



August

Minneapolis, Minnesota U.S.A.

2024

TCRC Jordan Flying Field Is Back!!!

by Jim Cook

For almost three months TCRC's Jordan Flying Site has been under the waters of the Minnesota River. On May 1st of this year the water level of the River reached 18-feet, at which depth it starts to inundate the field. From that date on, the water just seemed to keep rising cresting on June 28th at a record level of 35.12-feet, putting a staggering 17-feet of water above our runways. From the crest, the water started receding, finally leaving the runways on July 21st.

But after having all of that water and river flow over the field for almost three months, when the field emerged, it was covered with a lot of silt and debris.



**The field after the River receded.
(Photos by Bob Breisemeister)**



A hard working crew of club members cleared the runways, pits and shelter making the field flyable. (Photo by Bob Breisemeister)

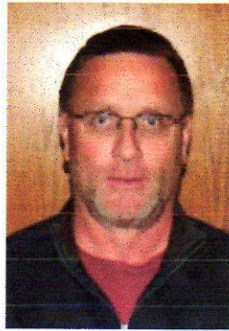


Trying to remove the silt from the shelter.

Anyone seeing the amount of silt over the area would be overwhelmed as to where to start to getting the runways back in action. But on August 2nd, Tim Wirtz sent an email out to the membership proclaiming
Continued On Page 3, Col. 1

A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

Happy August or Dogust if you are a dog lover. Good news! The main flying field is open! WOO HOO!! With the water finally receding, efforts were made by a few members over the last week to recover the flying field from the flood waters of the Minnesota River.

The first thing done was I cleared off the 2 to 3 inches of silt and mud off the road and parking lot with my skid steer to allow it to dry faster. With the water table so high under the flying field it doesn't dry quickly like the runways. With the runways being asphalt they dry much faster and can be cleared as dry dirt with little mud except on the southeast corner of the pit lane. The willow trees along the road were bending over the road so Ken Weddell trimmed them to allow the road to be graded. Jim Ronhovde graded the road and parking lot, and I will spread rock on it to bury the silt that was left after grading.

As to not pile mud up around the shelter a group of members cleared the shelter floor with shovels and wheelbarrows on a rainy Monday morning. I would like to thank Dave Erickson, Tim Kepner, Tom Hall, and Rick Buetler for their efforts. The runways were cleared, and Tom Young and Thaddius Gorski swept the runways. The shelter floor has been power washed by Jim R. I apologize if I missed anyone who helped with the clean up to date.

As I said, the field is open but there is still work to be done. As the grass dries out it will be graded and dragged to level it out. When flying please stand at the end of the taxi ways or side of the runways because it is too soft to get to the pilot stations. Also landing on the runways will be best as it is very soft in the mud and recovering your plane would be difficult. Wind and sun are needed to help things dry out. If you see any of the members who helped with the cleanup, please acknowledge their efforts and thank them.

The August membership meeting on the 13th will be held at the flying field for the first time this year. Keep your fingers crossed. Dinner at 5:30 and the meeting will begin at 7. Bring something to fly or just come to the meeting and check out the work that has been done.

Model Aviation Day will be held on August 24th. Invite your friends and family to come out and try flying or just to watch. If you have any questions, contact Tim Wirtz. ☺

Model Aviation Day August 24th

by Tim Wirtz

August 24th, Model Aviation Day (MAD) is the annual day when we invite the general public out to learn about R/C Airplanes. It's also a day when we bring out our planes to show everyone what we have in our 'livery.'

This year, we will have flight simulators for people to learn how to fly, trainers with buddy boxes, and a plane or two to shoot at with paintballs.

In order to pull this off, we need your help. We need people with flight simulators -- I have one. It would be nice to have one more. We need people who have trainers with buddy boxes and are willing to take people up for some training flights. And we need people to help explain our hobby to the public.

We're also going to need someone to help bring people out to the flightline to shoot at the paintball target.

And MOST OF ALL, we need PILOTS! It won't be any fun if we don't have anyone for the spectators to see fly.

So, please come and join us August 24th for TCRC's Model Aviation Day! ☺

The Jordan Field Is Back!!!

Continued From Page 1

that “The main field is now open!” A handful of club members led by President Bob Breisemeister rolled up their sleeves and literally waded into the task.



**TCRC’s road to the field with the silt removed and newly graded.
(Photos by Bob Breisemeister)**

Bob was first to the field with his trusty skidsteer. He was able to remove the silt and clear a path down to the parking lot. Jim Ronhovde then graded the road and the parking lot with his skidsteer.



The silt that was removed had to be stockpiled and that was done as shown in the photo at the bottom left.

Ken Weddell, Dave Erickson, Tim Kepner, Tom Hall and Rick Buetler were busy with shovels and wheelbarrows cleaning the shelter and pathways. They toted the silt they collected to the other piles. Thad Gorycki and Tom Young removed the silt from the runways.



The infield and piloting stations will be wet for some time, and members are cautioned to stay off of those areas. Once they are dry, they will be dragged and cleaned.



As the silt dries, it becomes much easier to be dealt with.

There is still a lot of work to be done, and another clean-up session will be scheduled when the field is ready.

A huge thank you to Bob and his hardworking crew that did nothing short of a miracle to get the Jordan Flying Site open so soon! ☺

AWN

(Assistant Wing Nut)

by Chris O'Connor



You would think by August there would be a lot of flying happening. This year I think not. Finally, the water has receded, but it left a huge mess. Thanks to everyone that has already started with the cleanup. It's still a couple of weeks out for flying, the field is just too wet yet.

Speaking for myself, with the limited flying I've been able to work on some planes that I had been putting off. I have a Hanger 9 giant Beaver that needs to be flown. I am thinking about taking to the Fly-In in Fond du Lac in a couple of weeks.

Speaking of Fly-Ins, there are a couple coming up in the area. One close and one not so close. The first one is called the Northern Alliance Military and Classic Fly-In. This one is happening on August 8, 9, 10 down in Owatonna, Minnesota at the SMMAC field, or as some of you know Tim Johnson's field. Look up the website for directions. The field is about an hour and fifteen minutes south on 35W. This is one of the bigger Warbird Fly-Ins around. If you have never been, it is a must see or better yet participate in. To participate your model must be at least 80-inch wingspan and be a warbird or classic, not an ugly stick painted in military markings. There will be around a 100 pilots registered with 400-500 giant-scale models -- mostly warbirds and jets. People come from Colorado, Illinois, Indiana, Oklahoma, Canada, plus the surrounding states.

There is usually nonstop flying, and the event runs 9 - 5 each day. A group of guys from TCRC run the flightline each day. Make sure you bring a chair and there is a food truck on-site to get something to eat. You may see as many as five planes up at the same time, all flying in a racetrack type pattern hopefully to avoid any mishaps.

The next Fly-In is the same principle as Owatonna but happens about 4.5 hours away in Fond du Lac, Wisconsin. This is a week later on August 15, 16, 17. Many of the same pilots and planes will be there also. The field is all grass cut very short. The runway is north/south about 400-feet wide and 1,300-feet long. Another awesome place to fly! There will be at least a half-dozen TCRC members flying there, not working. Either of these Fly-In is a great place to see some wonderful scale models. So maybe a road trip or two should be scheduled.

Happy flying!



Calendar

- | | |
|--------------------|---|
| Aug.??? | Jordan Field Clean Up Part 2 |
| Aug. 7 | TCRC 3rd Quarter Board Meeting
Bob's Home 7:00 PM |
| Aug. 8 – 10 | Northern Alliance Military Fly-In
SMMAC Field
Owatonna, Minnesota |
| Aug. 13 | TCRC Membership Meeting At The Field
Jordan Field
5:30 PM Dinner
7:00 PM Meeting |
| Aug. 15-18 | Warbirds & Classics Over The Midwest
Fond du Lac, WI |
| Aug. 24 | Model Aviation Day
Jordan Field
Tim Wirtz &
Brian Johnson |
| Sept. 7 | Scale Fly
TCRC Jordan Field
Scott Anderson |
| Sept. 10 | TCRC Membership Meeting At The Field
Jordan Field
5:30 PM Dinner
7:00 PM Meeting |
| Sept. 14 | Fall Float Fly
Bush Lake Park
Bloomington, MN
Steve Meyer |

TCRCOnline.com

**Getting Bigger &
Better!**

Wings over Jordan Held Saturday, July 13th

By Bob Breisemeister

TCRC held its Wings Over Jordan at its alternate flying site, the Scott County Fairgrounds, on Saturday, July 13th. TCRC's main flying site still had some of the Minnesota River sitting on it, although the water had been receding at a nice rate since its crest in late June.



The pit area at the Fairgrounds Flying Site during Wings Over Jordan. (Photo by Bob Breisemeister)



The flightline at Wings Over Jordan. (Photo by Bob Breisemeister)

Rain was threatening in the Metro area that morning, which probably kept the attendance lower than usual, but still about twenty or so pilots came out to fly that day. The winds were pretty manageable and didn't prove to be any kind of factor during the flying. Even a few spectators came out to watch the pilots and enjoy the day.

Bob had moved a trailer full of starting benches from the main field and Tim Wirtz had brought the little trailer with the equipment for the TCRC Café.

Members started showing up around 10:00 AM, and got their planes set up and into the air.

Bob acted as Chef and served up a great lunch consisting of hamburgers, hotdogs and brats starting at noon, and nobody left hungry.

The flying was pretty continuous all the way until about 3:00 PM or so before the pilots started to pack things in. The rain had held off all morning and afternoon but started to make its appearance when the guys were packing up.

Thanks to Bob and Tim for getting things set up and running, and thanks to the pilots and spectators who came out to enjoy a day of flying. 😊

TCRC meets every month on the 2nd Tuesday at 7:00 PM in Fellowship Hall of CrossPoint Church located on the southeastern corner of the intersection of 98th Street and France Avenue in Bloomington. Guests are welcome to attend these meetings.

Twin City Radio Controllers 
Model Aviation Day

August 24th, 2024 at the TCRC field in Jordan, MN

Come see what the world of Model Aviation is about!

10 am to 4 pm

Many different types of aircraft — Scale, Aerobatic, Sport, Trainers

Demonstration flights

Try flying for yourself on Flight Simulators and Training Aircraft with experienced pilots

Take Your Best Shot — Shoot paintballs at a model airplane! 50 cents per paintball. Buy 20 balls for \$10 or 40 balls for \$20!



Concessions

- Burgers
- Hotdogs
- Chips
- Soda/Water

R/C Pilots with Current AMA Membership welcome to fly

Contact Info:
 Tim W. (952) 297-5226



Instructions to Main Site	Miles
Head South on US-169 toward Jordan	0.0
Turn RIGHT onto County 9 at the traffic signal in Jordan	0.3
Turn LEFT onto County 57/E 190 th St	0.6
Turn RIGHT on Beaumont Ave. Beaumont Ave becomes Beaumont Way. Go straight through the four way stop.	0.9
Turn LEFT at the yield sign onto W Sioux Vista Dr	0.1
Turn Right onto the gravel road at the signs for TCRC and proceed down to the parking lot.	0.3

THE TCRC FLARE OUT Monthly Newsletter



****TWIN CITY RADIO CONTROLLERS INC.****

Purpose: To preserve, encourage, and further develop the hobby of building and flying radio controlled model airplanes.

2024 Officers

- | | |
|-----------------------|--|
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TCRC Flare Out

Editor James R. Cook 952-200-2030
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Website: <http://www.tcrconline.com>

Lock The Gate!

It is very important that the gate to the field be kept locked at all times when there is no member present.

It is every member's job to lock the gate when he/she is the last one at the field. It doesn't matter the time of day or how nice the weather is. This simple rule is to keep the gate locked to prevent theft, vandalism and the unauthorized use of our land from occurring. ☺

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Kawasaki Ki-45 "Nick"
Focke Wulf TA-152H
Lavochkin La-7
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ARADO 96B
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The Taylorcraft Story

by Sherwood Heggen

Some memories last a lifetime. A few of those memories are meant to be enhanced with action in the present day. This Taylorcraft story describes what I mean by that.

As a youngster, I remember being attracted to airplanes. In our family photo album, a picture of a biplane sitting at an airport repeatedly drew my attention as a four-year-old. Airplanes flying over the family farm where I grew up were gazed at until they were out of sight while hoping they would come back to be seen again. One of my favorite anticipations was when on family trips to visit relatives, we would go by a municipal airport. There was always hope on those trips that there would be real airplanes to see sitting outside with their wings outstretched begging to be flown. There was no question; I had a passion for airplanes.

My mom, who knew little of airplanes, recognized my interest. One day she informed me that kits to make little model airplanes were for sale in a neighboring town's hardware store. With that, she was the one who actually got me started in model airplanes. My dad had no interest or encouragement in my abiding passion. Other than that, he was a good dad. The models I bought with allowance money were rubber powered stick models which gave me a lot of entertainment by building them, but flying them was not very successful.

During the spring of 1960 when I was 14 years old, I saw a model airplane magazine on a drug store's magazine rack for 35 cents. Within the pages were all kinds of marvelous flying models. Pictures, stories, plans and advertising for all the great stuff that supported them were almost an overload to my mind. The pages eventually became yellowed because of exposure to light due to frequent staring at their wonderful content. I had discovered radio-controlled model airplanes! I was alone in this new-found passion because my friends at school thought little of my interest in this hobby. Their thing was sports and hunting making me a "loner" with my model airplane interest.

During the fall of 1960, I heard an announcement on the radio of a model airplane flying event at an airport about 35 miles away. Radio controlled model airplanes were going to be flown and I wanted to go. I had no driver's license, so I had to depend on my dad for a ride. I approached him about the event and asked him to take me. His response was disappointing by his telling me that I wouldn't want to go there. I was relentless in my push to get a ride, but he couldn't have cared less about seeing model airplanes fly. Then came the big surprise! He said I should drive the pickup truck by myself to the event! I reminded him that I only had a learner's permit not a driver's license. He responded saying I should just drive carefully. Being a farm boy, I had a lot of experience driving

tractors and the pickup truck on country roads for farm work and summer jobs. But this was driving 35 miles on a busy, major highway.

On the day of the event, I got ready to go with concerns that my mom might have talked some sense into my dad regarding my being an uninsured driver driving one of his vehicles. Nothing was said and I got into the 1950 Dodge pickup and headed toward the airport. I had been on this road many times in my life as a passenger, so I knew where I was going. But to realize that I was driving on the highway with no one with me was a memorable event.

Forty-five minutes later, I safely arrived at the airport. I picked out a place to park, got out of the pickup, and walked over to the event. There, I saw amazing radio-controlled model airplanes of all sizes. The elation I felt was what it might be like to suddenly arrive in heaven. This is what I wanted to do for my lifetime hobby. I walked around and pestered some guys about their airplanes asking amateur questions. Among all of the airplanes I saw, one stood out. It was a red and black Taylorcraft with a huge nine-foot wingspan. I had never seen anything so incredible. I had brought the family's Kodak box camera along and got pictures of it. Someday, I thought, I am going to have an airplane just like that! The day was windy, cloudy, and cold and my interest had been satisfied for the time being, so I headed for home arriving without incident. It had been an absolutely wonderful experience which lingered in my mind as I tried to go to sleep that night.

Flash forward to the present day. The red-and-black Taylorcraft had
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The Taylorcraft Story

Continued From Page 7

often come to my mind but I never took the effort to build one. Why? I don't know other than there were so many other projects taking up my time.

Recently, I was at a TCRC swap meet buying stuff I didn't know I had wanted. TCRC president Bob Briesmeister was there with his great array of stuff for sale. He got my attention and told me he had an airplane for me. He pointed behind his truck at a red-and-black Taylorcraft, a nine-footer, just like the one I had drooled over 60 years ago. It was even the same color scheme! Memories of the trip to the airport, driving by myself and seeing the red-and-black Taylorcraft there got me all excited. This one was all built although it needed some maintenance here and there. We struck up a deal and I loaded my Taylorcraft into my Jeep. I had a difficult time while driving home to resist the urge to turn around in my seat, or even stop by the roadside, to look at my own red-and-black nine-foot Taylorcraft. Later at home in my workshop I was able to take a serious look at what I had. It had issues that needed addressing but seemed airworthy. My concern was how well it would fly. I installed servos and an engine and did some ground testing and deemed it ready to go. Satisfied with that, I took it to the field for the maiden. On the first flight, it took off straight out with a slight climb. The first turn was ungraceful as a bad case of adverse yaw showed up. With a corrective dose of rudder, the Taylorcraft came about and headed down wind when the engine died. It was in perfect position in the pattern for landing. I made a left turn to crosswind, another to final, and then a graceful wheel landing and roll out to a full stop on the runway.



**Sherwood's 2024 version of his 1960 dream Taylorcraft.
(Photo by Sherwood Heggen)**

I took it home and worked out the "kinks" and flew it again on another day. Programming the transmitter for coupled aileron and rudder resolved the adverse yaw. On the last landing after a couple of flights, things went

bad, and I am glad they did. Landing in a strong crosswind, the Taylorcraft drifted off the final approach path just before touchdown into a stand of tall weeds. Though the weeds caused the airplane to stop short, there was no heavy collision or impact. However, the structure sustained heavy damage to the wing mounts so flying the Taylorcraft was over for a while. That incident might have saved the Taylorcraft from an even greater problem in the future.

Assessing the damage in the shop, I found very little structure holding the center section of the wing to the fuselage. That evidence was the deciding point to strip the fuselage of covering and find out what else might be wrong. A number of issues were fixed regarding strength. The fuselage and tail were recovered with Sig Koverall and sealed with a number of coats of clear and colored dope. The wings appeared to be in good condition. The exceptions were aileron hinges that weren't glued well and some covering issues which were corrected. Paint on the wings was poorly done so paint stripper was used to remove the paint under which appeared to be red Coverite. The stripper had no effect on the covering. After a few coats of dope, it was ready for final color. The wire landing gear was a mess. It was crooked and poorly soldered. It was disassembled, straightened, cleaned and re-soldered.

A lot of thought was given to the color scheme. Reviewing a number of full-scale Taylorcraft pictures gave me a lot of choices. Some were simple and some were complicated. But the one that drew me to a decision was the red-and-black model I saw at the airport over 60 years ago. Why would I want any other color scheme?

Continued On Page 9, Col. 3

Kollhoven F.K. 52

by Conrad Naegele

The July Mystery Plane was the Kollhoven F.K. 52 from the Netherlands.



The Kollhoven F.K. 52 was designed as a 2-seat fighter and a general purpose observation plane. It was an equi-span single-bay biplane, with a fabric-covered steel tube fuselage. The plane was first flown in February 1937 but crashed 6 months later during the last stage of flight testing.

A second prototype followed, and flew in May 1938, and production was planned. The second plane was re-engined with a Bristol Mercury radial powerplant. The plane was of “conventional” construction, a mix of steel tubing and a lot of fabric. Four prototypes were built, and 36 planes were ordered.

The plane was improved right along and was ordered by Finland, hence the Finnish Swastika. Then, three of the prototypes were destroyed in their packing crates by the Germans. No further work was done.

The Kollhoven was powered by a 12-cylinder liquid-cooled engine that developed 840 horsepower. It had a wingspan of 32-feet 1-inch and a speed of 240 mph. For armament it carried two 20 mm cannon in the top wing and one flex. Mm gun in the rear cockpit. ☺

The Taylorcraft Story

Continued From Page 8

This was about enhancing the memories, so it had to be red-and-black.

As part of the improvement process, radio installation was made permanent and orderly. Test flights took place one or two flights at a time. Each additional flight found adjustments necessary to improve its flying qualities. Soon, flying the Taylorcraft became a simple matter of charging the batteries, fueling it, starting the engine, and enjoying scale-like flight.

So, there is the story of my Taylorcraft. This Taylorcraft means a lot to me. It brings fond memories of my mom recognizing my interest in airplanes and an appreciation for my dad’s “trust” in my ability to drive as an uninsured motorist. They were the nourishment of an interest which has provided for me a life-long activity and lasting friendships among those with like interests. ☺

18304

If someone were injured at the TCRC flying field and you had to call 911, what would you tell the operator for the location of the emergency? You would tell the operator the fire number for our field: 18304.

For safety reasons, it is very important every member knows our fire number. Hopefully, we will have the fire number prominently displayed in the shelter at the field in the very near future. ☺

Model Aviation Day August 24th

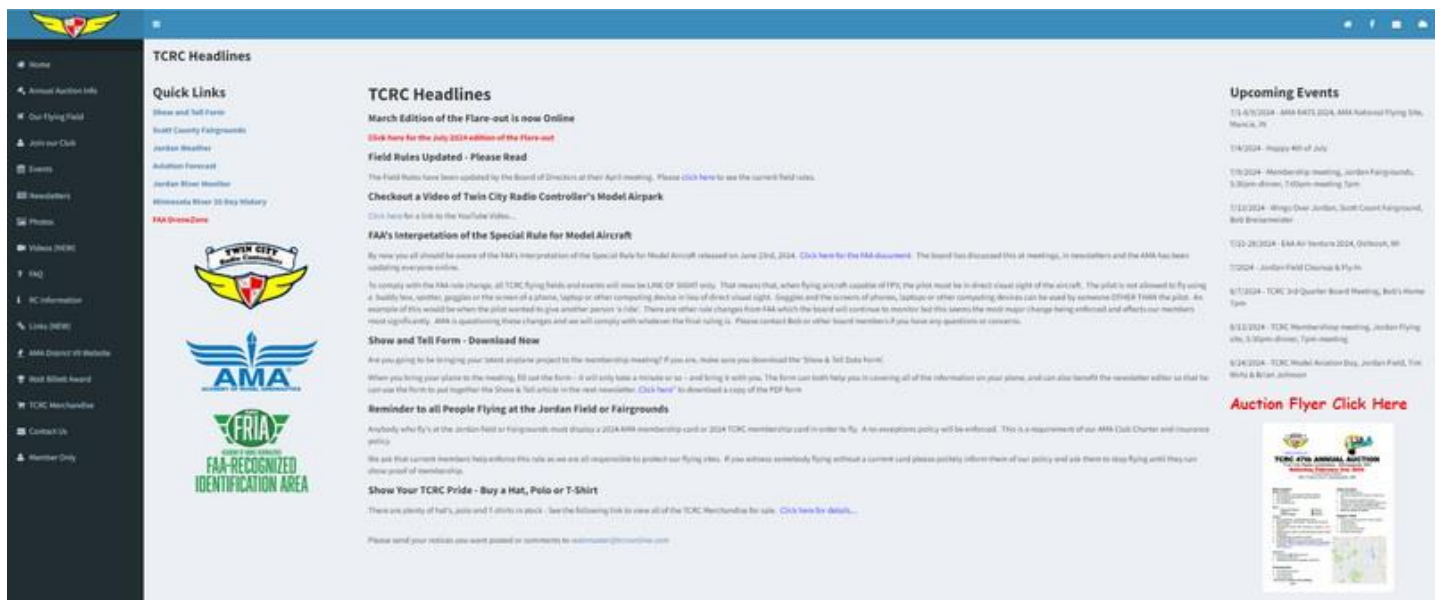
Your Help Is Needed!

New, Prototype Website

by Tom Hall, TCRC Webmaster

I wanted to give all you TCRC members a quick update on the new “prototype” website that will be released to you in a few months. It has been a good spring and summer project to keep me out of trouble. The Legacy website will remain intact until we make the move to the new site. **All of you** will be notified when this occurs.

The main purpose of a website is to enhance communication. I hope this is easily recognizable with our new site. I am excited about some of the new features you will have access to. There will be a noticeable improvement in navigation and all information will be current. The website will operate smoothly on Apple or Window laptops, tablets/iPads, and mobile phones. The new website will feel a bit slimmed down with hopes of maximizing a user-friendly pathway! As a side note, I have archived many of the older documents found on the “Legacy” website so we will maintain a historical path off-line for all things related to Twin City Radio Control.



Here is a brief list of key features of the new “Prototype” website. Some features you will recognize but others will be brand new. Have a look:

- **More secure website** – By the time we release the new website it will have an SSL certificate and a new URL starting with HTTPS:// security! I cannot promise it will not get hacked, but it will be a lot harder compared to the Legacy website.
- **TCRC Headlines** will be the critical pieces of information to be a member and fly your RC plane’s, copters, and drones.
- **Upcoming Events** will be found on the right panel of the website. This will list current events and meetings dates.
- **Quick links** will be found on the left panel of the website. These will be “quick hit” links containing information about our club and our flying sites.

Continued On Page 11, Column 1

New, Prototype Website

Continued From Page 10

- **Left Side Panel** will contain more detailed information. This “panel” can be clicked on or off. It will be your choice for the information you are looking for:
 - Home link helps you navigate back to the original screen starting point.
 - Annual Auction Information link
 - Join our Club link.
 - Events link.
 - Newsletter link *for the current year*
 - Photos link new and old photos.
 - Videos (new) link – Our videos but linked to YouTube (big memory saver for our website)
 - FAQ
 - RC Information link – stored presentation and educational documents for all things RC!
 - Links – new updated links:
 - To our fellow RC clubs in Minnesota
 - AMA information links
 - RC stores
- AMA District VII website (our district covering MN,
- Walt Billett Award link – All things Walt Billett and previous winners (Thanks Jim Ronhovde!!). We will continue to build out this link with historical information regarding Walt Billett and the annual award presented to our members.
- TCRC Merchandise link
- Contact Us link – The Board of Directors
- The last link is still in development. We hope to have a live, functioning Chat application for our members to use. This feature points directly to communications about upcoming Events, Air-Field Maintenance, mowing schedule, help with building or re-building of our air vehicles, our simply I am going out to fly today, come join me! More details to follow on this “Chat service.”

Pat Dziuk did an exceptional job with our Legacy website. Many thanks to Pat for his time and keeping TCRC members informed of events within the club. It is my hope to continue this important communicative service and utilize future website coding to carry us into the future. I hope

you see a difference in the new features that have been built and the ease of navigation!

There is an “Easter Egg” surprise for those members that can find the link to Jordan weather.

More to follow.



The TCRC Membership meeting on August 13th will be back at the **Jordan Flying Site**. This is possible because of the heroic clean-up efforts of a few members after the Minnesota River retreated back into its banks.

The grill will be on, and dinner will be served at 5:30 PM. The meeting will start at 7:00 PM. Bring a plane and get some flying in before enjoying a dinner on the club and then attending the membership meeting.

The membership meeting for September 10th is scheduled for the TCRC Jordan field, weather and water permitting.

In case of bad weather, the meeting will be at its normal time of 7:00 PM at CrossPoint Church in Bloomington. ☺



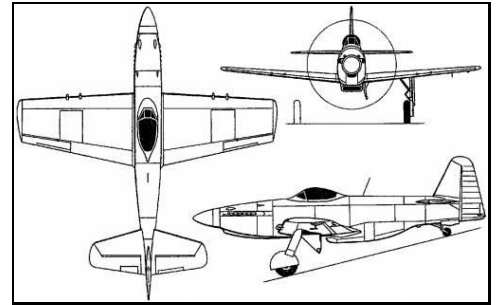


Northern Alliance Military Fly In
 SMMAC Flying Field
 Owatonna, Wisconsin
 August 8th -- 10th



NAMFI is about all Military Aviation. During the hours of 9 am to 5 pm, this is a giant scale event. Classic non-military aircraft (pre-1960) will be allowed but they must be giant scale with a wingspan of 80 inches or more for monoplanes or 60" for biplanes, any turbine-powered military jets are allowed. After 5 pm we welcome warbirds of all sizes so bring the park flyers for some morning and evening fun!

August Mystery Plane



Show & Tell Data Form

Bringing a plane to the TCRC meeting for Show & Tell?

If you are, be sure to go to the club website TCRCOnline.com and print out a blank Show & Tell Data Form. Fill this out and make sure it gets to the newsletter editor, Jim Cook so that the correct information shows up about your new airplane in the newsletter.

Also, if Jim is not at the meeting, make sure someone takes a picture of your new masterpiece and emails the picture to Jim also. If he is not at the meeting, you can have someone take a picture of the completed form and email that picture to him also. 😊

Jordan Field Open Fairgrounds Closed

It is great that the Jordan Field is now open. And with the Jordan Field open, flying at the Fairgrounds must stop. The Fairgrounds Board grants the use of their parking lot to TCRC to fly, but **only** when our main field is unavailable. Please respect their requirements. 😊

The Bald Eagles At Their Finest!



Bright and early every Wednesday morning a group of pilots meet at Perkin Restaurant in Bloomington to solve the world's problems and enjoy a great breakfast. (Photo by Scott Anderson) 😊

Twin City Radio Controllers



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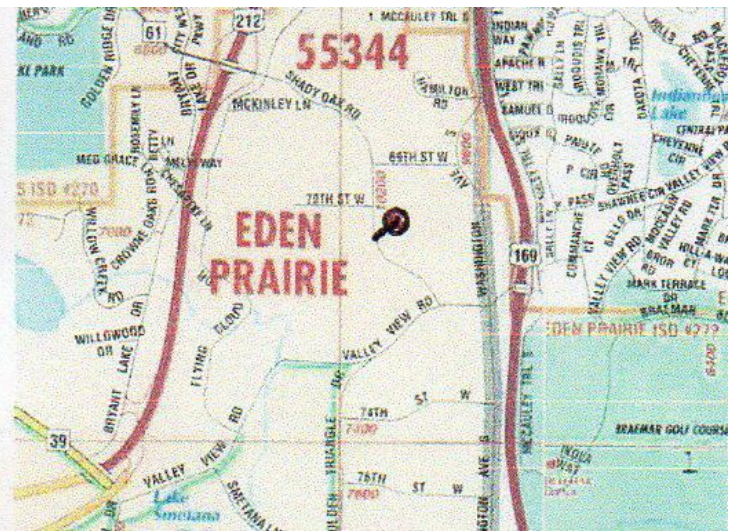
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