

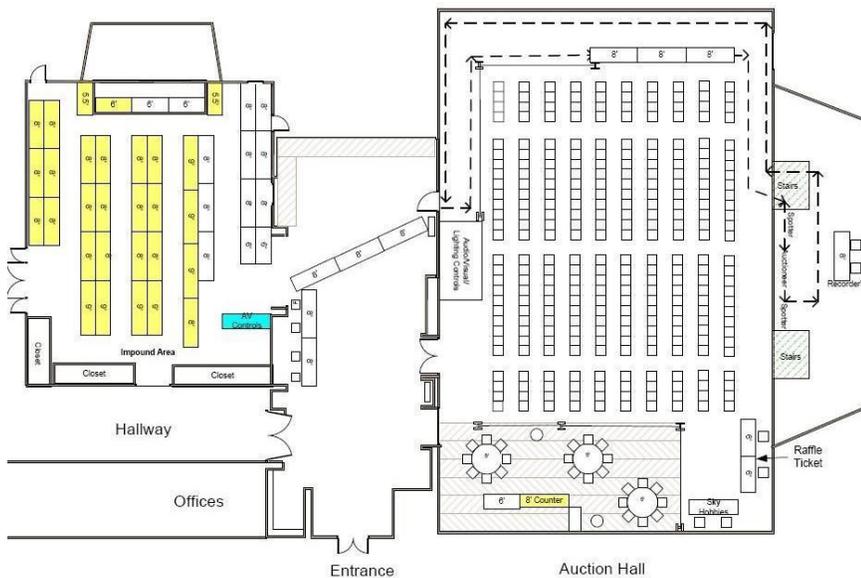


# Auction Plans Coming Together As February 7<sup>th</sup> Approaches

by Mike Timmerman and Jim Cook

TCRC's 33<sup>rd</sup> Annual Auction is Saturday, February 7<sup>th</sup> and its move to a new location has kept the Auction Committee hoping in preparation. That committee consists of Mike Timmerman, Pat Dziuk, Scott Johnson and Scott Anderson and the shift to its new home at Crosspoint Church at 98<sup>th</sup> and France Avenue in Bloomington has created the need to plan the movement of people, planes and food right down to the finish detail.

Mike put a floor plan together to help plan the event.



The committee took precise measurements to produce the above layout. The area to the right is the sanctuary where the actual auction will be held. They feel this area will actually be able to seat more people than the previous location. In addition, the elevated stage should make it easier for the bidding to be observed. Planes coming up for bid will be displayed on tables to the left of the stage. The only drawback is that the planes being returned to impound after the bidding action have a longer distance to go.

The concession area is to the right and toward the rear of the action area. The committee is very concerned about food and beverage being spilled on the carpet, so the entire concession area and tables will have plastic floor guard material. It will be required that all food and beverages be consumed in the concession area.

The impound area will mainly be in the room where TCRC meets monthly, although very large planes will be in the area between that room and the sanctuary. Also, if more impound area is needed, the smaller meeting rooms across from the restrooms can be used.

Bidder check-in and auction item check-in will be in the entry area. The club has purchased a new, considerably faster printer to speed up bidder check-in.

A very nice plus to the Crosspoint church is that TCRC can have the rooms on Friday evening to set up the facility. Pat Dziuk has asked that any member who is available at 6:00 PM on Friday, February 6 come to the church and set up. The more that show up the faster set-up will go.

A big thank you to the Auction Committee for all of the time and planning that has gone into the auction. Let's see a great turn out of members and spouses to make this auction the best ever! ☺

# Ramblin's From The Left Seat

by President Steve Meyer



The 2009 All Season Flyer Kick-Off Event day started out as one of those cold gray winter days that make me think twice about getting out of a warm bed to go flying. At the event starting time the temperature was over 10 degrees and not too windy, so at noon Sandy and I loaded the Mini Ultra Stick into the van and drove down to the field. In the past years we have had a parking lot full of cars at this event but on this day there was only one. Gerry Dunne and Paul Doyle were tearing up the sky with their "stock" electric warbirds. We all wondered where our "winter flyers" were on this "lovely" cold gray winter day. I grabbed my electric Mini Stick and Sandy grabbed her camera to record our first flights of 2009. We joined Gerry and Paul in a little pylon practice, but I don't think their planes are "stock". The weather started getting worse and my thumbs were "frozen" so we called it a day. We will see you on February 21<sup>st</sup> (our next All Season Flying day).



**Steve, Gerry and Paul show the proper attire for winter flying.  
(Photo by Steve Meyer)**

I want to thank Chris O'Connor and Mark Wolf for giving us a great program on "scale" covering and paint. Chris showed us how easy it

was to cover our aircraft with Stitz fabric and paint. Mark showed us one of his Cub wings and it looked just like the full-size aircraft which uses the Stitz method for cover and paint. So the next time you need a "scale" covering on your plane try the "Stitz" method.

Pat Dziuk gave us a heads up on what the auction committee's need for the new auction site at Cross Point Church. Most of the table layout and auction "flow" has been well thought out. More tables are coming from another church and the club wives have the "kitchen" space under control. Thanks again to the auction committee.

February 7<sup>th</sup> is TCRC annual auction and we will need everyone's help. This year we get to setup the auction on Friday evening. This will help us when the sellers and bidders come on Saturday morning. We always get a crowd first thing so we will need lots of help moving and organizing. The Committee will also need help Saturday night getting the church put back in order after the auction for Sunday service. Hope to see you all there.

My Sea Fury has a new RCGF 26cc engine supplied by Kondor Model Products. These engines are designed completely for model airplane use and the reviews on RC Universe have been very good. As glow fuel gets more expensive I think you will see more of these small gas engines and electric motors used in our aircraft. Although not much heavier than a glow engine the extra weight is welcome in a warbird model. I hope to have the model completed for the March meeting. ☺

# January All Season Flyer's Kickoff Event

by Pat Dziuk

The All Season Flyers were welcomed by the new year with temperatures around 20 degrees and a moderate wind of 10-15 mph. That did not keep five members and a couple wives and a daughter from enjoying some winter flying. Pat Dziuk arrived with his family Bobbi Jo and Emmy around 10:40 to find the gate still locked. He quickly started his trusty Hangar 9 Ultra Stick 40 and pointed it into the east wind and was off tearing up the sky. As he flew four more members showed up to have some winter fun. Rick Smith was there to start his 15th year as an All Season Flyer. Tom and Tynan Thunstedt were there taking turns flying their electric. Todd and Tara Tibbs, who joined the club this summer after moving north from Texas also showed up. Emmy and Bobbi Jo Dziuk even put on a pair of skis. Granted they were cross country skis - they enjoyed a few laps around the overflow parking area.



**The participants of the All Season Flyer Kick-off were undaunted by the winter temperatures. (Photo by Pat Dziuk)**

As in the recent few years the trend of electric continued with only Pat Dziuk flying a glow plane – but he quickly shifted over to his electric mini Ultra Stick. Each member got in a few flights and then by 12:30 was headed out to beat the snow storm that was on its way. I can't be sure but I think I saw Gerry Dunne heading to the field as we drove home.

On a side note - three members were treated to a sunny and calm day at the field on January 2nd. Dave Varner, Bill Jennings and Pat Dziuk

spent a few hours flying. Even though it was only about 7 degrees the steady sunshine helped warm us up.

*(Editor's Note: Pat was right – as this group left, Gerry Dunne arrived and was soon followed by Paul Doyle and Steve Meyer.) ☺*

## TCRC Raffle February 7<sup>th</sup>

The TCRC Raffle will again be held in conjunction with the Annual Auction.

Gerry Dunne is again chairing the event as he has done over the last several years. He has obtained some great prizes:

- Phase 3 EVE 16 Combo
- Spectrum DX61 Radio
- Os 46 AX engine
- Gift Certificates

The Phase 3 comes with a ducted fan motor and speed controller.

The Spectrum radio comes with an AR6200 receiver.

Every member of TCRC should have received 15 raffle tickets to sell or to buy in the month of January. These tickets are very important because their sale is what pays for all of the expenses of the raffle.

The purchaser of a ticket does not need to be present to win.

Thanks to Gerry for getting some great raffle prizes and organizing the printing and mailing of the tickets to the members. ☺

# Pictures From TCRC's All Season Flyer Kick-Off



**Emmy Dziuk didn't get any air-time but she did get some ski-time in at the ASF Kickoff.**



**Gerry Dunne launches Paul Doyle's Corsair into the winter sky at the ASF.**



**Tynan Thunstedt watches father Tom put his plane through the cold air.**



**Steve Meyer poses in the snow with his nifty E-Flite mini Ultra Stick.**

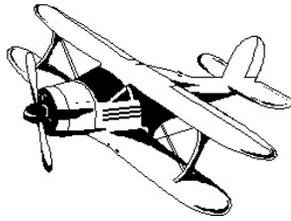


**Todd and Tara Tibbs get some winter air time.**



**Rick Smith starting his 15<sup>th</sup> ASF year.**

# Show & Tell



The membership meeting is a great place to see the latest planes in the club.



Prolific Paul Doyle had another neat looking electric ARF at the meeting. This was a GWS Zero that has done in Japanese trainer orange. The foam electric weighed in under 16 ounces without the battery and will be used for pylon racing this year. The motor was hush-hush but Paul was experimenting with some 8x8 and 9x9 props on the plane.



Larry Couture had a 40-size mid-wing ARF Dazzler that he had converted to electric. The colorful plane was done in white, blue and checkerboard and

was pretty nice looking. For a 40-size plane in weighed in lite at 60 ounces including the batteries, which were a pair of 2100 lipos. This is one of 3 airplanes that Larry put together while he was recuperating from his knee replacement.



Mr. Electric Gerry Dunne had a very nice Parkzone ARF Corsair. This foam plane was done in Navy dark blue but Gerry had added a light blue trim that looked nice. The underside of the wing was white/light blue. The plane weighed in at 40 ounces and had a not-to-be-named power plant. He said he could use it for pylon racing but probably would not. It has already flown and he said it was a good flyer and gentle.



Gerry also had a GWS ARF P-40. He had converted the foam plane to a Kittyhawk. It was done in dark gray with a red nose and tailfeathers done in yellow and black checkerboard, and it was a good looking plane. He had added flaps and retracts and the plane still only weighed in at 35 ounces, even with

**Continued On Page 6, Column 1**

## Show & Tell

Continued From Page 5

seven servos. The retracts were mechanical from Electroflite. Gerry hadn't put a flight on the P-40 yet.



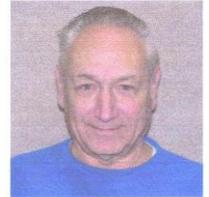
Conrad Naegele had an electric plane that he had scratch-built from pull-out plans from *Fly RC* magazine. He had taken the plans to Kinkos and had them blown-up to make it slightly bigger than the plans called for. The plane was called a Twinger, and was a bi-plane. The two wings were interchangeable. The motor was the one suggested in the plans – a GWS 2208 18T. The wings were done with Coverlite and were deep blue with yellow stripes. The fuse was silver with blue tailfeathers. The Twinger weighed in at 12 ounces with everything. Conrad's total cost into the plane was \$31. It has not flown yet.



Mike Burk had a JK Aerotec 'squint-scale' P-51. The wings were of solid foam and were done in yellow on the top and light blue/dark blue on the bottom. The fuse was silver. The power plant was a 25-size glow engine. The plane qualified for Slow Survivable Combat and weighed in at 2 pounds 11 ounces. The wingspan was 64 inches. The plane had not flown yet, but would very soon. ☺

## Safety At The Field

By Larry Couture



Well here it is the end of January 2009. The January thaw was non-existent and the weather still remains cold and windy. This kind of explains my not being out to the field of late. The few times I thought of going the wind or temp was out of the question. Since I haven't had any reports good or bad from the field I assume everything has gone smoothly and everyone has used the rules (if not, shame on them).

The annual auction is coming very soon and I hope all the members pitch in and give a helping hand at this yearly event (you will have fun). This is also the time to see the largest selection of ready-made need-to-have airplanes in this area and the prices they go for are usually a bargain. The proceeds from this event covers a large portion of the club's annual budget for our field and events. So if you can come and lend a hand, have fun and buy your next project or two. SEE YOU THERE ON SATURDAY FEBRUARY 7<sup>TH</sup>.

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 stick 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. ☺

# The Co-Pilot's Report

by VP Wayne Rademacher



I don't know about you but these extreme cold temps are starting to wear me out....it was -13F again this morning. All this cold weather has reduced (but not eliminated :) the amount of stick time I normally put in during the winter months. I guess if you were to look at the bright side.....this weather makes it a great time to build that plane that is collecting dust on your work bench.

A good thing to do when it is cold is -- shop tours. Gerry Dunne kindly opened up his shop for a tour in January. As many of you know, Gerry is an avid electric plane flyer; his shop certainly confirmed his like of electric aircraft. Gerry had many fine examples hanging from the ceiling, sitting on the floor, hanging from the walls....every where I turned there was another aircraft ready to take flight. The shop tour was great, a nice turnout for a crisp January day. Thank you Gerry, you were a great host.



**Chris O'Connor shows the members fabric application at the January meeting. (Photo by Jim Cook)**

Another fun event this January was the covering presentation, which was given by Chris O'Connor and Mark Wolf. They demonstrated Stit's covering process, taking us through the steps required to both apply the material and paint it to your desired color. Chris brought his P-51 wing with the Stit's covering partially applied then offered club members a chance to actually iron the covering on the remaining part of the wing. A few brave soles gave it a try and found the material very forgiving and easy to work with. The material has amazing shrink capabilities, fun to see really bad wrinkles simply disappear once the iron was applied to the covering. Given the ease of application, I suspect we will see more Stit's covered models showing up at our field. I want to thank both Mark and Chris for a wonderful demonstration.

The February presentation is all about electrics. We will cover the basics of electric aircraft....helping you understand how to select the correct hardware (motors, batteries, controllers, etc...) for your airplane.

February is also the month of our famous TCRC Auction (February 7<sup>th</sup>). As many of you know, this auction is our biggest single source of club revenue, accounting for a significant number on our balance sheet. Be sure to ask how to get involved. Without member support this auction could not take place. Remember the location has changed this year; be sure to spread the word.

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

## 2009 Shop Tours Start At Gerry Dunne's Place



The official 2009 Shop Tour circuit kicked off at the shop of Mr. Electric – Gerry Dunne on Saturday, January 17<sup>th</sup>.

Gerry has been very prolific in his construction of anything that flies with an electric motor and his shop was a testimony to that fact. There were electric planes everywhere – the ceiling, the walls and the floor, and the members on the tour couldn't even get a total count on the many planes.



Steve Meyer, Wayne Rademacher, Paul Doyle and Tom Thunstedt made the trek to Gerry's house and enjoyed his hospitality.

Gerry had lots of scale war birds, some ducted fans, sport planes, trainers, profiles – everything you could imagine. Thanks to Gerry for sharing his shop with TCRC.

The next scheduled Shop Tour is at Scott Anderson's on Saturday, February 28<sup>th</sup> at 1:00 PM. Plan on being there. ☺

## TCRC Loses A Member

by Tom Thunstedt

As membership chairman, I was following up on a "Social Member" named Thomas Godfrey, since I hadn't heard back from him and our "Social" category went away and I wanted to know his wishes. When I called his home in Superior, Wisconsin, I heard from his wife that he had passed away last Mother's Day. He had been working at their club field earlier that day, and passed on in his sleep from a heart attack that night.

His wife Claudia gave me some information about Tom:

He had been a Naval officer (nuclear engineer) for 30+ years. He gave a lot of his retired time to the Boy Scouts and local schools in the way of model demonstrations, and spent the last 10 years as President of the Duluth /Superior Flying Club. He was also their newsletter editor for a period of time.

We all at TCRC give our condolences to Claudia in her time of loss.

## A Pretty Neat Airplane Kit!

by Jim Cook



Pictured above is the RV 10 single engine-plane that my neighbor at the lake, Sheldon Olesen built from a kit.

This is the second plane that Sheldon has built and its construction took him 5 years. I have periodically stopped over to his garage over the last few years to see the progress and have been amazed at the detail that goes into a plane of this type. Sheldon put over 13,000 rivets into the aluminum skin. The wiring alone took him another year.

The engine is a Lycoming and gives the plane enough power to cruise in the neighborhood of 200 mph.

Sheldon went to Missouri for his certification and flight time on another RV 10. When he returned he was ready for the maiden flight on his plane, and that flight occurred in January. He said it flew very well. He needs to put 25 hours on the plane before he can take up a passenger, and his wife Anka is really looking forward to getting her first flight in this aircraft.

Sheldon is also planning on flying it to Oshkosh next July for the EAA event. ☺

## AMA Dues Renewal

Every AMA member should have received his/her AMA dues renewal form in the mail in the month of September. The 2009 dues are the same amount as the previous year:

- Regular \$58
- Senior \$48
- Junior \$1

To qualify as a senior, you must be over the age of 65 on or before July 1, 2009.

AMA provides you with three ways to renew your membership:

By sending your payment in with the renewal card in the supplied envelope.

By renewing on the web at [www.modelaircraft.org](http://www.modelaircraft.org).

By phone by calling 800-435-9262.

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.

Take the time to pay your 2009 AMA dues today. ☺



**TCRCOnline.com**

**All You Need To Know About TCRC Is There!**

**Make Sure You Are Up-To-Date On Your Dues!**

## Nostalgia In The Skies

by Stan Erickson

January 22, 2009 my son David and I took my very old Sportmaster to the field. What made the trip special was that we were taking the plane out for the first time in many, many years. It turned out that the sky was as blue as it could be. Actually the sky matched the color of the plane. Such a nice day only happens once in a blue moon, as the temperature was just under freezing and the wind was completely calm.



**Stan Erickson with his Sportmaster from yesteryear at the December meeting. (Photo by Jim Cook)**

What made the Sportmaster special was its age and that it was the first plane David had ever tried to fly. He said that when he flew it when he was young the ailerons were way too fast; now he said that they were way too slow. "Way too slow is better for my aging reflexes," I told him. We took turns flying it and cussing its color because it was so hard to see against the sky. When it was first built, David was about three. Now *his* son is six.

All-in-all, it was a very special day for both of us. As beat up and horribly experienced as it is, it was a thrill that I wouldn't trade for a brand new plane. I hope to get out more as the weather gets warmer and see more people at the field. They really don't know what they are missing! ☺

## TCRC Dues Renewal

The new TCRC Board of Directors voted to keep the 2009 club dues at the same level as the 2008 dues. They are:

- Regular \$75.00
- Junior \$37.50

Dues payments are due on January 1, 2009.

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 Tom Thunstedt at a meeting or by mailing them to Tom at 13313 Oliver Avenue S., Burnsville, MN 55337.

Take the time to pay your 2009 TCRC dues today. ☺

**TCRC meets every month on the 2<sup>nd</sup> Tuesday at 7:00 PM in Fellowship Hall of CrossPoint Church located on the southeastern corner of the intersection of 98<sup>th</sup> Street and France Avenue in Bloomington. Guests are welcome to attend these meetings.**

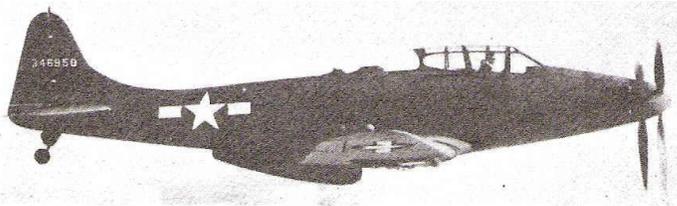
**You're Needed At The TCRC Auction On February 7<sup>th</sup>!**

**Flying An RC Plane In A Minnesota Winter Is Quite An Experience!**

# General Motors P-75 Eagle

by Conrad Naegele

The January Mystery Plane was the General Motors P-75 Eagle.

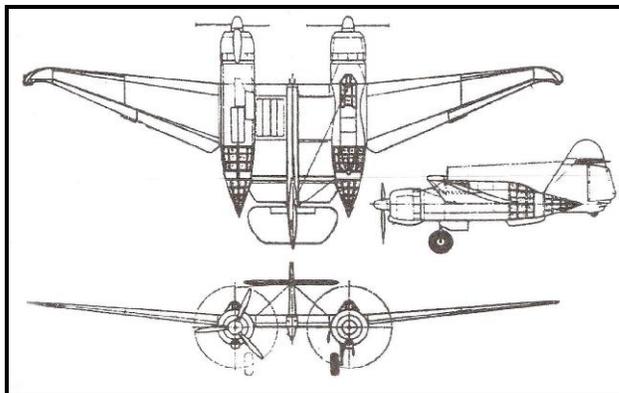


In 1942, the USAAF found itself in urgent need of a fighter possessing an extraordinary high rate of climb. General Motors proposed such a model, using the most powerful liquid-cooled engine available – the Allison 24-cylinder V3420, plus using major assemblies from existing aircraft. Two prototypes were ordered, using outer wing panels from the P-51, in an inverted gull wing, landing gear from the F4U Corsair, and the tail assembly from the A-24. Layout was after the P-39, engine amidships, a long driveshaft, and a huge gearbox. The first prototype flew November 11, 1943, now with the wings from a P-40 Warhawk.

As it turned out, the center of gravity was way off, the engine failed to provide anywhere its rated horsepower, cooling was grossly inadequate, and spin characteristics were dangerous. Yet, all of these problems were solved, and in September, 1944 full flight testing on 6 prototypes commenced. Now, the USAAF decided that current production aircraft, the P-51, the P-47, and the P-38 were better, and in production already! Subsequently, flight testing continued at GM's expense, and 2 planes crashed. The remaining four were scrapped, or put away. The P-75 was heavily armed, but while the idea was good, using existing parts, there was just really no need for it.

The Eagle was a single-seat, long-range escort fighter, had a wingspan of 49 feet, a gross weight of 13,807 pounds and a top speed of 433 mph.

## February Mystery Plane



## Calendar

- |                |  |
|----------------|--|
| <b>Feb. 7</b>  | <b>TCRC Auction</b><br>7:00 AM<br>CrossPoint Church<br>98 <sup>th</sup> & France Avenue<br>Bloomington |
| <b>Feb. 10</b> | <b>TCRC Membership Meeting, 7:00 PM</b><br>Fellowship Hall<br>CrossPoint Church<br>Bloomington         |
| <b>Feb. 19</b> | <b>Action Review Board Meeting</b><br>Steve Meyer's House<br>7:00 PM                                   |
| <b>Feb. 21</b> | <b>All Season Flyer</b><br>11:00 AM,<br>Jordan Field<br>Gerry Dunne<br>10-10-10 Rule                   |
| <b>Feb. 28</b> | <b>Shop Tour</b><br>Scott Anderson<br>1:00 PM  |
| <b>Mar. 7</b>  | <b>Winter Fun Fly</b><br>11:00 AM<br>Jordan Field  |

## New Members

John Rosenberg and his son Sam became TCRC's newest members. ☺ John lives with his wife Sydney at 6355 Oxbow Bend in Chanhassen, 55317. Their phone number is 952-470-4272.

John and Sam are friends of Chris O'Connor and have recently purchased a SIG Kadet LT-40 kit to learn to fly RC.

When you see John and Sam at a meeting or the field, we sure and introduce yourself and welcome them to TCRC. ☺

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

## 2009 Officers Preside



The newly elected officers of TCRC presided over the January membership meeting at Crosspoint Church. President Steve Meyer, vp Wayne Rademacher, treasurer Tom Thunstedt and secretary Craig Greenwald are pictured above. ☺

### 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.

#### 2009 Officers

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