



March

Minneapolis, Minnesota U.S.A.

2006

# Streamlined TCRC Auction A Big Success

by Jim Cook



Auctioneer Scott Anderson moving just one of more than a hundred beautiful airplanes at the TCRC Auction. (Photo by Jim Cook)

Saturday, February 11, was the day scheduled for the 30<sup>th</sup> Annual TCRC Auction at St. Peter's Church in Richfield. 7:00 AM found a large contingent of members setting up for an anticipated great turnout. By 7:30, buyers and sellers started lining up to pick up their bidders' cards and register the items they were planning on selling.

As usual, the club was very organized and had the registration and impound areas ready to go early. It became apparent early that there

would be lots of big beautiful planes to be bid on at the scheduled start time of 10:00 AM.

Member and spouse turnout was great with 50 people working in the many areas.

At 9:00 AM the 248 bidders were allowed into the impound area for a closer review of the 290 items to be sold – a huge amount of them being great looking airplanes.

At precisely 10:00 AM Scott Anderson put the first airplane up for bid and from then until 3:45 PM, the action was non-stop.

Kathy Dietz had a crew totaling 12 to handle concessions, and this group did a fantastic job of keeping everyone well fed during the event. In addition, they did a great job on profit netting over \$911 by the end of the day! This was an increase in profit of more than \$250 over previous years!

Gerry Dunne and son Gerry Jr. had the raffle well organized and sold lots of tickets at the event to add to all of the tickets pre-sold to the members. He had some nice prizes headed by a Futaba computer radio, but also had several gift certificates from Hobby Warehouse and a nice assembly stand donated to the club.

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# From the President's Hangar

by Bill Jennings

Since last month, a number of newsworthy events have occurred -- the return of some real winter weather to Minnesota, the successful completion of our 30<sup>th</sup> Annual Auction, increased meeting attendance, the continuation of the kit building workshop, and another very interesting workshop tour. Let me address each event, one at a time . . .

How many of you were surprised by the arctic temperatures and high winds that moved into the area for a while? Mother Nature periodically finds a way to remind everyone that we're still living in Minnesota! Recently, I've lost the urge to visit the flying field as frequently. I keep wondering whether tomorrow will be a better day. Fortunately, there were plenty of other activities this past month to keep TCRC members busy.

The February meeting had the best attendance we've seen in a while. Could it be that the word is spreading about the great programs being put together by Chris O'Connor each month? If you haven't been to a meeting in a while, circle March 14<sup>th</sup> on your calendar and see what you've been missing. Rumor has it that the March program is on Giant Scale. If you want to see some larger models with 7-foot wingspans and 20-inch props, don't miss this one!

You've probably already read about the successful auction on pages 1, 3, and 4 in this edition of the newsletter. But, I'd like to focus on the high percentage of the total membership who turned out to work at the auction. We had approximately 50 volunteers this year and I think the difference was noticeable to everyone in attendance. All areas seemed to run more smoothly with the extra help... This demonstrates that, when it comes to volunteers, "More IS better!" In addition, we may have identified a likely candidate to join the auctioneer pool for next year – thanks to Dave Kurschner for stepping into the spotlight for a while and doing a great job! In fact, all 50 volunteers deserve a huge "THANK YOU" for contributing their talents and enthusiasm throughout the day to make the auction a success!

The Kit Building Workshop continues to reveal new techniques and challenges to each of the participants. Each of the three sessions completed so far has provided an abundance of general information and useful tips for building better models from kits. Each presenter has provided a slightly different approach to the building process, and has shared his personal tales of "things gone wrong". I had no idea there were so many different techniques for gluing your hand to a workbench . . . The building contest this May will undoubtedly have some interesting new entries and a few colorful stories to match.

Those who attended last month's tour of Larry Couture's workshop found themselves wandering about much of his home to see his entire collection of 40-plus planes. They are stored literally everywhere -- from his office and four-car garage, to the laundry room! It's amazing to me how each tour reveals a novel approach to at least one aspect of the hobby. Thank you to those members who have volunteered to include their workshops in the tour schedule.



Lots of planes in Larry's workshop!



More planes in Larry's workshop!

Looking into March, our next field event, a Winter Fun Fly, is just around the corner on Saturday, March 4<sup>th</sup> at 11:00 AM. With some luck, warmer temperatures and mild breezes will set the stage for a relaxed, fun event. The grill will be fired up, so come out to the field for a few flights, and enjoy a hot dog or two while you're there. I'm also hoping we'll see an even greater number of members attending the next meeting! ☺

# TCRC Auction Bidder Registration Flowed Along Very Smoothly

**Continued From Page 1**

When Gerry totaled up the sales, the raffle netted \$545 which was a nice increase over the previous year.

There was some concern that the club would not have enough healthy auctioneers this year as Scott had been in the hospital the previous day for some routine testing, and Jim Cook had lost his voice the same day. But by auction time, Jim was able to make his usual amount of noise. Back-up auctioneer Jay Bickford also stepped up and did a great job, and Dave Kurschner tried his hand at the mike and found out that being an auctioneer was no problem for him.

It became apparent as the day wore on that most of the items were of a pretty high quality and the team working the impound area was doing a great job of mixing in the lower priced items in with the higher priced ones such that the last hour was not filled with a lot of junk. When the last item was sold around 3:45 PM, the crew was amazed that it was clean up time. At all previous auctions, the club would be lucky to be done by 5:00.

During the course of the auction, it sometimes seemed that it was a buyers market, with some great bargains being sold. But when all was said and done, the club only had 5 'buybacks' and only 6 items that received no opening bid. This was considerably lower than previous years and indicated that the sellers seemed to be satisfied with the prices they were receiving for their items.



**The bidder registration crew had no problem getting the 248 bidders their cards and auction rules. (Photo by Jim Cook)**

## A Full House For The Auction



**The bidders and sellers had a great view of the auction action. (Photo by Jim Cook)**

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## TCRC Auction

**Continued From Page 3**

The final numbers for the auction and their comparison to 2005 were:

2006 Item Profit:	\$2,756
2005 Item Profit:	\$2,747

2006 Gross Raffle Sales:	\$1,028
2005 Gross Raffle Sales:	\$927

2006 Raffle Profit:	\$545
2005 Raffle Profit:	\$488

2006 Gross Concessions:	\$1,373
2005 Gross Concessions:	\$1,077

2006 Concessions Profit:	\$911
2005 Concessions Profit:	\$657

2006 Gross Admissions:	\$1,018
2005 Gross Admissions:	\$895

2006 Admissions Profit:	\$478
2005 Admissions Profit:	\$349

2006 Net Profit:	\$4,692
2005 Net Profit:	\$4,017

The 2006 edition of the TCRC Auction was a great success in all departments. The huge turnout of workers was very gratifying and an obvious key to the success. The 3:45 PM auction finish, and the fact that the last member headed home before 6:00 PM made the event all that better. A great big 'Thank you' to everyone that made the 2006 TCRC Auction one of the best ever.

Come to the March membership meeting and view a detailed financial report of the auction – or contact a board member to get a report. ☺

## Just A Few Of The Many Many Beautiful Airplanes To Be Sold



**As usual, the impound area was filled to overflowing with lots of great airplanes. (Photo by Jim Ronhovde)**

## Dunne & Son Sales Team



**Gerry Dunne and Gerry Jr. sold more than \$1,000 worth of raffle tickets at the auction. (Photo by Jim Cook)**

## Pictures From TCRC's 30<sup>th</sup> Annual Auction



**The first shift of the record-setting concessions team at the TCRC Auction.**



**The second shift of the record-setting concessions crew at the auction.**



**Year after year Jim Ronhovde and Orv Schneewind record the bidding action flawlessly.**



**Dave Kurschner did a great job as the club's rookie auctioneer.**

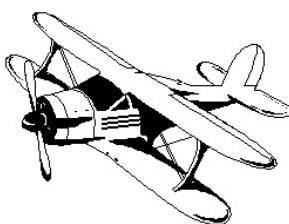


**Hobby Warehouse kept busy at the auction.**



**Items got reviewed before going up for bid.**

**Photos by Jim Cook and Jim Ronhovde**

**Show & Tell**

More neat stuff showed up at the February 7<sup>th</sup> membership meeting.



**Mike Burk and the next generation of his foam 3-D plane. (Photo by Jim Cook)**

Mike Burk had his next edition of his 3-D foam plane. This was a shorter wingspan version of the one he had at the January meeting. It too had 'side force generators'. It was powered with a HyMaxx 2015 motor. The maiden flight of this craft was done earlier in the morning at the Metrodome, but he has not flown it outside as yet. He said it flew very well and did a great knife edge.



**Stan Erickson and his new T-Rex Helicopter.**

Stan Erickson had his brand new T-Rex 450XL electric helicopter at the meeting. His earlier 'copter had electrical problems and it was time to replace it with a little more hi-tech model. Stan's son David helped put this one together and Stan has been logging lots of hours of flight *in his family room*. He said that a nice blanket on the sofa protects both aircraft and sofa, but curtains can play havoc on the rotors. He has yet to fly it outside. He says it flies considerably better than his previous electric.



**Sherwood Heggen and Bruce Anthony display plans for a 1962 Taurus. (Photo by Jim Cook)**

Sherwood Heggen and Bruce Anthony brought several plans from 60's vintage aircraft that originally were flown with Reeds' multi-channel radios. They spent a considerable amount of time reviewing the plans for a Taurus which was a very popular R/C aircraft in the 60's. They pointed out how some of the control systems were detailed on the plans to utilize the radio systems of that time. ☺

## **TCRC Dues Deadline**

**by Pat Dziuk**

TCRC dues payment is now past due.

For 2006, the TCRC dues are:

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

Take the time to renew your TCRC membership today. Send your check and a copy of your 2006 AMA membership card to John Dietz, TCRC Treasurer. ☺

## From The Co-Pilot's Seat

By Chris O'Connor

These months just fly by!

How are all your winter building projects coming along? Hopefully you are about halfway done. I wish I could say that for me. Remember we have the building contest coming up the first part of May, let's have a huge turn out for it.

Well we have another auction under our belts. Thanks to all that volunteered their valuable time. The auction was a success because of you! Maybe you were able to sell some of your unused stuff, and then again maybe you added to your unused stuff. Dave Andersen once wrote a poem that went something like this . . . the more stuff you have, the more stuff you want, the more stuff you need, the more stuff you keep, etc. (sorry Dave). Maybe Dave could put that in the newsletter for all of us to enjoy again.

Thanks to all the members that attend the meetings, its fun to get to know your fellow members and I hope you are enjoying the programs we are having. The program for this next meeting on March 14th is on GIANT SCALE. I plan on having four or five planes to look at. Ken Duncan's 1/3 scale J 3 Cub, Chris O'Connor's 30% Extra 300L, Dave Andersen's Grumman Lynx, Bill Jennings' Lanier Stinger. Plus a couple of engines, and info galore. Hopefully this will spark your interest in Giant Scale.

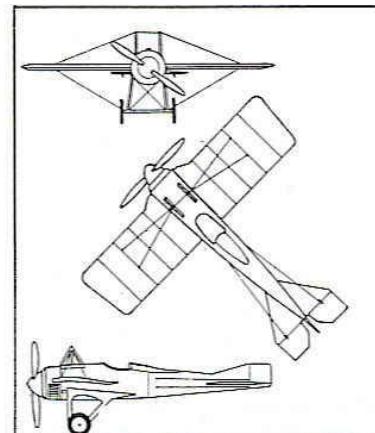
For our April meeting we are having Bob Svare from the Anoka County RC Club and a former TCRC member talking about electric flying, and also micro R/C electric planes. Bob will bring a plane to fly at the meeting -- don't miss out on this!

Our May program will feature our own and very talented Dave Andersen on a topic that will keep you entertained. Remember, these programs are for you, so plan on attending and enjoy!

Our workshop tours are all set for the next three months. Thanks to Jim Miller for hosting his shop in February. Thanks to John Dietz for hosting in March, and thanks to Rick Smith for hosting in April. This will conclude our shop tours until next winter. Why not host a shop tour next winter, any shop will do, big, small, etc. It doesn't matter – we will enjoy it.

That's it for this month, see you at the meetings – always scheduled for the second Tuesday of each month. ☺

## March Mystery Plane



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## Tupelov Ant-5 (I-4)

by Conrad Naegele

The February Mystery Plane was the Russian Tupelov Ant-5.



In the spring of 1926, the Tupelov Design Bureau was presented with a set of specifications for an all-metal single-seat sesquiplane (a biplane with a lower wing 50% or smaller in area than the top wing) fighter. Specifications called for a Gnome-Rhone 420-horsepower radial engine.

Pavel Sukoi led the design team, and the prototype was ready by mid 1927. In the mid 20's, all metal airplanes were still somewhat out of the norm. The wings and tailplanes were 'angular' which were to become sort of a Sukoi trademark. During ongoing development the lower wing was cut back to little more than a high wing monoplane. (Picture the Moraine-Saulnier fighters of the same period).

The prototype was noted as highly maneuverable and had excellent handling, and light control efforts. Deliveries commenced in 1928. Approximately 370 were produced and remained in front line service for six or seven years. In 1931, two I-4's were mounted to the top wings of a TB-1 bomber and air-launched serving as bomber self-defense! Two were test beds for newly-developed 76 MM (3-inch) cannon. Another innovation was very effective leading edge slats.

The Tupelov had a wingspan of 37 feet 5 inches, a weight of 3,152 pounds and a maximum speed of 137 mph. ☺

**TCRCOnline.com**

**It Just Get Better And Better!**

## Winter Fun Fly March 4<sup>th</sup>

Saturday, March 4<sup>th</sup> TCRC has scheduled its annual Winter Fun Fly for the Jordan field.

CD for the event is Bill Jennings, and he has planned an 11:00 AM start if the 10-10-10 rule says the event is a 'Go'. That rule is: If at 10:00 AM the temperature is 10° or more and the wind is 10 mph or less, then the Winter Fun Fly will occur as planned.

Bill says the grill will be lit and a lunch of hotdogs and beverages served to all who show up, sometime around noon or so.

There are no special flying events scheduled. Bill feels it will be enjoyable for you to just come down and enjoy a nice Minnesota winter day flying airplanes at the nicest RC flying site in the state.

Watch the weather forecast and the website to know if the planes will need skis or wheels or whatever. Previous Winter Fun Fly events have had everything from 3 feet of snow to crystal-clear runways. We'll see you at Jordan on Saturday, March 4th for the Winter Fun Fly. ☺

**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.**

# Emergency Safety Alert

## Lithium Battery Fires

### AMA Safety Committee

Lithium batteries have become extremely popular for powering control and power systems in models because of their high energy density (capacity/weight ratio) compared to Ni-Cds or other batteries. With high energy comes increased risk in their use. The principal risk is fire, which can result from improper charging, crash damage, or shorting the batteries.

All Lithium-battery vendors warn customers of this danger and recommend extreme caution in their use. However, many fires have resulted from the misuse of Li-Poly batteries, leading to the loss of models and automobiles. Other property, such as homes, garages, and workshops, have also burned.

A Lithium-battery fire burns explosively at several thousand degrees and is an excellent initiator for ancillary fires. Fire is caused by contact between Lithium and oxygen in the air. It needs no other source of ignition, or fuel, to start.

The following is recommended for Lithium batteries to preclude ancillary fires:

- 1) Store and charge in a fireproof container — never in your model.
- 2) Charge in a protected area that is devoid of combustibles.

3) In the event of damage from crashes, etc., carefully move the battery pack to a safe place for at least a half hour to observe. Physically damaged cells can erupt into flames.

After sufficient time to ensure safety, the cells should be discarded in accordance with the instructions that come with the batteries. Never attempt to charge a cell with physical damage, regardless of how slight.

4) Always use chargers designed for the specific purpose; it's preferable to have a fixed setting for your particular pack. Many fires occur while using selectable/adjustable chargers that are set improperly. Never attempt to charge Lithium cells with a charger that is not specifically designed for Lithium cells! Never use chargers that are specifically designed for Ni-Cd batteries.

5) Use charging systems that monitor, control, and balance the charge state of each cell in the pack. Unbalanced cells can lead to disaster if the system permits a single cell in the pack to be overcharged. This means that the charging system must provide charge cessation as each cell reaches the proper voltage.

If the batteries show any sign of swelling, discontinue charging and move them to a safe place — outside. They could erupt into flames.

6) Never plug in a battery and leave it to charge unattended; serious fires have resulted from this practice.

7) Do not attempt to make your own battery packs from individual cells. Use only professionally packaged and labeled units which contain safer charging features.

Lithium batteries cannot be handled and charged casually, as has been the practice for years with other types of batteries. The consequences can be serious, resulting in major property damage and/or personal harm.

*(Reprinted from Model Aviation, February 2006)*

## Calendar

March 4	Winter Fun Fly CD: Bill Jennings
March 8	TCRC Membership Meeting, 7:00 PM Fellowship Hall CrossPoint Church Bloomington
March 11	Kit Building Workshop, 9:00 AM 'Heat Shrink Techniques' CrossPoint Church
March 11	Shop Tour John Dietz
March 25	Kit Building Workshop, 9:00 AM 'Fiberglass, Silk, Dope & Paint' Dave Andersen CrossPoint Church
April 15	Kit Building Workshop, 9:00 AM 'Engine, Fuel Tank, Servos, etc.' CrossPoint Church
April 15	Shop Tour Rick Smith
April 29	Kit Building Workshop, 9:00 AM 'CG, Control Throw, Radio Programming' CrossPoint Church

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## Nice TCRC Field Display



Bidders and sellers attending the TCRC Auction in Richfield were able to see a photo showing how nice the club's field is, and obtain literature about TCRC. (Photo by Jim Ronhovde)

**THE TCRC FLARE-OUT  
Monthly Newsletter**



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**Purpose:** To preserve, encourage, and further develop the hobby of building and flying radio controlled model airplanes.

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