

# Mounting My First Remote ID Broadcast Module

by Jim Cook

With March 16, 2024 the deadline to have an FAA-approved Remote ID Broadcast Module on any UAS that a person puts into the air (Unless flying at an FAA-Recognized Identification Area (FRIA)) having arrived, I purchased my first remote ID module.

FAA deadline of March 16<sup>th</sup> from the Company saying that the module was in high demand. I had to order the module directly from Zing on the internet. They do not use any 3<sup>rd</sup>-party sellers.

When the package arrived via the USPS, it easily fit in my mailbox. The module in the package was in its own 3" x 3" box. Upon opening the box, I found the module, measuring 1-1/2" x 1-1/2", a charging cable with a USB connector, a set of instructions, and a Ziplock bag with 3M Velcro connectors. In the photo to the left, I put a quarter on the box to better show the actual size of the module.



**The contents of the box that the Z-RID Lite Remote ID Module arrived in. (Photo by Jim Cook)**

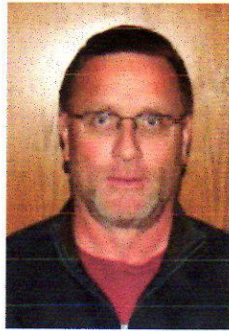
After reading several articles on the internet that reviewed many of the remote ID modules that are available, I decided to purchase the Z-RID Lite module from Zing Manufacturing in San Jose, California. I decided on this particular module for several reasons: 1) Economical -- \$84.99 including shipping, vs many that were between \$150 and \$300); 2) U.S. Manufacturer; 3) and having strong reviews on the internet. Zing said that shipment of orders for the Z-RID Lite would start after March 11<sup>th</sup>. Mine actually arrived on March 22<sup>nd</sup>, with a letter of apology for missing the

Step 1 of the instructions was to register the module at faadronezone (there is a link at [TCRCOnline.com](https://www.faadronezone.com)). To do this I went to the faadronezone site and logged in. On the page that then popped up, I then clicked on "Launch Drone Owners And Pilots Dashboard". The next page that came up was my Recreational Flyer Dashboard that showed my FAA registration number. I then clicked on "Manage Device Inventory". My inventory page came up showing the various aircraft that I have already registered. I then clicked on "Add Device". On the Add Device page, I then clicked "Yes" to the question, "Does your drone broadcast FAA Remote ID information?"

**Continued On Page 3, Col. 1**

# A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

As the saying goes March can Come In Like A Lamb And Out As A Lion and vice versa. Old man winter or Mother Nature had his/her say at the end of March with more snow than we have had all winter. But we really can't complain about the temperature and snowfall this winter season. On to spring.

The April Fool's Fun Fly is coming up on April 6<sup>th</sup>. This is an unofficial kick-off to the Spring Flying Season and a good excuse to dust off the planes and go flying. There is no director or CD for this event but things get going around 10am or whenever you want to show up. If you choose to bring food the grill is available.

The Detroit Lakes Mall Show is on April 6<sup>th</sup>. It's a bit of a drive but there are airplanes on display and also a swap meet. Everything is inside the Mall located downtown so weather is not an issue. You can register as a pilot and enter your plane and possibly win a door prize.

I was informed this week and then confirmed that Sodbusters RC club has lost its flying field. Sodbusters was located off of 94 and Manning in Woodbury. The website said that the insurance company of the owner of the property said he could not rent to a 3<sup>rd</sup> party. It's too bad that we have lost another flying field but they are in contact with the AMA on looking for a possible new site. I hope that they are successful.

May is going to be a busy month. On the 4<sup>th</sup> TCRC is planning a clean-up day at the field. There are many projects to be done. Some include roofing the shelter, maintenance on equipment, general cleanup and trimming of the runways, a storage shelf in the container, and the list goes on. We will start around 9am even if it is raining as there are many things to be accomplished. We can use your help!

At the membership meeting on the 14<sup>th</sup> of May we have the Building Contest. It's more of a beauty pageant with only one award. You can bring that plane you have been working on this winter and possibly win a nice prize.

The Spring Float Fly will be held at Bush Lake Beach on May 18<sup>th</sup>. Hopefully the water will be a little higher than last fall. This is an open

event to anyone with a current AMA membership. We are just about approved as a temporary FRIA site for the day, but that will be finalized before the event.

The Spring Swap Meet will be held on Sunday May 19<sup>th</sup>. Notice the date change from the 25<sup>th</sup>. The board and I didn't catch that it was first scheduled for the Saturday of Memorial Weekend which could reduce the number of people that might attend.

I hope to see you at the field or the meeting. 😊

## Calendar

- Apr. 3** TCRC 2<sup>nd</sup> Quarter Board Meeting  
7:00 PM  
President Bob's Home
- Apr. 6** April Fools FunFly  
TCRC Jordan Field  
10-10-10 Rule
- Apr. 9** TCRC Membership Meeting, 7:00 PM  
CrossPoint Church  
Bloomington, MN
- May 4** Jordan Field Clean Up & Fly-In  
9:00 AM
- May 18** TCRC Spring Float Fly  
Bush Lake Park  
Bloomington, MN  
Steve Meyer
- May 19** Spring Swap Meet & Fun Fly  
Jordan Field or Fairgrounds  
dependent on weather  
Bob Briesemeister



# Remote ID Broadcast Module

Continued From Page 1

“yes” or ‘no” must be checked before any information can be entered. In the box “Select Device Type”, I selected “Remote ID Broadcast Module”, and then entered the rest of the data including the ‘remote serial number”. (On the Z-RID Lite that serial number is on the side of the module, and also on a sticker in the instructions. After all the info had been added, I clicked on “Add Device”, and the device then showed up in my inventory.

Step 2 of the instructions said to charge the module. The USB connector can be plugged into a computer USB port, or into a 5V cellphone charging adaptor.

Step 3 was mounting, using the 3M Dual Lock Velcro.

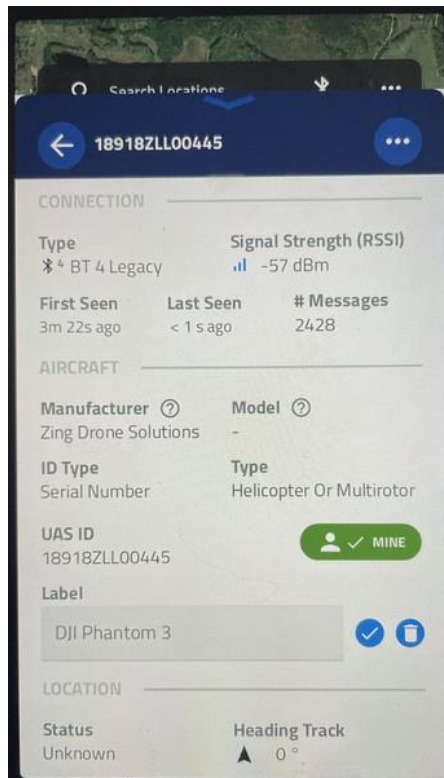
Step 4 was flight. I have not actually flown my UAS with the remote ID module since we just got hit with a very snowy very late winter storm. However, I decided to test the module to make sure it was indeed broadcasting. To do that, I downloaded a free app, Drone Scanner from the internet. There are several drone-broadcasting apps available, but Drone Scanner got good reviews. In addition, it is available for both iPhone or android phones.

I mounted the remote ID module on top of my DJI Phantom 3 drone (although I could have mounted it in or on any of the planes that I have registered with the FAA) and turned it on using the switch on the side of the module. The module has

two lights – one that was yellow, and one that started out red but switched to green when it was broadcasting.

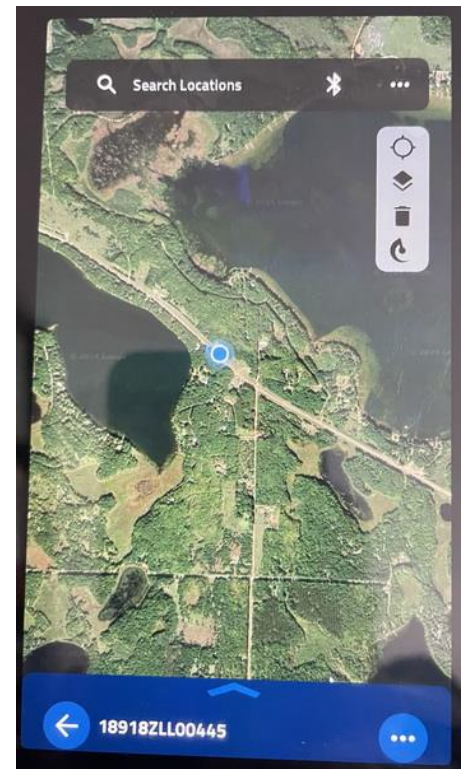


I then opened Drone Scanner. Two pages appeared. The first page (see below) had the serial number of the module that it was detecting listed on the top of the page. I then had to click a box indicating that the module detected was mine. (The module will detect any remote ID



The detection-info screen from Drone Scanner.

that is broadcasting and is near enough to be picked up, so the one with the strongest signal would not necessarily be mine.) Since mine was the only one broadcasting, the serial number was mine. I assume if Drone Scanner detects more than one, there will be separate pages for each.



The location map for the remote ID being detected.

Drone Scanner also has a second page that appears to be an aerial map that might be from Google Earth. At the bottom of the map, the remote ID serial number is displayed. On that map is a blue dot that represents the drone that has the remote ID module that is being detected. (See the photo above.) As the drone flies, the blue dot moves over the map continually showing its location. I assume that if Drone Scanner picks up multiple remote ID broadcasts, each would have its own info page and map page.

Continued On Page 4 , Col. 3

**AWN**  
(Assistant Wing Nut)  
by Chris O'Connor



Spring is officially here which means we will be out at the field flying soon, although I know some of you have already been flying all winter.

One of the topics I thought I'd bring up is on the use of batteries in our models. Many of you are using lipos with the electrics running thru a speed controller and a bec -- battery eliminator circuit, which also powers the Rx and servos. What I wanted to bring up was our standard setup of Rx, servos, a switch, and a battery usually nicads or nickel metal hydrides. These have been around for years. A much better alternative to these is A123 batteries. Lithium Nano phosphate, not the flat wafer pack called Life batteries. A123 packs are 2-cylinder shaped cells similar to a C-cell alkaline battery.

The disadvantage to nicads or nimh is the memory effect of the cells and especially nimh with very high internal resistance. That means as the demand for power is increased by the load on servos the voltage can drop very fast potentially putting your Rx into a brownout condition. If Rx voltage drops to around 3.5 volts the Rx will lose signal to the Tx, a condition called brownout. One of the things we learned from switching to 2.4 frequency is the Rx is more susceptible to low voltage. So NEVER use a 4.8-volt battery pack, always use a 6-volt battery pack.

A123 packs have very low internal resistance so their voltage stays at 6.6 volts. A fully charged A123 is 7.2 volts for a few minutes then it drops to an almost flat line discharge amount of 6.6 volts until the end then it drops fast. I guess that's the downside to A123s. The solution for that is to start with a fully-charged pack and monitor your pack by flying a normal flight or two and then recharging the pack back to full and noting the amount of mah (milliamp hours) you put back into your battery. If you put 550 mah back after 2 flights, then each flight is about 225 mah. So, with a 2,500 mah A123 pack you can fly about 8 flights safely before recharging. Make sure you have a charger that can charge A123 batteries, which on the charger will not say A123, but Life. Not Lipo, or nicad, or nimh. A disadvantage to the flat Life packs is they are susceptible to vibration. The wafers inside are thin. These packs look like Lipo packs.

A very good website to get info on batteries is Hangtime Hobbies. Their brand is called NoBS batteries. The two places I would recommend to get genuine A123 packs are Hangtime Hobbies, or Electro Dynamics. Both are excellent.

If you have any questions feel free to talk to me anytime.

Enjoy your spring flying!



## Remote ID Broadcast Module

Continued From Page 3

I was very impressed with the Zing Z-RID Lite Remote ID Module. It appears to be of high quality, well-engineered, a good value, and best of all satisfies the FAA requirement that my R/C aircraft operate with remote ID broadcasting when I fly. Back in September when the FAA remote ID broadcaster requirement was supposed to go into effect, I didn't have a clue how I was going to be able to comply with that regulation. The Zing Z-RID Lite module is making it happen very easily for me.

Once the avalanche of snow that was dumped on Minnesota and Wisconsin this week is gone, I will get my DJI Phantom 3 up in the air and test both the remote ID and the Drone Scanner app. Hopefully they will perform well. ☺

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# 2024 Spring Float Fly Temporary FRIA Status Update

by Tim Wirtz and Jim Cook

Both of TCRC's flying sites – the Jordan Field and the Scott County Fairgrounds have been granted FRIA (FAA-Recognized Identification Area) status. However, TCRC events held at sites other than those two fields did not have FRIA status. The two most notable events in that category are the Spring and Fall Float Flies held at Bush Lake Park in Bloomington. Without FRIA status, pilots flying R/C aircraft would be required to have remote ID broadcasting devices on the airplanes that took to the air at those events. A single remote ID module costs between \$85 and \$350 and would be considerably expensive for the pilots.

Tim Wirtz has a temporary FRIA (FAA-Recognized Identification Area) Site application in process for the Spring Float Fly. Once that temporary status is complete, AMA pilots will NOT have to have remote ID broadcasting modules on/in their aircraft.

The AMA makes it sound easy to get a temporary FRIA site by sanctioning an event. In theory, yes. In practice, not quite so. The reality is that it requires 3 things to be done:

1. Fill out and submit an Event Sanction form and Site Insurance Form.

2. Fill out and submit a Low Airspace Authorization Request Form (submitted to FAA through AMA because of our proximity to Flying Cloud Airport).

3. Complete a NOTAM on the FAA website within seven days of the event and submit the number to AMA.

Tim says the first two have been completed. Number 1 has been approved and returned to him. He will complete #3 the week before the Float Fly. He did need to make a special request to the AMA to ask them NOT to publicize the Float Fly per our agreement with the City of Bloomington. Normally, all sanctioned events are publicized in both *Model Aviation* print and online versions. They agreed to the request.

Though the process is much more involved than it used to be, it is probably best that we are following it properly and keeping all parties involved happy.

So, once all the steps have been completed, hopefully temporary FRIA status will be given and pilots at the Spring Float Fly will not need to have remote ID modules on the float planes that they fly.

However, that is only status for that event on that date. Future float flies at Bush Lake Park will need approval each time as an AMA-sanctioned event, approval as a temporary FRIA, must obtain airspace authorization due to the proximity of Flying Cloud Airport, and show proof of insurance. All of these requirements take time for the approvals, so planning for each must be done well in advance.

Thanks again to Tim Wirtz for obtaining this status, and thanks to Steve Meyer, the float fly chairman, who will have to work closely with Tim for each float fly. ☺

## Minnesota River Report

With the late March snowstorm Minnesota experienced this year, we are all questioning whether this will cause flooding of the Minnesota River and the TCRC Jordan Flying Site.

Prior to the big March snowstorm, predictions were all fairly certain that the Minnesota River would not flood this spring. Since the storm, none of the agencies have made a prediction yet as to what the snowstorm's effect will be on the River. Most predictions have been made prior to March 14<sup>th</sup>.

In looking at the National Weather Service's NOAA site for the Minnesota River, it has risen from a very low 5.4-feet on March 23<sup>rd</sup> to 8.3-feet on March 29<sup>th</sup>. That is not a rapid rise, and still far below the 18-feet when the River starts to come onto the TCRC field.

Hopefully the melt of this snow and the advent of April rainfalls will be timed such that TCRC will not experience flooding this spring at the field. ☺



## FAA Approves Fairgrounds As A FRIA

Tim Wirtz has been working diligently with the AMA to get FAA approval status for TCRC's auxiliary flying site at the Scott County Fairgrounds as a FRIA (FAA-Approved Identification Area).

He obtained FAA approval of TCRC's Jordan Flying Site many months ago but ran into some red tape on the Fairgrounds site. The biggest obstacle appeared to be that the FAA seemed to think that fair activities would be occurring at the same time.

Tim was notified by the AMA in an email on March 12<sup>th</sup> that the FAA finally did approve the Scott County Fairgrounds Flying Site as a FRIA.

On March 16<sup>th</sup> of this year the requirement that all UAS's (Uncrewed Aircraft Systems) flying must be equipped with a remote ID broadcasting device went into effect. The FAA recognized the many AMA-sanctioned flying clubs that existed however, and if those clubs applied to and met certain FAA requirements, then their flying sites would be recognized as FAA-Approved Identification Areas (FRIA's) and would be exempt from the remote ID requirement.

A big thank you to Tim for his hard work in obtaining this important status for both of TCRC's flying sites. ☺

## Conrad Naegele 45-Year TCRC Member

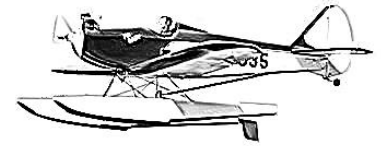


Scott Anderson is the TCRC Club Historian and one of his many duties is to track years-of-membership of all of the many members in the club.

Members receive a patch for each five years they are in the club, and Scott usually presents these patches at the Annual Banquet in November. TCRC has been in existence since 1957, and some of the award patches get to be pretty big.

One such big award was due Conrad Naegele who has been a member of TCRC for 45 years. Conrad missed the banquet this year, but Scott caught up with him in March at the Bald Eagles breakfast which is held every Wednesday morning at Perkins Restaurant in Bloomington.

Congratulations to Conrad for being such a great member of TCRC. And thanks to Scott for maintaining the records and for making the presentation. ☺



## TCRC Spring Float Fly May 18<sup>th</sup>

by Steve Meyer

Time to get your feet wet. TCRC's annual Spring Float Fly will again be held at Bush Lake Park in Bloomington on Saturday, May 18.

This event is open to any pilot with a valid 2024 AMA membership card.

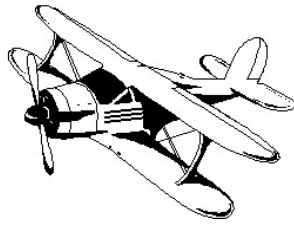
As of March 16, the FAA requirement that all R/C aircraft in the air must be registered with the FAA and have a remote ID module broadcasting onboard, unless they are flying at a FRIA (FAA-Recognized Identification Area). TCRC has applied for temporary FRIA status for the Spring Float Fly and anticipates that all requirements for that status will be met prior to the event.

Start time for the Spring Float Fly on May 18<sup>th</sup> is 10:00 AM or as soon as we get the retrieval boat in the water. The CD for the event is Steve Meyer.

If it's too windy or raining, we will cancel the event.

Get the floats out and onto a plane or two and be at Bush Lake beach on May 18<sup>th</sup>. ☺

# Show & Tell



Only one plane at the March 12<sup>th</sup> membership meeting, but it was pretty nice looking, but it had a long journey to get to that state.



Sherwood Heggen has a well-known reputation for restoring or resurrecting seemingly lost causes in the form of discarded aircraft. His plane at the March meeting just reinforced that reputation.

He had a Great Planes PT-40 that he purchased from the bargain table for \$10 at TCRC's Annual Auction this past February. Sherwood said "It was in tough shape with repaired tail damage, oil soaked, bad landing gear, both wing panels had wash-in built into them, and many building and crash issues." The plane was stripped of covering. A whole new tail section was built and scarfed onto the aft end of the model. New wood motor mounts were installed to replace the ones that were poorly made. Oil soak was treated with acetone and clean penetrating epoxy and top-coated with Poly Tak. The plane was then recovered with white Ultrakote and grimed with orange Ultrakote and blue Poly Tone paint.

After all of this work, the plane weighed in at 5-1/2-pounds. He added an OS 2-stroke 35 engine for power.

Sherwood had the maiden flight on March 11<sup>th</sup> at the field. On that day it was 68 degrees out with a light wind from the south. He said the maiden flight went well, and that it was a nice plane for scooting around the sky with. 😊



Another shot of Sherwood's PT-40 after its maiden flight. (Photo by Sherwood Heggen)

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# Nieuport-Delage 37

by Conrad Naegele

The March Mystery Plane was the French Nieuport-Delage 37.



Flown for the first time in April 1923, but previously displayed statically in December 1922, the Ni-37 single-seat fighter utilized a modification of the innovative design concept of the Nieuport 31.

It was fundamentally a shoulder-wing monoplane with a small foreplane braced beneath the forward fuselage and enclosing the mainwheel axle and shock absorbers. Entirely of wooden construction with a monocoque fuselage, the Ni-D 37 was powered by a 300 horsepower Hispano-Siza engine with a Rateau turbo-supercharger.

For optimum view from the cockpit, the pilot was situated immediately aft of and above the engine on which the rudder pedals were placed, and the leading-edge wing roots were cut back to provide a measure of downward vision.

Estimated performance included a maximum speed of 155 mph at 22,966-feet but this was never attained during flight trials, the Ni-D 37 proving too heavy by comparison with more orthodox competitors. Furthermore, lack of the necessary heat-resistant alloys resulted in problems with the turbo-supercharger and further development of both aircraft and turbo-supercharger was discontinued.

The Nieuport-Delage 37 had a wingspan of 38-feet 8-1/2-inches and a weight of 3,153 pounds. For armament it carried two 7.7 cal. machine guns. ☺

# Jordan Field Clean-Up May 4<sup>th</sup>

Field Clean-Up at the TCRC Jordan Flying Site has been scheduled for Saturday, May 4<sup>th</sup>. The club is planning that the field will not be flooded on that date. However, no projection has been made for the Minnesota River level since the big snowstorm that occurred over all of Minnesota the week of March 25<sup>th</sup>. We are hopeful that because of the low current level of the River, flooding will not occur.

The club is planning lots of projects to get done that day:

- Shingle The Shelter Roof
- Add Rafter Supports
- Add A Shelf To The Container
- Replace The Spectator Fence
- Service Our Equipment
- General Clean-Up

Start time will probably be 9:00 AM. With all of the projects scheduled we will need a good turnout of manpower. Bring your tools and some extra energy, and maybe a plane or two. With all of the work to be done we are not sure there will be time to fly afterward, but it is always good to be prepared.

See you Saturday, May 4<sup>th</sup> at the Jordan Field. ☺



 An official website of the United States government

 United States Department of Transportation



**Federal Aviation  
Administration**  
FAADroneZone

# Using FAADroneZone

by Jim Cook

Now that the FAA has become such a big factor in the flying of R/C airplanes, each of us should become familiar in the use of their special website, [faadronezone-access.faa.gov](https://faadronezone-access.faa.gov).

TCRC's webmaster, Tom Hall, has put a link to FAADroneZone on [TCRCOnline.com](https://TCRCOnline.com) for members to easily access the site.

Since all of us are required by the FAA to have our registration number on every aircraft we fly, it is assumed all of our members who fly are registered. If not, on the first page that opens at FAADroneZone, just click on the blue box "Create Account" and follow the steps to register. It will cost you \$5 and your registration will be good for three years.

If you are registered, at "Account Login" enter your email address and password.

On the next page that pops up, after you agree to their terms about privacy, click on "Launch Drone Owners and Pilots Dashboard".

That will take you to your personal Recreational Flyer Dashboard. Your name,

registration number and registration expiration date will be displayed.

Click on "Manage Device Inventory" and that will bring you to your list of planes you have registered. To register a new plane, just click on "Add Device", and fill in the information on the form that comes up.

Let us assume that you sold an airplane at the TCRC Annual Auction in February that you had previously registered at FAADroneZone, and now you want to remove it. That is easily done.

Find the plane in your listed inventory, and click on the three dots that are on the right side of the nickname line. When you do that, a box will give you three choices: Cancel, Edit or Details. Click "Cancel". You will then be asked the reason you are cancelling that plane and given a list of reasons to choose from. Select the proper reason. Then you must check the box to confirm. Then you will again be asked to "Confirm Cancellation". Once you do that, that plane will be cancelled. However, it will still show up in your inventory, but its "Status" will now be listed as "Cancelled" instead of "Active".

The FAA Hs obviously put a lot of time and planning into FAADroneZone, and they have made it pretty easy for R/C pilots to use the site.

To a lot of us, this might seem like red tape and just more government control, but the fact is that if we are going to fly R/C airplanes, it is very necessary that we follow these requirements. ☺

## New Member

Tim Johnson became TCRC's newest member at the March 12<sup>th</sup> meeting.

Tim lives at 3048 Fairway Drive in Chaska, 55318. His phone number is 612-716-6790 and his email is [time61johnson@gmail.com](mailto:time61johnson@gmail.com). He is relatively new to the hobby and is currently flying an E-Flite Turbo Timber Evolution.

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

With Tim's membership it brings the club to 97 members at this time. ☺

## Show & Tell Data Form

Bringing a plane to the TCRC meeting for Show & Tell?

If you are, be sure to go to the club website [TCRCOnline.com](https://TCRCOnline.com) and print out a blank Show & Tell Data Form. Fill this out and make sure it gets to the newsletter editor, Jim Cook so that the correct information shows up about your new airplane in the newsletter.

Also, if Jim is not at the meeting, make sure someone takes a picture of your new masterpiece and emails the picture to Jim also. If he is not at the meeting, you can have someone take a picture of the completed form and email that picture to him also. ☺

**THE TCRC FLARE OUT  
Monthly Newsletter**



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**TCRC Flare Out**

**Editor** James R. Cook 952-200-2030  
**Publishers:** Tom Hall 515-664-7674

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

**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.**



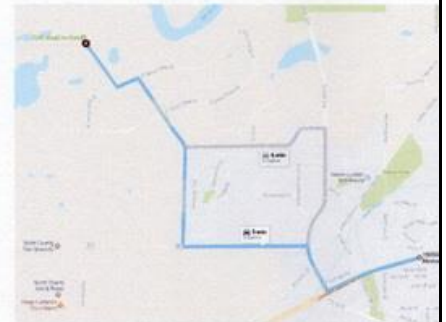
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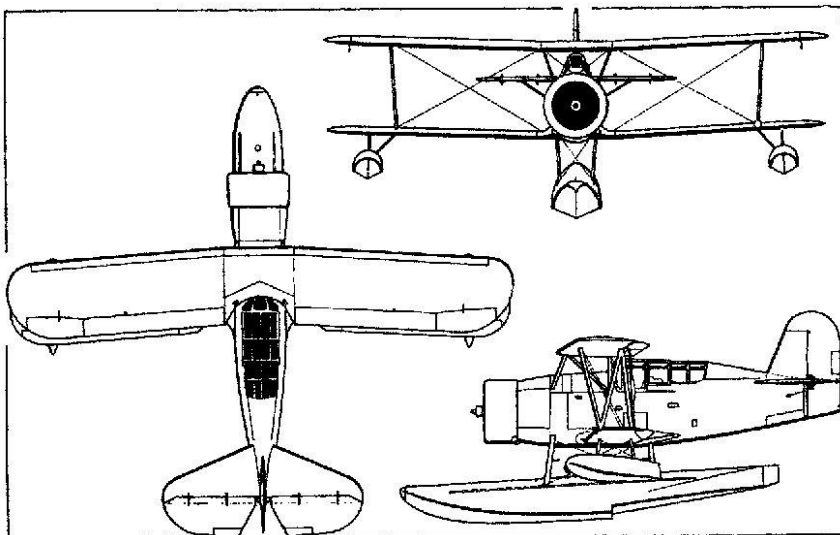
## A Flash From The Past



Brian Crossley supplied this photo from TCRC in the 1980's. The photo was taken at the first Jordan field that TCRC owned. This field was located to the east of our current Jordan field east of County Road 9. TCRC sold that field to the Fish and Wildlife Service around 1989 and purchased our current site.

The photo was taken at a TCRC Pattern Contest in the early 1980's. Brian is pictured in the middle with Larry Schlicting on the left and his father Jerry Schlicting on the right. Both Schlictings were long-time TCRC members. Larry was tragically killed in an airplane crash a few years ago. ☺

## April Mystery Plane



## Always Wear An Orange Vest To Retrieve A Plane

Big Game Hunting season is over in Minnesota, but there are still small game seasons like crow and turkey in March and April. It is a club requirement to wear an orange vest if you go into the woods.

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! Wear an orange vest anytime you have to retrieve an airplane. ☺

## Bulk Glow Fuel Available

It was reported at the January membership meeting that Jeff Tolzmann and Dave Erickson were going to order some bulk glow fuel and will make it available to TCRC members.

15% Nitro will be \$19/gallon and 20% Nitro will be \$24/gallon. It would be helpful if you would supply your own gallon bottle, but if you do not have one they may have some.

For more information contact either Jeff Tolzmann or Dave Erickson via phone or email, or by seeing them at a meeting. ☺

# TCRC 2024 Dues Renewal Statement

By Tim Wirtz

Your 2024 TCRC club renewal is now due. All current members should have received an email 2024 Dues Renewal Statement directly from treasurer Tim Wirtz. Before your renewal application can be processed by TCRC, your 2024 AMA Membership must be current. A 2024 Membership Card will not be issued until the AMA website shows your AMA status as current. Your 2024 AMA Membership status will be verified using an AMA website application. There is no need to submit a paper copy of your AMA Membership status with this application.

To serve the TCRC membership, the Board requires a signature of each pilot confirming their intent to abide by the Field Rules that are posted on the TCRC Website ([http://www.tcrconline.com/documents/field\\_rules.htm](http://www.tcrconline.com/documents/field_rules.htm)) and in the shelter at the main field. **Your payment of your yearly dues constitutes your acknowledgment that you intend to abide by the Field Rules**

TCRC Membership types are as follows:

- Regular** Those 19 years or over as of July 1, 2024
- Family** Regular member plus all son(s)/daughter(s). Pilots under 19 years of July 1, 2024, must have a current 2024 AMA Membership
- Junior** Those under 19 years as of July 1, 2024 (who are not part of a Family Membership)
- Social Affiliate** An affiliate of TCRC with no flying privileges (*does not require AMA Membership*)

The 2024 Membership dues are listed below. Early Renewal applications must be post-marked or received electronically by 15 January 2024. **Receipt of payment is proof of renewal. NO NEED TO PRINT AND SEND THIS FORM**

	Renewal
<b>Regular Membership</b>	<b>\$105.00</b>
<b>Family Membership</b>	<b>\$105.00</b>
<b>Junior Membership</b>	<b>\$ 47.50</b>
<b>Social Affiliate</b>	<b>\$ 35.00</b>

If you had a Family Membership in 2024, your family membership will automatically be renewed as such with the family members on file. If there are additional family members that need to be added, please email [treasurer@tcrconline.com](mailto:treasurer@tcrconline.com).

Cash, Check, PayPal and Credit Card are accepted forms of Payment. **If paying via PayPal or Credit Card, a \$3.00 convenience fee will be added.**

If paying by PayPal, use the following links(the \$3.00 Convenience Fee is automatically added):

**Renewal Site:**

– [www.PayPal.Me/TCRCTreasurer/108](http://www.PayPal.Me/TCRCTreasurer/108)

If paying by Credit Card, please call Tim Wirtz at 952-297-5226

Mail your check payment to (do not send cash):

Tim Wirtz  
1511 Emerson Ave N  
Minneapolis, MN 55411

Renew your TCRC membership dues today. 😊

## 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 he/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



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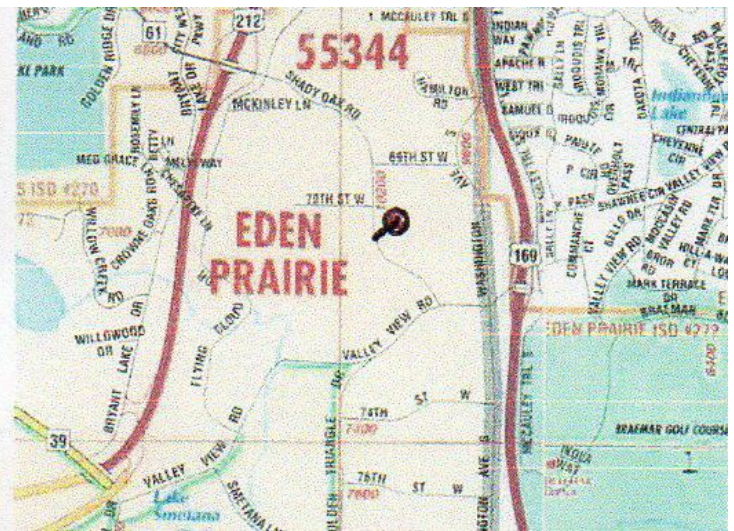
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