Flare-out
TWIN CITY RADIO CONTROLLERS, INC. Newsletter
AMA Charter Club Number 383
July Minneapolis, Minnesota U.S.A. 2025

Grassfield Invitational

by Bob Breisemeister

TCRC invited the Grassfield Flying Club to come and fly on June 14. This was to return their invitation last year to fly at their R/C field.

However, the 14th was not a great day for flying. It was foggy, drizzly, rainy, misty, and dank. I hope that I painted a good picture of that morning. The only thing that we didn't have was high winds.



This photo verifies every one of the five words Bob used to describe the weather at the Grassfield Invitational on June 14th. (Photo by Bob Breisemeister)

There were about ten TCRC members that came to fly with the president of the Grassfield Club. It was a nice effort on a not-so-good-day for flying. We sat around and exchanged war stories waiting for the weather to get a little better to put some planes into the air.

TCRC provided lunch for everyone that was able to attend. Let's just say we ate very well, being I had hoped for a larger turn out. Members and guest Charlie Skalbeck flew until 1 o'clock or so.



This photo also sums up the weather at the Grassfield Invitational. It was for the birds! (Photo by Bob Breisemeister)

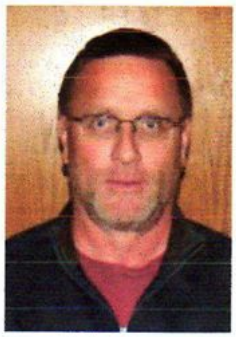


The pilots made the best of the day and still got some flying in. (Photo by Bob Breisemeister)

The hope is that we will try and continue this tradition for years to come. ☺

A Note from The Head Wing Nut

By Bob Briesemeister



I was out on a walk the other day and a gentleman with a beard wearing a robe asked me a puzzling question. He wanted to know how big a Qubit was. His name was Noah. With all the rain that we have had which flooded the field maybe it's time to build an Ark.

Happy Independence Day! We are back in the heat again with tropical due points. As you all are aware, the main field is flooded and will be for a few weeks. With the field under water the decision was made to cancel Wings Over Jordan. The board figured that non-members are coming to fly at the main field not at the alternative field which is the Scott County Fairgrounds. With no shelter at the Fairgrounds, bring an Easy-Up for shade and of course plenty of water with the warm weather that we are experiencing.

I had a conversation with my contact at the Fairgrounds, and everything is good with us flying there as we have for many years when we are flooded. The Scott County Fair is the last weekend of July, which is the only event that is a conflict with using the Fairgrounds. I hope that the water recedes before that would happen. When the water is gone there will be some clean up. I will let you know when that is planned.

The June membership meeting was held at the flying field on the 10th and was well attended with TCRC providing brats and hot dogs. With the weather and little shade, the July membership meeting on the 8th will be held at Crosspoint Church at 7. With the change there's the possibility of no program. Please bring a plane for Show & Tell.

My hope is we will be able to use the main field and return to having our events there, starting with the August membership meeting on the 12th and the Model Aviation Day on the 23rd. MAD is the event when TCRC invites the public to come and experience flying R/C airplanes. More information on MAD will be included in the August newsletter.

Happy Flying and stay cool. ☺



Calendar

July 8	**Meeting At The Field CANCELLED**
July 8	**TCRC Membership Meeting 7:00 PM CrossPoint Church**
July 12	**Wings Over Jordan CANCELLED**
July 12	**Wings Of The North AirFair Flying Cloud Airport South Side One Day Only Rain or Shine 9 AM to 4 PM**
July 5 - Aug. 19	**AMA NATS Muncie, Indiana**
July 21-27	**EAA AirVenture Oshkosh, Wisconsin**
Aug. 6	**3rd Qtr. Board Meeting 7 PM Pres. Bob's Home**
Aug. 7-9	**Northern Alliance Military Fly-In SMMAC Field Owatonna, Minnesota**
Aug. 12	**Meeting At The Field Jordan Field Hopefully!! 5:00 PM Dinner 7:00 PM Meeting**

Pictures From TCRC's June Meeting At The Field



The conditions at the June 10th Meeting At The Field were great for an outside meeting.



President Bob gets ready to call the Meeting At The Field to order.



Scott Anderson celebrated the grand old tradition of Show & Fly with his beautiful B-2 Stealth at the Meeting At The Field.



Secretary Ken Weddell gave his May membership meeting minutes.



A couple of shy members in attendance at the June Meeting At The Field.



I'm not sure that Scott Anderson's Taube was at the June 10th meeting, but I ended up with this pix.

Photos by Scott Anderson



What's New with TCRC's Website?

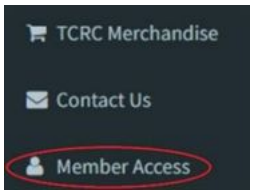
by Tom Hall, Webmaster

Just some quick updates you can find on our TCRC website:

- New photos have been uploaded! The link for this is in the **left side bar** and look towards the middle of the list. Photos are from the TCRC Cleanup day (May 3, 2025) and Bush Lake Fly-in (May 18, 2025).

- New Videos have been uploaded! The link for this is in the **left side bar** and look towards the middle of the list. Also, we have **improved** the resolution of the videos. Videos are clear and do not pixelate as in the past!

- We continue to make improvements to the Members-only section of the website. Again, the link for this is in the **left side bar** and look towards the bottom of the list. When you click on the "Member Access", a new window opens asking for a password. The password for the member only site is **IMLANDING*04** (all caps). Type this in for the password and it will open to the:



    - Discord channel – We currently have ~ 20 **members on the TCRC server. If you are interested in joining this unique and helpful** communication channel, please contact me at webmaster@tcrconline.com.

    - Our member list (currently 2024) in PDF format. Soon to be updated to 2025!

    - And the third panel we are still kicking ideas around. As a TCRC member, what would you like to see? What is important to you that we can highlight? We have discussed voting on certain club functions or processes. We have discussed having a spot for our elite builders to be in the spotlight and share their talent with the rest of the club members. Another idea might be for those that have recently joined, what are my net steps.

- I have some great pictures & videos that I need to add to the TCRC website! If you want to share your photos or videos, please send them to me at webmaster@tcrconline.com. ☺

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.

2025 Officers

President	**Bob Breisemeister 612-964-8877**
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 952-200-2030
Publishers: Tom Hall 515-664-7674

Website: http://www.tcrconline.com

The Workshop



Brian Johnson
Vice President

Hello and welcome back to the workbench! The field is currently under water and appears to be planning to stay that way for at least several days. Hopefully, everyone has been able to get out and make use of the fairgrounds to get some airtime!

I have used the extra time to do some tidying up around the shop and cleaning up after a couple of side projects that have gotten in the way of building over the last couple of weeks. Even without the distractions of additional projects, I sometimes enjoy setting everything aside for a few hours and just make the workspace spic and span to kind of reset. Sometimes a sloppy workspace can translate to sloppy work -- at least in my case!

When I signed off last month, we were just putting some of the finishing touches on the main structure of the wing and were about to move on to the fuselage. The fuselage is one of my favorite parts of an airplane to build. It is what brings all the components together and gives the craft that certain "look" that defines the finished product. I believe I do more planning prior to building on this part than with any other single component.

This makes sense if you think about it because in addition to making sure that of the power system, flying surfaces, control surfaces and landing gear come together in harmonious fashion, you also need to make sure that all of the ancillary components are placed in such a way that allows the airframe to work optimally. Admittedly, you could spend a lot more or less time on this than I do and still get perfectly acceptable results, so I am by no means saying the effort I put in is necessary. I do these things because it brings me satisfaction more than anything else and that is what having a hobby is all about!

The first thing I needed to do was decide on the power system. It was, of course, going to be glow powered as this is my personal preference. If you prefer electric, however, I will give you a little spoiler-the Excalibur would be an excellent choice. The front of the plane is sleek and would accommodate a brushless motor far better than a glow engine and the hatch on the top would make battery changes a 10 second affair. That said, this plane will be glow powered. What can I say? I love the struggle. The instructions recommend a 40-55 2-stroke for glow power. They do not recommend a 4-stroke due to the additional weight. As I stated in a previous article, this airframe is built out of extremely thin and light materials for a 40-size airframe and for that reason I did choose to prioritize finding a lightweight power plant over top performance or even ease of operation. I lined up all my potential engines on the bench and broke out my scale. I had 2-stroke engines ranging from .40 to .55 ci in displacement as well as a couple of four strokes in the .52 to .65 range just out of curiosity. I always include the muffler when weighing engines and the weight difference between 2 and 4 cycle engines quickly becomes marginalized. In fact, every single 4 cycle in my collection that displaces between .80 and 1.00 ci weighs less than every single 2 stroke in my collection that displaces between .61 and .75 once the stock mufflers are included in the equation. Not a single exception.

I digress, back to this plane. The engines ranged in weight between 22.1 ounces for a JBA 46 and 12.9 ounces for an OS 40 LA. Ultimately, I did want a little more oomph than the LAs could provide so I went ahead and opted for a new in the box Royal 45 that weighed in at 14.3 ounces, beating the OS 46FX by over 2.5 ounces. If I play my cards right, that will amount to less weight needing to be added at the end of the build to balance the plane!

Prior to beginning construction, I will also pick out all of my radio gear and get a rough idea of where every-

Continued on Page 6, Col. 1

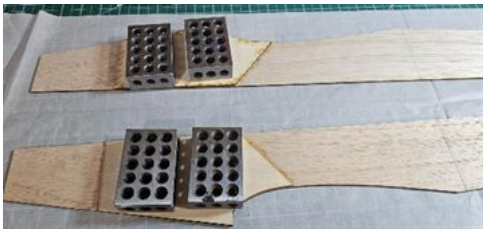
The Workshop

Continued From Page 5

thing will be placed. In the case of the Excalibur, this is not a daunting task as there is no rudder servo, and the aileron servos will be in the wings. This means I only need to make room for the elevator servo and the nose gear steering servo in the fuse in addition to the tank, receiver, and battery. Given the amount of room and the construction style of the fuse, I am confident I will have more than enough options to balance the plane with the radio gear later in the build.

Now that much of the planning is out of the way, we can get to gluing! The fuselage begins with a step that is somewhat unusual. That is that you mount your engine on whatever mount you choose and then determine where the firewall will go based on the overall length of the nose. More often than not, the firewall is placed and then the engine is slid forward or rearward in the mount prior to drilling the mount to get proper engine placement. I am not sure why they did this as it introduces a lot of opportunities for error as the fuse doublers need to be cut to accommodate the engine position. Maybe the design comes from a time when super long engine mount beams were not a thing. As with all critical steps, this one should be completed slowly with multiple checks and rechecks prior to cutting doublers or glueing the firewall.

Once the doublers have been cut down, they can be glued to the fuselage to create the wing saddle structure. In pretty much every set of instructions for every airplane in existence, there will be a note **IN BOLD CAPS** reminding you to be sure to build one right and one left fuselage side. They do this because this is an easy mistake to make. My solution is to build both fuselage sides at the same time whenever possible and align the edges top to top. This will ensure that you are starting off with one of each side. Once you glue the first doublers on you are safe to work on one side at a time.



This fuse is built with only the firewall, 3 formers and a few cross braces for the main structure which relies on the solid block turtledeck and bottom sheeting to provide a lot of the structural integrity. This is probably fine for the portion aft the wing, but I am dubious of the area over the wing. Not only is there no former there, but there is also nothing glued to the top as that area is taken up by the hatch. I will likely add some support to this area if for no other reason than to help avoid snapping the fuse sides when I carry the plane to the runway with one hand.

The instructions do a very good job of detailing a perfectly acceptable way of construction the fuse. That involves placing one side flat on the worktable and using a square to align the formers at perfect right angles and then gluing the other side on using the square to align the two sides. This method works just fine, and I have done it that way many times.

When I am working on a plane like this, however, where the tops of the fuse are straight and need to line up, I find it much easier to build the fuse upside down on a grid. That way I can make sure that both of the sides are perfectly aligned while maintaining a perfect centerline from the firewall to the back of the stab.

Start by marking a center line on all the formers and the firewall. Then mark all of the former locations on the fuse sides.



Then I use clamps and 123 blocks to set up all formers on the fuse sides at the proper locations while keeping the centerline of each former on one of the grid lines.



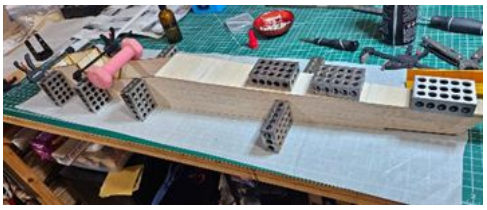
Once the main formers are all set just right, a little thin CA will tack everything in place while the remaining fuselage braces are placed and set with more blocks. Make sure that the fuse sides are firmly against the building board throughout this process and once you are satisfied with everything, the formers can be glued in securely. Once the formers are secure, I like to add the bottom sheeting prior to removing the fuse from the table. That will lock the

Continued On Page 7, Col. 1

The Workshop

Continued From Page 6

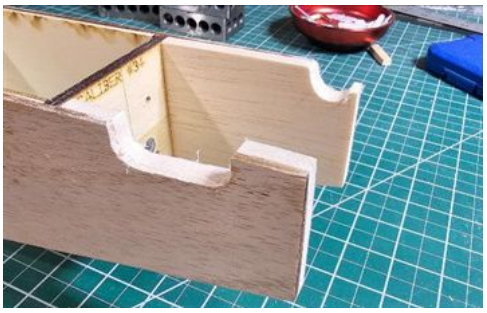
alignment and make the structure resistant to twisting throughout the rest of the construction process. Be sure that the bottom sheeting is glued on with the grain running crosswise. This is extremely important and will result in a much stiffer structure than if you glue the sheeting with the grain running the same direction as the sides.



The next step is to glue the chin block on in front of the wing saddle. It is ok if the block hangs a little over the wing saddle. This will be trimmed and sanded later. Once the glue is all set the fuse can be removed from the board and turned over. The top of the fuse consists of a couple of shallow wedges and some sheeting to build the turtle deck, and a giant block of wood to carve the rest of the fuse out of. I have always thought the block and carve method was a little crude, but it is easy and produces nice results.



You need to mount the engine and drill a large hole for the head to fit through. I found the easiest way to do this was to position the block against the turtledeck and then lightly press it down onto the top of the engine. The stem on the glow plug will make a little impression that you can use to position the pilot bit for a hole saw. Once you have clearance for the head, you will need to cut a relief for the needle valve and muffler to make the block fit nicely against the top of the fuse. At this point it is time to remove the engine, replace the hatch, and begin carving the blocks into the shape of an airplane!



I think I am going to cut this article off here as we have gone through all of the main construction of the fuselage. Next time, we will cover the sanding, shaping, as well as mounting the wing and elevator.

Until then-keep those planes in the air and have a happy and safe 4th of July! ☺

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.

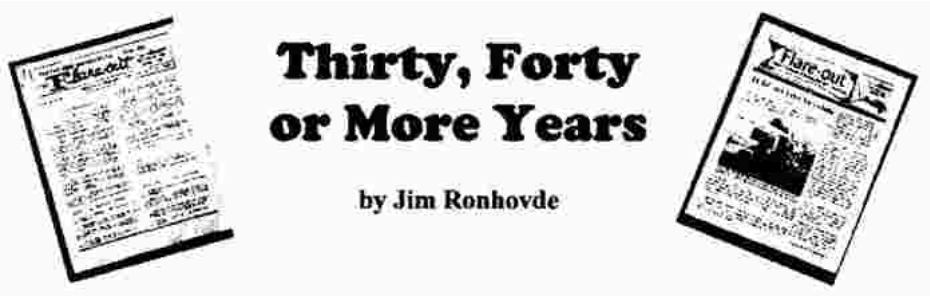
Also, if Jim is not at the meeting, make sure someone takes a picture of your new masterpiece and emails the picture to Jim also. If he is not at the meeting, you can have someone take a picture of the completed form and email that picture to him also. ☺

Always Wear An Orange Vest To Retrieve A Plane

Hunting Season is over in Minnesota, but even so, anytime you even think about going out into the woods at the TCRC field, you 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. ☺



Thirty, Forty or More Years

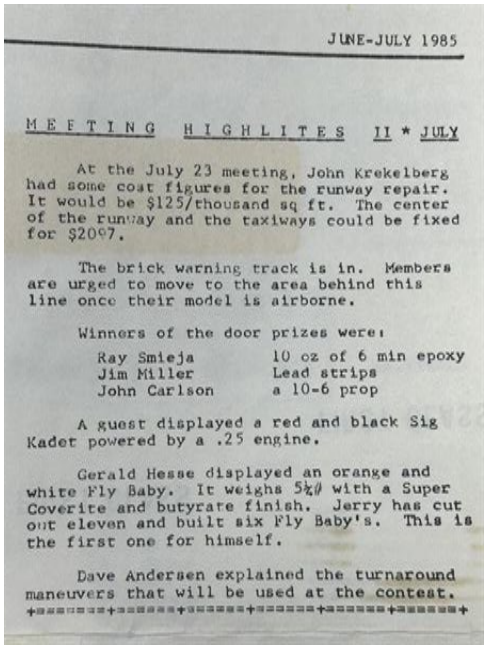
by Jim Ronhovde

The ***Flare-out*** of forty years ago for JUNE-JULY1985 had a front-page handwritten advertisement "29th Annual Contest – Aug 10-11". William H Altenhofen was editor-publisher of this bi-monthly edition that had two sheets of which the fourth page was the mailing address/return address with first class 22-cent postage stamp.



The *other* Jordan field as seen from the air in 1985.

The club meetings were held twice monthly at that time and the second meeting reported that the runway repairs estimate was $2,097. Repairs were for center-of-runways and taxiways. The runways and taxiways were mishmash of oiled stones and other patches. These repairs were for the club's first owned field located about 2.5 miles east of the current location. Dave Erickson took the field's picture. The south end is the parking lot and shelter.



JUNE-JULY 1985

MEETING HIGHLITES II * JULY

At the July 23 meeting, John Krekelberg had some cost figures for the runway repair. It would be $125/thousand sq ft. The center of the runway and the taxiways could be fixed for $2097.

The brick warning track is in. Members are urged to move to the area behind this line once their model is airborne.

Winners of the door prizes were:

Ray Smieja	10 oz of 6 min epoxy
Jim Miller	Lead strips
John Carlson	a 10-6 prop

A guest displayed a red and black Sig Kadet powered by a .25 engine.

Gerald Hesse displayed an orange and white Fly Baby. It weighs 5½# with a Super Coverite and butyrate finish. Jerry has cut out eleven and built six Fly Baby's. This is the first one for himself.

Dave Andersen explained the turnaround maneuvers that will be used at the contest.

The front page of the June-July 1985 Flare Out. (Photo by Jim Ronhovde)

The shelter was moved to its current site in 1989. The old shelter has a lot of years of providing shade, so it is no surprise it needed new shingles plus repairs in 2025.



CONTROLLERS, INC. Newsletter TCRC

Minneapolis, Minnesota U.S.A. 1989

TCRC FIELD BECOMING A THING OF BEAUTY

by Jim Cook

It is remarkable how fast TCRC's beautiful new field is heading toward completion. Up to now, a day hasn't gone by without someone showing up to work on some aspect of this project.

The last section of the shelter is lifted into place. (Photo by Jim Ronhovde)

Go enjoy the shade of the shelter

Bring a plane and fly

The Sig Astro Hog - A Broken Airplane

by Sherwood Heggen

It was Saturday, 5-31-25, the TCRC Spring Swap Meet, a day I had been looking forward to with mixed emotions. I look forward to the event because of getting to see and talk to modelers I may not have seen for some time. Also, there is the possibility of finding that needed item for a building project at a great discount. I am totally aware that I have an excessive share of models, so bringing home more is not my objective. However, sometimes what I didn't know that I wanted might be there to brighten my day. This event held true to that.

One of my faults, or maybe a good quality, is that I like to restore what seems to be junk to others to be made useable or like new. And there it was! A junk Sig Astro Hog. Well, it wasn't total junk. It could be identified as an Astro Hog. It even had Astro Hog stickers on it. It had seen some hard times evidenced by obvious repairs - and not all done well, if I dare say.

FYI, the Astro Hog is an interesting airplane with a very long history. It was designed by Fred Dunn in 1957. It was the first successful low wing aileron-controlled R/C model which swept the first four places in the 1958 National Championships. In the April 1958 ***Model Airplane News*** magazine, it was stated, "An airplane to top anything so far in multi-R/C. Out of this world maneuverability." It was kitted by Berkeley Company until 1961 when they ceased business. Sig then continued it as a kit. A short kit is currently available.

Back to the swap meet. There sat the bedraggled Astro Hog on the ground, ignored by almost everyone except me. I already have one that flies so well, but it has a trike landing gear. The original had conventional gear and here was a chance to experience the change. Checking It out, I learned it came with a full set of servos but no engine. An extremely low price was proposed, I suppose just to get it sold, so I paid the money and threw it in the Jeep.

Later that day in my shop, I did a complete inspection of the new acquisition. It was rough. It was apparent that it had been crashed and repaired. The nose had broken off at the firewall, the motor mount was probably reattached to the firewall with a huge lump of some kind of glue and filler, sheet rock screws, and what else I don't know. It appeared solid. As luck would have it, the location of the holes in the motor mount was perfect to bolt in my OS Max 90 four stroke. The Monokote had been applied in patches either to accommodate repairs or to finish the original covering job with whatever was available in the scrap box. The nose was painted probably with yellow enamel that did not hold up well to glow fuel and had crinkled and peeled but held on for the most part. Some red and white checkerboard trim covering made it look racy. The arch-shaped landing gear was perhaps the only remaining part of a demised model and was screwed to the fuselage ahead of the wing. The axles were undersized bolts loosely mounted holding the wheels in place. I suspect these were quickly added to the airplane before the swap meet to increase its sales appeal. I installed the wheels on new solid axles. Within the fuselage, three good servos existed. The problem here was that they had no vibration insulators against the servo bearers which were corrected. Nyrod had been used to connect the elevator and rudder to the servos. To check for any play between the elevator and servo, the elevator was manually held and moved up and down a lot with no servo movement. Two conditions existed here. The elevator control horn was attached to broken oil soaked wood on the elevator held together by Monokote, and the Nyrod had no physical support inside the fuselage to keep it from flexing. The rudder was also flexing because of flexing Nyrod, and the vertical fin had broken away from the fuselage. In addition, there were only two hinges on the upper part of the rudder. These issues too were corrected. The aileron servos were plugged into a receiver and powered up. They did not function well. They just dithered with no reaction to transmitter stick movements. That was sorted out by replacing bad extension leads.

The only major repair was the stab and elevators. The right stab was a little flexy and prompted further investigation. With the covering removed, it was learned it had been snapped off in a crash. Repairs were

Continued On Page 10, Col. 1

The Sig Astro Hog - A Broken Airplane

Continued From Page 9

not adequate so that was taken care of. Also, the elevators were broken and worn. They were removed from the hinges and new ones were made. All the new parts were covered with color matched Monokote I had laying around to keep its original appearance.

After completing a couple of other small areas that needed attention, it appeared ready for flight. But first, I had to check the balance. Per specs found on the Internet, it appeared to be tail heavy by about half an inch. About three ounces of lead in the nose balanced it out.



Sherwood's rescued Astro Hog ready for its redemption flight. (Photo by Sherwood Heggen)

The Hog checked out to be square and straight. The engine was run and adjusted to fit its new home and off to the field we went! The fellow modelers there were a little surprised at seeing this beat up critter I had brought to fly compared to what I normally bring. Set up was done, fuel pumped into the tank, model was secured, and the engine was fired up. The Hog was taxied down the runway and turned into a light quartering breeze. Throttle up and she moved ahead, tail lifted, and it rose smoothly from the runway. A couple of racetrack patterns and a couple of beeps of down elevator and I had a flier! Right away it felt comfortable. I was able to do rolls, stall turns, loops, four point rolls, and "screaming" low passes over the runway with no problem.

One thing to understand is this. It isn't how the airplane looks, it's how well it flies.

And also, probably most important - a broken airplane is a terrible thing to waste.

(Editor's Note: I asked Sherwood if he had a photo of the Astro Hog before its renovation. He said it looked just the same. He said I needed to zoom in on the picture to see all of the dings and such. Well, I did zoom in and still couldn't see much cosmetically wrong with the plane. But obviously the things that Sherwood did to make the Astro Hog airworthy were huge! In the past I have seen Sherwood remove a recently severely crashed airplane from the trash bin and like magic return it to a fantastic flyer. He has a talent, and a lot of patience!) ☺

TCRC Field Report

Jordan Flying Site:

Wet!!! Very Wet!!!

Fairgrounds Flying Site:

Good field conditions!!! So, while the Jordan field is hosting the Minnesota River, you can still fly at TCRC's alternate sight at the Scott County Fairgrounds. That site should be available all month until July 26 and 27 when the Scott County Fair will be held. ☺

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.

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.

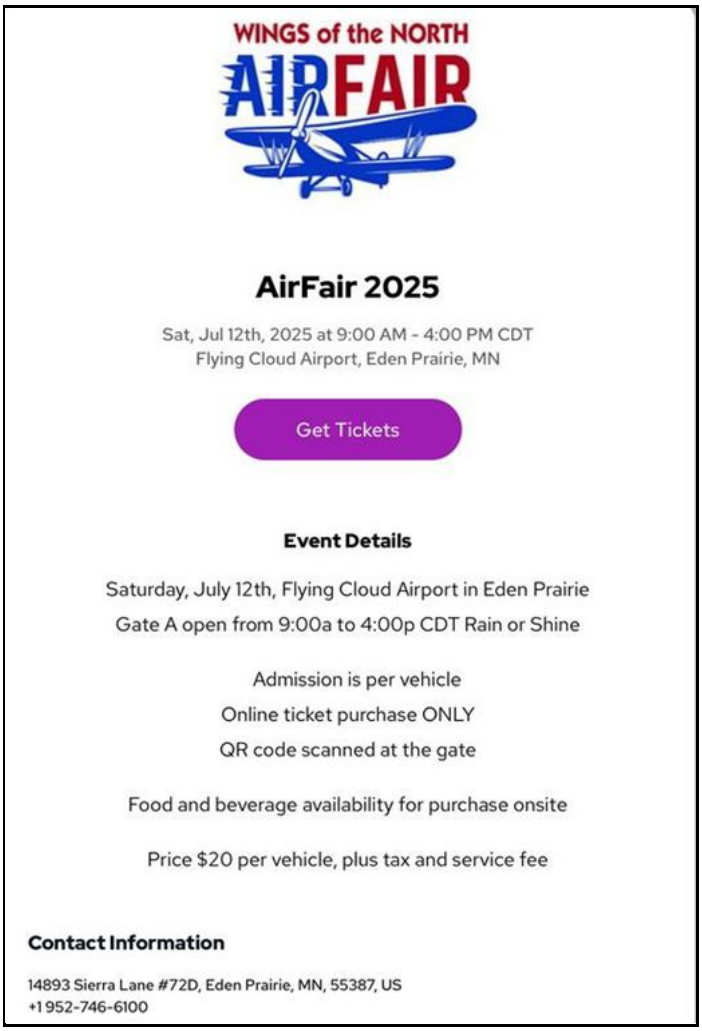
To be a member of TCRC there is a one-time initiation fee for new members in the amount of $75.00. The annual dues are:

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. ☺

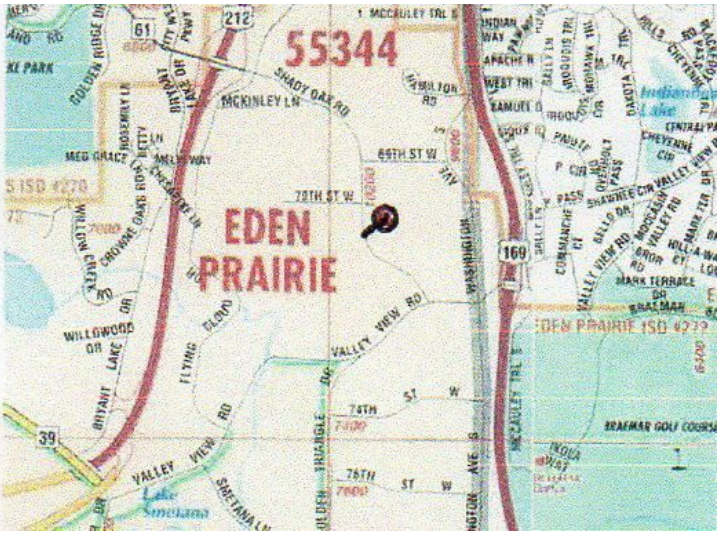


Are You Using Discord Yet?

Twin City Radio Controllers



HOBBY
HOBBYZONE.com
Check us out! 952-941-1866
info@hobbyzone.com
7171 Shady Oak Road
Eden Prairie, MN 55344
Monday - Friday 10AM - 5:30PM
Saturday 10AM - 4PM
Sunday Closed
Most in-store prices are 5% - 10% OFF online prices. Plus, every month we select two popular items at 15% OFF!
www.hobbyzone.com
ZONE



BIG SKY HOBBY™
Great products, expert advice.
Open Monday thru Saturday, 10 am – 6 pm
Have Special Orders or Questions?
Contact: Jeremy@BigSkyHobby.com

