



October

Minneapolis, Minnesota U.S.A.

2024

2024 TCRC Fall Float Fly Enjoyed By Many Pilots

by Steve Meyer

September 2024 is going down as the driest in recent history. *Except for the Saturday that TCRC held its Fall Float Fly at Bush Lake.* The sky was overcast with light wind from the south. Tim Wirtz and several other pilots had carried his boat to the lake just before I arrived at 9:00. Bush Lake is still experiencing low water level, and the boat ramp is still out of the water. Thanks to everyone who helped get the boat into and out of the lake. Without a retrieval boat it is pretty hard to hold a float fly.

Terry Splittstoesser's Tidewater was the first airplane off the water. Ken Weddell also flew his FlyZone Tidewater seaplane at the same time. After their flights I had a short pilots' meeting to go over the rules of the event. Fifteen pilots listened as I told them to keep everything over the water.



Ken Weddell makes a pass with his Tidewater as another plane takes off from Bush Lake. (Photo by Steve Meyer)

This year at the event we had 18 electric and 4 fuel aircraft (my FlyBaby and 3 Seamasters). Tom Young was the first to need the rescue boat when his Seamaster shed its tail and did a "high dive" into the lake. Thaddeus Gorycki burned up a bottle of glow fuel flying his yellow Seamaster. I had two flights on my FlyBaby and five flights on my Timber. Tim Kepner also flew a Seamaster and large Carbon Cub.



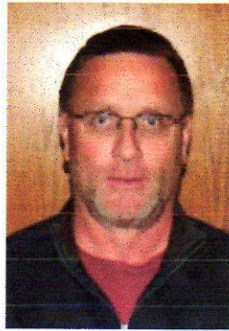
Steve Meyer's FlyBaby awaiting another flight at the Fall Float Fly.

Some of the other electric-powered planes that were flown were David O'Hara's silver/red Drake II and gray NorthStar. Thaddeus did not get to fly his Turbo Timber as much this time because of the Seamaster. Randy Pramann also flew a Timber and a Skipper and Jeff Diesch an Aeroscout on floats. The Coast Guard was represented by Dave Mansfield's UH-16 Albatross. He also had a Cub and Seawind. Ken Weddell also flew a Seawind. Tim Wirtz flew a new Husky that was a

Continued On Page 3, Col. 1

A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

Happy Fall!! The best season of the four with warm days and cool nights. This September set a record for the warmest September on record and also the driest. With that it has made for great flying except for some windy days and one drizzly Saturday morning.

The field conditions have been improving week by week with dragging and rolling of the field by Thaddus, Tom and Dave. The RIM land has also been mowed thanks to Jim.

September was a very busy month for TCRC. We had four events starting with the Scale Fly on the 7th hosted by Brian Crosley. I was not able to attend but I saw some pictures with members of both TCRC and other clubs flying some nice models. Thank you, Brian, for stepping up to host the event.

We held our last meeting at the field for 2024. With the days getting shorter, most of the flights were before dinner and the meeting. As usual I served brats, hotdogs and hamburgers. Starting in October the membership meetings will be held at Crosspoint Church in Bloomington, on Tuesday, October 8th. Sorry, dinner will not be provided. Please bring a plane or two for Show & Tell.

On the 14th of September Steve Meyer hosted the Fall Float Fly at Bush Lake. I think it was about the only day in September with a little rain and it was over Bloomington. The 20 or so pilots made the best of the day and got some good flights in. Thanks Steve.

The Fall Swap Meet was held on the 28th of September. It was a beautiful day for flying and swapping of R/C airplanes and other R/C related items. Since the start of doing the swap meets 5 years ago this was the largest and most well attended with 30 swappers and over 50 buyers. I saw many items being sold -- even an R/C boat that was donated to TCRC by a former member Don Olson and his wife Ruth. They also donated his airplanes and a drone. Thank you, Don and Ruth. David Schneider, a former member of Sodbusters, donated his collection of airplanes to TCRC also. Thank you, Dave. One change at the swap meet was we served lunch with a free-will donation which was well received

and a good addition. I had a suggestion of maybe making breakfast next year.

To help build the Swap Meet we have to keep promoting it by word of mouth, social media and having flyers in the hobby stores. I hope to continue both a spring and fall swap meet in 2025.

See you at the meeting on October 8th. ☺

Calendar

- Oct. 5** **Crocktoberfest
Season Finale
Jordan Field
Brian Johnson**
- Oct. ???** **Repair Shelter Roof
TBD**
- Oct. 8** **TCRC Membership
Meeting, 7:00 PM
CrossPoint Church
Meeting & Zoom
Session**
- Nov. 12** **TCRC Membership
Meeting, 7:00 PM
CrossPoint Church
Meeting & Zoom
Session**
- Nov. 12** **TCRC Elections
CrossPoint Church**
- Nov. 12** **Ugly Airplane Contest
Sherwood Heggen**
- Nov. 16** **TCRC Annual
Banquet 5:00 PM
David Fong's
Restaurant
Prior Lake**
- Dec. 4** **Joint TCRC Board
Meeting 7:00 PM
Bob Briesemeister's
Home**



TCRC's Fall Float Fly

Continued From Page 1

little tail heavy on its first flight, but he fixed that with an extra battery. Julian Bristow flew his FlyZone Beaver. Brian Johnson and Larry Couture handled ground support. The weather started to dampen our flying around noon with a light mist, so we called it a day.

I want to thank Tim Wirtz for the use of his boat and all the pilots who helped get it in and out of the lake. Also, thanks to all the pilots and spectators that came out to Bush Lake for an enjoyable morning of flying.

See you all next spring.

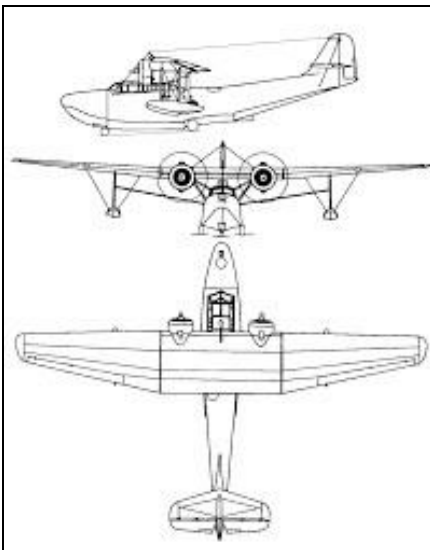


First Flight At The Fall Float Fly Was Fast And Fun



Terry Splittstoesser was quick to the flight line as he put his Tidewater float plane into the air for the first official flight. (Photo by Steve Meyer)

October Mystery Plane



A Float Fly Always Needs A Balsa USA Northstar!



David O'Hara's Balsa USA Northstar rests on the beach at Bush Lake Park after a nice flight. (Photo by Steve Meyer)

Pictures From TCRC's 2024 Fall Float Fly



A very nifty smooth landing on the calm waters of Bush Lake at the Fall Float Fly.



The pit area at the Fall Float Fly on Bush Lake was on the sand beach. Bush Lake Park is the perfect place to hold a float fly.



'Captain' Tim Wirtz provided the power to the retrieval boat as it headed out for a rescue.



Ken Weddell's FlyZone Tidewater taxis out into Bush Lake in preparation for the second official flight at the Fall Float Fly.



Thad Gorycki wades out to retrieve his plane after one of his many flights.



Tim Wirtz takes a break from the retrieval boat to ready his plane for another flight.

TCRC Scale Fly At Jordan Field Well Attended on September 9th

by Brian Crossley

TCRC held its Scale Fly on Saturday, September 7th at the Jordan Field. It was a beautiful sunny day with light winds. Our flying field is still recovering from the spring/summer flooding, but it too was in good shape.



Originally it appeared that the event would be cancelled, but at the last minute TCRC member Brian Crossley stepped up to chair the event. This was good as about 25 pilots showed up from TCRC and other area clubs with some very beautiful scale aircraft.

There was a wide variety of planes present ranging from small foam aircraft to very large electric ones. The day was a perfect day to put an airplane into the air, and the pilots present did just that with lots of flights over the TCRC field. Flying continued into the afternoon before it was finally time to start packing up and heading for home.

There are more pictures from the event on page 6, but the editor has to apologize that there are no captions or information with the photos. They were pulled off of Facebook, and didn't the site didn't give any further info.

Thanks to all of the pilots who came out to enjoy a beautiful day of flying, and a special thank you to Brian Crossley for hosting the Scale Fly for the club. ☺

Annual Ugly Airplane Contest

by Sherwood Heggen

This is the time of year when all active fliers should be thinking about one thing: which airplane to enter in the Ugly Airplane Contest at the TCRC membership meeting on November 12, 2024. Don't take this lightly. There is a valuable gift certificate and a traveling trophy that gets upgraded most every year by the previous winner.

Qualification is simple. The airplane has to be flyable and look used. Everything from well used to holding together for one more flight is welcome.

Bring what you have. Enjoy the honor of owning ugly. Let's see your stuff! ☺

Pictures From TCRC's Scale Fly September 7th



A graceful bird lifts off of its portable gear and heads into the sky.



Roy Maynard's Seagull Models Morane-Saulnier soars over Jordan at the Scale Fly.



A pilot and his assistant on the flight line of the Jordan field at the Scale Fly.



Scott Anderson gets an assist as he starts his sleek looking airplane.



Great photography caught this beautiful biplane in flight at the Scale Fly.



One plane heading for the pits as another prepares to take off at the Scale Fly.

AWN
(Assistant Wing Nut)

by Chris O'Connor



October, how did this happen?

With our late start to flying, hopefully all of you are taking advantage of the great flying field we have and are getting as much flying in as possible.

We have our next meeting at CrossPoint Church, not the field on Tuesday October 8th. Did you know that fall is one of the nicest times to fly?

I know that I've talked about servos in the past, but they are very important to your plane! Many to choose from, but I'm going to focus on one particular brand and that is Pro Modeler servos. In my opinion they are one of the best on the market. I know a number of guys use them in their giant-scale warbirds. They are made in Sanford, Florida. Their main customer is the U.S. government, so they are built to military specs. They offer regular size and minis, iron core, brushless, and coreless. All digital and very well made, and reasonably priced.

I will be doing a program at the October 8th membership meeting and will have some standard servos so you can see. It should be an interesting program. I hope you all can make it to the meeting.

See you at the field and also at the meetings.



Stan Erickson has been a member of TCRC for 63 years! Here he is watching his son David do some flights over the Jordan runways. Between the father/son duo they must have about 100 years of membership in TCRC!

TCRC Elections November 12th

It is already October and the year is racing past. That means that the TCRC elections are only one month away. As usual, the elections will be held at the November meeting, which this year will be Tuesday, November 12th at CrossPoint Church.

All four of the officer positions are up for election this year plus one of the three at-large board seats. The board seat held by Gerry Dunne is up for election this year. The board seats held by Brian Johnson and Jim Ronhovde are not up for election this year.

Currently the officer positions are held by Bob Breisemeister, president; Chris O'Connor, vice president; Ken Weddell, secretary; and Tim Wirtz, treasurer.

As of this time, VP Chris O'Connor has stated that he will not be running for reelection this year. The editor does not know what the other incumbents are planning as of this time.

The elections will be discussed at the October 8th membership meeting. Please consider being a candidate for TCRC office. The club needs you. Be both a voter and a candidate at the TCRC elections on November 12th. ☺

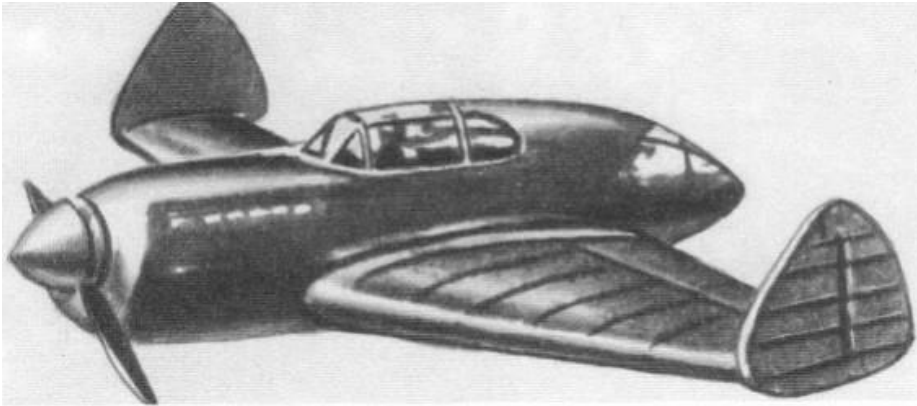
Crocktoberfest Season Finale

October 5th

Moskalyou Sam 7 'Sigma'

by Conrad Naegele

The September Mystery Plane was the Russian Moskalyou Sam 7'Sigma'.



The purpose, to build a superior 2-seat fighter. The idea was to use an engine and propeller from an existing 4-engine bomber. It turned out to be far more complex than the builder thought. It was all-metal, with retractable gear, and used wingtip fin to replace the usual tail feathers.

The first plane was completed in 1935, but all test pilots considered it too dangerous to fly. Therefore, all testing was limited to taxiing, but with no tailwheel, it was very hard even to turn. It also had a new type wing, with inboard elevators, when used, caused a sharp dive.

Strangely, several short test hops were made. Test pilots all said the plane was simply dangerous, and no further testing was done. One wonders where the designer got his money to complete two planes.

Question: Why????

The Sigma had a 31-foot wingspan, and a weight of 3,263 pounds. The engine used is unknown. It had an estimated speed of 270 mph. ☺

Don Olson Donates Planes To TCRC

Longtime TCRC member Don Olson and his wife Ruth have decided it's time for Don to retire from active R/C flying and thought that the club would be a good place to donate his R/C equipment.

Don and Ruth spend the summers in Coon Rapids, Minnesota and the winters in Claremont, Florida. They contacted TCRC about the donation and President Bob Breisemeister took a jaunt over to Coon Rapids to pick up the equipment before they headed down to Florida.

Don had four planes, an R/C boat and a drone that Bob picked up. The timing was good because TCRC's Fall Swap Meet was scheduled for Saturday, September 28th, and Bob was able to have them available for the swap.

We all thank Don and Ruth for thinking of TCRC and we wish them both well in the future. ☺

MNBigBirds.com

Hawker Hurricane MkII
Kawasaki Ki-45 "Nick"
Focke Wulf TA-152H
Lavochkin La-7
Grumman Lynx
ARADO 96B
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Mitsubishi Ki-15 "Babs"
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- Scale Documentation
- Paint Masks & More!

TCRC'er Brian Crossley In Model Aviation

TCRC member Brian Crossley wrote a fantastic article entitled "My 50 Year Adventure With A Jensen Ugly Stik" for AMA's *Model Aviation* and it was published in the September Issue, Volume 50, Number 9. The article was a 4-page spread starting on page 30 of that issue.



MY 50-YEAR ADVENTURE WITH JENSEN UGLY STIK

pleasure to fly. It will do most of the basic aerobatic maneuvers, including inverted flight. It has even been used by many people for novice RC Aerobatics (Pattern) flying.

The original Ugly Stik was designed by Phil Kraft of Kraft Radio Labs. He designed it as an inexpensive, easy-to-build airplane to use to train. It turned out to be a great first, and a lot of people scratch-build them as family aircraft and trainers.

A man named Jim Jensen, in the Los Angeles area, liked it. This was a unique kit in its day because all of the wood pieces were completely cut and shaped, angled, etc., exactly as they needed to be. Jensen must have been a wizard with a hand saw. The mounting job was that when you finished a Jensen Ugly Stik kit, you would have an empty box and no extra scraps on the floor by the workshop.

This was in the days of the cutting, which was used in most kits. He called it "kit crumbing." The parts were stamped out on hisba sheets and usually poorly cut. There were no laser tools. The Jensen had some George Blakeslee. From the plans, you can see that they decided to call it Jim Ugly Stik.

Now, let's get back to the story of my Ugly Stik. I bought the local hobby store and picked up the kit, the engine, and the radio. A Kraft free-charge basic proportional radio with four servos, a receiver, a switch, and a battery cord more than 3000 then. In today's market, it would be a \$100 radio.

I had no model building equipment and was living in a one-bedroom townhouse. I bought a lot of the support and building equipment as I could think of, I didn't have a workbench, so I built it on an office desk. I did have building experience from my 12 days, 10 years used rubber band wing hold-downs and the essential silver ballpoint as shown on the plans. I used Converse iron-on cloth to cover it. It had just come on the market and was similar to an iron-on silk.

After building it, I took it out to the field for its first flight. The entire flight was down by the instructor. After a few minutes, he landed it and told me to take the wing off and check everything. Sure enough, the wing holding the elevator servo wheel was missing. I must not have tightened it well enough. If he hadn't had me do this, it would probably have been a one-flight airplane instead of an airplane with hundreds of flights.

In this day, on the maiden flight of an airplane, I first fly a by flight, land, and look it over again. This procedure saves airplanes from early crashes.

Throughout that spring and fall, I learned to fly on the airplane. I was lucky that I never crashed during my learning process; however, it did get many dings and scratches from poor landings.

In the fall of '80, we moved back to Minnesota, where winter was building season and spring, summer, and fall were flying seasons. During those four years, it was my only airplane. Later, I started building Pattern and Scale airplanes, but I always made my first flight of the spring with the Ugly Stik. It kind of became a ritual.

As I started becoming involved with Pattern and Scale, it didn't get flown each except for the first flight of the spring and for use as a radio and engine test bed. All of my new engines and radio equipment has went into the Stik for a few test flights. I would guess

01 The author with the original 1974 Ugly Stik. It's still 50 years old!

02 This close-up shows the weathered 1974 Ugly Stik after 50 years of use. Most of the original paint has been lost.

03 The author with the original 1974 Ugly Stik. It's still 50 years old!

04 The 50-year-old Ugly Stik is ready for a new flight. The first flight of the 50th anniversary.

05 The author with the original 1974 Ugly Stik. It's still 50 years old!

needed to be rebuilt. He made a point of painting the rebuilt parts blue. To this day, the only part of the plane that is blue is the fuselage.

Brian and the plane moved to North Carolina where the plane underwent some modifications, becoming a taildragger and being powered with an OS 91 four-stroke.

Back in Minnesota now, and Brian decided to retire the Ugly Stik after its long career. As a retirement gift to himself he built a brand new Jensen Ugly Stik!

MY 50-YEAR ADVENTURE WITH JENSEN UGLY STIK

that this airplane has had dozens and dozens of servos, dozens of receivers and batteries, and a couple of dozen engines in it.

It has had screaming Ross, Webra, and Kraft Pattern engines in it. It still has a tractor for the main prop mounted on the side of the fuselage. I found that the Ugly Stik has a terminal velocity. It didn't fly any faster than a low flight with a hot Pattern engine than it did with the K&B sport engine; however, it would climb straight up for a longer time and perform bigger loops. It had only one mishap during its life. In roughly 1980, I was testing a variable pitch propeller on it. It was a device from a man named Gerdentzmann in Switzerland for use with Pattern to slow the downlines. (Does anyone remember Gerdentzmann's sail for Kraft's second flight, it threw a propeller blade and before I realized it, the vibration shook the tail section away from the fuselage.)

I cut the power and it crashed to the ground with the stabilizer, elevator, fus, and rudder hanging on by the propeller. The tail unit and wing were fine, but I had to rebuild the box fuselage. I painted the rebuilt parts blue.

In 2005, I put a graphic on the wing showing the age. I think it was when it hit 30. Since then, I have reduced the number each winter to show its age. Now that it has hit 50 and has flown a few flights into its 50th birthday season, I have decided to retire it. Should I buy it a gold watch?

I made a couple of changes to it in 2005. First, I converted it to a tail dragger. I did this because we had moved to North Carolina and I was flying from a grass field. It looks more natural as a tail dragger because I didn't need to use it as an engine test bed anymore. I put an OS 91 four-stroke engine on it. This gives a new, old timer sound.

We are back in Minnesota now, so what do you do when you enter your 50-year-old airplane? Of course,

you build a new one just like it. Approximately 15 years ago, I had purchased an original Jensen kit in the box from an online store. It sat on a shelf until a couple of months ago, when I decided to build it. It is finished and ready to fly.

Using my 30 years of building and flying experience, I made four changes from the original. The leading edge and the center section of the wing are shaved, and I added some subbing between the spars. This sped up the wing so that I was able to cover it with Ultra-Cone and ignore the warning on the box.

I used an adobe service in the wing instead of one in the center. I made it a tail dragger, with the wing bolted on instead of using rubber bands. On the old one, I had used 16 rubber bands as the plans required. The rubber bands were part of its charm. I got to explain to younger fliers that this was the way that we used to build Pattern airplanes. They were a pain, so the new aircraft has a bolt-on wing. I had an OS 91 four-stroke engine and covered it with Ultra-Cone to match the color of the old kit.

If you want to build an original Jensen Ugly Stik of your own, you can buy a short kit plan from Laser Design Services. The company does a nice job with its kits. If you don't want to build one, you can find several AEF and a few ICF services. Resurrection Hobby currently has six versions of the Ugly Stik for sale.

If you are one of the Stiks, I hope you enjoy yours as much as I have enjoyed mine. ✌️

SOURCES:
Laser Design Services
870.723.5219
www.laser-design-services.com
Herzog Hobby
www.herzoghobby.com

SEPTEMBER 2024 | MODEL AVIATION 39

The article is fantastic detailing the trek of his very first R/C airplane from 1974 up to the present.

Brian became interested in R/C in 1974 while in California and built the Ugly Stik from a Jensen kit. He then proceeded to make sure he flew that plane as his first flight for every year over a span of 51 years.

In 1974 he returned to Minnesota, bringing the Ugly Stik with him. He proceeded to build

several other pattern and scale aircraft but always made his first flight of the year with the Stik. He said it became a ritual.

During the course of the plane's longevity, it had several different engines in it, ranging from a Rossi, a Webra, Kraft Pattern to less powerful K&B sport engines. In the planes 51 years of flight, it has only had one mishap. The Stik threw its prop in flight and the vibration separated the tail section from the fuselage. The tail feathers and wing were fine, but the fuse

It is a great article. Be sure and pick up your September *Model Aviation* magazine and open it to page 30 and read the entire article.

If, for some reason you don't have or can't find that issue of the magazine, TCRC webmaster Tom Hall will be putting the entire article on the new TCRC website, which should come online in this month of October.

Congratulations to Brian for being able to fly the same plane over a 50 year span, and for the prestigious publication of his article. 😊

Happy 96th Birthday, Conrad!!!



Longtime TCRC member Conrad Naegele celebrated his 96th birthday in September. His fellow pilots and friends honored him at the Wednesday Bald Eagles meeting held at Perkins Restaurant in Bloomington.



Pictured above the Bald Eagles are shown celebrating Conrad's birthday at Perkins. If they seem very happy, the tradition is that the person having the birthday picks up the breakfast tab for all of the other Bald Eagles! Both photos above taken by Scott Anderson.

Conrad has always been very active in TCRC attending the monthly meetings, participating in almost every club event, and has been authoring the Mystery Plane Of The Month in the *Flare Out* for many, many years.

Planes have been in Conrad's blood for a really long time. Besides his 50+ years in TCRC flying R/C, he has also been the pilot of full-size aircraft.



Pictured above shows Conrad relaxing on the wing of his Mooney M-18 Mite. I believe the last plane he owned and flew was an Aeronca Chief.

Congratulations to Conrad on his 96th Birthday! 😊😊😊



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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TCRC Flare Out

Editor James R. Cook 952-200-2030
Publishers: Tom Hall 515-664-7674

Website: <http://www.tcrconline.com>

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. 😊

For Sale

This is TCRC member Brian Crossley. I have a 50-year friend of mine who cannot fly anymore. He has asked me to sell his R/C sailplane, transmitters, receivers and engines. If you are interested in any or all of these items, contact me at:

Brian Crossley
bcplanes@msn.com
 612-868-3993



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OS GT22 Gas 2-Stroke Engine
22 cc
\$200
(Original Price \$450)



OS GF30 II 4-Stroke Engine
30 cc
\$400
(Original Price \$879)

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 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.

TCRCOnline.com
Change Is Coming
This Month!
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Twin City Radio Controllers



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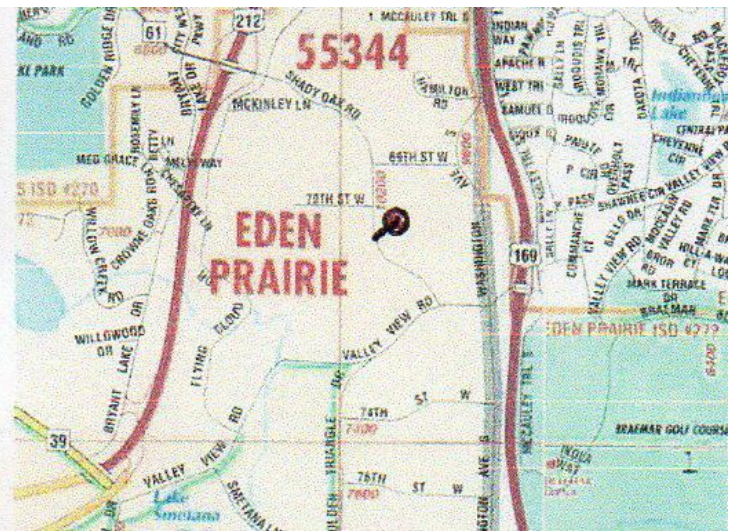
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