



December

Minneapolis, Minnesota U.S.A.

2011

TCRC Banquet Rings Out Another Great Year

by Jim Cook

Saturday, November 19th found 40 or more members and spouses arriving at the Timberlodge Steakhouse in Bloomington for the TCRC annual banquet. Although it was snowing, the weather for the 2012 banquet was considerably better than that of the previous year.



Members and spouses enjoy cocktails and friendship prior to dinner at the TCRC banquet. (Photo by Jim Cook)

President Tim Len and his wife Phyllis had arranged a very nice event and Scott Anderson had helped put the program together. Prior to dinner Tim led off with a year in review and noted the highlights of the many events TCRC scheduled in 2011. He pointed out that even with the Jordan field lost to the Minnesota River for a large portion of the summer, the club was still very busy. He discussed the very successful

auction, the large effort that went into maintaining and improving the Jordan field, the Spring Float Fly and the Fall Float Fly held at Bush Lake, the Air Expo effort at Flying Cloud Airport, another successful Model Aviation Day with large numbers of neighbors and potential future R/C'ers, and also thanked Pat Dziuk for providing the club with our most excellent website TCRConline.com, and Jim Cook for his continued efforts in providing the club with a very nice newsletter.

Tim then recognized the outgoing board of directors for their efforts in 2011: President Tim Len, VP Mark Wolf, secretary Curtis Beaumont, treasurer Tim Wirtz and board members Corey Kaderlik, Paul Doyle and Gerry Dunne. He then introduced the incoming 2012 board of directors: President Tim Len, VP Chris O'Connor, secretary Scott Anderson, treasurer Tim Wirtz and board members Gerry Dunne, Paul Doyle and Larry Couture.

Tim then turned the meeting over to club secretary and historian Scott Anderson who presented the TCRC Service Awards, which are presented to members for their years of membership in the club. The highlight of these awards was the presentation to Stan Erickson with his 50-year award!

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From The Flight Deck

By President Tim Len



Hi Everyone

The TCRC Fall Banquet was a success. We had fun socializing, awards presentations, the year in review, played bingo and had numerous drawings for prizes. I would like to thank all the members and spouses who attendant that helped in making this year's banquet a lot of fun and very enjoyable.



Tim Len presents John Dietz with the grand prize after door prize drawings at the TCRC banquet. (Photo by Jim Cook)

Some areomodeling news, the NPRM for sUAS has been postponed until February 2012 so we wait again until the rule comes out for comment. Also don't forget to visit the AMA's web site for the up-to-date information.

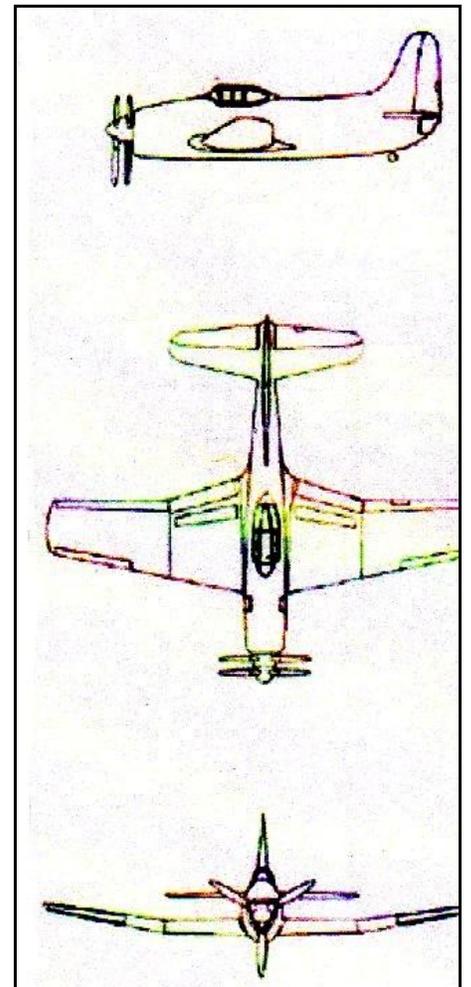
Now that winter is here, it's time to work on our winter projects for the next flying season. At our next meeting please share and tell our members what you may be working on. Currently I'm working on the

Hangar 9 Cessna 182 and have many other projects that I would like to share with all of you as time goes on.

Something to pencil in for February is the Annual Auction which is Saturday, February 11th. In order for the auction to be a success we need everyone to volunteer their time. There are various time slots to volunteer for, setup, auctioneer, runner, breakdown, cleanup, etc. . . watch for more information.

I look forward to seeing all of you at the next monthly meeting. J

December Mystery Plane



TCRC Banquet

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Scott then turned the meeting over to Steve Meyer and Gerry Dunne to present the Walt Billett Award. This award is given to that person who has best personified the purpose of TCRC: "To preserve, encourage, and further develop the hobby of building and flying radio controlled model airplanes." The 2011 recipient of the Walt Billett Award was Corey Kaderlik for his fantastic job of maintaining and improving the Jordan Field, especially during a year as challenging as 2011 proved to be. Corey has been very active in the club serving on the board of directors and attending most meetings. He always has something to contribute to help make the club what it is.

Following the presentation of the Walt Billett, president Tim closed the presentation portion of the meeting. The Timberlodge staff then served the delicious dinners and trimmings they are known for. Everyone had ordered from the restaurant menu and as usual, according to all in attendance, the fare was excellent.

President Tim reconvened the meeting after all had eaten their fill and the tables had been cleared. Drawings were held for the very nice all-metal biplane centerpieces that sat on each table.

For entertainment, Phyllis and Tim led the club through several games of 'Airplane Bingo' and the winners were treated to some very

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Door Prize Winners Show Off Their Very Neat Airplanes



The women almost made a clean sweep in the prize drawings.
(Photo by Jim Cook)

Great Host And Hostess!!!



Tim and Phyllis Len put a lot of time and effort into making the TCRC Banquet a big success. (Photo by Jim Cook)

Corey Kaderlik Receives TCRC's Walt Billett Award

by Jim Cook

Each year TCRC awards a person from the hobby who has best personified the purpose of the club: "To preserve, encourage, and further develop the hobby of building and flying radio controlled model airplanes." This award was named for Walt Billett who was the proprietor of a hobby store in Minneapolis in the 50's. He was very active in the airplane hobby. The award has been given for almost as many years as TCRC has been in existence and it is a great honor to be named the recipient.

In addition to his role as Field Maintenance manager, Corey was also a member of the board of directors of the club over the past few years and helped in directing the club in its operation.

Corey Kaderlik is a great choice as the 2011 winner of the Walt Billett Award. Congratulations Corey and thank you for all of your time and effort that you have done in helping to keep TCRC the great club that it is. J



Corey Kaderlik accepts the Walt Billett Award from Steve Meyer and Gerry Dunne at the TCRC banquet. (Photo by Jim Cook)

The Walt Billett Award committee consists of the previous three winners of the award, and it is that committee's task to select the next recipient. In 2011 the committee consisted of Steve Meyer, Gerry Dunne and Mike Timmerman.

The committee was unanimous in its selection of Corey Kaderlik as the 2011 recipient. In making the award, Steve Meyer cited Corey's unwavering dedication to make and keep the Jordan Field the best flying site in Minnesota. In 2011 this was a particularly tough task as the Minnesota River would not relinquish its grip on the field. Despite the River's effort, the Jordan field emerged better than ever, with many improvements, because of Corey's perseverance.

TCRC Banquet

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nice prizes, including gift cards to target and gift certificates to Hobby Warehouse.

After the Bingo was completed, the really large door prizes were awarded. John Dietz was the envy of all of the pilots present as he won the grand prize which was a Corsair kit and Larry Couture won the next prize which was a complete electric kit.

Around 9:30 the 2011 TCRC banquet came to a close and everyone headed home.

A very big thank you to Tim and Phyllis Len for putting together another great banquet, and also to Scott Anderson for helping put the presentations together. And of course a thank you to all of the members and spouses who attended the annual banquet to ring out a very successful year for TCRC. J

**2012 Will Be A Great
Year To Be In TCRC!**

TCRC Service Awards

by Scott Anderson

At the November TCRC Banquet Club Historian Scott Anderson made the award presentations for members who have reached specific 5-year milestones as dues paying active members.

Our newest 5-Year Members are:

- Ken Corrin
- Paul Doyle
- John Hanna
- Wayne Rademacher

Our newest 10-Year Members:

- Allan Boucher
- Thad Gorycki
- Richard Patch

Our newest 15-Year Members:

- Marvin Boote
- Mike Cochrane

Our newest 20-Year Members:

- Craig Greenwald
- Steve Meyer
- Bob Swenson

Our newest 45-Year Member:

- Ken Duncan

This year we have a member who has reached the unique status of being TCRC's 1st ever 50-Year Member:

- Stan Erickson

Stan joined TCRC back in 1961 after flying on his own at various sites around the south metro area. At that time TCRC had been flying from a tar square runway on land leased near Shakopee (the Glass

Plant Site). Stan tells us that he was inspired by some of the experienced members and he enjoyed a flying site that he could count on. Stan has consistently been an active pilot and over the years has been a great contributor to the club by acting as a flight instructor, mowing and maintaining the grounds as well as many other tasks. Congratulations and Thank you Stan! J



Club Historian Scott Anderson presents Stan Erickson with his 50 Year Service Award at the TCRC Banquet. (Photo by Jim Cook)



Stan Erickson (left) joins John Krekelberg and Dave Andersen in a photo of club activities taken in 1981. Stan had only been a club member for 20 years when this picture was taken!

All Season Flyer 2011 Finale Held At Jordan Field December 3rd

by Gerry Dunne

TCRC held its All Season Flyer Finale at the Jordan Field on Saturday, December 2nd.



The pilots and spectator(s) pose by the shelter at the TCRC All Season Flyer Finale. (Photo by Gerry Dunne)

Gerry Dunne got to the field around 9:45 AM and got the gate opened up. Soon after the other pilots arrived and flying commenced.

The pilots who got into the air were: Pat Dziuk (the only one flying a glow plane), Larry Couture, Rick Smith, Corey Kaderlik, Mike Burk and Gerry Dunne.

Flying was pretty continuous until about 12:30 when everyone packed up and headed home.

To qualify as an AMA All Season Flyer, a pilot must put in at least one flight outside every month for a calendar year.

Don't worry if you had your first 11 months in and missed the ASF Finale. You still have the rest of December to get that last flight in.

This is the time that the pilots should start thinking about becoming an All Season Flyer in 2012. TCRC will hold the All Season Flyer 2012 Kick Off on Saturday, January 7th at the Jordan Field. J

TCRC Auction February 11th

2011 is drawing to a close rapidly, and with the new year comes the biggest TCRC event of the year – the 36th Annual Auction.

Saturday, February 11th the TCRC Auction will be again held at CrossPoint Church at the intersection of 98th Street and France Avenue in Bloomington. This is the biggest R/C airplane auction in the upper Midwest, and it is well attended by clubs and hobbyists from Minnesota and the surrounding states.

TCRCOnline.com should have pre-registration materials on the site very shortly. This is TCRC's biggest manpower (and womanpower) event of the year and the club needs the help off every member to make it be successful. Mark your calendars. The club will also probably have a set up scheduled for Friday, February 10th. TCRCOnline.com will keep the membership updated as the auction date approaches.

Start looking through all of your R/C stuff to determine what you need to sell and what you need to buy. Be a buyer, a seller, and, above all, a worker at the 2012 TCRC Auction at CrossPoint Church in Bloomington on Saturday, February 11th. J

**You Are Needed At
The TCRC Auction
On February 11th!**

TCRC Dues Renewal

At the December 2nd TCRC Joint Board Meeting, after careful consideration, the TCRC board approved a modest dues increase for the purpose of funding future runway improvements. It was erroneously reported in the November newsletter that the TCRC Dues would remain the same. The new dues for 2012 will be:

- Regular \$85.00
- Junior \$42.50
- Social Affiliate \$30.00

Dues payments are due on January 1, 2012. **An early renewal rate of \$60 for regular members or \$30 for junior applies if renewal payments are mailed to the TCRC treasurer and are post marked by January 14, 2012.** The early renewal rate is obviously a great savings!

Payments after January 14th will be at the full 2012 amount.

Remember, to be a member of TCRC you must be a member of AMA and supply proof of that membership at the time of your TCRC renewal.

Your TCRC dues can be paid to treasurer Tim Wirtz at a meeting or by mailing them to Tim at:

Tim Wirtz
2422 Downing Avenue
Shakopee, MN 55379

Veep's Corner

By Chris O'Connor



Wow, the elections just ended and already the newsletter editor has let me know I am late on my VP article!

Looks as though the warm weather is not coming back for a while, so let's start building your dream plane now. I know many of you fly all year, but I find winter as a great time to build. Even though it's cold outside, it's nice and warm in the shop. Have you ever counted how many ARF's you have ready to fly? After having a number of them to fly at your disposal, maybe this winter would be a good time to work on that kit or plans you have always wanted to tackle. There are plenty of kits still out there and as far as plans, almost unlimited. There are also kit cutters that have kits available for many of the popular plans out in the hobby world. Precision Cut Kits is one of them. The nice thing is that you may end up with a plane at the field that no one else has. Give it some thought.

This month's meeting is program night, no Show and Tell. We are going to talk about flying a pattern, and flying your plane instead of reacting to what your plane is doing. The latest MA magazine has an article similar to that.

Remember that the **January meeting will be all Show and Tell.** Good time to see what we got for the holidays.

Come to the meeting December 13 and share in the excitement of a TCRC meeting. Remember we will be doing planning for the TCRC Auction coming up on February 11th. See you there. **J**

The TCRC board also increased the initiation fee for new members or members who had not paid their dues for the previous year. The initiation fee is now \$75.

Take the time to pay your 2012 TCRC dues today and secure your discount. **J**

TCRC Elects Officers and Board At November 8th Meeting

by Jim Cook

The annual TCRC elections were held at the membership meeting held on Tuesday, November 8th. Six of the seven seats were up for election this year. The board seat of Gerry Dunne was the only position not to be voted on this year.



The 2012 edition of the TCRC Board of Directors. (Treasurer Tim Wirtz not present). (Photo by Jim Cook)

The newly-elected members for 2012 were Tim Len as president (incumbent), Chris O'Connor as vice president (incumbent Mark Wolf was not able to run because of a change at his work situation), Scott Anderson as secretary (incumbent Curtis Beaumont was not running), Tim Wirtz as treasurer (incumbent), and Paul Doyle (incumbent) and Larry Couture (incumbent Corey Kaderlik was not running) for the two board seats.

Congratulations to the new board! Also a very big thank you for devoting a portion of your time for the running and management of TCRC. Also a thank you to all of the TCRC members that made it a point to come to the meeting and take part in the election of the club's officers and board. J

TCRCOnline.com
A Great Website!

2012 AMA Dues Statements

All TCRC members should have received their 2012 dues statements in the mail in September from the Academy of Model Aeronautics.

AMA 2011 dues have not changed from the previous year. They are:

- Adult (19-65) \$58
- Senior (65 and up) \$48
- Under 19 \$1
or \$15 with *MA*
- Additional family \$30

Your AMA membership gives you \$2.5 million in personal liability coverage, \$25,000 in medical coverage and also a subscription to *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 \$29.95 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 fax at (765) 741-0057; by phone at (800) 435-9262; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2012 AMA dues is December 15 to avoid a lapse in membership services. J

Miles M 65 Gemini

by Conrad Naegele

The November Mystery Plane was the Miles M 65 Gemini.



The latest creation (at that time) from the House of Miles was the delightful little 'Gemini'. The two Blackburn engines gave the Gemini sparkling performance, and great single-engine handling as well. Designed by George Miles, the M 65 was a four-place low-wing monoplane nicely upholstered and well soundproofed. It was all wood, mahogany ply covered with fabric. To improve accessibility, and ease of maintenance, the engines were under slung.

The wings were fitted with both drooping slatted ailerons, and lift flaps, both somewhat unusual in light aircraft. Fuel was carried in the wings in crash proof tanks that provided up to six hours of continuous cruising. Although designed as a private use (general aviation) plane it was adaptable to many uses and provided for up to a disposable cargo of 1,060 pounds, could be reconfigured to a stretcher plane. The prototype had a fixed gear, but later models had retractable gear. Exact production is not clear but about 150 were produced. Two or three are flying today, and are becoming collectors' items.

The Gemini had a wingspan of 36 feet, a gross weight of 3,000 pounds, a cruising speed of 130 mph and a range of 820 miles. The Blackburn Cirrus Minor 4-cylinder inline engines each developed 100 horsepower. J

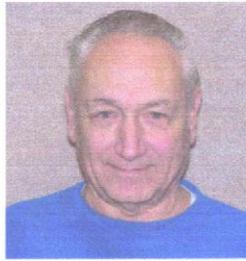
Calendar

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| Dec. 2 | TCRC Joint Board Meeting |
| Dec. 3 | All Season Flyer 2011 Finale
Jordan Field
Pat Dziuk |
| Dec. 13 | Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington |
| Jan. 1 | TCRC Dues Payment Due |
| Jan. 7 | All Season Flyer Kick Off
Jordan Fields |
| Jan. 14 | Deadline for TCRC Dues Discount |
| Feb. 10 | Auction Set-Up
CrossPoint Church |
| Feb. 11 | TCRC Annual Auction
CrossPoint Church
Bloomington |

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.

Safety At The Field

By Larry Couture



Well here it is the end of November and the field is in great shape for flying. The potty's gone, the benches are up the hill and there is very little snow on the ground. So unless it snows it will be wheels for the December Fly on Saturday.

The deer hunting should be done so it is not necessary to be wearing a vest when you go in the woods. All rules still apply for field use and be sure to have proper clothing on for the weather conditions of the day. The 10-10-10 rule is always in effect for the winter doings so if you're planning on going be sure to check for these conditions.

I am suggesting that a directional arrow be placed by the flight line so that this can be observed by all pilots before anyone takes off. I have seen this at other fields in my travels and it seems to work very well. This still appears to be a problem at our field even when there are only a few flyers there. This is still pending and has not happened as yet.

It also is the time of year that we can now spend lots of time in our shop building, repairing or dreaming about airplanes in the warm confines thereof. Please be careful of all power equipment and for sure those sharp knives (Exacto blades) and that CA glue (band aids and de-bonder are very necessary in the shop).

My final thoughts for the day: FLY OFTEN, HAVE FUN AND KEEP THE RUBBER OR SKI SIDE DOWN. All landings from which you can fly again are great but not always graceful. J

Providing Effective Leadership

by Mark Smith, AMA Executive Vice President

Hi folks! The recent terrorist activity involving model aircraft underscores one of our primary responsibilities — that of providing effective leadership.

On September 28, at 3:43 p.m., I received word about the arrests of alleged terrorist Rezwan Ferdaus. The following 24 hours were critical in providing the correct message to our membership and the community at large.

Dave Mathewson, Chris Brooks, and Rich Hanson worked tirelessly to address the numerous calls from our membership and the media. But they did not stop there. Chris even developed a media package for clubs to use when their local media contacted them.

We have an on-going partnership with the FBI and Homeland Security and continue to enhance this relationship. In several interviews, I told the media that the AMA is vigilant in identifying any suspect terrorist activity because we have 143,000 set of eyes and ears focused on any unseemly activity. Please continue to be outstanding custodians of this great hobby.

Keep up the great work! J

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 Richfield, MN 55423
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 Thomas Steinmueller
 Lowest Prices In Town
 Stop In Today To Find Out 'The TCRC Special Of The Month'

The Mambo Special Story

or

Good Things Come To Those Who Wait

by Sherwood Heggen

It was 1965 and I, at age 19, was driving my 1961 Dodge Lancer home from my mechanics job at the filter factory in Lake Mills, Iowa. Before starting for home, I had stopped at the drug store where occasionally there was a model airplane magazine to buy. I craved something new in the model airplane world to gaze at and dream of what could be my next model to build. The magazines were my fix.

As I drove home, it was difficult to keep my eyes off the pages of the magazine I had purchase for 35 cents. While flipping through the pages, my eyes stopped on a Sterling Models ad for the new Mambo Special! It was gorgeous and the latest in airplanes that could be flown with single channel escapement all the way up to six channel multi. Oh, to have such a splendid model. At this time in my life, funds were limited. My job paid me \$1.65 an hour, gas cost 23.9 cents/gallon. I would feel guilty for spending money on the hobby. I had a car payment/expenses and trade school tuition was to start in a month.

Now, to those of you who weren't around in the 60's, an escapement mentioned above was an electro-mechanical device that moved the rudder in response to the single channel transmitter signal. Power to make the escapement move was a long strand of rubber located in the back of the fuselage with about 100 turns wound into it. A small hand-held crank was used to wind up the rubber before each flight. The only means of control on the transmitter was a button which the pilot pushed to send a signal to the airplane. Pushing and holding the button once activated the escapement to rotate a quarter turn by rubber power which moved the rudder for a right turn. Quickly pushing the button twice and holding it caused the escapement to rotate three-quarters of a turn which moved the rudder for a left turn. If you were "somebody", you would have a throttle on your engine that was controlled by another escapement. To "control" engine speed, the pilot would quickly push and release the transmitter button which would close a circuit within the rudder escapement to cause the additional motor escapement to rotate to change the engine speed. It worked, but by today's standards, it was pretty archaic.

Moving on to the Mambo Special, I never did buy one although I thought of it often, wishing it didn't have such an expensive price tag of \$11.95 at the time. If I had bought the airplane, I would also have to buy the silk and dope (Monokote was due to come out shortly) and all of

the stuff needed extra for the model. I just couldn't afford it and the Special faded from reality although not from my mind. The ownership of this airplane would have to wait.

Flash forward to January 2011 at the TCRC meeting. It was announced at a previous meeting that miscellaneous items from a gentleman's estate would be available to anyone with a donation appreciated. Items of scrap wood, used propellers, hand tools, wheels, and on and on were piled on tables. I walked into the room among the other club members and gazed around at what I might take home. And there it was on a pile of stuff against the wall – a Sterling MAMBO SPECIAL! I recognized it as soon as it came into the room. It was pretty sad looking. It had been built but still required covering, radio and engine. It appeared to have been neglected for a long time and would require a lot of attention. But, I knew in my heart, I was the one to give it that attention. I grabbed the airplane and tucked it under my arm to carry it away to safe haven. Other items, too, left with me for which I was happy to leave a donation to the estate.

The next morning, I unloaded my "goodies" from the meeting out of the Jeep. It was a good take, but my joy was in the Mambo Special. It was already built, not well, but I could fix that. I sorted out the details in my mind of what had to be done and set it aside for a few days.

Soon the day came when I started putting the Special in flying condition. My dreams of flying the Special with escapements some 46 years earlier came to mind. Though I still had the actual escapement from that time, I didn't have the single channel transmitter and receiver. I guess I would have to do the next best thing and install my new Hitec Aurora 9 radio equipment to assure success in flying my dream airplane. It seems a bit of overkill to install such an advanced radio system in such a simple airplane, but why not. This equipment was beyond my dreams back then and now it is reality. Though the Special could be flown with rudder, elevator, and throttle control, I decided to keep it to rudder and throttle control for old time's sake. I had to make one upgrade to the airplane, however, and included a steerable nose gear.

Oh, this was so exciting. I had a Mambo Special and I was going to fly it with rudder only just like the good old days! The first thing to work on was the wings. They were built straight but the sheeting was glued on poorly requiring removal and re-gluing. The fuselage and elevator were in good shape. I had a number of sheets of medium grade silkspan purchased years ago for 15 cents a sheet. It was attached to the framework with Watco brushing lacquer which is a good substitute for dope at a fraction of the price. It worked well and soon the Special was covered and doped. During periods of drying time for the lacquer,

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The Mambo Special Story

Continued From Page 11

the radio and my OS 15 R/C engine were installed and then removed for final finish of Rustoleum from a spray can. I referred to the picture of the Mambo Special in the Sterling Models ad for the paint scheme in the magazine I bought 46 years ago. Yes, I still have that magazine. The colors of red, white, and black gave it that classy 60's rudder-only look when it was finished.

The Special didn't come with any plans, so I didn't know the correct CG. I could have guessed at somewhere between 25 – 35%, but, when there is no elevator to compensate for out of balance, it is nice to know the true balance point. I posted a question on RC Universe for the correct CG location. A day or so later the answer came of 3" back from the leading edge of the wing. Placing a mark under the wing at the fuse, I placed my index fingers on each side of the fuse at that point and lifted the plane off the workbench. The results were an indication of a tail-heavy airplane. Lead would be required so a place was hollowed out in the nose block under the engine and lead sufficient for correct balance was added. With the balance dead-on with everything installed, it was time to fly.



The Mambo Special in the pits and ready to go!

After a long, bad period of windy, wet weather, the skies cleared and the winds dropped. It was time to fly the Special. Off to the flying field I went with my precious cargo in the back of the Jeep. I carefully unloaded the airplane and field box and attached the wings to the fuselage with rubber bands. Three rubber bands on each side plus two more crossed over in an "X" pattern just like I used to do. My Mambo Special and I headed to the pits where I fueled her up, hooked up the starting battery to the glow plug, and fired up the trusty OS Max! It was finally going to happen. I would be flying the Mambo Special. With the engine running wide open, I held the Special nose

high to check for the proper needle valve setting. After a minor adjustment, I set the plane down and brought it back to idle. Carefully I picked up the Special with my right hand and the transmitter with my left. It was going to be a hand launch and everything was "go". I trotted forward a few steps to get some launch speed and then thrust the Special forward for its first flight. It flew forward and landed with a crunching thud a hundred feet in front of me. What was wrong? It was balanced correctly, so I thought. Was it nose heavy? Was it too heavy to fly with the OS Max 15 engine? Damage to the underside of the nose had occurred from the nose gear folding all the way back. In times like this, it is important to take things home and think through the problem. Back home I checked everything out and found no damage that would not allow another attempt to fly, but why wouldn't it fly the first time? Everything was so right! Oh, wait! Did I not remember to throttle up before I launched her into the sky? Of course, I remember thinking that I still had to do that before I tossed it, and, yes, that had to be it. The first flight jitters had gotten to me! A couple of days later, I was back at the field with the Mambo Special. This time with everything ready and engine running, I remembered to throttle up. With the engine screaming quietly through its muffler, I did the classic hand launch that I had done so many times as a youngster. The Special moved forward losing a bit of altitude and then began to climb. It was flying straight ahead and climbing. It wasn't long before it was a hundred feet in the air. Rudder was too effective so I knew there would have to be an adjustment after I got it back on the ground. After about five minutes in the air, I made the first approach for landing. With the engine throttled back, the Special began to descend, albeit too quickly. A little throttle advance and the nose came up a bit and then landing was accomplished, not with a flare, but it was on the ground.

Since then, many flights have been made. Trim, balance, and thrust have been tweaked allowing the aircraft to fly on its own other than occasional input of rudder and throttle control. There is no elevator control to get you out of trouble, instead throttle is the tool to cause the aircraft to climb and dive.

When I fly the Special, I am amazed that this aircraft was "successfully" flown on single channel escapements. With proportional control, the challenge to fly rudder-only is much less.

There are other vintage rudder-only and multi models that I have my eye on. Why? Because, they were a part of my youth that I wasn't allowed to experience for various reasons. Now, I have the resources to gather in that which was beyond my grasp and enjoy with greater success. Sometimes it is good to wait. What items of your lost past do you want to make real? **J**

TCRC Raffle Not To Be Held

Gerry Dunne, long-time chairman of the TCRC Raffle that has been held in conjunction with the annual TCRC Auction made the recommendation that the raffle not be held in 2011.

Gerry cited the decreasing revenues that have been realized by the raffle in recent years and the increased burden that has been placed on each member to sell or purchase raffle tickets as the reasons to discontinue the raffle.

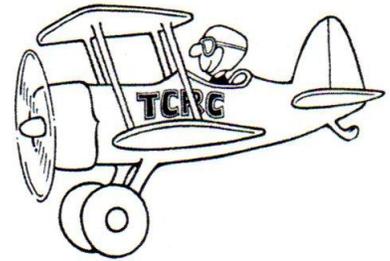
Most members were in agreement with Gerry's recommendation and the raffle will not be held at the auction this year.

A big thank you to Gerry, and to Gerry Jr. for all of the effort they have expended in past years to make the raffle profitable. J



AMA CLUB #383

CROSS POINT CHURCH
9801 FRANCE AVENUE SOUTH
BLOOMINGTON, MINNESOTA



TCRC 36th ANNUAL AUCTION

TWIN CITY RADIO CONTROLLERS – MINNEAPOLIS, MN
SATURDAY, FEBRUARY 11, 2012
WWW.TCRCONLINE.COM



Raffle & Concessions!

- Hot Coffee & Donuts
- Soda/Pop
- Hot Dogs & Chips
- No food or drink in the bidding area

What's for Sale?

- R/C Airplanes, Kits, Engines & Radio Systems
- R/C Aircraft related stuff & support equipment
- NO Cars/Boats
- NO Unrelated Stuff

When:

Registration Begins @ 8:00 am
Auction Begins @ 9:30am

Details:

- \$3.00 Admission: includes Bidder's Card
- \$20.00 Minimum Opening Bid. Nothing will be sold for less than \$20
- Commission of \$5 or 10% whichever is greater.
- SELLER MUST attach a brief description to EACH item being sold
- Pre-Registration Available for Sellers
- BUYBACKS @ 10% up to a maximum fee of \$20

Questions?

- E-mail: Auction@TCRCOnline.com
- Call Jim 952-445-5257 or Scott 952-934-1471
- **MORE Info at www.TCRCOnline.com**

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Great Prizes At The Banquet!



Larry Couture looks pretty happy as he displays the very nice complete electric P-51 Mustang that he won as a door prize at the 2011 TCRC Banquet. Tim and Phyllis Len were the host and hostess of the banquet and they put on a great event. (Photo by Jim Cook)

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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