Flare-out
TWIN CITY RADIO CONTROLLERS, INC. Newsletter
AMA Charter Club Number 383
TCRC
April Minneapolis, Minnesota U.S.A. 2026

A Great Day For Flying At The End Of March

by Scott Anderson

The weather on March 30 was fantastic for flying with the temperature in the mid-70s, even approaching 80° F. The TCRC model air park was crowded with nearly 20 pilots and guests wanting to take advantage of such great conditions.



**You don't see the pit area this crowded in March too often!
(Photo by Scott Anderson)**

The driveway was accessible and clear of mud, but the parking lot was packed with nearly 6 inches of mud. Member Jim Ronhovde used the tractor and blade to scrape as much of the mess off of the parking lot as possible. He figures that the water had taken the light dirt and deposited it above the rock that we had used to pave the parking lot.



**Jim Ronhovde on the tractor making the parking lot usable.
(Photo by Scott Anderson)**

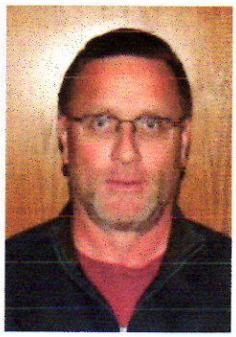
While most of the aircraft flying Monday were two-stroke nitro-burning models there were some electric models taking to the air also. David Erickson and Thadius had been chasing each other with their high performance nitro-powered aircraft.

By the time Scott Anderson left the field around 3:00 PM David Erickson and his associates were setting up the grill to have lunch. It was a wonderful day to be at the flying field.

It was great the guys took advantage of this rare day in March. A winter storm was forecast for the next week!. ☺

A Note from The Head Wing Nut

By Bob Briesemeister



Happy April Fool's Day 2026! Right now as I'm looking outside it's thundering and raining.

As they say {whoever they are} April showers bring May flowers, but hopefully not May flooding. Just enough to make it green and reduce the fire danger. If you do have a fire down at the flying field, it is your responsibly to make sure that it is out before you leave. Thanks

It doesn't look good for the April Fools Fun Fly on April 4th. Looks like rain and maybe a little snow. Easter Sunday looks a little better for possibly flying. The temperature looks more favorable later in the month. Just remember that the parking lot is still soft and muddy.

I'm working on trying to still have a float fly in May. I've been talking with the City of Bloomington and trying to work something out with Three Rivers Park District. We have an over 40-year history with the City of Bloomington and allowing us have it at Bush Lake and never any issues that I'm aware of. I'm optimistic that it will help. Keep your fingers crossed. I have been looking for another site but haven't found one as good as Bush Lake, which really works well with the beach being on a point.

The next membership meeting is April 14th at 7pm. Please bring a plane or two to talk about. Maybe it's something you are building or in the process of building. Maybe it is something that you maybe just added to your hanger. It's always nice to have a couple of planes to look at and talk about.

With that said, at the May membership meeting on the 12th TCRC will be holding its annual Building Contest. This is more of a beauty contest being you didn't have to build it from scratch. You just have to assemble an ARF to be involved. The membership in attendance votes on the winner. So, this is your incentive to finish that build for the May meeting and maybe win a gift certificate to a local hobby store.

See you at one or both of the next two meetings and I will tell you all about my trip to Africa, and I might just have some pictures.

Happy Flying and be Safe! ☺

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.

2026 Officers

President	**Bob Breisemeister 612-964-8877**
Vice President	**Brian Johnson 763-744-6379**
Secretary	**Ken Weddell 952-500-3446**
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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

Contacting The Editor

by Jim Cook

I have shut down my "Q" email address and will no longer receive emails there.

To contact me, or send an article or photos, please use my "icloud" address from now on.

Thanks. ☺

A Rare Day Indeed In Minnesota On March 30th



Shirtsleeves in March while flying at the TCRC field! What could be better?



Scott Anderson has a huge smile as he enjoys the gift of a beautiful day at the field.



The parking lot was pretty full after Jim Ronhovde cleared the deposited mud away.



The pits were full of planes and in pretty good shape after a long winter.



There were planes of all sizes taking advantage of the great March weather.



If the grass were green you would swear this was a picture from the summer!

Photos by Scott Anderson



Thirty, Forty or More Years

by Jim Ronhovde





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TCRC HISTORY

25 Years Ago

20 Years Ago

15 Years Ago

10 Years Ago

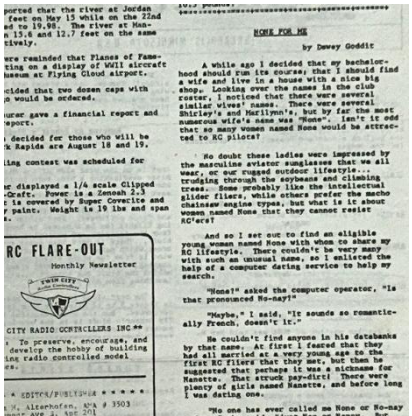
5 Years Ago

LATE BREAKING NEWS!

ANOTHER NEW PILOT!

Does ANYTHING happen in APRIL?

The need to furnish an article and not having a topic idea dilemma, so I started looking at some 1980's ***Flare-outs***. It was fun! Here are a few of the eye catcher topics that came as the pages were turned one by one.



HOME FOR ME

by Dewey Goditt

RC FLARE-OUT

Monthly Newsletter

CITY RADIO CONTROLLERS INC

One of the topics is the number of authors that get published in the ***Flare-out***. One author with the pen name Dewey Goditt (pronounced; do he got it) answered the need to paint the old club outdoor biffy. This volunteer came equipped with supplies such as palette, canvas, easel, and assorted detail brushes. It made a **stunning** canvass **picture** when framed.



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The "Bald Eagles" - A Report

District VII Meeting Continued from Page 1

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.

1987 CLUB OFFICERS

Of course, many officers or committee members wrote articles. Occasionally a poem or fiction story was written, usually about airplanes, full size or models, and probably was a daydream or based on, roughly, to real people or events. Several still write poems stories or articles, Sherwood Heggen, David P Andersen, James Cook. Conrad Naegele retired after his many airplane challenges.

Other items were a map to the previous Jordan field, report of the first Bald Eagles breakfast group, "TCRC Selected "Club of the Month" and that this series of articles is just a rename of "TCRC HISTORY".

One article was a plea "IT HAPPENED AT THE FIELD". It had a response the next month but never was seen again. Reincarnation struck and it is found in Discord under the title "debris-field cr…? Still no answer to



Flare-out

TWIN CITY RADIO CONTROLLERS, INC. Newsletter

AMA Charter Club Number 383

DECEMBER MINNEAPOLIS, MINNESOTA, U.S.A. 1986

Season's Greetings

TCRC Selected "Club of the Month"

Banquet

"25 YEAR MEMBERS"

L-R: Bruce Anthony, Stanley Erickson and Jim Miller



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Member Of The Month

IT HAPPENED AT THE FIELD

by Jim Cook

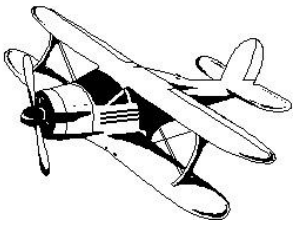
FOR SALE

Field Support System

WANTED TO BUY

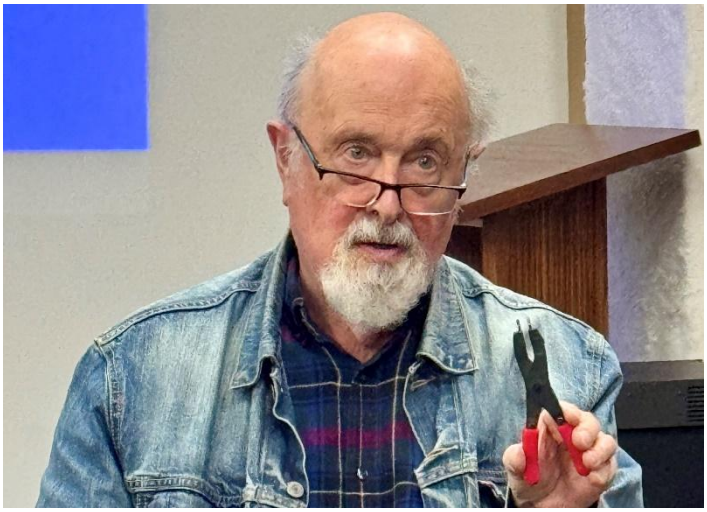
Does ANYTHING happen in APRIL?

Show & Tell





Sherwood Heggen had a big and beautiful Big Stik 100 at the March TCRC meeting. Sherwood built and flew his first ever Big Stik, 40-size last fall and enjoyed how it flew. He said he rummaged through his plans and found a Model Builder plan for a Big Stik 100 and decided he had to build it. He started construction in December and finished up in early March. The completed BS-100 had a 100-inch wingspan and weighed in at 21.5 pounds fully loaded. He covered with Ultrakote in traditional red, white with German iron crosses on it. For power he put on a DLE 55 engine and used a LiFe battery for the controls. He decided to jazz the Stik up a bit and added Sullivan smoke system and also added an EME electric start system. He said balancing and ground testing remain to be done to make it flight-ready for when the weather warms up.



Brian Crossley showed a nice tool he has that makes separating EC5 electrical connector much easier. He also showed a $15 wing bag he purchased from aliexpress.us.

(Photos by Scott Anderson) ☺

A member can have his new or rebuilt airplane appear in the Show & Tell column just by sending a picture of the plane and a data sheet about the plane. (Data sheets can be obtained on the club website, TCRCOnline.com).

Send your pictures and info by texting to Jim Cook at 952-200-2030 or emailing them to him at jimcook888@icloud.com. Data arriving before the last day of the month should make the newsletter.

Now, you don't have to attend a meeting to show the membership what you have been building.

Planes Gone By LLC



A selection of yesterday's favorite kits, produced with today's technology.

Karl Hansen
Owner, Planes Gone By LLC
(763) 313-2682
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The Workshop



Brian Johnson
Vice President

Hello and welcome back to the workbench!

The weather is beginning to turn for the better on a more consistent basis and buildings have been interrupted a couple of times for flying! Having to choose between building and flying is not the worst decision to have to make, and I thoroughly enjoy getting more time for modeling this time of year. I hope you all are getting ready to get out soon if you have not already.

Last month we completed the wing of the Sport Air 40 and I was getting ready to move on to the fuselage. There have been a handful of clever techniques in this build so far, but the fuselage takes this to a whole new level.

Most of the time a fuse is built in one of two ways. The first, and most common for sport planes, is to build a primary box-like structure based on a straight line along the sides of the fuse so that the building board can be used to keep everything true along either the top or the bottom. Once this is complete, the fuselage is shaped by adding to the primary structure. This method is extremely simple and usually produces something that looks at least a little like a box at the end of the day. If you followed along for the Excalibur build, that was the method used.

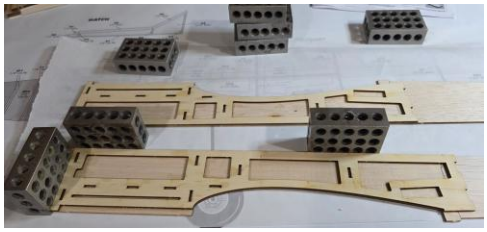
The second common method is to build the fuselage in halves along a central keel that is then joined once the structures are complete. This again allows the building board to be used to keep everything straight and true prior to joining the halves. This method is more complex but allows for very complex shaping with minimum weight and is quite common for scale projects.

There are, of course, many more techniques one can use to produce an airworthy fuselage, but in my experience with kits most have fallen roughly into one of these two categories.

OSM has chosen a different tactic for this model and that is to build an internal skeleton and fitting the outside almost like a skin. The funny thing is, the finished product actually looks like it is based on the box technique due to the construction technique of the original model. In my opinion, this is more interesting and much more fool-proof if care is taken at a couple of critical points.

The first thing you do is build the hatch for the front of the plane that includes magnetic mounting. The hatch is built from about a dozen laser cut pieces and honestly, it does not look like much when you are done with it. I must have thought so little of it that I did not even take a picture, but my appreciation for the precision of the parts in this kit would develop quickly to new levels the first time I placed the hatch on the completed fuselage-more on that later.

The next thing to do is to join the two balsa parts of the fuse sides and add the ply doublers. When you look at these parts, you will see they are full of holes, notches and various other cut outs. All I can say is that these pieces are purposefully designed so make sure that you are keeping the notches clear of glue as you assemble. If there is a notch, something likely goes in there and you will be doing yourself a favor to keep them clean and tidy.



Building the sides is one area where it is critical to take your time and get the parts aligned perfectly. Mess up here and it will be nearly impossible to build a straight fuselage. Get it right, and it will be nearly impossible to build a misaligned fuse.
If you look at the photo, you can see that aligning the front and top edges of the doublers perfectly aligns the

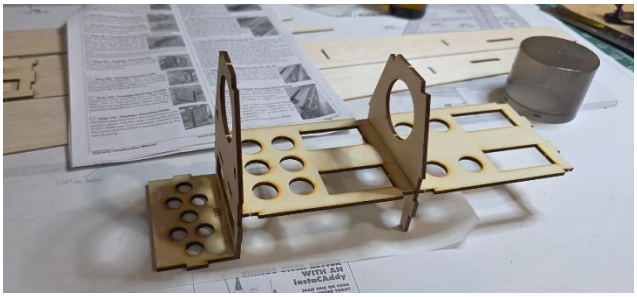
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The Workshop

Continued From Page 6

wing saddle. That is how it should look before you add any glue.

Once the sides are complete, it is time to move to the internal skeleton. You start out with the servo tray and the front formers. Everything is glued together at perfect right angles so it is quite simple to make this part. To the servo tray you add two formers and a small piece of the fuel tank or battery tray.



Again, get this part right and things will literally fall into place going forward. There may or may not be some ominous foreshadowing in the previous statement- we will see who catches it in the next photo….

Anyway, if you look at the structure, you will see that there are tabs facing multiple directions both horizontally and vertically. These tabs are going to key very precisely into the fuselage side doublers and lock in the alignment. Once everything is seated it resists any sort of twisting even before any glue is added. This structure is now set into one of the fuselage sides.



Notice how everything fits at perfect right angles and seats perfectly against the doublers and the sides. Did you see it? If you look closely at the servo tray, you will see that the six holes that are against the front former in the first picture have magically switched to the aft end of the structure! It is very important to look at the instructions carefully to ensure everything is oriented correctly. In this case, everything fit together just fine until I went to install it on the fuse side and found I was in for a very bad time.

I may or may not have uttered a few unbecoming phrases in the heat of the moment, but it was not too long and I had it straightened out except for the photographic evidence that was too flustered to remember to erase. That is all part of the hobby, and it is important to not sweat the little things. Everything can be fixed, and it is almost always easiest to do the repair as soon as the error is discovered.



Once I had all that figured out and back in the fuse side, it was time to add the firewall, wing mounting blocks, and another former. With all of these pieces in place, there are no fewer than 12 tabs and slots that need to be engaged into the other side at the same time.



This was accomplished much more easily than I was anticipating since everything lined up very precisely. It takes some care to make sure every piece fits all the way into its respective location prior to gluing. This is that point you will be very happy with yourself if you were careful to keep glued out of all those tiny little slots! Once satisfied with the fit, it only takes thin CA to bind the whole thing together.

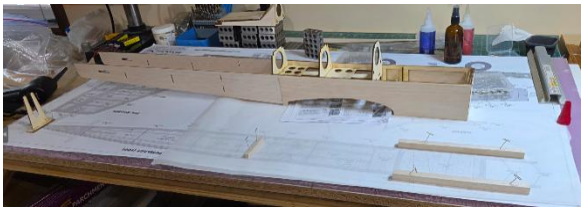
Next, there is another little jig OSM created to help hold everything stationary while the rest of the parts are fit into place. It is just a couple of pieces of ply that are glued together and pinned to the work surface to hold the back of the fuse together while the

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The Workshop

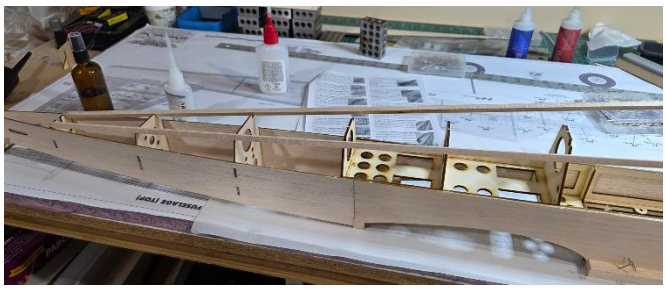
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remaining formers are fit. They even laser cut little pin holes so my delicate fingers did not get sore pushing pins through plywood. How thoughtful! That little fixture combined with a few carefully placed pieces of balsa will hold the fuse securely for the next few steps.



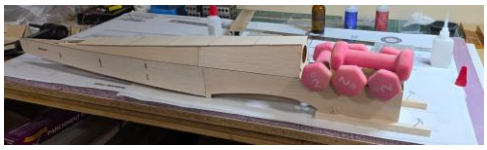
The remaining three formers are then added and glued without any drama. They fit perfectly and snugly into the slots. Then two quarter inch square balsa stringers are added to support the sheeting. This is one of the few examples where the parts have to bend slightly to fit and create a slightly rounded profile to the fuselage. It is not difficult, just begin gluing from the back and work your way up and everything will line up just fine.





Next comes the turtle deck side sheeting which is laser cut and again will fit the curve of the fuse perfectly if everything up to this point has been done correctly. There is enough room to taper the bottom edge to give a snug fit if you choose, or you can do what I did and fill that gap with some light weight filler later. The top sheeting is added after sanding the top of the turtledeck nice and flat and is added in a cross-grain pattern to add tortional stiffness to the structure. I usually cut these pretty roughly and sand them to shape later.

Once this is complete, it is time to add the tail surfaces. I was a little concerned to be attaching the stab and fin so early in the process, particularly before the wing had been mounted, but I decided to go ahead and follow the instructions. Both the stab and the fin are notched so they can really only go in one place and in only one orientation. I slid them into place and they sat there very firmly against the fuselage with no gaps or anything else that looked suspect. I measured the distance from each corner of the stab to the front center of the turtle deck and that proved to be spot on. I thought, what the heck? I went ahead and glued them in place. How bad can it be, right? Thankfully, there is no ominous foreshadowing in that statement!



Now is a good time to add the pushrods-something that is not included in the kit so you will need to choose your favorite method for setting these up. I chose to use some Sullivan Gold-n-Rods that I had in the parts bin for a couple of reasons. First, there are laser cut holes in the formers already making an outer-sheath style pushrod ideal. Second, the run is not perfectly straight so while a solid wire could have been used, the golden rods provide much smoother operation.

From the bottom, I ran the tube for the elevator out the existing slot at the rear of the fuse and then ran the rudder pushrod right next the fin after cutting a slot in the top sheeting.

I used the existing holes in the formers which were larger than the pushrod tubes so I had to install small pieces of balsa to secure the outer housings. For this I used a small set of diamond hole saws that are meant for cutting circles in glass. I am not sure whether I have talked about these before, but I love them. I have never gotten clean circles in balsa until I found these little gems. If I remem-

Continued On Page 9, Col. 1

The Workshop

Continued From Page 8

remember, they were less than 25 dollars. Highly recommend.



They transform this --



Into this –



Once the pushrods are in, the bottom sheeting is added in the same manner as the top in a cross-grain manner. Then a few little adornments are added such as the cheeks on the front of the fuse to make sure you never feel like you are flying an ugly stick. These are just two quarter inch pieces glued together to make a half inch piece of material that gets sanded to shape. I found that the ones included in the kit were a little short for the four-cycle engine I planned to install so I made some longer ones.

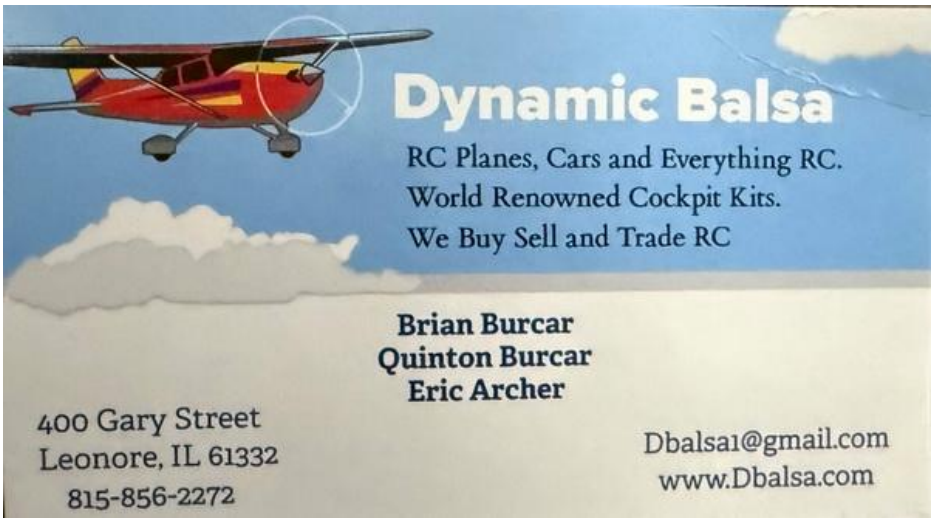
At this point it is time to sand and fill to make everything smooth and get ready for covering and paint. I set the hatch onto the fuse and was happy to hear a gratifying snap as the magnets seated firmly and there was very little gap between the two parts. I simply could not resist popping the wing on and taking a look at the completed airframe.



Next time we will look at the finishing of this plane. I have had a very specific look in mind for this airframe since I first laid eyes on it and I am excited to show it off!

Until then, happy building and happy flying!! ☺

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.





Minnesota River Report

Well, it's spring and TCRC has to start worrying about the Minnesota River level at Jordan.

With the snow and rain we have had this past week, the River has climbed from 11-3/4-feet to 13-3/4-feet over two days.

The National Weather Service has not yet made any projections as to how much, if any, the River will rise from this week's moisture. TCRC's Jordan field starts to see water creeping onto the area when the Minnesota River reaches 18-feet at Jordan.

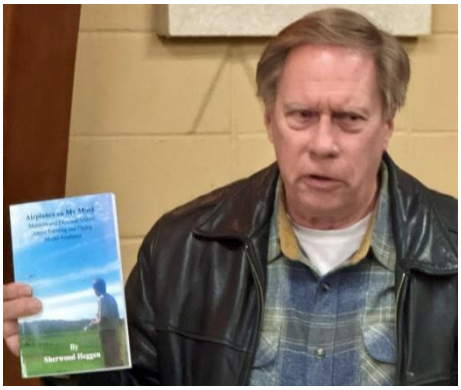
The club is hopeful that the spring rain we get comes slowly during April and May and that we do not see any flooding at the field.

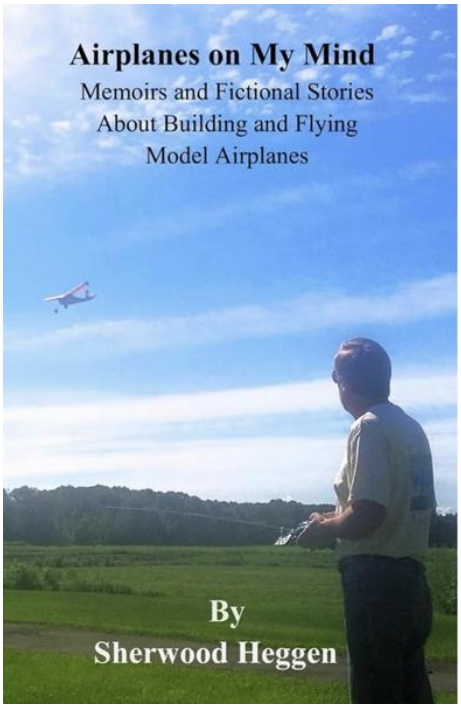
Updates and projections of the River level at Jordan can be seen at water.noaa.gov. ☺



Sherwood Heggen Publishes R/C Book

Long time TCRC member Sherwood Heggen has published a new book.





The book is titled ***Airplanes On My Mind*** and is subtitled ***Memoirs and Fictional Stories Abot Building and Flying Model Airplanes***.

During his many, many years in TCRC and the hobby, Sherwood has been fairly prolific in writing stories and articles for the ***Flare Out***, the club's newsletter. The 125 page book is a compilation of all of those stories and articles that he has written over the past 50 years. He has also included some previously unpublished stories. Sherwood has a unique writing ability, and the book is easy reading that any modeler can enjoy.

David Andersen, another long-time TCRC member who has published several books on the hobby, assisted Sherwood in the publishing of his book.

Airplanes on My Mind can be purchased on Amazon for a mere $8.50. The purchaser will be getting a bargain for all the enjoyment he will receive in return as he reads the book. ☺

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 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. ☺

Calendar

Apr. 1	**2nd Quarter Board Meeting, 7 PM President Bob's Home**
Apr. 4	**April Fools Fun Fly Jordan Flying Site**
Apr. 14	**TCRC Membership Meeting 7:00 PM CrossPoint Church Bloomington**
May 2	**TCRC Jordan Field Clean-Up and FunFly Jordan Field, 9:00 AM River Permitting!**
May 12	**TCRC Membership Meeting 7:00 PM CrossPoint Church Bloomington**
May 12	**Building Contest CrossPoint Church**

TCRC Apparel For Sale

by Ken Weddell

Members and friends can now purchase grey sweatshirts, grey T-shirts and hats. The costs are:

- T-Shirts $12
- Sweatshirts $20
- Hats $13

If you are interested in purchasing any TCRC apparel, please let me know what item and size you would like and it will be available at the next regular membership meeting. ☺

What is Discord?

by Tom Hall

The following is a recap of the presentation that Tom Hall and Jim Ronhovde gave at the March 10th TCRC membership meeting.

What is Discord?

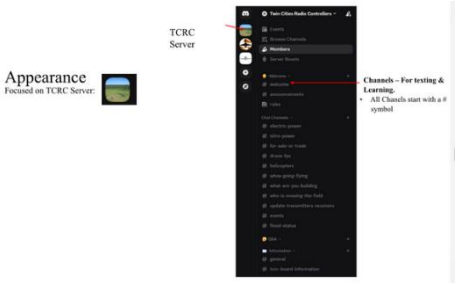
Discord is an instantaneous, messaging/communication platform.

It is specific to a given community.

- No cross-ver. No intrusions allowed.
- Focused on TCRC membership only!

Click on the Discord icon that you downloaded and login.

Once you are logged in you will probably be on the #welcome page, you should see at the top of the page an arrow pointing left, #welcome, and below that a green dot and the number of people currently online. If you click the green dot, it will take you to the Online/Offline page. If you click on the left arrow, it will take you to the Discord Dashboard as shown:



If you join Discord, what are the benefits?

Awareness for TCRC club events
Share and Receive RC Info
Ask questions
Plane building expertise
Balsa and foam expertise
"How-to" videos
RC equipment for sale
Superior Voice & Video Quality
Enhanced Social & Community Connection
Safety and Moderation

What can you do on Discord?

Once you are on the Discord Dashboard you can do many things:

Look at and navigate the many chat channels
Navigate back home
Message a person

Discord is a powerful and useful tool. Give it a try. If you have questions give Tom Hall or Jim Ronhovde a call. ☺

Give Discord A Try!

It Is A Great Tool!

15% Nitro Fuel For Sale

TCRC member Dave Erickson is purchasing a barrel of nitro fuel and will be selling it by the gallon to other club members.

The fuel is 15% Omega and the cost is $27/gallon.

Contact Dave at 612-250-4071 if you wish to purchase a gallon or more.

Dave has also posted a message on Discord as of March 11th in the Announcements channel. Dave Erickson's Discord username is Fuel Barron. You can also contact him on Discord. ☺

Always Wear An Orange Vest To Retrieve A Plane

The Minnesota Deer Hunting Season is now over.

However, if for any reason you go into the woods while at the Jordan field, still put on an orange vest! This is a club requirement!

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. ☺

2026 Dues Renewal Information and Payment Instructions

by Tim Wirtz, TCRC Treasurer

2026 Membership[Dues are the same as 2025

Normal	Renewal Rate
$105.00	Regular
$105.00	Family
$47.50	Junior
$0.00	Social Affiliate

- The Only change is that the Social Affiliate dues have been reduced to $0.00 by the Board. For further information on this change, contact a board member.
- If you are a new member who joined in Q4, 2025, your dues cover 2026. Contact Tim Wirtz if you have questions.

How to pay your 2026 dues

- You may pay your dues online using the PayPal links below*:
- Regular Renewal – www.PayPal.Me/TCRCTreasurer108
- If you wish to pay by Credit Card, Contact Tim Wirtz at 952-297-5226*
- If you wish to pay by check, make the check payable to TCRC and send to: TCRC, 1511 Emerson Avenue N, Minneapolis, MN 55411

The fine print (because you knew there would be)

- Before your renewal application can be processed by TCRC, your AMA Membership must be current. A 2026 TCRC Membership Card will not be issued until the AMA website shows your AMA status as current. Your 2026 AMA status will be verified using an AMA website application.
- To serve the TCRC Membership, the Board requires a signature of each pilot confirming their intent to abide by the TCRC Field Rules that are posted in the shelter at the main field and on the TCRC Website.
- Your payment of your dues constitutes your acknowledgment that you intend to abide by the TCRC Field Rules.
- *Note that electronic payment (PayPal or Credit Card) will incur a $3.00 convenience fee.

TCRC will be using stickers instead of printing new cards for 2026. If you have lost your card, contact Tim Wirtz and a new card will be sent to you.

If you have any further questions concerning the 20216 TCRC dues renewal, contact Tim Wirtz at a membership meeting or by phone at 952-297-5226. ☺

TCRCOnline.com

A Great Website!

Use It!

Looking For A Great R/C Club?

If you are into the hobby of flying R/C airplanes, or thinking about getting into the hobby, Twin City Radio Controllers is the club for you.



TCRC ***owns*** 40 acres of land in Jordan, Minnesota and has paved runways, taxiways and pits on that land for flying model aircraft. There is also a shelter and a dedicated parking lot on the property. The club also owns all of the equipment necessary to keep the land well maintained.

The Jordan site is an FAA Recognized Identification Area (FRIA) and TCRC members do not have to have a broadcast module on their aircraft while flying at the site.

To be a member of TCRC, a pilot must be a member of the Academy of Model Aeronautics (AMA) and be registered with the FAA. The club helps new members with these registrations.

The club also has an auxiliary flying site just two miles away from the Jordan Field if the Jordan Field is not available.

To be a member of TCRC there is a one-time initiation fee for new members in the amount of $75.00. The annual dues are:

Adult	$105.00	
Family	$105.00	
Junior	$ 47.50	(Under 16 years of age)
Social	4 0.00	

TCRC has monthly meetings October thru May at Crosspoint Church located at 98th Street and France Avenue at 7:00 PM. The meetings for the months June, July, August, and September are held at the Jordan Field at 5:00 PM, weather permitting. At the indoor meeting, there is usually a program about building or flying R/C aircraft.

Additional benefits of being a TCRC member are several members-only flying events, a spring and fall float fly on Bush Lake in Bloomington, the largest upper Midwest R/C annual auction, and being able to have access to members with vast experience in the hobby.

To become a member of TCRC you can contact Tim Wirtz at 952-941-5357, or visit TCRCOnline.com, or come to a monthly meeting, or stop by the Jordan Field located at 18304 Sioux Vista Trail in Jordan. ☺

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. ☺

Twin City Radio Controllers



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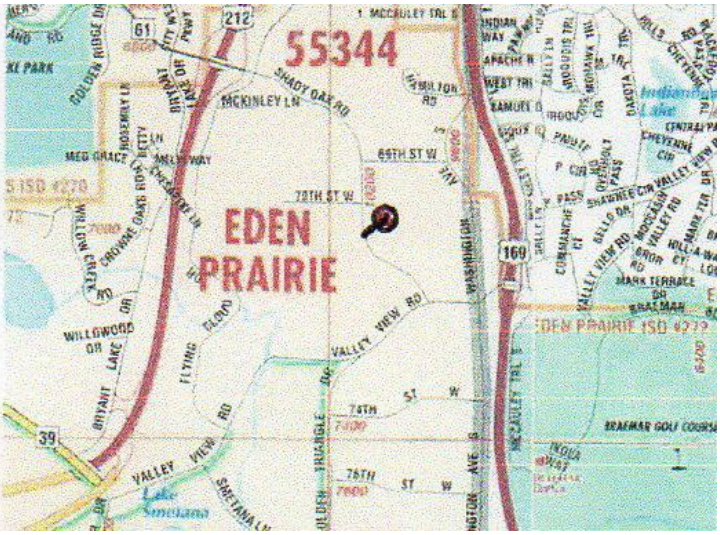
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