



October

Minneapolis, Minnesota U.S.A.

2021

# TCRC Scale Saturday September 11<sup>th</sup> Has Great Weather And Turn Out

by Scott Anderson

We had a great flying day at the TCRC Model Air Park on Saturday Sept. 11th. The winds were light and variable. Our first pilots were busy flying when I arrived at 8:30 AM and the skies were buzzing until I left at 4:00 PM. We had 27 pilots and guests flying mostly electrics and enjoying the smooth new asphalt runways.

Tim Wirtz set up the sound system, so we had great tunes all afternoon. Tim's Saito-powered Paulista (Brazilian-built version of the Super Cub) just kept flying all day until Tim got tired.

Mark Wolf had his small-scale electric air force flying when he wasn't helping others get their plane up. Brian Johnson brought hot dogs, burgers, chips and soda and was our grill master for the event. Thank you!

The three biggest planes were David Andersen's T-28, Scott Anderson's 1/4-scale Piper Cub and Bob Glass' 1/3<sup>rd</sup>-scale Paulista (aka: Mr. Big Stuff). Bob did a parachute drop that demonstrated how light the winds were. The parachute had very little drift.

Guests Bob Nordman and Alvin Sangma had an on-board camera on their little T-28 and captured some great video of the field as well as Bob Glass dropping the parachute.

Everyone had a good time thanks to our volunteers who made it possible. ☺

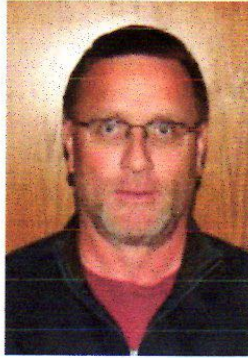


**John Dietz consults with other pilots as he readies his Ag Wagon for another flight at Scale Saturday. (Photo by Scott Anderson)**

David P. Andersen, supreme scale guru and designer flew his Hanger 9 Big foam T-28, shooting touch-and-gos. John and Kathy Dietz joined us for the event. Kathy brought some wonderful cookies and Rice Krispy bars! John brought out his Ag Wagon and dodged the goose poo on the runways for some great flights. Joe Niedermier had several planes flying supported by his trusty copilot puppy!

## A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

Summer is over but what a flying season it has been for TCRC members. Since I have been a member, I can't remember a flying season that we had not lost a day to flooding. Even all of our events were held without having to cancel them due to bad weather or high winds.

The membership meetings from May thru September were held at the field and were well attended. I hope that I'm not jinxing us for the rest of this year or next.

As members of TCRC you know that we had a couple of bad years. Between the flooding and weather both have taken a toll on the shelter, fence and the runways. Over the last year and a half there has been a lot of work done on the field with fixing and painting the shelter to replacing the pilot fence and repaving the runways. I'm very proud of how the field looks and excited to show it off to guests and potential new members. I would like to thank the members who put the effort and sweat equity to make the improvements to the field which includes the weekly task of mowing.

September was a busy month for the TCRC starting with the Scale Fly, Float Fly and ending with the Swap Meet. I want to thank the members who helped make these events happen.

The events that will be held in October are Crocktoberfest on the 2<sup>nd</sup> and the membership meeting on the 12<sup>th</sup>. The membership meeting will be moved indoors at Crosspoint Church at 7pm. They recommend wearing a mask but not required. I'm hoping that Chris will be able to come up with a program and of course we will have Show & Tell. We are planning on having the meeting on Zoom also. Sorry but I will not be grilling.

Mark your calendar for the TCRC Banquet. It will again be held at Fongs in Prior Lake on November 20<sup>th</sup>. The cost will be raised from 25.00 to 30.00 dollars this year. We have been at \$25.00 for 8 years and with the cost of everything going up I had to raise it. More details to follow in November newsletter.

See you at the meeting and bring an airplane. 😊

## Annual Ugly Airplane Contest

by Sherwood Heggen

This is the time of year when all active fliers should be thinking about one thing: which airplane to enter in the Ugly Airplane Contest at the TCRC membership meeting on November 9, 2021. Don't take this lightly. There is a valuable gift certificate and a traveling trophy upgraded cleverly by the most recent recipient, Joe Niedermayr, for the winner.

Qualification is simple. The airplane has to be flyable and look used. Everything from well used to holding together for one more flight is welcome.

Bring what you have. Enjoy the honor of owning ugly. Let's see your stuff! 😊



### Bob's Beers, Brats And Airplanes

### Fall Sale

October 15<sup>th</sup>  
After 5:00 PM

10420 Aquila Circle  
Bloomington, MN 55438  
612-964-8877

# Pictures From TCRC's Scale Saturday



Bob Glass' Mr. Big Stuff was a crowd favorite as he would fly into the air and then drop his 'golden parachute' over the runways.



Mr. Big Stuff soaring over the runway and just releasing its daredevil parachutist over TCRC's runways.



TCRC's Scale Saturday provided a great opportunity for spectators to enjoy our hobby.



Tim Wirtz gets his Paulaista fired up for another flight as Brian looks on.



Mark Wolf put a few flights on his small warbird.



Gerry Dunne had a fleet of electric scale planes.

Photos by Scott Anderson

# Pictures From The September Meeting At The Field



President Bob presides over the September 14<sup>th</sup> meeting at the field during a great sunset.



There was a good turnout of members at the last meeting at the field for 2021.



Safety officer Larry Couture confers with some seasoned veterans at the meeting at the field.



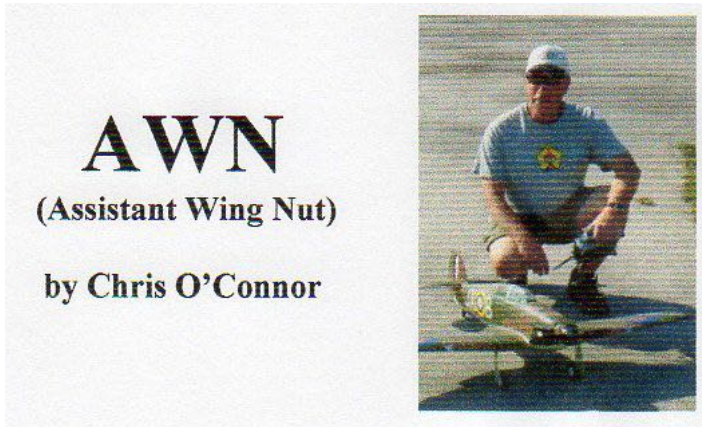
There isn't a bad seat in the house when the weather is great.



A plane patiently waits for the meeting to end.



Steve Meyer and company enjoying the meeting.



I'm writing this hoping that everyone has been able to get out and enjoy our wonderful flying field. I know I have.

This month I'm going to do a review of a wonderful flying model. As you may or may not know I have over the past four years experimented with a couple of EDF's, electric ducted fan jets. A Freewing T-45 that malfunctioned, and an Eflite F-18 last year that was a pain to take off and land -- not all the planes fault though. Both of these models were what I call a 3 minute jet. In the end the F-18 lost control with 2 minutes 45 seconds of flight time.

Not giving up, my son Nate and I purchased a Freewing T-33 from Motion RC. Nate came and went this summer without either of us flying this new jet. So, after reading the thread on this model and making one major change, I decided to give it a try. WOW is all I can say, this is one of the nicest, graceful, stable planes that I have ever flown. The sound is incredible! Just like a turbine. My times are great. Right now, after three flights, I'm up to five and a half minutes of flight time, most of that is at half power using a 6s 6250mah Lipo -- Roaring Top to be specific. I think that six full minutes of flight time would be very reasonable. Half power is all you need, and the results are great flight times and plenty of speed, handling and great landing characteristics with full power for vertical maneuvers. The model is very solid in the air and flies like a bigger, heavier model.

The T-33 has become one of my favorite planes to fly. Also, the retracts seem to be fairly substantial. So, you may be asking what was the mod I did. Most Freewing models have what is called a blue box in them. It's kind of like a "y" harness only it's a circuit board that has ribbon cable from the wing and extensions to the receiver. That way you can use a 6-channel receiver. A number of guys were getting glitches or failures that they tracked back to the blue box. So, I took the blue box out and used a 9-channel receiver. Now it is just like any other model. My T-45 had a blue box in it and maybe that was some of the issues I had with it. I'm sure not all the blue boxes cause problems, but now I don't have to worry about it.

So, if you're looking to get an EDF, the Freewing T-33 would be a great choice. I'm thinking of getting another one, so I have an extra, it's that nice.

I'll bring the T-33 to the next meeting so everyone can get a good look at it.

Happy flying!



## TCRC Elections November 9<sup>th</sup>

It is already October and the year is racing past. That means that the TCRC elections are only one month away. As usual, the elections will be held at the November meeting, which this year will be Tuesday, November 9<sup>th</sup> at CrossPoint Church.

All four of the officer positions are up for election this year plus two of the three at-large board seats. The incumbents in those at-large positions up for election are Brian Johnson and Jim Ronhovde. The only board seat not up for election this year is that held by Gerry Dunne.

Currently the officer positions are held by Bob Breisemeister, president; Chris O'Connor, vice president; Ken Weddell, secretary; and Tim Wirtz, treasurer.

As of this time, the editor is not aware of any incumbents or nominees being proposed for election.

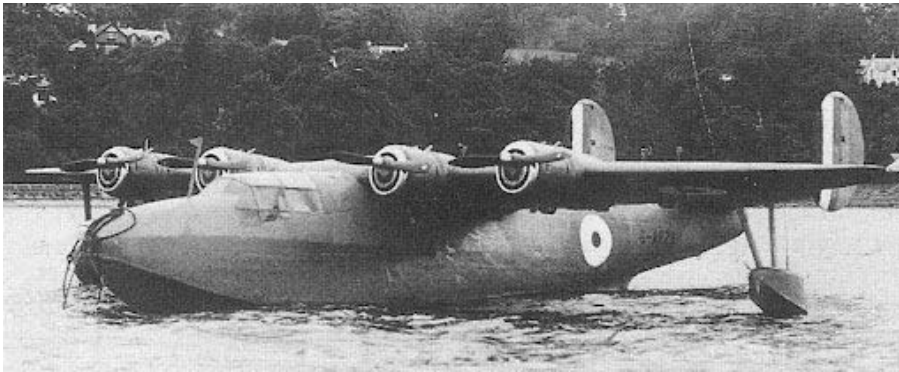
Please consider being a candidate for TCRC office or board. The club needs you. Be both a voter and a candidate at the TCRC elections on November 9<sup>th</sup>.



# Saro A 37

by Conrad Naegele

The September Mystery Plane was the British Saro A 37.



In 1939, the English Royal Navy decided it needed another flying boat.

Saunders-Roe was asked to design a half-scale flying boat, which was unofficially called the ‘Shrimp’. This boat was to provide answers to aerodynamic and hydrodynamic problems for a future full-scale flying boat. This boat was first flown in 1940, with 88-horsepower Pobjoy engines, the smallest radials available. The boat was mostly wood, the hull was all-metal, the wings and tailfeathers wood, fabric-covered. The pilot and technical observer seated in tandem.

The flying qualities were exceptionally good, including water handling, even in rather heavy seas. All aspects of flight maneuvers were exceptional. This plane was to be the pattern for a full-size flying boat, the Shetland. But when the full-size was actually built in 1940, it was a complete disaster.

Only two of the full-size were built. One crashed in early trials, and the second was scrapped! The 1/2-size plane was used quite extensively for coastal work.

The Saro A 37 had a wingspan of 50-feet, and a normal laded weight of 5,700 pounds. Its speed was 130 mph. ☺

## Calendar

- Oct. 2            **Crocktoberfest  
Season Finale  
TCRC Model Air  
Park  
Brian Johnson**
  
- Oct. 12          **TCRC Membership  
Meeting, 7:00 PM  
CrossPoint Church  
Bloomington, MN**
  
- Oct. 15          **Bob’s Beers, Brats  
& Airplanes 5:00 PM**
  
- Oct. 16          **Des Moines  
Modelaires Auction  
& Swap Meet 10:30  
Ankeny, Iowa  
Ray Pick  
515-964-1408**
  
- Nov. 9           **TCRC Elections  
CrossPoint Church  
Bloomington, MN**
  
- Nov. 9           **TCRC Membership  
Meeting, 7:00 PM  
CrossPoint Church  
Bloomington, MN**
  
- Nov. 9           **Ugly Airplane Contest  
CrossPoint Church**
  
- Nov. 20          **TCRC Annual  
Banquet, 5:00 PM  
David Fong’s  
Prior Lake, MN**



**MNBigBirds.com**

Hawker Hurricane MkII  
Kawasaki Ki-45 “Nick”  
Focke Wulf TA-152H  
Lavochkin La-7  
Grumman Lynx  
ARADO 96B  
Howard Pete  
Mitsubishi Ki-15 “Babs”  
Thomas Morse Scout S4C

*Free!* **Scale Plan Downloads**

*Composite Parts Available Thru MICKO*

**Andersen Designs**

*Add'l Extras*

- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & More!

**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.**

# TCRC Fall Float Fly Held On A Bright Beautiful Day

by Steve Meyer

After launching the boat at the public boat launch, I arrived at the Bush Lake beach at 9:15 where several pilots were already unloading their float planes. A light breeze from the south was forecast to increase during the day. At 9:45 I held a brief pilot meeting to outline frequency procedures and safety rules for the fifteen pilots in attendance.



The pilots at the Fall Float Fly take a break for a quick photo.  
(Photo by Steve Meyer)

After getting the boat to the beach I unloaded my Flyzone Beaver and 30+ year old Fly Baby from my van. Chris O'Connor's Flyzone Beaver was the first float plane in the air. Chris also flew a custom-painted E-flite Maule several times during the day. Tim Kepner was second up with his giant electric Carbon-Z Cub, with an 84-inch wingspan, it was the largest plane at the event. Tim also had a Flyzone Tidewater that was one of the smallest planes. Ken Wendell also flew a Tidewater and there was a rumor he was adding a second plane for next year. Larry Sorenson's Great Planes Spacewalker with a 91 OS 4cyl wowed us with touch-and-goes.

Thaddeus Gorycki took some good aerial photos with a Gopro attached to one of his two Timber float planes. Sherwood Heggen returned this fall with a new wing on his Sportmaster after he had found out last spring that mice had eaten the insides of the old wing. Julian Bristow had the third Flyzone Beaver at the fly-in. Randy Pramann flew an Ultra Stick and a Skipper. David O'Hara flew a red and black Big Stick and a grey futuristic Northstar. A Super Cub was flown by Darryl Volk and David Mansfield flew a Seawind.

This year our attendance must have been down due to the weather forecast of the wind increasing during the day. Some of our lighter high-

wing airplanes flipped over while taxiing, and the wind blow them away from the shore, so the retrieval boat was kept busy. Float planes, even small ones, need to use their ailerons when trying to taxi in the wind.

Other than the planes being flipped by the wind, there were no accidents or wrecked airplanes, and everyone went home happy and ready for the next float fly.

I want to thank Chris O'Connor for helping me pick up the retrieval boat from Dave Erickson. I also want to thank all the pilots who put on a good show for all the spectators who came to watch us. I hope to see all of you at the Spring Float Fly next year. It will be here before you know it!

See page 8 of this newsletter for more pictures from the 2021 Fall Float Fly. 😊

## Always Wear An Orange Vest To Retrieve A Plane

Every member is reminded to wear an orange vest if your plane goes down in the wooded areas surrounding the runways.

Minnesota hunting season started on September 18<sup>th</sup> and will continue for the rest of the year.

If your airplane does go down in the woods, the orange vests are quite close. The orange vests are stored in the rafters of the shelter and easy to reach.

Be safe! Where an orange vest anytime you have to retrieve an airplane. 😊

# Pictures From TCRC's Fall Float Fly



The wind kept the retrieval boat very busy picking up flipped aircraft as shown in this aerial photo taken by Thad Gorycki using a Runcam 2.4 camera mounted on his eFlite Timber.



With the sun shining brightly at the TCRC Fall Float Fly, it was easy to get some great action shots. Here a nice looking Cub makes a fly-by over the waters of Bush Lake.



Larry Sorenson readies his Great Planes Spacewalker for another flight at the TCRC Fall Float Fly.



The flight line at the Fall Float Fly was a busy place. Bush Lake has a great sandy point that is ideal for launching and landing float planes.



Steve Meyer's tried and true Fly Baby looked good on the water.



Chris O'Connor put a lot of flights on his Flyzone Beaver at the Fall Float Fly.

Photos by Steve Meyer and Thad Gorycki



# Crocktoberfest

## October 2<sup>nd</sup>

by Brian Johnson

Hello TCRC members!

It looks like the weather may give us a break on Saturday, October 2<sup>nd</sup> for Crocktoberfest!

As with last year we will have some fun fly events, but we will slow the pace and incorporate a lot more open flying time so bring your planes! Whether you are participating in events or enjoying casual flying there will be plenty of sky for everyone!

This year there will be three contest events and I have chosen them in an effort to minimize the risk to the participants' aircraft (and the participants/spectators of course, but that goes without saying) so hopefully no one feels like they cannot partake because they do not have a "throw away" airplane.

### Fun fly rules:

1. All field safety rules apply, and you must be a TCRC member to compete. Failure to abide will result in immediate disqualification.
2. You can fly gas, nitro, or electric but you must use the same plane for all of the events in which you participate. You may have one backup plane in the event that your primary becomes unflyable for any reason other than dead batteries or empty fuel tanks.

3. Prizes will be awarded for each event, but each pilot may win only one prize. If the winner of an event has already been awarded a prize the prize for that event will then go to the runner up.

4. This is a FUN fly-good sportsmanship is part of the fun!

The events will be:

**Deadstick spot landing.** Plane takes off under power and flies to whatever altitude the pilot chooses. Once the pilot indicates they are at their chosen altitude the announcer will within 30 seconds tell them to cut their engine at which point the pilot will immediately shut off their gas or glow engine or activate their throttle cut off on electric models and glide down to a designated spot for a landing. The closest to the spot after the aircraft stops completely is the winner.

**Most loops in 30 seconds.** Pilots will position their plane on the runway and signal the timer when they are ready to take off. The clock will begin when the airplane becomes airborne, and the pilot will execute as many loops as they are able within 30 seconds. There will be a person counting who will call the number of loops once the timer calls time at thirty seconds. If the plane moves beyond the flight line toward the pits while in flight the pilot will be disqualified from the event and will be called to land.

**Most rolls in a single upwind pass.** The pilot will take off and proceed to the flight pattern at the altitude of their choice below 400 feet (as measured by

consensus). He will begin to perform as many rolls as he is able in a single pass between the edge of the mowed field on the east and the rimland on the west. There will be an official counter who will brave the jeers of unsatisfied pilots who feel they counted more rolls than the counter. Negotiating may be allowed (you will see why in a moment). If the plane moves beyond the flight line toward the pits while in flight the pilot will be disqualified from the event and will be called to land. (No negotiating on this one.)

As if that was not enough FUN for a day -- what everyone will be competing for is rounds to load into the official TCRC paintball gun in order to attempt to splatter the daylights out of, and maybe bring down, the TCRC TigerStick! Pilots will take turns firing shots at the plane from the flight line as it makes passes up and down the runway in between each event. The number of shots each person is awarded for each round will be determined by his performance in each event. In the event we get a sniper early on who brings the plane down we will do our best to make field repairs, so everyone gets in on the action 😊. Only the official TCRC paintball gun will be allowed so please do not bring your own for this event.

Grillmaster Ken will be providing food and we will have tunes so come prepared for a good time and lots of flying! There will be a pilot briefing at 10:00 prior to the events which you must attend in order to participate.

I hope to see everyone there! ☺

# TCRC Swap Meet Held At Jordan Field

TCRC held its second Swap Meet in 2021 on Saturday, September 25<sup>th</sup>. Previous Swap Meets have been held at the Scott County Fairgrounds, but this one was moved to the TCRC Flying site in Jordan. There was plenty of room on the grassy area to the south and east of the parking lot, and there were lots of vendors on hand to fill a good part of that area.

The weather was overcast and somewhat cool at the 8:00 AM start time, but the vendors were there early setting up and so where the buyers ready to purchase that R/C treasure that they needed.



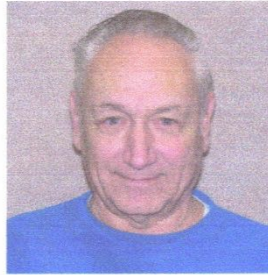
The elder statement of the club made a good showing and even parted with some of their hard earned cash.



By noon, it appeared everything that was going to be sold had been, and the vendors started packing up and heading for home. Photos by Jim Cook and Steve Meyer. 😊

## Safety At The Field

By Larry Couture



Here it is the end of September, 2021. The field is in the best shape, the runways have new paving and are as smooth as glass, the RIM land has been mowed and the flight fence has been replaced. It is the best looking flying field in the area!

The weather has been beyond great this month and the NEW FIELD has had a lot of use. Any day that the wind was not above 10 MPH Dan and I have been there, along with many other flyers. There have not been any accidents to my knowledge and that means we are all using good judgment and following the rules. There was a bad accident at another field this month that required a lot of stitches. Word has it that the tie down on the plane released as the motor started and cut the arm of the person. The picture of the cut on the arm showed how much damage the prop did.

The original info had this happening at our field but that was found to be in error. The real bad part is he was at the field alone and had to call a friend to take him to the hospital. I think that it is not a good idea to be at any field alone and be flying or engine testing, and in the case of our field you may not be found in time if you are alone. So, I strongly advocate that you should always have a buddy nearby.

Thought for the day: 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, stay warm and have fun. Summer is gone, fall has arrived, and winter will come, again, maybe.

NOTE: LARRY'S HANGER is now open and in use if you stop by, I will serve coffee if wanted and there are chairs for seating.

**Safety Always Comes First!**

**TCRCOnline.com**

**Are You Using It!**

## For Sale

President Bob Breisemeister has some very nice airplanes for sale.

Bob's planes range from small electric ARF's up to 1/3-scale sport planes. Some planes are still in kit form, and some are entirely completed.

The prices of the various planes are very moderate and any one of the aircraft would be a great value for the money.

If you are interested, give Bob a call at 612-964-8877, or see him at a meeting. ☺

# 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. ☺

## New Members

TCRC gained three new members in September.



Brent Roth lives at 644 Carver Bluffs Parkway in Carver, 55315. His phone number is 952-212-4015 and his email address is [bentr523@gmail.com](mailto:bentr523@gmail.com). He is getting back into the hobby and is currently flying an Aerostar.

Matthew Risken lives at 6459 Mesa Drive in Eden Prairie, 55346. His phone number is 952-949-6822 and his email address is [mrisken@gmail.com](mailto:mrisken@gmail.com). Matthew is new to the hobby.

James Devorak lives at 940 Broadway Street S in Jordan, 55352. His phone number is 320-221-2738 and his email address is [jdevorak51@hotmail.com](mailto:jdevorak51@hotmail.com). James has been flying for one year and is currently flying an Aero Scout.

Doug Houser lives at 4300 Trillium Way in Minnetrista, 55364. His phone number is 952-239-5062 and his email address is

## Leslie Gerber Makes Donation To TCRC

by Jim Cook

Leslie Gerber, the widow of former TCRC member and my very good friend, Scott Gerber, has sent me a box of engines to be sold. After deducting any sales costs and shipping, the net will be split between TCRC and Leslie.

There were six engines, almost all of which were new-in-the-box. I took them to our Swap Meet on September 25<sup>th</sup> and was able to sell five of them almost immediately. The engines sold for \$370. I still have the best one left, an OS FT160 Gemini, NIB. This is a very beautiful twin.

Brian Johnson is going to list the Gemini on the TCRC eBay site. It should bring in a very nice price.

Scott passed away two and one-half years ago. He was in the hobby for a long time and even though he had moved away to Missouri, he and I would meet at the Toledo AirExpo and renew old times.

A very big thank you to Leslie for sharing Scott's engines with TCRC! 😊

[douglashouser@msn.com](mailto:douglashouser@msn.com). Doug has been flying for about a year and one-half and has already amassed about 21 aircraft!

When you see Brent, Matthew, James and Doug at a meeting or the field, be sure and introduce yourself and welcome them to TCRC. 😊

### 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.

#### 2021 Officers

President	Bob Breisemeister 612-964-8877
Vice President	Chris O'Connor 612-619-5471
Secretary	Ken Weddell 952-500-3446
Treasurer	Tim Wirtz 952-941-5357

#### TCRC Flare Out

Editor James R. Cook 952-200-2030  
Publishers: Pat Dziuk 952-445-3089  
& Mike Timmerman 952-496-1631

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 her/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. 😊



**TWIN CITY Radio Controllers**

**TCRC**

# TCRC Online Store

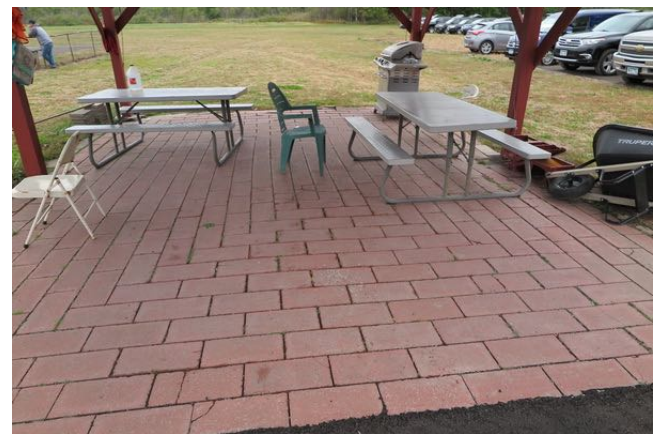
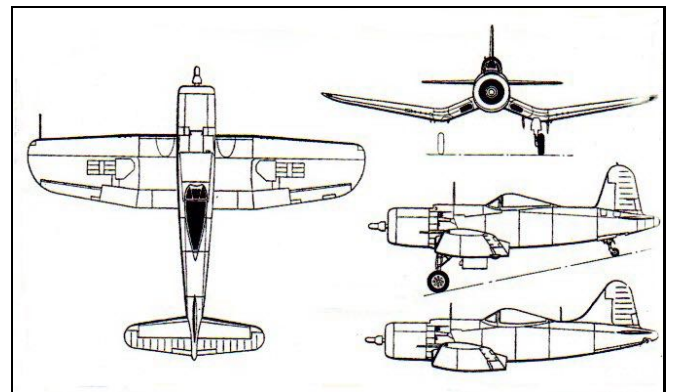
Donate your unwanted RC items and support the club

We have store on eBay, Facebook and Craigslist. We get the best return on eBay but large items or complete airplanes sell better on Facebook Marketplace or Craigslist.

**Things you can donate:**  
Engines, 2.4 GHz Radios, kits, planes.

Contact Brian Johnson at 763-744-6379 with any questions on how to donate.

# October Mystery Plane



The paving stones under the shelter are looking great thanks to all of the hard work of the members. (Photo by Jim Cook)



## R/C AUCTION and SWAP MEET SATURDAY OCTOBER 16, 2021

Doors open 8A.M. Swap Meet 8:30A.M. – 10:00A.M.  
Auction starts at 10:30AM  
WWW.DESMOINESMODELAIRES.COM

### AUCTION INFORMATION

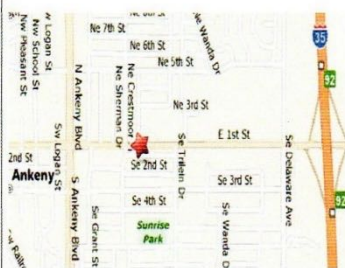
- Buyer & Seller Numbers - \$5 Registration Fee
- To pre-register item(s), send item description and minimum bid to address listed below. Pre-registration forms may be downloaded from the Des Moines Modelaires website (see above).
- Items sold in order of registration
- \$5 minimum (group items accordingly)
- Items with no minimum bid sold to highest bidder
- 10% fee on all items sold (\$2 minimum)
- No "No Sale" fee
- Fast computerized check in and check out
- All items must be removed after the auction
- Accepting Visa & MasterCard Credit Cards – 4% additional fee

### SWAP MEET INFORMATION

- \$10/table
- Setup at 7:30 am
- Non-sold items may be entered in auction
- Send pre-registration to Auction Contact
- Forms can be obtained from the Des Moines Modelaires website.

FOOD AVAILABLE ON SITE

OUR LADY'S IMMACULATE HEART  
510 E. 1ST ST  
ANKENY, IA. 50021



### For pre-registration or questions contact:

Ray Pick  
Modelaires Auction  
2502 SW 38<sup>th</sup> St.  
Ankeny, IA 50023-9332  
(515) 964-1408  
RPICK37681@AOL.COM



The new blacktop in the pits is looking fantastic. (Photo by Jim Cook)

# Twin City Radio Controllers



**HOBBY**

**HOBBY ZONE**  
EST. 1979

Check us out! 952-941-1866  
info@hobbyzone.com

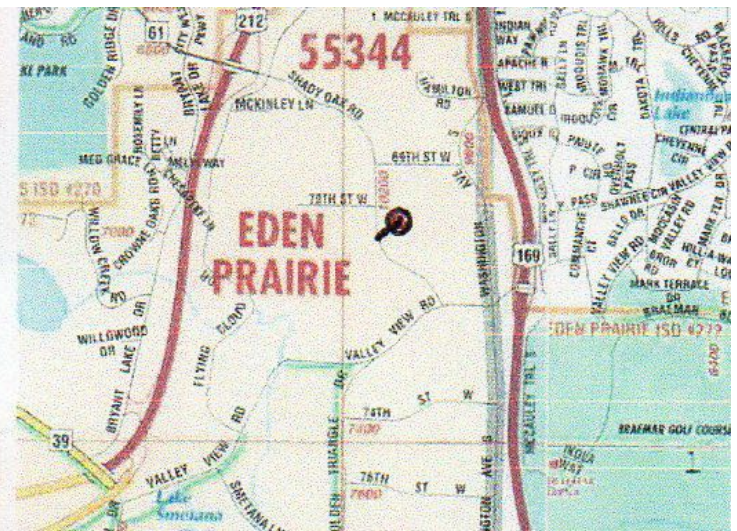
7171 Shady Oak Road  
Eden Prairie, MN 55344

Monday - Friday 10AM - 5:30PM  
Saturday 10AM - 4PM  
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