Tri City Radio Control Modelers

AMA FRIA

AMA Charter #652
5001 Beardsley Rd.
Richland Wa

TCRCM Leading Edge

February 2026

2026 Officers

President:
Gary Grosso
president@tcrcm.com

VP/Web Admin:
Dave Holland

Secretary/ Newsletter:
Camille Page
secretary@tcrcm.com

Treasurer:
John Patton

Safety Officer:
Jacob Pulsipher

Lead Instructor:
Lyle Laughery
instruction@tcrcm.com

Communications:
Scott Page

2026 Calendar of Events

- February 13, 1:00, BOD mtg– library
- Tuesday, February 17, 6:35 Our winter banquet will be at Isla Bonita in Richland (same as last year).
- March 18, 5:30 BOD meeting, 6:30 club meeting, Richland Public Library
- April 11, 2026, Easter Egg Drop Fun Fly
- Beginning Wednesday, April 15, Night Flying will be held after each club meeting at the field, through September.
- April 23, Float flying will begin and be held each Thursday at Wye Park.
- May 2, 2026, Takeoff And Grow (Learn to Fly)
- May 16-17, 2026, NSRCA Pattern Contest
- June 20, Parachute Drop Fun Fly
- July 18, Touch and Go Fun Fly
- August 22, National RC Model Aviation Day Fun Fly
- September 26, Climb and Glide Fun Fly

The TCRCM field will be CLOSED to flying on February 21-22 and March 14-15 as a courtesy to our neighbors, Horn Rapids Motorsports, during special motorcycle events.

From the Editor

There is a FaceBook discussion group for local RC modelers.

This group is for members of TCRCM and other RC hobbyists in the Tri-City area to let others know when they want to get together and fly or have questions or information to share

Members are welcome to invite other RC hobbyists to this group, or public who may be interested.

Click here: https://www.facebook.com/groups/1462280930539134

Or scan below:

Message from the President

Dear TCRCM Members,

As February approaches and winter continues to settle in, I hope your winter projects are coming along nicely. Before we know it, spring will be here and we'll be back in the air enjoying another great flying season.

Our Polar Bear Fly-In was a big success, with an excellent turnout despite the cold weather. A big thank-you to everyone who came out, helped, and enjoyed the food, drinks, and goodies. It was great to see so many smiling faces at the field!

So far, ten members have taken advantage of the 12-year membership offer to help raise funds for our equipment rebuild project. There's still room for 5 more members to participate in this effort, and every bit helps. If you have any ideas for additional fundraising, please share them with a board member so they can be included in our next board meeting.

As we move deeper into winter and start looking ahead to the new flying season, please remember to keep your club dues and AMA membership current. Staying up to date ensures uninterrupted flying and full participation in all club activities when the season kicks off.

I remain committed to continuing to strengthen our club—our facilities, our camaraderie, and our presence in the region. The progress we make is a direct result of members pitching in, supporting one another, and working together toward our shared goals.

Let's keep the positive momentum going, treat one another with respect, and continue moving TCRCM forward.

With appreciation,
Gary Grosso

Jan. 21, 2026

MEETING MINUTES

Tri-City Radio Control
Modelers Club
Established and Chartered Since 1961
Club Meeting Minutes, January 21, 2026

1. New member/guest introductions

2. Membership status- 42

3. General Account balance given by John

4. Safety moment– Before losing feeling in your hands when in the cold, land your plane.

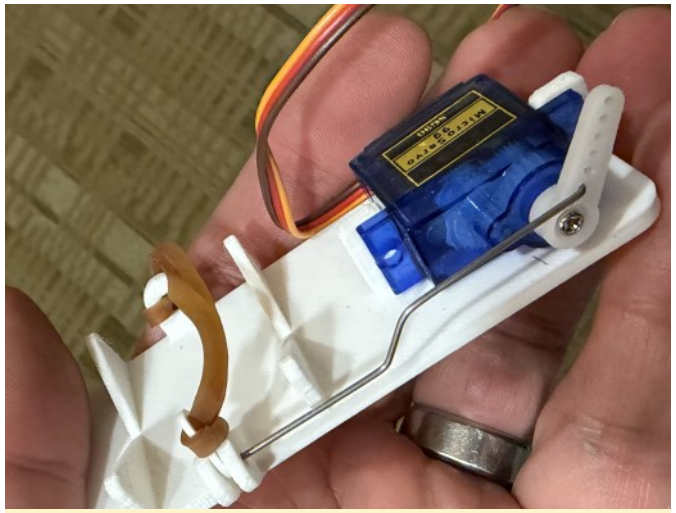
5. Grant applications- Two grants to the AMA have been submitted, one for a TAG event in May, and a Field Site Improvement Grant, maximum $3000. Also, a grant has been submitted to the Wildhorse Foundation. There will be a meeting with Chris from the City of Richland Parks and Rec office tomorrow to look at funding issues. Dave, OJ, John, Scott and Camille will attend.

6. Irrigation upgrade status- Do we need permission from HRMC and the City of Richland before we begin scheduling the work? The BOD has authorized money to begin repairs on the Cla-Val pump. Marvin has knowledge of irrigation pumps and requested photos. He may have contacts that can help. Scott will forward photos to him.

7. 2026 events-

Banquet Feb. 17th @6:35pm- Please RSVP ASAP

Egg Drop and Fun Fly- April 11th @10am.Dave has 3D printed a mechanism to use as a servo-driven release for eggs and/or parachutes. He has them available for $5.



Egg Dropper available from Dave Holland

Night Flying after summer club meetings

Float Fly begins- April 23rd and will be held on Thursdays

Take Off and Grow- May 2nd

Pattern Competition- May 16th -17th – Lyle hopes to have beginner classes offered ahead of the contest for anyone wishing to try it out. There is no entrance fee for beginners that want to participate.

Parachute Drop- June 20th

Touch and Go- July 18th

National Model Aviation Day- August 22nd

Climb and Glide Fun Fly- Sept 26th

8. HRMC related field closures- Feb 21st-22nd March 14th-15th, also an event the end of November

9. Hobby Town- Jeremy will be donating a door prize and be joining us at the banquet.

10. B&B Hobbies- Dave visited the shop in Spokane and gave a report on their plans to close on June 26. (See newsletter article.)

11. Sharing- open KAOS construction- Dave. Don shared his new Catalina and demonstrated the retractable wing tips.

12. No night flying due to time constraints.

RCBattery drawings were one by Bob Anderson and Jim Waggener and the battery discharger was won by John Patton.

TCRCM WINTER Banquet

February 17, 2026
6:35 PM
Isla Bonita Mexican Restaurant
1524 Jadwin Ave, Richland

RSVP to tri.city.rc.modelers@gmail.com
Dinner is "pay-your-own"
Video Slideshow by Jennifer Pulsipher
Clyde Crashcup Awarded

Polar Bear Fly 2026

Meet Our New Field Marshal: OJ Brooks

We're pleased to introduce **OJ Brooks**, our new dedicated Field Marshal—a familiar face to many and often seen taking a turn on the mower, keeping our grass neat, healthy, and flight-ready.

OJ's passion for aviation spans decades. He began flying RC airplanes in the early 1970s before pausing the hobby when he joined the U.S. Navy in 1974. After his service, he returned to RC flying in 1986 and remained active until 2000. Like many lifelong aviators, the call of flight never truly fades, and in 2020 OJ returned once again, becoming an active and valued member of **TCRCM**.

Beyond the flight line, OJ brings an impressive professional background. He served eight years in the Navy as a **Nuclear Machinist Mate**, followed by a **40-year career in commercial nuclear power**. His roles included Operations Instructor, Operations Supervisor, and Emergency Coordinator, supporting both utility operations and state-level responsibilities. This experience reflects a deep commitment to safety, precision, and leadership—qualities that make him a natural fit for the Field Marshal role.

At the field, OJ enjoys flying fixed-wing aircraft, helping others improve their skills, and taking pride in maintaining a first-class flying environment. An accomplished pilot with a servant's heart, he is always willing to lend a hand or share his knowledge.

Please join us in welcoming **OJ Brooks** as our Field Marshal. We're fortunate to have his experience, dedication, and enthusiasm helping keep our field—and our club—at their best.

New Club Member Spotlight
Donn Schifano

I grew up in Fremont on the east side of the SF Bay area. My best friend and his dad got me interested in U-Control and airplanes when I was about 12 yrs. old. I followed all the information I could get on the X-15, even had pictures posted on my bedroom ceiling. Unfortunately, 4 days before we started high school, my friends dad died of a heart attack while we were out flying.

In 1988, I went to a memorial air show for Pappy Boyington and learn that a P-51 cost $600K. So, I went to plan "B", Radio Control! An engineer at work told me he flew RC Gliders and they were cheaper to fly and the throttle was the only real difference. On October 14th, 1988 I took my first lesson from another pilot at Cal State College in Hayward, CA. flying a Gentle Lady I built.

About 1990 or so, I was watching a video on vacuum bagging wings. I the middle of the video it showed guys flying a YB-49 off the hill at Eagle Butte with Wil Byers and crew! I was already flying PSS type gliders, so I really got hooked then. I flew PSS south of SF near Ft. Funston (a hang glider site), Pacifica, CA, Davenport, CA. North of Santa Cruz. My home hill was at CSUH as I lived in Hayward, 10 min away.

I have attended the first 25 years of the Los Banos Scale Fly-in. I didn't buy a powered plane for 20 years. Later, I even moved to Los Banos in 2013, flying at the glider site and at an old USAF primary pilot training base 25 miles away in Dos Palos, Ca. I flew power planes there for several years. A job change had me move to Placerville, CA and I flew power and motor gliders with the club, El Dorado RC Flyers for 9 years. I was also an instructor with them for about 2 years.

In the summer of 1965, I was waterskiing at Lake Berryessa in the hills west of Sacramento by 50+ miles. Sleeping outside, my friend and I were watching satellites pass overhead from south to north. They blinked white on and off as they passed overhead. Then one came from the south, but it was a steady white light. As it got directly overhead, it made a 90-degree turn toward Sacramento. It wasn't until about 1990 did I realize I saw a SAR-71 turn to descend and land at Beal Air Force Base north of Sacramento about 100 miles. Since then, I have a real fascination with spy planes, the U-2 , the Dragon Lady and the SR-71. The SR-71 was an engineering MASTERPIECE! Built with a slide rule too!

Since that video of Wil Byers, I have wanted to come to the Tri-Cities area. In June, my wife (Dawn) and I came up with the idea of relocating and we bought a home. We are really enjoying the area, and I am looking forward to flying at the club field, both power and motor gliders. I also hope to find some slope sites to fly at and perhaps have a few others join me. The 20-30 mph winds work well for PSS gliders!!!

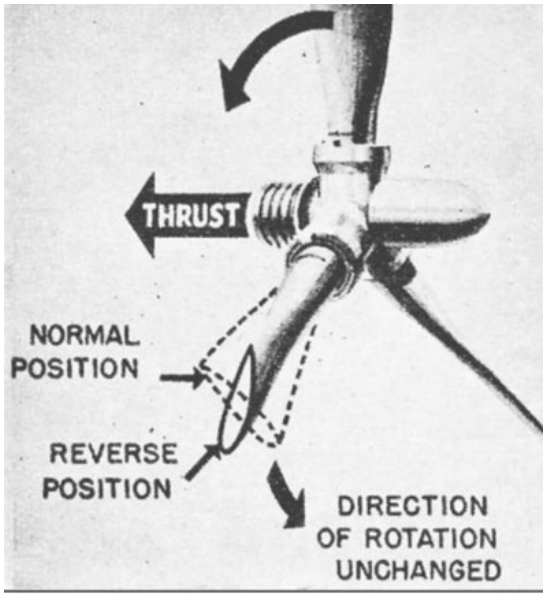
My wife and I were volunteers with Sierra Wildlife Rescue in the Placerville area. I had the distinct honor to hold, on a falconers glove, a Ca. Spotted Owl, a Horned Owl and a Red-tail Hawk, while giving schools, seniors organizations and other groups a presentation about these amazing birds. I have had a fascination with raptors since 4th grade which may explain my love of sailplanes!

Reverse Thrust

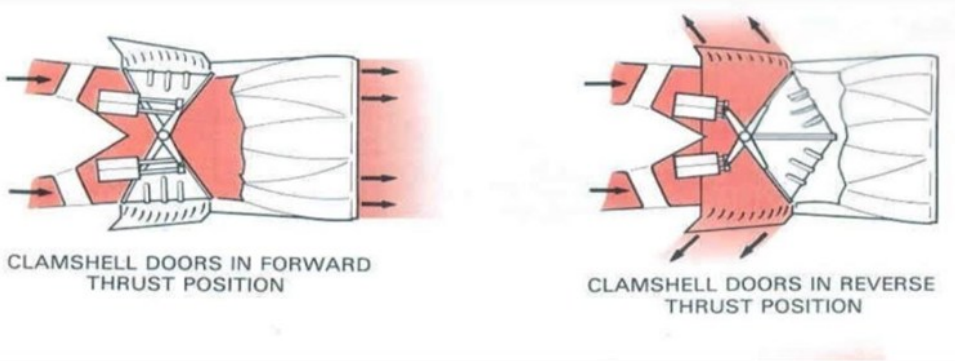
How it works and how to configure it in your RC model

Written By Bryce Wilson

Reverse thrust is an exciting feature that is found in many RC models. Reverse thrust can be used by models that are driven by propellers, EDFs (electric ducted fans), and even turbines. Reverse thrust is often used to make an aircraft slow down after touchdown, but reverse thrust is also commonly used for 4D aerobatics. Four-dimensional flight is similar to 3D flight, the difference being that reverse thrust in 4D flight is often used to make the aircraft perform stunts in reverse by intentionally making the aircraft fly backwards.



Propeller driven models can utilize reverse thrust by spinning the propeller in the opposite direction of forward thrust, thus making the aircraft taxi or fly backwards. EDF driven models use an identical process to models that are propeller driven. EDF driven models can use reverse thrust by reversing the spinning direction of the fan, thus making the model taxi or fly backwards. Turbines use a different system compared to propeller driven and EDF driven models for reverse thrust. Turbine driven aircraft use clamshells to redirect the forward thrust to reverse thrust, thus making the aircraft taxi backwards.



Reverse thrust isn't included in all RC models; only some propeller driven and EDF driven models possess an ESC with thrust reversing capabilities. For turbines, you are likely required to purchase and install a clamshell unit into your model if you wish to utilize reverse thrust. If your model doesn't have an ESC with thrust reversing, it is still possible to replace your ESC with a thrust reversing ESC, if you desire.

To replace a non-thrust reversing ESC with a thrust reversing ESC, these are the steps that I recommend following.

If you don't have a thrust reversing ESC to use, you must first purchase one from a trusted RC website like HobbyKing, Horizon Hobby, or E-flite, just to name a few. If you have a thrust reversing ESC to use, then please make sure that your ESC has a compatible AMP draw and a compatible connector for your batteries, this also goes for those

who are looking to purchase a thrust reversing ESC.

In most propeller driven models, you will need to remove the cowl to gain access to the ESC. For propeller driven models, remove the cowl first. For EDF driven models, there will usually be a hatch attached with screws for the EDF unit and/or the ESC. So, for EDF driven models, simply unscrew the hatch from the airframe to gain access to the ESC.

Now that you have gained access to the ESC, you must disconnect the motor or EDF motor from the ESC. If your model has a bullet connection from the ESC to the motor, you can simply unplug the ESC from the motor by carefully pulling at the connection point, thus disconnecting them. If your ESC is connected to the motor with a soldered connection, you will need to de-solder the motor wires directly from the ESC. To disconnect the motor from the ESC, you must have a soldering iron or soldering gun to carefully melt the solder or motor wires to disconnect the motor from the ESC circuit board.

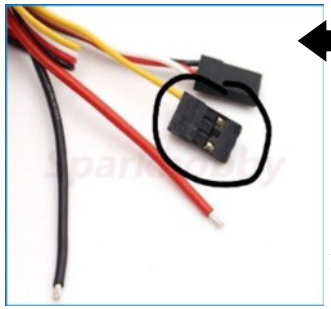
Now, you may remove the ESC from where it is housed. ESCs are commonly attached to the model via silicon glue, or a screwed assembly. To remove an ESC that is attached with silicon glue, simply heat the silicon with a hair dryer or heat gun to soften the silicon glue and make it pliable. Please be careful when using a hair dryer or heat gun to soften the silicon, as the heat can not only burn the foam, but also you! Always use caution when using these devices as to not burn yourself, the aircraft, or the ESC. Once the silicon is pliable, you can use a flat head screwdriver to pry the silicon glue off of the foam and safely remove the ESC from your model. For an ESC with a screwed assembly, simply remove the screws and the ESC will likely come out with the assembly.

Now that your original ESC has been removed, you may attach your new thrust reversing ESC to your model. To attach your new ESC, you can either carefully glue it into the model with silicon glue or place the ESC on to an assembly and screw it back into the model. Although it may seem obvious, NEVER put a screw into the ESC directly, as this WILL cause damage to the wires and/or the circuit board.

Now that your new thrust reversing ESC has been installed, feed the battery connecter to the battery bay, and the thrust reversing cable to the receiver bay. If your receiver is instead located in a battery bay, simply feed both connecters to the battery bay. Also remember to connect your motor to the ESC with bullet connectors or a secure soldered connection.

Now, you can plug the thrust reversing cable into an empty channel on your receiver. Please ensure that the polarity is correct before attempting to plug the thrust reversing cable into your receiver. Then, bind your transmitter to the model and set up a switch for your thrust reversing. I typically use a spring-loaded switch. Now that you have set up a switch

for your thrust reversing, please test the function in a secure location where your model won't cause harm to you or any structures, even if you have a failsafe. If the thrust reversing works great the first time, then congratulations! You have successfully set up thrust reversing in your model. If the thrust reversing doesn't work on the first, second, or even third attempt, then it may be that you have incorrectly set up the thrust reversing in your model.



Troubleshooting

This image identifies the thrust reversing connector.

If your thrust reversing isn't working correctly, or isn't working at all, then please consider going over some of my troubleshooting tips.

If your thrust reversing isn't working at all, please look again at the thrust reversing cable. If it isn't plugged into an empty channel, then please connect it to an empty channel in your receiver. If the polarity isn't correct, please swap it to the correct polarity. If the polarity is correct and the cable seems to be plugged in correctly, please ensure that the cable is plugged into the receiver as far as it can go to ensure a good metal-to-metal connection. If the thrust reversing still isn't working, then unplug the cable and blow into the connector to remove dust that is potentially sabotaging the connection. If it still isn't working, then swap the cable to a different channel on your receiver. By now, the thrust reversing should work, but if it still isn't working, even after all these steps, then consider examining the whole thrust reversing cable. Look from where it is connected to the ESC, to the end of the thrust reversing connector. If there are any cuts in the wire, or any exposed wire, then consider wrapping the area in electrical tape.

If your reverse thrust is working, but not properly, then it is likely due to a weak connection from the cable to the receiver, or the cable to the ESC. Please examine the connector for any cuts or exposed wire. If there are cuts or exposed wire in the cable, then please consider wrapping the area in electrical tape. This may or may not fix the problem depending on the severity of the damage. If it still isn't working properly, then there may be a problem with the receiver, motor, or EDF. If you think that the problem isn't the ESC, then connect the ESC to a different motor, EDF, or receiver. If the thrust reversing still isn't working properly, then the cause is unknown to me.

Tips for using reverse thrust

This wraps up the configuration. Now, let's go over some tips that I have learned when using reverse thrust.

If you want to use thrust reversing for landings, I suggest that you use thrust reversing AFTER touchdown. This ensures that the model won't lose speed and stall while it's above the runway.

I also recommend that you don't use thrust reversing while flying in the air, especially when you're flying an underpowered

or lower powered aircraft (4D flying is an exception to this). When using an underpowered or lower powered aircraft with reverse thrust in the air, it will likely cause a stall depending on how much throttle you are using. Since your aircraft is an underpowered or a lesser powered aircraft compared to other models, it will take time for your model to gain enough speed to pull up and escape the stall, which may cause a crash.

From what I've learned with the HobbyKing FlycatV2, I recommend holding your switch in the reverse thrust position for at least one to two seconds before giving throttle for reverse thrust. When you immediately flip the reverse thrust switch and give throttle, the ESC can get confused and give forward thrust instead of the intended reverse thrust, potentially sending the model into the fence, or an innocent bystander. With reverse thrust, hold the switch for one to two seconds, then advance the throttle to slow the model.

Thank you for reading my article about thrust reversing! I hope that this article has helped you or at least given you knowledge of how thrust reversing works. I credit Scott Page and Camille Page for encouraging me to write this article.
– Bryce Wilson

Field Irrigation Update

Existing irrigation pump motor control center (MCC) with constant-speed motor starter, manual controls, and mechanical pressure regulation. Proposed upgrade will integrate a variable frequency drive (VFD) to provide modern variable-speed pump control and improved energy efficiency

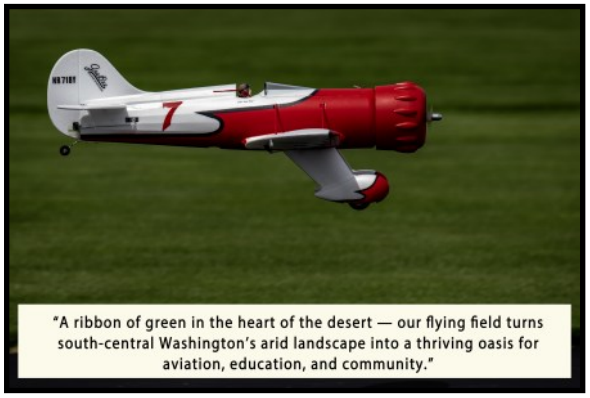
Thanks to the members who took advantage of our long-term membership drive—and to those who made generous additional contributions—TCRCM is now able to begin scheduling much-needed repairs to the irrigation system. Several grants have also been submitted and, with a lot of luck, will help further bolster our funds and support the completion of this important project.

Cla-Val Hytrol-type automatic control valve Installed in 1992. Hydraulically actuated diaphragm control valve that acts as a on/off valve for irrigation systems.

Existing constant-speed vertical inline centrifugal irrigation pump with mechanical pressure control. Proposed upgrade will install a variable frequency drive (VFD) to improve pressure regulation, reduce energy consumption, and extend equipment life.

Recovering from a two week irrigation interruption in 2021

A green aviation oasis in the heart of Washington's desert.



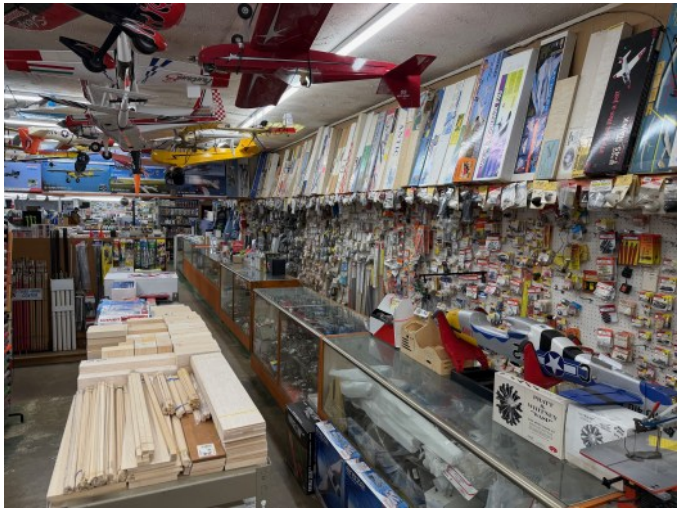
"A ribbon of green in the heart of the desert — our flying field turns south-central Washington's arid landscape into a thriving oasis for aviation, education, and community."

A fully functional irrigation system transforms arid desert terrain into a safe, well-maintained aviation facility, preserving nearly four acres of grass while protecting prior community investment and ensuring continued public access to a high-quality, regulated RC airfield.

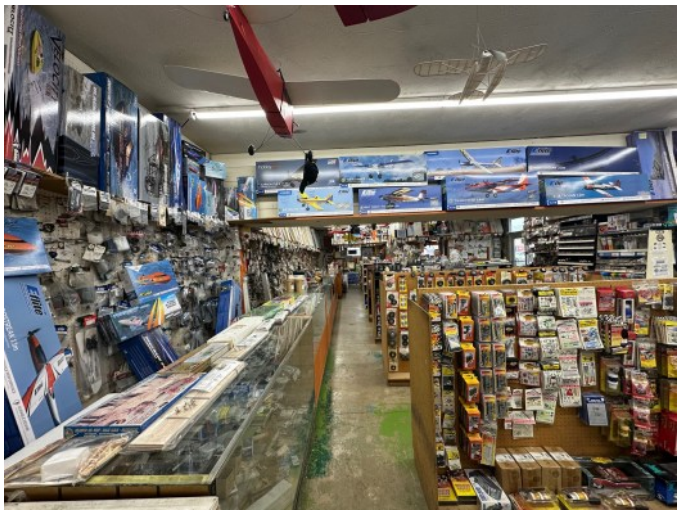
A Hidden Gem in Spokane: Why B&B Hobbies Deserves Your Road Trip Before It's Gone

by Scott Page

As someone who's passionate about hobbies that take us back to simpler times—building models, tinkering with RC vehicles, and losing hours in a world of creativity—I've got to share a spot that's been on my radar for years. B&B Hobbies in Spokane, Washington, isn't just any hobby shop; it's a true builders' Mecca, one of the last bastions for traditional hobbyists in the Northwest. Founded in 1965 by the father of the two brothers, Bruce and Bryan Batch, who now run the place, this family-owned treasure has been serving enthusiasts for six decades. What started as a passion project when the brothers were just kids has grown into one of the 20 highest-volume hobby shops in the nation, boasting an inventory reportedly exceeding 50,000 items.



Walking through the doors at 907 E Francis Ave, you're immediately transported to a hobbyist's paradise. The shelves are packed with remote-controlled cars, airplanes, helicopters, and an incredible array of plastic model kits—some aircraft kits dating back 50 years, perfect for those who love to build from scratch. It's not just about the products; B&B stocks all the essential tools and supplies that serious builders crave, from paints and adhesives to covering and specialty parts. They even keep nitro fuel on hand and will special-order it in metal cans for folks looking to stock up for the long haul. And let's not forget the indoor carpet racetrack for RC cars—Spokane's only one of its kind—where enthusiasts gather for races and practice sessions, fostering a vibrant community that's hard to find elsewhere.



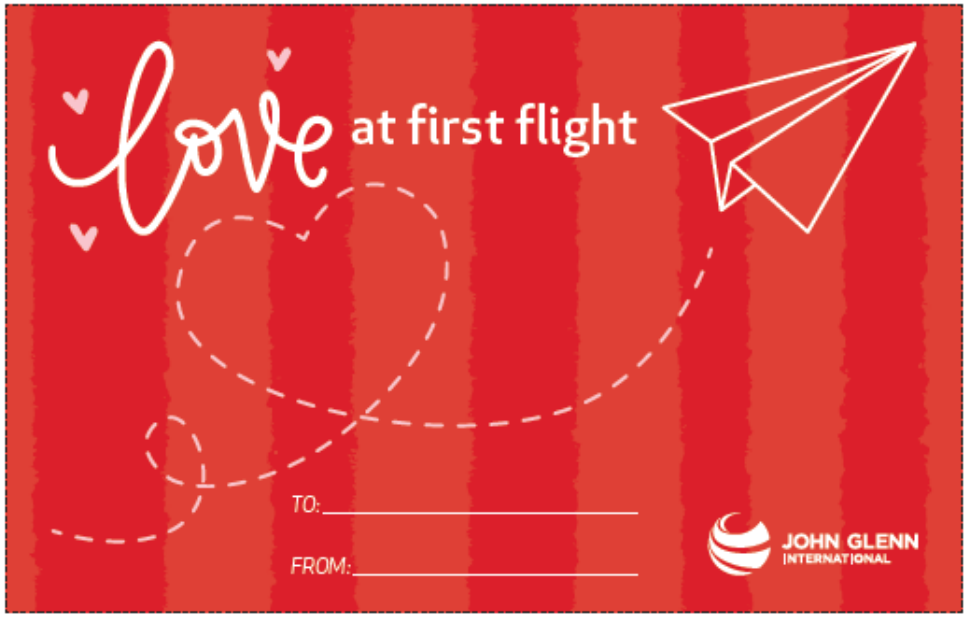
What sets B&B apart is its unwavering commitment to the traditional hobbyist. In an era dominated by online shopping and fleeting trends, this shop remains a haven for hands-on creators. It's one of only two or maybe three spots in the Northwest that still caters so deeply to this crowd—the next closest large-scale builders' stores being Tammie's Hobbies in Beaverton, Oregon, and Remote Control Hobbies in Covington, Washington. From my own visit, I was struck by models on display that whisked me right back to my youth, when I worked in a very similar hobby store myself. The nostalgia is real, and the knowledgeable staff (shoutout to Bruce and Bryan) make every trip feel like catching up with old friends.

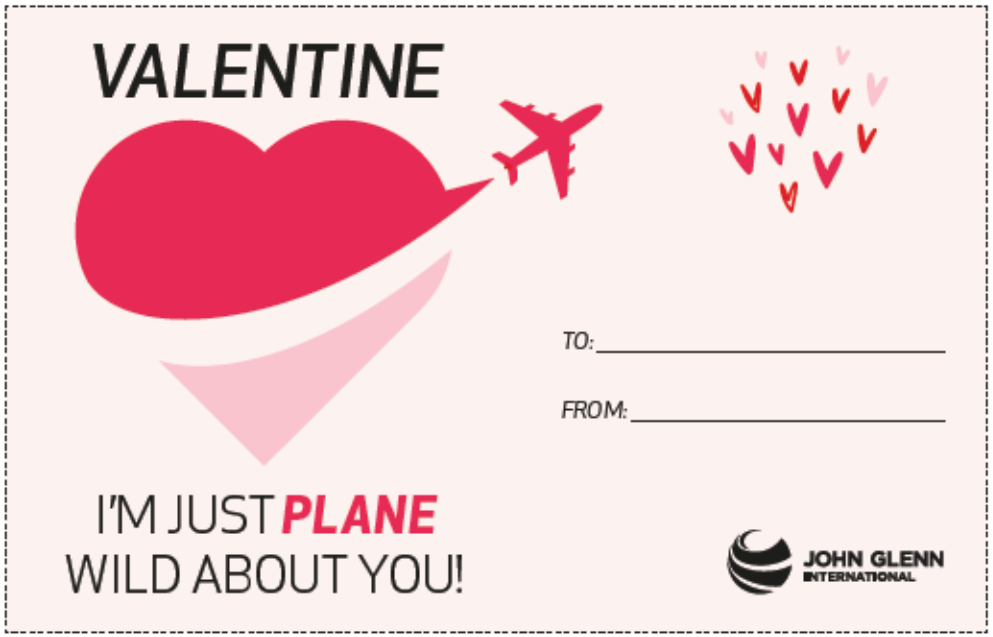
Sadly, all good things must evolve, and B&B is set to close its doors on June 26, 2026, as the brothers retire—unless health concerns prompt an earlier farewell. But they're going out with a bang: Starting in March, look for specials on building supplies and materials right through to closing. Don't expect discounts on the kits or airplanes, though—they're confident those gems will sell themselves, and from what I've seen, they're right.

If you're in the Pacific Northwest this is absolutely worthy of a road trip. It's about a 2-3 hour drive, making it an easy day adventure to stock up, explore, and support a piece of hobby history while you still can. Whether you're a seasoned builder or just dipping your toes in, B&B Hobbies embodies the heart of the hobby world. Head over soon—trust me, you'll leave inspired.

Stay hobbying,

Print your own Valentine cards





Hangars

The word *hangar* comes from Old French *hangart*, meaning *shed or shelter*, which traces back to a Germanic root meaning "home enclosure." Long before aviation, a hangar was simply a protected place for valuable equipment. When airplanes arrived in the early 1900s, the name fit perfectly—a home for aircraft.
Even though *hangar* sounds like *hanger*, they come from entirely different origins. A hangar may house airplanes… and sometimes, it even hangs them.

A Brief History of Hanging Airplanes

Walk into almost any aviation museum, airport, or club and you'll see it—an airplane suspended from the ceiling, frozen in flight. While it looks dramatic, the tradition began for very practical reasons.

In the early days of aviation (1900s–1930s), airplanes were light, fragile, and stored in tight hangars. Hanging them from rafters saved floor space and protected delicate wings and landing gear. During World War I and World War II, crowded military hangars took this further—aircraft and components were suspended overhead, sometimes even used as training aids for mechanics and pilots.

By the mid-20th century, hanging airplanes became a powerful display choice. Museums used suspended aircraft to maximize space, allow viewing from all angles, and create a true sense of motion. Iconic examples—like the *Spirit of St. Louis*—helped cement the idea of airplanes being shown where they belong: in the air.

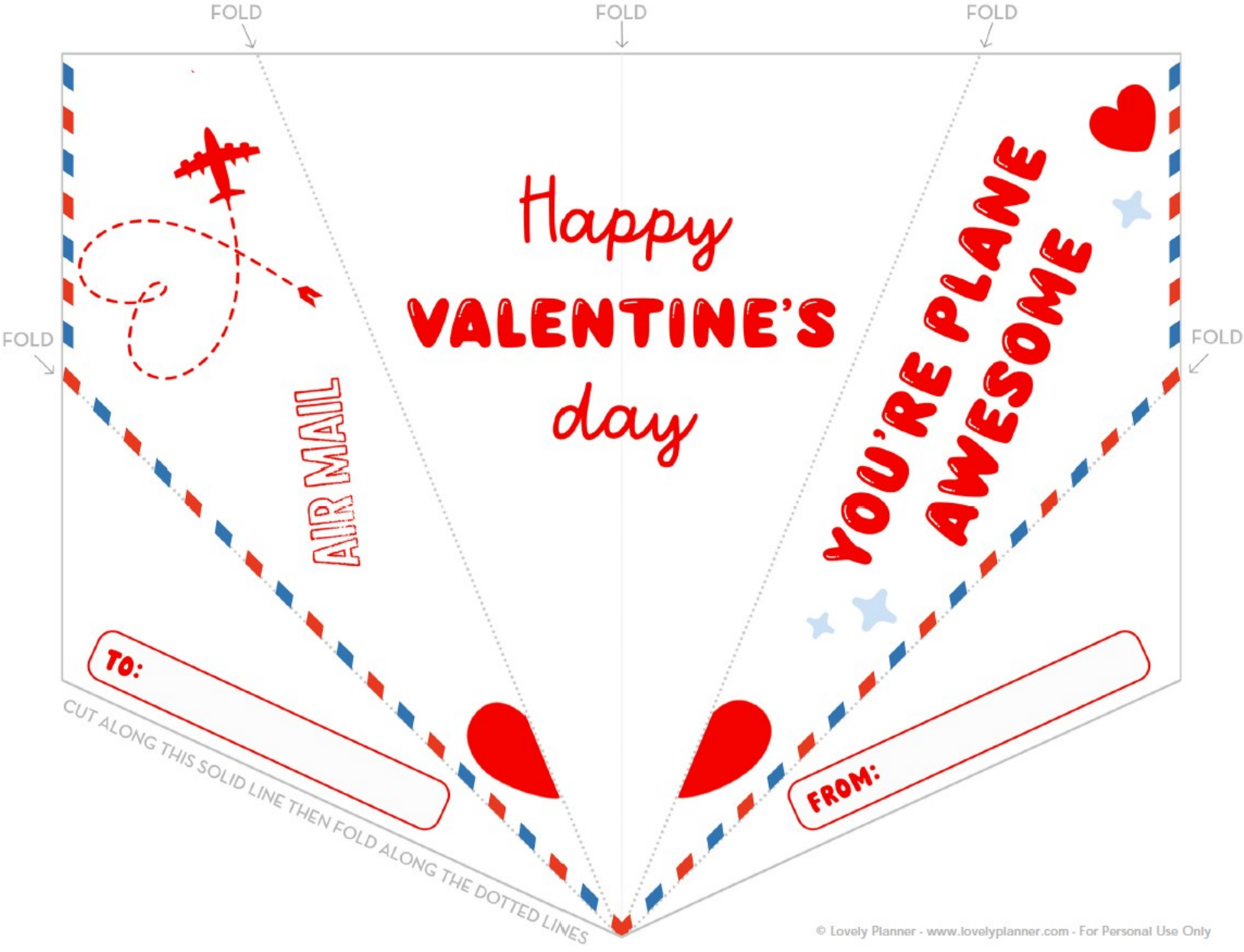
Why It Fits RC Flying Perfectly

This tradition feels tailor-made for RC clubs. RC airplanes are lightweight, carefully crafted, and built to fly—not sit flat. Hanging models:

- Saves valuable floor space
- Protects aircraft from damage
- Showcases builds from every angle

Creates an inspiring "in-flight" display
Whether it's a warbird banking overhead or a classic trainer cruising the ceiling, hanging RC aircraft isn't just storage—it's a celebration of flight.

Keep batteries warm during cold weather by using an insulated box with bottles of hot water.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VALENTINE'S
day
AIR MAIL
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FROM:
CUT ALONG THIS SOLID LINE THEN FOLD ALONG THE DOTTED LINES
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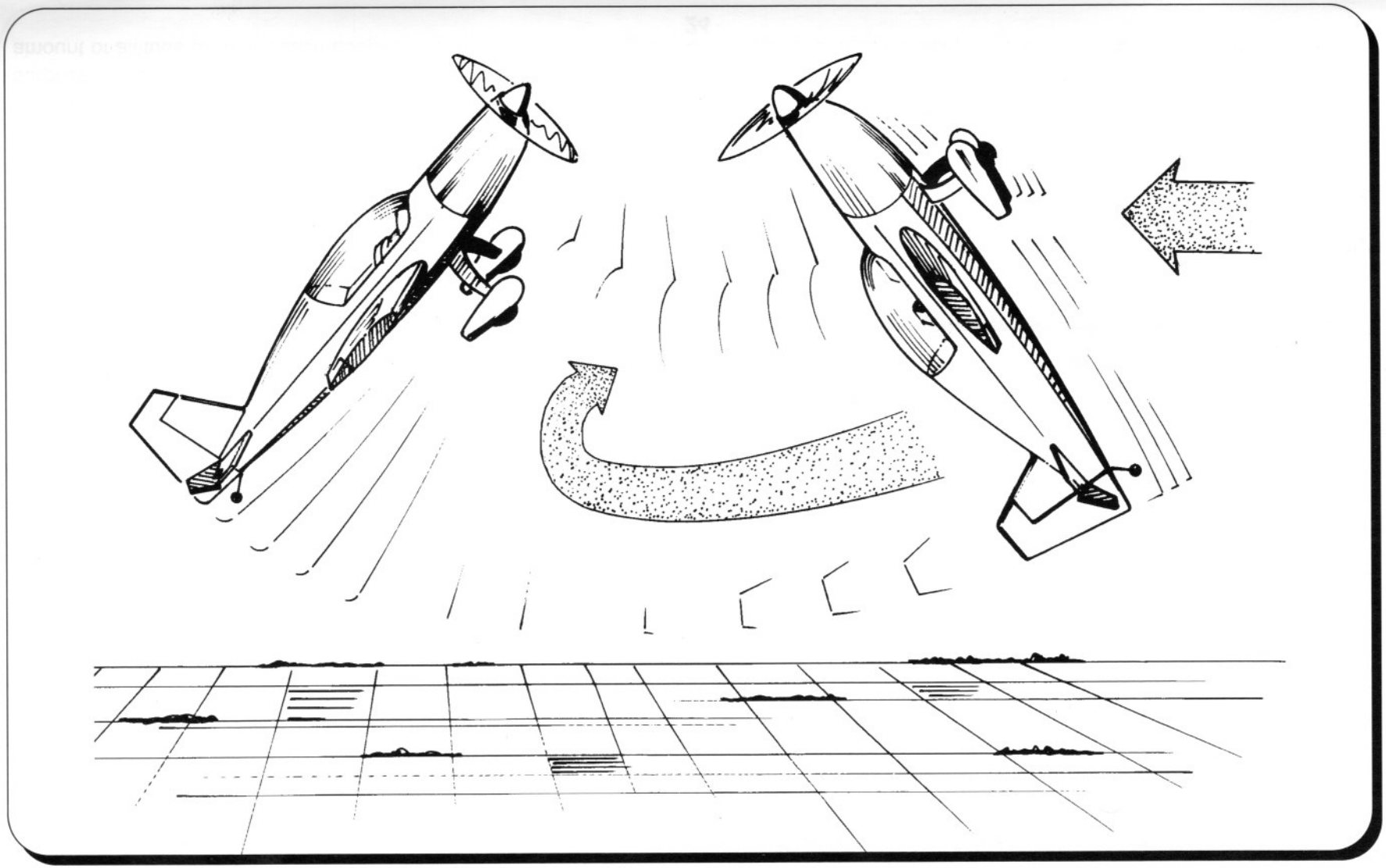
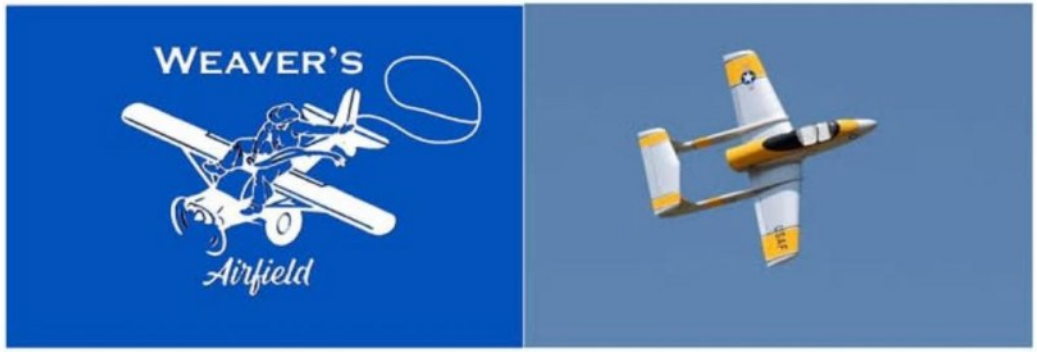


FLIP

The Flip is a fun twist on the Harrier. When you can confidently Harrier upright and inverted at a safe altitude, try this twist: fly along in an inverted Harrier at a very slow speed. Apply full throttle hard and push full down elevator. Immediately bring the throttle back to the setting your model Harriers at best and reverse from negative to positive elevator when the model reaches its preferred angle for an upright Harrier. Now perform a Harrier back down the field. Note that your full throttle/full elevator application will very likely torque the model left, so you'll need to be ready to apply right rudder and aileron as required to keep the model straight. Practice, practice, and more practice is the key to making the Flip look fluid without any noticeable twist.

2026 Weaver's Jet Stampede



Welcome to the 1st Annual Jet Fly-In **June 12th, 13th and 14th 2026**. This event is hosted by Weaver's Airfield in Othello, Washington. Weaver's Airfield is a private, full-sized airfield with a beautiful 650 ft grass runway surrounded by 85 acres of farmland to the north and east.
http://weaversairfield.com
There is dry camping available. No reservation required.

- Must show proof of current AMA membership.
- Turbines (require waiver) and EDF jets welcome if you can take off from grass.
- All aircraft will be safety inspected.

Set your GPS to:
2395 Hampton Rd,
Othello WA
Latitude
46.781959,
Longitude
-119.238632

No Entry Fee

Donations will be accepted

Lunches will be available

Event Schedule:

Friday, June 12th:
Pilot's Meeting: 8:00am
First Flight: 8:30am
Open Fly until dusk

Saturday, June 13th:
Pilot's Meeting: 8:00am
First Flight: 8:30am
Open Fly until dusk

Sunday, June 14th:
Pilot's Meeting: 8:00am
First Flight: 8:30am
Open Fly until 1:00pm
Raffle at 1:00pm

Contest Director:

Phil Tallman phillip.tallman@gmail.com 509-220-6513

AMA Sanction # 19056