



March

Minneapolis, Minnesota U.S.A.

2008

Was That An Auction Or What?

by Jim Cook

The 32nd Annual TCRC Auction is now history, and record-setting history at that!



The crowd settled in for a long day at the 32nd Annual TCRC Auction. (Photo by Jim Cook)

The event started with set-up at 7:00 AM, and ended after clean-up around 6:30 PM. TCRC members and spouses turned out in great numbers to make the event flow very smoothly, but all were pretty tired when the last item crossed the auction block at 5:30 PM.

The number of sellers and buyers were consistent with other years with 79 sellers and 225 buyers. The pre-registration of the sellers via TCRConline.com was very beneficial with considerably more than half completing their paperwork via the internet.

This year we had 486 items to sell, compared to 402 in 2007. This year, there was a considerable increase in the number of airplanes, and fewer of the auxiliary components of our hobby. The auctioneers of Scott Anderson, Jim Cook and Jay Bickford kept the action fast-paced, moving at item every 57 seconds. But even at that clip, items were being sold from 9:30 until 5:30, a span of 8 continuous hours.

Bobby Jo Dziuk was the chairperson of the concessions, and her crew of ladies were kept busy all day. When the dust settled, the gross sales exceeded \$1,100, and the net profit to the club was \$676. Great job ladies!

Gerry Dunne and son Gerry Jr. handled the raffle again this year, and they set a record for gross sales of \$1,099 and a net profit of \$595. Great job Gerry and Gerry! See the article elsewhere in this newsletter detailing the winners of the raffle.

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From The Cockpit Of The President

by Scott Anderson



Winter is always fun in Minnesota! It's dark when we get up to go to work and it's dark before we get in the car to go home. The limited daylight we can use to enjoy our model flying is on the weekends. Fortunately the temperatures have been mild with only a week or so below zero. In spite of the weather, our members are still getting out to share the sport with others.

The Auction

The TCRC Auction is not only a terrific social time and a great opportunity to buy and sell from your friends, but it is our largest funding source for our annual budget. Imagine that for only one day's work from the membership we earn half of our expenses for the year.



Jay Bickford auctions off a great looking warbird at the auction.

(Photo by Jim Cook)

Saturday morning February 9th was another one of those cold and dark days with the weather centers warning us of dropping temperatures, snow and high winds across the prairie. By 7:00 AM the parking lot of St. Peter's Catholic Church in Richfield was filling with cars, trucks, trailers and RV's loaded with aircraft and excited buyers and sellers. The TCRC membership quickly went into action transforming the fellowship hall into the largest RC Auction site in the 5 state region!

The impound was set up and operating in record time. Larry Couture, Alan Boucher, Jon Perry, and Pat Dziuk were accepting incoming materials and reminding sellers of the \$20 minimum. Although I may have missed one or two, I did see that Chris & Mark O'Connor, Mike Robin, Steve Meyer, Conrad Naegele, John Dietz, Vince Anderson, Butch Nuetgens, David and Stan Erickson, Wayne Rademacher, Jay Bickford, Brian Duncan, Mike Timmerman Morgan Larsen, John Hanna and Rick Smith all worked hard to organize the impound.

Buyer Registration was running like a well oiled machine with the experienced hands of Don Knauff, Bill Sachs, and Scott Johnson taking names and handing out numbers. Jim Cook was acting as gate security to ensure that all entries had paid their \$3 admission fee or were members working the auction. Non-working members are required to pay the admission.

By 8:40 we were ready to allow the bidders to wander through the 500+ aircraft, kits, engines, radios, and 'stuff' before we begin the bidding. Bidders were warned that the auction needed to move and that there would not be a lot of time for stroking out bids.

The auction began at 9:30 sharp with my well rested voice setting the pace. We rotated the selling with experienced auctioneer's Jim Cook and Jay Bickford every 30 to 40 minutes to keep the pace. Morgan Larson and Orv Schneewind worked double quick at the front desk recording each sale and passing the paperwork back to the records desk. They were amazing in their accuracy over the duration of the auction.

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TCRC Auction

Continued From Page 1

The total gross income and net income for the 2008 auction also set records. Those numbers were reviewed at the February 12th meeting and should be part of the minutes for that meeting. Those minutes can be read in the 'members only' section of TCRConline.com.

At the February meeting, the auction was discussed. Although everyone thought the auction was a huge success, most were concerned because of the length of time it takes to sell all of the items. Many ideas were presented to speed up the auction process. These included: eliminating the '\$5 increment bid', shorten the time necessary to describe the auction item, possibly changing the minimum bid, and tighter screening of incoming auction items. The board will review all of these possibilities at a later time.

A monster thank you goes out to all of the members and wives who worked so hard to make the 2008 edition of the TCRC Auction a huge success. As a small token of appreciation the club decided to host a pizza and pop party at the March 11th meeting. ☺

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.

The Concession Crew Supplied Good Food To All At The Auction



This was just one shift of the hardworking concession crew at the auction. (Photo by Jim Cook)

The Auction Recording Crew



The recording crew wasn't daunted by the fast action at the TCRC auction. (Photo by Jim Cook)

Pictures From TCRC's 32nd Annual Auction



The impound area was crammed with planes of all types and sizes.



Gerry Dunne and son Gerry brought in a nice profit as they ran the raffle again this year.



Auctioneer Scott Anderson takes the bids on a great looking plane.



The bidder check-in crew was a well-oiled machine all during the auction.

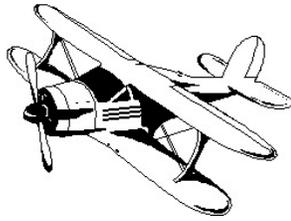


Buyers check out the planes in the impound area.



Jim Ronhovde finishes up with the mop.

Show & Tell



February brought more neat planes to Show & Tell.



Paul Doyle had a new ARF – a Super Sniper. This was a ducted fan jet that was done in bright lavender and red with yellow trim and weighed in at two pounds. He felt it would be capable of 130 mph and the fan turned at a max of 48,000 rpm. He plans on doing the maiden flight in the spring.



Gerry Dunne had his copy of the F-14 swept-wing that John Dietz made off of internet plans. Gerry's electric was done in Depron with a black color with silver trim. It weighed 16 ounces and he said it flies around 40 mph.



Gerry also had a beautiful T-28 electric. This ARF plane was done in Navy white with orange trim. It had a 42-inch wingspan and weighed 30 ounces. It was powered with a Parkzone 240 outrunner motor. Gerry has flown it and it performed nicely, although at this time he doesn't have any landing gear on the plane.



Chris O'Connor had the engine that will be powering the Sea Fury he is building. The engine was a radial Moki 250cc and consisted of 5-50cc 4-stroke engines. This power plant weighed in at 12 pounds and will develop 15 horsepower. Chris plans to spin a 32-inch prop on the Sea Fury. At this time, Chris feels that the plane will fly in August, 2009, so we won't be able to hear the radial fire up and run for a while yet. ☺

Bring Your Plane To The Next Meeting!

From The Cockpit Of The President

Continued From Page 2

Our treasurer, Mike Burk, spent the auction at his table taking payment for the auction sales. He tells me that he was thankful he did not have the time to get up to watch as he would have bought a lot of stuff.

We had to shut down the PA system prior to the 4:30 Mass so we moved our bidders closer together and worked acoustically until the last item sold at 5:28 PM. The remaining membership swooped in and began storing chairs, picking up garbage and sweeping floors. The place was spotless by 6:30 and the unclaimed items were hauled off for disposal.

Mike Burk put together a work party for Sunday to do the accounting and generate the checks. We started near 10 AM and had the envelopes and the bank deposit ready by 6 PM. The checks were in the mail to the sellers by 6:30 Sunday.

The 2008 TCRC Auction was an unqualified Success!

We had 225 registered buyers, 79 registered sellers check in, and we auctioned a total of 486 lots of goodies. If we used Jim Cook's optimistic view of a total of 20 minutes of break due to announcements and raffle drawings we auctioned continuously for 460 minutes giving us an average item time of 57 seconds per lot sold.

We had bidders from North & South Dakota, Iowa, and Wisconsin. Our friends from Park Rapids took advantage of the sale and took home a carload. We had 15 buy-backs by 5 sellers and 11 other items did not make the \$20 minimum bid.

The income to the club from sales worked out to a net of \$4,824.00 which is close to a 50% increase over 2007! Admissions were up from \$672.00 in 2007 to \$686.00 for 2008.

The Concessions team was lead by Bobbi Jo Dziuk and Sherri Timmerman and had good food and beverages for all. Everyone involved did a terrific job in keeping the crowd fed. Concession gross sales were \$1,101.14 with expenses of \$425.50.

The Raffle was spearheaded by Gerry Dunne who mailed out tickets to members early and was supported by Dave Schwantz's sales at Sky Hobbies through January. The income was \$1,099.00 and the expenses were \$504.55 making it very successful for the club.

Mike Burk is waiting for the final expenses to come through before he can post the results to the books.

There were some interesting details in what was bought & sold this year!

I counted 321 fully built aircraft including the 30% Carden Extra with the 80cc engine and extra's, 23 kits, 56 engines, 14 radio sets, 14 field boxes with lots of goodies, 16 bags & boxes of 'stuff', and a

dozen set of 'tools' and stuff, 7 helicopters, 8 bags of propellers, 2 simulators and one set of floats.

NEXT YEAR:

We learn something new every year and this year was no exception. Don Knauff documented his thoughts on the registration and bookkeeping process that we will use to improve future auctions. John Hanna had some terrific suggestions on how we could balance the workload in the impound. There were several excellent suggestions brought up in the February 12th membership meeting where we reviewed the numbers and the details.

Where for 2009?

The largest change will be the need to find another site for the 2009 TCRC Auction. We have outgrown the facilities and our time slot at St. Peters and we must either limit the number of items sold or find a new site. **I am asking our membership and friends to let us know what potential auction site may be available to TCRC for 2009.** Send a note to auction@tcrconline.com with your contact information, or call Scott Anderson or Jim Cook.

Remember, we are having pizza and pop at the March 11th meeting for all of the hard-working members. See you there. ☺



Ramblin's From The Right Seat

by Steve Meyer



That perfect flying day. We all can remember that perfect day of flying when everything seemed connected and right. Last summer I experienced one of those days. It was the middle of the week near the end of summer when the weather was warm and the winds were calm. Driving to the field I thought about all the guys that might be enjoying this day with me but entering the field road I found the gate locked, I had the field all to myself on this beautiful day. I took my time setting up and checking over the airplanes I had assembled. I fueled and range-checked my plane and taxied out to the runway. The wind was light down the east-west runway. The sky, with those cotton candy clouds, was the color blue you read about. The take off was picture perfect with an easy climb-out and bank to the left. As I did my first large loop into a nice slow roll I began to think it doesn't get better than this. I began to do my favorite maneuver, the Touch-and-Go, one after another until I was almost out of fuel. My landing, after all those touch and goes, was right on the center with a nice rollout. Taxing back to the pits I kept wondering where everyone was on this perfect day.....where were the flyers?

Then I saw them, one or two at first then five...ten...twenty. Over the trees their white bodies shining against the blue of the sky.....the flyers came. Their loops and rolls were perfect as were their stall turns and wingovers.....these guys were pros. They would soar into the thermals and pop out the top I watched in awe how well they flew.....like they had been doing it all their lives. These were Mother Nature's flyers (although some thought they were bomber pilots). Today they showed me how beautiful flying really can be. As I watched these birds I thought about a poem I have framed at home.

(Editor's Note: This poem was written in September 1941 by John Gillespie Magee. Magee was an American that joined the Canadian Air Force and flew Supermarine Spitfires in England during the dark

days of the Battle of Britain. One day while flying at 30,000 feet he was inspired and wrote the poem "High Flight" after he landed. Two months after writing this, John Magee was killed in his Spitfire. He was 19 years of age.)

HIGH FLIGHT

**Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;**

**Sunward I've climbed, and joined the tumbling
mirth**

**Of sun-split clouds—and done a hundred things
You have not dreamed of—wheeled and soared
and swung**

**High in the sunlit silence. Hov'ring there
I've chased the shouting wind along and flung
My eager craft through footless halls of air.**

**Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.**

**And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God**

John Magee, Jr.

March meeting's program is on float flying so bring lots of root beer and ice cream.....oops wrong kind of float. However, remember that we are having a pizza and pop party at that meeting to reward the hard working membership for another great auction. ☺

Micro Pylon Racing League

Wayne Rademacher talked at the February membership meeting about starting a micro pylon racing league for the summer. This would be done with electric airplanes of a set design. He has posted complete details of how the pylon racing would be done and the plane/engine requirements. If you have interest please send Wayne an email. Pat Dziuk will be setting up a special email address list at TCROnline.com to allow the interested members to start to discuss the topic.

Take a look at Wayne's proposal and consider being a pylon racer this summer. ☺

The Ed Mekola Donation To TCRC

by Scott Anderson & Jim Cook

Sunday February 10th TCRC Members Jim Cook and Scott Anderson met Dorothy Mekola to accept the donation of the Late Ed Mekola's RC Models and gear in time for the 2008 TCRC Auction. Ed had an exceptionally neat and well organized shop in the garage with aircraft stored in a spare bedroom. Even with this organization, it took Scott and Jim several hours to find everything and then try to shoehorn it into Scott's Town & Country minivan. It barely fit! Dorothy was very supportive and stood in the cold garage providing words of encouragement as well as hot coffee and rolls!



Scott Anderson, Jim Cook, John Dietz and Rick Smith sort through all of Ed's planes and equipment. (Photo by Scott Anderson)

Tuesday evening Jim Cook, John Dietz, and Rick Smith turned Scott's garage into an auction prep shop where items were opened, identified and packaged for resale. Thanks to Rick's quick hands (and powered screw driver) we were able to get done in a few hours. The larger items such as aircraft, field boxes, and tools were packaged for sale at the TCRC Auction. Other items such as individual engines, radios, bags of wheels and propellers were left to be sold by Scott (Pappy704) on eBay.

The items sold at the Auction included: a Goldberg Eagle 2 w/engine, a SIG Giant Scale Morrissey Bravo, a MidWest SuperHOTS, a MidWest Ugly Stick, and a Great Planes Cherokee 140 with engine, servos, and on-board lighting system. A Miller compressor and spray set, scroll saw, field boxes, and several lots of tools were also sold. All the items got

great bids. The 'lot' of tools that John Dietz had made a note to bid \$20 for sold for \$85. The total raised at the 2008 TCRC Auction for these items was \$825. These items were not counted in the Auction figures. The engines, radios and accessories that are being sold on eBay may bring in an equal amount. It will take two or three weeks before the eBay sales are complete. If you are interested in buying one or more of the engines or radios look for seller (Pappy704) on eBay.

Once we have the final numbers the board will review where to apply the funds to best honor Ed's contribution.

TCRC gives a big thank you to Dorothy for thinking of the club. We are sure that Ed's planes will continue to soar through the sky for many years to come. ☺

Tips For Cleaning Bolts

I saw this little tidbit on RunRyder on cleaning bolts before applying Loctite to them. To do so, place the pile in a fine strainer (stainless) and sink it in a pot of boiling water and regular, not lemon, Cascade detergent for about 10 minutes. Dissolve the Cascade first. Rinse thoroughly and dry when complete. The parts are very clean when done. No further prep work is needed. This is easier on the fingers than the manual method, especially on a new model with a whole bag of screws to do.

(Courtesy of Jim'sRC.com, and reprinted from the AMA November Insider Newsletter.) ☺

TCRC Raffle Complements The Annual Auction

by Gerry Dunne

Chair Gerry Dunne and son Gerry ran the TCRC Raffle again this year and brought in a nice profit to the club.



Auctioneer Jay Bickford announces the grand prize winner of the 2008 raffle. (Photo by Jim Cook)

Gross sales were \$1,099 and the net profit was \$594. The prizes were given out every hour and the grand prize at noon.

The raffle winners this year were:

- | | |
|--------------------|------------------------------|
| § Ron Mayer | Sky Hobbies Gift Certificate |
| § Tom Sroufe | Sky Hobbies Gift Certificate |
| § Joe Aguite | Sky Hobbies Gift Certificate |
| § Matt Smith | Sky Hobbies Gift Certificate |
| § Gordon MacDonald | Sky Hobbies Gift Certificate |
| § Mike Corgiat | OS Engine |
| § Kenny Roeder | Electric Airplane |
| § Dick Patch | Futaba Computer Radio |

The biggest thing that makes the TCRC Raffle a success is the pre-sales that are sold to all of the club members. A very big thank you to all for helping to make the Annual Auction a record breaker. ☺

New Member

At the February meeting Kris Hanson joined the club.



Kris lives with his wife Heather at 14950 50th Street in Mayer, 55360. Their phone number is 612-702-3609. Kris has been flying for some time and currently has 21 airplanes, including an Aerostar 40, a Kadet 60, a flying car, and a 9-foot Northwest 757.

When you see Kris at the next meeting be sure to introduce yourself and welcome him to the club. ☺

Calendar

- | | |
|----------------|--|
| Mar. 1 | Winter Fun Fly
Jordan Field
Pat Dziuk |
| Mar. 11 | TCRC Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington |
| Mar. 15 | Shop Tour
Dave Schwantz
1:00 PM
New Market |
| Apr. 5 | April Fool Flyer
Jordan Field
John Dietz |



February Shop Tour – Gerry Dunne

by Scott Anderson

Saturday February 16th was a great day to get out of the house. Half a dozen TCRC members converged on Gerry Dunne’s house in Bloomington to see the shop of a ‘master’!

Don’t Forget To Pay Your TCRC Dues

With the arrival of the new year, your 2008 TCRC dues are due:

The dues structure is the same as last year:

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

A dues reminder was mailed to each member early in December. Take the time to fill it out, make a copy of your AMA card, and get them to the membership director Tom Thunstedt.

Pay your TCRC dues today. ☺

Reinstalling The Fuel Tank

Have you ever tried to run those pesky fuel lines through the tiny holes in the firewall while the motor is installed and you got a headache? Well here is your aspirin! If you have any old pushrods or old bent landing gear lying around, straighten them as best you can and route them through the front of the firewall to the radio compartment. Then hook your fuel lines onto the wire and pull the wire out of the firewall. Easy huh?

(Courtesy of Jim’sRC.com, and reprinted from the AMA November Insider Newsletter.) ☺



Gerry Dunne poses proudly in his shop which produces all of those electrics that he shows up with. (Photo by Scott Anderson)

Mike Bellefeuille, Mike Burk, Paul Doyle, Pat Dziuk, Jon Perry and Scott Anderson were treated to the ‘inside story’ to the famous “*Dunne Flying RC*”. Gerry showed his aero-videography system to capture live feed from one of his electrics as well as his radar gun for validating the speed of his new EDF jets. I had to comment on how clean and organized Gerry’s shop is compared to my own!

It was surprising but we did find SEVERAL nitro-powered models as well as fuel in his shop! Thanks for inviting us over Gerry!

The next scheduled shop tour is that of Dave Schwantz on March 15th. Remember, Dave is the club’s resident jet guru, so don’t plan on missing this opportunity!

Pizza & Pop At The March 11th Meeting!

Before the Wright Brothers, There Was Gustave

source: gustavewhitehead.com

1901: Gustave Whitehead purportedly travels a mile and a half in the air aboard his birdlike monoplane. If he did, that means he flew nearly two-and-a-half-years before the Wright brothers' celebrated flight at Kitty Hawk.

There is evidence that several aviators on both sides of the Atlantic preceded Orville and Wilbur Wright into manned, heavier-than-air flight, although Whitehead's claim appears to be the best documented.

That few people outside of aviation buffs have ever heard of Whitehead — originally "Weisskopf" before he immigrated to America from Germany — can be attributed to several factors including, Whitehead defenders say, the outright refusal of the Smithsonian Institute to even consider the possibility that anyone beat the Wright brothers into the air.

Nevertheless, that's exactly what he appears to have done. Although there is affidavit supporting Whitehead's claim to make a bona fide flight as early as April 1899 (filed by an assistant who said he was scalded by steam from the aircraft's motor,) his August ascent was the first one clearly documented and witnessed by people not associated with the project.

The aircraft used for the August 14 flight was named Number 21, since Whitehead rather unromantically christened his experimental craft in numerical order.

February All Season Flyer Event Has Lots of Snow And Flyers

by Gerry Dunne

Saturday, February 2nd started off overcast but the sun came out a little later to welcome all of the All Season Flyers who came to enjoy the day.



Cool air didn't stop these intrepid flyers as they added their second month to their 2008 ASF patch. (Photo by Pat Dziuk)

About 15 to 20 pilots brought several planes to the event and enjoyed a day with only a slight breeze. The morning started with mostly electrics but by noon there were a bunch of glow-powered aircraft also.

An AMA 'all season flyer' is a pilot that puts in at least one flight outside in every month of a calendar year. This is quite a feat in Minnesota. The next scheduled day of flight for the ASF guys is March 1st at Jordan Field during the Winter Fun Fly. ☺

Number 21 was built with bamboo ribbing and covered in silk. (Number 22, which would fly the following January, substituted steel tubing for bamboo.)

Four flights were reportedly made that day, the first coming before daybreak. Three others followed in the afternoon, including a mile-and-a-half journey where Whitehead reached an altitude of 200 feet. In contrast, the Wright's historic first flight in 1903 lasted a mere 12 seconds while traveling 120 feet.

(Reprinted from the Camarillo Flying Circus, Camarillo, CA.) ☺

Alon Model A-2 Aircoupe

by Conrad Naegele

The February Mystery Plane was the Alon Model A-2 Aircoupe.



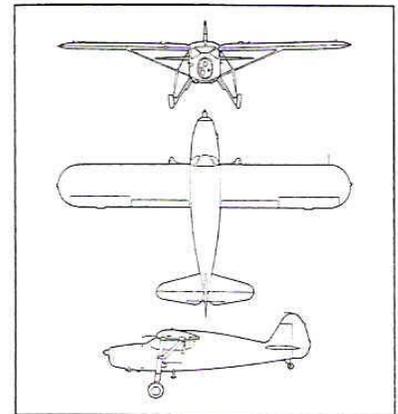
The Model A-2 Aircoupe is a classic American light airplane, and has a long history, being designed by the Engineering and Research Corporation (E.R. Co., hence the original name ERCO), founded in 1930. Now, the prototype, the Model 415C, was not flown until 1937, but it represented an advanced design for its era, and was subsequently built in large numbers.

A low-wing cantilever monoplane, it had wings of all-metal construction, with the exception of fabric-covered outer wing panels. Incidentally, the wing structure has only one-third of the structural pieces of the usual light aircraft wings! The fuselage and tail unit were all-metal. The cantilever tailplane was mounted high on the fuse and carried twin endplate fins and rudders. A non-retractable tricycle gear had oleo shock absorbers. Power was provided by a 65 hp flat four. The most unusual feature was an 'easy-to-fly' system which eliminated rudder pedals. The ERCO system linked ailerons, rudders, and nose wheel so that all turns were made with the control wheel.

Production ended with the outbreak of WWII, but post-war, some 6,000 units were manufactured, under the names of Ercoupe and Fournair. All assets were attained by Alon in 1963 and an improved model, the Model 2 Aircoupe flew in 1964. No major changes. Production continued until 1967 when the company merged with Mooney Aircraft. Interestingly, throughout the production run, the aircraft were always offered with or without rudder pedals! The plane without rudder pedals was considered as 'unable to spin'.

The Aircoupe was a two-seat aircraft, had a wingspan of 30 feet and a gross weight of 1,450 pounds. It had a maximum top speed of 124 mph and a range of 450 miles. ☺

March Mystery Plane



TCRCOnline.com

TCRC continues to have one of the best R/C club websites in the United States.

Webmaster Pat Dziuk has made this site extremely user-friendly and very informational.

Members can get almost up-to-the-minute info on upcoming events, and last-minute postponements are quickly posted.

The club newsletter can be seen every month with all of its pictures in bright color.

If you haven't visited the website yet, take the time to do so. You will not be disappointed.

See what is happening at TCRCOnline.com. ☺

Service Advisory On Futaba TM-7, 6EX & 7C FASST Systems

(This was posted on January 17th on AMA's website and also on the District II website. I thought it important enough to send it directly to you as follows:)

This service advisory affects only owners of the Futaba TM-7 module and 6EX and 7C FASST systems. Each FASST transmitter contains a unique eight digit identification code, programmed at the factory to identify the respective transmitter and to allow a receiver to be paired only to that radio's signal. Recently we have learned that a very small number of the TM-7 modules, and 6EX and 7C FASST systems were incorrectly coded with a common code number during the manufacturing process. These units were subsequently sold prior to our awareness of the situation.

If two or more units, utilizing this common identification code, were to be in use simultaneously, they may cause interference with one another. Please note: Units

which utilize the correct identification code will not be affected by these units.

We're extremely confident that this is not a widespread problem. We know of only one instance in the United States. However, to give you peace of mind that your system is not affected, we will soon be setting up test stations at participating hobby shops throughout the country where you will be able to go to determine -- within a matter of minutes -- whether or not your transmitter is affected, at no charge to you. Or, if you prefer, you may send it in to our service center we will analyze it for you at no charge. If any problem is found, it will be replaced. We will gladly pay the postage for returning the unit and sending it back to you.

If you have questions or concerns, please do not hesitate to contact our Futaba Service Center at: 217-398-0007 or via email at: service@futaba-rc.com. Our staff is available to you Monday-Friday, 8am-5pm U.S. Central Standard Time.

Precautionary Measures and Information-

1) As with all radio control equipment, we strongly suggest that you pre-flight your aircraft thoroughly prior to flying. When flying at a location with other FASST owners, prior to flying we suggest that all pilots briefly activate their systems simultaneously to check for any interaction between units. If any interactions should occur, do NOT fly. Return the unit to the Futaba Service Center for immediate replacement.

2) Each time that your transmitter is turned on, it is imperative that you allow the FASST system an adequate amount of time to thoroughly boot-up completely before shutting down the transmitter. We recommend allowing the system at least five (5) seconds prior to turning off the power to the transmitter.

3) If the transmitter and receiver have lost their binding which required them to be re-linked, we recommend returning them to the Futaba Service Center for analysis. This is not expected behavior and should be investigated accordingly to be safe. ☺

Wow!

February Special!

\$20 Off

*The HANGAR-9
B-25 ARF!*

Valid until 3/1/2008

Best Prices & Selection!

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Jeremy Steinmueller-Proprietor

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Getting The Electrics Ready



At the February All Season Flyer held on February 2nd, the electric guys found it easier to use the shelter as their pit area. Here Paul Doyle and Gerry Dunne are just about ready to fire over their planes and soar back into the air. ☺

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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