



December

Minneapolis, Minnesota U.S.A.

2015

# TCRC Banquet Another Great Time Had by All!

by Bob Briesemeister

Participants at the 2015 TCRC Banquet enjoyed good food, lots of fun and great comradery on Saturday, November 14<sup>th</sup>. It was a good turnout with a large number of members and their families present. The Fong's food was a hit again and the atmosphere and large space were perfect!



**The happy winners of the many prizes at the TCRC banquet.  
(Photo by Bob Breisemeister)**

The Banquet began around 5 pm with social hour, appetizers and drinks, with dinner following around 6:30. There were plenty of great prizes up for grabs once again. Prizes consisted of large to small aircraft, gift certificates, wine and movie ticket baskets. The decorations on each table were carved mahogany model airplane centerpieces and were awarded to one person at each table by drawing a numbered ping pong ball. There was also a slide show for all to enjoy displaying all the great events occurring at TCRC throughout the year.

After dinner, the games began and tickets were earned to then throw into specific baskets which coordinated with the prizes displayed. Game options were: Airplane Dart Board, Pin the Propeller, Pilot on the Airplane, Wings of Fortune, and of course Bingo! Thanks to Gabby Nestaval and Jonathan Erickson for being such great helpers with the games.

After the games there was a short presentation given by Jim Ronhovde on the Walt Billet Award. This award was not presented to the recipient because he was not in attendance. It will be awarded at a future membership meeting.

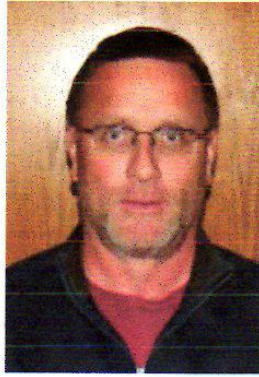
The evening wrapped up with dessert and the presenting of prizes won and various group pictures taken.

Thanks to all who came out to enjoy a great night, and to the members and wives who helped organize and set up the 2015 TCRC banquet. **J**

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

## A Note from The Head Wing Nut

By Bob Briesemeister



Hello TCRC Members!

The holiday season is upon us. I hope that you had a nice Thanksgiving and were able to spend time with family and friends. Remember just because it is getting colder and there is snow on the ground the field is still open for flying. We will have the driveway and parking lot plowed so that there is access to the field.

The banquet was held on November 14<sup>th</sup> at Fong's in Prior Lake. It seemed that everyone who attended had a good time. It's a nice way to get acquainted with your fellow club members and their families.

Elections were held at the November membership meeting. Corey Kaderlik and Jim Lundquist both chose not to run for another term. I would like to thank them and the rest of last year's board for their hard work and contributions to make TCRC a great flying club. I would also like to thank the membership for their support in re-electing me for a 3<sup>rd</sup> term as president. One more big thanks to Tim Wirtz, Mark Wolf, Jim Ronhovde, Doug Elyea, Larry Couture and Gerry Dunne for stepping up and running for various 2016 board positions. We couldn't have such a great club without people volunteering their time.

At the December 8<sup>th</sup> meeting, Kevin Morris from the FAA will present how the new rules on un-manned aircraft systems (UAS) might affect the flying of model aircraft, not only Multi Rotor, Drones and FPV. This should be very informative and might answer some questions you might have.

We are still looking for someone to take over the membership duties. Please contact me or Tim Wirtz with questions. This is not a board position but is a very important need for our club to continue to run successfully.

Mark your calendars for the 40<sup>th</sup> Annual TCRC Auction on February 13<sup>th</sup> 2016. Planning is under way with a few changes to the format and time. We are always looking for volunteers to help run it successfully. This is our biggest fundraiser and is what keeps our annual dues down.

So please plan on spending some time helping out on Friday the 12<sup>th</sup> and on Saturday the 13<sup>th</sup> of February.

I am still trying to get some indoor flying times but nothing is set in stone at this time.

This month's raffle plane is a Parkzone T-28 Trojan; retail value of \$220.00. Raffle chances are \$5.00 each, so join in if you would like and remember you can't win if you don't purchase a raffle ticket.

I hope that everyone has a safe holiday season and that you receive the R/C gifts that you wish for.

Happy Flying

J

## Calendar

Dec. 2	TCRC Joint Board Meeting, 7:00 PM Bob Briesemeister's Home
Dec. 5	All Season Flyer Finale, TCRC Model Air Park (10-10-10 Rule)
Dec. 8	TCRC Membership Meeting, 7:00 PM CrossPoint Church Bloomington
Dec. 8	Program at TCRC Membership Meeting: FAA Official to Discuss regulations On drones and FPV
Dec. 25	Merry Christmas
Jan. 1	Happy New Year
Feb. 13	TCRC Auction CrossPoint Church Bloomington

# Pictures From TCRC's Annual Banquet



All in attendance at the TCRC banquet were treated to a delicious piece of cake bearing the TCRC logo.



During the many games played at the banquet, the size of quality of the facilities at Fong's Restaurant allowed for plenty of elbow room.



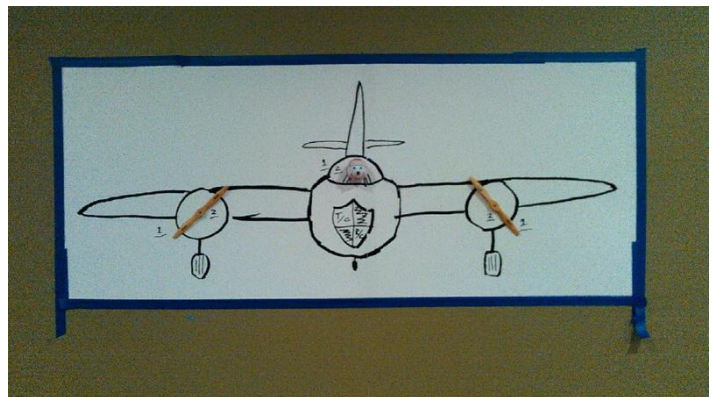
The table decorations were beautifully carved wooden plane models that were given to one member at each table at the end of the banquet.



Jonathon Erickson was very helpful at the TCRC banquet. Here he is the caller for the game of Bingo later in the evening.



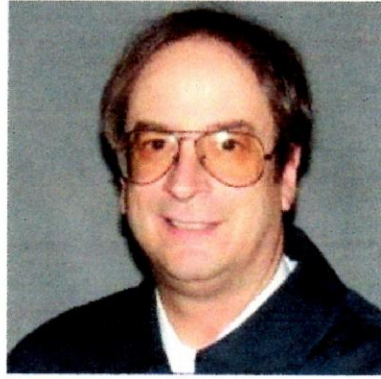
Steve Meyer demonstrates the aerodynamic qualities of his airplane during one of the many fun games that were played at the banquet.



The game board for one of the many games was this drawing of a twin-engine airplane with the TCRC logo sported on the nose.

# The Right Seat

by Mark Wolf



Hi Everyone!

Let me introduce myself. I've been a TCRC member for about 20 years. I like to build models and, like all of us, I don't think I've put together a model yet without re-designing, modifying or changing something about it.

My main interest is with scale models. Mostly glow/gas power but I do have a few ARF electric-powered planes. Building them is fun, and flying any of these planes presents a challenge. Now, not to upset the mode 2 guys but I fly mode 1 (What's that?). I know, I know. That can be the subject of many a friendly discussion at the club meetings, out at the field, or even in a club newsletter article. It's right up there with the gas/glow vs. electric power debate, kit-built vs. ARF, Futaba vs. JR/Spectrum, Ford vs. Chevy, etc., etc., etc. I just happened to learn that way.

The question for a newsletter article subject is – Where to begin? There are many aspects of this hobby. Experience, opinions, and individual techniques are as varied as our membership. For some articles I select a topic and try to draw upon full-scale aviation information, issues or concerns. This information by the way comes from many already published sources. Primarily from FAA and other industry training materials. Applying this to our model building and flying then becomes the objective. Some past articles have received several positive comments (or 'likes' as they're now called -- hey, I'm not a big computer guy!) about that format. I'll try to continue that approach. I do have copies of those previous newsletter articles so we can update/re-run some of those if there is interest. Let me know. Other articles will coincide timely with event reports occurring during the year.

Programs? Again, where to begin? I've looked at the club meeting program as sort of a classroom-type lesson tutorial/info sharing workshop. All in about 20 to 30 minutes average (my opinion). Basically an enhanced show-and-tell session on a particular subject. What would you like to see? Please let me know. Also, let me know if you're interested in presenting a program.

Thanks for your support: For me to be your vice president for the upcoming year. I'm looking forward to it. My professional obligation comes with a varying monthly schedule. As such I may not be able to attend some of the regular club meetings and/or weekend events. My apologies to all in advance. The best way to contact me is through my cell phone: (612) 207-3128. If I'm not there, please leave a message.

Thank you.

J

## All Season Flyer Finale December 5<sup>th</sup>

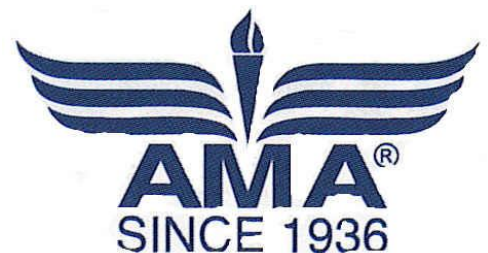
The intrepid pilots who are earning their 2015 AMA All Season Flyer patch will be holding their final month's flight on Saturday, December 5<sup>th</sup>.

To become an All Season Flyer a pilot must put at least one flight on an airplane outside in each month of a calendar year. In Minnesota, those December, January and February flights can be occur in some pretty cool weather.

The 10-10-10 rule will be in effect on December 7<sup>th</sup>. That is, if at 10 AM, the temperature is 10 degrees or above and the wind is 10 mph or below, the event will occur.

If you are interested in becoming an All Season Flyer in 2016, plan on joining the pilots for their January flights.

J



# TCRC Elections At November 10<sup>th</sup> Meeting

The TCRC 2016 annual elections were held at the November membership meeting.

Six of the 7 seats were up for grabs this year – president, vice president, secretary, treasurer, and two board seats. Only the board seat currently held by Gerry Dunne was not up for election this year.

Incumbent Bob Breisemeister ran for president again this year and was elected by acclamation.

Corey Kaderlik was stepping down as vice president this year. Mark Wolf accepted the nomination for that post and was elected by acclamation.

Doug Elyea was not running for re-election as secretary. Jim Ronhovde was nominated and elected as secretary for 2016.

Incumbent treasurer Tim Wirtz was running for re-election and will fill that post again in 2016.

Jim Lundquist was stepping down from his board seat. Doug Elyea was nominated and elected to that 2-year term.

Incumbent board member Larry Couture was running again for his 2-year board seat and was re-elected also.

Thanks to Corey and Jim for their service this past year, and thanks to all of the new 2016 elected that will guide TCRC through the upcoming year. J



AMA Club #383

Cross Point Church  
9801 France Avenue South  
Bloomington, Minnesota



## TCRC 40<sup>th</sup> ANNUAL AUCTION

Twin City Radio Controllers – Minneapolis, MN

Saturday, February 13, 2016



### Concessions & Door Prizes!

- Hot Coffee & Donuts
- Soda/Pop
- Hot Dogs & Chips

#### What's for Sale?

- R/C Airplanes, Kits, Engines & Radio Systems
- R/C Aircraft related stuff & support equipment
- NO Cars/Boats
- NO Unrelated Stuff

#### When:

Registration Begins @ 7:30 am  
Auction Begins @ 9:00am

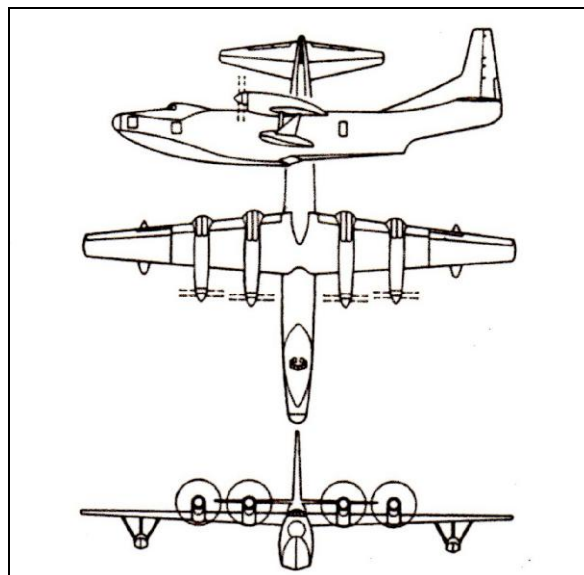
#### Details:

- \$5.00 Admission: includes Bidder's Card
- \$20.00 Minimum Opening Bid. Nothing will be sold for less than \$20
- Commission of \$5 or 10% whichever is greater.
- SELLER MUST attach a brief description to EACH item being sold
- Pre-Registration Available for Sellers
- BUYBACKS @ 10% up to a maximum fee of \$20

#### Questions?

- E-mail: [Auction@TCRCOnline.com](mailto:Auction@TCRCOnline.com)
- Call Jim 952-445-5257 or Scott 952-934-1471
- MORE Info at <http://www.tcrconline.com/pages/auction.htm>

## December Mystery Plane



## TCRC's Ugly Airplane Contest Held At November 10<sup>th</sup> Meeting

Following the TCRC membership meeting and the 2016 elections, the 4<sup>th</sup> annual Ugly Airplane Contest was held.



**The six contestants and their 'ugly' entrants in the Ugly Airplane Contest. (Photo by John Dietz)**

Sherwood Heggen initiated the Ugly Airplane Contest four years ago, and it has been held at the November meeting ever since.



**The prestigious and coveted traveling trophy for the Ugly Airplane Contest. (Photo by John Dietz)**

The six entrants in this year's contest were really lacking in an abundance of ugly. As can be seen in the pictures, most of the members would be happy to have one of them in their fleet.

The winner of the contest is awarded a \$25 gift certificate to Hobby Warehouse and becomes the proud possessor of the traveling trophy (seen at the bottom left).

Sherwood has explained that the rules for the contest are simple. The plane must still be flyable, and must exhibit some form of ugly, be it from years of wear-and-tear, or from repeated crashes-and-repairs, or a lack of building skills.

The judges for the event took a fine tooth comb to each of the six airplanes in the contest, looking for the flaws, dents, dings and warps. After much deliberation, they were able to settle on a winner, that being the twin-engine Ugly Stik of Larry Couture.



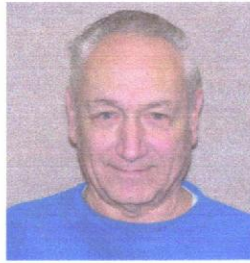
**Larry Couture proudly displays the plane that won him the 2015 Ugly Airplane Contest. (Photo by John Dietz)**

Larry was somewhat happy to claim the traveling trophy for this great achievement, and will of course make good use of the gift certificate to Hobby Warehouse.

Thanks to the six entrants in the contest, and to Sherwood Heggen for hosting another successful Ugly Airplane Contest. **J**

## Safety At The Field

By Larry Couture



Well there is not much happening this time of year except for building more models for later. I did fly a couple times this month but I was the only one at the field.

The field road and parking lot will be plowed after snow storms so we can get to the field for flying all winter. The followings things must be watched closely this time of year so I will give us all some things to watch for. The weather is cold so you have to dress warm and this will mean bulky coats and such which, if not watched very closely, can be pulled into the prop. The hands also get cold very quickly and frost bite happens way too fast, so be aware that this can happen not just to the hands, but also the feet and face. Just be extra careful during winter months.

I am hoping that next week the wind will stop or slow down and the weather will be somewhat nicer, so I can go do some winter flying on the planes I have been putting skis on. I have already put together three planes, two electrics and one glow, and I am running out of room to store very many more, so may the winter be short and nice for flying.

Winter rules are all the same but just be extra careful and make sure all others know what you are doing or going to do, so shout loud and clear and wait for answers, and all will go just fine and safely.

It's time to get your goodies together and prepare for the auction in February. Hopefully everyone can be there and help out as this will make it easy for all and we do have a great time doing this project. SO PLEASE CLEAR YOUR CALANDER AND HELP OUT at the TCRC Auction on February 13th.

Keep the skis down, and all landings from which you can fly again are great but not always graceful. J

**Safety Always Comes First!**

**TCRCOnline.com**  
**You Should Be Using It!**

## 2016 AMA Dues Statements

All TCRC members should have received their 2016 dues statements in the mail in September or October from the Academy of Model Aeronautics.

AMA 2016 dues have increased from the previous year. They are now:

- Adult (19-65) \$75
- Senior (65 and up) \$65
- Under 19 Free  
or \$15 with *MA*
- Additional family \$38

Your AMA membership gives you \$2.5 million in personal liability coverage, \$25,000 in medical coverage and also a subscription to *Model Aviation* for the year.

To belong to TCRC, you must have a valid membership for the year in AMA.

Please note that AMA also has a Park Pilot membership that has a cost of \$38 per year, but that membership is not valid for membership in TCRC.

To renew your membership in AMA, the Academy gives you four methods: at the AMA website, [www.modelaircraft.org](http://www.modelaircraft.org); by fax at (765) 741-0057; by phone at (800) 435-9262; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2016 AMA dues is December 15 to avoid a lapse in membership services. J

## Caproni CA165

by Conrad Naegele

The November Mystery Plane was Caproni CA165.



Designed by Antonio Chiodi, the CH1 single-seat fighter was an equal span, single-bay biplane of all-metal construction, with fabric skinning. It was intended to be powered by a 14-cylinder Gnome-Rhone radial engine of 780 horsepower. When that engine did not become available it was then fitted with a 9-cylinder Piaggio, rated at 560 horsepower.

A private venture, the CH1 was aerodynamically clean. The cockpit was enclosed by an aft sliding canopy, a 3-blade variable pitch prop was fitted. Armament was two 7.7 machine guns firing through the prop arc. Flight testing was carried out in May, 1935, but the plane turned over on its back and was then written off. The aircraft had displayed exceptional handling and climb performance but failed to attract a production order. This plane would have been a great looking R/C model.

The Caproni had a wingspan of 38-feet, 2-1/2 inches, a weight of 4,407 pounds, and a speed of 203 mph. It featured four ailerons. J

## FAA To Discuss Drones At December 8<sup>th</sup> Meeting

Drones have been dominating the newscasts for the last several months and promise to continue into the foreseeable future. Drones have become very controversial and their future could have far reaching effects on the hobby of R/C model airplanes.

Kevin Morris, a local representative of the FAA, will be discussing current and pending regulations, and how these could affect TCRC and the hobby of model aircraft aviation. This should be a very informative meeting and one you should not miss. J

## TCRC Membership Report

by Bernie Gaub  
TCRC Membership Director

The final 2015 TCRC membership count is 135 members. No new members were added in November since the last report. This sets a new record for TCRC membership since the club was initially formed.

This will be my last report as your TCRC Membership Director. As mentioned previously, I have decided to move on. There are many things I like to do, and of course model aviation is at the top of my list. Another activity I love to do is participate in Amateur Radio. I am a licensed Amateur Radio person (WB0NGA) and have been devoted to the hobby since 1974. Amateur Radio is worldwide and it gives me great pleasure to communicate with others in our world. We are all very much alike!

Regarding my past duties as your Membership Director, nothing has given me more pleasure than to work with such a wonderful group of devoted model aviation enthusiasts. Having a hand in producing your badges, annual renewals, maintaining the Roster data spreadsheet and developing the TCRC Roster has been a pure joy.

I am looking forward to seeing you at the field and the club meetings. J



# Lydia Litvyak WWII Russian Fighter Ace

by C. Peter Chen

*(Reprinted from the World War II  
Data Base (<http://ww2db.com>))*



Lydia Vladimirovna Litvyak, also known as Lily Litvak, was born in Moscow, Russia. At age 14, she entered a club of flight enthusiasts, and by 15 she was piloting small aircraft. In the late 1930s, she earned a flight instructor license.

After Germany invaded the Soviet Union, Litvyak attempted to join a military aviation unit, but was initially turned down for lack of experience; she forged her records by adding an additional

100 hours of flight time, and was eventually admitted into the 586th Fighter Regiment consisting of all female pilots. She trained in a Yak-1 fighter with a white lily (mistaken for a rose) painted on the side of the fuselage. In the summer of 1942, the 586th Fighter Regiment flew over Saratov, Russia, where the blonde-haired, grey-eyed young pilot flew her first combat flight. In September, 1942, she was transferred into the mixed-sex 437th Fighter Regiment at Stalingrad in southern Russia. Her chauvinistic commander initially refused to let her fly, but finally backed down largely due to the demands of the war. On 13 September 1942, she flew her second combat mission in a La-5 fighter; she shot down a Ju 88 bomber and an unidentified fighter, marking her first and second kills of her career. She quickly gained the nickname “the White Rose of Stalingrad”, referring to the mis-identified lily found on her training fighter.

In late 1942, Litvyak was transferred to the 9th Guards Fighter Regiment, and then very shortly after, in January, 1943, she was transferred again to the 296th Fighter Regiment, which was later renamed to the 73rd Guards Fighter Regiment. On 23 February she was awarded the Order of the

Red Star. During her combat career, she scored 12 solo kills and 4 shared kills over a span of 66 combat missions. Many German pilots she shot down were in shock that they were shot down by a woman. A German fighter ace shot down and captured outright refused to believe a woman had shot him down until he was brought before Litvyak, who described to him the details of the dogfight that only the two pilots engaged in the combat would know. She was not invincible, however. She was shot down two or three times (22 March 1943, 16 July 1943, and possibly another time) and at least one time she sustained serious injury to her legs, but she refused to be sidelined.

In early 1943, Litvyak was made a junior lieutenant. On 1 August 1943, Litvyak flew a Yak-1B fighter on a combat mission. She was shot down by a group of eight German fighters. Because her body was not found, Soviet leadership assumed she was captured. Since Joseph Stalin had always believed that a captured Russian was to be automatically considered a traitor, she did not receive the award of the Hero of the Soviet Union like some thought she deserved. Her remains were not found until 1979.

**Continued On Page 10, Col. 3**

# FAA Task Force Recommends Registration Of Drones As Small As Half A Pound

by John Goglia

*(The following article appeared in  
Forbes e-magazine on December  
23, 2015)*

In a much-anticipated public teleconference today, the co-chairs of the FAA's unmanned aircraft system registration task force announced the task force's recommendations of which drones should be registered and how the registration process should work. The specifics of these recommendations have been anxiously awaited by the drone community ever since the formation of the task force was announced in October. Hobby flyers have been particularly concerned as model aircraft have not previously been subject to any registration requirements. Currently, the FAA requires drones operated commercially and by public agencies (other than the military) to be registered the same as manned aircraft.

The task force announcement was made by the two joint chairs, Earl Lawrence, FAA's recently appointed Director of UAS Integration, and David Vos, head of Google's Project Wing Program. Both Mr. Lawrence and Mr. Vos emphasized that the report was a consensus report with no dissenting opinions. The FAA and

DOT will take the report and more than 4,500 public comments and draft a proposed rule. Both chairs emphasized that there is no finalized decision on the rule's requirements.

The recommendations announced today can be found here. In summary, the task force recommends:

1. Drones between 250 grams (.55 pounds) and 55 pounds that are operated outdoors need to be registered.
2. The registration is owner-based, so one number can apply to all the drones an owner has.
3. Registration will be mandatory at the time of operation and not the point of sale.
4. The owner's name and street address will be mandatory (no P.O. Boxes). Other information, such as email address or cell phone number will be optional.
5. There is no citizenship requirement.
6. Minimum age to register is 13.
7. No fee for registration.
8. Registration should be web-based.
9. A registration certificate will be mailed to the owner.
10. The registration number will need to be put on each drone.

It will be interesting to see how these recommendations are met by the drone community. There has already been much discussion as to the FAA's authority to require drone owners to be registered as opposed to the aircraft themselves. The statute authorizing registration refers to aircraft, not people. It also remains unclear how registration will meet the FAA's education concern. From what I can see, these recommendations do nothing to address the concerns raised by the FAA with regard to drone operations too close to manned aircraft. **Q**

## Lydia Litvyak WWII Russian Fighter Ace

Continued From Page 9

Lydia Litvyak was the first female fighter pilot to shoot down an enemy plane, the first female fighter pilot to earn the title fighter ace, and the holder of the record for the greatest number of kills by a female fighter pilot.

On 6 May 1990, Russian President Mikhail Gorbachev finally granted her the Hero of the Soviet Union award with a posthumous promotion to the rank of senior lieutenant. **J**





**MEDIA RELEASE**  
**Academy of Model Aeronautics**  
 5161 E. Memorial Dr. Muncie, IN 47302  
 (800) 435-9262 | www.modelaircraft.org

# AMA REACTS TO DOT TASK FORCE RECOMMENDATIONS ON UAS REGISTRATION

**FOR IMMEDIATE RELEASE:** November 23, 2015

**CONTACT:** Allison Haley, [media@modelaircraft.org](mailto:media@modelaircraft.org), (202) 777-3509

**MUNCIE, Ind.** – *Dave Mathewson, executive director of the Academy of Model Aeronautics (AMA) which is the world's largest community-based organization, today made the following statement on the [recommendations released by the U.S. Department of Transportation's Task Force on UAS registration.](#)*

“As a member of the task force, AMA agrees that registration of UAS makes sense at some level and for flyers operating outside the guidance of a community-based organization or flying for commercial purposes. Unfortunately, as written, these recommendations would make the registration process an unnecessary and unjustified burden to our 185,000 members, who have operated harmoniously within the aviation community for decades and who register and provide their personal contact information when joining the AMA. For this reason, AMA wanted to include dissenting comments in the final task force report, but was prevented from doing so.

“Adding an additional requirement for AMA members to register at the federal level is contrary to the intent of the Special Rule for Model Aircraft in the FAA Modernization and Reform Act of 2012. Public Law clearly states that the FAA is prohibited from promulgating any new rules for recreational users operating within the safety guidelines of a community-based organization. Congress by no means intended to grant a free pass for individuals who operate model aircraft. Instead, it clearly intended to leave risk mitigation and the development of appropriate safety guidelines for the operation of these devices by the members of the AMA to the nationwide community-based organization. “More importantly, there is no finding or indication that any AMA member was involved in the incidents and sightings that lead to the decision to require UAS registration. In fact the AMA has proactively partnered with the FAA and other industry stakeholders in an effort to educate the new unmanned aircraft (“drone”) enthusiasts through the “Know Before You Fly” campaign. AMA members have been flying safely for decades, and our members are not the problem. Safety has been the cornerstone of our organization for over 80 years and, with our stellar safety record, AMA’s members strive to be a part of the solution.

However, the solution should not involve our members bearing the burden of new regulations.

“Unfortunately the task force recommendations may ultimately prove untenable by requiring the registration of smaller devices that are essentially toys and do not represent safety concerns. Based on its years of experience the AMA cautioned against unnecessarily encumbering the toy industry and urged the task force to consider several factors when determining the threshold at which UAS technology should be registered – including weight, capability and other safety-related characteristics. But, the recommendations do not reflect this comprehensive approach. The task force only considered weight, requiring any device over 250 grams (0.55 pounds) to register. We believe weight should be only one of several factors considered when determining where the threshold should be for UAS registration. Q

## 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.

#### 2016 Officers

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<b>Treasurer</b>	<b>Tim Wirtz</b> 952-941-5357

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**Publishers:** Pat Dziuk 952-445-3089  
 & Mike Timmerman 952-496-1631

**Website:** <http://www.tcrconline.com>

## November Raffle Winners



TCRC had two raffle winners in November. Mike Robin took home a Great Planes F1 Rocket EVO with a retail value of \$140, and Danny Collier picked up an Elite Slick 3D 480 with a retail value of \$170. From the picture above, it is pretty obvious that both winners were quite happy with their prizes.

At the December 8<sup>th</sup> meeting there will be a Parkzone T-28 Trojan ARF up for grabs, with a retail value of \$220. Chances are only \$5/each and you may enter as many times as you wish. Come to the monthly club meeting on November 10<sup>th</sup> at CrossPoint Church in Bloomington and be the next winner of the TCRC raffle. **J**



With the advent of winter, the sun will still be shining at the TCRC Model Air Park, but the air will be somewhat colder for quite a while!

## TCRC's 40<sup>th</sup> Annual Auction February 13<sup>th</sup>

TCRC's annual auction is a little more than two months away, and time is passing quickly.

The auction will again be held at CrossPoint Church at 98<sup>th</sup> Street and France Avenue in Bloomington, and is scheduled for Saturday, February 13<sup>th</sup>.


Hobbyists come from all over Minnesota and the surrounding states to attend TCRC's auction. It is the biggest event of its kind in the upper Midwest.

Sellers can obtain registration materials for their items for sale at the club website, [TCRCOnline.com](http://TCRCOnline.com). Sellers are encouraged to use this service to help speed up the process on Saturday morning.

Doors open at 7:00 AM, registration of bidders and sellers start at 7:30, and the first item goes on the auction block at 9:00 AM, which is one-half hour earlier this year. See the flyer on page 5 of this newsletter for more information.

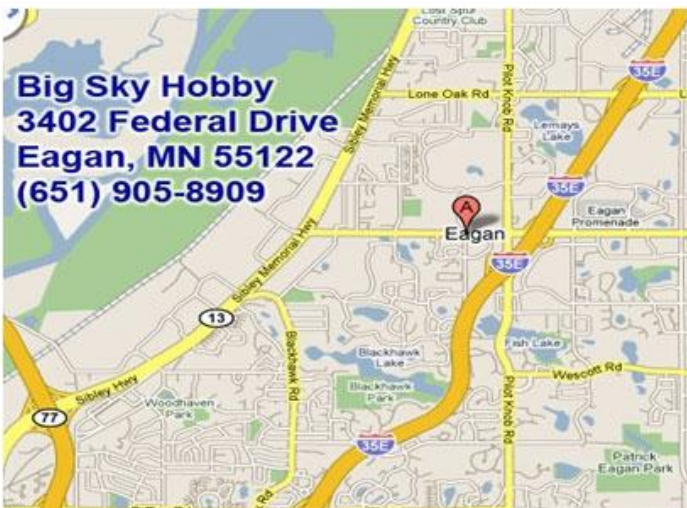
This is a huge event, and it takes the efforts of every member of TCRC, their spouses and friends for it to flow smoothly, and for it to be a success.

Mark your calendars now and be a worker, a seller and a buyer at the TCRC auction on Saturday, February 13<sup>th</sup> at CrossPoint Church in Bloomington. **J**



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