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

TCRC Hosts *Eclectic* Fun Fly At Jordan Field In June

by Tim Wirtz

TCRC's *Eclectic* Fun Fly happened on June 15th. The day started out with 13 mph winds that just continued to get stronger as the day went on. Did that stop us? NO! Did people have trouble flying in the wind? Also NO!

We renamed the fun fly at the event. This used to be the Electric Only Fun Fly and was created back when there were only a few electric models and fliers, and they wanted an event catering only to electric aircraft. Now that there are probably more electric planes flown than piston-powered aircraft, a special Electric event is no longer needed. So, the *Eclectic* Fun Fly has taken its place.



The pits were full of activity at the Eclectic Fun Fly. (Photo by Tim Wirtz)

Why *Eclectic* Fun Fly? The event is open to all aircraft and the atmosphere light and fairly unstructured. There were 1/2A planes and .90-size planes, scale planes, pattern planes, 3D, and both electric and nitro planes (no gas planes showed up). There was combat and items were dropped from Dave Erickson's big tow plane, which looked like a Kadet Senior but I'm not sure if that's what it was. Parachute men, a can of sprite and even another airplane were dropped! The prop was taken off of Tom Young's 1/2A GLH and then it was strapped to the bottom of Dave's tow plane. The GLH was taken up as high as possible and then released. It looked similar to the film of the X1 being dropped from a B-29.

Some members actually got THREE 1/2A planes in the air at one time and flying in a loose formation arrangement. It's not very common to get one 1/2A plane up at the field let alone three at the same time. It was quite the sight and SOUND!

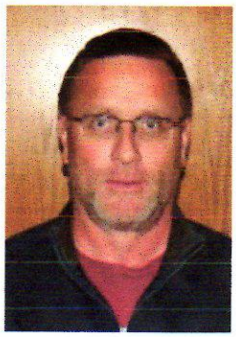
A paintball gun and paintballs were also brought to the event but never taken out of the car because too much fun was being had with all the other things.

There was a spectacular mid-air collision when Thaddeus and Tim Kepner sent their combat planes up. They didn't even get to the actual

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A Note from The Head Wing Nut

By Bob Briesemeister



Happy Fourth of July and the 250th birthday of the United States of America. I hope that you are able to spend it with family and friends and maybe still get a few flights in.

There have been a lot of good flying days this summer and hopefully many more to come with the flying field not flooding so far. The flood monitor is going up with all the rain we have had but not in the Minnesota River Basin which is good for our flying field. There was a prediction of it going up to 19.5 feet, but it looks as if it is not going to rise that far anymore. Cross your fingers.

The golf cart seems to be coming in handy with the retrieval of lost and crashed planes. There are stickers of airplanes being put on the front like kills as fighter plane would have. The stickers are in the golf cart so add to it as needed.

The June flying event was a success with many flights being made and of course some crashes and a midair collision as well. The event will be named the Eclectic Fun Fly in the future. There were a few spectators with interest in joining the club. Thanks to Tim Wirtz and everyone involved.

The July membership meeting will be held on the 14th at the TCRC flying field at 7pm with dinner around 5:30. Come early and fly or stay after and get some flights in. If there is bad weather the meeting will be moved to Crosspoint Church at 7pm. If it is cancelled it will be posted on the website and Discord.

We have been holding our annual banquet at Fong's in Prior Lake for 14 years. After 32 years in business the owners have decided to retire and close the restaurant. I'm currently looking for a new location with enough space to play some games. If anyone has any ideas, please let me know.

I want to thank the crew that has been mowing the flying field. It is a big job with the many acres that we mow. Keep up the good work.

TCRC's next flying event of the summer is Wings Over Jordan on Saturday July 18th. This is an open fun fly for current AMA members. There is no pilot fee for this event. You can bring your electric planes, your nitro and gas planes, just no turbines please. We will have lunch with a free will donation accepted.

We also had our Jordan Field runways and pits seal coated on July 1st. See the article and photos on pages 4 and 5 of this newsletter for complete info. ☺

Minnesota River Report

July has arrived, heralding the dog days of summer. Rainfall for the month was sporadic in the Minneapolis area and in western Minnesota which is the drainage area for the Minnesota River. The rainfall total for June ended 4-inches below average. However, early July did receive some rain in the Minnesota River basin. That shortfall in June affected the Minnesota River level at Jordan, dropping it from the 11-foot level at the start of the month to a level of 7-1/2-foot at the end of the month. But then the early July rainfall brought the level back up, cresting on July 4th at 11.82-feet. But now projections show the level start to slowly drop again. Hopefully, with only normal rainfall the rest of July it will continue that drop.

TCRC's Jordan field starts to see water creeping onto the area when the Minnesota River reaches 18-feet at Jordan.

If for the rest of the summer the Minnesota weather pattern stays in the normal range, we should be able to enjoy a great season of flying with the field high and dry.

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

Eclectic Fun Fly

Continued From Page 1

combat part before they collided head on out over the outfield. Both planes sustained heavy damage but provided fantastic visuals for the crowd.

In addition to having fun, two families and two potential members came out to join us. One family that came brought three generations, and the kids each got to fly a trainer with Thaddeus. They live in Singapore but spend their summers here in Minnesota. The kids asked a lot of questions, and members answered all of them. They were all very excited and said our members made them feel very welcome. One of the potential members signed up on the spot, again noting how friendly and helpful the members were.

Ken Weddell ran the grill for us and there was plenty of food and drink to go around.

Around 2:30, the wind was finally too strong to make flying fun, so people started packing up to leave.

While no official count exists, there were at least 11 pilots and more than 30 planes.

Thank you to everyone who came out to fly and to help. Your help was truly appreciated. I'm already looking forward to next year. ☺

A Beautiful Day To Being Flying!



Just a handful of the many planes at the *Eclectic* Fun Fly. (Photo by Tim Wirtz)

Planes Of All Shapes And Sizes Were At The *Eclectic* Fun Fly



A couple of nice twin-engined planes were ready to fly. (Photo by Tim Wirtz)

TCRC's Jordan Field Gets Sealcoating On July 1st

by Bob Breisemeister

On July 1st the field was closed for sealcoating the runways. It has been 5 years since the runways were repaved and they are holding up very well with only a few cracks. Seal coating needs to be done every 4 or 5 years to maintain the runways and keep them in good condition. The club has a runway fund to take care of the maintenance of the runways.



Gopher State brought some heavy equipment to get the sealcoating job done in good time. (Photo by Bob Breisemeister)

Gopher State Sealcoating had us on the schedule for 7 am but had to delay it until 1 pm due to the rain that morning. The crew of 7 showed up in 4 trucks with all the equipment needed to do the job. They started cleaning up the edge of the runways, taxiways, pits and parking lot with shovels, brooms, a sweeper and 3 big blowers. It took them 2 hours to get the cleaning accomplished.

The big tanker truck was brought out onto the pit lane, and they started the sealcoating process by putting sealcoat on edges and spreading it with squeegees and then spraying the middle. I left when they were about halfway done. I gave the crew some bottled water as it was a warm day. The total job took about 4.5 hours. The only thing to do now is get some stripping done on the runways, taxiways and parking lot.

See more photos of the sealcoating on page 5 of this newsletter. ☺

Calendar

July 5-Aug. 9	**AMA NATS Muncie, IN**
July 9-11	**Windy City Warbirds & Classics St. Charles, IL**
July 11	**Wings Of The North AirFair Flying Cloud Airport Eden Prairie, MN**
July 14	**TCRC Meeting At The Field Jordan Flying Site 5:30 PM Dinner 7:00 PM Meeting**
July 18	**Wings Over Jordan TCRC Jordan Field Bob Breisemeister**
July 20-26	**EAA AirVenture 2026 Oshkosh, WI**
Aug. 5	**3rd Qtr TCRC Board Meeting, 7:00 PM Pres. Bob's Home**

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. ☺

Pictures From Jordan Field Sealcoating On July 1st



Sweeping and cleaning the pit area.



Gopher State has some nice equipment.



Cleaning and edging in the pits.



Hand filling the edges.

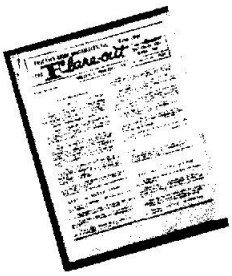


Spraying the sealcoat.



Preparing the runways.

Photos by Bob Breisemeister



Thirty, Forty or More Years

by Jim Ronhovde



RETRIEVE THE DOWN RC PLANE

As long as we fly RC planes, we have crashes. If it goes down in open cut grass, not so bad. But it doesn't always happen that way! I recall many stand out true tales of where we get negative results after we lose the aircraft. Before the wonder of modern RC radios, a total flyaway would happen and pilot and friends would jump in a car and chase the errant aircraft. Usually, with only a glimpse or two of the flyaway aircraft. Lost forever or maybe weeks later someone would find it and the name and address if with the plane would initiate a recovery.

Many planes crashed in trees and did not come down. Some extensive teams would bring extension ladders, roof rake extensions plus a bamboo pole to poke it down. Others used slingshot with three-eighths nuts with monofilament line and tried to loop over a branch, then tying heavy rope to the monofilament and pull it over the branch and yank on the rope.

Tall corn with circular irrigation adds to the confusion.

Occasionally a friendly pilot would take to the air and do an air search over swamps, rivers and trees. This had a high percentage of spotting the location. Now quadcopters do the same thing.

Cloud cover, and terrain handicaps route for walking and maintaining direction. A compass is nice to have with.

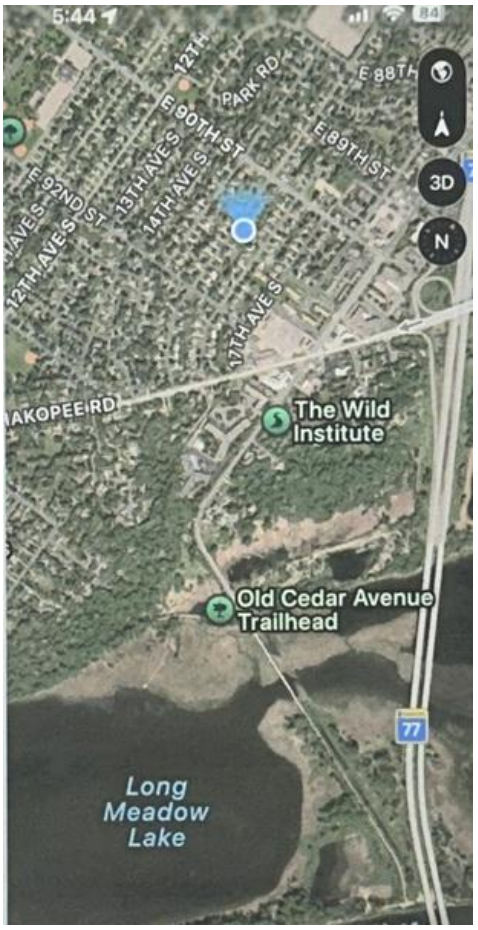
Modern days, a cell phone is an aid to navigating to find the way. The apps FIND MY PHONE can display a satellite image with your location overlaid on the image. Additionally, the said display has a compass symbol or an orientation arrow that indicates direction orientation plus distance and features labels.

I have used and tested all of the above for down planes.

Picture of cell phone satellite image is in the right column.

Use any of the strategies given in the article to

RETRIEVE THE DOWN RC PLANE



New Member

Another new member joined the club in June.

Scott Olson lives at 750 99th Avenue NW #202. His phone number is 952-652-5733 and his email address is scottolson85@gmail.com Scott has been flying R/C for five years or so and currently has a Beechcraft D18, a DHC-6 Twin Otter and a Piper Cherokee.

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

This brings the membership for the club to a total of 91 members ☺

The Workshop





Brian Johnson
Vice President

Hello and welcome back to the workbench!



I hope everyone had a wonderful Fourth of July and was able to celebrate the 250th birthday of our nation. Is it just me, or were we just celebrating the bicentennial? Has it really been 50 years? Ouch! That went fast!

I also hope you all are managing to squeeze in plenty of flight time. Summer is officially here, and between the beautiful blue skies and a completely packed personal calendar, my building boards have actually been a little quiet for the past few months. Between my own son's high school graduations and having multiple graduation parties to attend just about every single weekend since the beginning of June, free time in the shop has been a rare luxury. I am happy to say, the latter half of the summer is somewhat quieter from the social calendar perspective hopefully allowing me to focus more time on the building, flying, and camaraderie of model aircraft!

Now, just because I haven't actually glued any wood together lately doesn't mean the gears upstairs have stopped turning! I've been actively planning a major project for this upcoming winter. I teased it a couple of months ago in one of my articles. My desk has recently been swallowed whole by a project that takes us right back to our modeling roots. While my last column took a massive detour into full-scale aviation with the Van's RV-14, this month we are trading the pneumatic tools back for our trusty razor saws, balsa blocks, and a bottle of CA. We aren't building a box kit this time, either. We are embarking on a true journey of traditional craftsmanship: scratch-building from a set of paper plans! And we are tackling one of the most iconic, complex, and beautiful twin-engine aircraft to ever grace the skies (and also my personal favorite aircraft of all time) the Lockheed P-38 Lightning!

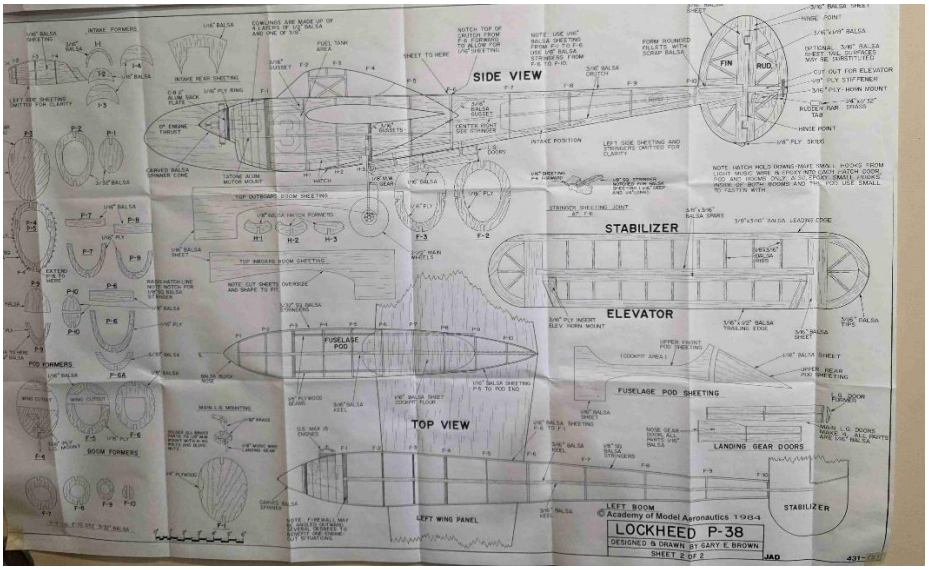
There is a unique magic to scratch-building. There is no beautifully printed box, no laser-cut puzzle pieces that snap together automatically, and no pre-fabricated hardware bags. It all starts with a roll of paper and a raw bundle of balsa sheets and spruce sticks.

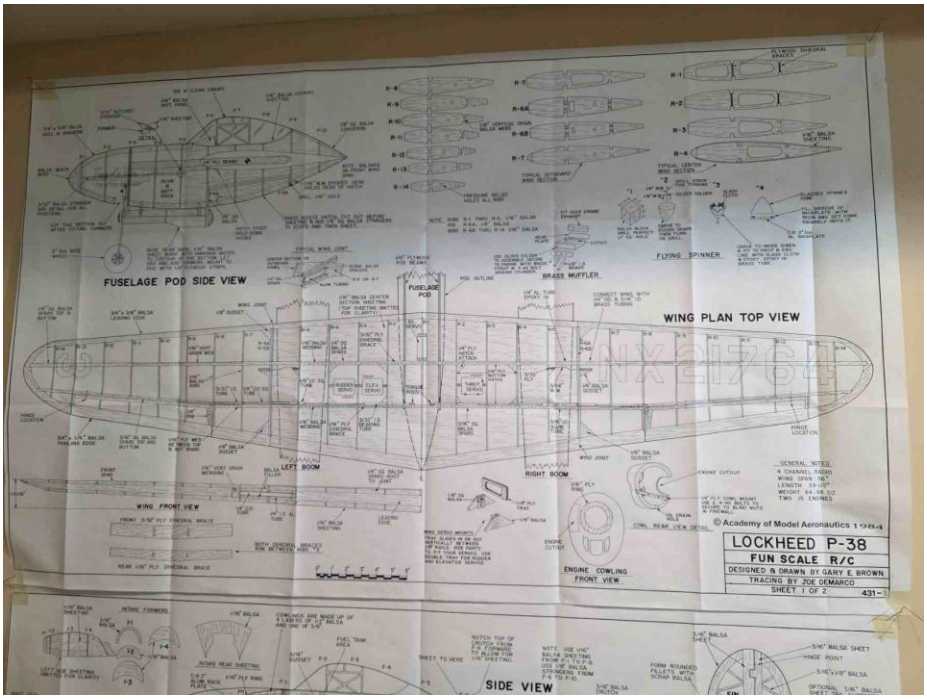
For this project, I ordered a set of "Fun Scale" R/C plans directly from the Academy of Model Aeronautics (AMA) Plans Service (designed and drawn by Gary E. Brown, Plan #431). When the mailing tube arrived and I unrolled the two massive sheets across my workbenches, and I began to try to decipher the details. The plans date back to 1984, featuring beautiful hand-drawn tracing, crisp cross-sections, and that classic, nostalgic draftsmanship that makes you appreciate the history of our hobby. They also included a build article from the magazine, but the copy was particularly dark so for most of this project I will be on my own. That is alright as this is part of the reward of scratch building. The figuring it out and making tweaks here and there to either improve or personalize the design. There is also going to inevitably be more than the usual amount of mistakes and rework. Patience and persistence is paramount in this type of endeavor.

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The Workshop

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This particular P-38 design hits a beautiful sweet spot for a twin-engine project. The 56-inch wingspan and all up weight of between 4-6 pounds means that it will take up little more room than your average 40-size sport plane and will be manageable getting to and from the field.

It is labeled as "Fun Scale," meaning the designer wisely simplified some of the complex scale outlines to ensure it builds light and flies beautifully, without sacrificing that unmistakably aggressive P-38 silhouette. But don't let the word "simple" fool you. Building a twin-boom, twin-engine scale model entirely from raw wood requires an impressive amount of strategic planning before your hobby knife ever touches a sheet of balsa. Normally I am more than willing to get into a build before choosing an engine but because there are going to be two of them and size is of great importance, I needed to get that detail ironed out from the outset. The big question for me was never glow vs. electric but rather two-stroke vs. four-stroke. The original 1984 plans are designed around a pair of .15 size glow engines (the notes specifically mention the OS Max .15 Now, standard two-stroke glow engines are readily available, inexpensive, and easy to drop into almost any airframe. But let's be entirely honest with ourselves, screaming, high-pitched two-stroke exhaust note completely shatters the scale illusion of a legendary fighter like the Lightning. Four-cycle glow engines offer that deep, realistic, throaty rumble that provides absolute authenticity.

For me, there really was no other option; this bird had to be powered by four-stroke engines. The catch? Finding the appropriate size for a 56-inch wingspan twin is an absolute challenge. There simply have never been many choices for four-cycle engines in that specific, smaller displacement range. But after a handful of weeks of endless scouring, setting up alerts, and digging through listings on eBay and Facebook Marketplace, the modeling gods smiled upon me. I was able to successfully hunt down and piece together a matching pair of OS .26 four-cycle engines — and incredibly, both of them are brand new in the box! Having these two pristine beauties sitting on the shelf changes the entire pre-construction dynamic.

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The Workshop

Continued From Page 8

Because four-stroke engines have different dimensions, exhaust, and throttle arm locations compared to a standard two-stroke .15, I am spending a bit of this phase of the project completely mapping out the firewall modifications. I will detail them once the parts are cut. We need to ensure these slightly larger cases clear the sleek balsa cowlings while maintaining the proper thrust lines.

Another part of the project that requires some additional thought and planning is the logistics of transport. If you build this airplane as a single, permanently glued structure, you are left with a massive, unwieldy "H-shape" comprised of a central fuselage pod, two long engine booms, a horizontal stabilizer bridging the back, and a long wing. Trying to fit a fully assembled, fragile balsa P-38 into the back of a standard car, even a small version such as this one, without causing damage is an absolute nightmare. Therefore, we need to figure out how we are going to disassemble and reassemble this bird in a timely fashion that allows for safe travel. Looking closely at Sheet 1 of the AMA plans, the designer came up with a simple, highly elegant solution for the wing joints. The center section of the wing—which spans from the left engine boom, straight through the main cockpit fuselage pod, and over to the right engine boom — is built as a single rigid structural unit. The heavy plywood dihedral braces hook these three core components together permanently. This means the central "power pod" stays intact as one piece, housing your servos, receiver, and engines. To make the plane transportable, the outer wing panels (from the engine booms out to the wingtips) are designed to be removable. The plans utilize a classic aluminum and brass tube plug-in system. An aluminum tube is epoxied between the main spars of the center section, and a matching tube slips inside the outer wing panels, locked in place by a sturdy 1/4" plywood alignment dowel. When you get to the flying field, you simply slide the outer wing panels onto the central boom structure, secure them with underlying retention screws, connect your aileron extensions, and you are ready to fuel up and fly. When the day is done, it breaks down into a remarkably flat, compact footprint that easily slides into any trunk. This all seems very simple and straight forward, but no doubt will be somewhat complex in terms of execution. Time will tell how that goes!

The final step of the planning phase is creating the master material list. Unlike a kit where the majority of the prep is spent punching out die cut or laser cut parts and sanding to final shape, there will be a handful of evenings spent laying tracing paper over the plans, tracing out every single fuselage bulkhead (P-1 through P-10), the intricate boom formers (F-1 through F-10), and the various wing ribs (R-1 through R-14). This will help determine how much balsa I will need and if I need to get to the hobby shop to purchase any additional product. I will then transfer these templates onto raw sheets of 1/16", 1/8", and 1/4" balsa and aircraft plywood and finally getting ready for a marathon session of hand-cutting. It is slow, deliberate work, but there is an immense amount of satisfaction in watching a pile of raw wood slowly transform into the components of an airframe. I am essentially making my own kit.

I am going to cut this entry off here. I am not sure there will be enough progress on this project to make an interesting article every month, so there may be some filler here and there. I do have some exciting new trinkets to show off that I picked up at the recent swap meet and a handful of side projects going on so hopefully I am able to keep everyone entertained if the work becomes tedious 😊

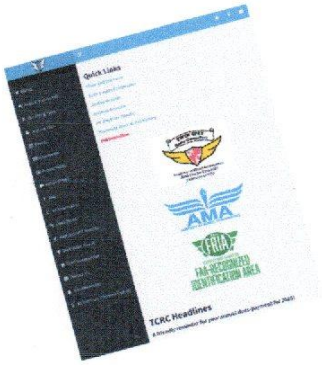
Happy Flying! ☺

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. ☺



What's New with TCRC's Website?

by Tom Hall, Webmaster

Greetings TCRC Members,

In this particular article, I wanted to take a minute to highlight some informative information found in the (New) Links section of the website. The Links section can be found on the left side bar for easy navigation. The Links section contains four segments:

1. RC Club Websites found in Minnesota – nice references and help from Scott Anderson.
2. AMA documents
3. RC Stores
4. FAA Documents

Specifically, I want to bring to your attention the documents in the AMA section of the Links section. The Academy of Model Aeronautics (AMA) has recent published some very nice, easily to digest documents that will aid each oof our TCRC members and Board personnel. We all need to understand these flights rules to avoid mistakes and lessen risk! I encourage you to visit the following documents for a refresher. For those of you new to the TCRC club, these documents will help explain the rules of flying at our airfield.

Under AMA Documents:

A series of 5 informative documents (Written by AMA's Lucas Rodden) entitled:

1. What's required before I fly here- part 1?
2. What's required before I fly here- part 2?
3. What's required before I fly here- part 3?
4. What's required before I fly here- part 4?
5. National Altitude Authorization Reminders

Additional current information in the AMA section you can find:

1. Flying Sites in Class G Airspace Granted Higher Altitudes
2. Airspace Classes Explained (Class A, B, C, D, E, and G)
3. AMA Safety Handbook
4. AMA Documents and Membership Manual

AMA Intro Pilot Instructor Criteria:

1. Defines requirements for becoming an AMA intro Pilot & Instructor
2. Relevant to club trainers and mentors

AMA Tips for Newcomers:

1. Great Starting guide for new members
2. Covers equipment basics, safety, and what to expect at the field

In summary, please take some time to study the information in the Links sections. The Minnesota RC Clubs is a great reference; the AMA and FAA bring current and helpful flight re-assurances for all members of the TCRC club! And RC Stores is helpful when in need of parts, repair, or simply a new plane! Don't tell your significant other I said that….about buying new planes! I'm not getting in the middle of that conversation!

(See Screen Shots on page 11) ☺

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.

What's New At TCRC's Website

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Screenshots from TCRC website

AMA Documents

What Do I Need to Fly Here?

What's Required before I fly here-Part1?
What's Required before I fly here-Part2?
What's Required before I fly here-Part3?
What's Required before I fly here-Part4?
National Altitude Authorization Reminders?

- New pilots should read this first.
- Explains AMA membership, safety expectations, and what is required before flying at an AMA chartered field.

Flying Sites in Class G Airspace Granted Higher Altitudes

Flying Sites in Class G Airspace Granted Higher Altitudes

- Explains how some AMA flying sites may operate at higher altitudes under current FAA and CBO agreements.
- Useful for understanding airspace limits.

Airspace Classes Explained (Class A, B, C, D, E, G)

Airspace Classes Explained

- Plain-English explanation of U.S. airspace classes.
- Helps pilots understand where RC aircraft are allowed and what restrictions apply.

AMA Safety Handbook

AMA Safety Handbook

- The core safety rules for all AMA members.
- Required reading for anyone flying at an AMA field.

AMA Documents and Membership Manual

AMA Documents and Membership Manual

- Central location for AMA forms, membership policies, insurance information, and official publications.
- AMA is committed to providing valuable resources and information to RC Pilots.

AMA Intro Pilot Instructor Criteria

AMA Intro Pilot Instructor Criteria

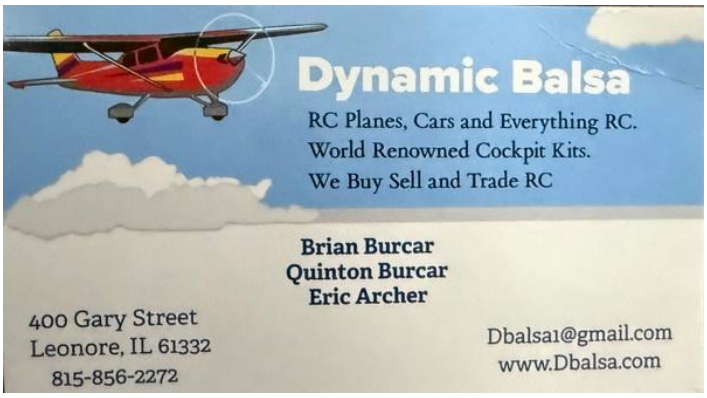
- Defines requirements for becoming an AMA Intro Pilot and instructor.
- Relevant for club trainers and mentors.

AMA Tips for Newcomers

AMA New Pilot Guide

- Great starting guide for new members.
- Covers equipment basics, safety, and what to expect at a flying field.











Scott Anderson Plus One

Friday, June 26 found TCRC's Jordan Field with another Anderson in attendance.



Scott and Todd Anderson with a Grumman Hellcat.

One of Scott's brothers, Todd, was visiting from his home in Montgomery, Alabama and came out to the field on a beautiful Minnesota day to get a few flights in.



Todd had a nice looking Horizon 2.6 meter Radian sailplane to soar into the sky with. He also put some flights in on the Grumman Hellcat and the DeHavilland Venom shown in the photos.



Scott and Todd with his DeHavilland Venom.

They picked a great day to do some flying with some bright sunshine peaking in and out of the puffy clouds. They kept the air full of airplanes for more than two hours.

Todd was a member of TCRC in 1970 when he and Scott both joined. Scott's brother Steve also does some R/C flying. It seems to be a nice family hobby. ☺

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. ☺

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**
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

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. ☺

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. ☺



The TCRC Membership meeting on July 14th will be held at the Jordan Field as the first of four meetings-at-the-field.

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 a dinner on the club and then attending the membership meeting.

The membership meetings for August 11th and September 8th are also scheduled to be at the TCRC Jordan field, weather and water permitting.

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

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. ☺

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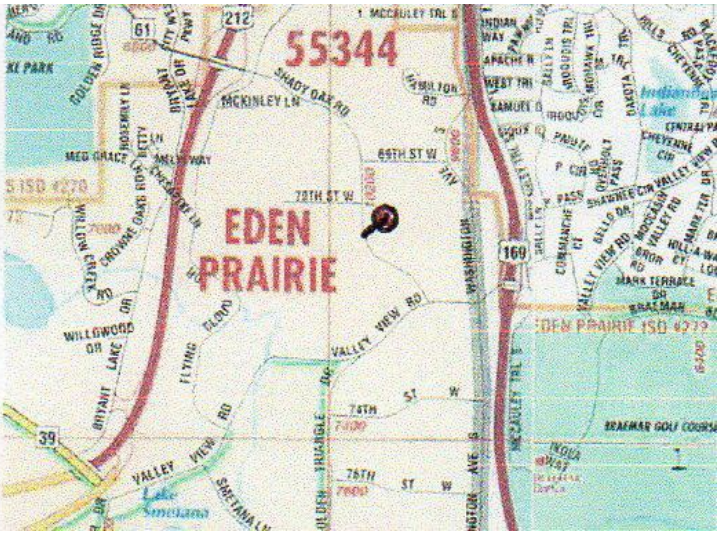
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