



December

Minneapolis, Minnesota U.S.A.

2012

Fun, Food And Friendship At TCRC 2012 Banquet

by Sandy Meyer

Approximately 30 people attended the annual TCRC Banquet at Timberlodge Restaurant at Southtown Shopping Center in Bloomington.



**Outgoing president Chris O'Connor recaps the 2012 TCRC Year.
(Photo by Steve Meyer)**

The evening began with Chris O'Connor giving the report of the club's activities over the past year. It was another successful year for the club with many events planned and attended by not only club members but lots of interested spectators.

Everyone ordered their dinners and while waiting to be served the newly elected 2013 officers in attendance were presented. Corey Kaderlik is President, Kris Hanson is Vice President, Bob Briesemeister is Secretary, Tim Wirtz is Treasurer, Gerry Dunne is a newly re-elected Board Member, and Larry Couture and Paul Doyle are continuing their two year term as Board Members.

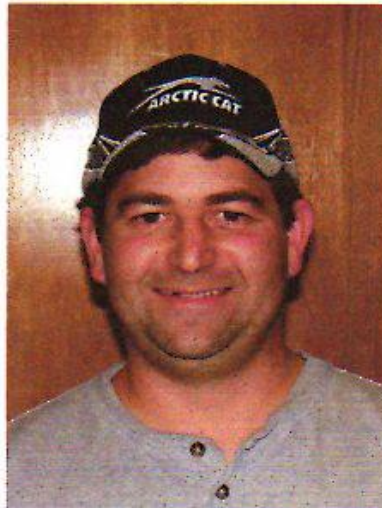
After enjoying our delicious dinners Steve Meyer presented the Walt Billett Award, which was awarded to Tim Len. Steve gave some background about the award and shared information about Tim's participation in the R/C hobby. In Tim's absence a thank you email was read by Steve.

Then we divided into teams and played a challenging but fun game of matching airport codes to the airport name. The top score was 12 out of 24 correct answers followed by 11 out of 24. Thank you to Mark Wolf for collaborating with Chris O'Connor to create this fun game. Next we played TCRC BINGO. Sandy Meyer created "design your own" BINGO cards and called the games. The evening ended with each couple building their own balsa wood model glider and trying to fly it to the basket at the end of the room. The women flew the planes first and a prize was given for the closest. Then the planes were collected and in a few cases rebuilt before the men took their turns. The BEST flight was Corey who landed it in the chandelier.

Thank you to Nancy Johnson for helping Chris put together decorated treat bags with chocolates. A good time was had by all and a total of 10 Hobby Warehouse and 10 Target gift certificates were given to lucky winners of the games. **J**

From The Left Seat

By Corey Kaderlik



I would like to thank all of you for allowing me to be your next president. It is a great honor to serve all of you this year. I would also like to thank all of the other incoming officers for joining me on the board, and a big thank you to all of the outgoing officers for their past service to TCRC.

The TCRC banquet was a great success this year at the TimberLodge Steakhouse in Southtown. Thank you all that participated. There was plenty of fun to be had, especially the flying airplane contest.

I would like to take this opportunity to remind all of you that the TCRC auction is only two months away. New or old member if it has been awhile since you have helped out please consider being a part of the auction this year. The money made from the auction helps keep your yearly dues low and helps as we continue to make many more field improvements. I am the chairman of the auction this year so if you have any questions or concerns feel free to give me a call or see me at the meeting.

Hopefully I will see all of you at the December 11th membership meeting. **J**



Outgoing president and veep Chris O'Connor presides over his last meeting in November. (Photo by Jim Cook)

I hope everyone and their families had a great Thanksgiving. I wish you all a great holiday season. Maybe you can ask that special someone for that new aircraft you have been admiring for so long to put in your stocking, or under the tree if it is too big to fit in the stocking.

Calendar

- Dec. 7** Joint Board Meeting
- Dec. 8** All Season Flyers
2012 Season Final
- Dec. 11** Membership Meeting, 7:00 PM
CrossPoint Church
Bloomington
- Dec. 25** Merry Christmas!
- Jan. 1** Happy New Year!
- Jan. 5?** All Season Flyer Kick Off
Jordan Field
10-10-10 Rule



Pictures From TCRC's 2013 Annual Banquet



A table full of TCRC'ers and their spouses at the annual banquet at TimberLodge Steakhouse.



Smiles were plentiful at the TCRC annual banquet on November 17th.



The highly acclaimed women's aerobatic team performed at the TCRC banquet.



The men's aerobatic flying team obviously did not inspire the spectators at the TCRC banquet.



Corey Kaderlik's glider was awarded 'best flight' as its final resting place was in the chandelier at the TimberLodge Steakhouse.



Another table full of the club members and their spouses that attended and enjoyed the 2012 annual TCRC banquet.

Photos by Steve Meyer

TCRC Elects New Officers At November Meeting

by Jim Cook

The annual election of officers and board members was held at the regular membership meeting on November 13th at CrossPoint Church in Bloomington.

At this election, all four of the officer seats were up as was one of the three board seats. Acting president and also vice president Chris O'Connor presided over the elections. He was not running for re-election this year. Secretary Scott Anderson was also not seeking re-election. Incumbent treasurer Tim Wirtz was seeking re-election. Of the three board seats, Paul Doyle and Larry Couture still have one more year on their two-year positions. Incumbent Gerry Dunne was seeking re-election to his board seat.



Newly elected secretary Bob Breisemeister, board member Gerry Dunne, president Corey Kaderlik and vice president Kris Hanson after the election. (Photo by Jim Cook)

Corey Kaderlik was nominated for president, Kris Hanson for vice president, Bob Breisemeister for secretary, Tim Wirtz for treasurer and Gerry Dunne for board member. The nominations were closed and the candidates were elected by acclamation.

Thanks to all of the candidates for making the decision to be a part of running TCRC this year. **J**

2013 AMA Dues Statements

All TCRC members should have received their 2013 dues statements in the mail in September from the Academy of Model Aeronautics.

AMA 2013 dues have not changed from the previous year. They are:

- Adult (19-65) \$58
- Senior (65 and up) \$48
- Under 19 \$1
or \$15 with *MA*
- Additional family \$30

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 \$29.95 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; 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 2013 AMA dues is December 15 to avoid a lapse in insurance or membership services. **J**

1st Annual Ugly Plane Contest At TCRC November Meeting

by Jim Cook

Somehow or other the thought went through TCRC member Sherwood Heggen's head that the club should hold an 'Ugly Plane Contest', and just like that, the 1st Annual UPC has been held at the November meeting.



**Chris O'Connor awards the trophy to Mike Burk in the Ugly Plane Contest.
(Photo by Jim Cook)**

Sherwood and the judges also stated that the trophy (shown below) was actually a travelling trophy and had to be returned next year to then be awarded to that plane that can be the Ugliest Plane of 2013.



Chris O'Connor and Mark Wolf judged some very deserving contestants in the Ugly Plane Contest. (Photo by Jim Cook)

There were only 7 or 8 entries in this event but most members in attendance could think of several other planes that should have been entered.

Sherwood had enticed Chris O'Connor and Mark Wolf to act as judges for the event. There was some grumbling about these appointments because nobody could remember either one of them ever possessing an ugly airplane!

The competition was keen and the judges felt that there were three very deserving candidates for the right to be called the ugliest. Although the judges' decision was final, they asked the audience to vote by hand as to which plane they felt was the ugliest. To show how tough the competition was, the audience's choice did not agree with the judges' selection. But the judges prevailed and when the dust had settled Mike Burk was awarded the handsome trophy for his entry of an FPV Twin. Mike accepted the winner's trophy with pride.

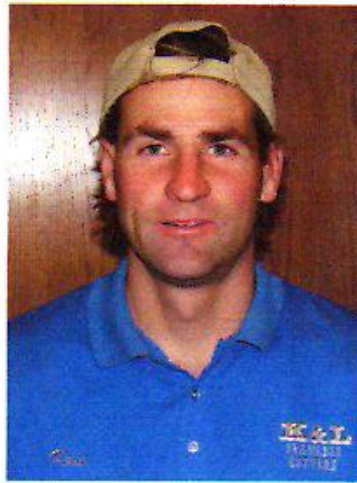


Sherwood also stated that another requirement of the winner is that when he does return the trophy next year, he has to have made some modification to the trophy that will remain a part of that trophy for all of posterity.

Thanks to all of the members brave enough to admit they had worthy candidates for this contest. And thanks to Sherwood, Chris and Mark for organizing and judging the planes. It makes you excited to think about next year's contest! **J**

Veep's Corner

By Kris Hanson



Hi! My name is Kris Hanson. I was just elected you new vice president for the upcoming year and I'd like to take this opportunity to tell you about my past as a pilot.

My first look at an R/C plane was at a 4-H meeting. When I was 12 years old, Jim Gravle came to our 4-H club and gave an R/C airplane demonstration. That night I told my dad about it. We lived five minutes from Jim, and the next day we went to see him. My dad thought R/C was very cool. He bought a plane and Jim taught him how to fly. At the same time he taught me how to fly also

My first airplane was a blue and white AeroStar 40 with an OS .40 engine and a 4-channel radio. One year later we started a club of seven men in our area in Mayer, Minnesota. Two years later we had grown to 30 members and the name of our club became the Mayer Sky Bolts. The flying field was at my dad's house. We had a 30-foot x 500-foot grass runway. By the early 90's my dad and I had 30-some airplanes and we flew in my airshows and competitions where I won many trophies.

Now my son Luke, who is 9, flies and wants to win some trophies like his dad did.

I now have 28 R/C airplanes and fly almost all of them. Many of them have come from the TCRC auctions.

Well, that gives you a little insight about me. I am looking forward to being the vice president of TCRC this year and I hope we have another great year of doing all of the neat things this club does.

We will see you at the membership meeting on December 11th. J

TCRC Online Roster

For many years Pat Dziuk has maintained the electronic form of the TCRC Roster that is in the 'Members Only' section of the website, TCRCOnline.com. Once a year Pat would print a hardcopy version of the roster and distribute it to all of the current members.

Pat is now stepping down from that duty and Bernie Gaub is assuming those duties. Bernie has already updated the roster as of November 9, 2012. He will continue to update the roster as the club obtains new members or when current members need their data in the roster modified.

Bernie has enlisted Jim Cook to help members to get a new and improved photo of themselves for the roster. Jim always has his camera at the meetings and if you need a newer photo taken, he will be happy to do that for you. Bernie also says that if you already have a photo of yourself you would like used in the roster, just either email it to Jim or Bernie, or give it to Jim at a meeting.

Take the time to review your data in the roster in the 'Members Only' section of the website. If you do not know how to access the members only section, ask any officer or board member.

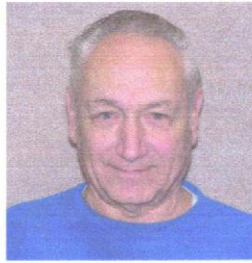
Thanks to Pat Dziuk for all of his years of handling the TCRC Roster, and thanks to Bernie Gaub for volunteering to handle those duties in the future. J

TCRCOnline.com

Are You Using It?

Safety At The Field

By Larry Couture



Here it is December and the weather has changed, but the good news is no snow yet. There have been some days that the wind has been down and the temp is not that bad so I hope some of you have been using the field. I hate to say it but I've been busy working. I did get there a couple Saturdays ago and got in a few flights before the wind chased us away.

The field is in great shape and the willows on the North side are all in piles to be burned this winter when we get some snow cover. The 'jolly I'm not going broke season' is here and taking a lot of time we could use for flying, so we just have to grin and bear it. One can plead that the thumbs could maybe fall off if we can't find a little time for flying. Now this may not work but it sure is worth a try. So I guess I'll see you at the field on the next windless day when the temp is in the 80's or the split up is final and you will need a new place to call home. This month just has too many things to do and it seems that flying is only in my mind. So we just have to take the man's pledge and that is, we can change if we have to.

I steal most of my humor from the Red Green Show on Public Television but hey I try. Now let's all just keep up the good work of telling everyone when we're at the flight line just and what we are doing or going to do, and wait for their response, and our great record of safety at the field will be upheld for another month.

Make sure you post your card on the impound board when at the field, and help see that others do the same, as I am still watching.

Fly often, have fun and crash less, and as usual all landings from which you can fly again are great but not always graceful so keep the rubber side down. Have a Merry Christmas! J



All Season Flyers 2013

With the advent of a new year comes your opportunity to begin your journey to becoming an All Season Flyer.

An All Season Flyer is an R/C pilot that puts at least one flight outdoors in Minnesota in every month of a calendar year. By calendar year, it means it must be done starting in January, not just for 12 consecutive months.

So, with January right around the corner start thinking about what airplane you will use to make your monthly flights with. The most hardy of the All Season Flyers attain their ASF patch while using a glow fuel or gas airplane. Electric aircraft are much easier to get into the air for a quick flight then are the fuel planes.

TCRC has a large number of members that have been achieving their ASF status for many years. These people schedule an All Season Flyer kickoff event early in January. Currently, the scheduled date is Saturday, January 5th, but prospective pilots are cautioned to watch the club website, TCRCOnline.com for up-to-the-minute updates on the event.

Some of the winter months the Jordan Field runways are open and wheels can be used, but if the snow has been flying, then skis or floats are used.

Plan on being an All Season Flyer in 2013. It's fun to fly every month! Get some skis on a plane today. J

World War II Aviation Statistics

(Mike Burk sent this to me and it is full of very interesting data.)

No matter how one looks at it, these are incredible statistics. Aside from the figures on aircraft, consider that on average 6,600 American service men died per MONTH, during WWII (about 220 a day).

Most Americans who were not adults during WWII have no understanding of the magnitude of it. This listing of some of the aircraft facts gives a bit of insight.

276,000 aircraft manufactured in the US. 43,000 planes lost overseas, including 23,000 in combat. **Soviet Union:** Total losses were over 106,400 including 88,300 combat types

14,000 lost in the continental U.S.

The US civilian population maintained a dedicated effort for four years, many working long hours seven days per week and often also volunteering for other work. WWII was the largest human effort in history.

From *Flight Journal* magazine:

THE COST OF DOING BUSINESS ----
The staggering cost of war:

THE PRICE OF VICTORY (cost of an aircraft in WWII dollars)

B-17	\$204,370.
P-40	\$44,892.
B-24	\$215,516.
P-47	\$85,578.
B-25	\$142,194.
P-51	\$51,572.
B-26	\$192,426.
C-47	\$88,574.
B-29	\$605,360.
PT-17	\$15,052.
P-38	\$97,147.
AT-6	\$22,952.

PLANES PER DAY WORLDWIDE:

From Germany's invasion of Poland Sept. 1, 1939 and ending with Japan's surrender

on Sept. 2, 1945 --- 2,433 days. From 1942 onward, America averaged 170 planes lost a day.

How many is a 1,000 planes? B-17 production (12,731) wingtip to wingtip would extend 250 miles. 1,000 B-17s carried 2.5 million gallons of high octane fuel and required 10,000 airmen to fly and fight in them.

9.7 billion gallons of gasoline consumed, 1942-1945.

107.8 million hours flown, 1943-1945.

459.7 billion rounds of aircraft ammo fired overseas, 1942-1945.

7.9 million bombs dropped overseas, 1943-1945.

2.3 million combat sorties, 1941-1945 (one sortie = one takeoff).

299,230 aircraft accepted, 1940-1945.

808,471 aircraft engines accepted, 1940-1945.

799,972 propellers accepted, 1940-1945.

WWII MOST-PRODUCED COMBAT AIRCRAFT:

Ilyushin IL-2 Sturmovik 36,183

Yakovlev Yak-1,-3,-7, -9 31,000+

Messerschmitt Bf-109 30,480

Focke-Wulf Fw-190 29,001

Convair B-24/PB4Y Liberator/Privateer 18,482

Republic P-47 Thunderbolt 15,686

North American P-51 Mustang 15,875

Junkers Ju-88 15,000

Hawker Hurricane 14,533

Curtiss P-40 Warhawk 13,738

Boeing B-17 Flying Fortress 12,731

Vought F4U Corsair 12,571

Grumman F6F Hellcat 12,275

Petyakov Pe-2 11,400 Lockheed P-38

Lightning 10,037

Mitsubishi A6M Zero 10,449

North American B-25 Mitchell 9,984

Lavochkin LaGG-5 9,920

Grumman TBM Avenger 9,837

Bell P-39 Airacobra 9,584

Nakajima Ki-43 Oscar 5,919

DeHavilland Mosquito 7,780

Avro Lancaster 7,377

Heinkel He-111 6,508

Handley-Page Halifax 6,176

Messerschmitt Bf-110 6,150

Lavochkin LaGG-7 5,753

Boeing B-29 Superfortress 3,970

Short Stirling 2,383

According to the AAF Statistical Digest, in less than four years (December 1941-August 1945), the US Army Air Forces

lost 14,903 pilots, aircrew and assorted personnel plus 13,873 airplanes *inside the continental United States*. They were the result of 52,651 aircraft accidents (6,039 involving fatalities) in 45 months.

Think about those numbers. They average 1,170 aircraft accidents per month---nearly 40 a day. (Less than one accident in four resulted in totaled aircraft, however.)

It gets worse.... Almost 1,000 Army planes disappeared en route from the US to foreign climes. But an eye-watering 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 against the Western Axis) and 20,633 attributed to non-combat causes overseas.

In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England. In 1942-43, it was statistically impossible for bomber crews to complete a 25-mission tour in Europe.

Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The worst B-29 mission against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas.

On average, 6,600 American servicemen died per month during WWII, about 220 a day. By the end of the war, over 40,000 airmen were killed in combat theatres and another 18,000 wounded. Some 12,000 missing men were declared dead, including a number "liberated" by the Soviets but never returned. More than 41,000 were captured, half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands. Total combat casualties were pegged at 121,867.

US manpower made up the deficit. The AAF's peak strength was reached in 1944 with 2,372,000 personnel, nearly twice the previous year's figure.

The losses were huge---but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That number was enough not only for US Army, Navy and Marine Corps, but for allies as diverse as Britain, Australia,

Continued On Page 9, Col. 1

WW II Aviation Statistics

Continued From Page 8

China and Russia. In fact, from 1943 onward, America produced more planes than Britain and Russia combined. And more than Germany and Japan together 1941-45.

However, our enemies took massive losses. Through much of 1944, the Luftwaffe sustained uncontrolled hemorrhaging, reaching 25 percent of aircrews and 40 planes a month. And in late 1944 into 1945, nearly half the pilots in Japanese squadrons had flown fewer than 200 hours. The disparity of two years before had been completely reversed.

Experience Level:

Uncle Sam sent any of his sons to war with absolute minimums of training. Some fighter pilots entered combat in 1942 with less than 1 hour in their assigned aircraft. The 357th Fighter Group (often known as The Oxford Boys) went to England in late 1943 having trained on P-39s. The group never saw a Mustang until shortly before its first combat mission.

A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours. Some had one hour.

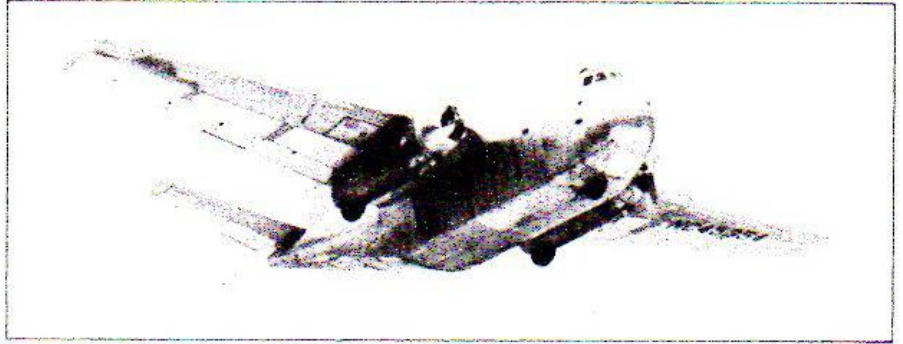
With arrival of new aircraft, many combat units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly `em." When the famed 4th Fighter Group converted from P-47s to P-51s in February 1944, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "You can learn to fly `51s on the way to the target.

A future P-47 ace said, "I was sent to England to die." He was not alone. Some fighter pilots tucked their wheels in the well on their first combat mission with one previous flight in the aircraft. Meanwhile, many bomber crews were still learning their trade. Of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 copilots were less than a year out of flight school. Q

Budd Conestoga

by Conrad Naegele

The November Mystery Plane was the Budd Conestoga.



The Conestoga was the first aircraft of original design to be fabricated of stainless steel. It reflected another approach to the early WWII anxiety of ensuring that alternative materials could be found for aircraft construction to replace the extensively used aluminum alloy, of which a shortage was predicted.

Intended for use as a cargo carrier or troop transport, the high set monoplane wing was of primary stainless steel, but the trailing edge of the outer wing panels, trailing edge flaps, and the ailerons were fabric covered. The upswept rear fuselage featured an electric ramp, as an access for motor vehicles, and up to 24 fully equipped troopers, and/or medical evacuation facilities. The Navy awarded a contract for 200 transports, and the Army Air Corps ordered 600. The prototype first flew October 31, 1943. However, by this time the fear of an aluminum alloy shortage had disappeared. The Air Force cancelled their contract, and the Navy reduced their order to 25, and only 17 were delivered! These then were sold as war surplus. Strangely, these ended up as the nucleus of the new, well-known post war Flying Tiger Airlines!

The Conestoga was powered by two Pratt & Whitney R-1830-92 Twin Wasp 14-cylinder radial engines that each developed 1,200 horsepower. It had a wingspan of 100 feet, a gross weight of 33,860 pounds, a speed of 197 mph and a range of 700 miles. J

January Begins A New Year

That Means It's Time For You To Become An

All Season Flyer In 2013!

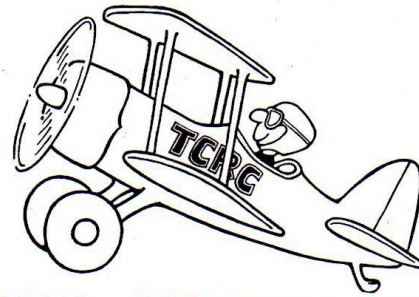
Jordan Field Report

by Corey Kaderlik

The trees that were located in the northwest corner of TCRC's land by the pond area have all been removed. There are several large brush piles in that area now that will have to be burned this winter when there is snow on the ground.

In addition, the TCRC land to the far north of our runways has been cleaned and debris eliminated.

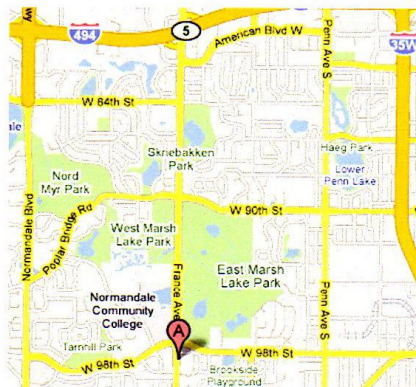
With all of the improvements that have been done to the TCRC Model Air Park, flying conditions couldn't be better. Don't let a little cold air stop you from coming down to Jordan for a few flights at our beautiful field this winter. J



TCRC 37th ANNUAL AUCTION

TWIN CITY RADIO CONTROLLERS – MINNEAPOLIS AMA CLUB #383

SATURDAY - February 9, 2013



What's for Sale?

- R/C Airplanes
- R/C Airplane Kits
- R/C Airplane Engines
- R/C Airplane Radio Systems
- R/C Aircraft Related Accessories and R/C Aircraft Support Equipment
- No Cars, No Boats, No unrelated Stuff

Where:

Cross Point Church
9801 France Avenue
Bloomington, Minnesota

When:

REGISTRATION Begins at	8:00 AM
AUCTION Begins at	9:30 AM

Details:

- \$3.00 Admission: *Includes Bidders Card*
- \$ 20.00 MINIMUM OPENING BID (to speed the auction! 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 AT 10% UP TO A MAXIMUM FEE OF \$20

Raffle & Concessions!

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

Questions?

Call Jim 952-445-5257 or Scott 952-934-1471
Email auktion@tcrconline.com
More info at www.tcrconline.com

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.

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Eagan, MN 55122
(651) 905-8909

For Sale

Former TCRC member Jeff Diesch has gotten out of the R/C hobby and has several items to sell. He would prefer to sell the entire lot at a price of \$300/obo, but is willing to sell the items individually if he does not sell them as one piece.

Jeff has for sale:

1 Hangar9 Twist (used, covering is a little rough, but never crashed).

1 OS .50SX (Used and currently mounted in the Twist)

1 OS .40LA (well used, but runs)

1 Evolution .46 (lightly used, back plate leaks and is hard to tune = not used much)

1 Seagull Edge 540 (.60 size, new/partially assembled. Cowl is uncut, 2 sets of wings. High torque servos in the tail)

1 Futaba 7 CAP radio with receiver/servos (batteries should be replaced)

1 Futaba 4 channel, non-computer radio (can't remember model off the top of my head) with receiver/servos (batteries should be replaced)

1 Hard case for 2 transmitters

1 Dynamite Vision Peak Ultra AC/DC charger

2 Torque Master starters (one used, one new)

1 Wood flight box with Hobbico Deluxe Power Panel II (No battery, should have a manual fuel pump as well)

1 molded plastic building stand

1 Covering iron

Lots of props, spinners, ski's, extra servos, hardware, mechanical retracts, Pitts muffler, etc...

Engines have been fogged with oil while in storage.

If you are interested, please contact Jeff through this email address, jdiesch@exlar.com, or by phone (better chance of getting him on evenings/weekends). 952-412-8841.

Thank you,

Jeff Diesch

J

Hobby Warehouse
7144 Chicago Ave S
Richfield, MN 55423
612-861-5587
MyHobbyWarehouse.com
hobbywarehouse2@aol.com
Mon-Fri 10:00-7:00
Sat 10:00-6:00
Closed major holidays

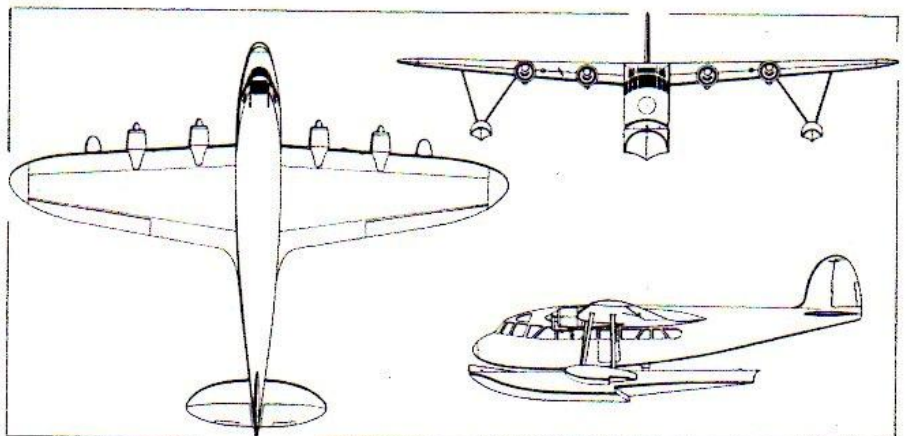
Specializing in "AIR" RC Hobbies

LOWEST PRICES IN TOWN

Thomas Steinmueller

Stop In Today To Find Out 'The TCRC Special Of The Month'

The December Mystery Plane



Editor, Jim Cook
@ Flare Out Publisher
1177 Polk Street
Shakopee, Minnesota 55379

Walt Billett Award



Every year TCRC presents the Walt Billett Award to that person who best personifies the club's purpose (see at right). This year Tim Len was the recipient and because he had just been transferred to Florida, Mike Timmerman, who happened to be working within a mile of Tim's new flying site, was able to make the presentation. It is a great honor to be awarded the Walt Billett trophy and Tim is very deserving of the award. Congratulations Tim!

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.

2013 Officers

President	Corey Kaderlik	507-364-7244
Vice President	Kris Hanson	612-702-3609
Secretary	Bob Breisemeister	612-964-8877
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