



July

Minneapolis, Minnesota U.S.A.

2019

Electric Fun Fly Held At Fairgrounds Field

by Gerry Dunne

Water at the Jordan Field didn't stop the TCRC Electric Fun Fly from occurring on Saturday, June 15th.



Gerry Dunne brought a fleet to fly. (Photo by Gerry Dunne)

Gerry Dunne was the chair for the Electric Fly and he arrived at the Fairgrounds flying site around 10:15 to make sure everything was ready to go. The weather wasn't the best – totally overcast and winds gusting from 10 to 20 mph. But there was no rain, and so the event was a "Go".



Dave Andersen gets his Timber Cub ready. (Photo by Gerry Dunne)

The wind kept the numbers down, but four pilot's showed up to do some electric flying – Dave Andersen, David Langer, Delano Stein and Gerry.



David Langer sets up for a few flights. (Photo by Gerry Dunne)

Even though there were only those four pilots, they kept the air full of electric aircraft for the next few hours. The fairgrounds is a nice place to fly when your field in incapacitated as ours has been this spring.

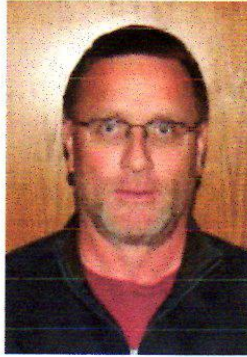
David flew his Timber X with its highly modified wing, Delano had a Mig 3, Dave, his Eflite Timber, and I had a Beechcraft Staggerwing, F-16 and my ParkZone Trojan.

Flying continued to around 12:15 and everyone packed up and headed home.

Thanks to the pilots who came out for the Electric Fun Fly and put in some flights at the Fairgrounds. J

A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members

I hate to bring up the “F” word but it’s going to get worse before it gets better. We were down to our lowest point of the season at 20 feet which means only 2 feet of water on the field, but with last night’s monsoon it’s headed back up. Dick Voeltz has been taking a few pictures with his drone and you can see the recession of the water before last night’s storm.

Enough about our misfortune. Many of our members have taken advantage of flying at the Scott County Fairgrounds flying site. Scott County has been keeping up mowing the majority of the area and our members have been keeping the main runway area mowed more frequently. Stocker is also open for flying and they have purchased a mower to do the mowing themselves. We will still help out with mowing the main area that we use when needed.

The June meeting had to be moved to the church due to the forecast of bad weather. I would like to thank Sherwood Hagen for doing a program on making wing bags. We will try to have the July membership meeting at the fairgrounds. As always, the meeting will start at 7:00 pm with dinner at 5:30. So, come early and get some flights in or fly after the meeting is over. It should be a short one.

Wings over Jordan is going to be held at the Scott County Fairgrounds on July 13th starting at 10 am to going to 4 pm. This event is open to any current AMA member. Please bring your AMA card to register as a pilot. There is no pilot fee to fly. We will have the TCRC café open for your dining pleasure.

There will be a Memorial service for Scott Coyer on August 24th from 11 am to 2 pm. It will be held at the McNearney’s Funeral Home in Shakopee. Please bring some stories to share. A light lunch will be served.

Upcoming Events:

Watts over Owatonna	July 26 - 28
Wisconsin Fun Fly	August 9 - 11
Northern Alliance	August 8 - 10

We will see you at the Fairgrounds on Tuesday, July 9th.

Minnesota River Still On Jordan Field

The Minnesota River still won’t relinquish its hold on TCRC’s Jordan Field.

Club member Dick Voeltz has been taking some aerial shots of the field with his drone over the last few weeks, and up until last week we were showing some great progress in reclaiming our flying site.



TCRC’s shelter shown on June 17th with the shelter still having several feet of water in it.



The shelter and the western edge of our property shown on June 24th, with only a couple of feet still on the field.

However, with this past week’s rain, the River will crest again on July 8th at 25 feet and will probably not be back down to 18 feet until July 20th or so.

This is frustrating to all of the club members, but luckily, we still have two alternate sites to fly at – the fairgrounds and Stocker field. **J**

J

Great Programs Continue At TCRC Meetings

by Jim Cook

If you miss a TCRC meeting, you almost always miss a great program. That would have been the case if you missed the June membership meeting.



Sherwood Heggen's program had everyone's attention.



Sherwood with the completed left wing bag.

Sherwood Heggen's program showed everyone how to make an economical wing bag, using Reflectex, which can be purchased at Home Depot. A 16" x 25' roll costs \$16.95, and will make several wing bags.

The wing bags were two half bags joined in the middle with Velcro. If the wing had fixed landing gear, slits were made in each half to accommodate the gear.

He used Duct tape to seal the edges of the wing, but also said they could be sewn.

The completed wing bag really looked nice, and it only took Sherwood 10 minutes to make one side.

Thanks, Sherwood for another great program! J

For Sale

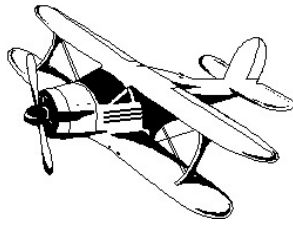
President Bob Breisemeister has some very nice airplanes for sale.

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. J

Show & Tell



Three nice planes showed up for Show & Tell at the June Meeting.

Ken Weddell had a great-looking Sig 4-Star 40 (Picture at bottom left) at the meeting. This plane was done in blue with the usual stars on the wings that Sig designed. It was powered by an OS 46 2-stroke engine. He purchased this plane at the TCRC auction in February and has flown it 3 or 4 times. He says it flies well and will be flown at the next few 'meetings at the field'.



Joe Neidermayr had an electric-powered Macchi M5 made from a Keith Sparks short kit. This neat-looking biplane had a wingspan of 51-inches and a weight of 2-3/4 pounds. It was done in white fabric Koverall and powered with a 2424 1800 kv motor. It used a 3-cell 2,200 lipo for battery. This was Joe's second Macchi. It was originally designed to fly on floats/land, but it was very difficult to keep even on water, sitting too low. He built the second one lighter but added the wheels and decided this one was not destined to float fly. He has not had the maiden flight as yet.

Gerry Dunne had an electric foamy Beaver by FlightZone. The plane had a white fuse and red wings and tailfeathers. This plane had a 59-inch wingspan and weighed in at 3 pounds. According to Gerry it had a slow motor. He said it flew today. J



AirExpo 2019

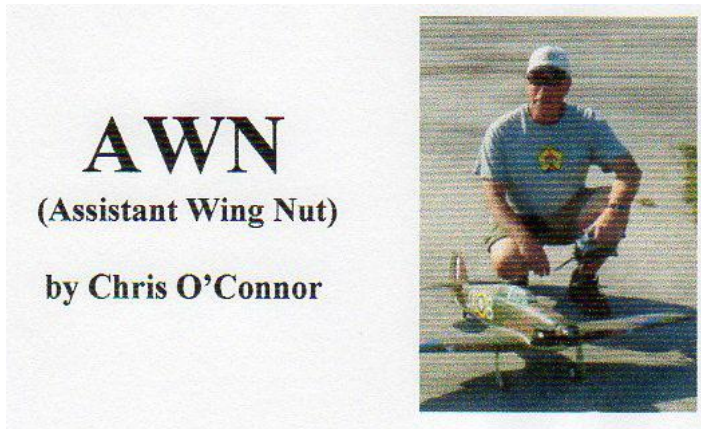
AirExpo 2019 - A Celebration of Flight and Fun for All Ages

Saturday, July 13 - 9am-5pm

Sunday, July 14 - 9am-4pm

SAT, JUL 13 AT 9 AM
2019 AirExpo!
Wings of The North

Interested



I hope everyone had a nice 4th of July. I've been on a cruise around Norway, so I have been out of touch for a while. I'll be back on Sunday, so I'll see everyone at the Scott County Fairgrounds for our meeting on Tuesday.

I know it's been challenging for some to go flying, especially when the river is going up again. You've heard the saying, where there's a will, there's a way -- if you really want to fly you will find a way. I'm excited to be getting back home and playing with my planes.

There are some events in July that you can participate in. **Wings over Jordan** I'm guessing will be at the fairgrounds. Find out more at the July meeting.

There is also the electric fly in Owatonna at the SMMAC field Watts over Owatonna on July 25-27. This is a fun event and you should consider taking advantage of the opportunity. Just a reminder, it's an electric-only event.

Also, the Wisconsin Fun Fly August 9-10, by Siren and Rice Lake, Wisconsin -- always a fun event.

And then the big warbird event in Owatonna, the Northern Alliance Military Fly-In on August 8-10 at the SMMAC field. Another great event to see or fly.

That's it for now. Be safe flying! See you at the meeting. J

Fairgrounds And Stocker Field Flying Sites In Great Condition

While TCRC's main flying site in Jordan is unavailable, the club's alternate fields are being maintained in great condition. Both fields are being mowed regularly, and there is a Porta Potty at the Fairgrounds site. Attendance at the Fairgrounds has been pretty good with lots of TCRC pilots getting in many flights. The July 'meeting at the field' will be held at the Fairgrounds field. J

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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Treasurer	Tim Wirtz 952-941-5357

TCRC Flare Out

Editor James R. Cook 952-445-5257
Publishers: Pat Dziuk 952-445-3089
& Mike Timmerman 952-496-1631

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

2.4 GHz Only At Alternate Flying Sites

Remember, when flying at the Fairgrounds or at Stoker field, the only transmitters that can be used are 2.4 GHz.

This must be done because all three of our fields are within 2 miles of each other. If a 72 MHz transmitter is used, it could interfere with another transmitter on the same channel being used at one of the other fields.

Fly Safe! J

Morgan Larson In Pioneer Press

TCRC member Morgan Larson and his daughter Gretchen Larson went to Oklahoma City to watch the NCAA Women's Collegiate Softball World Series in which the Gopher Women's Softball team was competing in.

Morgan's daughter Gretchen played for the Gophers and was the first All-American for the program in 1983. A reporter for the St. Paul Pioneer Press interviewed Gretchen and Morgan while they were there. His article was published in the paper on May 31st.

team tournament as the number 7 seed and had to play the number 2 seed in their opening game. The Gophers lost two games and were eliminated, but it was a fantastic season for the team. Gretchen and Morgan said they would not have missed it.



After a connecting flight in Chicago and a good night's sleep, Larson was perched in the USA Softball Hall Of Fame Stadium bleachers for the Gophers' first round game against UCLA on Thursday. She could talk for days about the Gophers, just don't ask her about being their first All-American. "She's extremely humble," former teammate Jon Hagemeyer said. "You would never know it unless somebody said something. She's never going to be like, 'Oh I was an All-American back in the day.' She never looks her own horns at all." That's because Larson never played for the individual accolades. "It wasn't ever about snagging right, she said. "I played for my friends. That was the only reason I did. Not for the awards or anything like that. It's definitely not honor or anything. I just loved playing ball."

Gretchen Larson, an All-America pitcher for the Gophers in 1983, poses with her father, Morgan, at USA Softball Hall Of Fame Stadium on Thursday afternoon.

Quiet sense of pride for U softball's first All-American

Former Gophers pitcher Larson is honored in '83, makes WCWS trip

By Dave Mizutani
dvmizutani@pioneerpress.com
OKLAHOMA CITY — As the first All-American in program history, there was absolutely no way Gretchen Larson was going to miss

the Gophers softball team make its NCAA Women's College World Series debut. Even if that meant a brutal 5:30 a.m. flight. "With a large Curties Club serving as her lifeline Wednesday morning, Larson was downright giddy as she boarded her flight at Minneapolis-St. Paul International Airport alongside her 88-year-old father, Morgan. "I can't wait," Larson said. "It's going to be great."

Morgan proudly displays the plaque with the Pioneer Press article after he returned.

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.



The TCRC Membership meeting on July 9th will be held at the Scott County Fairgrounds Flying Site in Jordan, weather permitting. This is because our field is still unavailable.

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

The meetings for August 13th and September 10th are hopefully scheduled for the Jordan field, weather and water permitting.

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

Fisher P-75 Eagle

by Conrad Naegele

The June Mystery Plane was the Fisher P-75 Eagle.



The USAAF wanted a fighter of exceptional performance, high-speed, long-range, and fast climb-rate. Someone had the bright idea of assembling parts from several different planes already in production, and getting a car parts maker to build it. Fisher body division of General Motors was chosen. They chose to use parts from a Curtiss Warhawk (P-40), tailfeathers from a Douglas Dauntless, landing gears from the P-51, along with a complicated new engine. They chose an Allison 24-cylinder inline. This was actually two Allison V-1710's joined with a common crankshaft!

By the time the two prototypes were flying, the USAAF decided it needed an escort fighter rather than an interceptor, and proceeded to order 7,500! Now with a bubble canopy, the plane, still in test flights, proved very unstable in yaw, sluggish in roll, and spun badly. More importantly, it was very tail-heavy. The mid-mounted engine produced less horsepower than expected, and overheated. Meanwhile, the P-47 and the P-51, already proven in combat, far exceeded the P-75.

The engine was a 34-cylinder monstrosity. At this point, the program was recognized as a failure and cancelled. The Curtiss Company, after a long line of great planes should have known better! This plane should have been labeled Turkey rather than Eagle.

The P-75 had a wingspan of 49-feet 4-inches, a weight of 18,210 pounds and a designed speed of 400 mph, which was never reached. For armament it carried 10-50 caliber machine guns and two 500-pound bombs.

Calendar

- July 7- Aug. 9** AMA NATS
Muncie, IN
- July 9** TCRC Meeting At The
Fairgrounds Field
5:30 PM Dinner
7:00 PM Meeting
- July 11-13** Air Supremacy
Over Goshen
Goshen, IN
- July 13** Wings Over Jordan
Fairgrounds Field
10:00 AM to 4:00 PM
Open To AMA Pilots
Bob Breisemeister
- July 13, 14** AirExpo 2019
Flying Cloud Airport
Eden Prairie
- July 22-28** EAA AirVenture
Oshkosh, WI
- July 25-27** Watts Over Owatonna
Owatonna, MN
- August 7** 3rd Qtr Board Meeting
Pres. Bob's Home
7:00 PM
- August 8-10** Northern Alliance
Military Fly-In
SMMAC Field
Owatonna, MN
- August 9-11** Wisconsin Fun Fly
Siren & Rice Lake, WI
Jim Cook & Bill Sachs
- August 24** Scott Coyer Memorial
Service, 11:00 to 2:00
McNearney Funeral
Home, Shakopee



TCRC 4th Annual Wings Over Jordan Fly-In

July 13th, 2019

Contact Info:
Bob B. (612) 964-8877

10 am to 4 pm

Open to all R/C Pilots with Current AMA Membership

Any size R/C fixed-wing aircraft

Any power type OK

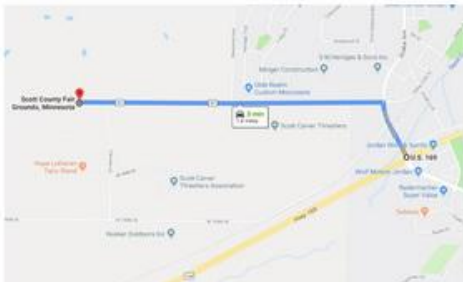
Starting benches



Concessions

- Brats
- Burgers
- Hotdogs
- Chips
- Soda/Water

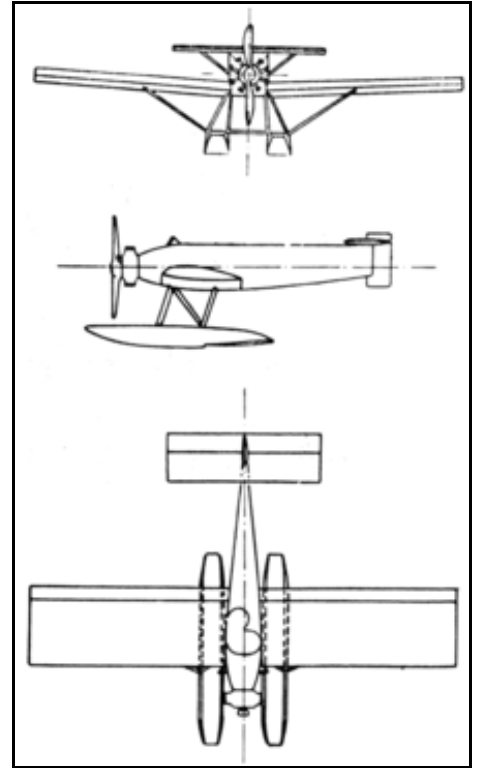
Spectators Welcome



Directions From Hwy 169 in Jordan:

1. Go North on Cty Rd 9 at the intersection of Hwy 169 and 282 in Jordan (stop lights)
2. Turn left onto Cty Rd 57 in two blocks
3. The fairground entrance is 1-1/2 miles down on the left

July Mystery Plane



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.

MNBigBirds.com

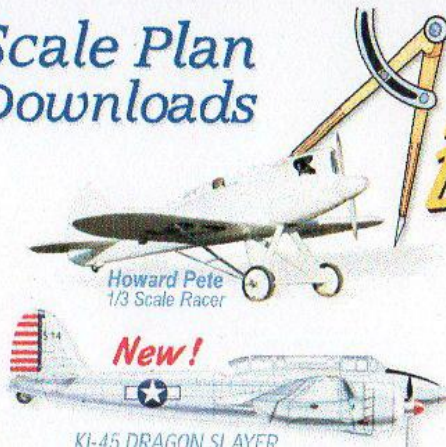
Free! Scale Plan Downloads

- 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



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Wisconsin Fun Fly August 9th, 10th and 11th

by Jim Cook

The time for the 11th Annual Wisconsin Fun Fly is just around the corner – August 9th, 10th and 11th and the hosts of the event, Bill Sachs and Jim and Mary Cook are again promising fantastic weather this year.

The Wisconsin Fun Fly kicks off at 11:00 AM on Friday, August 9th at the lake home of Jim and Mary Cook in Siren, Wisconsin. This is less than a very easy two-hour drive north of the Twin Cities. If you haven't been there before or need directions, give Jim Cook a call at 952-200-2030.

The Friday portion of the WFF is a float fly off of beautiful Viola Lake. Prior to the start of the flying a potluck lunch is served to the pilots and spouses, with the grilling meat provided by Jim and Mary. Immediately after the lunch it's down to the dock for an afternoon of float flying and camaraderie.

Around 3:30 the pilots start packing up the planes, and after a little more R and R caravan the 40 miles to Rice Lake to check into their motel.

8:00 AM Saturday everyone will have breakfast at the Rice Lake before the guys head for Hungry Hollow for a day of flying and the women head for a day of shopping and leisure, if they chose

not to go to the field and watch the flying. The pilots will bring beverages and snacks to pass for a lunch break. Then it's more flying for the rest of the day.

The Hungry Hollow Airfield is a beautiful site located at the top of a hill overlooking some great Wisconsin farm land. The grass runway is huge, and well mowed.

Saturday dinner will be held at Hanson's Hideaway in nearby Haugen, Wisconsin where the food is good and plentiful.

Sunday morning is breakfast in Rice Lake again and then the group can either put a few more flights in at Hungry Hollow, or head for home if they are too exhausted from all of the fun and adventure of the previous two days.

If you haven't attended a Wisconsin Fun Fly, it is about time that you should visit our neighboring state and enjoy the great flying conditions Wisconsin has to offer. If you are interested, give Bill a call at 612-716-7256 or Jim at 952-200-2030. J

2019 TCRC Roster On TCRCOnline.com

At the June membership meeting, Tim Wirtz announced that the 2019 TCRC Roster will be available on the club's website, TCRCOnline.com this month.

To access the roster, just go to TCRCOnline.com and click on the 'Member Only' section, type in the user name and password, and you will have access to the new club roster. J

TCRC Apparel For Sale

TCRC's club apparel is available for sale at most membership meetings.

The apparel is pretty nifty looking.

Club treasurer Tim Wirtz has been organizing the order of the club apparel and now has for sale:

- TCRC Hats \$12.00
- TCRC Hatbands \$5.00
- TCRC Gray Sweatshirts \$18.00
- TCRC Gray T-Shirts \$12.00

The dark blue hatbands are to be worn on broad brim straw hats and should look pretty neat.

Tim has plenty of the hats and shirts in an array of sizes. See him at a meeting to get your new TCRC shirt or hat. J

TCRC Membership Report

At the June meeting, Tim Wirtz reported that the club now stands at 106 paid members.

No new members joined the club in the month of June. J



Pilot To Tower Conversations

(Reprinted From The Internet)

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

A Cessna inbound at the reporting point over Manly Beach:

Tower (Female voice): "Cessna WYXD, congestion at airport approach. I'm going to have to hold you over the Manly area."

Cessna WYXD: "I love it when you talk dirty to me."

Tower: "TWA 2341, for noise abatement turn right 45 Degrees."

TWA 2341: "Center, we are at 35,000 feet... How much noise can we make up here?"

Tower: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

From an unknown aircraft waiting in a very long takeoff queue:

"I'm f...ing bored!"

Ground Traffic Control: "Last aircraft transmitting, identify yourself immediately!"

Unknown aircraft: "I said I was f...ing bored, not f...ing stupid!"

O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound."

United 329: "Approach, I've

always wanted to say this...I've got the little Fokker in sight."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.

San Jose Tower Noted:

"American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

A Pan Am 727 flight, waiting for start clearance in Munich, overheard the following:

Lufthansa (in German):

"Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak in English"

Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"

Unknown voice from another plane (in a beautiful British accent): "Because you lost the bloody war!"

Tower: "Eastern 702, cleared for takeoff, contact Departure on frequency 124..7"

Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw

some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"

Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern. We've already notified our caterers."

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

The German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without assistance from them. So, it was with some amusement that we (an American Airlines 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign Speedbird 206.

Speedbird 206: "Frankfurt, Speedbird 206! Clear of active runway."

Ground: "Speedbird 206. Taxi to gate Alpha One-Seven."

Continued On Page 11, Col. 1

Pilot To Tower Conversations

Continued From Page 10

The BA 747 pulled onto the main taxiway and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."

Ground: (with arrogant impatience): "Speedbird 206, have you not been to Frankfurt before?"

Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark -- and I didn't land."

While taxiing at London 's Airport, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose-to-nose with a United 727.

An irate female ground controller lashed out at the US Air crew, screaming: "US Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!"

Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour, and I want you to go exactly where I tell you,

when I tell you, and how I tell you! You got that, US Air 2771?"

"Yes, ma'am," the humbled crew responded.

Naturally, the ground control communications frequency fell silent after the verbal bashing of US Air 2771... Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high. Just then an unknown pilot broke the silence and keyed his microphone, asking: "Wasn't I married to you once?" J

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. J

9th Annual

Watts OVER Owatonna



July 25-27, 2019 WATTSFLYIN.COM

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Twin City Radio Controllers



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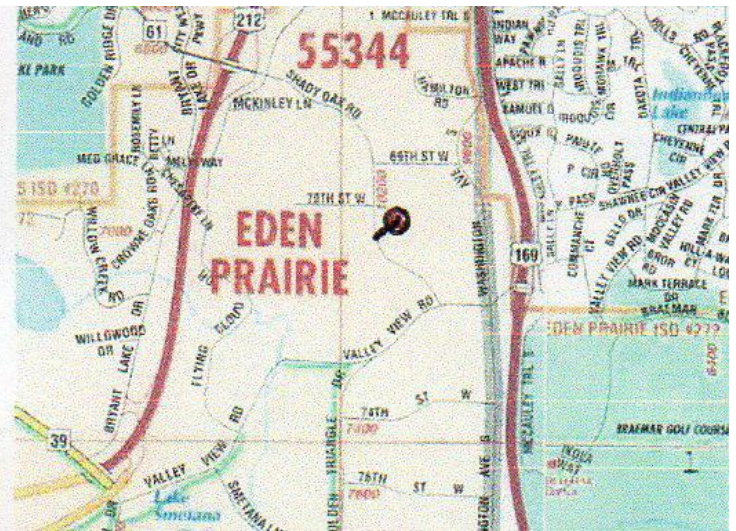
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