



May Minneapolis, Minnesota U.S.A. 2014

# TCRC Model Air Park Open For Business

by Jim Cook

The monsoon season that arrived in Minnesota in late April on the heels of the 'winter from hell' that lasted all of late 2013 and January, February and March of 2014, has seemingly ended and hopefully we are now going to be blessed with great spring flying weather.

As winter tried to freeze us out and bury us with snow, Minnesota went into spring with a huge amount of snow on the ground and prospects that the Minnesota River would flood as that snow melted. But the snow melted at the right rate to keep the River down and it appeared that flooding wouldn't even come close to affecting the Jordan Flying site.

But then Mother Nature dropped the other shoe with more than a week of torrential rain. Suddenly the prediction for the Minnesota River was that it would climb to a level of 20.5 feet at Jordan, which is 2 feet more than the field can accommodate. Crest was to occur on May 4<sup>th</sup> at that level.

With the new dire prediction, club members scrambled to get the flight stations and tables up to higher ground before the water arrived. Tim Wirtz, Bob Breisemeister, Corey Kaderlik and Jim Ronhovde put plans together to quickly get that done. A notice was sent to the membership that the Jordan Field was officially closed and flying would be done at our alternate flying site at the Scott County Fairgrounds.

TCRC was also forced to cancel the planned time for the Model Park Clean-Up, originally scheduled for Saturday, May 3<sup>rd</sup>.

But Nature relented again, and the latest (and hopefully most accurate) projections for the River were that the crest would only be 17.8

feet, which is more than a foot below the point where the Jordan flying site floods.

The TCRC board of directors declared the Jordan Model Air Park open for flying on May 2<sup>nd</sup> and that is where the field is at this time.

It was too late to assemble everyone and keep our original date for field clean-up, so that date has been moved to a time to be determined later in the month.

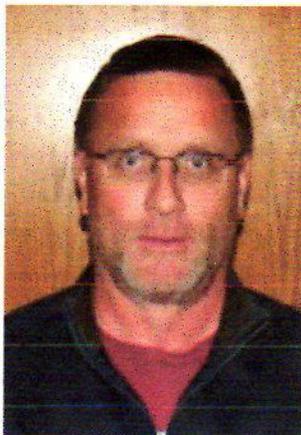
So, the Jordan Model Air Park is now open for business. The rain is gone and the sun is shining, and even the wind has gone away. So what are you waiting for???

Grab a plane or two and get down to TCRC's Jordan Field and get some flying done. This is just the start of what is going to be a wonderful flying year in 2014! J

**Flying Season  
Has Officially  
Arrived In  
Minnesota!**

# A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

I hope that some of you were able to get out and do some flying in April. I was able to sneak out to the field and get a few flights in before the monsoon season began last Sunday. As you all should have heard we had to close the field on Tuesday due to the forecast that it would flood by Thursday. But that forecast just changed and the prediction is that the River will crest a foot or so below our flood stage, so the field has now been reopened. That's great news. However, the cleanup day had to be rescheduled to a later date, since we could not react fast enough when we learned the field would not flood. But the field is open. Get some flying done!

The Spring Float Fly is also coming up this month. It will be held at Bush Lake Beach located in Bloomington on May 17th, starting at 10:00 A.M. So dust off your float planes and come and fly off the water.

With the uncertainty of the field status the Help Your Buddy Fly night will not start right away in May. You can check the website for the latest news and upcoming events.

May is Swap Meet month at Hobby Warehouse and Big Sky Hobby. They will be held on the weekend of May 17-18. There are always lots of items to add to your hanger or shop.

With the Float Fly coming up I thought it would be nice to have a float plane for the raffle this month. It is a Flyzone Tidewater Captain, a seaplane, and retails at \$160.00. Remember chances are \$5.00 each at the May 13<sup>th</sup> membership meeting.... See you there!

Happy Flying,

J

## Calendar

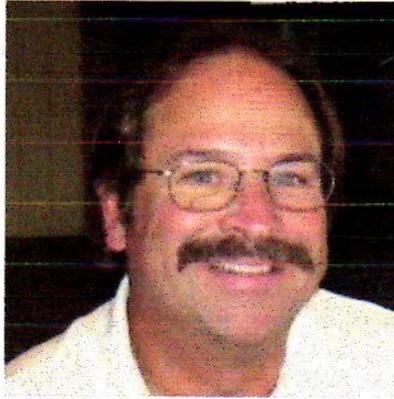
- May 13      **Membership Meeting, 7:00 PM**  
CrossPoint Church  
Bloomington
- May 13      **TCRC Building Contest, 8:00 PM**  
CrossPoint Church
- May ???     **Model Air Park Clean-Up & Fly In**  
Jordan Field  
Dependent on River Condition
- May ???     **Help Your Buddy Fly Wednesday Nights**  
Jordan Field  
Start Date TBD
- May 17      **Spring Float Fly**  
Bush Lake Park  
Bloomington  
Steve Meyer
- May 17      **Hobby Warehouse Swap Meet**  
Richfield, MN
- May 18      **Big Sky Hobby Swap Meet**  
Eagan, MN
- May 23-26   **Hanson Family Fun Fly**  
Mayer, MN  
Kris Hanson
- May 31      **Spring Float Fly Crow River R/C**  
Highway 12 & CR 6  
Howard Lake, MN  
9:00 AM
- May 31-June 1   **Discover Aviation Day**  
Anoka County Airport
- June 7      **Father Hennepin Days**  
Anoka County Airport  
Tim Wirtz and Gerry Dunne
- June 8      **Opening Day TCRC Pylon Racing League, Noon**  
Gerry Dunne

**TCRCOnline.com**

**Up-To-The-Minute News**

# Wingman

by VP Mike Robin



Hello Everyone!

It's flying season now so it is a great time to look at our field rules as published in our TCRC 2014 Roster. Unfortunately, the Membership Roster has the 2010 Official Academy of Model Aeronautics National Model Aircraft Safety Code, which was effective January 1, 2006.

Here's a link to the current 2014 Academy of Model Aeronautics National Model Aircraft Safety Code:

<http://www.modelaircraft.org/files/105.PDF>

I have asked that both the TCRC Field Rules and the Current AMA Safety Code be printed (on pages 4, 5 and 7) in this newsletter. All members should become familiar with the current rules, several of which are new or have changed.

With all of the rain we received at the end of April predictions were that we would get about two feet of water on our Jordan flying site. Most recent forecasts now show that the water is cresting about one foot below our field, so that is pretty good news.

Looking at our calendar for May, we have a really busy month with the Building Contest on May 13<sup>th</sup>, Spring Float Fly on May 17, a Model Air Park Clean-Up Day somewhere in the month, and the onset of the 'Help Your Buddy Fly' on Wednesday evenings. Plus we have to get ready for the program we will be doing at Father Hennepin Days on June 7<sup>th</sup>. This kind of busy is very enjoyable!

Get some flying done in May!

J

**Safety Is A Rule, Not An Option!**

# TCRC Spring Float Fly May 17th.

by Steve Meyer

It's time to get your feet wet. May 17th 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.

The float fly will start at 10:00 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 like seeing our planes fly off of the water.

A short pilots' meeting will be held just before the starting time of 10:00 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.

Come join us on May 17<sup>th</sup> for TCRC Spring Float Fly. The weatherman promised us a nice day this year, with neither rain nor snow!

J

## Twin City Radio Controllers Club Field Rules

**Revised and Adopted April 25, 2000.**

1. The AMA Safety Code is the primary field rule.
2. All pilots -- members and non members of TCRC -- must be members of AMA.
3. A valid AMA card or TCRC membership card must be in place in the proper channel location on the frequency control board when a transmitter is in use. That card can be removed from the frequency control board only by the owner or by the mutual consent of two other members who have concluded that the card owner is not present and is not using the frequency.
4. Flights or other use of a frequency must be limited to 15 minutes if others are waiting on your frequency.
5. All engines require an effective muffler to meet dB standards and sound comfort levels as designated by the Board.
6. All pilots must remain in the designated piloting area behind the fences except for take- offs or to retrieve aircraft after landing.
7. No smoking is allowed in the pits.
8. All spectators must stay in the spectator area behind the fenced pit area, unless escorted by a Club member. Children (except AMA junior pilots) are prohibited from pit and piloting areas.
9. Any aircraft within the designated pit area with the engine running will be under the physical control of the pilot or an assist ant, and have the propeller (nose of the engine) pointed directly toward the pit taxiway.
10. After starting a plane in the pits, it must be under physical restraint when in the pit taxiway, until reaching the west end or east end of the taxiway and turned toward the runways. At that time, restraint is no longer necessary and it may taxi freely to the runways.
11. Upon landing, a plane may be taxied to the east or west taxiway and down that taxiway until it reaches the yellow line. At that point it must be under physical restraint until in the pits with the engine shut down.
12. All low fly-bys shall be no closer than the opposite side of the runway from the piloting area. This does not include aborted landings. Touch and Go landings are discouraged when there is more than one other flyer in the piloting area.
13. There will be no flying over the designated piloting area, pits, parking lot, or behind these areas.
14. When the north/south grass runway is in operation, the two paved runways are closed to traffic. Only a plane taking off or landing may fly into the restricted flight zone that is south of the paved runways. If the plane enters the restricted zone on takeoff, it should immediately turn away from the pits and proceed out to the normal flight area. When landing from the south, the plane should make its approach from the west and make a left turn onto final.
15. Pilots shall announce their intentions LOUDLY for take- offs and landings. Dead stick landings have precedence over powered landings. All landings take precedence over take- offs.
16. Make certain that personal behavior by you and your guests is such that people and property will be respected.
17. All pets must be leashed or caged.
18. Take all trash with you.
19. No parking where field entry or exit would be inhibited.
20. Any reported violation of the above field rules or the AMA Safety Code will be reviewed by the Board of Directors for disciplinary action up to and including expulsion from the Club.

**Academy of Model Aeronautics National**  
**Model Aircraft Safety Code**  
**Effective January 1, 2014**

A. **GENERAL:** A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.

1. Model aircraft will not be flown:
  - (a) In a careless or reckless manner.
  - (b) At a location where model aircraft activities are prohibited.
2. Model aircraft pilots will:
  - (a) Yield the right of way to all human-carrying aircraft.
  - (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
  - (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport without notifying the airport operator.
  - (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
  - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Airplane program. (AMA Document 520-A.)
  - (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors.)
  - (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
  - (h) Not operate model aircraft while under the influence of alcohol or while using any drug that could adversely affect the pilot's ability to safely control the model.
  - (i) Not operate model aircraft carrying pyrotechnic devices that explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.

Exceptions:

- Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
- Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may
  - be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
  - Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document. (AMA Document #718.)
- (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A.)

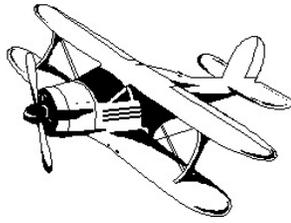
3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
  - (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
  - (b) An inexperienced pilot is assisted by an experienced pilot.
4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

**B. RADIO CONTROL (RC)**

1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
3. At all flying sites a safety line(s) must be established in front of which all flying takes place. (AMA Document #706.)
  - (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
  - (b) At air shows or demonstrations, a straight safety line must be established.
  - (c) An area away from the safety line must be maintained for spectators.
  - (d) Intentional flying behind the safety line is prohibited.
4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
5. RC model aircraft will not knowingly operate within three (3) miles of any pre-existing flying site without a frequency-management agreement. (AMA Documents #922 and #923.)
6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flightline.
7. Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it is still under power, except to divert it from striking an individual.
8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.
9. The pilot of an RC model aircraft shall:
  - (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
  - (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.
  - (c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.

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# Show & Tell



Lots of neat planes showed up at the April meeting.



Conrad Naegele brought a House of Balsa Chea Pass that he picked up at a swap meet for \$10. What was unusual for this plane was that it had ailerons! It was done in white covering with yellow and red trim and had a wingspan of 45-inches. It weighed in at 31 ounces and was powered with a HiMaxx electric motor. The maiden flight is yet to come.



Sherwood Heggen had a nice looking Sig Spacewalker II that he had picked up at the TCRC auction in February. Sherwood removed the Monokote and redid it with white Ultrakote and added red trim with Rustoleum. The plane had an 84-inch wingspan and weighed in at 11-1/2 pounds. He had added a Saito 180 4-stroke for the engine. He said the maiden flight will be soon.



Gerry Dunne had an E-Flite LR-1A Pogo. This ARF was done in yellow and blue. It had a 29-inch wingspan and was powered with a Turnigy electric motor.



Ali Reda had two nice gliders at the meeting. A V-Tail Dust Devil 2-meter power glider was done in red and white colors and weighed in at 44 ounces. He said it was nice flying and handled gusty conditions. The Spectra was also a 2-meter powered glider done in white and purple. It weighed in at 34 ounces. Ali said it was an excellent flyer in calm and medium winds.



Scott Anderson had a giant-scale Ziroli P-47 he purchased from a flyer in Montgomery, Alabama. It  
**Continued on Page 11, Column 2**

# AMA Model Aircraft Safety Code

Continued from Page 5

## C. FREE FLIGHT

1. Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
2. Launch area must be clear of all individuals except mechanics, officials, and other fliers.
3. An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.

## D. CONTROL LINE

1. The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.
2. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
3. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
4. The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
5. The flying area must be clear of all nonessential participants and spectators before the engine is started. 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.**

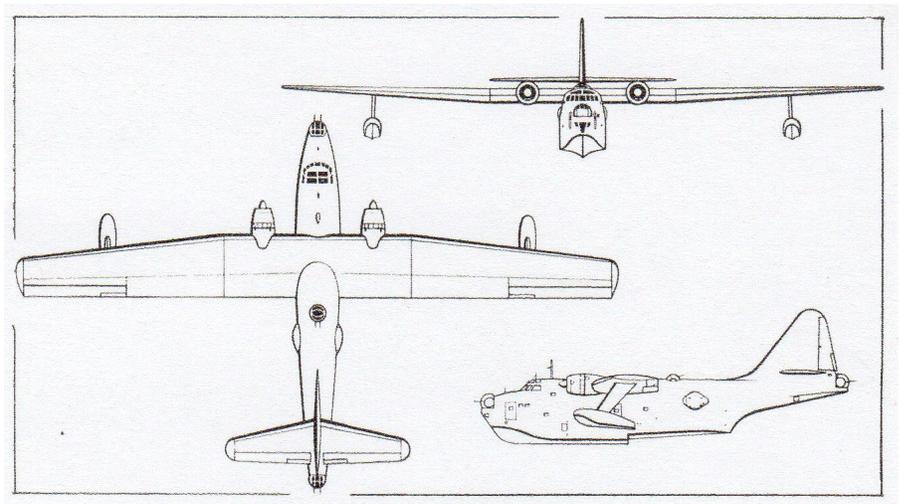
# The Raffle Prizes Are Great At The Meetings!



Jim Lundquist had a big smile as he held the Cap 232 ARF he just won at the raffle held at the April 8<sup>th</sup> membership meeting. President Bob instituted the raffle at the start of 2014, and the prizes have been fantastic. The raffle prize at the May 13<sup>th</sup> meeting will be a Flyzone Tidewater Captain, a floatplane ARF, since the TCRC Spring Float Fly is held on May 17<sup>th</sup>.

Chances for the raffle are \$5 apiece and you can enter as many times as you want. Proceeds go to the club's general fund. Participation has been great and no one leave's the meeting until after the drawing. Plan on buying your ticket this month for the Tidewater Captain. J

## May Mystery Plane



## Bleriot 125

by Conrad Naegele

The April Mystery Plane was the French Bleriot 125.



In France during the 30's, a number of interesting designs and prototypes were projected, and although innovative and often practical many never went into production. The Bleriot 125 was one of those planes.

The prototype was an unusual twin-engine monoplane, with two fuselages, designed to offer its passengers the utmost comfort. The fuselages were completely separate with no connection. The three-man crew was housed in a small central cabin above the wing, and between the engines, having a tractor and pusher arrangement. The plane had four fins and rudders. Construction was usual for the time – tubular steel, wood and fabric. The plane was heavily sound-proofed.

The plane was first flown in 1932, and strangely, flew very poorly. Although many attempts were made to improve the plane on into 1933, it did not improve, and was never certified. It was finally scrapped in 1934. Only one model was built. The Bleriot Company was well known. A couple of its models were very well known. The Bleriot model 11 with Mr. Bleriot at the controls, was the first to cross the English Channel in 1911, and another was the famous WWI Spad 13, flown by our own Eddie Richenbacker.

The Bleriot 125 was meant to be a 12-passenger commercial airliner. It had a wingspan of 96 and ½ feet, a gross weight of 16,000 pounds, a cruising speed of 137 mph and a range of 621 miles. It was powered by two Hispano-Suiza 12-cylinder, liquid-cooled engines developing 500 horsepower. J

## Pylon Racing League

The Winter of 2014 is at long last over! Finally we can start thinking about flying, and about Pylon Racing.

TCRC has A Pylon Racing League that is chaired by Gerry Dunne and Paul Doyle. Starting in June, the league holds one race per month on a Sunday. This year's race dates are:

June 8  
 July 13  
 August 10  
 September 7  
 October 5  
 October 19 (Rain Date)

To participate in the TCRC PYLON Racing League, you need to purchase a stock Parkzone T-28 in either plug-n-play or bind-n-fly form, get yourself some 3S 2200 lipo batteries 40C or less, and meet the other flyers at the field on the dates above.

The action is hot and heavy and Gerry and Paul highly recommend that the pilots add bright colors to their planes to help identification during the races.

Races are scheduled to start at 1:00 PM on the Sundays listed, but the pilots usually arrive to prepare their planes and practice around noon on each date.

Pylon racing is fun and exciting. Plan on participating in 2014, and even if you don't race yourself, it is a lot of fun to be a spectator. J

## 2014 TCRC Building Contest

The TCRC Building Contest will be held after the membership meeting on May 13<sup>th</sup>.

Chair for the event is Tim Wirtz and he is planning on using the new categories that were introduced to the club at the 2013 Building Contest. Those categories will be:

**Scale** – any aircraft that was modeled after a full-size aircraft. They can be military or civilian.

**Warbird** – Can be any warbird from any era.

**Sport/Pattern** – These would be your non-scale and fun, sport style planes. Kadets, Ultimates, Stiks, etc.

**ARF** -- as it implies, this category is for Almost Ready to Fly aircraft.

**Plans/Scratch Built** -- there are still some people who love the challenge of building a plane from their own ideas or plans in a magazine. Entered models must have been scratch-built from plans or from the builder's imagination. Kits are not allowed.

**Unlimited** – This category is for ANY plane of ANY type and ANY value.

- As with previous contests, here are the rest of the rules for the building contest:
- The modeler has had to actually build the plane. No ARF's allowed in the non-ARF categories.

- The model cannot have been entered in any previous TCRC building contests.
- The model must be in flying condition though it does not have to have had its maiden flight.
- A model can be entered in only one category.
- A modeler may enter as many models as he chooses in any category.
- There will be a first, second and third place in each category.
- There will be a 'Best Of Show' award.
- Winners of each category and 'best of show' will receive prizes.
- ARF's are ARF's -- that means that they came mostly ready to go. However, some people trick out their ARF's and spend lots of time on them. In previous contests, there was a rule about time put into an ARF that would make it like a kit. With the addition of the 'unlimited' category that rule is no longer in effect. ARF's can be entered in either the ARF category or the Unlimited category.
- All categories, except for the Unlimited category, will have a total value of the plane and parts of less than \$500. This means, not including the motor, you have to spend less than \$500 to get the plane in flying condition.

- Crashed and rebuilt aircraft can be entered in the ARF category or the Unlimited category only.

There will be ribbons and prizes and a lot of fun. So let's all get our planes ready and be at the May 13<sup>th</sup> membership meeting for the 2014 TCRC Building Contest. J

## Preventing Covering From Peeling Up

If you are having problems with your model's covering peeling up at the edges and it will not iron down, CA glue can fix it. I use a regular super glue dispenser to wick CA like a pen along the overlapping Monokote joint to seal it permanently. After the glue has dried, I wipe off the CA haze with a damp cloth and I am finished.

Done carefully, this works great and even glow fuel will not peel it up. This can also be used to spot the corners of the lettering and pin striping. If you make a mistake you can clean it up with acetone on most non-fabric coverings.

Always wear safety glasses when using CA glue as it can easily splash or flick into your eyes.

*(Published in the newsletter of the First State R/C Club, New Castle, Delaware, and then reprinted in The Wright Flyer, newsletter of the Wright Flyers R/C Club, Monticello, Minnesota, Jean Davids, Editor.)* J

# Father Hennepin Days June 7th

by Tim Wirtz

Father Hennepin Day in Anoka County is fast approaching. TCRC has agreed to put on both a flying demonstration and have a static display at this event.

Tim Wirtz and Gerry Dunne are chairing this event for the club. The content for the program has been discussed in general at the TCRC membership meetings and Tim and Gerry now need to fine tune the plans as the date creeps closer.

Below is a list of the things we would like to showcase at the event. We may not be able to do all of them and we may need to add some things, but it is a general plan. As you can see, there is flying aplenty but we would also like to have mini-seminars around different aspects of the hobby to help people understand what it is that makes R/C aircraft so cool.

Please look at the information below and see if there is anything you may be able to help with. If you have an idea for a mini-seminar that you would like to lead, let me know. We would be happy to work it in. We want to make this a fun, informative experience for both spectators and club members.

Additionally, we will need helpers to act as spotters, security, flight line directors, emcee, etc., so there will be lots to do. Please let me know where you can be of help.

The Father Hennepin Days schedule will be discussed more at [the May 13th](#) meeting, and then we will be talking to you all over the next few weeks to ask for your help in one or more aspects of this event.

Thanks in advance for your help.

Possible activities for Father Hennepin:

- Pylon Racing
- Scale and Warbird flying
- Helicopter flying
- Giant Scale flying (over 80 inch wingspan)
- An RC Parachute drop
- A flying Stop Sign and other abnormal aircraft
- R/C flight simulators so people can learn the basics of how to fly
- Static Display
- Mini Seminars
- Buddy Box Training Flights
- Other ???

We hope to have at least two instructors with training aircraft so that, once someone has learned the basics on the simulator, they can actually try flying with an instructor.

Some ideas for the 'mini seminars' throughout the day that explain various aspects of our hobby, include power options (gasoline, glow fuel, electric motors), radio set up, building scale and warbird planes, tips on getting into the hobby, etc.

Father Hennepin Days is a great venue for us to let others know about all of the great enjoyment that can be had with R/C flying. Plan on being a part of this event in Anoka County on June 7<sup>th</sup>. **J**

**Fly  
Display  
Help Out  
At  
Father Hennepin Days  
June 7<sup>th</sup>**



# TCRC Membership Report

by **Bernie Gaub**  
TCRC Membership Director

The current 2014 TCRC membership count is now at 110 and all have their badges. Year-to-date membership activity (not including renewals) is as follows:

## New Members:

Brian Kensicki who resides at 4755 Park Commons Drive, St. Louis Park, has 2 years flying experience using currently a 2.4 GHz system and desires flight instruction. He is interested in performing acrobatics and has a number of aircraft in his fleet.

Daryl McLinden who resides with his wife Kristen at 7321 Hillsdale Court, Chanhassen, has 3 years flying experience and is not in need of flight instruction. He has a number of foam electric planes as well as a gas plane.

Dickson Michael who resides at 10036 Drew Circle, Bloomington, has 25 years flying experience and is not in need of flight instruction. He has a number of gas and electric planes.

Doug LaBore who resides at 10509 Quebec Road, Bloomington, has 5 years flying experience and is not in need of flight instruction. He has a well-equipped fleet of planes.

John Pauly who resides at 2447 W 64<sup>th</sup> Street, Excelsior, has 2 years flying experience and desires flight instruction. He is interested in learning how to fly better.

## Returning Members:

Thomas Young who resides with his wife Cindy at 11721 Woodland Lane, Lakeville, has 30 years flying experience and is not in need of flight instruction. Currently he has .61 and 1.20 pattern aircraft. He was last a member of TCRC in 1979.

VerDel Markley who resides at 3620 Independence Ave S #30, St Louis Park, has 5 years flying experience using currently a 2.4 GHz system and is not in need of flight instruction. He was last a member of TCRC in 2011.

Please welcome these new or returning members to our club when you see them at the field or when they attend any of our monthly meetings. **J**

## Show & Tell



## Continued From Page 6

had a wingspan of 100 inches and weighed in at 36 pounds dry. It was powered with a Brison 5.8 gas engine, and had nice Sierra retracts. It was done in WWII camouflage with invasion stripes. The cowl was done in yellow and black checkerboard. Scott was excited about putting in up in the air for its maiden flight. **J**

# Hanson Family Fun Fly

Again this year TCRC member Kris Hanson and his family are inviting flyers and their families to come to Mayer, Minnesota over the Memorial Day weekend to enjoy the Hanson Family Fun Fly.

Kris farm is equipped with a flying field, swimming pools, an R/C car track, a camping area and lots, lots more.

Starting on Friday, May 23<sup>rd</sup> and continuing until Memorial Day, May 26<sup>th</sup>, you and your family are invited to come and camp at the farm and enjoy flying, day and night, and just about every other fun activity that a person could think of. Kris says there is something for absolutely everyone regardless of age, size, sex or whatever.

What you need to bring: airplanes, camping materials, swimsuits, clothing, food, beverages, and a strong desire to have a great time. The only thing you cannot bring is the family pet. Kris says he has enough of those already.

Start time is anytime you want to arrive on Friday, May 23<sup>rd</sup>, and leave anytime up to and including Memorial Day. The Hanson family has nothing planned but to make this an enjoyable event for all that come to participate.

If you would like to partake of the Hanson Family Fun Fly, give Kris a call at 612-702-3609. **J**



## TCRC 2014 Mowing Schedule

May	1-3	Corey Kaderlik	Runway edges and South section
	4-10	Ken Corrin	Runway edges and North section
	11-17		Runway edges and South section
	18-24		Runway edges and North section
	25-31		Runway edges and South section

June	1-7	Ken Corrin	Runway edges and North section
	8-14		Runway edges and South section
	15-21		Runway edges and North section
	22-28		Runway edges and South section

July	6/29-5		Runway edges and North section
	6-12		Runway edges and South section
	13-19	Ken Corrin	Runway edges and North section
	20-26		Runway edges and South section

August	7/27-2		Runway edges and North section
	3-9		Runway edges and South section
	10-16	Ken Corrin	Runway edges and North section
	17-23		Runway edges and South section
	24-30	Ken Corrin	Runway edges and North section
	1-20	Jim Ronhovde and Daniel Olberg	Reinvest In Minnesota (RIM) Land North, West and East sections

Septem.	8/31-6		Runway edges and South section
	7-13	Ken Corrin	Runway edges and North section
	14-20		Runway edges and South section
	21-27		Runway edges and North section

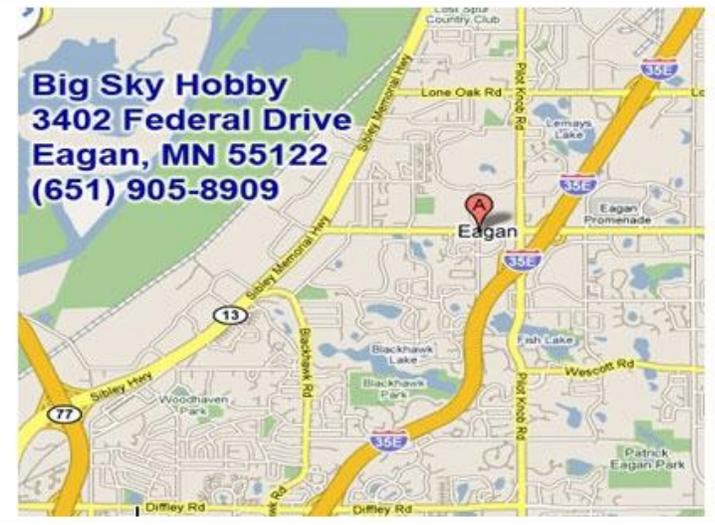
October	9/28-4	Corey Kaderlik	Runway edges and South section
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Here is the Mowing Schedule for 2014. Let me know which dates you can help on. Training will be provided to anyone who is willing to help. Thanks. -- Corey Kaderlik



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## Wasn't This Plane Just At Show & Tell?



This plane is the full-size restoration of the P-47 Thunderbolt 'Snafu', tail #225068. The giant-scale P-47 that Scott Anderson had at Show & Tell on April 8<sup>th</sup> looks a lot like it (See page 6), with the exception of the checkerboard cowl being white/black instead of yellow/black. J

### THE TCRC FLARE-OUT Monthly Newsletter



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