taking over while I was on vacation. I'm sorry I missed the June membership meeting and what I understand was a very nice tribute to our friend Tom Johnston. Chris, thanks for backing me up; good job on last month's president's column too.

Your board of directors have been working on a review and updating of the PRCF by-laws. We did a presentation of the changes at the last general meeting and we are publishing the suggested changes in this issue of the transmitter. We will be discussing and may vote to ratify the changes at our general club meeting this month so please show up.

We've contracted to seal the runway and it looks like we'll be getting that done the 2<sup>nd</sup> or 3<sup>rd</sup> week in September. We're planning to have it done mid week on a Tuesday-Wednesday-Thursday to minimize the impact on our flying. I've got to thank the D.R. Horton group for helping us smooth out the roads and the field! That was great. There is still a lot of activity on Pankey Rd. and access to the field still requires caution while passing thru there. The contractors have indicated to me that activity may calm down some time in September or October but that they will still have a presence there thru the end of the year.

Steve Gebler and Eric Armstrong gave a presentation at the last meeting suggesting a new electric combat/fun-fly event. The event would be limited to about an hour in length so as not to impose on a full day of flying. It starts with streamer cutting, moves onto tractor tow streamer cutting, and then into a climb and glide spot landing type of "shuffle board", I'm not sure I completely understand how it works but we've scheduled one for September 21<sup>st</sup> so get ready for some fun. Contact Steve or Eric for more info.

John Hartsell Jr. came out on July 22<sup>nd</sup> with his weed whacker and single handedly cleaned up most of the weeds around the pit and pilot's area. Thank you John outstanding work!

Richard Torres and a few of the board members have been working on the new website. Fantastic job; ya gotta love it!

We're still getting batteries left at the field and this is a serious issue. Please don't leave damaged or spent batteries. If you're using lipolys please get a fire safe bag or ammo can for transporting.

Have fun and be safe,

Bill Hill President of the Palomar R/C Flyers, Inc.



## 3RD ANNUAL FALL SAILPLANE EVENT

September 30, 2017 – Fallbrook, California

Hosted by Palomar RC Flyers

**The Palomar RC Flyers club is hosting a gathering of aerotow, self-launching, and winch sailplanes at Johnson Field on Saturday, September 30th 2017.**

AMA membership is required of all participants. This event is sanctioned by the Academy of Model Aeronautics, model activity #1786.

Palomar RC Flyers is located at Johnson Field at the Northeast corner of the intersection of I-15 and State Highway 76 in Fallbrook, California. Take Interstate 15 and take the Highway 76 east towards Pala less than 1/2 mile and turn north on Pankey Rd.

Overnight accommodations can be found at the Pala

Casino located 5 miles east of the field or at the Quality Inn Fallbrook located on the west side of Interstate 15 one mile from the field.

The club will provide spotters to keep the runway clear of tow-planes/sailplanes for landing sailplanes.

Club noise limits require all aircraft to be below 98 dB at 25 feet.

**The event will begin at 10:30 A.M.**

We will host a barbecue mid-day on Saturday at the field (\$5 donation accepted).

We would appreciate knowing if you can bring a tow plane.



Contact Jim Gallacher at [jgallacher@cox.net](mailto:jgallacher@cox.net) or visit [www.palomarrcflyers.com](http://www.palomarrcflyers.com)

# Palomar RC Flyers, Incorporated

## By-Laws

**May 2012 [August 2017]**

- I. Name  
The name of this organization shall be Palomar RC Flyers, Incorporated. The designation Palomar RC Flyers shall be considered synonymous with this name.
- II. Purpose  
This shall be a non-profit corporation for the purpose of social, educational and recreational activities pertaining to the building and flying of radio controlled model aircraft.
- III. Membership
- A. Membership shall be open to all persons interested in radio controlled aircraft. Members shall conduct themselves in a respectable and orderly fashion during all club activities. Any misconduct may be subject to action by the Board of Directors.
- B. Any member in good standing may resign his/her membership by giving written notice to the club.
- C. Members must meet the following qualifications:
1. All members must have full "open" membership in Academy of Model Aeronautics, hereafter referred to as AMA. If any member ceases to have the qualification necessary for membership in the AMA, his/her membership in the Club shall there by terminate, subject to reinstatement upon restoration of eligibility
  2. Possess a valid FCC license if operating radio equipment on amateur frequencies (Ham).
  3. Agree to read, understand and obey the flying site rules.
  4. Pay applicable dues, fees and insurance, as outlined in the club membership application form. All such fees are established by a two-thirds vote of those present and voting at a regular monthly meeting.
  - ~~5. The annual club membership dues of the President, Vice President, Secretary, Treasurer, Board Members, Membership Chairman and Editor shall be waived. \*\*MOVED TO SECTION IX A. \*\*~~
  5. The Board of Directors may recommend that the membership, by majority vote, confer Life Membership status on individuals who have made exceptional contributions to the club. Life members pay no dues.
  6. A member participation incentive plan known as the "Palomar Dollar Program" will be in force. The program encourages member participation through implementation of a dues reduction plan whereby members can achieve a reduction of their yearly club dues. By investing their time per year doing something that benefits Palomar RC Flyers, Inc., the plan will allow for a reduction of the yearly dues to a value determined by the board at the rate of \$10.00 per hour.
- D. There is a ninety (90) day probation period for all new and reinstated members. Any member found in violation of the club By-Laws or Standing Rules may be subject to disciplinary actions or revocation of their membership in the Palomar RC Flyers, Inc. as directed by the Board of Directors.
- IV. Officers and Duties  
The following **five [four]** officers shall be elected by the membership and shall conduct the business of the organization: President, Vice President, Secretary **[and]** Treasurer. ~~Membership Chairman. If Membership Chairman is combined with another office then one additional Board Member shall be elected.~~ \*\*moved to next section\*\*
- A. The duties of each officer shall be as follows:
1. President  
The president shall conduct the meetings of the club and be responsible for the organization and conduct of all club business and activities. The president shall be an ex-officio member of all committees.
  2. Vice President  
The vice president shall assist the president, and act in place of the president in case of his/her absence.

### 3. Secretary

The secretary shall keep minutes of all club meetings (Board and General) and present these minutes for approval, record all motions and votes, maintain an accurate copy of the By-Laws and Flying Site Rules and keep all official documents and correspondence in order.

### 4. Treasurer

The treasurer shall prepare a monthly financial report to be presented at the regular monthly meeting and an annual financial report to be presented at the annual meeting. The treasurer shall receive and bank all monies collected, pay bills and disburse monies as required.

## V. Board of Directors and Duties

### A. Board of Directors

The eleven member Board of Directors shall consist of the ~~five~~ **[four]** elected officers and ~~six~~ **[seven]** elected at-large members. The club president shall also be the chairman of the Board of Directors.

### B. The duties and responsibilities of the Board of Directors shall be as follows:

1. Serve as the policy making body of the club.
2. Serve as the grievance and arbitration committee making decisions when/if problems arise. The Board may impose disciplinary actions including suspension or revocation/reinstatement of membership according to grievance procedure.
3. Secure a meeting place for monthly, annual and board meetings.
4. Secure flying sites and maintain them in good condition.
5. Appoint committees as required.

## VI. Committees and Duties

### A. The Board shall establish the following committees:

1. Safety Committee – shall be responsible for the ~~maintenance of a safe flying environment~~ **[safety operations of club and events as outlined in AMA standards]**. This committee shall consist of the Flight Instructors and ~~[the]~~ Safety ~~Officers~~ **[Coordinator]**. The chairman of the committee **[is the Safety Coordinator who]** shall be appointed by the ~~Club President~~ **[Board of Directors]**.
2. **[Membership Committee – shall be responsible for maintaining the roll of active members, processing new membership applications, annual renewals, issuing membership cards and access keys, and keeping the board informed of any changes to the membership roster. The chairman shall be the Membership Director who shall be appointed by the Board of Directors.]**
3. Communications Committee – shall publish the monthly newsletter “Transmitter” and maintain the club web page. ~~The chairman shall be the editor~~ **[who is appointed by the Board of Directors.]**  
~~The Editor shall publish the Transmitter monthly prior to the monthly meeting.~~

## VII. Elections

- A. Nominations for officers and board members shall be opened at the regular monthly meeting in September and closed at the regular monthly meeting in October. At least one nomination for each officer and six nominations for the board shall be submitted. Additional candidates may be nominated by the membership.
- B. The Membership Chairman shall prepare a mail-in ballot to be received prior to the November meeting. The ballot shall list each position and the nominees and shall provide a place for write in candidates.
- C. The election of officers and board members shall be held at the regular monthly meeting in November. The votes shall be counted and the results announced prior to the close of the meeting.
- D. The candidate receiving the highest number of votes shall be elected to each officer position and the six board candidates receiving the highest number of votes shall be elected to the board.
- E. In the event of a tie those members shall step out and a vote by show of hands shall determine the winner.
- F. If a vacancy occurs it shall be temporarily filled by appointment by the board and a special election shall follow. Nominations shall be made by the membership at the first regular monthly meeting following the vacancy and the election held at the next following regular monthly meeting by members present.

## VIII. Member Meetings

- A. The regular monthly meeting ~~shall~~ **[will normally]** be held on the third Thursday of the month, January through November at 7:15 PM. The annual meeting in December may be held on a different day as it is usually combined with a banquet. **[At the Board's discretion, monthly meetings may be held on a Saturday to take place at the flying field or other such appropriate location.]**
- B. Special meetings may be called by a majority vote of the board of directors.
- C. The Board of Directors shall meet every month.
- D. Regular monthly meetings shall generally follow the agenda:
  - Call to order – president.
  - Motion to waive reading of the minutes and accept minutes as published in the “Transmitter” – president.
  - Approval of the motion or reading of the minutes – secretary.
  - Financial report – treasurer.
  - Vote in new members – president.
  - Old business – president.
  - New business – president.
  - Guest speaker.
  - < Break >
  - Special interest group reports.
  - Tool of the month – president.
  - Model of the month and trophy – president.
  - < Adjourn >

## IX. Regarding Money [Operating Policies]

- A. **[Regarding Club Officers \*\*Moved from section III. C. 5. \*\***
  1. **The annual club membership dues of the President, Vice President, Secretary, Treasurer, Board Members, Membership Chairman and Editor shall be waived.]**
- B. Regarding Money
  1. The treasurer is authorized to pay on his/her signature without prior approval the following expenses:
    - a. Cost of the “Transmitter”. ~~This includes software.~~
    - b. Cost of flying site sanitary facilities.
    - c. Cost of regular monthly meeting trophies.
    - d. Cost of annual meeting plaques and certificates.
    - e. Cost of flying site security.
    - f. Cost of regular monthly meeting, board meeting and annual meeting halls.
    - g. ~~Cost of equipment maintenance up to \$1,000.00~~
  2. **[All other financial obligations must be approved by a majority vote of the Board of Directors.]**
  3. Refreshments provided during the meeting break are paid for out of donations.
  4. The annual 4th of July Club Picnic is paid for with club monies.
  5. ~~The Board of Directors is authorized to spend up to \$3,000.00 for capital expenditures (i.e. maintenance equipment, etc.). Any expenditure above 3,000.00 requires club approval by a majority vote at a general meeting by those present and voting.~~
  5. **[Disbursements will be for approved expenses only. Every effort must be made to get approval for expenses in advance from the board. This can be done in person at a board or general meeting or by email vote of the Board. If a member chooses to spend money on the club's behalf without prior board approval, that member accepts the risk that he may not be reimbursed.]**
  6. **[Advance Payments and Reimbursements**
    - a. **There will be no advance payments disbursed from the treasury to a member unless that member is the vendor of required goods or services. Ideally, the member will use his own funds to pay for goods and services that were properly approved by the board then seek reimbursement from the treasurer. If the member is unable to wait until the next scheduled club meeting (board or general), they may submit a request for reimbursement by mail or email.**

**b. Reimbursement requests should be submitted using the Request For Reimbursement form (Appendix C or similar form) no later than 60 days after the delivery of goods or services. All requests for reimbursement must include original receipts or invoices. In the event an original receipt or invoice is missing, every reasonable effort should be made to get a duplicate from the vendor. Bank or credit card statements are not desirable as they do not contain sufficient detail. If the member cannot get a duplicate receipt he will need to provide justification. If the reimbursement request has multiple receipts or many line items on a single receipt, the member will need to fill out an expense summary that explains each line item in sufficient detail. Sufficient detail would include business name, date, item description, item quantity, item price, tax amount, and total paid.]**

**7. [Collected Money**

**Any monies collected on the club's behalf (apparel sales, contest entry fees, BBQ donations, etc.) must be turned in to the treasurer within 30 days using the Money Turn-In form (Appendix D or similar form). In the case of ongoing collections such as apparel sales, the money will be turned in to the treasurer monthly with a clear explanation of the amount (i.e. number of shirts sold at \$X each or 22 entrants at \$X ea.).]**

X. Miscellaneous Provisions

A. Ownership of all club assets shall be vested in Palomar RC Flyers, Inc.

B. Dissolution Of The Club

The duration of the club shall be perpetual. The club may be dissolved with the approval of the membership. Voting shall conform to that used for elections with the exception **[that]** it must be a two-thirds (2/3) majority. Method of distribution of assets will be discussed and included on the ballot.

XI. Grievance Procedure (Flight and Safety Rules)

This section provides for enforcement of the Safety Rules that are related to flying activities or any other unacceptable behavior by an individual member or members. Any individual may be expelled from membership from the Club by a two-thirds (2/3) majority vote of the **membership present and voting [Board of Directors]**, if in the determination of the Board of Directors, such individual willfully commits any act or omission which is a violation of any of the terms of these Bylaws, or the Rules of the AMA, or which is detrimental the club, the AMA, or to model aviation. A two-thirds vote of the **membership present [Board of Directors] and voting [is required for reinstatement to the club. Such decisions may be appealed to the general membership at a regular monthly meeting where a 2/3 majority of those present and voting shall be required to reverse the decision of the Board. The Board Chairman shall be notified in writing of the intention to appeal the decision. Such notification is to be made within 30 days after the decision of the Board.]**

A. The grievance procedure provides a mechanism to enforce existing safety rules by providing a progressive disciplinary system when needed. Although most complaints can be resolved informally, if a complaint is serious or cannot be resolved informally, the matter should be referred to the Board of Directors for its consideration by means of a Grievance Form **[(Appendix A)]** to be filled out and turned in to the Board of Directors. At least one witness is required to sign the Grievance Form. The Board shall use its judgment in carrying out action on the following:

1. First Violation

Viewpoints of both complainants and accused will be considered. Complainants name will be disclosed. If the Board so decides, a verbal reprimand will be given to the accused by the Board of Directors, and this will be recorded in the Club records.

2. Second Violation

Complainants name will be disclosed. The accused has the right to a written rebuttal, to be reviewed by the Board of Directors. If the Board so decides, the flying privileges of the accused will be suspended for thirty (30) days. Written notice of this shall be issued and a copy provided for the membership and published in the Club Newsletter.

3. Third Violation

The Board of Directors will notify the accused in writing and the Club members via the Club Newsletter that the club will vote on the expulsion of the accused at the next meeting. Said expulsion will last for a one-year minimum. A member may be expelled from the Club only upon two-thirds (2/3) majority vote of the membership present at the meeting. The expelled member may reapply for membership after the expiration of the expulsion time period.

4. The three actions will not be enforced unless they are accumulated within a two year period of time.
5. Any member receiving a Grievance, who directs any retaliation action against the person filing said grievance, will be subject to immediate expulsion from the Club. This is to include threats, intimidation, physical harm, intentional equipment damage, or any other action deemed retaliatory by the Board of Directors.

## XII. Flying Site Rules

There shall be a set of Flying Site Rules which establish operating policies and flying site rules. **[See Appendix B of the Bylaws.]**

## XIII. Amendments

The By-Laws and Flying Site Rules may be changed by amendment. The proposed amendment shall be presented at one regular monthly meeting and shall be published with the monthly newsletter and shall be voted upon at the next monthly meeting. The proposed amendment must be accepted by two-thirds of the members present and voting at said meeting.

***[The Request For Reimbursement and Money Turn-In forms may be amended by a majority vote of the Board of Directors.]***

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Palomar RC Flyers, Incorporated  
Flying Site Rules  
**May-2012 [July 2017]**

I. Flying Site Rules

- A. Flying Site Rules apply to all such sites under club control and all other sites which the club may choose to conduct an activity. Flying sites under club control may have rules that apply only to a specific site and not another because of houses, roads, freeways, industry, airports, schools, livestock, wildlife habitat, etc. These special rules will be included in the posted rules at the field where they pertain.
1. The use of club facilities is limited to AMA members with Full AMA Membership invited to participate in contests, club members, and guests of club members. Guests must meet the following requirements:
    - a. Guest pilots must show proof of current AMA membership and must be accompanied by a club member. All others, with proof of current AMA membership, may use the facilities only once per calendar year, as a guest of a club member, without having to become a member.
    - b. The host member is responsible for informing his guest of the flying site rules and seeing that they are obeyed.
    - c. Non-participating guests are to remain clear of the flight line and pit areas.
    - d. Club members are NOT to give guests combinations or keys to club locks.
  2. Pilots MUST DISPLAY on their person proof of current club membership.
  3. Club members and/or guests are not to rearrange the flying site facilities or the surrounding habitat without prior approval of the club's Board of Directors.
  4. All pilots must obey the "Official AMA Safety Code". Particular attention is drawn to rule #6: "I will not fly my model unless it is identified with my name and address or AMA number on or in the model".
  5. All radio equipment must be FCC Type Approved and operated according to FCC regulations, including licensing where required (i.e. 6-meter ham band).
  6. All radio systems must conform to AMA standards.
  7. While not in use, transmitters will be turned off and stored. Transmitter antennas are to be fully retracted for range checks. Any pilot not in control of their frequency (his/her card NOT in the proper frequency slot on the frequency board or having the frequency pin from the frequency board), who causes another pilot, that has control of the frequency (his/her card in the proper frequency slot on the frequency board or has the frequency pin from the frequency board), to lose their model from radio interference will pay all replacement costs associated with said model to the owner. Not making such monetary restitution is grounds for the revocation of their club membership.
  8. While Flying.
    - a. The pilot must stand in a designated pilot station.
    - b. Maximum of one pilot per station, with a maximum of five planes in the air at any time with the following exception: during a club sponsored event.
  9. Engines, etc.
    - a. All engines on aircraft must be equipped with an exhaust system that will enable the airplane to comply with or better the noise standard (limit) in place at the flying site where the aircraft will be flown. All engines must be equipped with the muffling systems supplied by the manufacturer at the minimum. Un-muffled tuned pipes, flow through mufflers and open exhaust (un-muffled) two stroke engines are not allowed. Some four stroke engines may comply with the noise limits at the field where they are being operated even though they are not equipped from the factory with a muffler. Those four stroke engines that DO NOT meet the field noise limits without a muffler WILL NOT be allowed to fly. Pilots are encouraged to lower the sound pressure level of their engines through the use of efficient after-market mufflers or propeller changes where the noise output of their engine is approaching the maximum allowable db level at the flying site.
    - b. No full power engine run-up is permitted in the pits. Engine run-ups are to take place in the run-up area or the engine break in area with the prop blast directed away from other models or persons.
  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 8 AM to 7 PM Monday through Saturday, 9 AM to 7 PM Sunday.
    - e. 93 dB to 98 dB may be operated between 9 AM to 5 PM daily.



11. Flight Operations.
  - a. Flying over or to the rear of the flight line (edge of runway nearest the pilot), pits, social areas and parking lot is strictly prohibited.
  - b. Low passes, speed runs and bomb drops must be done beyond the runway boundaries and are not to interfere with takeoffs and landings.
  - c. Aerobatics are to be performed beyond the far edge of the runway. No aerobatics will be allowed on takeoff unless performed beyond pilots, pit or spectator areas.
  - d. Takeoff must not be started until the aircraft has taxied out of the designated taxi area and has reached the confines of the runway.
  - e. Hand launches must be made in a direction away from pilot, pit, and social areas and must be from an area clear of people and aircraft.
  - f. Dead stick landings always have the right of way but must be called out.
  - g. Landings have the right of way over takeoffs and both must be called out.
12. New members with supposed prior pilot experience shall be required to make a flight check with an instructor. Members receiving flight instruction shall be issued a student card requiring a flight instructor/ buddy box until they pass their solo flight test. No student shall be permitted to fly below 100 feet AGL without a buddy box.
13. Solo certificates and their pilot club card will be provided following their solo flight test and being signed off by their instructor and a second instructor.
14. The facilities shall at all times be kept clean of trash and litter. **Under no circumstances shall a member or guest intentionally leave or discard any hazardous material or waste such as, but not limited to, fuel or batteries at the flying site.**
15. It is the responsibility of ALL CLUB MEMBERS to ENFORCE and OBEY the rules. Repeated offenses must be brought to the attention of the Safety Officer, Flight Instructors or Board Member.
16. Lack of compliance with any of the above rules may result in the Board of Directors suspending all flying privileges or the revocation of club membership.

Palomar RC Flyers, Inc. Club Grievance Form

Date: \_\_\_\_\_ Time: \_\_\_\_\_

Nature of Violation:

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Signature: \_\_\_\_\_

Witness: \_\_\_\_\_

Additional Witnesses (not required):

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# PALOMAR RC FLYERS, INC

## REQUEST FOR REIMBURSEMENT

DATE: \_\_\_\_\_

Member Requesting Reimbursement: \_\_\_\_\_

Expense Purpose: \_\_\_\_\_

Authorized by the Board (who/when): \_\_\_\_\_

Amount Requested: \_\_\_ \$ \_\_\_\_\_

Make Check Payable To: \_\_\_\_\_

Are All Receipts Attached: YES NO If no, please explain: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

### SUMMARY OF EXPENSES

DATE	VENDOR	DESCRIPTION	AMOUNT	TAX	SHIPPING	TOTAL
<u>4/12/17</u>	<u>Costco</u>	<u>Food for BBQ</u>	<u>\$183.12</u>	<u>\$9.99</u>	<u>0</u>	<u>\$193.11</u>
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# PALOMAR RCFLYERS, INC

## MONEY TURN-IN

DATE: \_\_\_\_\_

Member Turning Money In: \_\_\_\_\_

Income Source: \_\_\_\_\_

Amount Turned In: \$ \_\_\_\_\_ \$ \_\_\_\_\_

Cash

Checks

### SUMMARY OF INCOME

DATE	SOURCE	DESCRIPTION	AMOUNT	CASH/CHK
<u>4/12/17</u>	<u>T-Shirt Sales</u>	<u>5 long sleeve @\$12, 1 short sleeve @\$10</u>	<u>\$70.00</u>	<u>CASH</u>
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Signature: \_\_\_\_\_

# PALOMAR RC FLYERS MEMBERSHIP MEETING JULY 20, 2017

## SECRETARY'S MINUTES

The meeting was called to order by President Hill at 1915 hours on Thursday July 20, 2017.

**Treasurer's Report:** Treasurer O'Conner reported a current treasury balance of \$66,453.87.

**Approval of Minutes:** a motion was made to waive the reading of the minutes and accept the minutes as published in the transmitter. It was seconded and passed unanimously.

### Business:

Runway sealing will occur in September on Monday-Thursday. The week is still to be determined.

A work party is scheduled for Saturday July 29 at the field. Work will start at 0730 to beat the heat. This work is in preparation for the runway sealing and to finish the weed abatement that the mower and dozer could not get.

The CAP rocket launch that was also scheduled for July 29 has been postponed.

The Pankey Road construction will probably last until January 2018 but be more passable after September or October.

Chuck Riley brought in some donated flight equipment, props, and parts that were free for the taking. He also had t-shirts on sale.

Prisident Hill presented the changes to the bylaws. They will be published in the Transmitter and voted on by the members present at the August meeting.

### Member Recognition:

Richard Torres was thanked for the great job he has done on the new website. He is also trying to arrange a group outing to see the movie Dunkirk.

Steve Gebler has been putting out feelers for possible new field locations

Chuck and Melody were thanked for their continued treats and refreshments for meeting night.

### Special Interest Groups:

Scott Dedic is taking over as heli chairman.

Jim Gallacher discussed the sailplane aerotow event on September 30.

President Hill related the board's discussion on how or if we should accommodate multirotors in their own area.

### Best Practices/Safety:

**Batteries are still being left at the field. All members should have a lipo sack or ammo box to transport batteries. New signage will be installed reminding members. Failure to comply could result in loss of flying privileges.**

### Short Program:

Steve Gebler and Eric Armstrong presented a new fun fly/combat proposal for electric wings. First meet will be October 21 and there will be a build party in September. Steve then shared his flying surfer creation which won Model of the Month.

Steve Gebler presented some short trailer for video of a group of our members who<sup>12</sup> trekked to Lake Casitas for a campout and a few days of intense flying.

The meeting adjourned at 2030. Respectfully submitted by Steve Kerrin, Club Secretary

**Secretary's Minutes**

The meeting was called to order by President Hill at 1900 hours on Wednesday July 12, 2017.

***Treasurer's Report:*** Treasurer O'Connor reported a current treasury balance of \$66,613.

***Business:***

**Directors and Officers liability insurance was discussed. Steve Gebler will evaluate the current proposal.**

**Increasing owner's liability coverage through AMA has been done.**

**Bylaw changes were discussed. Changes will be presented to the membership at the July meeting, published in the August Transmitter and voted by the membership at the August meeting in accordance with the bylaws.**

**Dave Drowns has three bids for sealing the runway. Pat Drowns was low bid and will be awarded the contract. He has previously done our runway.**

**A field maintenance day is scheduled for July 29. There will be a signup sheet at the July meeting.**

**The Camp Pendleton CAP squadron will be having a rocket launch also on the 29th with Glenn Pohly coordinating.**

**There was a discussion on how multirotors fit into our club and whether a dedicated area for their operation should be identified.**

**There will be a sanctioned glider aerotow event on September 30.**

**There will be a new format combat event on October 21.**

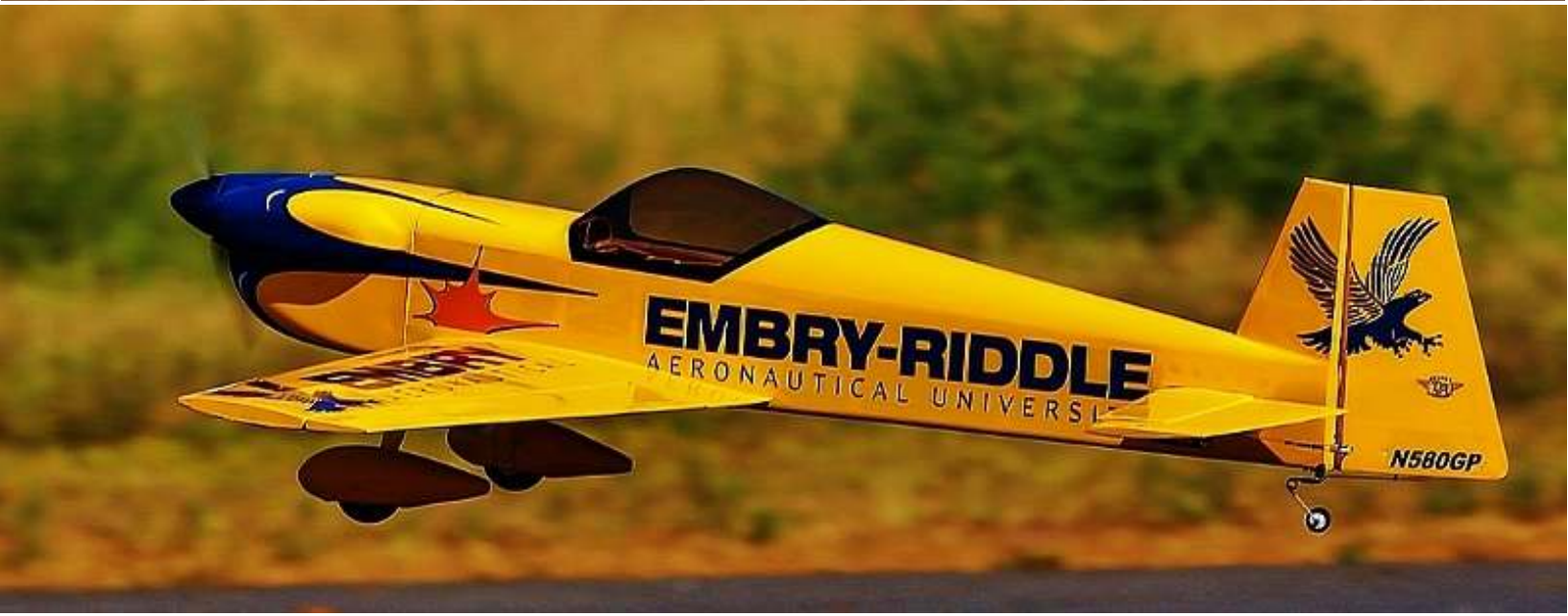
**We will continue to have three meetings at the field during the year.**

**The meeting was adjourned at 2030.**

**Respectfully submitted by Steve Kerrin, Secretary**

**ATC Jared Gregg sent these next 10 photos. Thanks for them!**









**Two photos of Chris Thompson's jet**



**Mike Lonnecker's sweet carbon flyer**



Brian Otto's plane



## *Some Aerodynamics Peculiar to our Field*

First a story. Rich Anderson and I flew in his Ercoupe to a quarter scale meet in Las Vegas. As we flew east over the Palomar Mountain Range, Rich said, "Watch this." As we approached the windward side of the mountains, the plane rose dramatically because of the wave action of the wind flowing over the mountain top. Obviously, wind lifts at that point, and we climbed 2,000 or 3,000 feet. It was dramatic because Rich didn't touch the throttle or elevator controls.

On our return, as we approached the Palomar Mountain Range, Rich said, "Watch this." Rich had crossed the mountains many times and knew what to expect. He flew at about 4,000 feet agl and as he approached the mountain, his altimeter began to unwind dramatically! We were caught in the normal powerful down draft of air flowing over the lee side of the mountain. We cleared the top by about 500 feet'. This story illustrates what happens in a mini-way at our field on a windy day as it was on July 4th- gusts to 20 mph.

On July 4, one of our pilots intended to land but flew in from over the jungle at a low altitude. He flew directly into the downdraft at the east end of our field and was sucked down into the hillside. He was flying a light electric and no matter how much he would have advanced the throttle, he would not been able to overcome the terrific wind blowing down slope at that end of the field that day.

Wind follows terrain, and there is a big drop-off at the far east end. As you stand at the pilot's station to fly, if you turn about 45 degrees to the right, that's where the drop-off is and with a 20 mph wind, the wind creates great suction .

So what should you do? Simple. Come in high if you are approaching from that area when it is windy. Then you'll land just fine.

Joe the editor

**P.S. Stay away from the jungle. Everyone knows this, but often someone feeds the jungle. We've been told a thousand times to keep away from it, yet it is regularly overflown- sometimes deeply overflown. On July 6, someone was flying an Apprentice when he lost control and spiraled into the jungle. Since then, other planes have gone in. Will we ever learn? When Eldio Gomes found his plane in the jungle, he also found five others!**



E-Flite has a new plane, the P-47 Jug @ 1.2 meter wingspan. AMA published a lead article on it recently, but they failed to mention the kit's one fault– the plastic tires. They look great, but are hard plastic with **NO** give. This results in transferring all landing shock into the wing via the landing gear. I replaced the plastic wheels with rubber ones; now they absorb the landing shock. The Jug flies well after it is trimmed. It's a fine plane, solid in the air, and lands easily. Some of the paint scheme is mine. The original cowl is painted a boring blue. I added the yellow and red touches. It's the best tail dragger I have flown! Joe Buko





Patrick Pranica trimmed out the bird. Thanks Patrick.



The Jug looks good in the air and on the ground. As with all E-Flites with a 1.2 meter wingspan, it has retracts, flaps, throttle, rudder, elevator and ailerons.

I removed the tailwheel by retouching the photo. It sure is a beauty. Because it's foam, it's lite and flies and lands easily. I couldn't say enough positive things about this plane.





**Editor— Joe Buko— The plane is E-Flite's 1.2 meter Corsair with retracts, flaps and the whole nine-yards. I painted the yellow stripes to help see it because sometimes the blue-on-sky-blue tends to melt the Corsair into the air. Now it stands out. While it's not a scale paint job, it's close enough and enhances the plane, don't you think?**

**Photo to the left is by Steve Kerrin**

**Bottom photo is by Patrick Pranica**







### An Ode to Dollar Bill Hill

There once was a man named Hill  
Who was crisp as a new dollar bill

He looked at the Club road  
And soon said, “behold”  
The surface is lumpier than a toad

Because of the rain  
to restore our driveway main  
The treasury would soon be in a drought

But Hill wouldn't quit  
Wouldn't allow the cash hit  
And Bill soon seized upon a plan

He'd barter, he said  
It would save us some bread  
And he reached out to the contractor crew

Tell you what  
Said Hill  
We'd like it a lot  
If you could scrape our path to make it like new!  
So the Cats went to work  
Bill's momma didn't raise her no jerk

Soon all was OK  
Trader Bill seized the day  
And the club saved a cool \$6K!

Steve Gebler

**V.P. Chris Avellino's "Hamilton Standard."**  
Hamilton Standard was a manufacturer of propellers since the 1930's and during WWII into the 1990's - based in Winsor Locks, Connecticut.



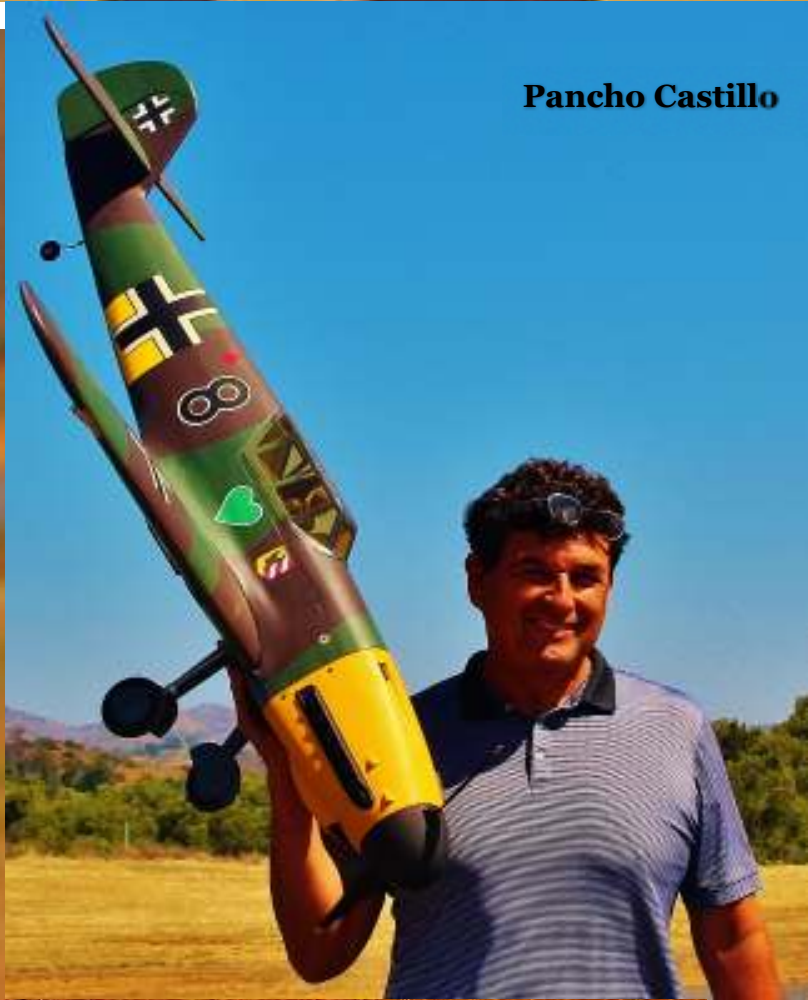
**Lou Governale**



**David Bracci**



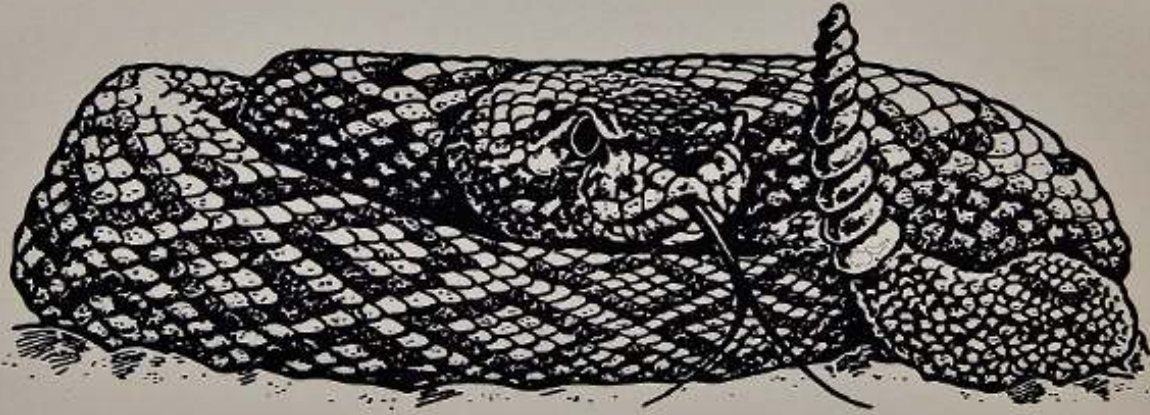
**Pancho Castillo**





**Beautiful Jennifer Walker, Richard Torres' beau**

# WARNING



*Watch Out for Rattlesnakes*



Bill Hill's E-Flite Spitfire



**Brian Otto**



**Safety Officer Patrick Pranca**



**The pictures were taken at Highpoint Aviation Field in West Virginia near Cumberland Gap Maryland. I visited this field on one of my work trips last year. The view from the field is great as you can see. Jim Gallacher**

# July 4, 2017 Our Club's 62nd Birthday and Picnic



**Kacey Phoon on the 4th**



# **A 4th of July HOOT!**

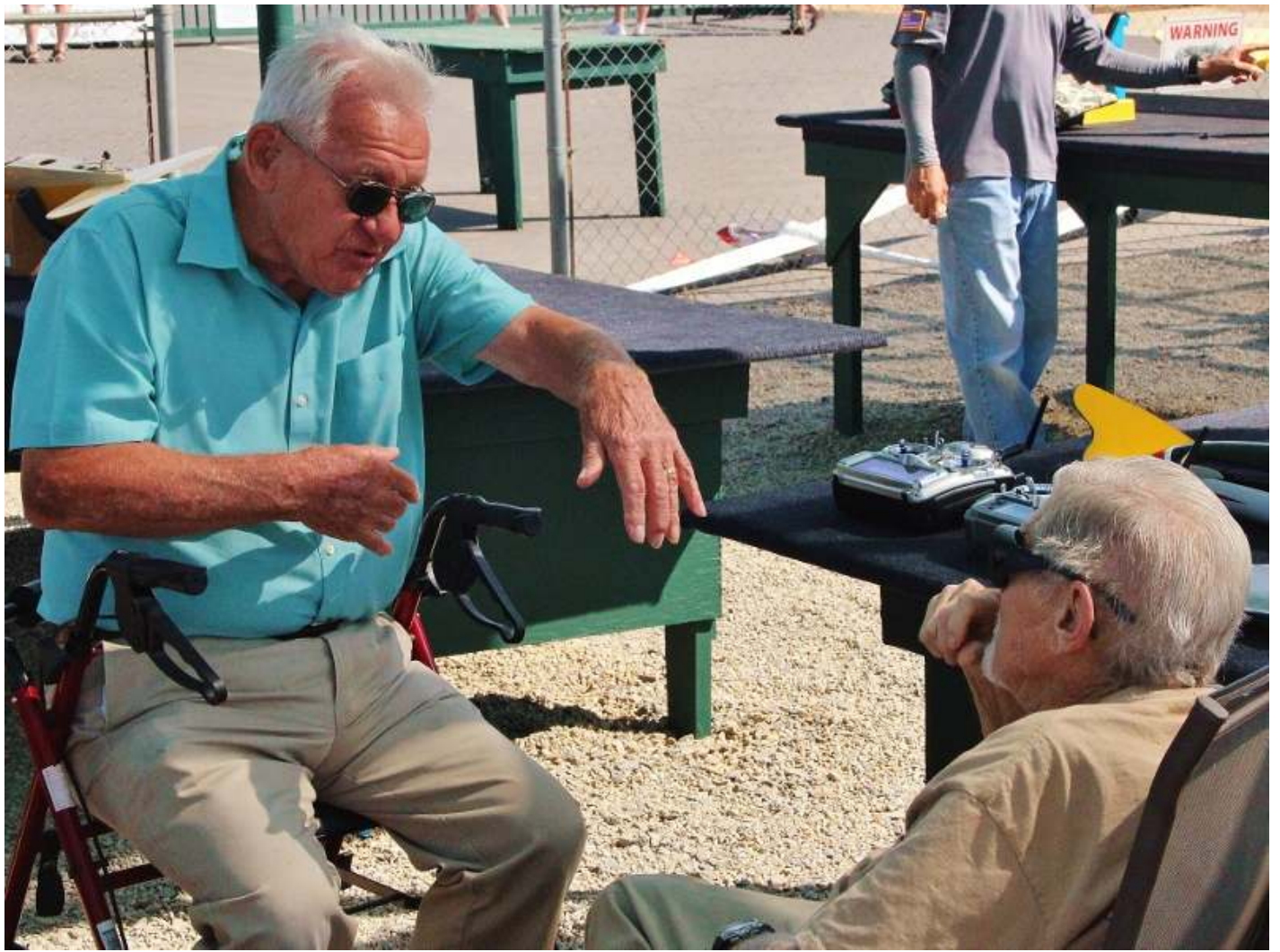
**Question, how many of our club members have had a chance to fly a 747....? Interesting fact that on the 4<sup>th</sup> of July at least 3 of our club members got that opportunity. We'll get back to the who and how, but for now let's walk through what got us here.**

**It all started with everyone having a great time, as we usually do, flying their planes when a certain Senator (names to remain anonymous) was flying a glider that thermaled a little too high. While this public official had a spotter, the glider was so high that it was lost. The awkward moment happened, and not what you want to hear on the line of, "Hey do you see it?" followed by the proverbial "Gosh, where'd it go?"**

**What ensued was one of the best and most memorable moments for me personally at our field. As you can imagine, we had an incredible turnout for the picnic. Several club members were on the line flying, and even more in the pits watching and having a good time. When people started asking what happened, everyone started to look for the glider. We had some great feedback and comments on how and where to find it. Some of the quotes were, "Hey, I see it, it's next to that cloud (with no finger pointing on a scattered cloudy day)"...."there it is" (with the finger pointing, but nothing actually there) and then the best one where several members saw it moving from left to right. One member took the transmitter and tried to fly it to the ground with no success. Another member tried to turn it to the right, also with no avail. Finally, another member took the transmitter until someone yelled, "hey, that's a real airplane" recognizing at this point it's probably a 747 climbing out of LAX. So yes, at least 3 or 4 of our club members tried to fly a 747 back to our wonderful and beautiful Fallbrook location.**

**To close, we finally spotted a small black speck in the sky to which James D'Eliseo and I were able to grab the transmitter. The problem was that while we could see it, the glider would not turn as it was still climbing! We couldn't figure out what happened until James started flipping all of the switches recognizing that the AS3X failsafe was on so the glider would not crash. We were finally able to turn off the failsafe to which James put the glider into a Red Bull Air Racing dive and an extreme aerobatic maneuver to bring the glider back to earth. Crisis averted, glider safe, and the Senator is once again flying. No one was injured, but serious neck massages were needed due to looking up so long.**

**Chris Avellino**



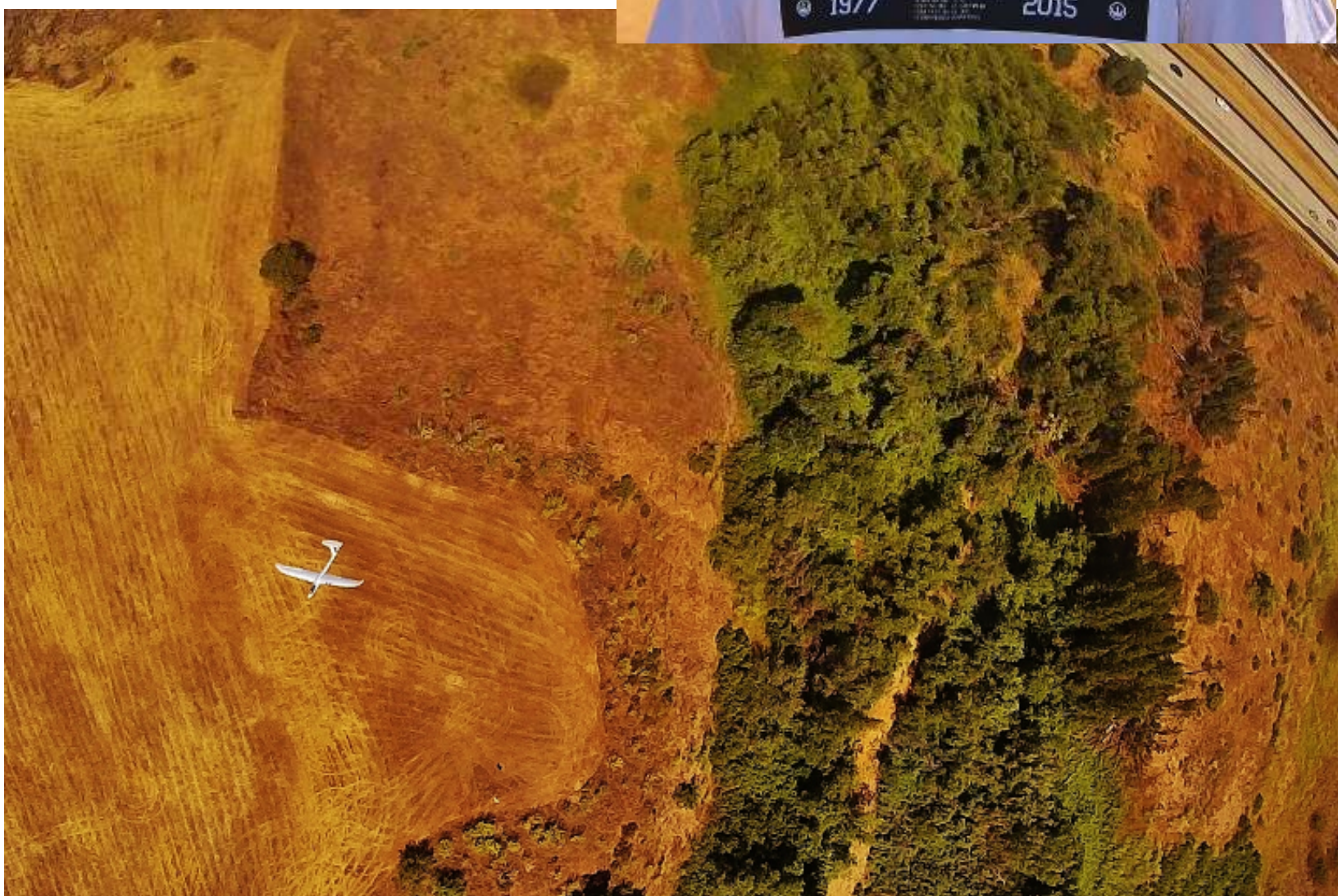
**Lord Creedon on left speaking with Senator Tom Johnston. Tom flew his Conscendo, a powered sailplane with a 58 1/2" wingspan OOS. Thermals were booming and it "specked out." That means it became less than a speck in the sky and was no longer visible. A cry for help rallied the troops as can be seen in the photo below. They were scanning the sky for this errant sailplane and finally found it!**



**James D'Eliseo brought the plane in for a landing. Here it is clearing the trees.**



**Eric Armstrong was one of the pilots who was relieved after Tom's plane landed and the saga ended. That was enough excitement for one day!**



**Here are three shots I took with a Mobius camera attached to the side of my Sailplane (highest reported altitude was 850 ft. AGL but I can't say for sure that the shot titled 700 to 800 ft AGL was at the highest point i.e. 850 AGL). Also, I captured a shot of Steve Kerrin's Sailplane (the SP way below mine). That is I-15 in the upper right corner. Greg Wilson**



These photos of our field were taken by Greg Wilson on July 6, 2017.



Welcome back, Larry Stainbrook. Larry was a member in the days of Bob Lang and recently rejoined us. Welcome indeed!



**John Hartsell, Jr**

**Tom Minegar**



**John Cutler is building this giant Cloud King for Tom Minegar for use as a tow plane. An 85cc gas engine powers it.**





**The Cloud King is yet to be painted.**



**The flight line was a busy place on the 4th.**





**Lou Governale**

**Clay Hoag**

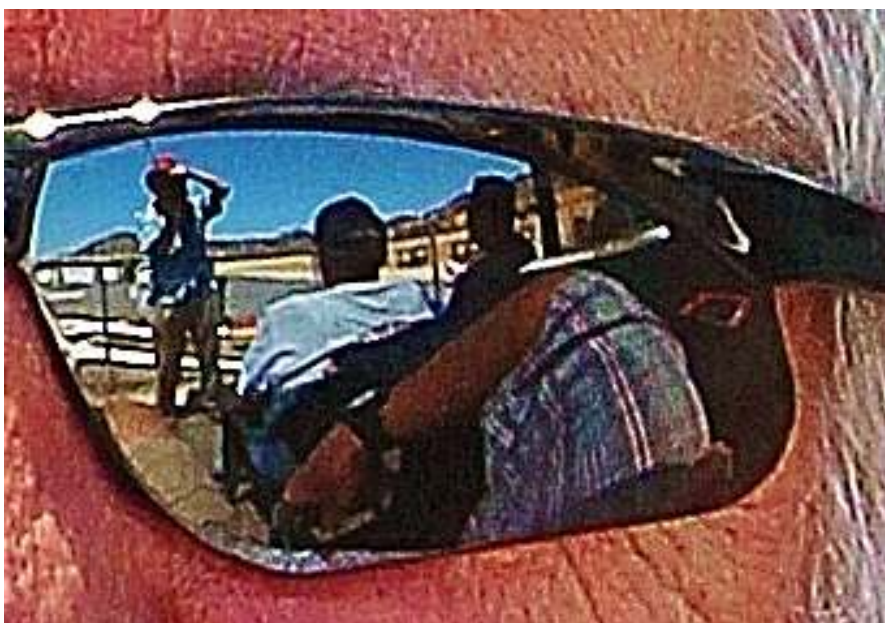
**Alan Wolstenholme**



**L/R Grandma Barbara Villarreal and Cloe Marie, Lord Creedon and Dave Truax**



**Noel Talampas, Jr.**



**Senator Tom Johnston's daughter Linda and husband Jim Hogue on the 4th of July**



**Vice President Chris Avellino, Lisa Avellino and Archie**



**John Cutler is one of the Master Builders in our club. He built this 1/3 scale Baby Bowlus from his own plans. It is huge and a thing of great beauty.**







Brian Ott's plane on July 4th.





**Thanks to Barbara and Joe Villarreal for cooking the pulled pork, beans, and macaroni salad. Thanks to President Bill Hill for leading the effort to put on the picnic. Thanks to all who worked hard to make it another successful celebration. The food was delicious as were the deserts.**



*Tom Watson*

*Jim Gallacher*



**A few sailplanes and a tow-plane**





**Who else but James D'Eliseo flies like this?**



**Brian Otto in awe of James D'Eliseo's smokin', hot flying.**



**David Truax**

**Jaymon Davis**



**A slightly different take on John Hartsell, Jr. and Tom Minegar.**



**Former board and club member Butch Abongan who flew lots of combat. It was good to see you again.**



**John Hartsell Jr., Daryl Hartsell, John Hartsell Sr., Roger Cosio**



**Photos on this page courtesy of James D'Eliseo— On the left is Roger Cosio with a FPV contraption. That head gear does nothing for you, Roger-esthetically speaking. On the right is Senator Tom Johnston.**



**Richard Mack**

**Lord Creedon**

**Senator Tom Johnston**



**President Emeritus George Dawe**

**George Dawe's  
airplane has been  
refitted with new  
electronics and  
flies well.**





Steve Gebler

Curtis Pineau

James D'Eliseo



**E-Flite's 1.2 meter F4U4 Corsair. When it's painted up, it looks better than what comes out of the box. You can get creative. This was painted with a brush with acrylics from the craft store and costs next to nothing to brighten it up.**





With the tail wheel removed , the photos appear almost full-scale.





Patrick Pranica  
Photos





**The truth of the matter is that Curtis Pineau can't stand drones, 98% of them that is. Thanks to Steve Gebler for this phony photo which looks sooo real. Oh well, it's fun to lie, even with photos. Joe Villarreal had a hand in this too. Hey Curtis, you look great!**



**Pancho Castillo's P-40 in all its glory. He flies the pants off this bird. Notice the split flaps.**



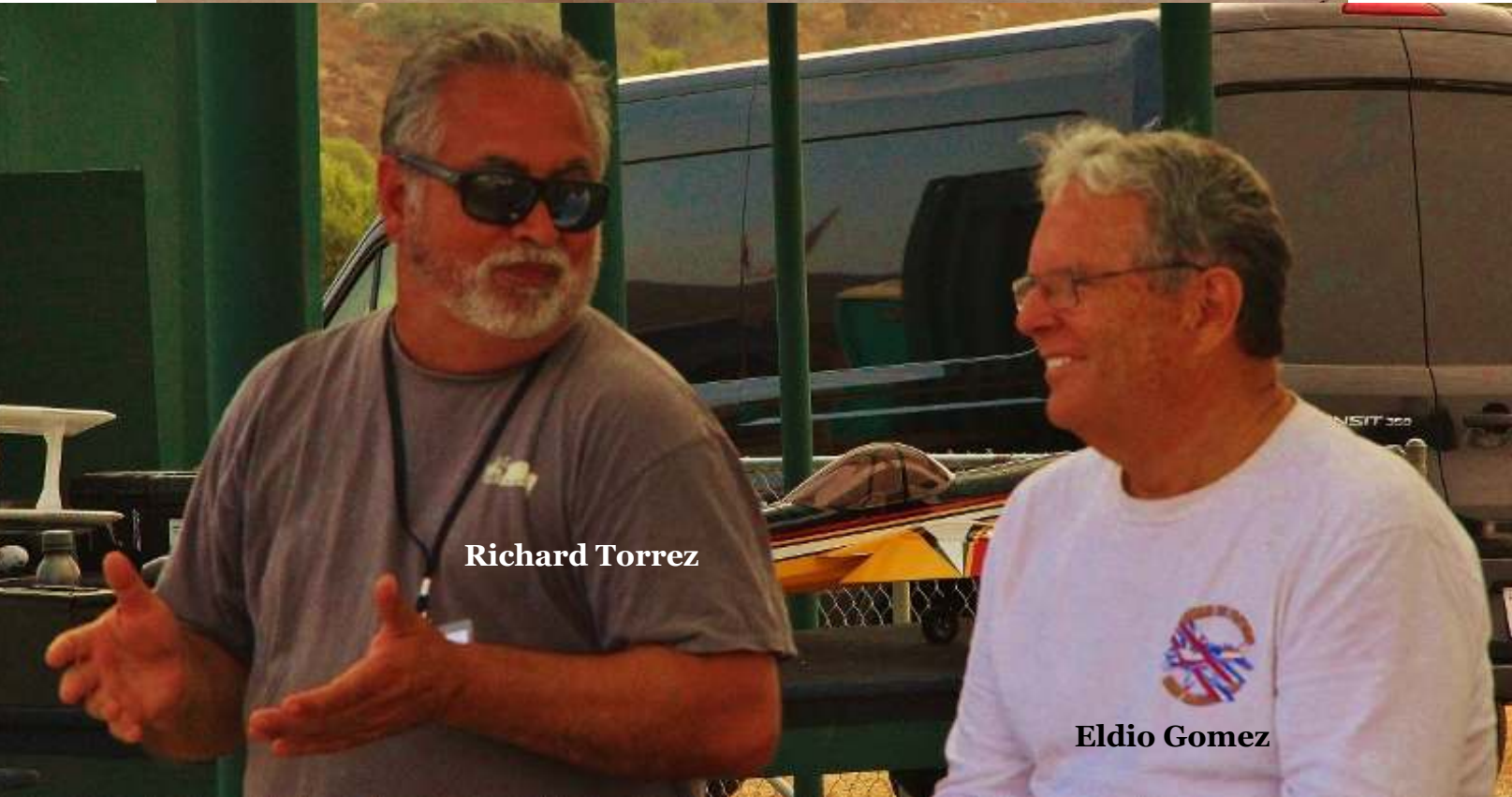


**Dave Litaker's B-I-G 3-D plane with the tiny wheels.**



**Jim Gallacher and his crop duster.**

Notice the “high chair.”



**Richard Torrez**

**Eldio Gomez**



Eldio Gomez found his plane in the jungle after much searching. It is in “good health” except for a nick or two. He sure is glad to have it back.



Curtis Pineau

James d'Eliseo Patrick Pranica photo

**Steve flew full-scale sailplanes and continues his passion for flight with a thermal buster.**

Patrick Pranica photos







**James D'Eliseo**

**On July 18th, President Emeritus George Dawe came to the field with his professional drone and movie equipment. That's Patrick Pranca the cinematographer below.**





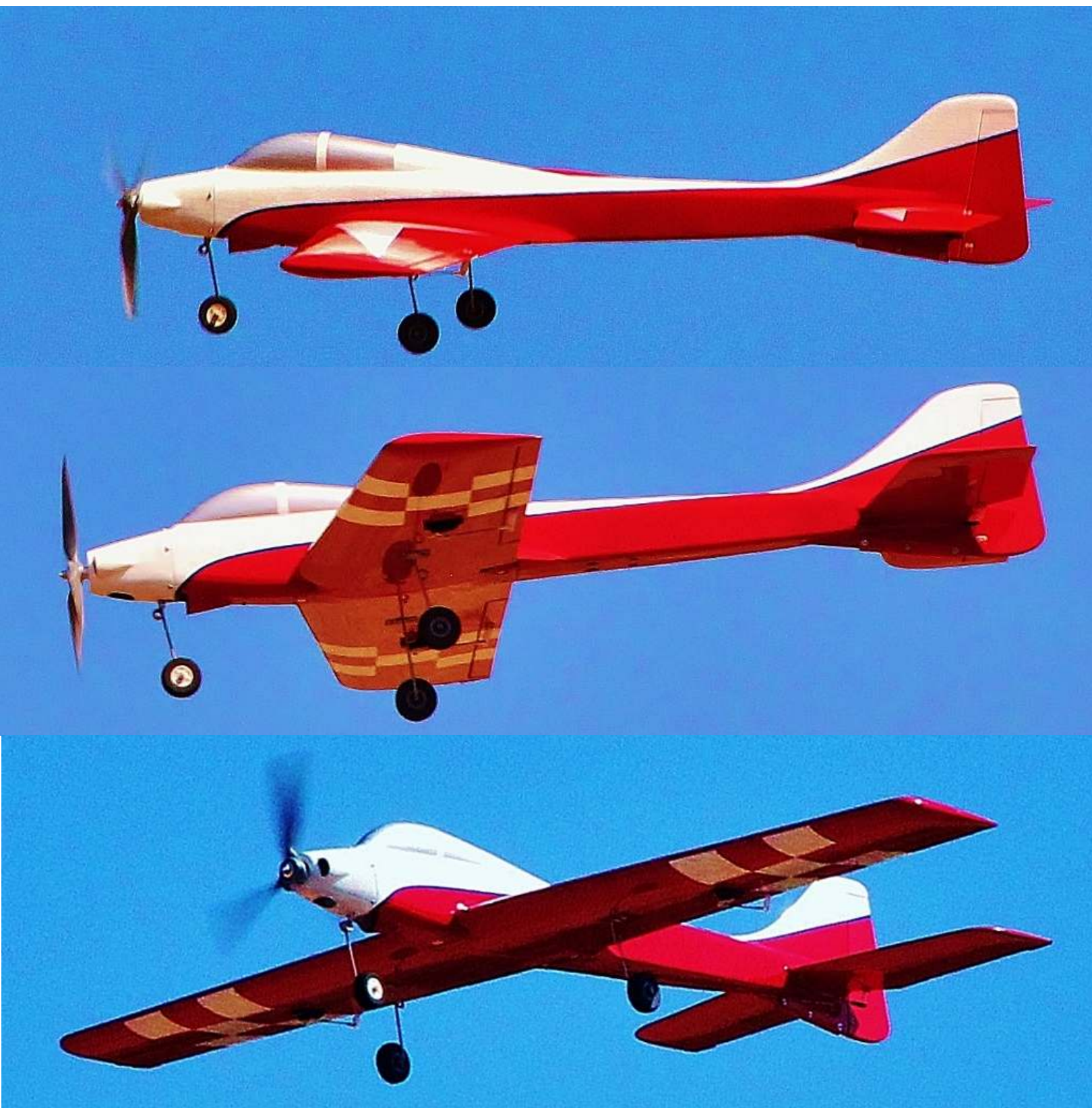
Patrick Pranica's electric, foam C-47 is way cool.



Mike Lonnecker's flying carbon sailplane that is as slick and slippery as they come.



Chris Thompson's Mitsubishi Zero is a fine plane to fly. Chris, you did a great job detailing it.



**Back in the late 70's or early 80's, Joe Bridie designed this pattern ship and named it the "Dirty Birdie." Greg Wilson flies this electric plane beautifully.**



**Chris Thompson's electric 3-D plane flies even better than it looks.**



**Lord Creedon's Radian sails effortlessly.**









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\$5 Entry  
Prizes

You will need a delta wing combat plane (any size or style) and 4 fully charged batteries.

For further details, contact Eric "The Kaiser" Armstrong or Steve "Cap'n Geb" Gebler



**Mark your calendar for Saturday, October 21.  
Orientation at 8:15 Contest 8:30 - 9:45**

# July 20, 2017 Monthly Club Meeting



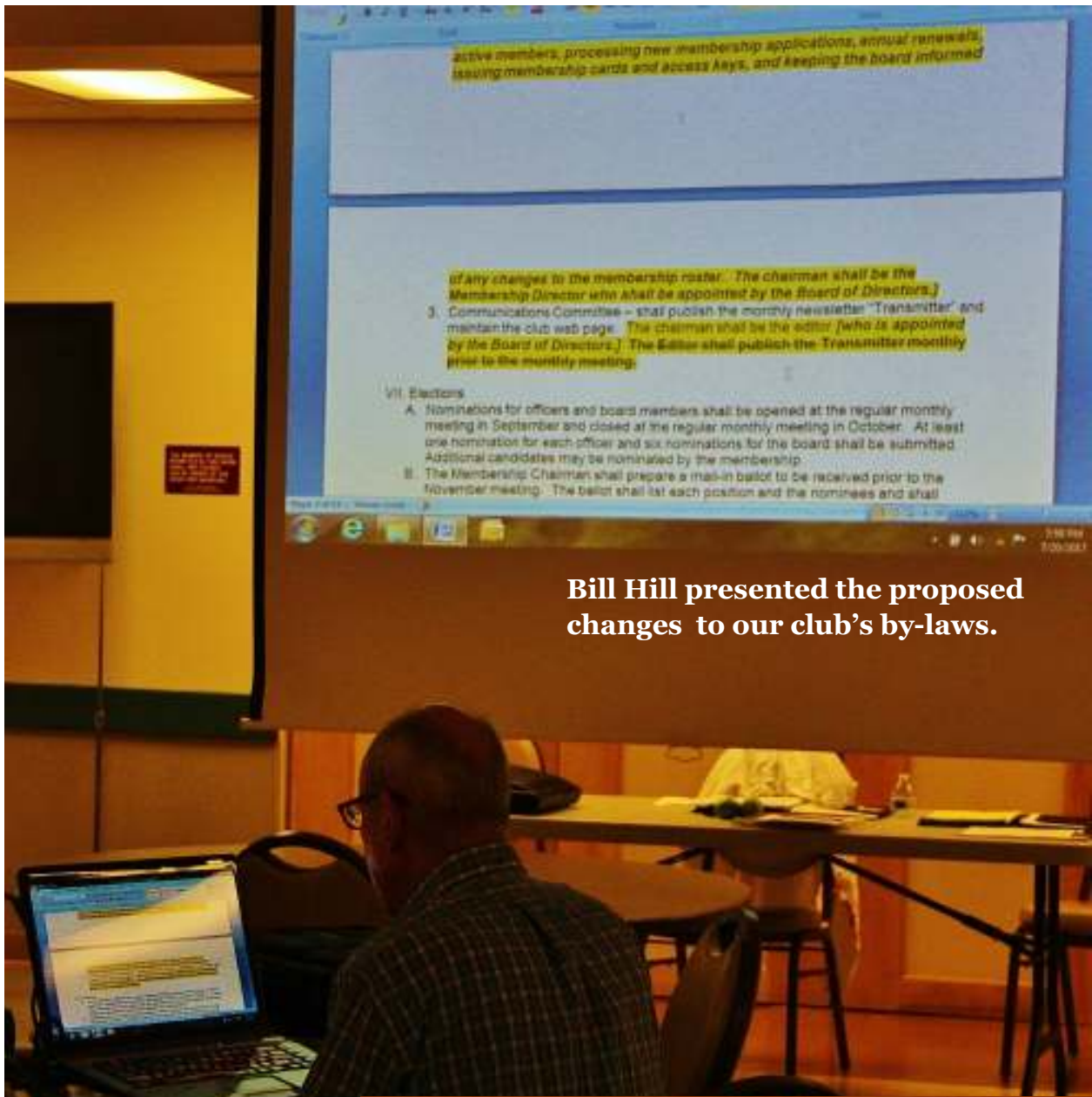
**Treasurer Sean O'Connor**

**President Bill Hill**

**Secretary Steve Kerrin**



**L/R Dave Truax' skull, Larry Hufford, Patrick Pranic, Alan Wolstenholme, Raymond Klotz, Tim Waldon, Chuck Riley, Scott Dedic, Don White, Jim Gallacher, Eric Armstong, and Steve Gebler's back**



Bill Hill presented the proposed changes to our club's by-laws.



## Delta Wing Aircraft

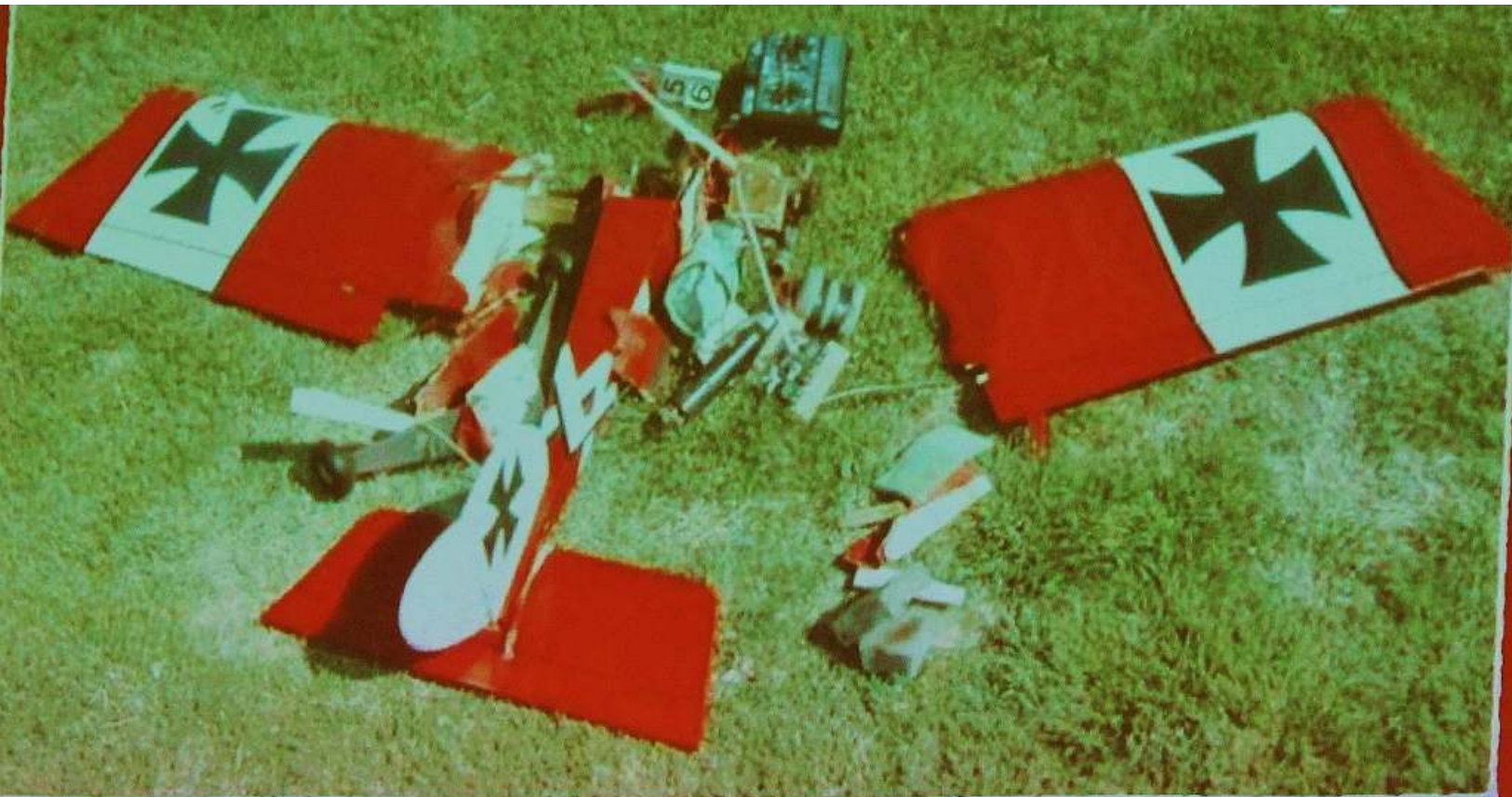
Crash Test Hobbies "Assassin" recommended

[www.crashtesthobby.com](http://www.crashtesthobby.com)

Flitetest Versawing  
[www.flitetest.com](http://www.flitetest.com)

Other delta wing aircraft allowable, too.





# Test Flights & Practice

Johnson Field  
Sunday September 24 - 8 A.M.



## Saturday, October 21

Orientation at 8:15  
Combat from 8:30-9:45



**Creative Steve Gebler was the only one who brought a model for Model-of-the Month. He fashioned this flying surfboard from balsa and names it the “Cardiff Kook.” Locals know what this means. For the uninitiated, there is a bronze statue of a surfer in Carlsbad near the ocean called by its detractors, the “Cardiff Kook.” Often, people dress the statue in weird clothes, and it’s a local source of fun. President Bill Hill is awarding the plaque to Steve Gebler.**



**Steve showed a short video proving this contraption actually flies. To be fair to Mother Nature, as an aeronautical engineer friend says, “Even a paper bag can fly in the wind.” .....goin’ Steve.**

**July 27, 2017**

**Don White flew his fan-powered jet majestically and smoothly. It looks great in the air. Don Cleary is on the right.**





**This hot day 4 warbirds took to the sky--All were P-51 Mustangs--(2 New & 2 Old each flew well). Bill DeMore had a maiden flight with his new P-51(PTS) yellow tail from Hangar 9. It has a 56 in. wingspan and is powered by an OS-50 glow engine. Alan has the scale TopFlite and Frank has the Miss America--both with glow engines. Ron Schuyler has the new red electric from Tower Hobbies with a 40 in. wingspan. It has a 30-35-1000 kv brushless electric motor; 30 amp ESC; and 3S lipo battery 2200 mAh. It has electric retracts.**





**Chris Avellino is flying this new IMAC 3D airplane. It is an Extreme Flight Extra with a wingspan of 78 in.**

**It is powered by a DA-35 gas engine running a Falcon carbon fiber prop. It has a Pitts exhaust and Savox 1270 servos.**

**(Thanks to Wild Thing Hobbys)**



**Curtis Pineau is flying this new Yak 55M from Aeroworks. The wingspan is 118 in. and fuselage is 116 in. It is powered with a DA-200-Light gas engine running a Mejzlik spinner and prop 28 x 12.5. It has a ProFlow canister exhaust; White Rose wheels; 2 Fromeco batteries 5200 mAh; and Savox servos 1270 & 1230. (From: Wild Thing Hobbys) It is flown with a JR-XG-14 radio.**



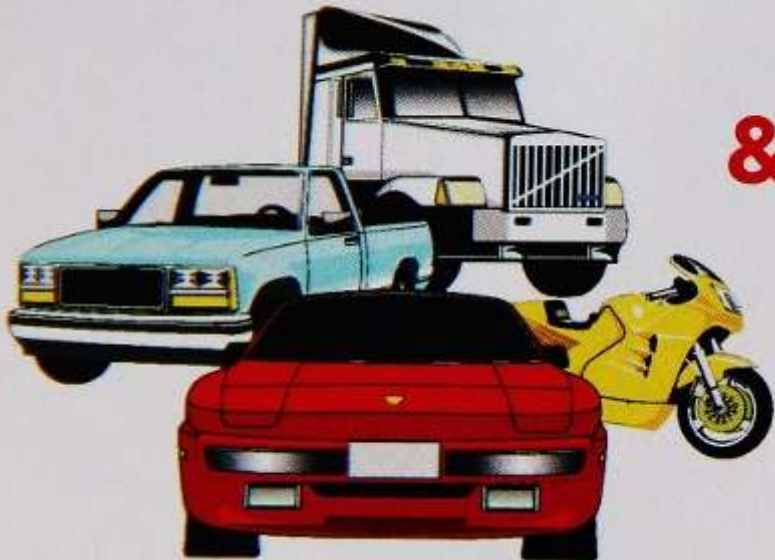
Here are 2 Extreme Flight Edges flown by Ernie Leep and Mike Elrod. Ernie has this new Edge 540T with a 48 in. wingspan. It has a Cobra 840 electric motor, 50 amp Cobra ESC, and battery is 4S 2200 mAh. Mike's has a 60 in. wingspan with a Torque 4016 electric motor, Air Boss 80 amp ESC, and battery is a Rev electric 6S 3700 mAh.



This is an UpRoar ARF from Tower Hobbies. The wingspan is 48 in. It is a lightweight flyer weighing 4 lbs. 15 oz. It comes in all white color with a decal sheet, but Frank cut out & applied his own design pattern. It is powered by an OS-AX 55 glow engine with a 12 x 6 prop.



Chris Thompson has a new FMS Zero ARF from Motion RC. The wingspan is 55 in. with lights on wing tips. It has a 580 kv electric motor, 60 amp ESC, and 4S battery 3600 mAh. It is detailed nicely with 3-blade prop and has electric retracts.



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# FOR SALE FOR SALE



The Cessna Agwagon is an ARF by RC Guys. Wingspan approx. 100 in. Power is a 44cc gas engine. Receiver is also Spektrum like the others. Note about receivers: all planes use Spektrum receivers which are in the memory of my Spektrum DX7 transmitter. You can borrow my transmitter to download the settings of your plane.

Call Victor Lanz Tel. # 760-943-9708

Prices are negotiable, but Victor is not giving them away for free. These planes are solid and ready to fly.



85

Team Sukhoi is an ARF with 77 inch one-piece wing , 40 or 50 cc gas engine.



Jodel Robin REMO 180 is a 102 inch span roughly quarter scale tow plane ARF from a model distributor in Florida. Engine is a DA 50. Fixed tricycle gear.

Nose wheel is damaged (bent).

Spektrum receiver. Weight +- 25 lbs.





**E-flite L-13 Blanik 4.2 m is a 14-foot glider powered by a 120 mm Dynamax EDF with custom-built nacelle. Thrust approx. 15 lbs. Plane weighs 28 lbs.**

**Can be used as a pure glider: Fan unit is easily removable. Tow line release servo and mechanism is installed. **This is the end of the sale items.****

# *IN MEMORIAM* Jim Gallacher's storck







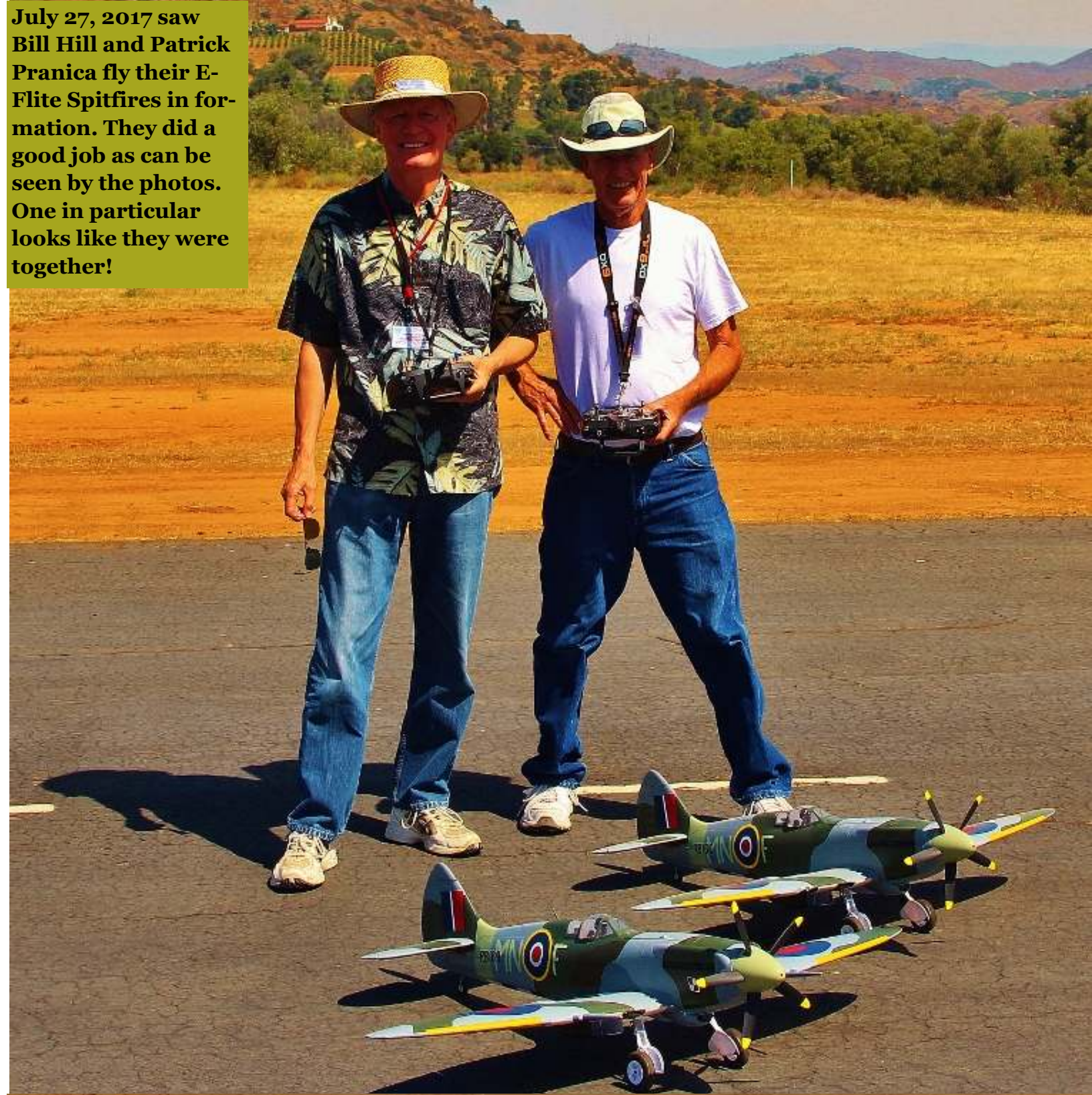
**Greg Wilson**



**Bill Hill**

**Richard Mack**

July 27, 2017 saw Bill Hill and Patrick Pranica fly their E-Flite Spitfires in formation. They did a good job as can be seen by the photos. One in particular looks like they were together!





**Patrick's plane is on the left while Bill's is on the right. Patrick's plane has cannons in the wings.**



**Bill and Patrick did a great job trying to fly together. As this photo shows, they were in tight.**





**Photo # 175- The largest Transmitter ever made on earth! Flying close-in is difficult but they succeeded.**



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<b>David Drowns</b>	<b>858-705-2939</b>
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**Please direct correspondence to:**

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**Fax : 909-679-7465**

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

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**Vice President Chris Avellino**



**Safety Officer Patrick Pranica**

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**Steve Gebler**



**Joseph Villarreal**



**David Drown**



**Chuck Riley**



**Jim Gallacher**



**Curtis Pineau**