



February

Minneapolis, Minnesota U.S.A.

2016

# TCRC 40<sup>th</sup> Annual Auction February 13<sup>th</sup>

by Jim Cook

With winter flying by, February has arrived and the 40<sup>th</sup> Annual TCRC Auction is upon us. Saturday, February 13<sup>th</sup> will find R/C hobbyists from Minnesota and its surrounding states converging on CrossPoint Church at the intersection of 98<sup>th</sup> Street and France Avenue in Bloomington.

Tuesday, February 9<sup>th</sup>, the regular membership meeting will be used to finalize the plans and preparations for the auction. Pizza and pop will be provided to all members in attendance at the meeting, as a pre-appreciation for those members working the auction the next Saturday.

The Auction takes a huge amount of manpower and womanpower to make it run smoothly and we need every member, plus the spouses and friends of members to sign up and work. We need more people for every position -- concessions, impound, bidder registration, seller registration, impound and spotters.

The club has instituted several changes in the auction this year, in an attempt to shorten the length of the event, which in past years has gone to 5:00 PM or later. Registration starts earlier, at 6:45 AM, and the first item to go on the auction block will be at 9:00 AM.

For the first time ever, the club will accept credit cards for payment of purchases. In addition, sellers will be encouraged to place their lowered priced items on a bargain table with prices from \$20 to \$30. Also, sellers will have the option to place their higher priced items into a silent auction with a \$150 reserve.

Friday evening at 5:00 PM the club will have a work party to set up CrossPoint Church in preparation for the auction the next morning.

In addition to working the auction, members should take a look at their R/C planes and equipment to see what items they would like to sell at the event. They should also put together a list of R/C items they need to purchase at the auction.

Members are encouraged to pre-register their items that will be going up for sale by using the 'pre-registration' forms and procedures outlined on the club website, TCRCOnline.com.

Workers at the auction are asked to wear their TCRC shirts and hats so the club has a good visibility to all in attendance.

Plan on being at the February 9<sup>th</sup> membership meeting, at the February 12<sup>th</sup> set-up, and at the 40<sup>th</sup> Annual TCRC Auction at CrossPoint Church on Saturday, February 13<sup>th</sup>. J

**Be A Worker, A  
Seller And A  
Buyer At The  
TCRC Auction  
February 13<sup>th</sup>**

## A Note from The Head Wing Nut

By Bob Briesemeister



Hello TCRC Members!

It's February, the days are getting longer and it is warming up slowly. It's also time for the TCRC Auction. We are still looking for volunteers to help make the auction a big success. If you have not signed up yet please send me an email and let me know when you can help out. This is a very large undertaking and we can use all the help we can get! Also it's time to start looking through your collection of R/C planes and equipment for items to bring and sell. The more you sell the more you can buy right? I have started to make a list of things to sell myself. We will be checking member's items in on Friday evening to alleviate some of the time pressure on Saturday morning. Remember the bargain table for items you would like to price at \$20.00 or \$30.00 and the silent auction for items with a reserve of \$150.00 or more.

The February 9<sup>th</sup> meeting will focus on making sure we are ready for the auction. The club will provide pizza and pop that evening. There are some changes to talk about relating to the auction so come and have dinner on the club and learn.

That's enough about the auction. I hope that you have been able to get some building projects or repairs done during the building season. We will have Show & Tell at the February meeting. Even if your project is not finished, you can still bring it along and show us what you're are working on. Remember the building contest will be held at the May membership meeting. Chris O'Connor is making a few changes to the contest this year so if you have any question please contact Chris.

You all should be getting the emails from AMA about registering with the FAA. They are telling us to register by February 19<sup>th</sup> but are still working with the FAA and Congress to change some of the rules, so stay tuned for more updates.

As of right now between renewals and new memberships we have 104 members for 2016. We finished 2015 with 135 so we are on our way back to around the same number of members. Hopefully we will have as nice a flying season as last year... keep your fingers crossed.

This month's raffle plane is a Flyzone Extra 300SX which is a receiver ready. Retail price is \$160.00 and still only \$5.00 per chance to play – Good Luck!

Hope to see you at the meeting on February 9<sup>th</sup> or for sure at the auction on the 13<sup>th</sup>. J

### 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.

#### 2016 Officers

<b>President</b>	<b>Bob Beisemeister</b> 612-964-8877
<b>Vice President</b>	<b>Mark Wolf</b> 612-207-3128
<b>Secretary</b>	<b>Jim Ronhovde</b> 952-854-9062
<b>Treasurer</b>	<b>Tim Wirtz</b> 952-941-5357

#### TCRC Flare Out

<b>Editor</b>	<b>James R. Cook</b> 952-445-5257
<b>Publishers:</b>	<b>Pat Dziuk</b> 952-445-3089 & <b>Mike Timmerman</b> 952-496-1631

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

**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.**

## Safety At The Field

By Larry Couture



Some interesting info I found in my old files:

### AVIATION RULES AND REMINDERS

Take-off's are optional. Landings are mandatory.

If you push the stick forward the trees and ground get closer, if you pull the stick back they get farther away, unless you keep pulling the stick back . . . . then they get closer again.

Flying is not dangerous; crashing is dangerous.

The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop: then watch the pilot break out into a sweat.

The only time you have to much fuel is when you are on fire.

Everyone knows the definition of a "good" landing is one from which you can walk away. But very few know the definition of a 'great landing'. It's one after which you can use the airplane another time,

The probability of survival is equal to the angle of arrival.

A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down – all of them trying to become random in motion. Helicopters can't really fly – they're just so ugly that the earth immediately repels them.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

There are three simple rules for making a smooth landing: Unfortunately, no knows what they are.

The only thing worse than a captain who never flew as co-pilot is a co-pilot who once was a captain.

It's easy to make a small fortune in aviation. You start with a large fortune.

Now these are for full size aircraft but somehow I see a direct relation to our hobby.

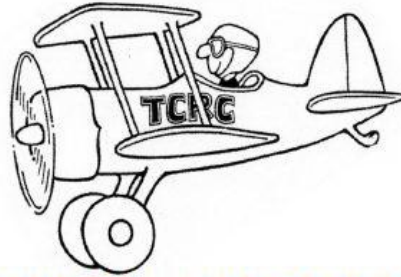
I want to see you all at the auction on February 13 working and having fun.

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. J

## Calendar

- |                |  |
|----------------|--|
| <b>Feb. 6</b>  | <b>MARCEE Swap Meet<br/>Immanuel Lutheran<br/>Church, 8:30-11:30<br/>St. Paul<br/>Steve Mundt<br/>651-646-2195</b>         |
| <b>Feb. 10</b> | <b>TCRC Membership<br/>Meeting and Auction<br/>Prep, 7:00 PM<br/>CrossPoint Church<br/>Bloomington<br/>Pizza &amp; Pop</b> |
| <b>Feb. 12</b> | <b>Auction Set-Up<br/>5:00 PM<br/>CrossPoint Church<br/>Bloomington</b>  |
| <b>Feb. 13</b> | <b>TCRC Auction<br/>CrossPoint Church<br/>Bloomington<br/>6:45 AM Registration<br/>9.00 AM Auction</b>                     |
| <b>Feb. 19</b> | <b>Deadline to Register<br/>UAS's With FAA</b>   |

**Safety Always Comes First!**



## TCRC 40<sup>th</sup> ANNUAL AUCTION

TWIN CITY RADIO CONTROLLERS – MINNEAPOLIS, MN

**Saturday, February 13<sup>th</sup>, 2016**

[www.TCRCONLINE.COM](http://www.TCRCONLINE.COM)



### **Concessions!**

#### **Door Prizes Every Hour!**

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

#### **NEW BUDGET TABLE!**

- For your \$20 & \$30 items (\$20 minimum)
- All Day Exposure \$5 flat fee (sale or no sale)
- Set your price and items are sold at the table.
- Payments to sellers happen same way as regular auction.

#### **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 @ 6:45 am  
Viewing @ 8:15 am  
Auction Begins @ 9:00 am

#### **Details:**

- \$5.00 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
- Credit cards will be accepted for auction purchases

#### **Questions?**

- E-mail: [Auction@TCRCONline.com](mailto:Auction@TCRCONline.com)
- Call Bob 612-964-8877 or Scott 952-934-1471
- MORE Info at <http://www.tcrconline.com/pages/auction.htm>

#### **NEW SILENT AUCTION!**

- For your \$200 and up items
- One Hour Exposure for your item!
- (5) items sold each HOUR for 6 Hours
- Set your minimum price, bidders bid for One Hour then the items are sold to highest bidder
- Limited to the 1<sup>st</sup> 30 Sellers who choose this option
- Items are sold at random

# TCRC Auction Seller Registration

by Pat Dziuk

Happy New Year TCRC members!

The Twin City Radio Controllers 40th annual auction is just around the corner, on Saturday, February 13<sup>th</sup>. This year it will again be held at Cross Point Church, 9801 France Avenue South in Bloomington.

You can register for a seller's number online again this year allowing you to fill out your seller's inventory card and label your items in the comfort of your warm home instead of freezing in the parking lot the morning of the auction. Online registration will be available on January 30<sup>th</sup>.

To register please send an email to [auction@tcrconline.com](mailto:auction@tcrconline.com) with your name, address and phone number requesting a seller's number. You can find full details including the seller's inventory card at:

[http://www.tcrconline.com/pages/auction\\_seller\\_registration.htm](http://www.tcrconline.com/pages/auction_seller_registration.htm)

General information can be found at:

<http://www.tcrconline.com/pages/auction.htm> and

<http://www.tcrconline.com>

Hope to see you all at the auction this year, and please feel free to forward this on to your fellow modelers at other clubs. J

## TCRC Field Rules Updated

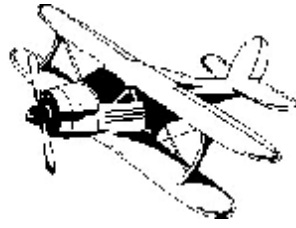
The TCRC Field Rules have been updated to reflect the new rule concerning early morning flying.

The updated rule states that, "Only electric-powered aircraft may be flown before 8:00 AM. Piston engine and jet engine aircraft can be flown AFTER 8:00 AM. Electric aircraft are quieter than the piston engine planes and this should be beneficial to our neighbors in Sioux Vista.

The TCRC Field Rules can be found in the club roster in the 'members only' section of TCRConline.com. J



## Show & Tell



Two nice airplanes showed up at the January 12<sup>th</sup> membership meeting.



Scott Anderson had a nifty looking Skylane 62 from Carl Goldberg Models. This ARF was from 1997 and had been buried in Scott's basement since that time. The quality of construction of the ARF was exceptional, as was the covering. It had a 62-inch wingspan and weighed in around 4 pounds. It was done in red and white kote of some kind and Scott had powered it with an OS Max 52 Surpass 4-stroke engine. The plane came with flaps. As for the maiden flight, Scott said that would take place on the next nice warm day of 60 degrees or more, which implies that it will be a spring maiden flight.



Joe Neidermayr had yet another scale ARF for Show & Tell. This was a BF 109 from FMS and was a 'foamy'. It had a wingspan of 55-inches and

weighed in at 6 pounds. This was powered with an electric 4250 outrunner and the prop was a 3-blade. Joe said this was a resurrected plane of his that had previously crashed because of a faulty servo in the ailerons. It was done in WWII German camouflage. It had FMS electric retracts and Joe had done the designs with latex house paint. He said the plane flies well once it is in the air, but the narrow landing gear makes it somewhat of a challenge on take-off and landing. J

## Pizza & Pop At February TCRC Meeting



At the February 9<sup>th</sup> TCRC monthly meeting, all of the members in attendance will be treated to free pizza and pop.

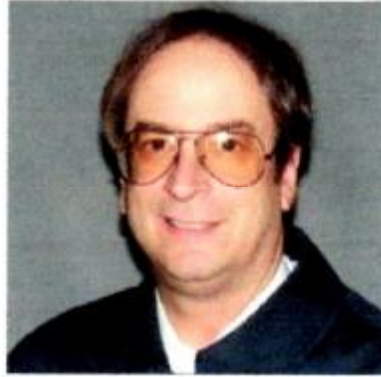
The business portion of the meeting will primarily be used for final preparations for the TCRC Auction to be held the following Saturday.

Come to CrossPoint Church at 7:00 PM on Tuesday, February 9<sup>th</sup> to get your fill of pizza and pop as we plan for another very successful auction. J

**Register With The FAA  
Before The February 19<sup>th</sup>  
Deadline!**

# The Right Seat

by Mark Wolf



Hi Everyone!

Today's column will be about the N.A.S.

N.A.S., the acronym for the National Airspace System. Recently we've read and/or heard a lot about the N.A.S. and how it affects our hobby. What is the N.A.S.? What airspace surrounds us here in the Metro area? What airspace are we operating in down at the TCRC flying field in Jordan?

The National Airspace System – the common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, and manpower and materials. Included are system components shared jointly with the military (source: FAA Aeronautical Information Manual). That definition includes a lot of items. We'll take a look at just the "airspace" part of it with a very basic description of the N.A.S.

The system configuration is based on the technological capabilities of jet aircraft and the advances in satellite navigation equipment. Most airspace was designated to separate aircraft operating under visual flight rules (VFR) and those operating under instrument flight rules (IFR). There are two categories of airspace. Regulatory or controlled airspace and non-regulatory controlled airspace. That's it – the basic description of the N.A.S. But wait . . . there's more.

The "control" in controlled airspace refers to air traffic control (ATC). Controlled airspace is further divided into classes. Class A (Alpha), most restrictive; Class B (Bravo); Class C (Charlie); Class D (Delta); and Class E (Echo), the least restrictive of controlled airspace, but more restrictive than uncontrolled or Class G (Golf) airspace. These different classes have different pilot, communicating, navigating and specific minimum weather requirements. In many locations different airspace designations may even overlap some of the same airspace. When this occurs the operating rules of the more restrictive airspace take precedence.

How is each class determined? What makes each class different from the others? The categories and types of airspace are dictated by: 1 – the complexity and density of aircraft movements; 2 – the nature of the operations conducted within the airspace; 3 – the level of safety required; and 4 – the national and public interest.

Starting up high and working our way down, from large airports to small, here are a few examples. Flight in Class A airspace (18,000 feet msl (mean sea level) and up are always operating under IFR. Minneapolis/St. Paul International Airport (MSP) is an example of an airport in Class B airspace. Class C airspace exists at an airport with an operating control tower serviced by a radar approach control. When the air traffic controller tower at Flying Cloud Airport (FCM) is operating, Flying Cloud Airport is an example of Class D airspace. When the tower is not in operation, it is an example of Class E airspace.

Airspace not designated as Class A, B, C, D, or E is uncontrolled or Class G airspace. (Note: There is no Class F (Foxtrot) designation). Generally, Class G begins at the surface and terminates at the floor of overlying Class E airspace – 1,200 feet above ground level (AGL). In other words it lies below the Class E, unless there is a temporary operating air traffic control tower, there are no ATC requirements for operating in Class G airspace. Our airport neighbor on the hill just to our east is an example of an airport in Class G airspace. Our TCRC flying field is also in Class G airspace. From the surface up to 1,200 feet above ground level over and around our

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## The Right Seat

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field is Class G airspace. Lateral and vertical boundaries of these different airspace classifications are usually found depicted on various aeronautical charts. So much for the basic description of the N.A.S., but that's not all.

Briefly, there are some "special use" airspace designations. Examples are Prohibited, Restricted, Warning, Military Operation/Controlled Firing, and Alert areas. A few more "other" airspace areas include Airport Advisory/Information Services, Military Training Routes, Parachute jumping Operations, VFR Routes, Terminal Radar Service Areas, and National Security Areas. Last but not least, Temporary Flight Restrictions (TFR) may appear for a variety of reasons.

The airspace (Alphabet Airspace as it's sometimes called) part of the N.A.S. can seem to be quite complex and there's no end in sight when it comes to acronyms used to identify some aspects of aviation. But now when you see N.A.S. mentioned somewhere, hopefully this provides a little better understanding of what it is, how it affects our operations, and how we fit into that system.

(Sources: FAA Aeronautical Information Manual, Chapter 3 -- Airspace; FAA-H-8261-1A Instrument Procedures handbook, Chapter 1 – IFR Operations in the National Airspace System) **J**



**FREE ADMISSION**

*NO Seller's Table Fee*

**Saturday, February 6, 2016**  
**8:30 AM - 11:30 AM**

Setup from 8:30 to 9:00 • sales from 9:00 - 10:30 • Cleanup from 10:30 - 11:30

**IMMANUEL LUTHERAN CHURCH**

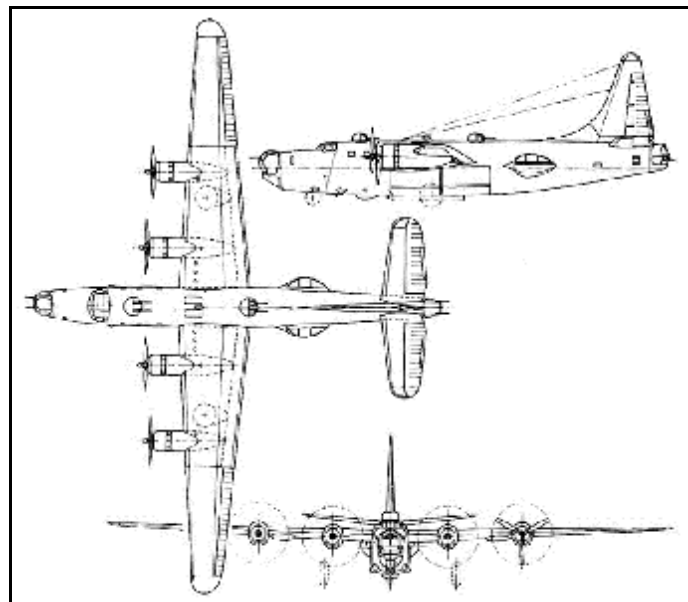


104 Snelling Ave. S.  
 St. Paul, MN 55104

Take 1 to Snelling Ave and go south. The church is just past Grand Avenue on the east side of Snelling, across from Macalaster College.

**QUESTIONS** Contact Steve Mundt at 651-646-2195  
[www.marcee.org](http://www.marcee.org)

## February Mystery Plane

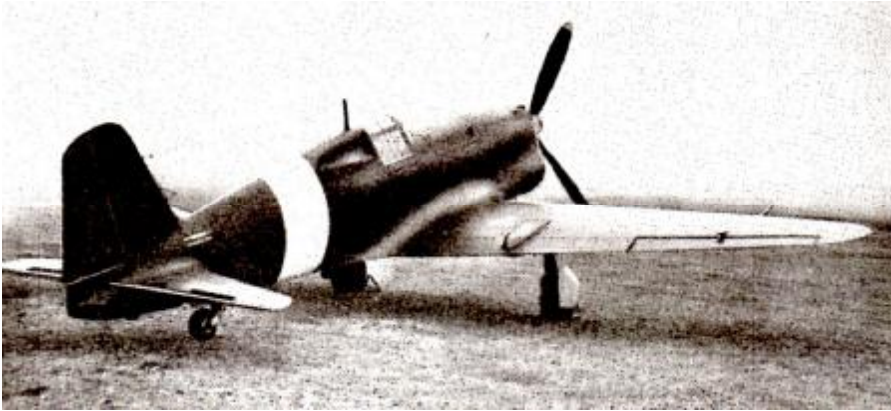




## S.A.I. 403 Dardo (Arrow)

by Conrad Naegele

The January Mystery Plane was the Italian S.A.I. 403 Dardo.



This Italian aircraft company, shortly before WWII, started a series of wood fighter planes. These were labeled A, B, and C. The most successful of these was the 403.

The 403 Dardo (Arrow) was of mostly wooden construction – resulting in a very light weight for a fighter – 5,820 pounds, with a wartime load. It featured a 3-blade controllable-pitch prop, moveable tailplane, and a fully retractable tail wheel.

The Dardo was an exceptional fighter. Completed in 1942 it possessed excellent handling and performance, higher than most contemporary fighters with twice or three times the horsepower. Structure was sturdy, simple to work on, and conserved other critical material.

In January 1943 orders for 3,000 such aircraft were placed, to be constructed by Savoia-Marchetti and Caproni. Tooling for full production had been reached when the Italian armistice was signed. Number of aircraft produced is vague, but probably around 30. All further work on this outstanding plane stopped.

The Dardo was powered with an Isotta-Fraschini 12-cylinder, inverted, air-cooled engine developing 750 horsepower. It had a wingspan of 32-feet, a gross weight of 5,820 pounds, a speed of 403 mph and a range of 1,164 miles.

## January 2016 TCRC Dues

With the arrival of the New Year comes the time to renew your TCRC club dues.

The TCRC board of directors elected to keep the dues the same over the 2015 level:

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

Dues invoices were handed out at the December 8<sup>th</sup> meeting if you were present, or mailed on December 9<sup>th</sup>.

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

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

Take the time to pay your 2016 TCRC dues today. J

**TCRCOnline.com**  
**Keeping TCRC Informed!**



# World War II Facts

*(Reprinted from world-war-2.info/facts/ and edited by Jim Cook, editor of The Flare Out, newsletter of the Twin City Radio Controllers, Minneapolis, Minnesota.)*

80% of Soviet males born in 1923 didn't survive World War 2.

Between 1939 and 1945 the Allies dropped 3.4 million tons of bombs, an average of about 27,700 tons of bombs each month.

12,000 heavy bombers were shot down in World War II.

Over 100,000 Allied bomber crewmen were killed over Europe.

There were 433 Medals of Honor awarded during World War II, 219 of them were given after the recipient's death.

The youngest US serviceman was 12 year old Calvin Graham, USN. He was wounded in combat and given a Dishonorable Discharge for lying about his age. (His benefits were later restored by act of Congress).

At the time of Pearl Harbor, the top US Navy command was called CINCUS (pronounced "sink us"), the shoulder patch of the US Army's 45<sup>th</sup> Infantry division was the swastika, and Hitler's private train was named "Amerika". All three were soon changed for PR purposes.

40,000 men served on U-Boats during World War II; 30,000 never returned.

More US servicemen died in the Air Corps than the Marine Corps.

While completing the required 30 missions, your chance of being killed was 71%. Not that bombers were helpless. A B-17 carried 4 tons of bombs and 1.5 tons of machine gun ammo. The US 8<sup>th</sup> Air Force shot down 6,098 fighter planes, one for every 12,700 shots fired.

Germany's power grid was much more vulnerable than realized. One estimate is that if just 1% of the bombs dropped on German industry had instead been dropped on power plants, German industry would have collapsed.

Generally speaking, there was no such thing as an average fighter pilot. You were either an ace or a target. For instance, Japanese ace Hiroyoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane.

It was a common practice on fighter planes to load every 5<sup>th</sup> round with a tracer round to aid in aiming. That was a mistake. The tracers had different ballistics so (at long range) if your tracers were hitting the target, 80% of your rounds were missing. Worse yet, the tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. That was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go down.

When allied armies reached the Rhine, the first thing men did was pee in it. This was pretty universal

from the lowest private to Winston Churchill (who made a big show of it) and Gen. Patton (who had himself photographed in the act).

German Me-264 bombers were capable of bombing New York City but it wasn't worth the effort.

A number of air crewmen died of farts. (Ascending to 20,000 ft. in an un-pressurized aircraft causes intestinal gas to expand 300 %!)

Germany lost 40-45% of their aircraft during World War II to accidents.

The Russians destroyed over 500 German aircraft by ramming them in midair (they also sometimes cleared minefields by marching over them). "It takes a brave man not to be a hero in the Red Army". - Joseph Stalin

The US Army had more ships than the US Navy.

When the US Army landed in North Africa, among the equipment brought ashore were 3 complete Coca Cola bottling plants.

84 German Generals were executed by Hitler.

Among the first "Germans" captured at Normandy were several Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians and forced to fight for the Russian Army until they were captured by the Germans and forced to fight for the German Army until they were captured by the US Army.

The Graf Spee never sank. The scuttling attempt failed and the ship was bought by the British. On

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## World War II Facts

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board was Germany's newest radar system.

One of Japan's methods of destroying tanks was to bury a very large artillery shell with only the nose exposed. When a tank came near enough a soldier would whack the shell with a hammer. "Lack of weapons is no excuse for defeat." - Lt. Gen. Mataguchi

Following a massive naval bombardment, 35,000 US and Canadian troops stormed ashore at Kiska. Only 21 troops were killed in the fire-fight. It would have been worse if there had been Japanese on the island.

The MISS ME was an unarmed Piper Cub. While spotting for US artillery her pilot saw a similar German plane doing the same thing. He dove on the German plane and he and his co-pilot fired their pistols damaging the German plane enough that it had to make a forced landing. Whereupon they landed and took the Germans prisoner. It is unknown where they put them since the MISS ME only had two seats.

Most members of the Waffen SS were not German.

Air attacks caused 1/3 of German Generals' deaths.

The only nation that Germany declared war on was the USA.

By D-Day, 35% of all German soldiers had been wounded at least once, 11% twice, 6% three times, 2% four times and 2% more than 4 times.

Nuclear physicist Niels Bohr was rescued in the nick of time from German occupied Denmark. While Danish resistance fighters provided covering fire he ran out the back door of his home stopping momentarily to grab a beer bottle full of precious 'heavy water'. He finally reached England still clutching the bottle, which contained beer. Perhaps some German drank the heavy water.

Germany lost 136 Generals, which averages out to be 1 dead General every 2 weeks. J

## Field Gate Access Code Changed

The access code for the gate at the Jordan field has been changed.

After a TCRC member has renewed his membership for 2016, he will receive a letter informing him of the new code. J



## January Raffle Winner



President Bob Breisemeister finally was a winner at the TCRC monthly raffle on January 12<sup>th</sup>. Bob had started to think he was destined to never win the raffle, but this time his number was pulled on the very first ball. He became the proud owner of a Great Planes U-Can-Do SF Sport Plane with a retail value of \$190.

At the February 9th meeting the raffle prize will be a Flyzone Extra 300 SX with a retail value of \$160. Chances are only \$5/each and you may enter as many times as you wish. Come to the monthly club meeting on February 9th at CrossPoint Church in Bloomington and be the next winner of the TCRC raffle. J

## Lost And Found

by Scott Anderson



TCRC member Chris and daughter Chloe McLaren had flown their green P-51D 'Old Crow' at the Jordan field last summer and lost it in the northwestern swamp. Chris, Chloe and I spent nearly two hours combing the tall grass looking for it and did not find it.

The two of them went down there again after winter set in and found the P-51, a little worse for wear, but repairable. And that is just what they did. After the repair they decided to give it a facelift also. The resurrected plane is shown below with Chris and Chloe all smiles. J



## 2016 AMA Dues Statements

All TCRC members should have received their 2016 dues statements in the mail in September or October from the Academy of Model Aeronautics.

AMA 2016 dues have increased from the previous year. They are now:

- Adult (19-65) \$75
- Senior (65 and up) \$65
- Under 19 Free  
or \$15 with *MA*
- Additional family \$38

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 \$38 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](http://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.

Pay you 2016 AMA dues as soon as possible to avoid a lapse in membership services. J



# Military Secrets

(Reprinted from the website

[www.dovletics.com/tidbits/militaryadvice.pdf](http://www.dovletics.com/tidbits/militaryadvice.pdf))

A lot of life's problems can be explained by the applications of the common sense from these recently declassified Military Secrets.

Never fly in the same cockpit with someone braver than you.

Q: What's the difference between a copilot and a jet engine?

A: The jet engine stops whining when the plane shuts down.

There are bold pilots, and old pilots, but very few old bold pilots.

Don't draw fire; it irritates the people around you.

If your attack is going well, you have walked into an ambush.

If the enemy is in range, so are you.

Tracers work both ways.

Try to look unimportant; they may be low on ammo.

Bravery is being the only one who knows you're afraid.

If something hasn't broken on your helicopter, it is about to.

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

When a flight is proceeding incredibly well, something was forgotten.

Five second grenade fuses last about three seconds.

Basic Flight Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of the air.

3. The edges of the air can be recognized by the appearance of ground, buildings, sea, and trees.

4. It is much more difficult to fly there.

Nothing is so good for the morale of the troops as to occasionally see a dead general.

Aim toward the Enemy.

Airspeed, altitude and brains. Two of these are always necessary to successfully complete the mission.

The three most useless things in aviation are: Fuel in the bowser; Runway behind you; and, Air above you.

If you're faced with a forced landing, fly the thing as far into the crash as possible.

Friendly fire – isn't.

If it's stupid but it works, it isn't stupid.

Any ship can be a minesweeper. Once.

The easy way is always mined.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.

If you see a bomb technician running, try to keep up with him.

Anything you do can get you shot, including doing nothing.

Teamwork is essential, it gives them someone else to shoot at.

Flying the airplane is more important than radioing your 'plight' to a person on the ground incapable of understanding or doing anything about it.

Cluster bombing from B-52's is very, very accurate. The bombs always hit the ground.

The Piper Cub is the safest airplane in the world; it can just barely kill you.

**Continued On Page 13, Column 1**

# Military Secrets

## Continued From Page 12

Whoever said the pen is mightier than the sword, obviously never encountered automatic weapons.

A Purple Heart just proves that you were smart enough to think of a plan, stupid enough to try it, and lucky enough to survive.

An airplane is built to inherently want to fly. A helicopter is a compromised design that inherently wants to thrash itself apart.

The three most common aviation expressions (or famous last words) are: Did you feel that? What's that noise? And Oh, shit!

The best three things in life are: A good landing, a good orgasm, and a good bowel movement. The night carrier landing is one of the few opportunities in life where you get to experience all three at the same time.

Tower received a call from a crew asking, "What time is it, please?"

Tower responded, "Who is calling?"

The crew replied, "What difference does it make?"

Tower replied, "It makes a lot of difference. If it is an American Airlines flight, it is three o'clock. If it is an Air Force plane, it is 1500 hours. If it is a Navy aircraft, it is 6 bells. If it is an Army aircraft, the big hand is on the twelve and the little hand is on the three. If it is a Marine Corps aircraft, it's Thursday afternoon and 120 minutes until 'Happy Hour'"

When the pin is pulled, Mr. Grenade is not our friend.

If you find yourself in a fair fight, you didn't plan your mission properly.

When you're short of everything but the enemy, you're in combat.

Never trade luck for skill.

Everyone wants peace -- and they will fight the most terrible war to get it.

There is no reason to fly through a thunderstorm in peacetime.

We are not retreating, we are advancing in another direction.

You don't win a war by dying for your country. You win a war by making the other son-of-a-bitch die for his.

Make it tough enough for the enemy to get in and you won't be able to get out.

When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.

When in doubt, empty the magazine.

You know that your landing gear is up and locked when it takes full power to taxi to the terminal.

Mankind has a perfect record in aviation -- we have never left one up there.

There is no reason to jump out of a perfectly good airplane.

There are more planes in the ocean than submarines in the sky.

Coffee tastes better if the latrines are dug downstream from an encampment.

If you hear me yell, "Eject, Eject, Eject!", the last two will be echoes. If you stop to ask "Why?", you'll be talking to yourself, because by then you'll be the pilot.

It is generally inadvisable to eject directly over the area you just bombed.


Incoming fire has the right of way.

Co-Pilot Check List:

Don't touch anything.

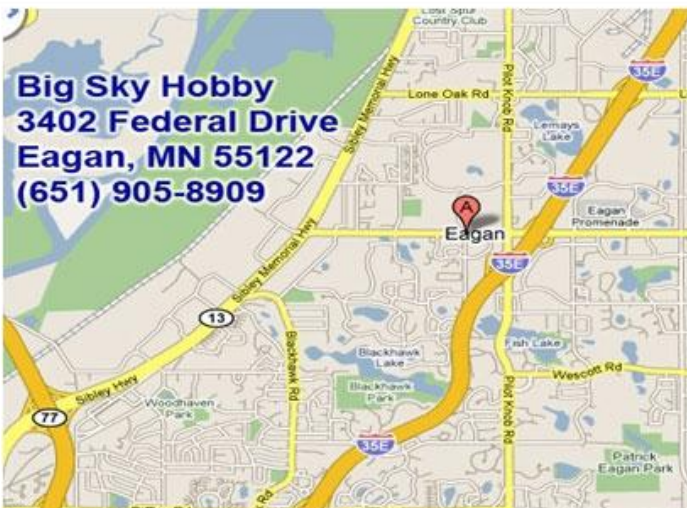
Keep your mouth shut.

*(Editor's Note: With all of the above Military Secrets at the doyletics website are lots of fantastic aviation photographs.)*



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