



June

Minneapolis, Minnesota U.S.A.

2012

## Silent Auction At May Meeting Features Beautiful Airplanes

by Jim Cook

TCRC member Jeff Farnum passed away in April of this year and his estate donated all of his R/C airplanes and equipment to TCRC to do as the club sees fit. It was decided that the 18 airplanes of Jeff would be sold at silent auction to club members at the May meeting.



Members of TCRC at the May meeting peruse the 18 airplanes from Jeff Farnum's estate before bidding. (Photo by Jim Cook)

Scott Anderson had put in considerable time getting the planes ready for auction and then getting them to the meeting. He assured everyone that the winning bidder had to be able to take their new plane home that night.

The Silent Auction was publicized on TCRCOnline.com and in the May newsletter and that publicity brought a lot of club members to the meeting.

Bidding commenced at 7:00 PM and continued through the regular meeting. Bidding was spirited with most planes receiving 10 to 15 bids. It pitted member against member but even father against son as the clock ticked down to the closing bell. It had been established that if two or more members were still bidding on a plane at closing time, the bidding time would be extended on that item until one member prevailed. This was to prevent anyone from getting the plane just because he was the last one able to put a bid in at closing time.

Jeff's planes ranged from mid-size electrics all the way to giant-scale gas and all were beautiful, well-constructed airplanes. Several planes had twin-cylinder 4-stroke engines that were unused. The planes ranged from sport aircraft to scale warbirds and there wasn't a member who wasn't tempted to place several bids.

President Tim Len was not at the meeting, so vice president Chris O'Connor presided over both the

(Continued On Page 3, Col. 1)

# From The Flight Deck

By President Tim Len



Hi Everyone!

Welcome to June 2012! We had a good turnout for the May Float Fly, although it was windy, several members did manage to get their airplanes into the air. Special thanks to all the TCRC members who organized this event.

The silent auction that was held last meeting was a huge success. The family of Jeff Farnum, a TCRC member who passed away recently, donated all of his planes to the club. Scott Anderson organized a silent auction and all 18 planes were sold to club members. Thanks to Jeff's family for the donation, and thanks to Scott Anderson for the time and effort he put into the auction.

With all the recent rain over the last month the field has flooded a few times. I would like to thank all the members who have moved the benches. I know it's hard work to get all the field equipment up to dry land. Job well done and thank you for your help.

Let's hope that this month brings some dry weather, so we can get some flying in. Don't forget that the building contest is June 12th at the regular membership meeting since the Jordan field is flooded.

I look forward to seeing you all at the next monthly meeting. Happy Flying!

# Minnesota River Closes Jordan Field Temporarily

Two bouts of heavy rain caused the Minnesota River to temporarily rise above flood levels and caused the closing of the TCRC Jordan flying site.

The latest heavy rain occurred the week of May 21st with some areas west of the Twin Cities getting in excess of 4 inches of rain.

As of press time, the Minnesota River at Jordan was at 21.5 feet and the crest would occur on Thursday, May 31<sup>st</sup> at 22.4 feet. This is slightly more than 4 feet above the level at which water creeps onto the Jordan TCRC property.

The current projection is that following the crest the water will quickly drop back down and be at 18 feet (the point at which Jordan field floods) by Tuesday, June 5<sup>th</sup>. Because the water will not dwell very long on the land, it is anticipated that clean-up will not be much of a problem.

During the short time the Jordan field is closed, the TCRC alternate flying site at the Scott County Fairgrounds will be open and available for TCRC members.

As soon as the Jordan field is dry enough for use, that field will be re-opened and the Fairgrounds site closed.

Thank you for your patience over this period.

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# Silent Auction

Continued From Page 1

meeting and the silent auction. Official ending time was 9:00 PM but one or two aircraft continued to have bidding after the closing bell.

When the smoke had cleared, all 18 of the planes had been sold and the average selling price was \$200. The plane receiving the highest bid was a nifty looking giant-scale L-19 that went for \$800. As that one neared the closing bell, it was obvious that either Rick Smith or Scott Anderson would be going home with the L-19. When the smoke finally cleared it was Rick Smith who was triumphant. Virtually everyone who ended up winning an airplane felt that he had gotten a great bargain.

Treasurer Tim Wirtz tallied up the money and the club had taken in \$3,600 for the evening. In addition to this money, Scott Anderson is putting about 30 R/C accessories from Jeff's estate for sale on eBay. These include a rare Wankel engine that Scott says is attracting attention from as far away as Australia. When the eBay sales are complete Scott will announce the grand total to the club.

The TCRC board of directors will be meeting in June to discuss what fitting field improvements can be done at the Jordan flying site as a memorial to Jeff Farnum.

Thanks to the estate of Jeff, to all of the members that came to the silent auction and bid on the planes and a very special thank you to Scott Anderson for all of his hard work in putting the auction together. **J**

## Veep's Corner

By Chris O'Connor



The month of June should bring good flying weather, but the start of it at TCRC is rather damp. As we look for other places to fly, the Scott County Fairgrounds, other club sites, these are all controlled places to fly. If you choose parks, schools, lakes, etc. be careful of the buildings or homes and the people around you. Once in the air you may attract visitors that could be potential problems. Also if possible have someone with you to be a spotter and also be of assistance to you if you hurt yourself.

Wonder why people talk about Mode 1 or Mode 2 and what is the difference? From what I can tell, the most people that fly mode 1 are in TCRC. The majority of the country fly mode 2. Europe and Japan fly mode 1.

Mode 1 was a natural transition from the equipment in the 50's and 60's called Reeds. A Reeds tx that was 10 channels consisted of 5 spring loaded toggle switches that stayed centered and were either off or on. The center position was off and all the way to one side or the other was on, nothing in between. If you wanted to move your elevator you would beep the elevator switch from off to on, off to on, etc. The servo would travel a little and then return to its neutral position. If you wanted a lot of elevator you would hold the switch in the on position until the desired effect and then release the switch back to neutral. As you can see this did not provide for very smooth flight. As you beep the elevator in a turn the plane would move the tail up and down throughout the turn. The same applies for the aileron. So to do all that at the same time, the elevator and aileron switches had to be separated. Elevator on the left side and aileron on the right side. You couldn't operate both switches at the same time if they were on the same side of the tx, and hold on to it as well. When proportional came out in the early to mid-60's the natural way to fly was to have elevator and rudder on the left and aileron and throttle on the right. Still keeping the two major functions separate. This was mode 1. Along came mode 2 which is what most of you fly now. The people that fly mode 1 have either been flying for a while or were taught by someone who flies mode 1. The rationale for mode 2 that I have heard is that it is more like full-size controls. In my opinion, not a good reason. There are good fliers in both modes, but it does seem that mode 1 is a little easier to master than mode 2. Even that is a debate. So now you know why some people fly mode 1.

Remember the building contest will be at the next meeting. That will be the program. So no Show & Tell, just the building contest. We all should thank Tim Wirtz for running this event.

See you at the meeting!

**J**

# TCRC Spring Float Fly 2012 Was Windy But Warm

by Steve Meyer

The warm weather this spring has been one for the record books. The temperature at 10:00 am when the Spring Float Fly started was 75 with a "slight" breeze from the south. It reminded me of some movies I've seen like *Gone With The Wind*, *Twister*, and *The Perfect Storm*. The weatherman said the breeze was between 10 mph and 15 mph from the south but he wasn't standing in the sand at Bush Lake watching the waves hit the beach.



**The pilots and planes at the Spring Float Fly at Bush Lake Park.  
(Photo by Steve Meyer)**

Dave Erickson was waiting in the parking lot with the retrieval boat when I arrived at 9:30 am and we wondered if a little wind was going to affect attendance this year. TCRC president Tim Len arrived around 9:45 am followed shortly by eight more pilots. After a short pilots' meeting Tim said he wanted to fly his new twin electric motor Widgeon Grumman G-44. He was the first pilot in the air (for one second) when a gust of wind lifted his plane while taxiing and flipped it on its back. The other pilots with light electric or high-wing airplanes decided to wait for the wind to die down before trying to fly, knowing they could not control their planes while taxiing on the water. Dave Erickson and Curtis Beaumont were able to fly their nitro-powered planes in the windy conditions. Gerry Dunne used his wind gauge to check the wind, which showed 34 mph gusts!

Around noon the wind started to die down and Joe Niedermayr was able to fly his foam fun-fly electric. Terry Spletstoeszer flew a Thunder

Tiger Trainer 46 and I was able to put two flights on my high wing Paulistinha (a Cub look alike). Larry Sorenson was the last to fly with his 1/4-scale Spacewalker because just after he took off the wind started to pick up again.

Although we didn't fly a lot we did have a good static display of models for spectators to look at. The largest was Larry Sorenson's Spacewalker and the smallest was Rick Smith's UMX Carbon Cub SS.

Pilots and planes on display:

- Steve Meyer: Paulistinha P-56
- Terry Spletstoeszer: Piper Cub, Thunder Tiger Trainer
- Curtis Beaumont: Sig Sealane, A Stick, nitro boat
- Richard Smith: ParkZone Icon A5, UMX Cub
- Tim Len: ElectriFly Widgeon G-44
- Gerry Dunne: Nitroplane electric Catalina, Aqua Cat
- Dave Erickson: Sea Hawk
- Joe Niedermayr: PBY Catalina, Macchi M5, Electric Foam Acro Master
- Larry Sorenson: Great Planes Spacewalker
- Larry Couture: Fun Fly

A big thank you to Dave Erickson for the retrieval boat, without which we would have had no float fly! Hoping for better weather for the Fall Float Fly! **J**

# Pictures From The 2012 Spring Float Fly



**Getting ready to take off from the beach at Bush Lake Park.**



**When you weren't flying you were admiring one of the planes of your fellow pilots.**



**The float fly always has some really neat airplanes and this year was no exception.**



**Larry Couture gets an assist from Curtis Beaumont just before takeoff.**

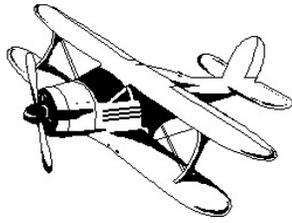


**Soaring over the waters of Bush Lake.**



**The wind was always present at the float fly.**

## Show & Tell



Nice planes were at the May membership meeting.



Darryl Volk had a nice looking ParkZone electric T-28 Trojan at the meeting. This is the same plane that is designated for the club pylon racing league. The foam aircraft had a 44-inch wingspan and weighed about 30 ounces. It was trimmed with fluorescent green stripes and tailfeathers, and powered with a Parkzone 480 motor. Darryl built it for the pylon league. It had its maiden flight and Darryl said it was very stable and predictable, and he was looking forward to trying it in competition.



Steve Meyer had a very sharp looking 1/4-scale Fokker DR 1 done in conventional WWI Germany red with crosses. It was built from a Balsa USA kit and had a 71-inch wingspan. It weighed in at 17 pounds. For powerplant the plane had a G-26 gas engine and swung an 18 x 6 prop. Steve said the plane has flown and he is looking forward to many more flights.



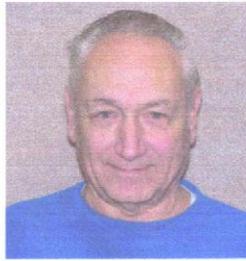
John Dietz had a beautiful Somethin' Extra built from a SIG kit. It had a 51-1/2 inch wingspan and weight in at 5 pounds 10 ounces. The plane was done in yellow and white Ultrakote and included flaparons. The electric motor was an AXI 2826-12 760 KV and it swung an 11x5.5 prop. The plane had not had its maiden flight but John assured the members it would be very soon!



Tim Wirtz had a very small wood-built high wing that had a wingspan of 14 inches. It had blue and red stripes on natural wood. It weighed in at 4.6 ounces and had not flown as of the meeting.

# Safety At The Field

By Larry Couture



Well here it is the end of May, 2012 and the field is underwater for the second time this season, due to the heavy rains of late. So I guess this week we will have to fly at the fairground flying site, not quite as nice but flyable.

Here are a few rules to point out:

## LAST ONE OUT EACH DAY LOCKS THE GATE.

An airplane must be carried or under hand control on the East-West taxiway in front of the starting benches but can be controlled taxied North to the runways for takeoff.

When landing you may taxi south to the yellow line on the taxiway and then shut down.

Hand launching must be made at the flight fence or on the runway but never behind the pilot stands.

I have suggested in the past to check all moving surfaces before and between flights just to be extra safe during those flights. Flying over the pits is a no no but due to uncontrolled things it sometimes happens and when it does a LARGE VOICE warning should be made to make others aware of a possible problem. (hopefully it is just a fly over).

## FOR NEW MEMBERS AND OLD:

The field rules are printed in the front of the roster and on a large board in the shelter at the field, along with no smoking signs. Then there is one more 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, on the field or anything else you can think of that other pilots may need to know and wait for their ACKNOWLEDGEMENT to you. In my opinion this is helping keep our flying site accident free so let's keep it up.

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. J

## Calendar

June 1	NOTAM No Fly Zone 10:00 AM to 4:30 PM
June 3	Pylon Racing 1:00 PM Jordan Field Paul Doyle Rain Date TBD
June 8,9	North Mankato Fly In Blue Angels Forsberg Field
June 12	Membership Meeting, 7:00 PM CrossPoint Church Bloomington
June 12	TCRC Building Contest 7:00 PM CrossPoint Church
June 17	Pylon Racing 1:00 PM Jordan Field Paul Doyle
June 24	Pylon Racing Rain Date

## Electric Fly And Camp Out Cancelled

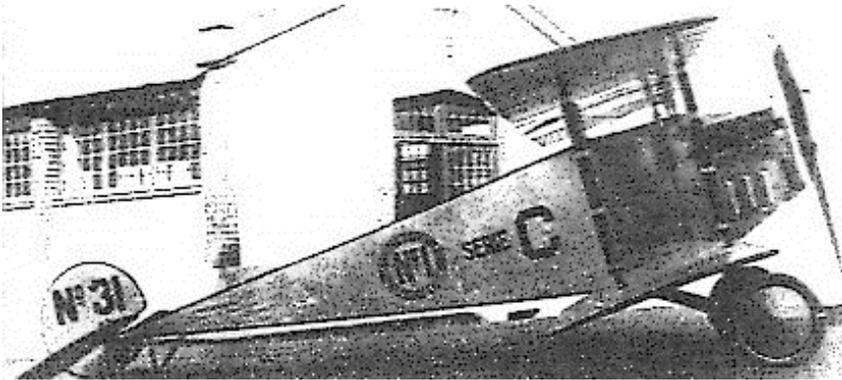
Gerry Dunne announced that the annual Electric Fly and Camp Out originally scheduled for June 16<sup>th</sup> has been cancelled.

Gerry explained that the uncertainty of the condition of the Jordan field following a brief flooding at the end of May has caused the cancellation. J

# TNCA Series C

by Conrad Naegele

The May Mystery Plane was the TNCA Series C.



This is a two part review, due to two planes being involved, as you shall see.

In February 1918, the Tallares Nacionales de Constructiva Aeronauticas (TNCA) in Mexico City completed a prototype of a single-seat fighter. This was a single bay unstaggered biplane, of metal construction (unusual for 1918 era planes). It featured an imported Hispano-Suiza 8-cylinder, water-cooled V-8 engine. It was to have two synchronized machine guns. Flight tests were satisfactory but no production followed, due to overthrow of the reigning government. (Besides, why would Mexico need warplanes anyway?)

Subsequently, following the appointment of aeronautical engineer Angel Ossio, several designs were developed, including, in 1924, a single-seat fighter for the air component of the Mexican Army. Known as the 3-F-13 'Toloche' (a colloquial name of a type of guitar), this was a

parasol monoplane of wooden monocoque construction, fabric-covered, but now featured a LeRhône rotary engine. Word has it that there were out of work WWI American pilots that were hired to do the flight testing. They reported the plane had no bad habits, and was a delight to fly! The plane was light, using mostly spruce and 3-ply veneer skinning. Aside from the engine, all elements were of Mexican design. Only four planes were built.

The TNCA Series C had a wingspan of 26 feet 2 inches, a gross weight of 1,896 pounds, and a max. speed of 140. The LeRhône air-cooled rotary engine developed 160 horsepower. J

## Plane Retrieval Dress Code

All members are reminded that if they must retrieve an airplane that has gone down off of TCRC property, they must wear a bright orange vest while on neighboring property. All persons assisting in the retrieval must also wear orange vests also.

This is required both for the safety of the people searching for the plane, but to also let the other landowners that we are temporarily on their property.

Normally the orange vests can be found in the rafters of the shelter at the field. J

**Building Contest  
At June Meeting**

# Pylon Racing Gets Off To A Great Start

by Paul Doyle

I'm happy to report the first Pylon Race of the season was a success! Despite less than ideal flying conditions seven pilots made it out for a fun filled afternoon of racing on Sunday, May 20th!

Because of unfriendly weather right up to race time, the pilots did not get much practice time before the start of the heats. At 1:00 PM we started the first of six heat races and continued through the afternoon until all six heats had been completed.

Here are the results for week one of the pylon league:

Heat	Paul D	Curtis B	Chris	Mike B	Matt R	Darryl	John D
1	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>
2	1 <sup>st</sup>	2 <sup>nd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	3 <sup>rd</sup>	7 <sup>th</sup>	6 <sup>th</sup>
3	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	5 <sup>th</sup>	4 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>
4	1 <sup>st</sup>	2 <sup>nd</sup>	7 <sup>th</sup>	5 <sup>th</sup>	3 <sup>rd</sup>	6 <sup>th</sup>	6 <sup>th</sup>
5	1 <sup>st</sup>	4 <sup>th</sup>	6 <sup>th</sup>	5 <sup>th</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	6 <sup>th</sup>
6	1 <sup>st</sup>	2 <sup>nd</sup>	6 <sup>th</sup>	4 <sup>th</sup>	3 <sup>rd</sup>	5 <sup>th</sup>	6 <sup>th</sup>

Based on these results, the current point standings are:

Paul	120pts
Curtis	112pts
Matt R	106pts
Mike B	98pts
Chris	97pts
Darryl	93pts
John D	88pts
Gerry	0
Rick	0
Tim	0
Thomas	0

Due to the Swap Meets at Hobby Warehouse and Big Sky Hobby, questions about field conditions/useability, and the fact that it was cold, windy, and drizzling until about 5 minutes before race time some pilots assumed the races had been cancelled today so I'm adding an alternative race date to the schedule so those who were not in attendance won't be penalized with having to use their dropped race for today's event. The next pylon race will be June 3rd at 1:00 pm with warm-ups starting at 12:00 pm. I encourage all pylon racers to attend even if you participated in today's race as your points will count towards the season total. In the

event you are able to attend all seven races this season, you will be allowed to drop your two lowest scores as the grand champion is determined by a racer's top five race totals. After all the fun we had today who would want to miss out on an additional race!?!?

## 2012 Race schedule

June 3rd 1 pm warm-ups begin at 12 pm, rain date yet to be determined

June 17th 1 pm warm-ups begin at 12 pm, rain date June 24<sup>th</sup>.

July 22nd 1 pm warm-ups begin at 12 pm, rain date July 29<sup>th</sup>.

August 19th 1 pm warm-ups begin at 12 pm, rain date August 26<sup>th</sup>.

September 16th 1 pm warm-ups begin at 12 pm, rain date September 23<sup>rd</sup>.

October 14th 1 pm warm-ups begin at 12 pm, rain date October 21<sup>st</sup>.

If you have any questions about racing or how to join the fun please send me an email. And of course spectators are always welcomed and encouraged!

Happy Flying!

J

**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.**

# Wisconsin Fun Fly Changes

by Bill Sachs

Hello Everybody!

I need to inform you of some changes in this year's Wisconsin Fun Fly. The land owner of the Birchwood Flying Field has decided to rent out his land for farming this year. The entire field except the parking lot-pit area and the north/south runway that the flying club mows has been plowed up and planted in corn. The club will continue to use the field this spring and summer until the corn becomes a problem. After that we will be looking for another location near Birchwood to fly at.

I have made arrangements with the Rice Lake Model Airplane Club to host our Fun Fly at their new flying site in Rice Lake. I have also made arrangements with the Best Western Motel in Rice Lake and they have blocked out 8 rooms for our group. This will require you to make your reservations at the Best Western in Rice Lake and cancel your reservations at the Birchwood Motel.

The plan is to have lunch and float fly at Jim Cook's cabin on Friday, August 10<sup>th</sup> starting around 11:00 AM, and then head to Rice Lake to check in at the Best Western Motel. I'm looking for a place in Rice Lake to hold our Friday evening pot luck etc. as this would save the 20 mile each way drive to my place in Birchwood. I

will let you know what I come up with in the near future.

So here is what I would like you to do for me:

1. Call the Birchwood Motel 715-354-7706 and cancel your room reservations;
2. Call the Best Western Motel Rice Lake, 715-234-7017, ask for Lorrie and make reservations for Friday and Saturday, August 10th & 11th. Best time to call is 12:00 noon to 6:00 weekdays except Thursday; and
3. Get ready for another thrilling Wisconsin Fun Fly weekend. Thanks, Bill. J

## New Member

At the May meeting, John Withrow became the newest member of TCRC.

John lives with his wife Dana at 14801 Summitoaks Drive in Burnsville, 55337. Their phone number is 952-431-3548 and his email address is [endoboy@comcast.net](mailto:endoboy@comcast.net).

John is new to the hobby and will be looking for instructors to teach him this hobby. He currently has some helicopter experience.

When you see John at a meeting or at the field, be sure and introduce yourself and welcome him to TCRC. J

# NOTAM No Fly Zone June 1<sup>st</sup>

The Government Relations Support Team of AMA has notified TCRC of a NOTAM for June 1<sup>st</sup>:

A new FDC NOTAM/TFR has been issued for the greater Minneapolis - St Paul, MN metropolitan area for Friday, 6/1 from 10:00am to 4:00pm CDT.

The TFR is issued for security purposes to cover VIP movement in this area. Outdoor Radio Controlled model aircraft operations are prohibited within the 30nm circles for the specific times listed below. Control Line and Free Flight modelers should use discretion and follow the directions of local law enforcement and government officials when operating within the 10nm inner circles. Please note that TFRs are subject to change with very short notice. Check back often for the most current NOTAM/TFR information.

The map furnished with the NOTAM indicated that both the TCRC Jordan Field and the TCRC alternative flying site at the Scott County Fairgrounds are within the 'no fly' area. J



# TCRC Building Contest At June Meeting

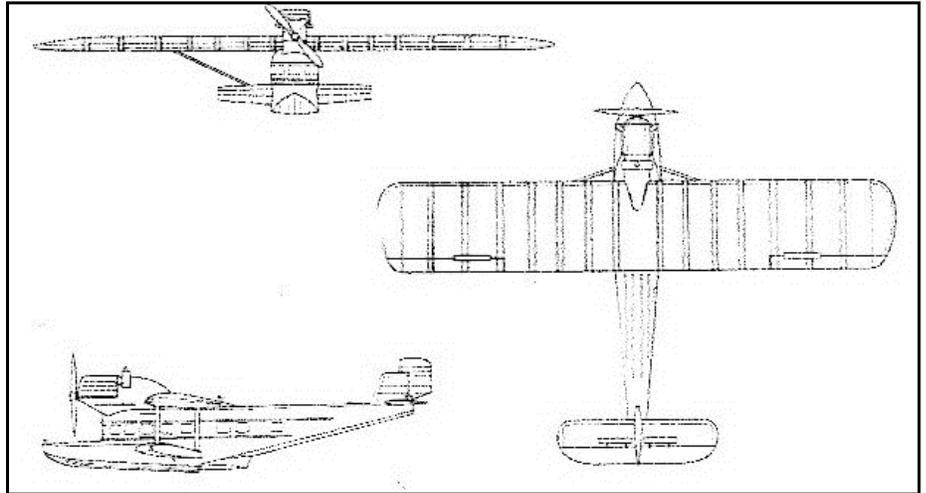
Tim Wirtz, chair for the 2012 TCRC Building Contest, has decided to move the club building contest to the TCRC membership meeting scheduled for CrossPoint Church on Tuesday, June 12<sup>th</sup>. Tim explained that because the Jordan field has been closed due to heavy rain causing the Minnesota River to creep onto the runways, and he preferred not to hold the event at the alternative flying site.

Tim announced that there will be four categories again this year: ARF, Scale, Warbird, and Sport/Pattern. He further explained that if a builder has put more than 20 hours of work into an ARF plane, then it is no longer an ARF.

There will be nice prizes for the winners of each category.

Plan on bringing all of your new airplanes to the membership meeting on June 12<sup>th</sup> and enter them into the 2012 edition of the TCRC building contest. J

# June Mystery Plane



# TCRCOnline.com

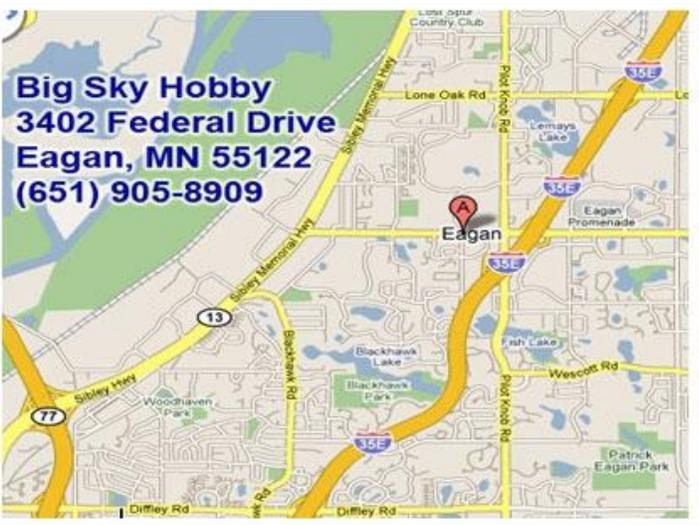
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## Top Bidder At The Silent Auction



Rick Smith poses with the great looking giant-scale L-19 that he won at the silent auction at the May TCRC meeting. This was just one in the late Jeff Farnum's fleet of R/C aircraft. **J**

### THE TCRC FLARE-OUT Monthly Newsletter



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