



February

Minneapolis, Minnesota U.S.A.

2024

TCRC's Annual Auction Was A Record Breaker!

by Jim Cook

At 6:45 AM on Saturday, February 3rd, persons arriving at CrossPoint Church in Bloomington found the front doors wide open, welcoming them to TCRC's 47th Annual Auction.



And from that time on until almost 9:00 AM there was a steady stream of sellers arriving with lots of R/C airplanes and equipment destined for the auction block. Luckily, a large number of TCRC members had checked their items for sale in the previous evening, after setting up the church for the auction. This went a long way in keeping the seller check-in area from being congested more than it was. Also, the availability of seller pre-registration online at TCRCOnline.com was a huge help.

The club had a great turn out of members to staff the many areas. In addition to seller check-in, there was a buyer registration and admissions

team, an impound team, the record-keeping team, the auction-prep team, the bargain table team and the concessions team all hard at work.

It became apparent early on, that the impound areas were going to be filled to overflowing with a huge number of high quality airplanes and equipment. Those working the impound area had a good system on storage and the utilization of available space and everything was checked-in without any snags.

The concessions crew was busy early on serving hot coffee and donuts to those in attendance, and pretty well sold out those offerings by the start of the auction.

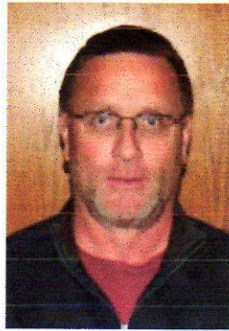
After buyers and sellers had checked-in, they had a chance to buy a raffle ticket for the chance of winning a nice J-3 Cub kit. Mark Wolf handled this. Only 100 tickets would be sold, for \$5/each, and the winner would be drawn later during the auction.

Around 8:15 or so, the impound areas were opened up so prospective buyers could get a chance to examine the planes and equipment close up. The impound area remained open until just before the start of the auction.

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A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

Going, Going Gone. The 47th Annual Twin Cities Radio Controllers Auction is in the books and the planning for the 48th Annual TCRC Auction has begun. The 2025 auction date is set for February 1st. With the preliminary numbers in, it looks like this year's auction was the 2nd best in TCRC history. We sold over 570 items in 7 hours. A Big Thanks to MN Auction which is owned by TCRC member Shareif Eisa and his wife Diane Eisa who did all the calling with the help of the number one caller in the state Dylan Kallemeyn.

We handed out over 190 bidder numbers with 85 registered sellers. Every type of airplane was represented from small electrics to large 1/3-scale gas, sport planes to warbirds, gliders to helicopters. It seems that every year there is an abundance of one type of airplane. I thought that there were more Biplanes than in other years, especially larger ones. There was something for everyone if you were lucky enough to win the bid.

It takes a lot of volunteers to make this auction as successful as it has become and something that R/C Hobbyists look forward to year after year. As in the past, there were people from the 5 state area in attendance both as sellers and buyers.

Back to the volunteers. I need to thank everyone who showed up to help set up Friday night to turn the church into an auction house. Also, to those who helped to tear down after the last item was sold, putting everything back the way it was on Friday night. In the morning when we start selling the first item it is exciting but as the day goes on and you are getting tired some of the excitement wears off. When the last item is sold, there is still work to be done. Everyone is worn out, but I really want to thank the members that stayed till the end to ensure the church was back to the way we found it. I appreciate the extra effort, THANK YOU!

The board is always tweaking things to try and improve the auction every year. This year we eliminated writing the item cards and just relying on the inventory on the computer. We did clerk on paper the item number, seller number and bid price to have as a backup. We added a TCRC member reading the item description to save on the auctioneer's voice. If you have any suggestions let me or a board member know.

On Sunday the 4th Tim Wirtz and I went through the seller's inventory invoices and wrote the checks to get them out in a timely manner. Tim

dropped the checks in the Monday mail, and I went to the bank Monday morning. Also on Monday, I met with the church to resolve any issues that might have come up, they were minimal. Most all sellers are surprised at how soon they receive their payment. I need to Thank Tim for all he does on the Treasurer's end in running the auction.

At the February 13th membership meeting in appreciation for volunteering at the auction we will have pizza and soda. We will be giving away some gift certificates to people who helped out at the auction. If you did not sign the volunteer sheet let me know.

See you at the meeting!



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.

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|-----------------------|--|
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TCRC Annual Auction

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TCRC was again using the software program that tied the buyers, sellers and auction results all together. Brian Johnson, Jayne Breisemeister and Diane Eisa were in charge of getting all of the check-in data entered into the computer program and had everything ready to go by the auction start time.

The impound crew loaded the tables with items heading for the auction block. Once an item landed on those tables, it took about 20 minutes to move forward and people in the auction room had one more chance to give an item a once-over before it went up for sale. In addition, a live-stream camera showed images of all upcoming items on a large screen behind the auctioneer to further let people see what was coming.

Ken Weddell was managing the 'bargain table' where items could be sold for \$30 or less, instead of going across the auction stage. Business was brisk very early and Ken and his crew sold a lot of items during the course of the day.

A little before 9:00 AM the impound area was closed and Scott Anderson took to the stage and reviewed the rules and procedures that were to be followed during the bidding process. He then introduced the two auctioneers for the day – Shareif Eisa, who has been our main auctioneer for several years now, and

A Sea Of Airplanes Filled The Main Impound Area!



Every table was carefully filled with all shapes and sizes of airplanes, and underneath were lots of airplane kits. (Photo by Jim Cook)

And This Was Just One Of The Auxiliary Impound Rooms!



The impound crew were masters at fitting a huge number of large airplanes into some very small spaces. (Photo by Jim Cook)

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TCRC Annual Auction The Crowd Had A Great View Of Everything Happening

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Dillon Kallemeyn, who was new to the TCRC auction, but definitely not new as an auctioneer. This year he was named the best auctioneer in Minnesota!

Shareif led off at 9:05 with the first item, and from then on, it was non-stop until 4:15 PM. Shareif auctioned off the first few items and then turned the stage over to Dillon, who worked tirelessly until the early afternoon when he had to leave. Both Shareif and Dillon are fantastic auctioneers, and when the dust settled at 4:15, they had sold 572 items. I believe that is the most items that the auction has ever moved. And with that finish time, it means that they sold an item every 45 seconds! And that definitely has to be a new record!

While the auction was taking place, there was also a silent auction occurring during the morning and early afternoon. Several higher priced planes were sold during that time.

Also in mid-afternoon the drawing was held for the 100 raffle tickets that were sold as chances to win a J-3 Cub kit. The winner was Jim Gaddery. See the article on that raffle on page 13 of this newsletter.

Since the auction takes about 8 continuous hours, it is difficult to keep all 194 buyers who were present there for the entire time. As an incentive to keep all of the buyers

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CrossPoint Church seems to be the ideal place for TCRC to hold its auction, with great acoustics and visibility. (Photo by Jim Cook)

Only One Of Many Many Beautiful Aircraft To Be Sold!



Dillon Kallemeyn auctions off a great looking giant-scale Corsair. (Photo by Jim Cook)

TCRC Annual Auction

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there until the last item is sold, TCRC purchased nine nice airplane kits, and after the last R/C item had been sold, the remaining buyers that were not TCRC members were entered into a raffle for those kits. See the article on page 14 of this newsletter on that raffle.

Of course, the workday is not over with the last sale. The entire church as to be cleaned and put back the way it was and to be ready for Sunday service the next day. Photos had been taken of the furniture layout of every room, and the clean-up crew busied themselves in getting the job done.

It was a fantastic auction! There were almost no “no bids”. I have not seen how many “buy backs” occurred, but I doubt if there were many. Buyers and sellers both left with good feelings. The TCRC members left tired, but with a great feeling of a job-well-done.

On Sunday, treasurer Tim Wirtz and president Bob Breisemeister had completed the paperwork and already written the checks for the sellers.

This was a great team effort by all of TCRC to make the 2024 TCRC auction a huge success. It is hard to single out everyone to thank. But as a token of a thank you, the club will have pizza and pop at the February 13th meeting. Thanks to all!!!!

The 2025 TCRC Auction is already scheduled for February 1st. ☺

The Concessions Crew Kept Everyone Present Well Fed



Concessions fare started with coffee and donuts and ended with Jimmy Johns and chips. (Photo by Jim Cook)

Even During A Lunchbreak You Could Still Make A Bid



Food and drink was not allowed on the main floor, but even sitting in the concession area a bidder could keep track of the auction action.

(Photo by Jim Cook)

Pictures From TCRC's 47th Annual Auction



The 'Bargain Table' moved a lot of \$30 or less items at the auction.



Scott Anderson introduces the auctioneers for the day – Shareif Eisa and Dillon Kallemeyn.



The seller-check-in crew were ready, willing and able to log in all of the aircraft.



Brian Johnson and Diane Eisa logged in all of the seller items into the computer.



The parking lot had a lot of trailers that brought a lot of neat aircraft to the auction.



The seller check-in area was a pretty busy place at the start of the day.

More Pictures From TCRC's 47th Annual Auction



The engines, electronics and small equipment table in the impound area was full of neat stuff.



Jim Ronhovde and Pedro Restrepo had to tag every item immediately after it was sold.



The concession crew brought in some great workers to keep everyone well fed.



The impound crew had a steady stream of items ready for the auction block.



Shareif Eisa auctions off the very first airplane in the morning and it was non-stop all day.



Halfway through the day and the main impound area was still full of airplanes.

Even More Pictures From TCRC's 47th Auction



Jayne Breisemeister, Jim Lundquist and Diane Eisa logged in the next item for auction.



Buyers pre-viewing the impound area in the morning before the auction started.



The Silent Auction moved some nice higher-priced airplanes earlier in the day.



Another impound room full of great aircraft ready to be sold.



Tom Hall displays a nice Cub for auctioneer Dillon as Shareif spots the bidders.



The clean-up crew springs into action after the last item has been sold.

Goodyear F2G

by Conrad Naegele

The January Mystery Plane was the Goodyear F2G.



Essentially a higher-powered low-altitude interceptor based on the Vought F4U Corsair, the F2G was extensively redesigned, taking advantage of the 50% increase in takeoff power.

Of the 28-cylinder Pratt & Whitney R-4360 engine, rated at 3,000 horsepower, many changes were made, and 2 FGI airframes were used, and rebuilt in March 1944. The redesign included much larger tailfeathers.

The new plane needed a beefed-up wing, and due to the greater torque, a new 14-foot propeller was also needed. Originally ten models were ordered for shipboard use. The plane was given a new bubble canopy, and fuel capacity was increased.

Goodyear was awarded the contract, rather than Vought, for some reason. Now, the war was winding down, and only five F2G's were built.

I've searched many reference sources and cannot find any record of any of these planes ever in combat before WWII was over, or in Korea.

The F2G had a wingspan of 41-feet, a combat weight of 13,346-pounds and a speed of 399 mph. The engine remained the Pratt & Whitney R-4360 28-cylinder radial that developed 3,000 horsepower. For armament it had six wing-mounted 50-cal machine guns. 😊

Calendar

- | | |
|----------------|--|
| Feb. 2 | Auction Set Up 5:00 PM CrossPoint Church Bloomington, MN |
| Feb. 3 | TCRC Annual Auction 6:00 AM to 6:00 PM CrossPoint Church Bloomington, MN |
| Feb. 10 | All Season Flyer Session, Jordan Field 10-10-10 Rule |
| Feb. 13 | TCRC Membership Meeting, 7:00 PM Auction Appreciation Pop & Pizza CrossPoint Church Bloomington, MN |
| Mar. 2 | End of Winter Fun Fly, Jordan Field 10-10-10 Rule |
| Mar. 12 | TCRC Membership Meeting, 7:00 PM CrossPoint Church Bloomington, MN |

MNBigBirds.com

Hawker Hurricane MkII
Kawasaki Ki-45 "Nick"
Focke Wulf TA-152H
Lavochkin La-7
Grumman Lynx
ARADO 96B
Howard Pete
Mitsubishi Ki-15 "Babs"
Thomas Morse Scout S4C

Free! Scale Plan Downloads



Hawker Hurricane Mk II
1/4 Scale British Fighter



Howard Pete
1/3 Scale Racer

New!



KI-45 DRAGON SLAYER

Andersen Designs

Add'l Extras

- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & More!

FAA UAS Registration Renewal

by Jim Cook

Most R/C fliers that originally registered with the FAA to get their Small UAS Certificate probably had their registration certificate expire in December of 2023, unless they had remembered to renew. The FAA did not send out any reminders that your registration was about to expire. If it did expire, it is no problem. Registration renewal is easy and only costs \$5 for the next three years, and you keep your original ID number, even if it had expired.

To renew your FAA registration, you need to go to the [FAADroneZone](https://www.faa.gov/uas) website. If you type in your search bar as I show it above, you should get right to the correct site. Make sure the site you go to ends in [faa.gov](https://www.faa.gov). There are a ton of sites that pop up that look like the correct place to register, but they are not. A [.gov](https://www.faa.gov) website belongs to an official government organization in the United States. When you are at the correct site you should see this:



When you get to the correct site you can login by clicking on “Drone owners and pilots” and then entering your login information. I

was required to list my “device inventory” this time, which I have not had to do before. It was not hard, however. To enter data, I had to say ‘no’ to the question, “Does your drone broadcast FAA Remote ID Information?” For device type I selected ‘Traditional UAS’ every time instead of “Homebuilt UAS’. I would then enter the name of the aircraft under nickname. For example, Big Stik. Under manufacturer, I entered who I knew the manufacturer to be. The Big Stik was by Great Planes. If the plane was built from plans, I put the manufacturer as ‘Scratch-built’. For UAS model, in the Big Stik example I put ‘60’. The site did not allow me to leave UAS Model blank. On a scratch-built aircraft, I called the model by its engine size.

Each new aircraft would be added by clicking ‘Add Device’. After I had entered all of the planes I was registering I moved on to the next part of registration. I noted however, that anytime you login to the site there is a button “Manage Device Inventory” for future needs to add or remove a registered aircraft.

Continuing with registration, you then verified your address, etc. and then entered the credit card info to pay the \$5 registration fee. Upon completion of that data, I was congratulated for registering and given the opportunity to print my new FAA Registration card. The card shows that it is good for 3 years from the date of this registration.

The site hinted that I might be exempt from registering all of my aircraft if I am a recreational flyer and meet several criteria. However, I could not proceed if my ‘Device

Inventory’ was empty. Registering each plane was not difficult, so I did not endeavor to avoid doing that.

All-in-all, the registration renewal was easy and quick. I think the DroneZone website is nicely done. Just be sure you are at the official FAADroneZone website. The others are all third parties wanting to take your info and then register you for some amount of money, well above the FAA’s \$5 fee.

Be sure and check to see if your FAA registration has not expired. To fly any UAS (drone, airplane, whatever) you must be registered and have your registration ID number on every aircraft that you fly. If you do not do that, the FAA fines can be severe.

Also, do **NOT** think that flying at an FAA Recognized Identification Area (FRIA) frees you from the obligation to register. TCRC’s Jordan Flying Site has been approved to become a FRIA. That will allow you to fly without having to use a remote ID info broadcasting device in each aircraft, but you still must have an FAA UAS registration number.

Check your registration card and make sure your registration is current. 😊

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.

Auction Thanks And Initial Auction Numbers And Results

by Tim Wirtz

The auction has wrapped up. Bob and I did the reconciliation today, wrote the checks and I put them in the Bloomington Post Office mailbox for 7:00 am pickup tomorrow morning.

I want to send a big THANK YOU to everyone who helped out this year. We had a very successful auction. In fact, it was our second most successful auction as far as the amount the club made in profit, and it was the most successful in the total sales amount.

Here are some interesting facts:

- We had 194 bidders and 86 sellers – higher than most years on both counts.
- 572 items were sold.
- We had 9 items sell for \$500 or better – the highest price item sold for \$950.
- We had 12 items sell for between \$300 and \$499.
- We had 22 items sell for between \$200 and \$299.

I know it was hard work and a long day (or days) for some of you. I wanted to let you know that your hard work paid off and was very much appreciated by the club.

If you volunteered at the auction and didn't get your name on the signup sheet, send a note to me (treasurer@tcrconline.com) or Bob Briesemeister (president@tcrconline.com) and we'll get you on the list. Volunteers are all included in a drawing for gift cards to hobby shops and (for those spouses who helped out) other places so, if you were volunteering and didn't get your name in, let us know.

I'll have more details on the auction at the next membership meeting. Remember that is the celebratory pizza party for an auction well done. Hope to see you all there. ☺

TCRCOnline.com
Your Club's Website

Bulk Glow Fuel Available

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

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

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

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. ☺

TCRC 2024 Dues Renewal Statement

By Tim Wirtz

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

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

TCRC Membership types are as follows:

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

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

| | Renewal |
|---------------------------|-----------------|
| Regular Membership | \$105.00 |
| Family Membership | \$105.00 |
| Junior Membership | \$ 47.50 |
| Social Affiliate | \$ 35.00 |

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

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

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

Renewal Site:

– www.PayPal.Me/TCRCTreasurer/108

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

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

Tim Wirtz
1511 Emerson Ave N
Minneapolis, MN 55411

Renew your TCRC membership dues today. 😊

Lock The Gate!

It is very important that the gate to the field be kept locked at all times when there is no member present.

It is every member’s job to lock the gate when he/she is the last one at the field. It doesn't matter the time of day or how nice the weather is. This simple rule is to keep the gate locked to prevent theft, vandalism and the unauthorized use of our land from occurring. 😊

Special Raffle At The TCRC Auction

by Jim Cook

TCRC initiated a special, limited raffle at its 47th Annual Auction this year.

People arriving at CrossPoint Church last Saturday morning and getting in line to pay the admission fee or register as a buyer had to get past Mark Wolf first.



Mark Wolf shows you what you will win if your raffle ticket is selected. (Photo by Jim Cook)

Mark was chairing the new limited raffle that TCRC was having this year. The prize was a Balsa USA 1/4-scale J-3 Cub.

Only 100 tickets were going to be sold for the J-3 Cub raffle at a mere \$5/each, so that an entrant knew exactly what his/her odds were on winning.

Mark didn't have to apply any 'hard sell' tactics as most everybody seemed to want a chance on the Cub. It didn't take long for Mark to sell all 100 raffle tickets, and then it just became a waiting game for the drawing which was going to be done in the early afternoon during the auction.

As the time for the raffle drawing approached, TCRC president Bob went to the audience and selected a young fellow to be the one to select the winner. Mason Singaas was happy to be selected and accompanied Bob to the stage. Shareif took a very short break from his auctioneering duties as Mason pulled out the winning ticket.



Mason Singaas draws the winning ticket as Shareif and Bob look on. (Photo by Jim Cook)

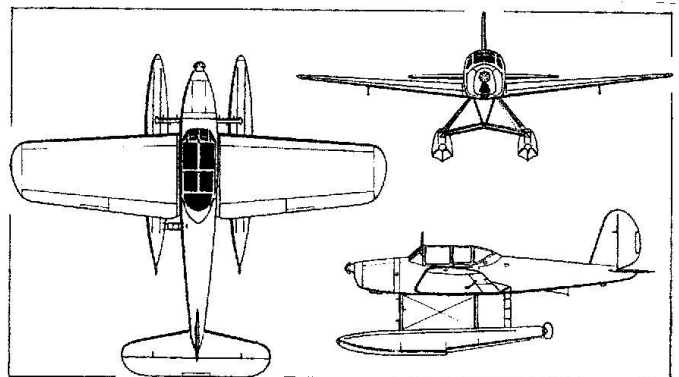
100 hopefuls listened as the winning number was announced, and then a very happy Jim Gadderry came forward to claim his J-3 Cub kit.



Jim Gadderry has a big smile as he holds his Balsa USA prize kit. (Photo by Jim Cook)

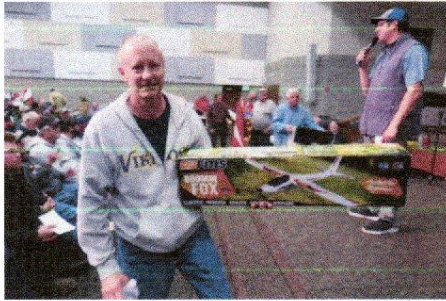
Thanks to all for taking part in the TCRC Cub Raffle at the Auction. ☺

February Mystery Plane

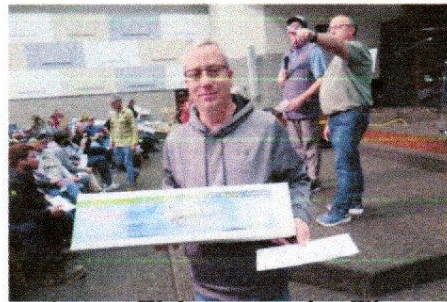


Raffle Winners At the 2024 TCRC Auction

The TCRC Annual Auction runs continuously for almost 8 hours. That can be a pretty long time for potential buyers to remain in their seats and be present when the last item goes across the auction block. For that reason, the club purchases a number of nice airplane kits that are raffled to those people still present at the end of the auction. The raffle is free, but it is only open to non-TCRC members. This has proven to be a great impetus in having a good number of buyers present for the entire raffle. The 2024 raffle winners are:



Brian Munson was a raffle winner with a Fox kit.



Aaron Fish won a nice Tiger Moth kit.



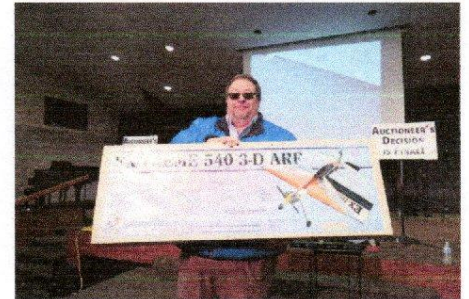
Shannon Sivertson won a good-looking Cessna kit.



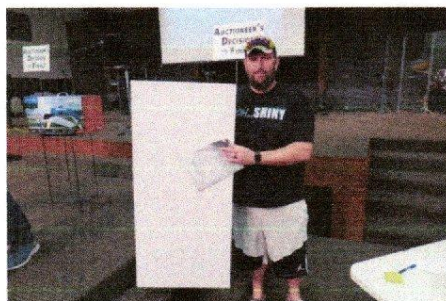
Darrin Bunston was a raffle winner with a Pogo kit.



Doug Tinaglia and a very nice P-47 kit.



Mark Taylor will enjoy his Extreme 540 kit.



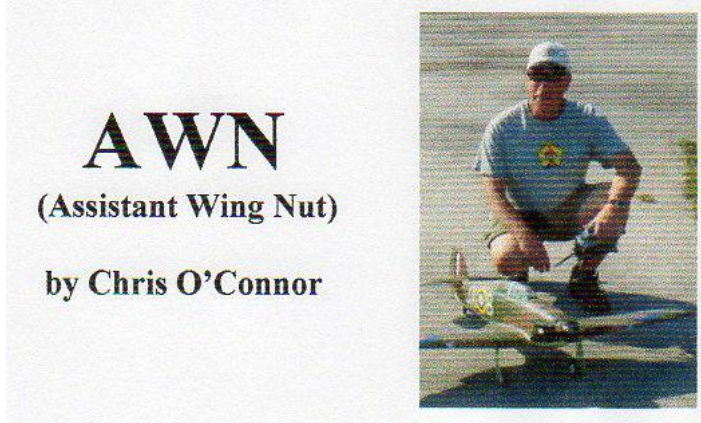
Mark Bilyk was another TCRC auction raffle winner.



Arvie Tapias seems to be pretty happy with an Akro-Wot kit.



Tim Tatley won a Race Wing kit at the raffle.



Even though I wasn't at the auction, I'm in Arizona, I want to thank everyone that put in time for or at the auction -- a job well done!

Our February meeting will be a pizza party to thank everyone for their efforts at the auction. Make sure not to miss out. Also, there will be a drawing for gift certificates for the people that helped out during the event.

Even though the weather has been pretty nice, maybe you have been thinking about that next plane you always wanted, but then as popular as certain models are you would like something a little different. As an example, my son Nathan wanted a giant-scale P-47. So, we purchased a TopFlite P-47 ARF in Tar Heel Hal scheme. Wanting something different yet the same we removed all the covering down to bare wood, finding a beautifully built model underneath. Not wanting a bubble canopy, we added a turtleneck and made it a razorback instead. The other things we did was beef up the firewall area for a bigger engine and also reinforced the landing gear area which is usually a weak spot on many planes. We also added a few cosmetic changes, and we were ready to create our masterpiece. Having picked out the scheme and deciding to paint and/or Flite-Metal the model we started out fiberglassing the bare wood to give it a more durable surface to work on. Being the full-size P-47 is bare metal, we decided to put Flite-Metal on the entire plane. That was a big job, but well worth it in the end. Those not familiar with this product, it's like aluminum duct tape, but nicer. After doing the complete model in the aluminum tape "Flite-Metal" it only added a pound, so not much heavier than other products.

The scheme is Chief Ski- U-Mah. So, in the end the advertisement called for the plane to be 19-24 pounds, knowing we would be over that and also knowing they actually fly better heavier, we weren't concerned.

At an end weight of 32 pounds the model has no bad tendencies at all. It flies like it's on a rail, solid and very stable. The model has a Zenoah G-62 with a 22-10 X oar prop, Sierra scale retracts, Spektrum 20 channel power safe receiver, redundant A123 batteries, no gyro, and it's going on I believe it's 12th flying season.

I know Steve Meyer did the same to his P-47 SNAFU. And Scott Anderson did the same to his PT-22 also in Flite-Metal. Sorry if I mis-spoke about the type of model. Just great examples of what you can create and have a one-of-a-kind -- try it, you can do it.

Happy building!



Pay Your 2023-2024 AMA Dues

It's already February, so if you haven't paid your AMA dues, now is the time to do it!

AMA 2023 dues are the same as the previous year. They are:

- Adult (19-65) \$85
- Senior (65 and up) \$75
- Under 19 Free
or \$15 with *MA*

Your AMA membership gives you \$2.5 million in personal liability coverage, \$25,000 in medical coverage and also a subscription to either the print or digital *Model Aviation* for the year.

To belong to TCRC, you must have a valid membership for the year in AMA.

Please note that AMA also has a Park Pilot membership that has a cost of \$38 per year, but that membership is not valid for membership in TCRC.

To renew your membership in AMA, the Academy gives you four methods: at the AMA website, www.modelaircraft.org; by phone at (765) 287-1256; or by returning the renewal form you received in the mail in the supplied envelope.

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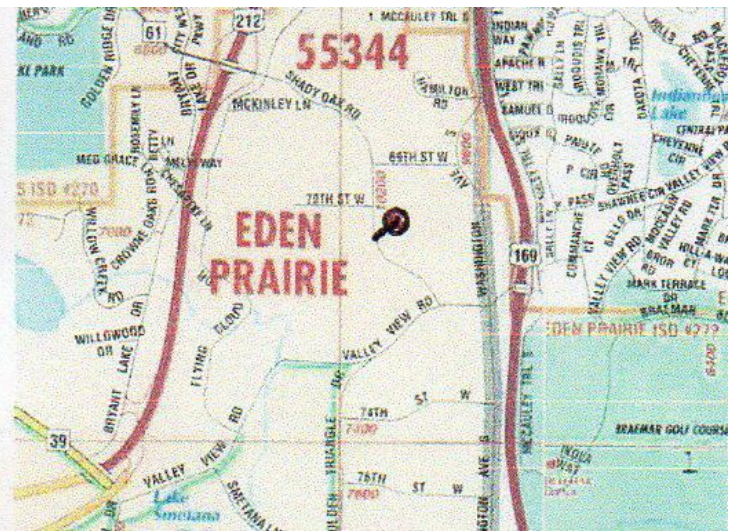
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