



September

Minneapolis, Minnesota U.S.A.

2008

TCRC Goes MAD Again!

by Scott Anderson

This has to have been our biggest Model Aviation Day to date!

What a Saturday! Light winds, fluffy clouds and a terrific temperature accented a great day of flying and socializing at the TCRC Model Air Park near Jordan. By 10:30 AM, our guests were greeted with colorful signs directing them to the flying site. Before they could even see the field they could hear the throaty growls of Steve Meyer's Super Cub or Chris O'Connor's Extra 300L as they bore through the skies.



Lots of people – members, family and guests – filled the Jordan flying site at MAD 2008. (Photo by Scott Anderson)

The parking lot was 4 rows deep with the cars of members and guests. One member counted over 35 blue TCRC shirts and I saw another 8 to 10 members not in shirts helping out and talking to our guests. Steve Meyer and I did a count and came up with over 90 airplanes at the event.

Pat Dziuk, Mike Timmerman and others brought down the speakers and amplifier for the background music and announcements. They set up a sun shelter for a computer flight simulator for our newest pilots.

Gerry Dunne & Family set up the Flare-Out Cafe again offering the "TCRC Meal Deal" with Bratwurst & Hot Dogs. Gerry tells me that he'd set prices low for break even expense but experienced a \$30 profit due to higher than expected demand. Thanks again Gerry for your cooking and business skills!

Tom Thunstedt was responsible for recording new pilot interest and getting them set up for time with one of our four excellent flight instructors; Mike Timmerman and Pat Dziuk, Butch Nuetgens, and Scott Johnson. These guys spent hours at the flight line helping our guests experience radio control model aviation.

David Erickson flew his big Great Planes B25 bomber flight after flight. Mike Timmerman, Rick Smith, Mike Burk, Cush Hamlen and Larry Couture gave a 'short' Combat demonstration using their SPAD GNATS. The crowd cheered as they witnessed their first streamer cut and howled when they witnessed their midair!

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From The Cockpit Of The President

by Scott Anderson



Is that the school bus?

August has come to a close and we're experiencing some of the best days of the 2008 summer here in Minnesota. We've had terrific weather with few storms and plenty of warm sunny days to get down to the TCRC Model Air Park and enjoy our favorite sport.

Recap:

Just to make it easier to enjoy this wonderful weather there were several model aviation events this month open for members and guests.

- **August 1st, 2nd, & 3rd** - A sturdy group of members and friends drove up to Park Rapids for the annual weekend model fly-in. I hear Paul Bunyan may never be the same after this.
- **August 8th, 9th, and 10th** - An equal number of members participated, or assisted with the Northern Alliance Military Fly-In held at SMMAC field near Owatonna, MN. Over 140 aircraft were present (my personal count!).
- **Sunday August 10th** - TCRC hosted the **TCRC AMA RC Combat Meet** at the TCRC Model Air Park. We had pilots from Wisconsin to teach us about dog fighting using RCCA SSC class rules. We're now looking at more combat events over the next year.
- **August 16th & 17th** - We hosted the **TCRC Exhibit** at the **AirExpo-2008** at Flying Cloud Airport. It was a great weekend with lots of discussion with potential new members.
- **Saturday August 23rd was MODEL AVIATION DAY 2008 at TCRC Model Air Park.** There were over 40 members in blue shirts showing their pride in their club!

Field Maintenance:

The board has agreed to a proposal to 'cut the weeds' in the 14 acres east of the runways. We had a generous proposal earlier this month by Mike Timmerman for his time and labor but we've decided that we need to attack the weeds with heavier equipment. We will have a professional operating a very larger weed removal vehicle this week under board supervision. We expect it will take two days to complete and will remove all 'weeds' and obstructions from the east side of the runways. Bill Jennings and Larry Couture had walked the boundaries with the contractor to ensure the accuracy of the bid. The tracked vehicle will be delivered the evening before the work is to begin. Bill Jennings is coordinating the action with Steve Meyer. Thanks again to Mike, Bill, Larry, and Steve for all the planning and action.

The board is considering the appointment of a Field Maintenance Chair. This position would be responsible for the mowing schedule, equipment & structural maintenance, and field improvements. Please contact the board if you have someone you'd feel would best fill this position.

Fledging:

I witnessed two events at the field the last day of August. The first was the fledging of two of the three remaining sparrows hatched in our shelter. They look good and have strong voices. The second was the maiden flight of my Byron's Originals F4U Corsair. Under the guidance of giant-scale veterans Chris O'Connor and Steve Meyer I was able to taxi out and take off in the slightly breezy 22 mph winds. What a great flight! Member Dave Varner was able to catch a couple of pictures of the Corsair as she braved the fair winds over Jordan!

Travel:

Business has kept me travelling for the past 6 weeks and will have me overseas for all of September. Steve Meyer has consented to chair the September meeting and program. Until my professional obligations change, I will have to step down from being your president at the end of this term. I am aware of several new members (with more than one year membership) that would be excellent candidates for office to help us drive our club forward. If you are interested, or wish to nominate a member for office, please contact board@tcronline.com.

I look forward to seeing you at the field! ☺

MAD 2008

Continued From Page 1

The Micro Pylon League gave a demonstration of their GWS electric warbird pylon racing skills. Paul Doyle and pals gave a demonstration of the Parkzone T-28 Trojan by trying to fly three in formation.

Dave Schwantz had several jets on display and thrilled the crowds by flying his NitroPlanes converted Falcon 120, powered by a small gas turbine. The sound of each pass sent goose bumps up your spine!

We had the honor of hosting Lynn Ojala, pilot and owner of Christen Eagle N13LD based at Flying Cloud Airport. Lynn had been introduced to TCRC at the AirExpo 2008 when Scott Anderson and Mike Timmerman took Larry Couture's Christen Eagle over to her full-size aircraft for a photographic comparison. Lynn made arrangements through Larry to come down to watch it fly.

We finally had to shut down after 4:30 as many members had to get home. We had a couple drive up close to 5 pm looking for the event. They had heard about it from AirExpo 2008 the previous weekend and wanted to see some flying.

We had dozens of members doing many tasks making the event run smoothly and enjoyably. I apologize for not listing you all here. It was a great event due to your work and enthusiasm!

Thanks again and we look forward to next year! ☺

Blue Shirts Were Everywhere At Model Aviation Day



The member turnout for MAD 2008 was fantastic, creating a sea of blue shirts. (Photo by Scott Anderson)

Dunne & Family Concession Company



Gerry, Lisa and Gerry Jr. Dunne had the concession stand well in hand. (Photo by Scott Anderson)

Pictures From TCRC's Model Aviation Day 2008



Butch Neutgens watches a couple of happy guests bring the plane back after having taken the sticks.



Lots of neat planes were on display for the guests at MAD 2008.



Dave Schwantz's turbine was a crowd pleaser every time it took to the air.



David Erickson fields a question while working on one of his planes in the pits.



Mike and Pat set up for another training flight.



Chris O'Connor's Extra looked great.

Ramblin's From The Right Seat

by Steve Meyer



August has been a busy flying month for me. Every weekend held a different flying event and I went to several big ones. The weather was almost perfect for each event I attended. Next year I plan on doing it again and I hope some of you may want to attend.

The Northern Alliance's Military Fly-In is held on the second weekend in August in Owatonna, Minnesota. This event is sponsored by Southern Minnesota Model Aircraft Club and I think it is one of the best warbird events in the country (the over 80 pilots that signed up might agree with me). The field runs east-west and you face north to fly.....the sun is to your back. The runway is a mat material and the grass around it is cut like a golf course and this year the field was surrounded by beans so any downed aircraft were easy to find. On Saturday we counted over 150 warbirds in the pits and most of the time there were 3-5 airplanes in the air (Friday had been the same). TCRC members were asked to run the flight line (Bill Jennings was line chief and Chris O'Connor assisted) and we also helped in registration (Dave Schwantz the event CD, Paul Doyle, and Steve Meyer). If you didn't get there this year I hope to see you next year.

Warbirds and Classics Over the Midwest is held on the third weekend in August in Fond du Lac, Wisconsin. This was a five and a half hour drive but the event was worth it. They start setting this one up on Thursday and they expected over 3,000 spectators during the weekend. This was a Giant-scale event with warbirds from WWI to the present and models of classic aircraft built before 1960. I flew my Super Cub at the event. Again at this fly-in there were over 80 pilots and I lost count of the planes. Their field is 1300 ft. x 300+ ft. grass runway cut to 5/8 in. running north-south and facing east. All the members of their club were "super" and I plan to go back next year.

TCRC Model Aviation Day was held on the fourth weekend in August out at our field. This is one of our major events and it is good to see a lot of our club members out together. I want to say thank you to those people who make this event happen. I won't describe the event because Scott will have a longer report in this newsletter but I did have a good time flying.

Labor Day weekend will just be general flying out at the field. I am also getting ready for the Fall Float Fly at Bush Lake on Sept. 13. If you haven't flown off water get some floats on a plane and try it. ☺

Calendar

- Sept. 6** IMAA Big Bird
Fall Classic
Tri-Valley Field
8:00 AM
Brian Crossley
612-721-4989
- Sept. 7** Micro Pylon Racing
Jordan Field
Noon Warm Up
1:00 PM Start
Wayne Rademacher
- Sept. 9** TCRC Membership
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- Sept. 13** TCRC Fall Float Fly
Bush Lake Park
Jim Cook
- Sept. 27** Sodbuster's
Swap Meet & Fly-In
9:00 AM

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.

Park Rapids Fun Fly Fantastic

by Jim Cook

The 27th Annual Park Rapids Fun Fly started on Friday, August 1st at Scott and Jennifer Johnson's lake home on Stoney Lake. The group started arriving at the Johnson's place around 5:30 PM after having checked in at the C'Mon Inn.

several minutes before coming to rest back on the water. Scott manned the retrieval boat and brought the bruised plane back.

The spouses of the pilots had brought plenty of food and everyone ate their fill. The evening finished around a nice campfire and everyone headed back to the C'Mon Inn.

Next morning the group of 21 pilots, spouses and family could be found chowing down breakfast at the West Forty restaurant before heading for the beautiful flying site of the Headwaters RC Club. Official hostess Marilyn Krekelberg had already been out to the field to make sure everything was ready for the group. A couple of the Headwater's RC members were on tractors finishing up a final mowing as the pilots arrived.



Some of the guys around the campfire at Scott Johnson's cabin in Park Rapids. (Photo by Jim Cook)

A new tradition for the PR Funfly was started last year when a few of the guys brought float planes to Scott's. This tradition continued into this year as Morgan Larson, Jim Ronhovde and Jim Cook brought water birds. In addition Conrad Naegele showed up with an RC boat. Normally Scott Johnson would join the float plane flying but he was between viable watercraft at the time. Morgan Larson was first into the air from the water with his tri-tail plane and the flight was impeccable. Even though there were only three planes to fly, there was a frequency conflict and Jim Cook had to wait until Morgan relinquished channel 17. Jim flew his electric 3D Stick off of the calm water and also enjoyed a beautiful flight. Jim Ronhovde was the next to fly. His little electric Butterfly had to withstand some uncomplimentary comments about its appearance (the word 'ugly' was heard several times) before it took to the air. True to its name, the plane seemed to flit around in the sky for



Mark DeSchane does a final mow of the field. (Photo by Jim Cook)

The weather was bright and sunny skies without almost no wind. It didn't take long for the guys to get their planes set up and into the air. Several Headwater's members joined them and the sky filled with aircraft.

This year the crop in the adjacent fields was corn instead of the beans or potatoes of previous years. This seemed to affect the flight pattern as the planes limited the overfly of the

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Park Rapids Fun Fly Most Of The Pilots And A Few Of The Planes At Park Rapids

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corn as much as possible. An unscheduled landing in the corn could be pretty hard to find.

Most of the pilots brought several airplanes and the pits were full. The spouses settled into the shelter to enjoy the early flights before heading to town and some shopping.

Around 11:00 or so, the wind came up and made electric flight somewhat more challenging, but the pilots were undaunted. There were only two mishaps during the day. John Dietz used a lot of the runway before lifting off and managed to catch the top of one of the very few trees near the field. Damage was limited to the corner of the right wing. Jim Ronhovde learned he had no elevator after a hand launch of his electric Corsair and it dove into the corn. It was quickly located however and damage was almost non-existent. Some minor repairs and the plane was right back into the air.

Flying continued long into the afternoon until about 3:30 when the airships were packed up and the group headed back to the motel.

Everyone regrouped in one of the meeting rooms at C'Mon Inn where Friday's and Saturday's pictures were put on the television and beverages were enjoyed. Then came a very excellent dinner provided by Lynne Denman, who has been catering the fun fly for 17 years. Dinner was followed by dessert and coffee.

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The sun shines brightly on the TCRC group at the Headwater's RC Club flying field. (Photo by Jim Cook)

Headwaters Hosts At PR

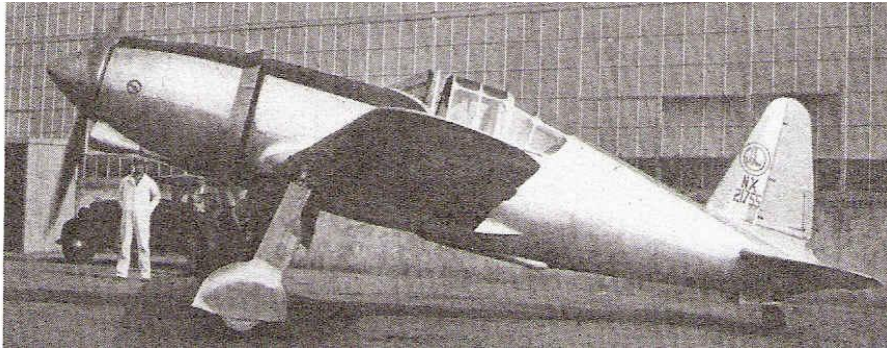


Headwater's RC members joined the TCRC guys in flying and were great spectators also. (Photo by Jim Cook)

Vultee P-66 Vanguard

by Conrad Naegele

The August Mystery Plane was the Vultee P-66 Vanguard.



In 1938, Richard Palmer initiated the design of four aircraft, all possessing a high degree of commonality. This featured common wing panels, aft rear fuselage and tail feathers. The goal was lowered construction costs. They were to be a fighter, two light bombers, and a trainer. Since all were built in the same jigs, this resulted in the basic trainer having a more or less, fully symmetrical airfoil! All metal with fabric surfaces, the model 48 (P-66) featured a closely cowled 1,200 horsepower P&W R1830, which drove the prop by a short extension shaft.

First flown on September 9, 1939, the plane, now assigned the name Vanguard, was plagued by poor cooling and instability. The 2nd prototype now had enlarged rudder and stab, plus a conventional radial cowl plus a compound dihedral. Armament was to consist of 2-30, and 5-50 caliber guns. The plane was now quite competitive. Sweden then ordered 144 models, but by the time production was underway, the U.S. ordered an embargo on orders to Sweden. Then Great Britain offered to take them, but after trials, rejected them in favor of China, who took 129. The other 11 were retained by the U.S. Air Corps, who used them on the west coast as pursuit trainers.

The basic trainer (with the semi-symmetrical airfoil), went on as the BT-13, to become one of the most popular trainers, with almost 12,000 being built! It used the dependable 450 horsepower Wright R-975 radial engine.

The Vultee had a 36-foot wingspan, a gross weight of 7,100 pounds, a speed of 340 mph, and a range of 850 miles. ☺

Park Rapids Fun Fly

Continued From Page 7

Jim Ronhovde was the emcee for the evening. He laced some Park Rapids Fun Fly history with some jokes for a period of time before recognizing Kathy Dietz. Kathy presented our hostess Marilynn Krekelberg and our host Scott Johnson each with a gift to thank them for their hard work.

Next year's Fun Fly was brought up by Marilynn and the dates of July 31 through August 2nd were confirmed with the C'Mon Inn. Everyone was enthusiastic about the continuing future of the Park Rapids Fun Fly.

Thanks to Marilynn for being such a great hostess, and to Scott and Jennifer for the use of the cabin on Friday, and to Jim Ronhovde for acting as the TCRC chair for the event. ☺

New Members

TCRC gained a new member in August.

Todd Tibbs lives with his wife Tara at 7600 Bristol Village Drive, #202 in Bloomington, 55438. Their phone number is 512-567-8190 and his e-mail is fourspeedshovel@hotmail.com.

Todd has been flying for about 20 years and currently has an SE-5 helicopter, and some small 1/2 A planes.

When you see Todd at a meeting or the Jordan field, be sure and introduce yourself and welcome him to TCRC. ☺

Fall Float Fly September 13th

Pictures From The Park Rapids Fun Fly 2008



Morgan Larson taxis out for a nice flight on Friday at Park Rapids.



Marilynn Krekelberg holds court with the spouses in the shelter of the Headwater's RC Club.



Bill Sachs, John Dietz and Jim Cook pose with their trio of German-style Big Stiks.



Scott Johnson readies his Mayhem for its maiden flight as his two sons look on.



The wind picked up quite a bit in the afternoon.



Our wonderful hostess Marilynn Krekelberg.

Safety At The Field

By Larry Couture



Well here it is the end of August, 2008 and time sure flies when you're having fun. The field has been flood-free all month, the grass has been mowed and the sun's a'been a'shining so I hope everyone has been out flying as much as possible. We had lots of activity this month with a combat meet on the 10th, and exhibit at AirExpo at Flying Cloud Airport on the 16th and 17th, and our Model Aviation Day at our field on the 23rd. I did attend all three.

The combat meet was a lot of fun what with six or eight planes in the air chasing each other trying to cut the 30 foot ribbon they were towing. It was just a matter of time before the mid-air would take place. My plane went three rounds without a mid-air but in the fourth round it happened about 1/3 the way through. My aircraft took the brunt of the crash and I had to put a new body on it and I was able to have it ready for a demo at MAD two weekends later. For combat the true pilots show up with 4 to 6 planes and have enough to complete the day's meet in true combat fashion. There are rules and penalties for combat so if you try this be sure to find out all the rules before hand. The combat meet was a success and fun was had by all.



Lynn Ojala poses with my Christian Eagle and hers at the Air Expo.
(Photo by Scott Anderson)

At Air Expo I had my Christen Eagle II bi-plane on display and lo and behold the full-size aircraft was also on display at this show. I now

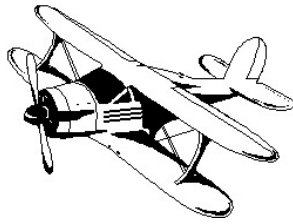
have pictures of the two side-by-side and if it wasn't for the size difference it would be hard to tell which was which (I suspect the larger one would cost more). Lynn Ojala was the owner, builder and pilot of the full-size aircraft. She came to our field for MAD to see my plane fly but I had a servo come loose in the wing and had to postpone flying for that day.

Our Model Aviation Day was great and I hope everyone got as much enjoyment out of it as I did. As usual I, being the safety officer, had to show that the propeller on an engine when running can cut a finger. I am beginning to believe that there might be a better way to do my duty than to do live on-site show-and-tell. No other infractions or accidents took place to my knowledge. Due to the crowd we had, it was decided to have only five planes in the air at one time and that each pilot would have a spotter. This seemed to work well and I am sure that it helped in keeping everyone safe and accident free. I would suggest that this be used at all future events.

There is always one thing I like to harp about and that is let your fellow flyers know what you are doing or going to do by LOUDLY ANNOUNCING take offs, landings, dead stick and on the field travel, and make sure the others hear you and acknowledge you. This is, in my opinion, the most important rule to follow always as it makes accidents less likely to happen.

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 keep the rubber side down. ☺

Show & Tell



The August meeting had some interesting planes show up.



Sherwood Heggen had a recycled plane to show. The plane was an Aeromaster that originally was owned by Scott Johnson. After a pretty hard crash Scott was going to discard it but Sherwood asked for the carcass. He built a new bottom wing and repaired the top wing and completely modified the elevator and rudder. The plane was still in its bones at the meeting but looking pretty good.



Scott Anderson and Rick Smith had a pair of Park Zone Vapors at the meeting. These very small

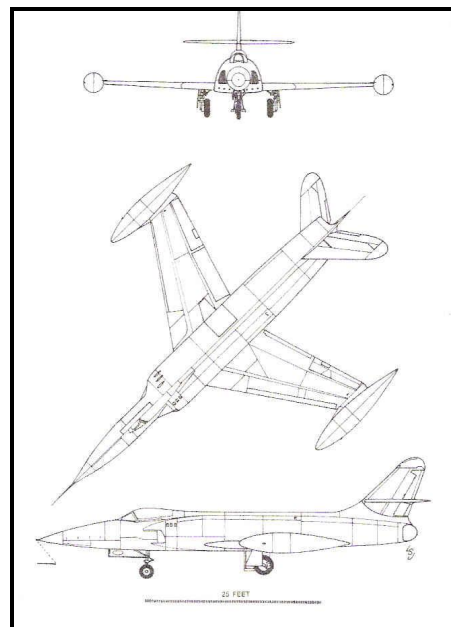
electrics were black and yellow trim on a transparent covering and each weighed in at a mere 1/3 of an ounce, fully loaded. The planes come out of the box ready to fly and the price they paid was \$89 each.



Scott Anderson pilots his Vapor in the room at the membership meeting. (Photos by Jim Cook)

The two planes were launched into the air at the meeting and flew over the heads of all in attendance. They were pretty easy to fly and also pretty good fliers. Each had tied a length of audio cassette tape to the tail of the Vapor to show that they could even be used for combat. ☺

September Mystery Plane



Combat Returns to Jordan!

by Scott Anderson

Sunday August 10th was registered on the AMA website for the Radio Control Combat Association (RCCA) as the "Battle of Jordan – 10 Years After" -- as a nod to our past history as the center for RC combat in Minnesota. We were competing with a two-day event in Detroit so most of the serious national competitors were there and those who could not justify that trip came down to Jordan.

We were pleased to welcome Doug 'WingNut' Goldman, Leon Olszewski, and Mark Java from the New Auburn region of Wisconsin. Doug and I had flown together at several national events and he holds one of the best local events over the Labor Day weekend.



The contestants were eager to get into the air at TCRC's Combat event. (Photo by Scott Anderson)

TCRC pilots Mike Burk, Larry Couture, Mike Timmerman, Rick Smith, Cushing Hamlen and Scott Anderson flew their Spad Gnats against the might 'Phence Post' (an airplane built around a plastic fence post and a foam wing) and put up quite a fight in the SSC (Slow, Survivable, Combat) Class. Larry Couture's Gnat was quite competitive with Scott's OS .15LA engine. Mike Burk was virtually a Tasmanian Devil in his attacks and was a ball to watch. Cush Hamlen surprised many of us with his skill in cutting streamers!

The meet ended after 8 rounds of SSC combat with a lot of broken airplanes and very BIG smiles! Doug Goldman broke his dry streak and

won the event. Scott Anderson donated a Tuff Flite combat kit as 1st prize.

Mike Timmerman summed it up nicely when he said we need to get a building party together to hot wire wings for a fleet of TCRC 'Phence Post' combat planes for the next season! ☺

Fall Float Fly September 13th

Time has been flying by and it is already time for TCRC's Fall Float Fly on Saturday, September 13th at Bush Lake Park in Bloomington.

The Fall Float Fly is always a well-attended event, by pilots from TCRC and several other local clubs, and by interested spectators that come to the park to see the planes on the water.

VP Steve Meyer has obtained the permit necessary from the Bloomington park system and also made sure that the club has AMA insurance for the event.

Chairs for the float fly Jim Cook and David Erickson have set the start time for 11:00 AM. The retrieval boat will be there at that time and a short pilots' meeting will be held to brief everyone about the flight pattern and safety rules that will be in effect.

The only requirements to fly at the TCRC Fall Float Fly are that you must possess an AMA membership card for the current year, have a plane with floats on it, and be prepared to enjoy a great day of flying. ☺

AirExpo-2008 At Flying Cloud

by Scott Anderson

The 2008 AirExpo was again hosted by WOTN (Wings of the North) at Flying Cloud Airport. The actual dates and location were confused until the end of July. Three years of bad rain dates and low turn-out had forced WOTN to consider changing the venue to Air Lake Airport in Lakeville. As TCRC is a southwestern suburbs group the Air Lake location was not attractive. No matter, when we did find out about the dates we made reservations to have our display at the site at no cost to the club.

The weather was fantastic with plenty of sunshine and light winds. Gerry Dunne and his young pilots were extremely helpful in getting the tents, tables and airplanes stored in the hangar on Friday night so they could set up early Saturday before the show opened. Saturday Gerry was joined by Tom Thunstedt and son Tynan and they spent the day talking to literally hundreds of interested people.

Sunday Scott Anderson and Mike Timmerman set up the display and had a chance to see some of the great aircraft on the grounds. There was a Christen Eagle parked down the ramp that looked exactly like Larry Couture's Eagle so at Mike's prodding we pulled Larry's Eagle down next to it for some pictures. We met Lynn Ojala, the pilot and owner of the aircraft, and she was very helpful in getting pictures of

the 'Baby Eagle' next to its mother!

Overall we found dozens of people interested enough to find our flying site and want to come to our MAD event, or the Fall Float Fly at Bush Lake on September 13th. These events are two of our better public exposures and they have traditionally given us a couple of new members each year.

I want to thank Gerry and his kids, Tom and his son, Mike, and Larry for making this display a success for 2008! ☺

For Sale



NIB GWS Mini Dragonfly Helicopter

Complete with Tx, Rx Batteries
Ready To Fly

Never Flown

Original Price \$250

Sell for \$125/obo

Jim Cook
952-445-5257

**Sodbusters RC Club
is having a
Swap Meet & Fly - In,
September 27, 2008
from 9:00am to 1:00pm
at Sodbuster Field,
Northwest Corner of
I-94 and Manning - Co Rd 15**

**Come and Buy,
Sell and Fly
your Airplane
for FREE**

Sodbusters RC Club field flying rules apply.
Transmitter Impound Area and Frequency
Board Use Required
www.sodbustersrc.net All Pilots must have a current AMA Card to Fly

New Hobby Shop In Town

There is a new hobby shop in town.

Hobby Zone is located at 2415 Annapolis Lane N., #D140 in Plymouth, Minnesota. The store phone number is 763-551-1159.

The store also does extensive sales over the internet at www.hobbyzone.com.

Store hours are:

M-Th 10AM to 5:30 PM
Friday 10 AM to 5 PM
Sat. 10 AM to 4 PM
Sun. Closed

Several of the members have purchased items from both the store and from its internet site and all have said that the prices are very reasonable.

Take the time to stop in at Hobby Zone and check it out. ☺

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@ Flare Out Publisher
1177 Polk Street
Shakopee, Minnesota 55379

Warbirds Over Jordan



President Scott Anderson was finally able to find the time to put his beautiful Byron's Originals F4U Corsair into the air at the TCRC field. The day was somewhat windy at 20 mph plus, but Scott said the plane was fantastic in the air. (Photo by Dave Varner) ☺

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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