



August

Minneapolis, Minnesota U.S.A.

2017

Lots Of Neat Planes At Wings Over Jordan

by Tim Wirtz

The 3rd annual Wings Over Jordan began on [Saturday](#) morning with beautiful light breezes out of the southwest. By 9:00 am, it was already hot and would only get hotter as the day went on, so the breeze was most welcome.

At first, the crowd was a bit sparse but soon grew to about 40 pilots and 15-20 spectators. There were close to 75 planes in the pits, including a set of 3 Pitts planes, in UMX, .60 size and 1/3rd scale, all in the exact same color scheme – the Beast. They made for a neat display and some great flying by their pilot, Glen Hagfors.



There were so many neat planes at Wings Over Jordan that they overflowed the pits. (Photo by Bob Breisemeister)

The swap meet saw many sales, though the big Stinson brought by the couple from Detroit Lakes went home with them. It was a beautiful

build and had a lot of lookers to be sure. Paul Theis bought a 4-Star 40 with a 4-stroke in it on [Saturday](#) at the swap meet and flew it that same day after running in the motor. Dick Voeltz, Tim Wirtz and his nephew - and one of the two newest members of the club - Tristan Wirtz, provided hamburgers, bratwursts, and hot dogs for lunch at the Flare Out Cafe as well as free waters for everyone. With the temperatures hovering around 90 degrees in the shade, the last thing we wanted was anyone suffering heat related illnesses. Things wound down about 4:00 [Saturday](#) afternoon and there were no campers.

[Sunday](#) morning, the concessions crew was out again and had the pancake griddle going and sausages cooking on the grill. There was no coffee and that was a miss by the concessions planner. He'll make sure to have some next time. Dick V and Tristan W were present to help with concessions again and the second newest member of the club - Tim's stepson Cullen Dwyer - helped too. There were around 10 people there for breakfast and no one starved.

The crowd was smaller on [Sunday](#), with only about 20 people in attendance. Bob Glass brought Mr. Big Stuff, Dave Andersen brought

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A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members,

Summer is flying by but there is still a lot of time left to fly this year. We held our second meeting at the field on July 12th with about 35 members in attendance. The weather was good for flying with lighter winds than in June. The August membership meeting will again be held at the field on the 8th, weather permitting.

Wings over Jordan was held on July 15th and 16th. The weather was great for flying both days just a little warm. We had around 36 registered pilots some of which flew both days. There were a few pilots that joined us from other clubs, the furthest was Detroit Lakes. I need to thank Jeff Tolzmann and Dave Erickson for helping me with the mowing, the field looked great! I also want to give a big thanks to Tim Wirtz for taking the lead with the TCRC Café. Over all it was a great event.

The debate over the mower deck on the tractor is over. If you haven't heard the gear box went out after 13 years. Doug Elyea and I talked about purchasing a pull-behind mower and it was discussed at the membership meeting. There was a new one on Craig's List that would fit our needs so the board voted and we purchased it that evening. Doug picked it up and made the adjustments to fit our tractor. I haven't had the opportunity to use it but the reviews from the members who have are positive. If you need instruction on the use of the equipment or to sign up to mow please contact Corey Kaderlik.

I have been in contact with A to Z Asphalt on making the repairs and completing the work on the runways. I hope to meet with them in the next week and hopefully get the work done soon.

If you bring your dog down to the field it needs to be on a leash and not running loose on the runway when you are flying. It's in the club rules and it is also just common sense, like not cutting trees down.

There are a couple of flying events coming up in August. The first is the Wisconsin Fun Fly in Rice Lake. This includes a float fly on Friday the 4th and regular flying on Saturday and Sunday. Contact Jim Cook for details. The second is the Model Aviation Day (MAD) on the 26th. This event is our way of building the hobby by inviting people out to the field,

letting them try flying on simulators, and maybe try flying with a buddy box. We need simulators, trainer planes with buddy boxes and planes for a static display. There will be concessions at the TCRC Café. The plan is to have the Piston Poppers Control Line Club come and put on a show. Bring your friends or just come and fly. For more information contact Doug Elyea.

The SMMAC Military Fly In is on August 11th and 12th in Owatonna MN. This a nice way to see some of your favorite giant-scale warbirds fly. Remember to bring a chair, sunscreen, water and come out and enjoy seeing some beautiful warbirds fly.

There will be a raffle at the August 8th meeting, but I have not had a chance to pick up a plane yet. I will have one in time for the meeting.

See you at the meeting

J

18302

18304

If someone was 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: 18302 or 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.

J

Wings Over Jordan

Continued From Page 1

his big Japanese WWII Mitsubishi 'Babs' and Pete Stapleton brought out his Ercoupe. The winds blew lighter than Saturday but they were rather fickle in consistency, constantly changing the direction of the windsock. The swap meet continued and more things sold. Rick Smith even came down with a few planes to sell before he moves to Florida.

Things wrapped up around 2:30 when most of the people packed up their stuff. In summary, the 3rd annual Wings Over Jordan weekend was a big success. J

Membership Chair Needed

TCRC needs a volunteer to become the club membership chairman.

The chair would be responsible for collecting the new member form when a new pilot joins the club, verify AMA membership, issue membership badges, update the club roster, among other duties. The process to do this is very well organized and easily done.

If you are interested in becoming more involved in the operation of TCRC, and becoming the membership chairman, let a board member know, J

It Wasn't Just 'Wings Over Jordan', It Was Beautiful Wings Over Jordan



Dave Andersen's Mitsubishi 'Babs' cruises over the TCRC Jordan field runways on a great flying day. (Photo by Bob Breisemeister)

The Flare Out Café Served Up Savory Pancakes For Breakfast On Sunday Morning



Dick Voeltz, Tristan Wirtz and Cullen Dwyer kept everyone well fed at Wings Over Jordan. (Photo by Bob Breisemeister)

Pictures From TCRC's Wings Over Jordan 2017



Glen Hagfors' 'The Beast' soars over the runways on Saturday at TCRC's Wings Over Jordan. This was just one of 3 'Beasts' that Glen had on hand.



TCRC member Bob Glass readied Mr. Big Stuff for another Minion parachute drop over the runways at Jordan.



Wings Over Jordan was not without a crash or two. Here Jeff Tolzmann returns from the bush with his plane. Note the blaze vests.



The swap meet at Wings Over Jordan was a great success with some neat planes and accessories changing hands.



A view of the pits and shelter from the runways at TCRC Jordan field shows how many planes and people were present at Wings Over Jordan.



Both days of Wings Over Jordan were bright sunny days, and it was pretty important to either find shade or make your own.

Photos by Bob Breisemeister

July ‘Meeting At The Field’ Has Large Attendance

by Jim Cook

TCRC held its second ‘meeting at the field’ for the year on July 11th, and the weather was fantastic.



The dinner bell got the pilots out of the pits and into the shelter for brats and hotdogs. (Photo by Jim Cook)

The temperature was nice, the sun was bright, the wind was almost non-existent, and the Jordan field looked fantastic for the monthly field meeting. A few pilots were flying in the early afternoon but the bulk of the group arrived around 5:00 PM. President Bob got the grill going and promptly at 5:30 dinner was announced and everyone settled in for some



The 7:00 PM business meeting was quick so the pilots could get back to flying. (Photo by Jim Cook)

great fare of brats, hotdogs, potato salad and chips, not to mention some always interesting airplane talk.

The grass was freshly mowed and the pits and runways were dry and clean. The parking lot was packed with cars and there were a lot of planes in the pits.

The officers kept the business portion of the meeting brief so that the nice sunshine and low wind were available for flights for the remainder of the day.

The members were reminded about the upcoming Wings Over Jordan slated for later in the month. TCRC is hoping to make this a bigger event this year with camping that evening, a pancake breakfast in the morning, and a swap meet.

Everyone was also reminded that Model Aviation Day (MAD) is coming on August 26th and members were needed for all aspects of that event.

See page 6 of this newsletter for more pictures from the July meeting at the field.

The next ‘meeting at the field’ is scheduled for August 8th, and it is anticipated that they day will also have beautiful weather. **J**

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.

Pictures From TCRC's July Meeting At The Field



Chris O'Connor and son Nathan enjoyed the weather and had their electric warbirds out for a few flights at the July meeting at the field.



A bright, beautiful sunset and virtually no wind were a great way to bring to an end the July meeting at the field.



Larry Couture had his newest R/C equipment at the meeting. This was a remote engine starter for his giant stick. It was pretty slick!



The flight line at the meeting at the field was not crowded, but it was busy for almost all of the evening as planes soared over Jordan.



Nobody had to be called a second time to 'come and get it' at the meeting at the field. President Bob had the grill going and the brats and hotdogs tasted great.



John Dietz and Jon Perry gave Conrad Naegele some helpful tips on checking out his electric equipment for his next flights.



Registration Requirement Likely To Be Reintroduced

by Chad Budreau
AMA Public Affairs &
Government Affairs Director

(Reprinted from Model Aviation magazine, August, 2017)

On May 19, 2017, the U.S. District Court struck down the FAA's registration requirement for recreational model aircraft. As such, you are no longer required by law to register or label your aircraft with the FAA.

Although some hobbyists were quick to remove their FAA registration labels, AMA members should recognize that this is a fluid situation. This approach to resolve registration through the courts will most likely be short-lived and is creating unintended consequences.

As a result of the District Court ruling, Congress is drafting language to re-implement registration by removing some of the protections in the Special Rule for Model Aircraft (Section 336). By the time you read this article, it is possible that a bill to transfer more authority over our hobby to the FAA and to reintroduce registration might be public or ready for a vote.

It is important to understand what exactly the Special Rule for Model Aircraft is. In 2010, the AMA worked feverishly with Congress to protect hobbyists from unnecessary regulations. The Special Rule allows hobbyists to follow the programming and operate within community-based organizations (CBOs) such as the AMA. By no means is Section 336 intended to give hobbyists a free pass; rather Congress' intent with the Special Rule was to allow for private-public partnerships to manage a community of model aviation hobbyists.

We believe the CBO model – when properly executed – works better than a federally mandated program to manage the recreational community. The registration issue is merely one example of how a CBO is more nimble and effective.

Although the FAA only recently began requiring registration, for many years, AMA members have been required to register with our organization and include an identifying number on all of their aircraft. AMA membership also includes more robust education requirements than what the FAA included with its registration rule. AMA was ahead of the curve on registration.

We will continue to engage Congress, the FAA, and other stakeholders to address registration. I encourage you to visit www.modelaviation.com/gov and check social media and your emails for the latest news and information about registration.

In addition to efforts in Congress to remove protections in

Section 336, Congress is considering a piece of legislation known as the Drone Federalism Act of 2017. This bill would give state and local governments some authority to restrict drone and model aircraft flights below 200 feet. If enacted, this proposal could also make life more complicated for our members, leading to a patchwork of confusing and restrictive state and local laws. We take this proposal seriously and are actively working to counter it.

AMA is also meeting directly with members of Congress and their staffs to express our concerns about the pending federal legislation. Our hope is that Congress will table the bill and defer to the consensus recommendations of model aviation and drone industry stakeholders who have been working collaboratively for some time on this issue.

AMA, along with 13 other organizations, also sent a letter to members of Congress urging them not to pass legislation relating to the governance of the national airspace until the FAA's Drone Advisory Committee (DAC) has reached consensus recommendations on the proper role of state and local governments. AMA is a member of the DAC and an integral part of this collaborative effort to provide guidance to the federal government on state and local authority. You can read the letter at www.modelaircraft.org/gov.

This will be an active summer in Congress. There is the possibility that we might need your help to weigh in with your members of Congress. **Q**

Safety At The Field

By Larry Couture



Well here it is the end of July, 2017 and the weather is great and the field is NOT FLOODED. It still is a little damp in the outlying areas but it is very flyable so let's see everyone out at the Jordan field flying and having fun.

All the property out in the trees in any direction is not club land and if planes are lost in those areas we have permission to go out and find them but it does not give any club member the right to cut down a tree to get a plane. If this would be needed to get the plane we would have to get permission from that owner to cut the tree down and clean it up. Normally climbing the tree and shaking it or waiting for the wind to shake it down is the method that should be used. If anyone wants info on what the club owns please contact me or any of the board members. But also remember, even if the tree is on our land, you are not to cut down a tree to retrieve a plane.

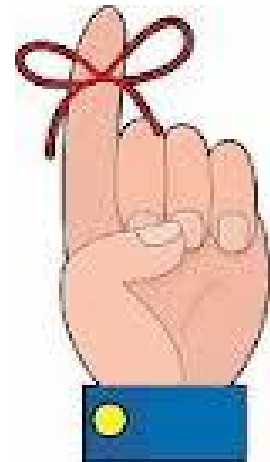
I hear the new mower deck works great and the field is mowed and in great shape. I have been out flying this last week and it seems that we could sure see more use of the field. The weather has been on the hot side so be sure to bring water and keep hydrated.

When you fly try to keep the rubber side down and any landing that you can fly the plane again is great but not always graceful. (Quit messing with the plane after approach. Simply set up and just watch it land.)

This is a quote from my teacher and sometimes I do it. (You may like if you try it, it does work.) J

Safety Always Comes First!

Don't



Forget!

The TCRC Membership meeting on August 8th will be held at the TCRC Model Air Park in Jordan, weather and water per-mitting.

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 dinner on the club and then attending the membership meeting.

The meeting September 12th is also scheduled for the Jordan field.

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



FREE! Scale Plan Downloads
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 Grumman Lynx, Howard Pete
 Kawasaki Ki-45, Lavochkin La-7
 Mitsubishi -"Babs"

MNBigBirds.com

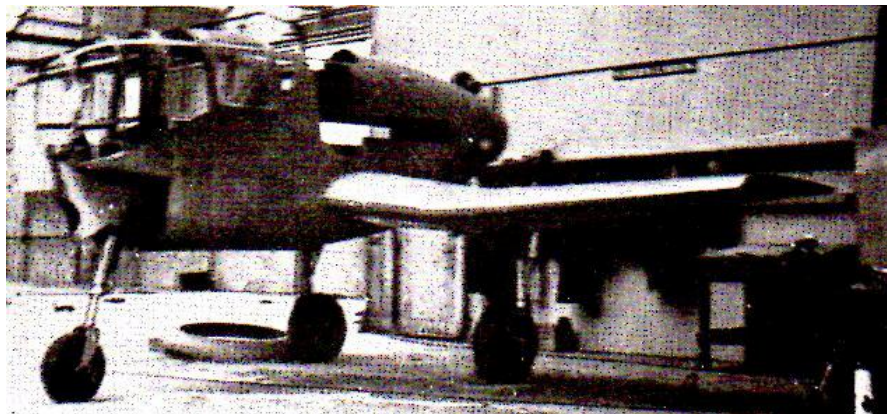
Add'l Extras:
 - In Flight Videos
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De Schelde S-21

by Conrad Naegele

The July Mystery Plane was the De Schelde S-21.



attached. It did have a German engine, a DB 600 G driving a 3-blade prop, which was jettisonable. The necessary cooling radiator was split, on each side of the nose wheel. It was to be heavily armed, one Madsen 23 mm cannon firing forward and one to the rear, through the prop hub. No mention how it was to be aimed. The wing had auto slats. Odd, it had a 12-inch diameter airspeed indicator.

The S-21 had a Daimler Benz 12-cylinder liquid-cooled engine developing 1,085 horsepower. It had a wingspan of 29-1/2 feet, a gross weight of 5,510 pounds and an estimated speed of 367 mph. J



The De Schelde single-seat fighter was never flown, but is worth a look-see at. During the war years it was widely believed to be a new German fighter, the Focke-Wulf FW 198. In fact, that was never the case, as it was designed and built in the Netherlands, and had nothing to do with Germany!

The sole prototype was discovered by the Germans when they occupied the De Schelde factory. It was then transported to the Focke-Wulf factory in Germany, where it was tested to destruction.

Extremely unconventional, it was to be an interceptor. Of all-metal construction, it had a reverse gullwing, to which the booms were

THE TCRC FLARE OUT Monthly Newsletter



TWIN CITY RADIO CONTROLLERS INC.

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Vice President	Brian Johnson 763-744-6379
Secretary	Ken Weddell 952-500-3446
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>

Admiral Nimitz: Three Mistakes Japan Made At Pearl Harbor

by Brian Eiland

An interesting story about the insight Admiral Nimitz had into the "Mistakes" the Japanese made when they bombed Pearl Harbor.

Tour boats ferry people out to the USS Arizona Memorial in Hawaii every thirty minutes. We just missed a ferry and had to wait thirty minutes. I went into a small gift shop to kill time. In the gift shop, I purchased a small book entitled, "Reflections on Pearl Harbor" by Admiral Chester Nimitz. Sunday, December 7th, 1941.

Admiral Chester Nimitz was attending a concert in Washington, DC. He was paged and told there was a phone call for him. When he answered the phone, it was President Franklin Delano Roosevelt on the phone. He told Admiral Nimitz that he (Nimitz) would now be the Commander of the Pacific Fleet.

Admiral Nimitz flew to Hawaii to assume command of the Pacific Fleet. He landed at Pearl Harbor on Christmas Eve, 1941. There was such a spirit of despair, dejection and defeat -- you would have thought the Japanese had already won the war.

On Christmas Day, 1941, Adm. Nimitz was given a boat tour of the

destruction wrought on Pearl Harbor by the Japanese. Big sunken battleships and Navy vessels cluttered the waters everywhere you looked. As the tour boat returned to dock, the young helmsman of the boat asked, "Well Admiral, what do you think after seeing all this destruction?" Admiral Nimitz's reply shocked everyone within the sound of his voice. Admiral Nimitz said, "The Japanese made three of the biggest mistakes an attack force could ever make, or God was taking care of America. Which do you think it was?"

Shocked and surprised, the young helmsman asked, "What do you mean by saying the Japanese made the three biggest mistakes an attack force ever made?"

Nimitz explained: **Mistake number one:** The Japanese attacked on Sunday morning. Nine out of every ten crewmen of those ships were ashore on leave. If those same ships had been lured to sea and been sunk--we would have lost 38,000 men instead of 3,800.

Mistake number two: When the Japanese saw all those battleships lined in a row, they got so carried away sinking those battleships, they never once bombed our dry docks opposite those ships. If they had destroyed our dry docks, we would have had to tow every one of those ships to America to be repaired. As it is now, the ships are in shallow water and can be raised. One tug can pull them over to the dry docks, and we can have them repaired and at sea by the time we could have towed them to America. And I already have crews ashore anxious to man those ships.

Mistake number three: Every drop of fuel in the Pacific theater of war is in top of the ground storage tanks five miles away over that hill. One attack plane could have strafed those tanks and destroyed our fuel supply. That's why I say the Japanese made three of the biggest mistakes an attack force could make or God was taking care of America.

I've never forgotten what I read in that little book. It is still an inspiration as I reflect upon it. In jest, I might suggest that because Admiral Nimitz was a Texan, born and raised in Fredericksburg, Texas -- he was a born an optimist. But any way you look at it -- Admiral Nimitz was able to see a silver lining in a situation and circumstance where everyone else saw only despair and defeatism. President Roosevelt had chosen the right man for the right job. We desperately needed a leader that could see silver linings in the midst of the clouds of dejection, despair and defeat. J



TCRCOnline.com

Your R/C Website!



AMA And TCRC Rules Posted At Field

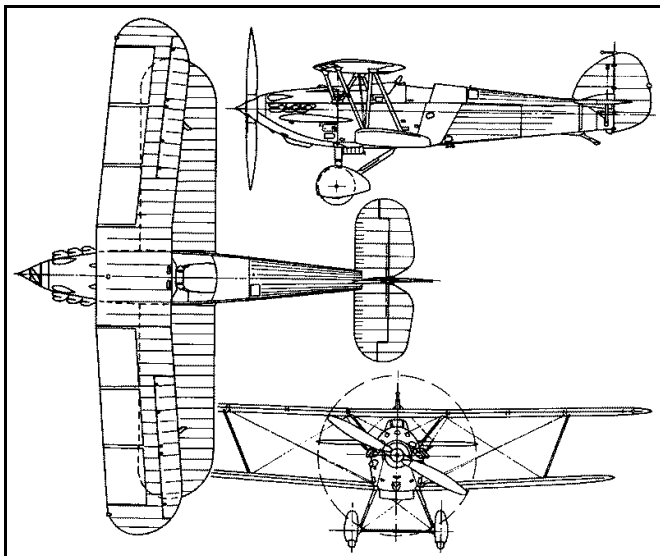


The AMA and TCRC Rules are posted on the south side of the shelter at the Jordan field. (Photo by Mike Robin)

The 2017 AMA Safety Code and the 2017 TCRC Field Rules are posted at the Jordan field inside the shelter. Every member of TCRC, upon being accepted into the club, has agreed to follow both the AMA and the TCRC rules. Members should take the time to periodically read these important rules.

Thanks to Mike Robin for the printing and the posting of the rules in the shelter. J

August Mystery Plane



Watts Over Owatonna

by Steve Meyer

Three great days of flying. It rained Friday morning until noon but it cleared in the afternoon for some good flying until dark.



(Photo by Steve Meyer)

I did not get all the specs. on the giant mon plane (shown above) but the wing span had to be over 16 feet. Large Hacker motor and I think 4 large 6 cell packs.



A view of a few of the many canopies the pilots brought to shelter their planes and themselves.

(Photo by Steve Meyer)

A Swist motor glider was the fastest air plane at event (close to 200 mph). A Combat event followed by a mass warbird launch of 13 airplanes at the one o'clock air show. (See pix page 12) A little B-17 was one of the smallest airplanes at the event. Several good ducted fan jets at the event. The airliner was a converted slope soaring plane.

If you fly any kind of electric aircraft Watts over Owatonna is the place to go. J

TCRC invites the Public to join in our

Model Aviation Day

August 26, 2017 10:00 am - 4:00 pm

Come to our field in Jordan - just 30 minutes from the Twin Cities - to see what model aviation is all about: We'll have the following activities:

- Flight simulator programs on PCs to learn basic radio control flight instruction
- Pilots with trainer aircraft to provide hands-on instruction to anyone who wants to fly.
- Radio control aerobatic demonstrations
- Control-line aerobatic demonstrations
- Examples of scale, aerobatic and sport aircraft and club members to tell you about them



We'll also have plenty of food, water and soft drinks on hand should you get hungry or thirsty.

Bring a chair or a picnic blanket and enjoy the day with us

www.tcrconline.com

Contact Info:
Doug E: (612) 508 - 5411



Instructions to Main Site	Mile
Heed South on US-169 toward Jordan	9.0
Turn RIGHT onto County 9 at the traffic signal in Jordan	0.3
Turn LEFT onto County 57/E 190 th St	0.6
Turn RIGHT on Beaumont Ave. Beaumont Ave becomes Beaumont Way. Go straight through the four	0.9
Turn LEFT at the yield sign onto W Sioux Vista Dr	0.1
Turn Right onto the gravel road at the signs for TCRC and proceed down to the parking lot.	0.3

Calendar

- Aug. 2 3rd Qtr. TCRC Board Meeting, 7:00 PM (6:00 PM Dinner) Bob Breisemeister
- Aug. 4-6 Wisconsin Fun Fly Siren & Rice Lake WI Bills Sachs and Jim Cook
- Aug. 8 TCRC Meeting At The Field Dinner at 5:30 Meeting at 7:00
- Aug. 10-12 Northern Alliance Military Fly-In SMMAC Field Owatonna, MN
- Aug. 12 Wright Flyers RC Fun Fly Monticello, MN 612-685-4740
- Aug. 17-19 Warbirds & Classics Over The Midwest Fond du Lac, WI
- Aug. 26 Model Aviation Day TCRC Model Air Park, Jordan Doug Elyea
- Sept. 9 Scale Fly TCRC Model Air Park, Jordan Scott Anderson
- Sept. 12 TCRC Meeting At The Field Dinner at 5:30 Meeting at 7:00
- Sept. 23 Fall Float Fly Bush Lake Park Bloomington, MN Steve Meyer



Watts Over Owatonna was held on July 20 to 22. Several TCRC'ers made the trip. Steve Meyer took this picture of several electric warbirds in line for takeoff as soon as the FL coordinator cleared them. J

July Raffle Winner



At the second 'Meeting at the Field' held on July 11th Brian Johnson took possession of a nice Staudenbiel Edge 540 Bind & Fly. However, Brian was not the first winner of this airplane. Nathan O'Connor's number was pulled out first, but he donated the plane back to the club, enabling Brian to become the proud winner.

At the August 8th meeting, the raffle prize has not been purchased as yet, but president Bob promises it will be a very good one. Chances are only \$5/each and you may enter as many times as you wish. Come to the August 8th 'meeting at the field' and be the next winner of the TCRC raffle. J

Wisconsin Fun Fly To Be Held August 4, 5, 6

by Bill Sachs and Jim Cook

The time for the 9th Annual Wisconsin Fun Fly is here, scheduled for August 4th, 5th and 6th and the hosts of the event, Bill Sachs and Jim and Mary Cook are promising fantastic weather this year. The last two previous WFF's had high winds on Friday, limiting the float fly portion of the event. But it has been learned from a very highly placed authority that this year will be different.

The Wisconsin Fun Fly is a two part event with float flying on Friday and land-based flying or Saturday and maybe Sunday.

The float flying occurs at the lake home of Jim and Mary Cook on beautiful Viola Lake in Siren, Wisconsin (2 hours northeast of the Twin Cities). Pilots and spouses arrive around 11:00 AM on Friday, for a brat and potluck meal, before an afternoon of float flying.

The runway flying occurs all day on Saturday, hosted by Bill Sachs with the pilots flying at the Rice Lake R/C club's fantastic field located at the Hungry Hollow Steam Engine facility. The Rice Lake club is a very friendly group of R/C'ers who seem to think it's not better unless it's bigger! Lots of giant-scale aircraft will be in the air that Saturday.

Interspersed around the flying is lots of eating, with Saturday night being capped with a trip to Hanson's Hideaway in Haugen, Wisconsin for a great dinner.

The Wisconsin Fun Fly takes place within two hours of the Twin Cities. Be a part of the event this year! J


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