

All Season Flyer Kick Off Draws A Crowd

by Jim Cook

Saturday, January 5th was the first official flying event of 2008, and between 15 and 20 pilots showed up. The event was the AMA All Season Flyer Kickoff.



Most of the pilots that came to the January ASF Kickoff stopped flying long enough for a picture op. (Photo by Jim Cook)

CD for the ASF was Jim Cook and when he arrived at the Jordan Field at 10:30 AM, there were already 3 or 4 pilots getting their planes ready to fly. Not long after Jim's arrival, Mr. Electric (Gerry Dunne) had one of his newest planes, a ducted fan MIG, take to the air.

The morning started with temps in the 20's but the sky was gray and even a little foggy. The wind was light and variable, mainly out of the

southeast. The sun tried to come out periodically but wasn't successful at the effort until later in the afternoon.

Over the years that those intrepid pilots that showed up during a Minnesota winter to put in a flight in a January, the planes were always glow-powered. But electrics have really changed that. Although three or four pilots had glow planes in 2008, the aircraft of the day was electric.

The Jordan field was covered with more than a foot of snow, with the top two inches being fresh. The crust under that fresh powder made a good support for the skis and occasional floats the planes sported.

To be an AMA All Season Flyer, a pilot must put in at least one flight outdoors in every month of a calendar year. If a pilot misses January, he isn't going to get an AMA ASF patch in 2008. If you missed the kickoff, you still have most of the rest of the month to get your January flight. Remember, it is quite an accomplishment to qualify for an ASF patch in Minnesota.

The day was not without its mishaps. Either because of the gray morning, or because of power problems, or maybe even dumb thumbs, a few planes returned to

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From The Cockpit Of The President

by Scott Anderson



Did you Fly in January?

We had a terrific time at the All Season Flyer's Kick-Off Saturday January 5th. The weather was wonderful! The winds were light and the temperature was mild. The parking lot was full of cars and the pits loaded with airplanes. Most pilots were flying off of skis on the fresh snow. I found I did not have enough time to mount my new skis on my GP Giant Stick so I put my floats back on and tried it out. What a gas! It was exciting to see how easy that big plane lifted off the snow pack on floats. I was concerned how the first landing would be and I found that it was actually easier than off water. In fact my water rudder helped in my high speed taxi to and from the starting area (on the runways).

Gerry Dunne was practically giddy when he pointed out how many pilots were flying electrics that day. Wayne Radamacher showed us his method for keeping his LiPo's warm for each flight. He tucks them into his pockets and pulls them out as he needs them. I sure hope he does not have any sharp objects in there or there may be an unpleasant surprise! **Our next All Season Flyer Date is Saturday February 2nd**. I hear the weather will be fantastic!

January Program

Wayne gave us a lot to think about at the January meeting where he gave a program on brushless electric motors. It was a terrific lesson in how and why motors are wound as they are, and insight into how we might reduce our motor costs by winding our own motors. Wayne is a talented engineer and did a very nice job in simplifying a complex subject. His PowerPoint slides are posted on TCRConLine.com for you to look at. Wayne has acquired several motor kits on the behalf of interested members and is scheduling a building session in the near future. I look forward to seeing what our guys built.

Building Season Is Here

I noticed that the temperature this morning was -18F and commented to my wife Cindy that it is truly 'building season'. She replied that it would be if I could only find my building bench and chair. I know they are down in the shop somewhere buried under the mountains of eBay boxes.

I just received a new toy from the Bus Station. It is a Great Planes Ultimate. It is powered by a BME-50cc gasser and is simply beautiful! I'm looking to get a high torque servo such as a HiTEC HS-5955TG for

the rudder. I have a pair of 5985MG's for the elevator and I'm using (4) Spektrum digitals for the ailerons. It's not quite ready for the snow so I'll have to wait for spring so I can practice pattern with Chris O'Connor & Rick Smith.

Be sure to bring your latest creation to the next meeting on February 12th for Show & Tell. Everyone learns from what you show and you can learn from what others tell.

TCRC AUCTION Saturday February 9th, 2008

Well the magic day is creeping up on us!

I'm still finding things to sell and looking for ways I can make the day easier for our members.

- **Dress Code:** Be sure you wear a TCRC Shirt, Hat, or something so people know you are a member of the club. Wear comfortable shoes. We'll be standing a long time! Layer your clothing. It will get very warm as the day progresses.
- **Get some Sleep Friday:** We'll be getting to the church about 7 AM to set up and we'll be receiving aircraft shortly afterwards.
- **Eat a good breakfast:** Keep your energy levels up for the day. The concessions area will have lots of good donuts, cookies and other goodies.
- **WATER:** Be sure to drink lots of water. It is cool and dry and easy to dehydrate. You'll feel better if you have a lot of water.

We'll look forward to seeing you Saturday February 9th! ☺

All Season Flyer

Continued From Page 1

prematurely, or for an unscheduled stop. None of the planes were reduced back to the kit level however, and all should return to Jordan sometime in the future.

One of the busiest members at the ASF Kickoff was the club's electric guru, Wayne Rademacher. Wayne is scheduled to give the program at the regular meeting this Tuesday and the subject is 'all about electrics'. At the field, Wayne seemed to be conducting several mini-clinics on electric diagnostics. The cool weather was affecting the output from the lipo batteries in the planes, and Wayne was testing various props on members' electric planes to measure outputs and improve performances. He promised to include the diagnostics he was doing in his presentation on Tuesday.

President Scott Anderson took the honors for largest plane flying this day. He had his very nice Giant Stick on floats. The engine fired right over, and the floats didn't seem to notice that the water was a little harder than usual as it scurried across the snow.

The mild temperatures allowed most of the pilots to fly without gloves all day. The sun broke through the overcast around 1:00 PM, and flying was continuous all day. Between 1:30 and 2:00 PM, the pilots started packing their planes up and head home.

Thanks to all who came out to make the ASF Kickoff a success and very enjoyable. ☺

Both Big And Small Planes Came To The TCRC All Season Flyer



Scott Anderson displays the two Big Sticks that he brought to the All Season Flyer Kickoff. (Photo by Jim Cook)

An Impressive Warbird And Hat!



Wayne Rademacher displays the nice electric warbird he built, and models the 'best of show' hat that he wore. (Photo by Jim Cook)

Pictures From TCRC's All Season Flyer Kick-Off



Wayne Rademacher conducts one of his mini-clinics on electrics at the ASF.



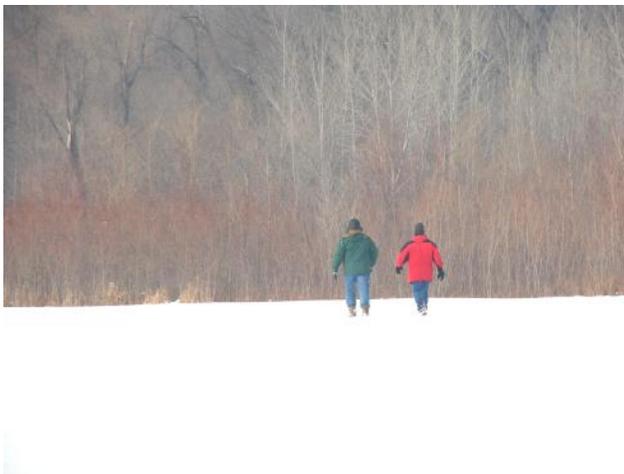
Wayne conducts another of his electric mini-clinics out by the impound area.



There were lots of cars in the parking lot and lots of snow around the lot at the ASF.



Mike Robins displayed his latest 3D electric on the way to the flight line on Saturday.

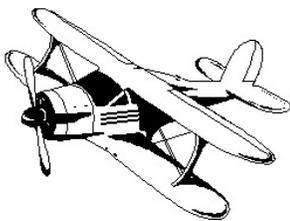


The presence of snow extends the runways.



President Scott's Giant Stick takes off the snow.

Show & Tell



Show & Tell just keeps on producing some great aircraft.



Paul Doyle and a new electric Miglet that he picked up on line for \$37. It was red foam and powered with a ducted fan. It had a 2100 maH lipo battery and a KMS motor that turned at 53,000 rpm. He flew it the previous Saturday at the ASF Kickoff and he said at half-throttle it clipped along at 78 mph.



Paul also had another electric, a Parkzone P28 Trojan made with Z-foam. This plane was done in white with orange Navy trim. This plane also flew at the ASF Kickoff and it performed well.



Gerry Dunne also had a Miglet at the meeting. This one was done in black and weighed in at 12 ounces. Gerry had a 1200 maH lipo in it and at 3,300 rpm it flew at about 70 mph. This plane flew at the ASF Kickoff the previous Saturday.

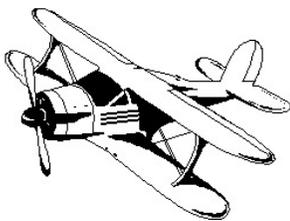


Gerry also had a Lynx ducted fan from Hobby Lobby. This foam electric was white with orange trim and a green fuselage. It weighed in at 18 ounces and the fan ran at 46,000 rpm. It was quite fast at the ASF Kickoff.

Gerry completed the S&T hat trick with his third aircraft (see picture, page 6). This was a beautiful electric AT-6 Texan by E-Flite. This 25 size electric was Gerry's first 'big plane'. The ARF was gray with red and yellow trim. It had a 54-inch wingspan and weighed in at 4 pounds 13 ounces. The power plant was a 3020 10-T outrunner that turned at 8,300 rpm.

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Show & Tell



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The cockpit had two pilots and it was even equipped with Robart mechanical retracts. Gerry had 2 3,000 maH lipo batteries in it and 7 servos. It hasn't flown yet and he said the runways will have to be clear before the maiden flight.



John Dietz had a neat looking electric F-14 Tomcat. He had downloaded the plans from the internet and built the plane out of Bluecore foam which he reinforced with carbon fiber. The wings shifted from swept-back to out via a Hitec HS65 servo. It was painted with gray acrylic paint and the

vertical stabs were black. It weighed in at 16 ounces and although John had a very inexpensive motor in it, he felt it would fly fine. He had a 1,800 maH lipo battery and felt the maiden flight would come at the February ASF at the Jordan field.



Larry Couture had the only glow plane to show up at Show & Tell this month. He won the ARF in the drawing at the 50th Anniversary Party. It was done by Seagull Models and was very nice looking with red, white and blue colors and sunrays radiating from the wings. He powered it with a SuperTigre 2300 engine and he felt the weight was between 15 and 16 pounds. Larry said it only took about 5 hours to assemble and he was very pleased with the quality of the plane. As of the meeting he hadn't scheduled the maiden flight but it probably wouldn't occur before spring. ☺

Fuel-Soaked Balsa?

Fuel leak from the fuel tank all over the tank compartment? If so I have the solution! First remove the fuel tank if able. Next, try to dry as much as possible. When finished, get some regular corn starch and dump it in the compartment and leave for 24 to 48 hours. After that, dump out the excess (if able) or use the vacuum cleaner. You will probably have corn starch stuck on the balsa where the fuel was. Just push the tank in and take it back out and use the vacuum to get the rest out. If it is still damp reapply the corn starch for another 24 hours. Repeat as you feel necessary. Yes, there are other methods to use but I have found this one to be best.

(Courtesy of Jim'sRC.com, and reprinted from the AMA November Insider Newsletter.) ☺

Ramblin's From The Right Seat

by Steve Meyer



Going once.....Going twice.....third and last call.....SOLD!!!

The old J-3 Cub is going to a new owner and he is also buying some of me in that old plane. But the memories can never be sold. I remember shopping for a kit to be my next scale subject and that Cub kit was what I picked. After I took the kit home I did what we all do. I spread everything from the box out onto the floor of the living room, spread open the plans and started dreaming of that first flight. I had all the parts, radio, and engine this was going to be easy to build. Six months later the Cub was ready for the spring building contest and it looked good in its new "cub yellow" paint with that perfect black "lighting bolt" on the side, just like the full-size at the local airport. I remember the Cub placed second in scale. I was beat out by a super looking P-51.....I just didn't have the rivets to win that year. The spring float fly was next so off came the wheels and on went the floats. I remember that first flight off water.....the engine died.....get the boat. I remember the second flight off water. I remember out at the field on sunny days doing touch and goes with that Cub and thinking it doesn't get much better than this. I remember the Cub on skies out on the frozen snow covered lake looking like bush plane in Alaska.....oh we dream. In February the auction took place and the old Cub was sold...but not forgotten. I will always remember that J-3.....but the new Super Cub kit spread out on the living room floor needed the engine and radio.....ah new memories.



I want to thank Wayne for his program on motor winding. (See picture below right.) I know if you ever have any questions on electric motors Wayne is one of the people that can help answer them. February's program it going to be on how we choose that next airplane kit to buy. I call it Kits 101 -- the choices. But before that meeting is the TCRC auction and the club will need lots of help to make the auction a success. Make sure you plan on being there and helping out. And remember, now is the time to sell that old or extra airplane and build some new memories – sell it at the TCRC Auction.

Old model airplanes never crash they just get re-kitted. ☺

TCRC Raffle February 9th

by Gerry Dunne

In early January each member of the club received 15 raffle tickets in the mail, for that member to sell or purchase. It is important that each member does sell all of his tickets and get the money and stubs back to Gerry before the auction. This presale is used to cover all of the expenses of the raffle. Remember, you do not need to be present to win.

Here are the prizes for this year's raffle:

- E-Flite Taylorcraft
- OS 46 AX Engine
- Futaba 6 EX Transmitter

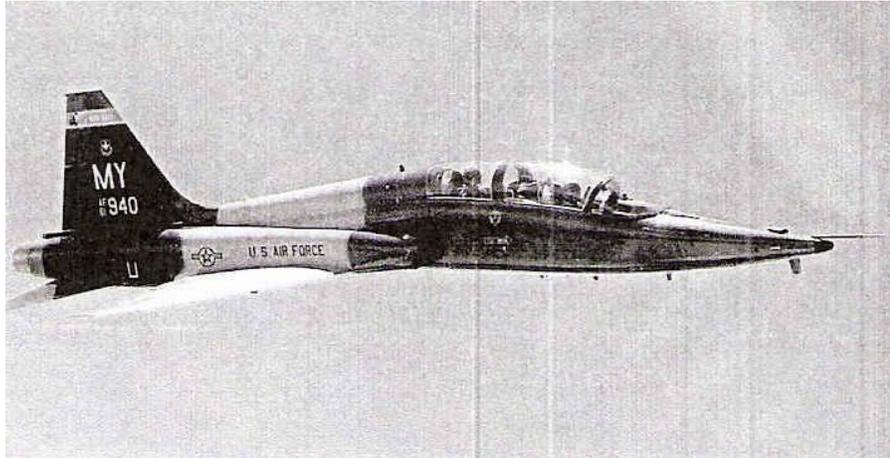
If you need more tickets, see Gerry at the auction.

Let's make this year's raffle the biggest and best yet. ☺

Northrop T-38 Talon

by Conrad Naegele

The January Mystery Plane was the Northrop T-38 Talon.



In production as the first supersonic trainer for the USAF, the T38A was a derivative of the Northrop N-156, a lightweight military aircraft originally developed as a private venture. The N-156 concept began in 1954 with a study of European and Asian needs for a lightweight and inexpensive fighter. This was achieved by Northrop by use of two small turbojets, advanced aerodynamic principals and innovative structural ideas. After 2 years, the USAF became interested in a trainer version. They authorized 3 prototypes. The contract expanded to 7 T-38's. The first prototype (tail number 581191) is at Edwards AFB, by Lew Nelson, had no reheaters (afterburners).

In parallel with the T-38, Northrop developed the single-seat N-156F Freedom fighter, again as a private venture. Development continued until 1962, when the aircraft was selected for supply to foreign air forces. Up to 1970, Northrop built a total of 1,187. A total of 46 were delivered to the Federal German Luftwaffe. The US Navy took 5, and 24 were allocated to NASA, for use by the astronauts. The last Talon was delivered in 1972. The T-38 was an unarmed tandem two-seater. Although it clearly had considerable commonality to the F-5 fighter, it lacked the leading-edge slats, and had considerably less power, but nevertheless, it was capable of Mach 1.3, and achieved the outstanding rate of climb of 33,600 feet/minute. Some of you may remember the unfortunate formation crash of 5 Thunderbird pilots in the desert southwest.

The Talon had a wingspan of 25 feet and a gross weight of 11,550 pounds. For performance, it could achieve 820 mph and had a ceiling of 42,400 feet.

AMA Election Results

The results of the 2007 AMA election for a new AMA president were as follows:

- Dave Mathewson 5,217
- Rich Hanson 3,722
- Bill Oberdieck 2,144
- Other 70
- Invalid 184

Total Votes Cast: 11,337

I do not know what the current AMA membership totals, but I am sure it is more than 100,000. It is a shame that in the election of the top officer of our organization, barely 10% of the members voted!

New president Dave Mathewson will be replacing long-time president Dave Brown who retired from the presidency this year. ☺

Tip For Real Flight G2

If you use the interface controller for Real Flight, take a small zip tie and secure the cord to the carrying handle. That way it will relieve the stress on the wire going to the controller.

(Courtesy of Jim'sRC.com, and reprinted from the AMA November Insider Newsletter.) ☺

Seller Pre-Registration At TCRC Auction

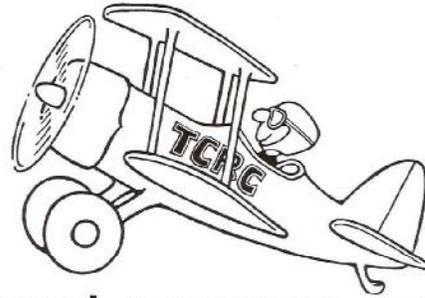
by Pat Dziuk

It is time again to open up the advanced seller's registration process for the 32nd Annual TCRC Auction which will be held February 9th at St. Peter's Church in Richfield.

Last year we had 78 sellers and 48 obtained a sellers ID number via the online email process. You can now register via email for a seller's ID number. The process is outlined at the following web page: http://www.tcrconline.com/pages/auction_seller_registration.htm

If you have any questions, please send an email to auction@tcrconline.com.

See you at the TCRC annual auction on Saturday, February 9th at St. Peter's Church in Richfield. ☺



TCRC 32nd ANNUAL AUCTION

TWIN CITY RADIO CONTROLLERS – MINNEAPOLIS AMA CLUB #383

SATURDAY - February 9, 2008



What's for Sale?

- R/C Airplanes
- R/C Airplane Kits
- R/C Airplane Engines
- R/C Airplane Radio Systems
- R/C Aircraft Related Accessories and R/C Aircraft Support Equipment
- No Cars, No Boats, No unrelated Stuff

Where:

St. Peter's Catholic Church
6720 Nicollet Avenue
Richfield, Minnesota

When:

REGISTRATION Begins at 8:00 AM
AUCTION Begins at 9:30 AM

Details:

- \$3.00 Admission: *Includes Bidders Card*
- \$ 20.00 MINIMUM OPENING BID (to speed the auction! 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 AT 10% UP TO A MAXIMUM FEE OF \$20

Raffle & Concessions!

- Hot Coffee & Donuts
- Soda/Pop
- Hot Dogs & Chips

Questions?
Call Jim 952-445-5257 or Scott 952-934-1471
Email auction@tcrconline.com
More info at www.tcrconline.com

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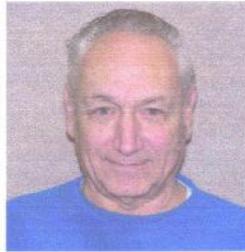
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Jeremy Steinmueller-Proprietor



Safety At The Field

By **Larry Couture**



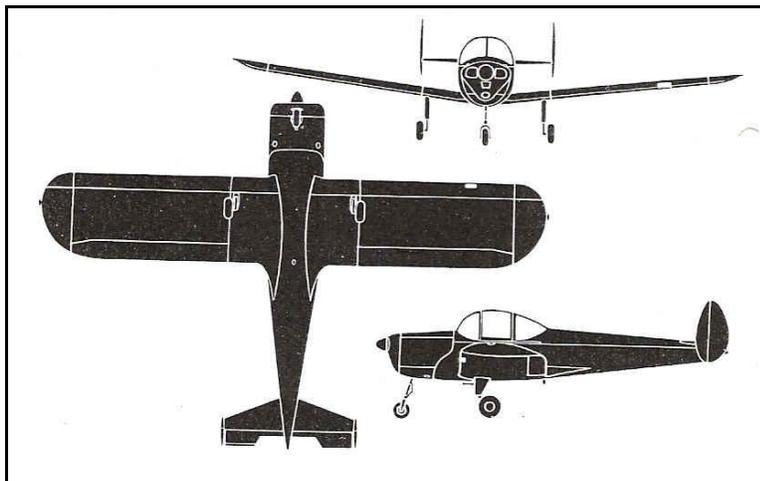
Well here it is January of 2008 and time sure flies when you're having fun. I was at the January all season flier's event and so were about 15 or so other fliers. The winter rules were sort of in place. The main thing is all fliers were paying attention to each other and no problems arose and I was the only one that crashed!! My excuse was due to hazy conditions and I lost sight of the plane which resulted with a landing nose-first proving the laws of gravity are in place at our field, and the other adage that no airplanes are left in the air. After confirming this important adage one more time I stopped flying and became a spectator for the balance of the day. It was a great day and we all had a good time.

Saturday the 26th a few of us went to Wayne Rademacher shop and built electric motor kits. I now know more about electric motors that I ever thought I wanted to but I had a great day and I now have a honkin' electric motor for my airplanes. Late in the afternoon a few of us went down to Wayne's private field (Pleasant Lake) and put in few flights (electric) and again winter rules were in affect and no mishaps occurred.

So please remember rules are not made to antagonize us but to keep us all safe. Our rules seem to be working just fine, so let's all keep using them and keep it this way for 2008 and on.

All landings are not pretty but if you can fly it again they were great. Keep the rubber or ski side down. I'm going south, so I'll see you all in March. (Bus is ready and waiting)!!!! ☺

February Mystery Plane



Calendar

- Feb. 2** All Season Flyer
11:00 AM
Jordan Field
Gerry Dunne
- Feb. 9** TCRC Auction
7:00 AM – 5:00 PM
St. Peter's Church
6720 Nicollet Avenue
Richfield
- Feb. 12** TCRC Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- Feb. 16** Shop Tour
Gerry Dunne
- Feb. 19** TCRC Board Meeting
Auction Review
- Mar. 1** Winter Fun Fly
Pat Dziuk

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.

Reducing Glitch

Use shrink or silicon tubing on metal parts such as throttle and linkages to reduce to minimum glitching.

(Courtesy of Jim'sRC.com, and reprinted from the AMA November Insider Newsletter.) ☺

Motor Clinic A Learning Experience

by Jon Perry

Wayne Rademacher had his motor building clinic at his house on Saturday, January 26th and 10 TCRC'ers attended.



Wayne checks on Jim Ronhovde's winding technique.



Wayne's wife furnished all of the motor builders with a great lunch to cap off a good day. Thanks to Wayne for lending his electrical expertise. ☺

Don't Forget To Pay Your TCRC Dues

With the arrival of the new year, your 2008 TCRC dues are due:

The dues structure is the same as last year:

- Regular \$75.00
- Junior \$37.50
- Social \$30.00

A dues reminder was mailed to each member early in December. Take the time to fill it out, make a copy of your AMA card, and get them to membership director Tom Thunstedt.

Pay your TCRC dues today. ☺



Wayne gives a demo of his CNC machine. (Photos by Jon Perry)

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Shakopee, Minnesota 55379

2008 Shop Tours In Full Swing



The 2008 TCRC Shop Tour season started and Larry Couture led-off on January 12th showing his shop – which is obviously full of airplanes. Several members made the tour. (Photo by Jon Perry) ☺

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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