



August

Minneapolis, Minnesota U.S.A.

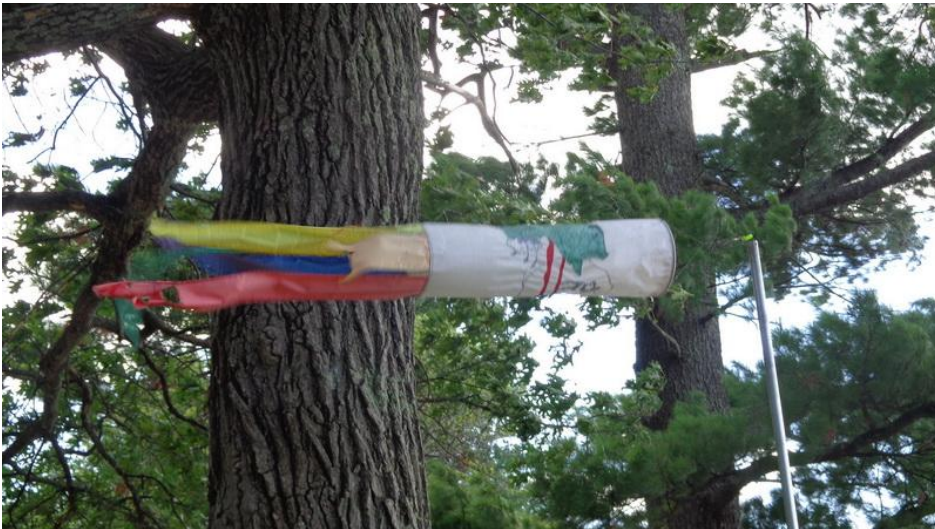
2015

Wisconsin Fun Fly A Tale of Two Winds

by Jim Cook

Friday, July 29th brought several TCRC members and their wives to God's Country for the 7th annual Wisconsin Fun Fly.

The guys would up their important discussions on how to solve all off the world's problems, and then jumped into the awaiting golf carts for the trip to the lake. Arrival at the lake disclosed the very strong wind that was blowing into the dock and as witnessed in the picture to the left.



The windsock on the lake at Jim's home in Siren, Wisconsin said it all as strong winds grounded the pilots. (Photo by Jim Cook)

The group started arriving around 11:00 AM and by 11:15 the parking area was filled to overflowing. The women gathered in the kitchen and the guys ended up on the deck. The culinary fare for lunch was brats and oodles of potluck surprises that sated even the hungriest person.

Siren hostess Mary Cook gave the ladies (and a few of the men) a tour of her gardens and her greenhouse, and there was plenty of evidence of Mary's green thumb.

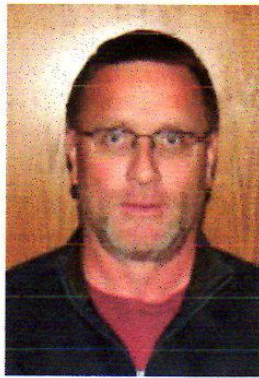


The windsock at the Rice Lake field on Saturday was in stark contrast to that at Siren on Friday. (Photo by Jim Cook)

Continued On Page 3, Col. 1

A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

My plane was to go flying tonight but I picked the day that the winds were 15-25 mph so I am writing my article instead.

As you all should be aware from my emails, I received an email from a Sioux Vista neighbor. He has some concerns about noise and hours of flight. I invited him and all of the neighbors to the July 14 membership meeting. He came with a few of his neighbors and we heard what he and they had to say along with some of our members (45 were in attendance). I told him before the meeting started that everything would be taken under advisement and would be discussed at the next board meeting in August. If you have any input please send an email to me or the board.

On July 18th the first Wings Over Jordan event was held. The field looked great, the best I have ever seen it! The entire area was mowed and trimmed beautifully. A big Thank You goes out to Jeff Tolzmann, Dick Voeltz and everyone else who helped to make the field look great. The event was open to all AMA members. There were 22 pilots with 3 from outside of TCRC. Two of us camped out both nights with Friday being very stormy with a lot of wind blowing a few limbs down on the road and driveway. I think that made a slow start to the event with people cleaning up their own homes before heading out to fly. There was a good mix of electric and piston powered planes. The winds picked up in the afternoon and slowed down the flying but one of our guests flew until 8:30 p.m. Saturday evening. Hopefully next year we can draw more pilots and campers.

August brings the membership meeting back out to the field on the 11th. The same plan as before where we will eat around 5:30; please bring something to share, with a short meeting to follow at 7:00. Come out early and fly or just come for the meeting. Remember if weather is not favorable we will meet at the church at 7 so please check your email if the weather is questionable.

Model Aviation Day is on August 22nd. We need volunteers to make it happen. Scott Anderson sent out an email with what and who is needed. This is a great chance to promote our/your hobby to friends and family.

This month's plane up for grabs at the raffle at the meeting is a Sig 4 Star 64 ARF. This plane can be powered by gas, nitro or electric. Retail value is \$190.00 and still only \$5.00 per chance.

I will be in Owatonna for the Northern Alliance Fly-In... Hope to see you there.

Happy Flying

J

Calendar

- Aug. 5** **3rd Qtr. Board of Directors Meeting
Pres. Bob's Home
7:00 PM**
- Aug. 7-9** **Northern Alliance Military Fly-In
Owatonna, MN**
- Aug. 11** **TCRC Membership Meeting at the Field
Model Air Park
5:30 PM Dinner
7:00 PM Meeting
If bad weather, then CrossPoint Church
Bloomington, 7 PM**
- Aug. 22** **Model Aviation Day
Jordan TCRC Model Air Park
10:00 AM to 3:00 PM
Scott Anderson**
- Sept. 8** **TCRC Membership Meeting at the Field**
- Sept. 12** **Hobby Warehouse Swap Meet
Richfield, MN**
- Sept. 19** **Scale Fly
Jordan TCRC Model Air Park**
- Sept. 26** **Fall Float Fly
Bush Lake Park
Bloomington, MN**



Wisconsin Fun Fly

Continued From Page 1

The pilots settled into the soft chairs of Jim's pontoon boat to wait out the wind, or at least let it drop down some. It was a long wait. By 3:30 the breeze was stronger than ever and it became pretty apparent that the flying portion of the Friday float fly was not to be.

The group packed up the planes and the cars and headed for Rice Lake, 40 miles away.

Arrival at the Best Western Motel in Rice Lake allowed the pilots and spouses a very short rest before heading to nearby Hungry Hollow for another round of eating and comraderie. President of the Rice Lake club Butch Boeller was the chief cook and bottle washer, as he showed his mastery of hamburgers on the grill. The Rice Lake ladies were manning the kitchen and there was another array of potluck dishes to choose from.

There was some discussion of going up to the field for some night flying but the topics of conversation kept that from happening. Jim was trying to talk Rice Lake hostess Sue Sachs into camping on his swimming raft to scare the geese away.

Saturday morning found everyone assembling at the Norske Nook in Rice Lake for yet another meal, before heading for the Hungry Hollow flying field. The Rice Lake club has a magnificent place to fly

Rice Lake Pilots Were Unfazed By The Friday Wind



Rice Lake pilots Greg Stroemeyer, Bill Sachs and Butch Boeller showed how they handle being grounded by the wind in Wisconsin. (Photo by Jim Cook)

Mary Cook's Greenhouse Was A Great Attraction For The Ladies



Mary Cook, Ruth Olson, Janice Ronhovde, Joyce Couture, Norma Naegele and Kathy Dietz get the Cook's tour of Mary's green greenhouse. (Photo by Jim Cook)

Continued On Page 4, Col. 1

Wisconsin Fun Fly

Continued From Page 3

at Hungry Hollow, and it was even better this year because there were no crops planted anywhere near the runways.

Weather conditions on Saturday were completely different from Friday. In the morning there wasn't a breeze that could stir the windsock, the sun was shining brightly and there wasn't a cloud in the sky.

As the group arrived at the field, several of the large airplane trailers from the Rice Lake pilots were already present. (BIG airplanes are the norm for a Rice Lake pilot!)

It wasn't long before the air was full of airplanes. The women disappeared to some local shopping Mecca but the guys were so busy flying they hardly noticed.

Flying continued until late afternoon with few mishaps – deadsticks resulting in dents and needing minor repair.

Evening found the group at Hanson's Hideaway in nearby Haugen, Wisconsin, for fantastic food. The Rice Lake group had some nice prizes for drawings for the group, and then it was back to the motel.

Sunday morning everyone got together for breakfast at the Norske Nook before saying their goodbyes and heading home.

Thanks to the Rice Lake Club for sharing their fantastic field, and thanks to hosts Bill and Sue Sachs and Jim and Mary Cook. J

Welcome Back To The Skies Bill!



Bill Sachs poses with his two new electric aircraft – a souped-up Sig Senior and a Comanche. Bill has been on the mend for the last two years after injuring his hand at the 5th Annual Wisconsin Fun Fly. It was obvious when he was in the skies he hasn't lost his skills.

The Rice Lake Flying Field At Hungry Hollow Was Beautiful!



Looking west from the end of the runway showed how open the area at Hungry Hollow is for flying. A bonus this year was that there were no crops planted anywhere near the runways.

(Photo by Jim Cook)

(More Wisconsin Fun Fly Photos On Page 5)

Pictures From The 7th Annual Wisconsin Fun Fly



Butch Boeller's giant-scale Edge 540 put on a show over the fields of Hungry Hollow.



Eating seemed to occur every other hour at the Wisconsin Fun Fly. Here the group is enjoying dinner in one of the buildings at Hungry Hollow on Friday evening.



Dave Brodt of the Rice Lake club knows how to get his planes to the field. This trailer had 13 airplanes in it ready to go! When he gets home he just plugs the trailer into an outlet for charging.



If you weren't flying, then you were eating! Lunch at Hungry Hollow on Saturday.



Conrad lends moral support for Morgan Larson.



Wisconsin Fun Fly hostesses Mary Cook and Sue Sachs show the nice gifts the group presented to them on Friday afternoon.

July Meeting At The Field

On July 14th TCRC held its second 'meeting at the field' and it was another superb weather day.



The cooking crew consisted of Jim Lundquist, Jon Perry and Bob Briesemeister and they served up brats and hotdogs for all in attendance. (Photo by Jim Cook)

The pits were pretty full at 5:00 PM and flying continued until the dinner bell rang at 5:30. Brats, hotdogs, cole slaw, potato salad, chips and desserts were all on the menu and the members were well fed.

President Bob called the meeting to order at 7:00 PM, and recognized several neighbors who were in attendance. One neighbor had contacted the Board to complain about noise and flying patterns and Bob had invited them down to voice their concerns. Bob Williams from Sioux



The meeting at the field was very well attended with members and neighbors. (Photo by Jim Cook)

Vista spoke and read a letter from another neighbor. All of the neighbors were not there to complain however, as our nearest neighbors voiced their support for the club and its activities.

Several members also spoke and after considerable discussion, president Bob thanked the neighbors for coming to the meeting and said that this issue would be discussed by the board of directors at their August meeting.

At the end of the meeting, the raffle plane, A FW 190, was won by Darryl Volk.

Following adjournment, the pilots headed back to the pits and more flying until lack of sunshine finally brought the evening to a close.

The August 11th meeting is also slated to be held at the field, again with a meal being served at 5:30 and the meeting at 7:00. Rain would put the meeting back at CrossPoint Church at its normal time. **J**



A new addition at the field is a 'pattern arrow' on the windsock pole. (Photo by Jim Cook)

Looking Back

Just Plane Amazing – A B-17 Story

By John Kinnear

(Reprinted from the Elk Valley Herald, March 20, 2012, Elk Valley, California.)



An artist's rendition of what the piggyback B-17's looked like in flight.

A few years back I had the opportunity to view and photograph a genuine restored B-17G Flying Fortress at Cranbrook airport. For those of you not familiar with the B-17, it is a four-engine heavy bomber aircraft that played a critical role in ending the Second World War.

I have read dozens of amazing and terrifying accounts of what it was like to fly B-17 missions with Bomber Command out of England. Stories full of horrific encounters, tragedy and great courage. Stories like that of the "Memphis Belle" which was eventually made into a movie.

Many of those B-17 crews never came back and knew the odds were against them each time they flew another mission. Yet they still went out, determined to end the menace that threatened the world.

Recently I came across the story of some of two surviving crews and their last mission that is nothing short of remarkable. It involves a massive "maximum effort" raid conducted on New Year's Eve in 1944 with thirty seven aircraft from the 100th Bomber Group who took to the air from Thorpe Abbots that day. Only twenty five planes made it back to England. The crews of two of those B-17's didn't make it all the way back but 10 out of the 17 crew members did survive an in-air accident that makes Spielberg's fiction stories look dull.

The story centers around First Lieutenant Glenn Rojohn, an American pilot who was flying his twenty second mission that day. His squadron,

after surviving horrendous flak attacks, was heading back from their Hamburg raid across the German coastline when they were attacked by German ME-109 fighters. The 200 nautical mile tailwind they had used to great advantage to get to Hamburg was now a 200 nautical mile headwind. They were reduced to a painfully slow and vulnerable air speed and the German's began picking them off.

Keeping formation was paramount to a squadron's defense so when the bomber in front of Rojohn was hit and went down Glenn gunned his plane forward to fill in the gap. It was then they felt a terrific impact. They had been hit but not by German bullets. Another B-17 below them had been thrust up into the same spot and slammed into them. No doubt the 80 knot headwind which was making the ride back a roller coaster had something to do with the collision.

This is where it gets really interesting. The top gun turret from the bomber under Rojohn punched into the belly of his plane and his bottom ball turret gun punctured the lower B-17's roof. The two planes become stuck together, like two "breeding dragonflies".

The gunner from the lower plane's bottom gun turret did survive and when he rotated his turret so he could climb out into the fuselage he was met by his counterpart in the upper plane, still in his turret. That man was Sgt. Joseph Russo and he was impossibly trapped in that turret gun.

Lt. Rojohn feathered all his engines and used the remaining three engines of the plane below him for

Continued On Page 8, Col. 1

A B-17 Story

Continued From Page 7

power. The lower B-17's pilot and co-pilot had not survived the crash but four of the crew did and promptly bailed out. Rojohn ordered his crew out the tail end also but his co-pilot Bill Leek refused to leave. Bill knew it would take both of them holding the wheels against their stomachs and their feet propped against the instrument panel to keep their locked planes from spiraling out of control. Rojohn banked their "locked mess monster" back towards Germany, screamed over the German island of Wangerooge and somehow got his double decker bomber down in the northern German countryside. Throughout the whole ordeal co-pilot Leek said the hardest part was listening to the doomed Sgt. Russo recite Hail Mary's over the intercom.

As they hit land near Wilhelmshaven the B-17 slid off the bottom plane which immediately exploded. His plane slammed back to earth, careened along the ground and sliced through a German headquarters building, blowing it to pieces. When the dust had settled Rojohn and Leek crawled out of a hole in what was left of their plane only to be met by a young German soldier. When they looked around all that was left of the B-17 was the nose, the cockpit and their seats.

The German soldiers on the ground that day that were watching their piggyback planes believed they were seeing a new American weapon, an eight-engine bomber!

Two of the men who jumped from Rojohn's plane didn't survive and the unfortunate Russo was believed to have been killed on impact. But four of the jumpers did survive as well as four who had evacuated from the lower plane. Ten of the two plane's sixteen crew were saved by Rojohn and Leek's determination. All ten were taken prisoner (one was interrogated by the Germans for two weeks about the so called new secret weapon) and all were released at war's end five months later.

Some people on the Island of Wangerooge still celebrate the legend of the piggyback flight every New Year's Eve.

Glenn Rojohn was the last survivor of the remarkable piggyback flight. He received the Distinguished Flying Cross and the Purple Heart. He was like thousands upon thousands of brave men, soda jerks and lumberjacks, teachers and dentists, students and lawyers, service station attendants and store clerks and farm boys, who in the prime of their lives went to war. J

Membership Report

by **Bernie Gaub**
Membership Director

The 2015 TCRC membership count is now at 132 members, including five new members during this period. This is an all-time high membership for TCRC.

All members of TCRC have their badges and the total count of

new TCRC members for this year is 22.

New Members:

Douglas A Fuller resides at 15653 Heywood Way, Apple Valley, MN and his email address is dougfuller@charter.net. He has 40 years flying experience, uses 2.4 GHz equipment and has a number of aircraft available to choose from.

Gary D Buddensiek resides at 1952 E Shakopee Ave, Shakopee, MN and his email address is gbuddens@aol.com. He has 30 years flying experience, currently uses 2.4 GHz equipment and has a number of aircraft in his fleet.

Gary W Blanch resides at 13215 Elm Lane, Burnsville, MN and his email address is gwblanch@yahoo.com. He has less than 6 months flying experience using 2.4 GHz equipment with a number of aircraft to choose from.

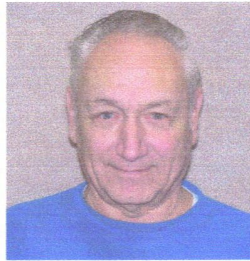
Eric M Cochrane resides at 1751 Sunridge Court, Chanhassen, MN and his email address is ecochrane1103@hotmail.com. He has 12 years flying experience using 2.4 GHz equipment and has a good selection of aircraft in his fleet.

Joel D Roggenkamp resides at 14534 Quentin Ave S, Savage, MN and his email address is advectionfog@yahoo.com. He has 3 years flying experience using 2.4 GHz equipment flying a PT-40 as well as an Escapade.

Please welcome these new members when you should happen to meet them at the field or at one of our monthly meetings. J

Safety At The Field

By Larry Couture



Well here it is again the end of July. The field did not flood this year and it's in good shape for flying. The weather has been hot but on a few days we have been flying. I hope to see more field use in August so I will just REPEAT the following info for safe field use:

There are a number of new members in our club and at this time I would like to welcome them and hope that everyone does the same when you see them at the field. All the rules are on the large board in the shelter along with a fire extinguisher and a first aid kit. I request that all members read the rules and learn or know where everything is for rapid use in case of an emergency.

Now if all the rules are followed to the letter of the law and everyone makes sure that his/her equipment never fails or that all flights end with perfect landings, then none of this equipment or knowledge thereof would be needed, but that is not going to happen in the real world that we are in.

So instead we must practice and use the rules every day that we fly. I think that the best thing we can all do is LOUDLY tell everyone and WAIT FOR A RESPONSE when we taxi out, takeoff, make touch-and-goes, low fly-bys, and last but not least landings or for sure the dead stick landings which by their need to take preference over all other movements.

A safety tip for you electric guys! Make sure that your ESC is of the proper size or larger. If it is too small it shorts out and the plane will crash and may burn. The use of batteries that are too small or under rated for the power plant in use can also cause the battery to overheat and fail.

Keep the rubber side down and all landings are not perfect but if you can fly again then it is great. J

Safety Always Comes First!

Model Aircraft Day August 22nd

by Scott Anderson

TCRC will be holding its 16th annual Model Aviation Day on Saturday August 22nd, 2015 from 10 AM to 3 PM. at the Jordan Model Aircraft Park. We need your help to make it a fun and educational day for our neighbors and potential new members!

Set-up will be from 8:30 AM to 10:00 AM.

We need club members for the following:

Wear Your Club Shirt!

Let's show our neighbors our pride in our club!

We need Your Aircraft Displays

Bring your planes to show (We'll get you templates for making descriptive signs)

We need Aircraft Flyers

Bring your plane to fly. Better yet if you have something unique! If you have a demonstration flight, then prepare a duplicate script for the announcer to use for the narration!

We need Flight Simulators!

We need Trainers w/Buddy Boxes & Instructors!

We need Greeters!

We need friendly members to talk to our guests and help explain the hobby as well as the models.

Continued On Page 10, Col. 3

Gloucestershire Gloster 1

by Conrad Naegele

The July Mystery Plane was the Gloucestershire Gloster 1.



The years 1919 through 1925 were a hotbed of aerial competition, both for money and increasing knowledge in the childhood of aircraft. There were many contests, strangely, mostly in Europe.

One racing aircraft was the 'Gloster 1' nicknamed the Mars. This was an elegant biplane of normal construction. – fabric-covered, tube-constructed, the Mars was designed and built in less than four weeks, and completed its flight tests just before necessary time trials. It won the meet – attaining a speed of 178 mph. It underwent continual structure mods for each race and was renamed the Gloster 1.

At this point midway between races from 1920 to 1924 the company was renamed Gloster. This company continued through the end of WWII, and the Gloster Meteor jet fighter was in use up to the start of the Korean War.

The Gloster 1 finally attained the speed of 220 mph through almost constant tweaking. One replica is known to exist. In looking at the plane one wonders how the pilot saw where he was going.

The Gloster 1 had a wingspan of 20 feet, a weight of 2,650 pounds and was powered with a Napier Lion 12-cylinder liquid-cooled engine that developed 530 horsepower. J

Model Aircraft Day August 22nd

Continued From Page 9

We need Concessions!

We need to feed our members and our guests. We have grills. We can buy food

We need cooks and concession managers

(Tim & Gerry are not available!)

You can help by preparing and serving food & beverages!

We need Guests!

Invite your friends and neighbors to come and spend part of the day with us!

We need some good PRESS prior to the event!

Do you have contacts in the Media? Television, Radio, Newspapers? Can you connect us so we can get them images, videos, interviews?

Let us know when you can attend and how you can help!

Let's see all of you at the 2015 edition of Model Aviation Day on Saturday, August 22nd. J

MAD 2015

We Need Your Help!

Veep's Corner

By Corey Kaderlik



Hello fellow radio controlled pilots.

Hope you are enjoying the beautiful summer weather. We are already into the month of August. Some of you may be wondering where the time has gone. The day time hours if you have taken notice have been getting shorter. With that said we only have a few nice months left before old man winter returns. So take advantage and accomplish some great time in the air with your favorite model airplane [today](#).

Upcoming: the board of directors will be having their 3rd quarter board meeting on August 5th. One of the topics of the board will be the issues about noise with the neighbors. I hope everyone has taken the time to express their concerns to at least one or more of the board members so they can make a decision on how to move forward.

Also upcoming is Model Aviation Day. Scott Anderson is looking for all hands on deck. If you can volunteer please contact him [today](#).



Jeff Tolzmann at the Jordan field on July 8th with his giant-scale Extra. It is powered with a DA 150. (Photo by Corey Kaderlik)

From what I have seen the field looks to be in fair shape. We will need to make sure that any issues to the field are addressed before M.A.D. so that TCRC Air Park looks in great condition for our guests.

Thank you everyone who has helped or volunteered their time this year no matter what job you have done.

I would also like to add that it is time to start thinking about elections of officers and board members. These positions are very important to the club as a whole and should not be taken lightly. The board makes many decisions towards the future of TCRC. This sometimes takes strong leadership. Please consider running for office this year and contact the board if interested at Board@tcrconline.com.

I would also like to add that I am challenging all TCRC members whether you are a rookie or seasoned flyer to become better pilots. Try going out of your comfort zone. Practice new maneuvers. This not only makes flying more fun but can help you get out of some hairy situations. Trust me it works.

Reminder: Be safe. Be courteous to others. Fly like you stole it. Most of all remember to have FUN!! J



MAD2015

MODEL AVIATION DAY

Saturday
August 22nd 2015
10:00AM-3:00PM
TCRC Flying Park
18266 W. Sioux Vista
Jordan, MN
Food & Soft Drinks
Available

COME JOIN US for our 16th annual celebration of radio controlled model aviation! Not only will you see these aircraft perform exciting maneuvers across the sky, but you will get a chance to try your skills in flying on a computer simulation, and then, actually FLY an aircraft YOURSELF! Demonstrations and Discussions will be held on checking out and preparing an aircraft for flight by Experts! Pilots will be flying all day!

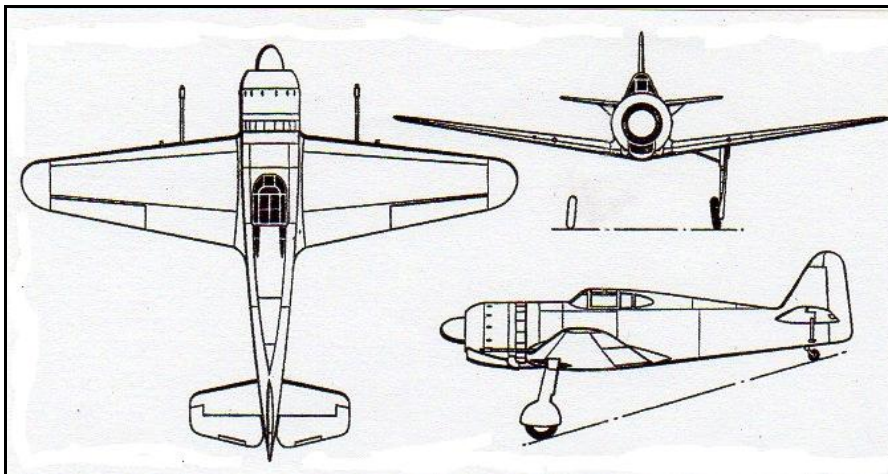
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August Mystery Plane



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.

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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.

July Raffle Winner



Darryl Volk notched his first raffle win at the July Meeting at the Field. He took home this very nice Parkzone Focke Wulf 190 A-8, valued at \$165.

The August raffle prize is a Sig 40-Star 64 ARF and has at retail value of \$190. Chances are only \$5/each and you may enter as many times as you wish. Come to the 'meeting at the field' on August 11th and be the next winner of the TCRC monthly raffle. J

The Pits Were A Busy Place Until The Dinner Bell Rang!



At the July 14th meeting at the field, there were 45 pilots present and almost all brought an airplane or two. However once president Bob rang the dinner bell, everyone except Stan Erickson headed for the chow line. (Photo by Jim Cook)

Don't



Forget!


The TCRC Membership meeting for August 11th will be a 'meeting at the field', weather permitting.

Flying starts anytime, dinner at 5:30 PM and the meeting at 7:00 PM.

Bad weather will move the meeting to CrossPoint Church at its regular time. J

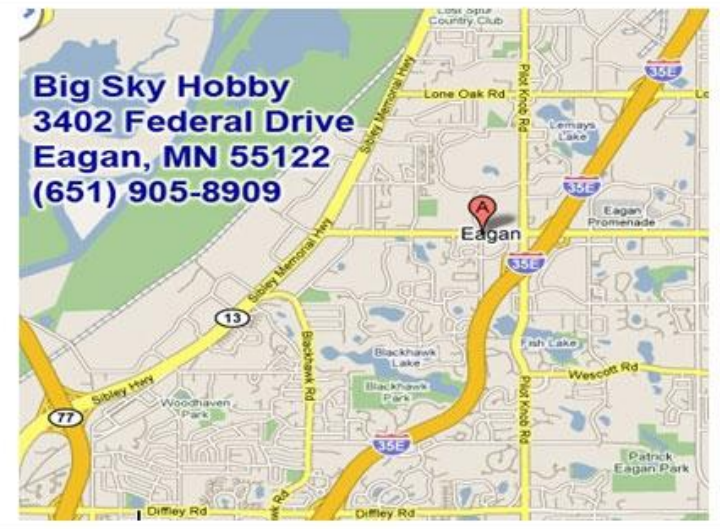
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