



Nice Weather Returns For The 2007 TCRC Building Contest

by Jay Bickford

The TCRC Building Contest was held on Saturday, June 2nd, at the TCRC flying field in Jordan. As you may recall, we were not able to hold the contest at the field last year due to poor conditions, so it was nice to be back out at the field for this year's contest. I arrived at the field at about 11:00 am, and there were quite a few folks already there that had arrived ahead of me. Some were there just to fly, and some had come out for the Building Contest, so we had a nice group gathering. The weather was just about perfect in the morning when the event started, and thankfully the rain held off until the afternoon when the event was just about over and all of the judging completed.

I got the grill started about 11:30 so it would be hot and ready to go at noon. I had brought brats and hot dogs for the grill, along with soft drinks and chips to round out lunch. We ate at about noon, and started the judging after we had finished up with lunch.

We had a nice event this year with quite a few planes entered and pilots participating. As in previous years, we had four categories: Trainer; ARF; Sport/Pattern; and Scale. In addition we also had the People's Choice/Best of Show Award. The 1st place winner in each category was awarded a \$25 gift certificate from our favorite local hobby shop, Sky Hobbies (formerly Hobby Warehouse). Here is the detailed rundown of the participants and winners by category:

Trainer

We had 3 entries in the Trainer category this year, whereas last year we had none. Mike Timmerman entered his Pilot QB15, and was awarded 3rd place for his efforts. Tynan Thunstedt entered his Sig Kadet LT-40, and came away with a 2nd place ribbon. The 1st place ribbon in the Trainer category was awarded to Conrad Naegele for one of his two scratch built electric-powered Big Brother trainers. As

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The prize-winning aircraft at the 2007 TCRC Building Contest.
(Photo by Jay Bickford)

The President's Hangar

by Bill Jennings

The summer flying season is finally here, and I'm beginning to wonder if some of our members have forgotten that TCRC is an RC flying club. Although there has been a gradual increase in the attendance at the Thursday Skills Improvement Days, many members are still unaccounted for at the field. Whether you're a novice pilot still working toward your first solo flight, or a rusty veteran that needs a "tune-up", each Thursday provides an opportunity to improve your skills. One member arrived on a recent Thursday and flew for the first time in over four years! All you need to do is plug in your wall charger for about 12 hours to charge up your equipment before heading to the field. We'll help you with a pre-flight inspection, engine tuning, and whatever else is necessary to get your plane back into the air again! If you need to spend some time on a Buddy Box to rebuild your confidence, we have them available, also.

I'd like to issue a reminder that it's everyone's responsibility to help in safeguarding our gate code. I've found the code clearly displayed on the open lock several times recently. This gives anyone the opportunity to memorize the code, and enter our field whenever they choose. If you open the gate, remember to spin the dials on the lock to hide the code. Even better... after you open the gate, close the lock again on the chain. If you haven't scrambled the code, the lock won't remain shut... I'd much prefer to spend a few additional seconds opening the lock as I leave the field, than to give someone the opportunity to vandalize our shelter or equipment.

Chris O'Connor is focusing on preflight checks and safety issues in his column this month. However, I'd like to say a few words about avoiding "dumb moves"! Sometimes, giving in to the temptation to save a few seconds or possibly a few steps at the field can also cause problems. Recently, I decided to step over my plane on the taxiway to retrieve my radio, which was lying in the grass. I could have walked around the rear of my plane, but I had successfully completed this maneuver many times before. However, this time I failed to lift my foot high enough and my foot became entangled under the receiver antenna. As I moved forward the fuse was dragged along with me, and was directly under my foot when it came down. The net result is that to save a step or two, I have lost the opportunity to fly one of my planes for the rest of the summer. I also have a moderate repair job waiting for me next winter. It's bad enough to crash a plane, but to lose one to a dumb move is really aggravating... The accompanying photo shows what happens when close to 190 lbs. presses down on a fuselage...



**The results of a very dumb move.
(Photo by Bill Jennings)**

Last month's membership meeting included a lively discussion regarding the changes being proposed to the bylaws. After some minor wording changes, the motion to accept the changes was passed unanimously. However, the discussion preceding the vote raised a few additional questions that should be addressed to bring the Bylaws into alignment with our current operations. The Board will discuss these new issues at its next meeting and bring additional recommendations to the members in August.

There are plenty of activities, event-wise, to keep everyone busy this month. On July 7th, we've scheduled a second field trip to the SMMAC field in Owatonna (a short article appears elsewhere in the newsletter). The weekend of July 24-25 is a part of this year's scheduled AirVenture gathering in Oshkosh, Wisconsin. However, there is only one event scheduled at the TCRC field this month. Chris O'Connor will be holding a Pattern Flying Practice Day on July 28th. In addition to demonstrating the sequence of maneuvers, Chris will be sharing tips to get everyone off to a good start.

I've noticed that those who have previously practiced pattern flying display a precision to their flying that is absent from the rest of us. Most anyone can learn to fly a plane aimlessly over the field. Some have even managed to learn some impressive looking aerobatic maneuvers. However, it's when you try to complete a loop that's a perfect circle or land your plane straight down the runway that you'll discover how good a pilot you really are. I hope to see you at a forthcoming event or at the field! ☺

**Be A Part Of The 2nd Field
Trip to Owatonna on July 7th**

TCRC Building Contest

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always, Conrad built a very nice plane, and this one was very deserving of the recognition it received. Good job Conrad!

ARF

There were 3 entries in the ARF category this year, and believe it or not, they did not all belong to Larry Couture. Only 2 of them did. Larry's first entry was an AT-6 Texan, for which he was awarded 3rd place, and his second, a Spacewalker, that tied for 1st. New member Wayne Rademacher entered his electric powered P61 Black Widow and also tied for 1st place. Since this was the first time Wayne had entered the building contest, I decided to award the \$25 Sky Hobbies gift certificate for this category to him. Good job Wayne, and welcome to TCRC!



Wayne Rademacher and his 1st Place Black Widow. (Photo by Jay Bickford)

Sport/Pattern

There were 4 entries in the Sport/Pattern category this year. Conrad Naegele entered his second scratch-built electric Big Brother in this category and received a participation recognition ribbon for his efforts. John Dietz entered 2 planes in the Sport/Pattern category this year; a scratch-built 3DX electric plane for which he received 3rd place, and his electric powered Great

Planes 40-sized Super Sportster ARF, which earned him 2nd place. I entered a scratch-built electric powered "TELEX" Ultimate Bipe, for which I was awarded 1st place. And just so everyone understands, I did not even vote in the contest this year. Thanks a lot for the recognition guys!

Scale

There were 2 entries in the scale category this year, both of which were ARF's. Wayne Rademacher entered his Hanger 9 P40 Warhawk that he had converted to electric power, and was awarded 2nd place. Steve Meyer entered his beautiful Great Planes P-6E and received 1st place for his work. Great job Steve!

People's Choice – Best of Show

The top 3 vote getters for the People's Choice – Best of Show award were one of Conrad Naegele's Big Brother trainers in 3rd place; Wayne Rademacher's P-40 in 2nd, and in a run away 1st place win, Steve Meyer with his P-6E. Congrats Steve on a very beautiful model!



Steve Meyer's Best of Show P-6E. (Photo by Jay Bickford)

I would like to thank everyone that came out and participated in this year's building contest. Building a plane from a kit or from scratch can be a very rewarding experience and can help you improve your modeling skills. I would love to see more kit, plans, and scratch build models in next year's contest, and if possible fewer ARF's. Start thinking now about what you would like to build for next year's contest, and then get started on it this fall. Until next year... ☺

2nd Jordan Invitational Fly In Attracts A Crowd!

by Bill Jennings

Each day leading up to the event, the weather forecast indicated a higher probability of rain, with the number finally rising to 70 percent. With two neighboring clubs invited to the event, I was really hoping for some great weather. However, as I awoke early on the morning of June 16th, I immediately heard the rain hammering against the patio door in my bedroom. Ooh, no! Would the event have to be cancelled? I also began to wonder how I could preserve the 70 hotdogs and buns, plus the chili and all the other food items purchased the night before...



Jeff Diesch, Rick Smith, Dan Armstrong and Dave Erickson chat in the pits during the Invitational Fly In. (Photo by Jon Perry)

I checked my computer and the TV weather channel, and it appeared likely that the weather system that was causing the rain might clear out in time for the event. I loaded everything into my truck, and headed toward the field, a drive of close to 20 miles southwest of my home. With each passing mile, the weather became better and better. As I arrived at the field, the gates were open and the rain had settled down to a light sprinkle.

I expected to see quite a few vehicles as I coasted down the hill to the parking lot, but there were only two! It was about 9:30 a.m., and the event was scheduled to start with a pilot's meeting at 9:45 a.m. Where

was everyone? Had the earlier rain caused people to stay home? By 10:15 a.m., only two more cars had arrived. What about the 70 hotdogs?

A few minutes later six vehicles arrived all at the same time, quickly followed by a few more, and then still more. The situation was definitely starting to look a little better! At one point, I counted 28 vehicles some of which occupied the overflow parking area. It didn't take long until the familiar sound of the glow engines filled the airspace above the field. At times the airspace was literally swarming with airplanes. Twice, I actually counted six planes in the air at once. At the end of the day, the event registration sheet listed 20 pilots from TCRC, 4 pilots from SMMAC, 3 pilots from MVRC, and 1 pilot from the Owatonna RC Modelers. While I was hoping for a higher turnout of guest pilots, I think the number of TCRC pilots was higher than I've seen in quite a while.

At noon, everyone took a break from flying to enjoy a lunch of hotdogs, chili, chips, pickles (Gedney "premium" label, of course...) and cold pop. Bill Jennings and Dave Varner manned the food shelter, and were kept busy serving food to the hungry pilots for over an hour. The visiting guests made lots of favorable comments about our fabulous "Meal Deal" prices, and there weren't many leftovers...

It was great to have the chance to meet some pilots from other clubs, and to see different planes being flown at the field. The weather couldn't have been any nicer, with blue skies and gentle breezes all day long. I'm hopeful that as the guests

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Invitational Fly In

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spread the word to other pilots from their clubs we can plan to see even more showing up next year.

Everyone managed to enjoy plenty of flying time and the visiting pilots made many positive comments about our field. I'll be sure to invite everyone to return for our 50th Anniversary celebration in August!

A reminder: It's *our* turn to visit another field in less than a week on July 7th. I'm hoping there will be as large a turnout of TCRC pilots as we had at this event. Check out the preview article elsewhere in the newsletter, and don't miss the opportunity to visit an exceptional flying field in Owatonna. ☺



Arlin Leder from the Owatonna RC Modelers with his Senior Telemaster.



Wayne Rademacher's P-40 had a mishap.



Tim Johnson's Dormoy Bath tub.

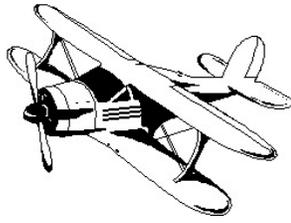


Everyone enjoyed a nice lunch at the event.



Steve Meyer admires Mike Robin's Funtana.

Show & Tell



More neat planes showed up at the June 12th membership meeting.



Bob Swenson's Giles 202. (Photo by Jim Cook)

Bob Swenson had a very nice ARF aerobatic sport plane at the meeting – an AK Models Giles 202. This plane was done in white with light green trim and had green and red sunrays on the wings. It was powered with a Super Tigre 2300 and weighed in at 11.5 pounds. The plane was supposed to have its maiden flight the weekend June 9-10, but while Bob was running up the engine, he cut the top of his hand with the prop and had to have 17 stitches. Now the maiden flight is scheduled for the weekend of June 16-17. Bob felt that the plane should have plenty of vertical power and is looking forward to putting into the air and see how it performs.

Bernie Gaub had his newest plane at the meeting. This was a kit-built Sig 4-Star 40. The plane was done in white Monokote and white wings. The underside of the wing had red sunrays, and the topside of the wings had the same sunrays done in black. The engine was an OS 40 LA which was also new. Bernie said the plane weighed in at 5 pounds, which was just over the 4.75 pounds that the instructions said it would come in at. Bernie had not had the maiden flight on the 4-Star 40 yet, but felt that it would occur very soon at the Jordan field. ☺



Bernie Gaub's Sig 4-Star 40. (Photo by Jim Cook)

40 Years As A TCRC Member



Jim Ronhovde presents Ken Duncan with his 40-Year TCRC patch at the June meeting. (Photo by Jim Cook)

Club Historian and record keeper Jim Ronhovde finally was able to present Ken Duncan with his 40 Years of Service patch,

Ken joined the club in 1967. His father, John, was an avid RC flyer and long-time member of TCRC. Ken's brother Brian has also been a member of many years, and their younger brother Warren has been a member in the past. That adds up to a very large number of years the Duncan family has been in TCRC! ☺

Bill Altenhofen - Gone Flying...

by Scott Anderson



Longtime member Bill Altenhofen passed away this week at the age of 73. Bill has long been an active and vocal member of TCRC. His enthusiasm and organizational skills had been instrumental in many model aviation activities ranging from managing and scheduling the Blue Eagles AMA Model Air Show Team in the 80's, TCRC club treasurer and data base manager & auctioneer for the TCRC Auction.

Bill could often be found at the field early in the morning or late in the evening trying to get in every flight he could. Bill was well known for his unusual aircraft, most notably his RC Witch which would appear at every model air show and the end of season fly-in.

We will miss you Bill!



Field Safety

Lithium Fires

by Dave Brown
AMA President

(Editor's Note: The following was excerpted from an article by Dave Brown, "Field Safety and Spring Clean Up".

While you are considering safety, have you thought of how you would deal with a fire? Believe me, this isn't a threat to take lightly. Fires occur on a regular basis and we need to be prepared to deal with them. Now that electric models are becoming a large part of our activities, it is not uncommon to have to deal with a fire in an electric model. Do you have the right type of fire extinguishers for this type of fire? A few buckets of dry sand can be a big help in dealing with a Li-Poly fire, whether it occurs during charging or after a model crashes and damages the battery. **NEVER PUT WATER ON A LITHIUM FIRE!**

Never use a standard fire extinguisher to treat a lithium fire, because they do not work and may substantially increase the hazard. Class D (metal/sand) extinguishers are the only type capable of putting out flammable metals through smothering the fire.

There are a variety of Class D extinguishers available, however, for use at flying sites where lithium fires may happen, only two of the types should be used: powdered copper or graphite-based powders. ☺

From The Co-Pilot's Seat

by Chris O'Connor

Hopefully everyone's had a chance to go fly at our beautiful field. I know, Bill has asked the question, why don't more people use the field. I don't know that answer, but I encourage everyone to take advantage of these summer days and enjoy flying your plane at TCRC's field along with your fellow members. Kind of like belonging to a team, so let's show some team spirit and ENJOY!! SEE YOU AT THE FIELD!!

One of my thoughts this month is on pre-flying your plane and your equipment. There have been too many unfortunate crashes this year due to not checking things over before we fly. Examples are: flying out of range because the TX antenna was not screwed in all the way; losing half your wing because it was not bolted on properly; and turning on your TX only to find that you had put the pin on the wrong frequency. No one was affected by that this time. We all have spent too much time and money on these beauties to have to lose them to such preventable items. Make sure you do a careful pre-flight before you fly, all full-size planes are done that way. With so many of us having multiple TX's on different freq's let's be very, very careful that we know which one we are on before we turn on and that we have the proper pin on the correct channel. It would be awful to lose a plane because someone was not careful and turned on while on the channel you were using.

Why TCRC Is Special To Me

I had learned about the TCRC club and was just beginning to build RC model airplanes many years ago. I remember the first meeting I attended (downstairs in the bank in Hopkins - '83). The members were most accommodating and helpful to a new person and always willing to help in any way they could.

Becoming a member shortly thereafter; the meetings were always something I looked forward to. Seeing the numerous models

A quick note, that on July 7, TCRC is invited to Owatonna to fly at SMMAC's flying field. If you have not been there, then you are missing out on one of the premier flying fields in the country. I know Bill will have already talked about this elsewhere in this newsletter. Let's have a huge turnout from TCRC. See you there!

July's program will be on finishing your plane, and specifically on using the Stits finishing method. I have used these products along with Mark Wolf and have found them to be very user-friendly and also very durable. They are used on full-size aircraft as well, so you know they can hold up to the elements.

For the August program I will try and get Nate from Klass Kote epoxy to come and teach about applying their products to our airplanes.

Remember bigger flies better. ☺

under various stages of construction (during the Show & Tell) and the programs/demonstrations were always educational and informative.

The days out at the old Jordan field provide a memorable and special memory for me. With support and encouragement always present, that is where, with the help of many, I successfully flew and landed solo for the first time... Thank you TCRC!

Many enjoyable afternoons out at the Jordan field have since followed and there is always something of interest at the club meetings.

Now as a returning new/old member, there sure have been a lot of changes and new developments over the last several years in the model aviation world. ARF's, electrics, advanced radio systems, etc., just to name a few. TCRC in its 50th year, continues to be an organization leading the way for participating in our hobby with most of these aspects represented through our very diverse membership interests. What has not changed however, is the TCRC openness, helpfulness and friendliness that I remembered from attending that first meeting long ago. That continues to get better as time flies. Good to be a member again . . . and again . . . Thank you TCRC.

-- Mark Wolf ☺

Park Rapids Fun Fly
August 3, 4, & 5

Why TCRC Is Special To Me

A bright and beautiful Sunday morning after church, my wife Lisa, my son Tynan and I were looking forward to enjoying more of the day. This was in September of 2004 I believe. At a stoplight I rummaged around in a side pocket of the car and found a folded up flyer I had picked up at an air show at Flying Cloud airport. It was a flyer for TCRC. I suggested we take a drive out to Jordan and see some model airplanes flying. Tynan was all for this and Lisa said she would love a drive too. The drive out to the field wasn't too long, and it was nice to get out of the city.

We found the field and pulled into a spot away from other cars so we could just watch the planes and not be in the way of any goings on. No such luck really. A man came over and started to talk to Tynan who had naturally wandered around the front of the car and was excited about the planes and wanted to get closer. The man asked him if he liked airplanes. He

said he did and next thing Tynan is over at his car checking out all the planes the man had with him. Lisa and I caught up with him at the man's car. He asked if Tynan knew any of the planes names. I think Tynan identified one but not the others, and they spent the next 10 to 15 minutes talking about the planes, how the wings went on, the motors they used and how they flew through the air.

The man was so friendly and happy to tell us about his hobby, and here we were complete strangers! In less than 15 minutes he was making sure we were getting the whole tour of the area including the pits, and the flight line. I can tell you that Tynan's face had a smile that went from ear to ear (well to be honest, mine did too!) For me it had been 20 years since I had been to such a friendly and welcoming flying field. We were introduced to quite a few people that day. I can't remember all their names. They flew their planes and we had a wonderful time watching the whole thing. It was so nice to have someone give us a tour, answer our questions, and show us how much fun model aviation

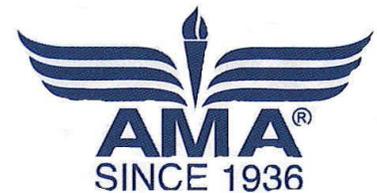
could be. It got me very excited about the hobby again.

On the way home Lisa said that that looked like a wonderful hobby for a father and son. I told her about my flying years before. She said it would be a fine thing to take up again. I told her that I thought it would be too. Tynan was so excited he started bouncing in his seat.

So I made it to the next meeting for TCRC and joined. I know the man didn't really recognize me the night I joined, and might not remember this story. But he made an impression on me, and a then 8 year old boy, who enjoys model aviation more today than ever. That first day at the field I asked that man his name. He said "My name is Stan".

Thanks for letting me share my favorite memory of TCRC.

-- Tom Thunstedt ☺



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Mitsubishi F 1M2 (Pete)

by Conrad Naegele

The June Mystery Plane was the Japanese Mitsubishi F 1M2.



This elegant looking biplane was characterized by exceptional maneuverability, and superb handling, plus a high rate of climb. The type O, observation plane was active throughout the Pacific war. Although designed as an observation plane, it actually served as a recon bomber, anti-shipping coastal patrol, and extensively as a fighter interceptor!

Designed by Jōji Hattory, ordered in 1934 and first flown in 1936, the plane was kept 'modern' by severely restricting inter-plane struts, and wire bracing. Powered by an 820 horsepower radial engine, it was of all metal construction, with a steel tube front fuselage, and a monocoque aft fuse. It also had an elliptical wing with 4 ailerons. Originally it demonstrated poor handling, unstable on water, with a tendency to auto rotate! Hattory then increased dihedral, the vertical fin was increased by 85%, the rudder by 30%, the tip floats were enlarged, and the wing redesigned with a straight taper! At that point the plane was what a biplane fighter should be.

With a high rate of climb, it was then employed as a fighter in both the Pacific and the Aleutian Islands. It carried bombs and a varied selection of other armament, and was in active service until the cessation of the war. All told, about 700-plus planes were produced.

The F 1M2 had a wingspan of 26 feet, a gross weight of 5,622 pounds and a top speed of 230 mph. It could climb to 10,000 feet in five minutes, and carried a crew of two.

TCRC Featured In Model Aviation

TCRC and its beautiful Jordan flying site were featured in AMA District VII VP Bill Oberdieck's column in the June issue of *Model Aviation*.



Scott Anderson had sent Bill the information about TCRC and the fact that our club is celebrating its 50th Anniversary this year. The article had five pictures of the field and some of the activities the club has sponsored. VP Bill said that TCRC is only the third club that he is aware of that has celebrated 50 years of R/C flying.

Thanks to Scott for taking the time to inform AMA, and thanks to Bill for letting the modeling world know about our milestone. ☺

TCRCOnline.com
Are You Using It Yet?



New Members

Two new members joined TCRC during the month of June.



Willie Kelley at the Jordan field.
(Photo by Jim Cook)

Willie Kelley and his wife Sandy live at 10006 Maple Circle in Bloomington, Minnesota. Their phone number is 951-884-5489, and the e-mail address is wskelly99@yahoo.com. Willie has been flying RC planes for less than a year and is hoping to improve his flying skills this summer. He's currently flying a Hobbico NexSTAR. He's been involved with RC cars and trucks for about 4 years, and flying airplanes is a natural skills progression. His current project is a Hangar 9 P-51 Mustang ARF.



Justin Koch at the Jordan field.
(Photo by Bill Jennings)

Justin Koch lives with his wife Lori at 8352 Allegheny Grove Blvd. in Victoria, Minnesota.

Their phone number is 952-443-0150, and the e-mail address is kochracing@mchsi.com. Justin has been flying RC planes for about 4 years and is currently transitioning into giant scale 3D. He has also been involved with RC car racing for about 4 years. His other hobbies include mountain biking, and jetski's. He has just completed a Great Planes 1/3 scale Cap 580 powered by a DA-100. Current projects include a Top Flite giant scale P-51 Mustang to be powered by a DA-50 gas engine, and a Top Flite Cessna 310.

When you see either of these new members at a meeting or at the field, be sure to introduce yourself and welcome them to the club! ☺

Calendar

- July 7** Field Trip to SMMAC, Owatonna
Bill Jennings, CD
- July 10** TCRC Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- July 24** 3rd Qtr TCRC Board Meeting
- July 28** Pattern Flying Practice Day
Chris O'Connor, CD
- Aug 3-5** Park Rapids Fly-In

2nd Field Trip To Owatonna July 7th

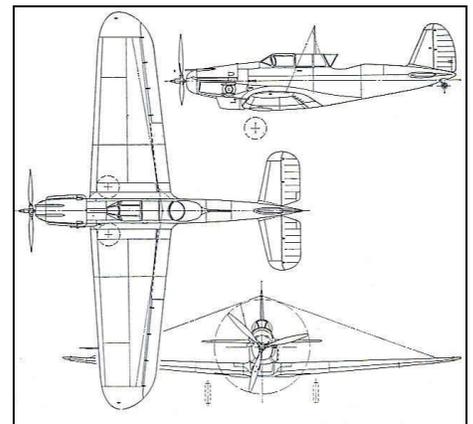
by Bill Jennings

TCRC is invited to the beautiful SMAAC flying field on Saturday, July 7th. Tim and Karen Johnson, who own the field, make everyone feel welcome and also provide a memorable lunch that is sometimes offered free, or for a modest donation.

I plan to leave around 9:00 AM, and the drive takes about 40 minutes from Lakeville. It's a good idea to bring along a lawn chair.

It would be nice for TCRC to have a good number of pilots and spectators, so plan on being a part of this trek to Owatonna. ☺

July Mystery Plane



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

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Maybe It's Time To Head Home!



Thursdays have really become a popular day to fly at TCRC's Jordan field and the weather has usually cooperated for the pilots. June 21st started out as a nice day but in the early afternoon Mother Nature had a change of heart as indicated by the threatening clouds. The storm only lasted a short time however. (Photo by Dick Patch) ☺

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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