



May

Minneapolis, Minnesota U.S.A.

2009

Holy Toledo!!!! 2009

by Jim Cook

Thursday morning at 6:00 AM AST (Anderson Standard Time) Scott Anderson, Pat Dziuk and Jim Cook headed for Toledo, Ohio and the 55th Annual Weak Signals Toledo R/C Expo. Arrival time at their hotel was 7:00 PM. After checking in, they touched base with Scott Gerber, who was driving up from Missouri, and made plans to meet him for dinner. Scott is a past member of TCRC and usually tries to coordinate his trips to Toledo with those of other club members.



The entire TCRC group assembles for a picture by the Saturn 5 rocket. (Photo by Jim Cook)

Friday morning the group started their R/C excursion by going to the Swap Meet that is held on the 2nd floor of the Seagate Center. This is a huge sale and takes many hours to see all of the tables. The guys spent an hour or so here until the main floor of the Expo opened at 9:00 AM.

Friday morning on the main floor is always enjoyable because the crowd is not huge at that time. The drawback for this early time is that the planes for the various competitions and awards are only starting to arrive and the display area will not be complete until Saturday afternoon.

On the main floor just about any company that is doing business in the R/C hobby has a booth displaying its wares and all of the new products and concepts are demonstrated. This year electrics and miniaturization were obviously being shown, but also there was a shift to BIG electric components, especially engines and lipo batteries. Coaxial electric helicopters also seemed to be in abundance, with flight demonstrations everywhere.

Scott and Jim make the trip to Toledo every other year, but this was Pat's first Toledo Expo. He seemed suitably impressed with all of the displays and didn't seem to be bashful about purchasing R/C items that he just had to have.

Lots of Twin Cities' people were in attendance, with Jeremy Steinmueller of Sky Hobbies having a large booth in the swap meet. Mike Buzzeo was present with a huge crew from R/C Universe to cover and photograph the Expo.

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Ramblin's From The Left Seat

by President Steve Meyer



THE RIVER IS DOWN AND THE FIELD IS DRY. Every year those are the words I want to hear because I know the warm weather flying season is back. I know many of us fly in the winter but there is just something about that first warm day at the field after the water goes down. This year that day for me was Earth Day-May 22. When I arrived at the field Jim Ronhovde and Dave Erickson were getting the tractor/grader and power brush ready to do some field cleanup. We know the official field clean up is on May 2nd but Dave said the dirt/mud on the runways damaged one of his aircraft so we decided to power brush the dirt off. Jim wanted to grade the parking lot and road before it dried out too much and the gravel/dirt became "concrete". Also there wasn't a crowd of cars to move at that moment. After cleaning off the runways we all enjoyed some "dust free" flights that afternoon.

I want to thank Wayne Rademacher for hosting our first shop tour this month. Wayne's winter project this year was a CNC machine that will use a router to cut parts out of flat stock. Wayne said he wished it was a laser but they still cost too much. We were all impressed by the way this machine could cut wing ribs and formers.



Checking out Chris O'Connor's P-38 at the shop tour at his house to see if it measures up. (Photo by Steve Meyer)

I also want to thank Chris O'Connor for opening his hanger/garage for our final shop tour this year. Most of Chris's winter building projects

were completed and setup in the garage so we could get a good walk around look at his scale aircraft. Chris has more projects in his shop to complete but now he says its flying season.

May 2nd is our official **Field Cleanup/Fun Fly**. This year we didn't get hit by the high water like in previous years so the field is in really good shape. The cleanup should go quickly so you can get to the important stuff.....flying.

It's time to get your feet wet. May 9th is our **Spring Float Fly** at Bush Lake Park in Bloomington. If you have not tried float flying I hope this is the year you do.

On May 16th Scott Anderson is hosting our first **Combat** event of the season. If you would like to chase other planes around and cut streamers this is the event for you. Come out and see what RC Combat is all about and join in the fun.

Get out that new winter project since the **2009 TCRC Building Contest** is on May 30th. If you have something new you've built now is the time to show it off. If the weather doesn't cooperate then the contest will be at the June meeting.

Hope to see you all at the field this summer. ☺

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.

Toledo Expo

Continued From Page 1

After dinner Friday evening, the guys headed to the e-TOC competition. The 16 finalists were flying their required patterns, but they were also flying their freestyle choreographed routines to some great music. The previous two winners were among the competitors plus several European entrants. It is absolutely amazing the precision that these guys demonstrated during the evening.

Saturday morning Jim, Scott, Scott and Pat met up with the second contingent from TCRC, which included club president Steve Meyer, Chris O'Connor and Mark Wolf. Group pictures were taken, notes compared on what had been seen so far at the Expo, and then everyone headed their separate ways on the main floor.

The competition displays were filling up on the main floor and it was obvious that selecting winners from the many planes was going to be a very difficult task for the judges. Some of the more memorable craft were: A huge Saturn 5 rocket that is actually slated for firing later this month; a fantastic Spitfire; a B-29; two unbelievable tanks; various jets; gorgeous Monokote finishes; etc. My selection for 'best of show' was the Spitfire that had extreme detail.

Around 11:00 AM on Saturday, Scott Gerber said his goodbyes and headed back to Missouri, while Jim, Pat and Scott climbed into the van and headed 140 miles south to Wright Patterson Air Force Base and

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Just The First Purchase Of Many



Pat Dziuk was like a kid in a candy store at the Toledo Expo.
(Photo by Jim Cook)

Unbelievable Scale Detail On A Beautiful Spitfire



Every model entered in the various categories of competition was extremely well done, but this Spitfire really stood out.
(Photo by Scott Anderson)

Toledo Expo

Continued From Page 3

the USAF Museum. Arrival time was around 2:00 PM and the guys had 3 hours before the museum closing time to peruse the displays of some very historical aircraft. They spent the bulk of that time in the hanger that housed the early flight airplanes and the WWI and WWII warbirds. The next hanger had the Viet Nam War aircraft and the Cold War planes. The B-36 really took up a huge amount of space and the guys marveled at the size and beauty of this piece of aviation history.

All too soon, the clock struck 5:00 PM and the museum closed for the day. A quick run through the USAF museum store followed and then the crew headed back to the van for the trek back to Minnesota.

Pat had his trusty i-Pod on and it detailed a winter storm that was coming in from the west which promised to hit Wisconsin about the time the group would be driving through that State. The forecast proved to be very accurate and our intrepid travelers did indeed encounter the storm around Eau Claire, Wisconsin. Driving was a little tense after that time but the crew still arrived home around 4:00 AM on Sunday, tired, but happy.

The Toledo Expo is always a great experience and the comments from the three guys reinforced this fact. Next year's edition of the Weak Signals Toledo Expo is already set for a week later – April 10, 11 and 12, 2010. Think about being part of Expo 2010. ☺

The Displays of Airplanes At The Toledo Expo Were Everywhere



Every booth on the main floor at the Toledo Expo usually had several R/C airplanes to attract the hobbyists. (Photo by Jim Cook)

Always A Lunch At Murphy's



Jim, Scott and Pat enjoy a beer and a great lunch at Murphy's, across the street from the Seagate Center. (Photo by Jim Cook)

Pictures At Toledo Expo and Wright Patterson



Scott Anderson, Scott Gerber and Pat Dziuk rest before heading back into the Expo.



Scott Gerber admires a beautiful model of the Rutan Boomerang at Expo.



The USAF Museum in Dayton is a fantastic place to spend a few days in aviation history.



The guys inspect the results of another Larry Couture successful landing.

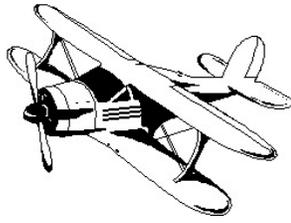


Good looking guys with a good looking P-38.



The sun sets at Dayton and the aviation trip.

Show & Tell



By Pat Dziuk

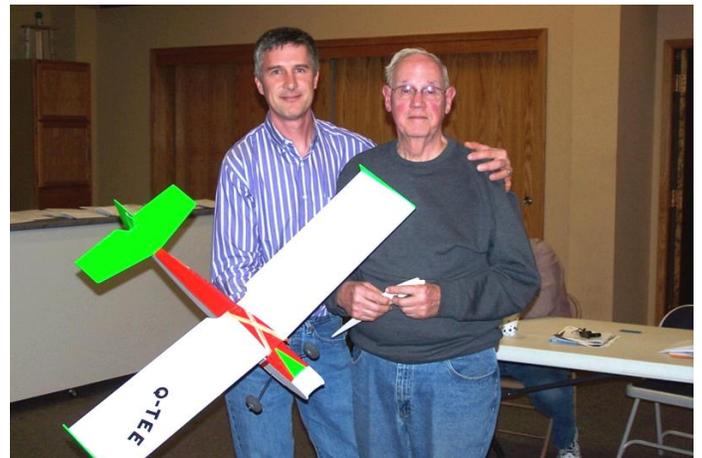
May brought a lot of nice planes to the meeting.



Steve Meyer had his 1/5th-scale PT 19 biplane built from a DynaFlight kit. This plane was purchased at the TCRC auction. Steve has always wanted this particular model because his father learned to fly one during WWII. The plane has a wingspan of 89" and is powered by a Zenoah 26 with a custom-made exhaust which should give it a very scale flight envelope. It was covered with Sig Coverall and painted with latex paint. It sports Robart gear and has scale split flaps. Steve notes that he has a doll -- er I mean action figure on order. The plane will be flown with a 2.4GHz radio system early summer.



Prolific Paul Doyle had a new P-51 Mustang ARF electric. He had an outrunner motor setup to run either a 3S or 4S Lipo battery delivering 600 – 950 watts. It weighed in at 16 ounces with the battery. Paul customized the plane into red, white and blue from decals he created on his inkjet printer.



Wayne Rademacher and Conrad Naegele had a Q-TEE model that was made by Conrad and given to Wayne. Wayne remembered an early flight experience with a Q-TEE and has been asking Conrad to build one for him for a while. Conrad remained uncommitted. When Wayne finished his CNC machine he offered to cut out the parts if Conrad would build it. Conrad continued to remain uncom-



Gerry Dunne had an electric Phase 3 F16 ducted fan jet. He decided to leave this with the stock brushless motor that came with the ARF. It develops around 300 watts on a 3S Lipo battery. It weighed in around 16 ounces.

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April Fool Flyer

by Gerry Dunne

Saturday April 4th had an overcast sky at the Jordan field. Paul Doyle and Gerry Dunne showed up around 10:00 AM to kick-off the TCRC April Fool Flyer. Initially both of us thought we might be the only flyers, but soon Rick Smith showed up and he was followed by Corey Kaderlik and Stan Erickson.



Not a bad turnout for the April Fool Flyer.
(Photo by Gerry Dunne)

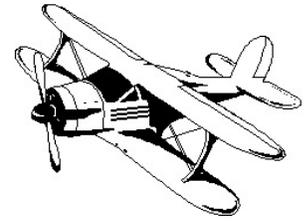
Nothing special was planned except a whole bunch of flying, and that is just what we did. Besides the pilots there were about ten spectators who came down to see the flying and enjoy the field.

Flying continued until about 1:00 PM, and then the guys packed up and headed for home.

Thanks to Gerry Dunne for stepping in to chair the April Fool Flyer at the last minute. Also thanks to all who came down to be a part of this event. ☺

TCRCOnline.com
A Great Website!!!

Show & Tell



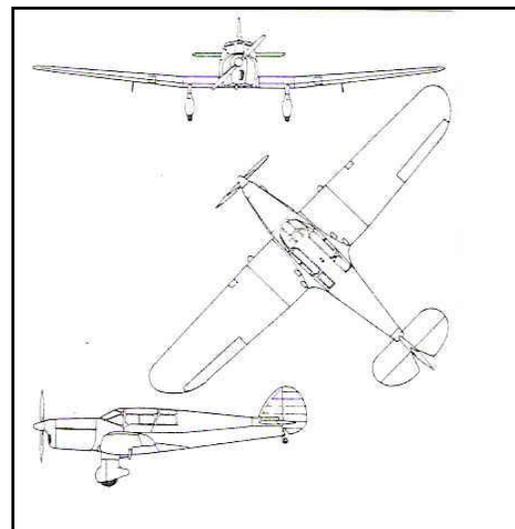
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mitted to the idea, but at the April meeting he showed up and delivered a scratch-built Q-TEE to Wayne made mostly from his scrap box. Wayne needs to outfit it with a small electric motor prior to its first flight this spring.



Corey Kaderlik showed off his new mini coaxial heli made by Blade. It was the Blade mCX. He commented that it is a fun entry-level heli and pretty easy to fly. ☺

May Mystery Plane



The Co-Pilot's Report

by VP Wayne Rademacher



After months of jabbering about my CNC project, I finally got it running. In fact, I was able to demonstrate it at my "first ever" shop tour. As part of the demo, we cut a couple of wing ribs. People were amazed to see how quickly and accurately parts could be manufactured. During the demonstration, Conrad ask if it was difficult to make a rib or bulkhead from plans. I told him it was EASY (Conrad doesn't like when I say things are easy J) I proceeded to open a CAD file/plan for a Sopwith Camel and extract a rib. As part of this demonstration, we doubled the size of the rib and generated the cut file required to guide the CNC router. We proceeded to cut the file we just generated.....the whole process took less than 5 minutes. Conrad again commented on how quickly one could build an airplane with a machine like this. He said this would have taken him much more time by hand. All in all, the shop tour was very fun for me; it was fun to visit with people that have a similar interest and passion for model aircraft.



Conrad Naegele's 'kid in a candy store' expression sums up Wayne's great demo of his CNC machine at his shop tour.

(Photo by Pat Dziuk)



**Action During the 2008 Pylon
Racing Season.**
(Photo by Wayne Rademacher)

Season 2 of GWS Pylon racing is set to begin this weekend (Sunday May 3rd). As of today, the weather forecast for Sunday looks good and the field is dry....what else do we need.

Here are the basic rules and race schedule for those that are not familiar with our pylon racing league. See the TCRC website for full details.

The Planes:

Only the GWS WWII fighter kits are allowed. These kits are readily available at most local hobby stores. They usually run about 30 bucks a plane. The kit must be built stock, no modifications to the airframe are allowed.

GWS Planes currently allowed in this class include:

P-51 Mustang, ME-109, Supermarine Spitfire, AM-6 Zero, F-4U Corsair, FW-190, P-40 and North American AT-6 are allowed.

The Motor, battery and propeller:

Pilots can use any battery, motor and prop combination as long as the static speed does not exceed 45mph. Static speed is calculated with this

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The Co-Pilot's Report

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Formula: RPM x Pitch divided by 1056. Example: 9x5 prop @ 9000 rpm = $(9000 \times 5) / 1056 = 42.6\text{mph}$

2009 Race Schedule: Warm-ups @ noon, racing starts at 1:00pm

May 3rd (alternate May 17th)
June 7th (alternate June 21st)
July 12th (alternate July 19th)
Aug. 2nd (alternate Aug. 9th)
Sept. 13th (alternate Sept. 27th)
Oct. 4th (alternate Oct. 18th)

This race series proved to be very popular last year; folks really enjoyed the friendly competition and camaraderie. If you are not interested in competing, I would like to encourage you to checkout a race or two....we think you will find this a very enjoyable spectator sport.

Remember....field clean-up is set this Saturday (May 2nd). As the saying goes, many hands create light work J

That's it for this month, see you at the meeting. ☺



May 2nd Jordan Field Clean-Up

by Corey Kaderlik

A lot of members have already been working on getting the Jordan Field into shape. Someone dragged the driveway and parking lot, and both look really great.

The official Jordan Clean-Up day is scheduled for 9:00 AM on Saturday, May 2nd. There is not a lot that has to be done. We need to bring the tables and starting benches down, and do some sweeping and tidying up and we will be ready to rock.

But instead of rocking, bring an airplane or two and plan on putting some flights over the skies of Jordan.

I would also like to say something to the membership that if you either open or close the Jordan field and switch the sign at the main field you must also do so at the fairgrounds also. Someone opened the main Air Park and did not close the Fairgrounds flying site. This could interfere with someone flying at either site. In addition I was informed by the Fairgrounds management that someone was flying at the fairgrounds after it was closed and the main field was open. It is very important that flying only occurs at one of our sites.

This looks like it is going to be a very enjoyable flying season for TCRC at our beautiful Air Park. ☺

Spring Float Fly May 9th

by Jim Cook

With the arrival of warm weather comes the annual TCRC Spring Float Fly at Bush Lake Park in Bloomington.

Saturday, May 9th the float fly will start at 11:00 AM. This is always an enjoyable and well-attended event with lots of great looking float planes from around the Twin Cities, usually some very fine weather, and lots of spectators that appreciate seeing our planes fly off of the water.

Jim Cook and Dave Erickson are the co-chairs for this event and they will be bringing the TCRC retrieval boat. A short pilots' meeting will be held just before the starting time of 11:00 AM.

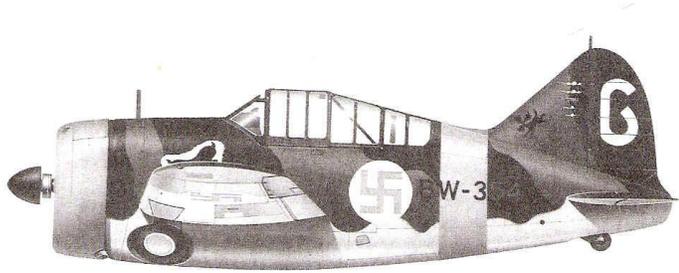
TCRC has held this event, both in the spring and in the fall, at Bush Lake for many years. Several pilots from clubs around the Cities make it a point to come out for a few flights. Bush Lake is an ideal site for a float fly since there is a peninsula that sticks out from the beach and allows good, safe flights no matter what direction the wind is from. TCRC provides a boat and motor for retrieval of planes that have deadsticks (or worse) out in the lake.

If you haven't flown off of floats, now is the time. Take that favorite plane and equip it with floats and head out to Bush Lake Park on Saturday, May 9th for the TCRC Spring Float Fly. ☺

VL “Humu”

by Conrad Naegele

The April Mystery Plane was the Finnish V L “Humu”.



One of the most extraordinary fighters built and flown during WWII was the “Humu”, literally “Reckless”, produced by Valton Lentokonetehtas of Finland. It was not that the Humu was at all unconventional in any respect, but rather it was a copy of a 7-year old American design, adapted to make use of locally available materials and captured enemy equipment. It was built without any licenses or assistance from the parent manufacturer, Brewster. The Finns had 43 Brewster fighters. It was proposed that their small fighter force be supplemented by this plane, using captured Russian instrument and power plants. They planned on up to 90 planes using Schvetsov radials, and 80% wood, and an entire wooden wing.

The wood wing and other wood components added 550 pounds, and shifted the CG back beyond the CG envelope. This was corrected and the prototype flew in June, 1944. It proved to be too heavy and resulted in ‘white knuckle’ handling. It did fly a total of 19 hours, 10 minutes, and then the program was abandoned. To top it all off the Russian engine failed to produce anywhere near its rated horsepower. The plane was placed in storage and survived the war.

Of course the Brewster “Buffalo” was one of our (US) worst airplanes, and was universally labeled by aviation authorities as an “unmitigated disaster”. Slow, unwieldy, overweight, and little firepower, they were shot to pieces as soon as they entered combat at the onset of WWII. Strangely, the Finns loved the plane, and wreaked havoc on the Russians, with a kill ratio of 10 to 1.

The Humu had a wingspan of 35 feet, a gross weight of 6,387 pounds and a maximum speed of 267 mph. The Schvetsov 9-cylinder radial engines developed 930 horsepower. ☺

TCRC 2009 Mowing Schedule

by Corey Kaderlik
Field Maintenance Chair

The mowing schedule is filling in nicely for the 2009 flying season. Below is the current mowing schedule:

 TCRC 2009 Mowing Schedule			
May	17	Corey Kaderlik	Runway edges and South section
	24	Scott Johnson	Runway edges and North section
	31	Jay Bickford	Runway edges and South section
June	7	John Dietz	Runway edges and North section
	14	Pat Dziuk	Runway edges and South section
	21	Bill Jennings	Runway edges and North section
	28	Tim Wirtz	Runway edges and South section
July	5	Stan Erickson	Runway edges and North section
	12	John Dietz	Runway edges and South section
	19	Ken Corrin	Runway edges and North section
	26	Gerry Dunne	Runway edges and South section
August	2	Jay Bickford	Runway edges and North section
	9	Stan Erickson	Runway edges and South section
	16	Ken Corrin	Runway edges and North section
	23	Butch Neutgens	Runway edges and South section
	30		Runway edges and North section
	1-20	Jim Ronhowde	Reinvest In Minnesota (RIM) Land West and East sections
September	6		Runway edges and South section
	13	Ken Corrin	Runway edges and North section
	20	Steve Meyer	Runway edges and South section
	27	Corey Kaderlik	Runway edges and North section
October	4	Corey Kaderlik	Runway edges and South section

You will note that we still need someone to sign up for the week of August 30th, and someone for the week of September 6th.

Thanks to everybody for volunteering. Mowing isn't near as much fun as flying, but it still has to be done. ☺

Touring Chris O'Connor's Immaculate R/C Shop

by Scott Anderson



Chris talks about one of his giant-scale R/C projects as Morgan Larson looks on. (Photo by Scott Anderson)

What a great shop tour! Imagine seeing the source of all those beautiful aircraft Chris O'Connor has been flying. We had a great turnout with 8 to 10 members attending at 1:00 PM on Saturday, April 18th. Before we even get to the shop we pass through the 2-1/2 car garage that has the floor covered with flyable giant-scale aircraft. The TopFlite P-51D was finished in Flitemetal and looked terrific!

Chris' shop is immaculate. (I could really learn how to organize a shop from Chris!) Everything has its place and is in it. The Hawker Sea Fury is on one bench and is HUGE! I can't wait to see it at the next building contest. We saw the T-34 project he currently has on another bench. It will have a wingspan of about 99" and be powered by a Zenoh T-80 twin. The retracts are a special package from Robart that look to be near perfect mechanical reproductions.

Near the bench is the bones of the 1/3rd scale Andy Schreiber Pitts S-2 Big Stinker that Chris built in the late '70s (and stored in my shop for the past 25 years). Nathan O'Connor is in the process of rebuilding it to fly again with a 3W-100 twin for power. Another project in the corner is the Dario Brisigella Stolp Starduster Too waiting for an engine and covering.

The tour of Chris's shop brought to a close the 2009 Shop Tour program. Thanks to all of the guys who took the time to invite the other members to see how they approach building a plane. Also thanks to all who came out to the tours to enjoy the builders' hospitality.



Corey Kaderlik, Larry Couture and Conrad Naegle admire Chris' shop. (Photo by Scott Anderson)

Consider inviting TCRC to visit your shop when the building season starts at the end of this year. ☺

New Members

More new members joined the club in April.

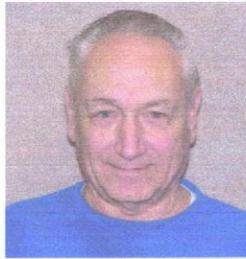
Tom Mitchell lives with his wife Kathleen at 4116 Edmund Blvd. in Minneapolis, 55406. Their phone number is 612-867-5242 and his e-mail address is tom@loudhymns.com. Tom has been flying park electric models for about three years. All of his planes are currently electric including a ducted fan jet.

Curtis Beaumont lives with his wife Nancy at 16117 Valley View Road in Eden Prairie, 55344. Their phone number is 612-991-8693 and his e-mail address is beau0090_99@yahoo.com. Curtis has been flying for one year and currently has a Simple Stick, a BH Twister, a Nexstar, a SIG seaplane, a SIG 4-Star and a Cox Giles-202.

When you see Tom and Curtis at a meeting or the field be sure and introduce yourself and welcome them to TCRC. ☺

Safety At The Field

By Larry Couture



Well here it is the end of April, 2009. The field was flooded for a bit this month. This kind of explains my not being out to the field a lot. I did go to the Fairgrounds once during that flood period but when Dan and I got there the wind was just a howling and we decided not to fly. I did get to the field yesterday the 22nd and a few were there with their planes, and it was a great day for flying. The two planes I brought had not been run or flown since fall and both of the engines refused to run well. It appears that the carbs are dirty or plugged.

I would suggest that you check your engines and run them before making the trip to the field because it's just not as much fun watching as it is flying. But dead stick landings just after take off can get your direct, un-wavering and complete attention.

The annual field cleanup will be held on Saturday May 2nd and I hope all the members can pitch in and give a helping hand at this yearly event. It will make the job shorter and we can all get some flying in, to boot.

FOR THE 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. I suggest that all members should read them at the beginning of the flying season which is HERE now. One other thing and if I don't mention it I will hear about it, and that is after landing the engine should be cut at the line on the taxiway and not at a buddy's flight box in the pits (no excuses excepted).

There is always one 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 and on the field travel and make sure the others hear you and acknowledge you. This is in my opinion the most important rule to follow always as it makes accidents less likely to happen. AND IT SEEMS TO BE WORKING SO KEEP IT UP!!!

Thought for the day: Fly often, have fun and crash less, and as usual all landings from which you can fly again are great but not always graceful so keep the rubber side down.

☺

Calendar

- | | |
|--------|--|
| May 2 | Jordan Field
Clean-Up & Fly-In |
| May 3 | Micro Pylon Racing
Jordan Field
Noon Warm Up
1:00 PM Racing
Wayne Rademacher |
| May 9 | Spring Float Fly
Bush Lake Park
Bloomington
11:00 AM
Jim Cook |
| May 12 | TCRC Membership
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington |
| May 16 | Just For Fun Combat
SPAD Gnats
Jordan Field
Scott Anderson |
| May 30 | Building Contest &
Fun Fly 11:00 AM
Jordan Field
Jay Bickford |

2009 TCRC Roster Mailed

The new 2009 edition of the TCRC Roster was distributed to those in attendance at the April meeting and then mailed to the remaining membership.

If you did not receive your TCRC Roster, give Pat Dziuk or Mike Timmerman a call.

Thanks to Pat and Mike for all the work they do on the roster. ☺

2009 TCRC Building Contest

by Jay Bickford

It's time again for the annual TCRC Building Contest! This year I would like to encourage everyone to bring out their new planes even if you don't intend on entering them into the official judging. I think it would be great if this could almost be a giant "Show and Tell" where everyone gets to show off their new toys.

The contest will again have our four traditional categories of: Trainer; Sport/Pattern; Scale; and ARF. And due to the continuing growth in the popularity of electrics out there, the Small Electrics category is back again for it's 2nd year. So the 5 categories are: Trainer; Sport/Pattern; Scale; ARF; and Small Electric. To be included in the Small Electrics category, your plane can be up to about the size of a .20-sized glow plane, or about 3 pounds (48 ounces.) If you have an electric-powered plane that you would like to enter into another category, you are certainly welcome and encouraged to do so. There will be local hobby shop gift certificates for the winners of each category. There will also be an additional prize for Best of Show.

The contest will be held at the Jordan Field on Saturday, May 30th. In case of bad weather the contest will be held June 9th at the regular membership meeting. I (Jay Bickford) am the chair for the Building Contest, so if you have any questions, give me a ring or

Summer Membership Drive

MEMBER
ACADEMY OF MODEL AERONAUTICS
AMA
ACADEMY OF
MODEL AERONAUTICS

Bringing Modelers Together Begins With You!
MEMBERSHIP DRIVE 2009
APRIL 1 - SEPTEMBER 14

www.modelaircraft.org

Dear Academy of Model Aeronautics Member:

I am pleased to announce a new and very important initiative. This April we will launch the first Academy of Model Aeronautics nationwide membership drive, themed "Bringing Modelers Together Begins With You." And you, the dedicated AMA member, can play an important role in making it a success.

All member-based organizations have annual membership drives, increasing an organization's membership is key to its strength and its future. Our membership drive will start April 1 and run through September 14.

The membership drive will reward you, the AMA member, the club and the district. There are even awards for hobby shops. Rewards range from Life Memberships to AMA recognition bricks in the Walk of Fame at the International Aeromodeling Center in Muncie, Indiana.

Remember how you were introduced to flying models and the Academy of Model Aeronautics. It was most likely through a friend or family member. Model flying has changed rapidly in the last few years and, as a result, more people than ever have the opportunity to enjoy the hobby. Just like those who showed you how, you need to be the support base to help these new pilots learn to fly better and safely and support the Academy's mission.

Through your membership, the AMA represents you in so many ways – far too many to mention here. Whether it's working with the FAA, FCC, EPA or Homeland Security to have your voice heard or providing competition rules, \$1 million in scholarships, or most importantly, club support, the Academy is here for you.

Your club has all the information about the membership drive, as do your district vice president and associate vice president. **A special section on our Web site** will be the source for information too. It will have weekly division updates on the membership drive and progress for you to follow.

An organization's strength lies in its membership. And this flying season, we ask every member to participate in the membership drive. If everyone recruited just one new member, our membership would be close to 300,000! For the AMA, this membership drive will be a first, it will be fun, and it will be our future.

Thank you for being an AMA member and supporting our "Bringing Modelers Together Begins With You" membership drive.

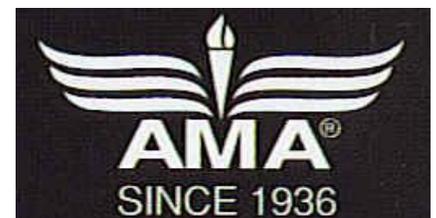
Good luck and I hope to see you on the flying field.

Dave
Dave Mathewson
AMA President

drop me an email. I will be arriving at the field at about 10:00 am or so to set up. The announced start time of the contest is 11:00 am.

Following the judging, a lunch will be served to all in attendance and the field will be available for open flying all day.

Come on out to the Building Contest on Saturday, May 30th, and make it another great TCRC event! ☺



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No Room For Cars



Morgan Larson, Larry Couture and Conrad Naegele admire the beautiful giant-scale planes that fill up Chris O'Connor's garage floor during the last shop tour of the season. (Photo by Steve Meyer) ☺

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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