



May Minneapolis, Minnesota U.S.A. 2016

The Mowing Team Needs Volunteers

by Corey Kaderlik

Hello all.

Weather is a little cold outside but the grass is growing. We are looking for volunteers again this year for the mowing season. If you're interested please email or call me with the week you would like to help out and mow. Starting now! I can be reached at kaderlik@frontiernet.net or 507-364-7244.

I would like to see more new volunteers step up if possible. There are many weeks in previous years that the field has been not mowed when needed due to the lack of enough volunteers. This puts more tasks on board members and the regular few that always are volunteering. Please consider helping out this year on the mowing crew.

Thank you for your time and effort.

Team work keeps TCRC strong and fun to belong to! J



The Mowing Crew gets to drive TCRC's New Holland tractor, as field manager Corey Kaderlik demonstrates. (Photo by Jim Cook)

For those of you that are new to the mowing crew, or have not been checked out on the tractor, I can provide training if needed as well.

We mow one half of the open area at a time rotating every other week.

Field Gate Access Code Changed

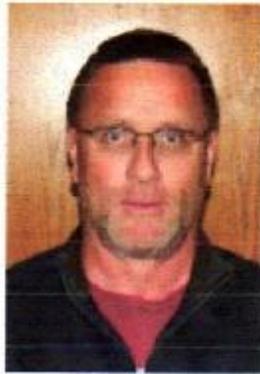
The access code for the gate at the Jordan field has been changed.

After a TCRC member has renewed his membership for 2016, he will receive a letter informing him of the new code. J



A Note from The Head Wing Nut

By Bob Briesemeister



Hello TCRC Members!

We seem to be on a temperature rollercoaster with a few nice days and then back down in the 40's. Hopefully we will soon have some consistently nice days with no rain and light winds.

A few housekeeping issues: The gate code was changed and the new code was sent out with your 2016 membership card. Please do not give the gate code out to anyone. If someone says they are a current member and do not have the code, direct them to call Tim Wirtz or myself so we can verify their membership. Please post your membership card when flying, we have had a few people flying without their current memberships and this could be a potential problem with our insurance coverage. Please remember that only electric planes can fly before 8:00 a.m. Also keep your flights north of the orange pole at the southeast corner of the flying field.

Field cleanup will be done on Saturday May 7th at 9:00 a.m. Please come out and help and take pride in your flying field. The more people we have the faster the work will get done and the sooner flying can begin. TCRC will provide hotdogs and sodas for lunch. If you can think of things that need to be done please let me know.

The TCRC Building Contest will be held at the May 10th membership meeting. I will be there around 6 to open the doors to start setting up. Remember any plane can enter from scratch-built to ARF's, nitro to gas, and even electric. So if you built something over the winter bring it and take your chance on winning a gift certificate.

The Spring Float Fly will be held on Saturday May 14th at Bush Lake Park. Flying will start at 10:00 a.m. or when the rescue boat arrives. If you have questions please call Steve Meyer.

June brings our first meeting at the field on the 14th. Brats, hotdogs, chips, soda and water will be provided by TCRC. Come out early and fly, dinner will be served around 5:30 and the meeting will be held at 7:00 with more flying to follow. We had a great turn out and a lot of fun

last year. Remember if bad flying weather we will hold the meeting at the church at its normal time.

Also in June will be the Father Hennepin Days event on the 11th in Champlin. We need pilots, spotters, simulators and anyone who wants to come and promote our hobby. For more information please contact Tim Wirtz.

On June 18th we will hold the Electric Fly In at our flying field in Jordan. This is our first open event of the season for all AMA members. Gerry Dunne can provide information on this event.

The grass is growing fast with all this rain. Please help keep our field looking nice by signing up for the mowing crew this summer. If you need to learn how to use the tractor, contact Corey Kaderlik or Doug Elyea.

This month's raffle plane is a SIG Something Extra ARF. You can fly this plane with gas, nitro or electric. Retail value of this plane is \$200.00 and it only takes \$5.00 a chance to try and win this great plane!

We will see you at the membership meeting on May 10th. **J**

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.

Building Contest May 10th

by Chris O'Connor

I'm doing this from my phone while at Top Gun watching former TCRC president Tim Len fly!

Attention all club members: On **Tuesday May 10** we are having our annual TCRC building contest. Bring your new planes or even an older one if it hasn't won in a previous building contest and see what all the excitement is about.

Join your fellow members in a friendly event. We will have 4 categories in which to enter plus people's choice and up to 4 additional drawings for remaining contestants to win some nice gift certificates.

Any questions you can call me at **612-619-5471**, Chris O'Connor, or see last month's newsletter for complete information. I look forward to seeing everyone here.

(Editor's Note: The Building Contest Rules are printed on this page and the Building Contest Entry Form is on page 4. **J**

TCRC Building Contest Rules

by Chris O'Connor

The annual TCRC Building Contest is scheduled for the May 10th membership meeting. The rules for this year's building contest will be as follows:

1. Entrant must be a current TCRC member to enter.
2. The model can be entered again if the plane didn't win a previous TCRC building contest.
3. Unlimited entries.
4. Manufacturer designation is the official name of the model.
5. Builder of the model rule applies.
6. No flying required.
7. No demonstration of operating functions i.e. flaps, retracts, canopies, doors, etc. is required.
8. No standing by your model during judging.
9. No talking to judges.
10. You do not need to be present to win, but must have an entry form (in this newsletter) filled out by owner previously to the contest.
11. Bending of music wire for simple landing gear doesn't constitute credit for built or designing your own landing gear.
12. One entry per category.
13. Other contestants go into raffle for remaining prizes.
14. Peoples' Choice voted on by **all** persons attending meeting on Building Contest night, including guests.
15. **All** contest entries are eligible to win Peoples' Choice.
16. **Judges decision is final.**
17. Categories are Scale; Non-scale; Foam Scale; and Foam non-scale. **J**



Andersen Designs

Andersen La-7
Built by Jeff Quesenberry

FREE! Scale Plan Downloads

ARADO 96B, Focke Wulf TA -152H
Grumman Lynx, Howard Pete
Kawasaki Ki-45, Lavochkin La-7
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- Construction Articles
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Composite Parts Available thru...
MICKO
Aircraft & Accessories

TCRC 2016 Building Contest Entry Form

TCRC Spring Float Fly May 14th

Category (circle one) Scale Non-scale Foam Scale Foam Non-scale

by Steve Meyer

Model Number _____
(Check below what applies for each entry)

Plans/Scratch/Make Own Parts: _____

Kit/Kit Cutters: _____

ARF: _____

Modified/Significant Change:
Structure: _____

Outline: _____

Undercarriage:
Designed Landing Gear: _____

Built Landing Gear: _____

ARF Finish:
Recover: _____

Painted/Flite Metal: _____

Panel Lines: _____

Surface Detail: _____

Finish:
Covering/Prefinished Covering: _____

Painted/Flite Metal: _____

Panel Lines: _____

Surface Detail: _____

It's April and the ice is long since off the lakes. It's time to start getting ready for the TCRC Spring Float Fly that is held every year at Bush Lake Park in Bloomington.

The date is Saturday, May 14th. Chair for the event is again Steve Meyer, and the flying will start at 10:00 AM on Saturday, following a short pilots' meeting to confirm the safety rules and designate the flight areas.

We will have a retrieval boat at the event, for that rare chance that a plane or two cannot make it back to the beach under its own power.

The Spring Float Fly is open to any pilot that has a valid AMA card for 2016, and usually there are guests from several of the area R/C clubs, and there are always many beautiful aircraft on floats that put on a show to all in attendance.

Early weather predictions for Saturday, May 14th are for superb sunny and warm weather with just enough light breeze to put ripples on the water.

Bush Lake Park has a very nice sand point that juts out into the water allowing great air traffic patterns regardless of the direction of the wind.

Get a set of floats onto a plane or two and head on down to Bush Lake Park in Bloomington for a morning of some fantastic float flying. J

TCRCOnline.com
Are You Using It?

The Right Seat

by Mark Wolf



Center of Gravity

Have you completed a new model lately? Among the seemingly endless list of things to do to finish and prepare an airplane for its maiden flight, a check of the center of gravity (CG) must be made. All of our models have a center of gravity location. The center of gravity being the point where the airplane's entire weight is assumed to be concentrated. This is usually stated in the kit instructions somewhere, and most of the time it's in bold print as a reminder. Normally found on the side view of most kit-built plans, that CG symbol stands out as the only one of its kind among all of the other information depicted. A graphic illustration with specific dimensions for locating the CG are typically found in the instruction manual of the smaller ARF/RTF airplanes. The location of the CG is where the designer specifies where the airplane should 'balance' out on the longitudinal axis, for the initial test flights.

Also mentioned are acceptable deviations forward and aft of the specified CG location. The forward limit based upon the landing characteristics of the airplane. Elevator effectiveness at minimum airspeed for landing being the concern here. The aft limit specified for the most critical maneuver or operation – i.e. stability concerns. Hand-in-hand with the CG are the designer's weight range of the finished model and the recommended control surface throws.

The CG is not necessarily a fixed point; its location depends on the distribution of weight in the airplane. Longitudinal unbalance will cause nose or tail heaviness. Most of the time our airplanes do not have variable loading concerns that will affect the CG such as passengers and or baggage in full scale, for example. When we 'load' our airplanes it's primarily fuel we're dealing with. Gas or glow fuel for those engines, a larger/heavier or smaller/lighter weight battery for our electric motors.

With a fuel tank of fuel (slightly nose heavy for takeoff but we'll have plenty of airspeed/elevator effectiveness) down to an empty tank (CG still in range and good control for landing) the effect of fuel burn off (CG shift) during one of our short flights is negligible. A retractable tricycle gear airplane will also have a slight CG shift when the gear is cycled. Not enough to affect controllability but whichever way the nose gear moves during retraction/extension, the CG will shift accordingly in that direction.

Once the CG is established on our models however, there's not much more we need to do unless we'd like to experiment with varying performance. Changing from wheels to floats and vice-versa may require the addition or removal of weight as required to achieve the proper CG for the selected configuration. Other possible or variable loading concerns may be droppable ordinance, a parachute drop or perhaps a 'candy bomber' load, etc. but these should not affect the CG, and if wing-mounted may impose a lateral but manageable imbalance.

Keep in mind that this has been applicable to fixed-wing aircraft. You'll have to check with the guys who fly helicopters about the specifics involved with rotor wing weight and balance, CG recommendations, control set-ups, etc. and the guys flying 3D may have some preferences for optimum performance. Finally, the multi-rotor equipment may have their own unique requirements.

The upcoming summer meetings I'm planning on having my EZ-Balancer down at the field for those interested and who would like to use it. What is an EZ-Balancer? It's a workshop tool. Made to allow for a hands-free method of checking your model's CG. It's adjustable and can be used on a wide variety of models, and works well on bigger/larger/heavier models. How does it work? It supports the model on an aluminum cradle that pivots with a limited amount of travel. The model is placed on the balance with the CG right over the pivot point. Level the airplane and see if it maintains its balance. It's an easy procedure, it's quick to accomplish and it's accurate.

Until next time.

J

Membership Report

by Tim Wirtz

TCRC currently has 120 members as of press time, with several new members joining the club in April.



Brandon Warner lives at 993 Bridle Creek Drive in Jordan, 55352. His phone number is 952-465-8806 and his email address is warn05052gmail.com. He is a seasoned flyer of 15 years and currently pilots a Funtana X, a PA Addiction and a Yak 54.



Jose Martin lives at 4841 E. Lake Harriet Parkway in Minneapolis 55419. His phone number is 612-597-0888 and his email address is paamul@mc.com. Jose has been flying for 8 years and currently pilots several planes including a FJ-2 Fury, a F4U Corsair and a T-45 Goshawk.

James Breckner (no picture at this time) lives at 19821 Vergus Avenue in Jordan 55352. His phone number is 763-226-3991 and his email address is jimb@datasales.com. He has been in R/C for over ten years and currently has been flying a Quest powered glider.

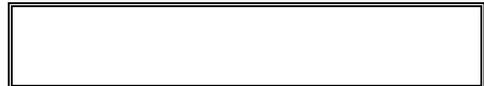


Reed Snyder joined the club at the April meeting but at this time the editor does not have his data sheet for any further information.

When you see Brandon, Jose, James and Reed at a meeting or the field, be sure and introduce yourself and welcome them to TCRC.

Calendar

- May 7 TCRC Jordan Field Clean Up & Fly In 9:00 AM
- May 10 TCRC Membership Meeting, 7:00 PM CrossPoint Church Bloomington
- May 10 TCRC Building Contest Chris O'Connor
- May 14 TCRC Spring Float Fly Bush Lake Park Bloomington Steve Meyer
- May 21 Hobby Warehouse Spring Swap Meet Richfield 612-861-5587
- June 11 Father Hennepin Days TCRC Air Demo and Static Display Champlin Tim Wirtz 952-941-5357
- June 14 TCRC Meeting At The Field Dinner at 5:30 Meeting at 7:00
- June 18 TCRC Electric Fly-In Jordan Field Gerry Dunne 952-888-7238



**TCRC Meetings
At The Field
Start In June**

Show & Tell



Nice airplanes keep showing up at the regular meetings.

with a DLE twin 40, and was done in white with blue trim. The plane was on wheels but also had a nice looking pair of floats, presumably for the Spring Float Fly on May 14th. The plane also had lights, with the landing lights hooked up to the Flaps switch. As of the meeting the Cub had not had its maiden flight.



Doug Labore had a fantastic looking Beechcraft Baron twin-engined plane. It was an ARF from Arrow Dyne. This plane had a 76.5-inch wingspan and came equipped with retracts and electric brakes. It was done in white with brown trim and was powered with two E-flite 46 motors. As of the meeting it had not had its maiden flight.



Sherwood Heggen had his newest oldtimer for Show & Tell – the Big Guff, designed by Walt Good in 1937. Sherwood’s edition was powered with a Saito 65 four-stroke and used a Futaba radio. But he, with the help of Bob Svare, showed the various radios that controlled the model back in 1937. The plane had a wing span of 8-feet and a weight of 9-pounds. In its heyday it won the US Nationals in 1938, 39 and 40. Sherwood and Bob spent considerable time explaining and showing how these early R/C models were controlled. The size of the transmitters and the amount of power they needed was unbelievable. Sherwood’s version has not had its maiden flight but he says it will happen on the first warm, calm day.



Scott Anderson had a beautiful Super Decathlon ARF from RC Guys. It had a wingspan of 98-inches and weighed in at 15 pounds. It was done in traditional red and white Decathlon colors. For power plant, Scott had a Quadra Q42 in it which swung a 20x8 prop. He said the maiden flight would most surely be done in May.

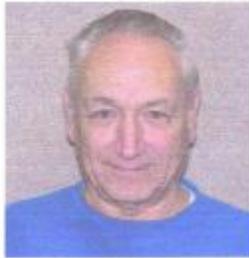


Jim Lundquist had a nifty looking Hanger 9 ¼-scale Super Cub. This ARF had a wingspan of 106-inches and weighed in at 18-pounds. It was powered

Continued On Page 8, Column 3

Safety At The Field

By Larry Couture



Well here it is March 29, 2016. I am back from vacation in sunny AZ and this year that was the honest truth as it was in the high 80's and 90's for the greater part of the time, but I did get a reality check on return as that was the day of the snowstorm and we were 2-plus hours late.

I did get to four flying fields during my travels and here are some of the things I found out about the use or need for FAA registration. At the pylon races in Surprise AZ the requirement was FAA needed along with AMA. I was told that the pilots came from seven states and Canada for this event. The other fields were not requiring proof of FAA registration at this time. The average speed on the ten-lap pylon course was 185 to 205 MPH. Now these are 40 size airplanes all looking very much alike and there are four in the air on each flight. The 10 laps take about 1 minute plus or minus. How the pilots know which plane is theirs is beyond my ability to comprehend. All timing and corner checks and speed are done by electronics with corner judges to verify. There are three pylons on the course and if you cut a corner you do an addition lap. Cut two and you are out. Very very interesting to watch, and surprisingly there are not many crashes. The engine turn at about 20,000 rpm and sometimes they come apart internally (rods, pistons, etc.).

The air show in Yuma was great as usual with night flying on Friday and show on Saturday, with a very large turn-out of spectators. No factory pilots where there but a group came in from Texas with some very large war birds and made some great flights (B29, B24, Mustang, Jet, P38, and two WWI planes). On Sunday they had a swap meet with a large turn out and it was a blessing that I was flying and has to be restricted to buying small things which I did, except for a plane I'm having delivered home by someone later.

It is now time to get your airplanes ready for flying, and in doing so I hope that you check and double check everything on each plane before your first flight. It seems that the little gremlins of time set in and take their toll during the winter months of setting around doing nothing. Now you electric guys make sure that the prop is off when making all these checks as the motor out front is waiting for you so it can start and cut that finger of yours. (Just a little revenge for setting so long).

When you fly try to keep the rubber side down and any landing that you can fly the plane again later is great but not always grace full. J

Safety Always Comes First!

Show & Tell

Continued From Page 7



New member Reed Snyder had his first endeavor at putting together a plane at the April meeting. He had a trainer from a kit that he has had since 1995, and has finally gotten around to putting it together. He had converted the plane to electric and powered it with an E-Flite 46 electric motor. The trainer aircraft was done in white with red Monokote and Reed was excited about getting the first test flight on it soon, with the help of TCRC. J

Field Clean Up Saturday May 7th

Spring is a wonderful time to get down to the Jordan Model Air Park and put some flights on that new airplane. However, spring is also a time for cleaning, and so it is at TCRC.

Saturday, May 7th, starting at 9:00 AM, the members will be convening at the field for some clean-up, fix-up and paint-up, to get our runways, taxiways, shelter and pits in prime condition for the summer flying season. Bring some cleaning equipment, and a plane or two and let's get Jordan field spruced up, and then do some flying. J

Grumman J2F-1 Duck

by Conrad Naegele

The April Mystery Plane was the Grumman J2F-1 Duck.



Shortly after formation of the Grumman Aircraft Company in 1929, the company evolved a practical float plane, featuring a retractable wheel under carriage. First flown May 4, 1933, it was an equal span staggered single bay biplane, all-metal, with fabric covered wings. Space was provided between the central float and the fuselage for radio equipment or a stretcher. First engine was a 1535 Pratt & Whitney. The Navy ordered 27, designated JF-1.

Shortly the plane was re-engined with an 1830 14-cylinder engine developing 950 horsepower. In 1934 a Coast Guard plane set a speed record of 196.89 miles per hour! Planes were supplied to the Navy, Marines, Coast Guard and Argentina. Shortly, Grumman provided planes with arrester gear and catapult capabilities. Tandem cockpits were then provided.

Improvements and capability continued and its role as air-sea rescue service in WWII is well known. Production finally ended in 1945, bringing total production of all planes – using many different engines and uses – to 653 machines. Final plane was the JF2-6 and this carried two machine guns and two 325-pound depth charges. Several are still carried in FAA registry.

The Duck was classified as a general utility amphibian float-sea plane. It had a wingspan of 39-feet and a gross weight of 7,765-pounds. It had a maximum speed of 190 mph and a range of 850 miles. The most common engine used was a Curtiss Wright 9-cylinder radial that developed 1,050 horsepower. J

Wednesday Help Day Starting In May

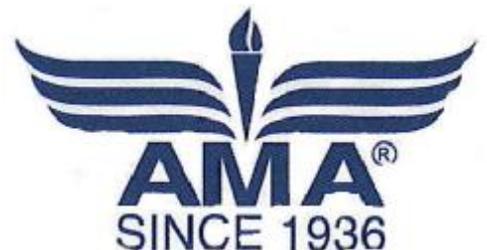
In 2015 TCRC initiated a day of the week designated to help those newer pilots that needed instruction in piloting, buddy box flying, and other general assistance at the flying field. This proved to be popular and the club has decided to continue this program in 2016.

At the April 12th membership meeting president Bob Breisemeister indicated that the Wednesday Help Day would start around mid-May. Start time would be around 5:00 PM.

This does not mean that other pilots cannot fly on Wednesday evenings, but rather the other pilots should give the newer pilots preference when they do fly on those days.

If you are interested in getting instruction in some aspect of R/C flying, or maybe honing your skills on a new maneuver, or need someone to check out your newly constructed airplane, plan on coming down to the Jordan Model Air Park on Wednesday evenings.

If you are a more seasoned pilot and would like to help out newer pilots on Wednesdays, plan on coming down on those days. J



Larry Gelo's Fly Baby Is Still Flying

by David P Andersen



Pete Bowers published drawings of his homebuilt Fly Baby airplane in *Air Trails* magazine in 1962. Shortly thereafter Twin City Radio Controllers member Larry Gelo drew RC model plans powered by a Veco 45, the largest RC engine at the time. I estimate that about a dozen Fly Babys were built by TCRC members from Larry's pencil plans.

One day in the mid 70's, I was standing beside Bruce Anthony while he was flying his Fly Baby. As he handed me his transmitter he said, "Be careful with the throttle. That's a big honkin' 60."

After two Fly Babys of my own, Jim Miller, Sherwood Heggen and I wrote a construction article for *RC Modeler*. We modernized the plans slightly by showing a bolt-on wing instead of rubber band strap-ons and I inverted the windscreen pattern that Larry had drawn upside down for an unknown reason. But I left the Fly Baby logo that Larry had drawn, twice scale size. The plans included skis designed by Jim and floats designed by Sherwood.

A few years later a popular kit of the Fly Baby appeared. The plans bore a remarkable resemblance to Larry Gelo's. They even included the inverted windscreen pattern.

Today, TCRC's Fly Baby flies again as a Sea Gull Models ARF built in Viet Nam and sold by SIG and displayed at their 2016 booth in Toledo (as shown in the picture to the left). After 45 years the only major changes to Larry's design are plug-in wing panels and electric power.

And Larry's Fly Baby logo still appears twice scale size.

He would be pleased. **J**

FAA Registration Required To Fly Model Aircraft

As of February 19, 2016, you must be registered with the FAA before you fly any model aircraft outside in the United States.

Registration is for anyone who flies a UAS, regardless whether they are modelers, hobbyists, commercial, etc. If you fly any R/C aircraft within the description, you must be registered.

You must have proof of registration in your possession anytime you are flying an UAS outdoors.

Your UAS must have your registration number on the outside of the aircraft or in the battery compartment.

One registration covers all of your aircraft.

If you have not registered, you can go to faa.gov/uas/registration and follow the steps to register. Cost is \$5.

The penalty for failing to register can be \$27,500 in civil penalties, and criminal penalties could have fines up \$250,000 and/or imprisonment for up to three years.

If you haven't registered with the FAA and are planning on flying outdoors, please take the time to register today. **J**

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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Website: <http://www.tcrconline.com>

Reflections of an OLD PILOT

(This article was forwarded to me by my friend Bill Witzig, a retired Air Force pilot, who flew the C-7A Caribou during the Viet Nam war.)

Pilots are people who drive airplanes for other people who can't fly.

Passengers are people who say they fly, but really just ride.

Fighter Pilots are steely eyed weapons systems managers who kill bad people and break things. However, they can also be very charming and personable. The average fighter pilot, despite sometimes having a swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. (However, these feelings usually don't involve anyone else.)

Flying is a hard way to earn an easy living.

Both optimists and pessimists contribute to society. The optimist invents the airplane; the pessimist, the parachute.

Death is just nature's way of telling you to watch your airspeed.

As a pilot only two bad things can happen to you (and one of them will):

- a. One day you will walk out to the aircraft, knowing it is your last flight.
- b. One day you will walk out to the aircraft, not knowing it is your last flight.

There are rules and there are laws:

The rules are made by men who think that they know how to fly your airplane better than you. The laws (of physics) were ordained by God. You can and sometimes should suspend the rules, but you can never suspend the laws.

About Rules:

- a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
- b. If you deviate from a rule, it must be a flawless performance (e.g., if you fly under a bridge, don't hit the bridge.)

Before each flight, make sure that your bladder is empty and your fuel tanks are full.

He who demands everything that his aircraft can give him is a pilot; he who demands one iota more is a fool.

There are certain aircraft sounds that can only be heard at night and over the ocean. Most of them are scary.

The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.

“If the Wright brothers were alive **today**, Wilbur would have to fire Orville to reduce costs.” (President, DELTA Airlines.)

In the Alaskan bush, I'd rather have a two-hour bladder and three hours of gas than vice versa.

An old pilot is one who can remember when flying was dangerous and sex was safe.

Airlines have really changed . . . now a flight attendant can get a pilot pregnant.

I've flown in both pilot seats. Can someone tell me why the other one is always occupied by an idiot?

And my favorite . . .

You have to make up your mind about growing up and becoming a pilot. You can't do both. **J**



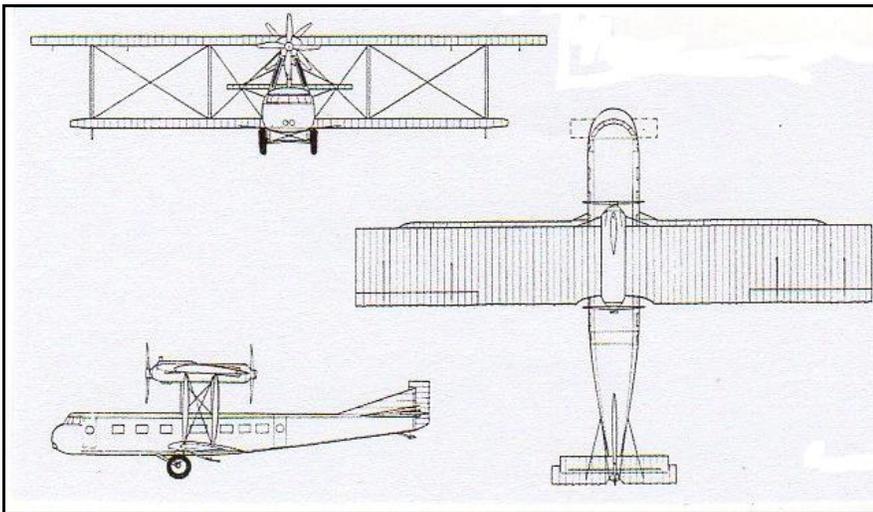
April Raffle Winner



Pedro Restrepo won the April raffle at the TCRC monthly meeting on April 12th. This was a first win for Pedro and his happiness shows in the above picture. He became the proud owner of a Hobby Zone Tidewater Seawind float plane with a retail value of \$200.

At the May 10th meeting the raffle prize will be a Sig Something Extra ARF with a retail value of \$200. Chances are only \$5/each and you may enter as many times as you wish. Come to the monthly club meeting on May 10th at CrossPoint Church in Bloomington and be the next winner of the TCRC raffle. **J**

May Mystery Plane



Father Hennepin Day June 11th

TCRC has again been asked to have a booth and put on a flying show at the Father Hennepin Days celebration in Anoka County in Champlin on June 11th.

Tim Wirtz is chairing the event for the third year and is planning on having static displays, flight simulators, scale and warbird flying, giant-scale flying, buddy box training, helicopters and FPV with quadcopters.

TCRC will need volunteers for all aspects of this year's show. We will need pilots of the different aircraft to put on flight demonstrations during various times for the two day event. A pilot does not need to commit for the whole day but, obviously, the more time he can be there the better.

Connected to the flying demonstrations, we will need volunteers to act as spotters, to control the flight line, and to provide security.

There will be a large static display of our members' aircraft, so if you have a nice plane or two that would look good in a display, give some thought to having your planes at the event.

We will also need help with simulators, buddy boxes, etc.

Tim will be discussing this in more detail at the next meeting, but give some consideration to being a part of Father Hennepin Days this year. **J**


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