



August

Minneapolis, Minnesota U.S.A.

2009

High Winds Can't Stop The Big Birds

by Chris O'Connor

added a big bonus were all the spectators. I would guess from 50 to possibly 100 people came to see these big planes fly. Good exposure for the club.

Steve Meyer and Chris O'Connor were co-CD's for the fly in. The flight line was run by Jon Perry, Tim Wirtz, and Ken Corrin.

Corey Kaderlik, our field manager, made sure the field was in great shape. It was especially nice having the wood piles burned before the event. Jon Perry and Scott Anderson were the official photographers for the event and took countless photos of the planes and the action.

Thank you to all of the members for their unselfish donation of time. This wouldn't happen or be a success without volunteers. I would also like to say thanks to Bill Jennings for creating and designing the artwork for the Big Bird Fly In poster, and to Mike Robin for donating the poster paper and the printing of 500 posters for distribution. Thanks also to Gerry Dunne and his assistants, Kiera Dunne and Gerry Dunne Jr. for setting up and running the concession stand.

Next year's Big Bird Fly In is already scheduled for the last Saturday in July, 2010. Plan now to be a part of it. ☺



**Beautiful giant-scale planes filled the pits at the Big Bird Fly In.
(Photo by Jon Perry)**

TCRC's 2nd annual Big Bird event went off very well despite the strong winds we had for the second year in a row. With the winds at 16 mph gusting to 24 mph the amount of fliers was limited. We ended up with 16 registered pilots and about 30 airplanes. Most people did fly even in the strong winds. Those that were there saw that the heavier big planes faired better in the strong wind. At least the winds were down the runway.

The planes ranged from 1/5 scale warbirds to 40% aerobatic planes, and engines from DA 150's to electric motors. What was pretty neat and

Ramblin's From The Left Seat

by President Steve Meyer



Scale [skayl]

A ratio representing the size of an illustration or reproduction, especially in a map or a model, in relation to the object it represents.

Whether it's precision scale or fun scale I find myself being drawn to models that are examples of full size aircraft. We all love to fly our Astro Hogs, Ugly Sticks, or Kadets because these were the kinds of models that taught us to fly. The first scale model I built was a Pilot kit of a Super Decathlon. I chose this kit because I wanted something other than a J-3 Cub that still might have the flying qualities of the Cub. The Decathlon was a kit (not an ARF) built over plans, covered with polyester dress lining, and painted with epoxy. When I was done building this model it looked just like the full size Decathlon. I later found out why we didn't see this model too often because it would "ground loop on a dime and give you change". I had also balanced it incorrectly and it was tail heavy and very hard to control. The plane flew for one very interesting flight before it snapped and was destroyed. But my love for scale models continued and today I find myself building almost all scale aircraft.

This last month has been all about scale. On July 12th the Micro Pylon Racers had a race with their scale model foam electric airplanes. If you ever thought you wanted to race scale airplanes like they do in Reno then talk to one of the Micro racers and they will tell you what it takes to get into pylon racing. Our club meeting on July 14th was all about scale. I showed my PT-19 built from a Dynaflyte kit. Chris O'Connor brought his 1/5th scale Top Flite P-51 Mustang. This P-51 kit started as an ARF that Chris removed the "plastic" covering and then recovered with fiberglass cloth (on the fuselage), FliteMetal (with rivets), and Stitz covering (on the wing). Adding a scale cockpit, scale exhaust, and then a scale paint scheme of the full size Mustang called "Bald Eagle". Dave Andersen, a master designer and builder of scale aircraft, brought his new 1/5th scale Focke Wulf TA 152H that he had designed and built (its full story is at www.mnbigbirds.com). I want to thank these two pilots for sharing their airplanes and scale insight with the club. On July 18th I was part of the group that displayed our planes at Wings Of The North AirExpo. This was a full scale aircraft flying event that we were able to show our models to the general public. July 25th

was the Big Bird Fly-In (a giant scale event) featuring large scale models of aerobatic, warbird, and civilian aircraft. Some of the people we had met at AirExpo came to this event to see our models fly.

Scale modelers are an important part of our hobby but not the only part. Many people fly only sport aircraft and never feel the need to build a scale plane, and that's OK, because I think they appreciate the time and effort that goes into building a scale model.

In August I plan to attend several out of club warbird events in Owatonna (Aug. 7-9 www.smmac.com) and Fond du Lac, WI (Aug. 14-16 www.midwestwarbirds.com) as well as some of the events at TCRC field. The big event for TCRC is Model Aviation Day on August 22nd and we need a good club member turn out at this event.

If you have never tried building a scale model I challenge you to try this part of our hobby. Summer moves quickly in Minnesota so get out and put a plane in the air. ☺

**Make Your Next
Plane A Scale
Plane!**

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.

Pictures From TCRC's Big Bird Fly In



Every plane was a work of art at TCRC's 2nd Annual Big Bird Fly In.



The pits were overflowing with giant-scale planes of every type.



Chris O'Connor's P-51 attracted a crowd as he prepared to fire up the big engine.



Mike Robin taxis out his 'Bad Boy' for another great flight.



Wow! What a great looking P-47!



Spectators had front row seats for the action.

Wings Of The North AirExpo 2009

by Steve Meyer

AirExpo was held at Flying Cloud Airport and TCRC was able to exhibit radio control aircraft again. AirExpo 2009 was held a month earlier on July 18th and 19th and we think Oshkosh and gas prices influenced the date change this year. Scott Anderson got us in the door, but because of business travel he would not be able to champion the event, so he handed over the yoke to Gerry Dunne, Tom Thunstedt, Chris O'Connor, and Steve Meyer.



The crew manning the booth at AirExpo. (Photo by Steve Meyer)

All of us arrived at 6:00 pm to drop off our planes and see where we would setup. This year our location had been moved to just outside of the exhibitor's tent and we were told we would be putting our models in the tent in the aisles between the exhibitors. We were not comfortable with these arrangements so Chris called his son, Nathan, and he arranged for us to keep our models in the Executive hanger. Nathan used to work for Executive before he became an air traffic controller and his old boss was glad to help us out.

We all arrived early on Saturday and our location this year was in the middle of all the action. After a quick pancake breakfast the canopy and tables were setup and a large area was roped off for the models. We were 300 feet from the B-17 and right next to the exhibitor's tent. The weather on Saturday was cool but rain-free and the spectators started to arrive at 9:00 am. Gerry, Gerry Jr., and Kiera Dunne brought five electric aircraft. Tom Thunstedt and son, Tynan, exhibited two electric fun-fly models. Chris O'Connor displayed his KMP Typhoon and Top Flite P-51 and he brought two models from Mark Wolf. Steve Meyer showed off his PT-19 and Triplane. Morgan Larson and John Rosenberg

arrived after lunch to help out. Throughout the day we were kept busy answering all kinds of RC questions.

Sunday's weather was much warmer and the full size flying started early. Gerry and his kids were not able to be there on Sunday but we did have the rest of the crew. Tom became friends with Bryan Jensen, the owner of a biplane called "The Beast". This airplane is a modified 420 hp Pitts Model 12 that is being sponsored by Horizon Hobby. Bryan wants to learn how to fly RC when he gets back to Florida. There were a great number of people both days that were interested in our hobby. Throughout the weekend we handed out a large number of TCRC pamphlets and Big Bird event flyers. The Big Bird Fly-In was held the following weekend and there were several spectators from AirExpo present at that event.

I want to thank Gerry, Gerry Jr., Kiera, Chris, Tom, Tynan, Morgan, Mark and John for making our display a success again in 2009. ☺

New Members

In July TCRC took in its 101st member for 2009.

Chris Wellhausen lives with his wife Tami at 905 Huntington Way in Jordan, 55352. Their phone number is 952-378-1090 and his e-mail address is chriswellhausen@hotmail.com. Chris is currently flying a TREX 600 N and a TREX 500.

If you see Chris at a meeting or the field, be sure and introduce yourself and welcome him to TCRC. ☺

The Co-Pilot's Report

by VP Wayne Rademacher



Arriving at the field a little early to setup for our 3rd pylon race this season, I notice Tom Thunstedt was taking down a tent. I walked over to chat for a minute; Tom said he and his son had stayed the previous two nights, and had a wonderful time. Tom commented that they flew everything they brought (many timesJ). He also said they enjoyed some night flying and star gazing with their telescope.

This got me thinking about how lucky we are to have a field at such a beautiful location, the fact that we actually own the property is certainly an added bonus. Providing an opportunity for our members to enjoy a weekend of camping and flying is truly special. Not sure there are many other sites around the country that can make the same claim. It's a nice way to escape the noise and commotion of the city without having to drive for hours.

We continue to have very informative programs at the membership meetings. In July Chris O'Connor put together a presentation on Scale Modeling. Dave Andersen, industry renowned for his scale planes, had one of his beauties there and was very interesting to listen to.



Dave Andersen discussing his scale techniques at the July meeting.
(Photo by Jay Bickford)

We held our 3rd pylon race of the season on July 12th. Although we had a lighter turnout for this race, it was as exciting as ever. Our newest racer, Cush Hamlen, had to earn his wings amongst some tough competitionJ Rick and Paul dominated the day, but Mike and Cush were never far behind. It was good to see a new face join us for a little fun.

As we talked about adding new pylon racers, it was brought up that perhaps we need to make some changes before our next race season; we wondered if we slowed down the airplanes down to a **true** 45mph, if that would attract more interest. It is thought that the current motor prop combination is just too hot.....making it very intimidating for newbie racers to get involved.

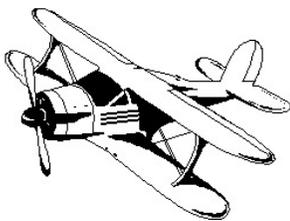
We would like to know what changes you would like to see. What would it take for you to give it a try? We are interested in feedback from those that would like to give pylon racing a try.....we are also interested in feedback from those that only intend to observe.

That's it for this month, see you at the meeting. ©

Keep Jordan Field Beautiful

Field chair Corey Kaderlik would like to remind all members and visitors to TCRC's Jordan field to please pick up after themselves, to put any chairs used back under the shelter, and to take all trash home with you at the end of the day. ©

Show & Tell

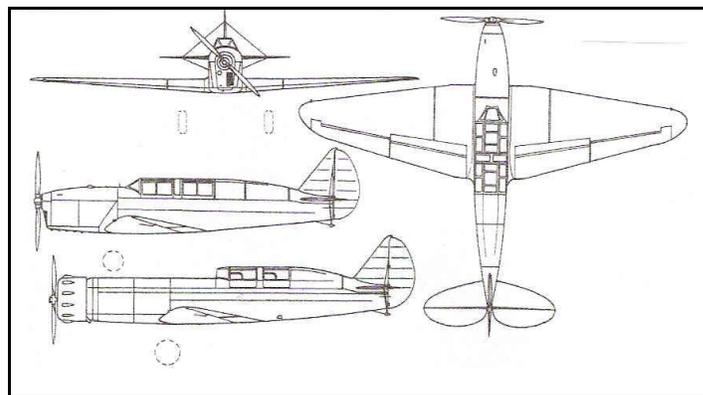


by Jay Bickford

The planes just keep coming to Show & Tell at the membership meetings.

Tom Thunstedt (bottom right) had an Extreem Flight Yak-54 electric. It was powered with a Go Brushless 2209 motor. It has 110 watts and flies on a 3-cell 900 mah Lipo battery. It had a 24" wingspan, and weighed 11.75 oz. ready-to-fly with the battery. Tom says this plane flies great, and will easily fly 3D. The aircraft was an ARF, but the wing was badly warped out of the box. He determined that it was the factory covering that was causing the problem as it was too heavy and thick for this type of plane. He removed all of the factory covering material and re-covered the plane with light film (mixture of brands). It is now his favorite plane. ☺

August Mystery Plane



Paul Doyle had a Park Zone T-38 electric. It was powered with a Suppo 28/26 1200-watt motor on a 4-cell 3750 mah Lipo battery. It has flown, and Paul estimates it will fly 130 mph or so. He got the idea for the trainer color scheme from some pictures he downloaded off of airliners.net.

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**TCRC Model Aviation Day
August 22nd at Jordan Field**

Micro Pylon Racing, Month 3

by Wayne Rademacher

We held our third race day of the season in July. Turns out I had to sit this race out because my race plane was destroyed during our June race. Getting another one together has been a challenge, seems I took on too many projects this year, making it difficult for me to spend time in my shop.

We had a lighter turnout for this race, some people were out of town, others had family commitments, or like me, did not have a race plane. Even with a light turn out, each heat had still had (4) pilots. By the way, one of the racers was new to pylon racing. This mix of racing skills really added to the race day excitement. Paul and Rick showed little mercy for our new racer, at times speeding by the others at tremendous speed. After being lapped two races in a row Cush Hamlen pulled out his 2nd more speedy racer and showed those boys what he's made of. Although new to the game, Cush's pylon skills increased rapidly. By the end of the race day, he was no longer getting lapped...in fact; he gave Paul and Rick a run for their money in race #5, finishing less than a second behind them.

July Race Result Points

Racer	Heat						Total Pts.
	#1	#2	#3	#4	#5	#6	
Paul Doyle	1	1	1	1	1	1	30
Rick Smith	2	2	2	2	2	2	24
Cush Hamlen	4	4	3	3	3	3	16
Mike Burk	3	3	4	4	Crash	DNS	10
Wayne Rademacher	DNS	DNS	DNS	DNS	DNS	DNS	0

Like our other races, this one was filled with excitement; we had crashes, equipment failures, and some wild flying.....all the elements that make up a great race.

Year-To-Date Points (3 Race Days)

Racer	Month						Total Pts.
	May	June	July	Aug	Sept	Oct	
Gerry Dunne	21	29	Abs	0	0	0	50
Matt Rossini	14	22	Abs	0	0	0	36
Mike Burk	Abs	2	10	0	0	0	12
Paul Doyle	29	26	30	0	0	0	85
Rick Smith	20	20	24	0	0	0	64
Wayne Rademacher	Abs	23	Abs	0	0	0	23
Kris Hanson	3	Abs	Abs	0	0	0	3
Cush Hamlen	Abs	Abs	16	0	0	0	16

Again, we want to send a special thanks to all those that helped. We could not do it without the support of our spectators....who are often called upon the help run the races. ☺

Wisconsin Fun Fly

by Bill Sachs

The first annual Birchwood R/C Flying Club and TCRC Fun Fly is just around the corner now. The dates are Friday, Saturday and Sunday August 28th, 29th and 30th.

For those wanting to add a float fly excursion to the event, Jim Cook will have his lake place in Siren, Wisconsin available. This is on the way to Birchwood. Pilots could arrive at Jim's anytime on Friday, do some flying and then all would head to Birchwood later in the day. The drive to Birchwood is about another 45 minutes east of Jim's place.

Friday night the Birchwood portion will start with a potluck at Bill's cabin. Then a Saturday breakfast out at a local café before heading to the field for a day of flying. Dinner that evening will be at a local supper club.

Sunday morning another breakfast and those who want to put in a flight or two can before heading for home.

The one and only motel in town is "The Birchwood Motel" and has clean comfortable rooms at a reasonable price. The phone number is 715-354-7706.

I'm looking forward to seeing everyone for the 1st Annual Birchwood Fun Fly. ☺

Jordan Brush Piles Burned

by Corey Kaderlik

Monday morning I showed up at the field around 8:00 am with a Bobcat for assistance. Jim Ronhovde, David Erickson and I started the fire on the first brush pile at 8:30 am. This was the middle pile and our efforts succeeded. So David and I went to light the other pile to the north and that one took off quickly also. Most of the two piles were burned off with some of the bigger logs left to smolder.



Field chair Corey Kaderlik ignites the second brush pile at the Jordan Field. (Photo by Corey Kaderlik)

Several other members showed up to help with the burning that morning. The total crew included: Dave Erickson, Stan Erickson, Mike Burk, Jim Ronhovde, Joe Niedermayr, Tom Carlson and Corey Kaderlik.

Thanks again to these members who came down to help make our Jordan field an even more beautiful flying site. ☺

Owatonna Northern Alliances Fly-In

The Southern Minnesota Model Aircraft Club will be holding its Northern Alliances Fly In at Owatonna again this year. Scheduled dates are Friday, August 7th through Sunday, August 9th.

This is the 4th year that TCRC has had members attend this event and Bill Jennings will be controlling the flight line again.

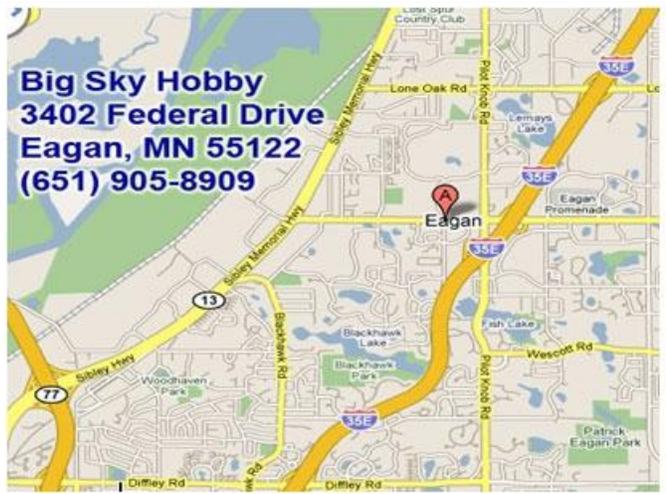
The flying site at Owatonna is beautiful and the huge scale military planes that arrive from all over are fantastic. Bill says that one of the highlights this year will be a B-36B with a 19-foot wingspan and powered by six Zenoah G-26 engines! He says that it is anticipated that there will be more than 100 pilots in attendance and several hundred war birds.

The Northern Alliances Fly In at Owatonna is something you are not going to want to miss! ☺



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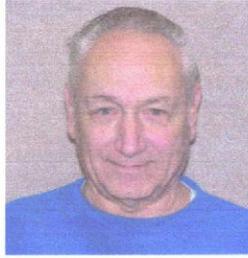
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Safety At The Field

By Larry Couture



Well here it is the end of July, 2009, time goes fast when you're having fun. A lot of fun was had by all the flyers at the Fun Fly, the Electric Fly Campout, and the Big Bird Fly In. No major infractions of the rules took place and no accidents happened at any of these events.

A note from Field Chair Corey Kaderlik: THE LAST ONE OUT EACH DAY LOCKS THE GATE (this has not happened on a few days so let's all pay attention).

I did have to point out that the airplane must be in hand control out to the north- south taxiways and cannot be taxied in front of the starting stands until the yellow lines are reached. One other thing is happening that I think is improper and that is hand-launching from behind the piloting stations or by the yellow cut off line on the taxiways. This practice could have the result of hitting a pilot from the back side or where he cannot see your plane. I have noticed that all planes including my own do not always fly in the exact direction you planned when taking off or at low speed.

I have suggested in the past to check all moving surfaces before and between flights just to be extra safe during flights. Flying over the pits is a no no but it happens sometimes for one reason or another. When this mistake occurs we should warn everyone in a loud voice so others can be prepared for what may or could happen. (Hopefully it's just a fly over).

One rule that is ours and AMA's is that your plane should have your name and address in or on it. I have been checking around and this is not always being done, so let's all make sure our planes carry pilot identification. I will keep checking!!

FOR THE NEW MEMBERS: (AND OLD):

The field rules are printed in the front of the roster and on a large board in the shelter at the field, along with no smoking signs. I suggest that all members should read them at the beginning of the flying season which is HERE now. And of course there is always one thing I like to harp about and that is let your fellow flyers know what you are doing or going to do by LOUDLY ANNOUNCING take offs, landings, dead sticks and on the field travel and make sure the others HEAR you and ACKNOWLEDGE you. This is in my opinion the most important rule

to follow always as it makes accidents less likely to happen. AND IT SEEMS TO BE WORKING SO KEEP IT UP!!!

Thought for the day: Fly often, have fun and crash less, and as usual all landings from which you can fly again are great but not always graceful so keep the rubber side down. ☺

Calendar

July 31-Aug 2 Park Rapids Fun Fly
Park Rapids, MN
Jim Ronhovde

Aug. 2 Micro Pylon Racing
Jordan Field
Noon Warm Up
1:00 PM Racing
Wayne Rademacher

Aug 7-9 Northern Alliances
Fly-In, Owatonna
Bill Jennings

Aug. 11 TCRC Membership
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington

Aug. 22 Model Aviation Day
Jordan Field
11:00 AM Start
Scott Anderson

Aug. 28-30 Wisconsin Fun Fly
Siren/Birchwood, WI
Jim Cook/Bill Sachs

Sept. 13 Micro Pylon Racing
Jordan Field
Noon Warm Up
1:00 PM Racing
Wayne Rademacher

Sept. 19 Fall Float Fly
Bush Lake Park
Bloomington
11:00 AM
Jim Cook,
Dave Erickson

The Beast is Coming!

by Tom Thunstedt

Sunday morning 8am, was bright and cheery at AirExpo 2009. Tynan and I had just finished a breakfast of scrambled eggs, sausage, and pancakes. Volunteers and vendors, as well as many of the VIP's who are at the show, are usually eating about this time. It's interesting to listen to the WWII pilots and flight crews talk about their experiences.

As Tynan and I left the tent, we decided to walk the civilian flight line. We rounded a tent corner and there we saw the most beautiful (sexy) biplane I have ever seen! It was black, gold, and red, with a picture on it. It vaguely reminded me of a Pitts Special, but not quite. Then as we drew closer, I was pleasantly surprised, and I started to get excited...It was sponsored by Horizon Hobby!!

There were logos on the side too...E-Flite, JR, Spektrum, Hangar 9. Hobbying names very familiar to me.



Bryan Jensen and his magnificent 'Beast'.
(Photo by Tom Thunstedt)

We walked up to the plane and I started to admire the airframe. This plane was brand new! The plane had its own name; it was called "The Beast".

I asked two official-looking guys standing there who this beauty belonged to...turns out, the pilot/owner, Bryan Jensen, was one of them. Bryan flies for Delta Airlines. Aerobatic flying is his dream, and he's making it come true. The Beast is a modified Pitts Special Model 12S,

version II. It has more horsepower than a normal Pitts, and has some other interesting design features that will make it a showstopper.

One of Bryan's current efforts with The Beast is learning to fly 3D, and "hover" the plane as part of his air show performance. Visit "The Beast" website at beastairshows.com to learn more about the plane and Bryan. It's a well-done website with a lot of great pictures of The Beast including one of Bryan at AirExpo 2009. He will also be at Oshkosh if anyone is heading out there. Look for him.

So after talking a little about the beautiful biplane in front of us, I had to ask about his sponsors. Since Horizon Hobby was one of them, I had to ask if there might someday be an R/C model of this plane? Sure enough, there will be. Hangar 9 will be coming out with a big bird version of the airplane. See more about it at:

http://www.rcuniverse.com/magazine/NewProduct.cfm?product_id=3928

Another name from the RC world, Quique Somenzini, has lent his name to the model and has been flying the prototype. I had to ask Bryan when the model might be coming out? Soon, he replied...and I got the impression that it would be "soon". Boy would I like one of those in my Christmas stocking! ☺

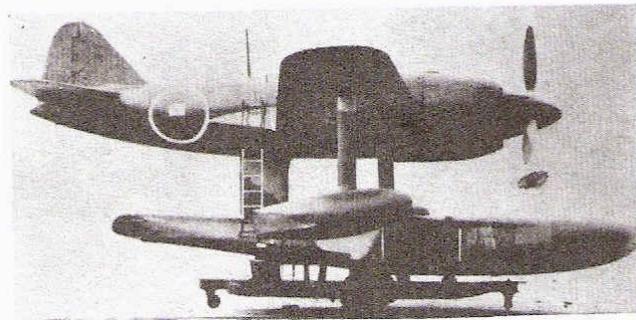
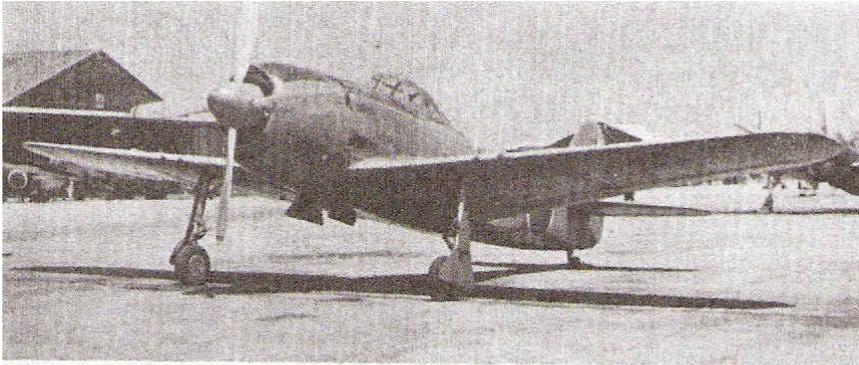
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Kawanishi N1K Kyofu (Mighty Wind)

by Conrad Naegele

The July Mystery Plane was the Japanese Kawanishi N1K Kyofu (Mighty Wind).



This was a challenging review because the history of the N1K1 is, strictly speaking, not the story of one fighter, but of 3 major variants of the same basic design, all in the period of 4 years! The N1K was a rarity in being a float plane fighter. It was considered essential to provide fighter cover for amphibious landing on Pacific islands. In 1940, the Japanese Naval Airforce issued a contract to Kawanishi, and A/C designer Dr. Shizuo Kikuhara. It was a heavy, all-metal mid-wing monoplane, with a single long float with (planned retracting tip floats). It called for a Kasei 14-cylinder 1,460 horsepower radial engine. Due to pronounced 'snaking' on taxi, due to torque, a small contra-rotating prop was fitted. The snaking disappeared but so did performance, so a smaller engine was fitted, but this was still no good, so back to the 14 and the pilots were told to be careful.

As production began, the appearance of new Allied planes – the Hellcat, Corsair, and the P-38 – made the float plane obsolete. Therefore, the Kyofu was totally redesigned into a landplane, now a low-wing, with complex retractable gear, and re-engined. The designer pushed a Nakajima 18-cylinder radial of about 1,900 horsepower. The

Kyofu was re-badged the N1K 'Shiden' (Violet Lightning). About 1,000 of these were built. At that time, along came the B-29, so at this point the plane was completely redesigned again, for more speed and a higher altitude. In doing this they managed to actually use 23,000 less parts! This 3rd variant stayed in production until mid-1940. This final model, in the hands of a skilled pilot, may have been one of the best operational planes of the war. The Japanese fliers indeed called it 'the Hellcat killer' in one battle. Lt. Kinsuke Moto shot down 4 out of 12 Hellcats in 12 minutes!

The N1K had a wingspan of 39 feet, a gross weight of 9,029 pounds and a speed of 370 mph. For armament it carried 4-20mm canon plus 2-259 pound bombs. ©

Jordan Field RIM Mowed

by Corey Kaderlik

If you visit the field this month, you will see the east side RIM land has been cut with a brush mower that was borrowed from our neighbor. TCRC member Don Knauff was also going to bring his Ford tractor and brush hog down to help with the cutting, but some mechanical problems kept him from arriving before the work was started. Several members turned out to help with the cutting project. They were:

Jim Ronhovde
Stan Erickson
Dave Erickson
Dan Olberg
Don Knauff

Thanks to all for coming out putting their time in. ©

Editor, Jim Cook
@ Flare Out Publisher
1177 Polk Street
Shakopee, Minnesota 55379

President Steve and Friend



TCRC president Steve Meyer gets his giant-scale Cub ready for another flight at the Big Bird Fly-In on Saturday, July 25th at the Jordan Field. There were lots of beautiful giant-scale aircraft for the many spectators to enjoy. ☺

THE TCRC FLARE-OUT Monthly Newsletter



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TCRC Flare-Out

Editor	James R. Cook	952-445-5257
Publishers:	Pat Dziuk	952-445-3089
	& Mike Timmerman	952-496-1631
Website:	http://www.tcrconline.com	