



May Minneapolis, Minnesota U.S.A. 2017

Holy Toledo!

by Jim Cook

A contingent of TCRC members headed east for Toledo, Ohio in early April. Their target was the 63rd annual AirExpo put on by the Weak Signals R/C Club.



The TCRC guys at Toledo this year were Scott Anderson, Mark Wolf, Chris O'Connor, Scott Gerber, Steve Meyer and Jim Cook.
(Photo by Jim Cook)

The Toledo R/C show is the granddaddy of all shows. The WRAM show on the east coast, the AMA show in Pasadena aren't close. If there is something neat happening in R/C, you're going to learn about it at Toledo.

Scott Anderson and Jim Cook left Minneapolis at 6:00 AM on Thursday, April 5th, driving to Ohio. Arriving at 5:00 PM at the Seagate Center in downtown Toledo they met up with Scott's brother Todd who had just driven in from Alabama, and Scott Gerber, former TCRC member, who had just arrived from St. Louis, Missouri.

The guys cleaned-up and headed for the Hollywood Casino to do what they seemed to be doing all the time – eat. The Hollywood has a fantastic buffet dinner, and this wouldn't be the only time they trekked there this weekend.

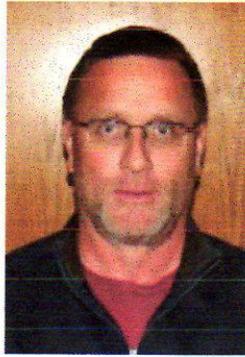
7:30 the next morning found the four purchasing their tickets for the Expo for the next two days. Doors were going to be opening into the convention center at 9:00 AM, but that didn't mean they had to wait before they could begin spending money. On the second floor of the Seagate is the biggest swap meet you will ever see, with all kinds of new and used R/C equipment just waiting for you to make an offer on it. Rich Ross of Minneapolis had his booth going strong at the swap meet but stopped to greet his fellow Minnesotans. Noticeably absent this year from the swap meet was Jeremy Stein Mueller and his Big Sky Hobby booth.

As 9:00 AM approached, the guys scurried down the escalator and joined the lines of eager hobbyists waiting for the doors into the center to open. Friday morning is the first day of the event, and everyone is fresh with anticipation of finding that perfect purchase right away.

Friday is always the lighter day for attendance, but it was somewhat
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A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members

I hate to say it but welcome to the spring flood season. April showers bring May flooding or so the saying goes. According to the flood forecast we are going to be under water by mid-week. The clean-up day is still on the calendar for May 6th. This will be a good chance to clean out the sheds, around the sheds and do some maintenance on the benches. After the work is done, the fairgrounds will be open for flying. So bring a plane and enjoy the afternoon after the work is done.

Everyone should have been emailed the flying rules for both the main field and the alternative, the Scott County Fairgrounds. Please read the rules as to not put our club in jeopardy of losing our flying privileges.

Remember when the main field is closed the fairgrounds (alternative field) returns to a line of site field.

At the May 9th membership meeting we will be holding our annual building contest. If you do not have a plane to enter come and see what other members have built over the winter.

If you have a float plane or not come out to Bush Lake on May 14th for the Spring Float Fly. There will be a pilots meeting around 10:00 am and the flying will begin after the rescue boat arrives.

We again will be holding the "Help Me Fly" nights starting in May or as soon as the weather permits. This is for both learning to fly, if you need help with set up, or have issues with your plane and equipment. As soon as the date is set I will send out an email.

Memorial weekend brings the "Kris Hanson Fun Fly" event at his family's farm in Watertown. For more information contact Kris Hanson, his number is in the membership roster.

The swap meet season is upon us. Hobby Warehouse will be holding a 2 day swap meet on Saturday & Sunday May 20-21st. Big Sky Hobby will hold theirs on Sunday May 21st. Come early for some of the best buys. At our July event "Wings Over Jordan" we will also hold a swap meet. More information to come at a later date.

See you at the meeting

TCRC Building Contest May 9th

by Chris O'Connor

It's that time of the year, flying season!!!!!!!!!!!!!!

TCRC's annual building contest is coming. The May 9th TCRC meeting will feature the building contest. New for this year are a few minor changes to the new format that we ran last year. This year there will be only two categories, Scale and Non Scale.

The registration forms will be the same as last year, but we will have a check-in so that everyone is in the correct class. The scoring system is the same as last year. All these forms will be at the meeting for you to fill out. If you entered a plane in a previous building contest and won your class you CAN NOT ENTER IT AGAIN. If you did not win your class then you can enter the same plane again. You must be a TCRC member to enter the building contest.

The other category is People's Choice, that is voted on by all people that are present at the May meeting, even guests can vote for the people's choice. We will have up to four additional prizes for entrants of the building contest that did not win in their class. So bring your planes to enter, with the new scoring it's easier to win than you think.

Remember **Tuesday, May 9th** at CrossPoint Church. TCRC'S Building Contest!!!!!!!!!!!!!!

Thanks for participating!

J

Enter The Building Contest!

J

Holy Toledo!

Continued From Page 1

apparent that the aisles were not as crowded as they normally would have been at this time. This was nice from a selfish point of view, since it was pretty easy to get from one booth to the next, but raised concerns about the success of future Expos.

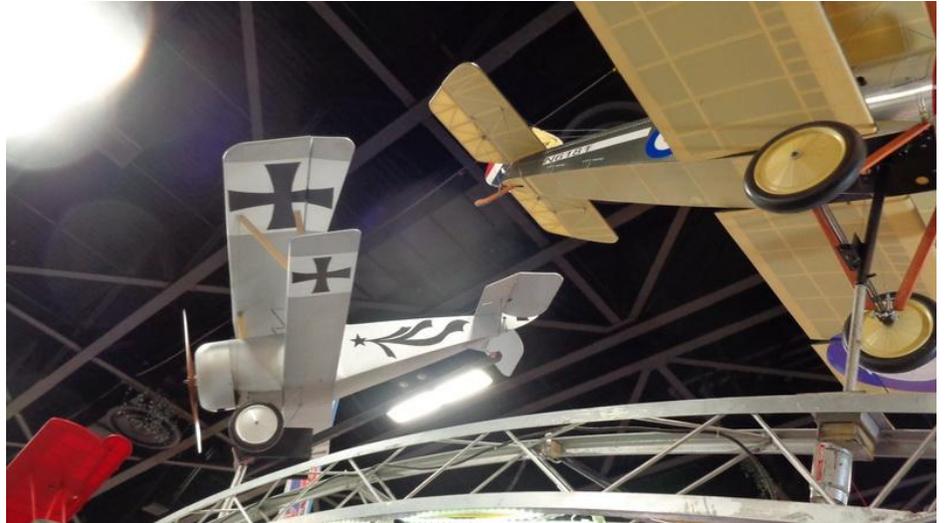
Each of the four guys had specific purchases they had planned -- Scott Gerber, a gas engine for his latest creation; Jim Cook, a DJI Phantom 3 drone or its equivalent; Todd Anderson, a laundry list of needed planes and equipment; and Scott Anderson, anything big enough to completely fill his new Caravan for the trip back.

Electrics were again the hot button at this year's Expo. It is amazing the size of the motors and the lipo batteries that can be purchased today for an electric airplane. Small drones were also everywhere. In fact the entire end of the main floor had a screened off area where demos of FPV quads were racing through an obstacle course. This was neat to see, but we all realized that normally that entire area would be full of sellers' booths. Not only was attendance down, but the number of merchants was down also.

Geoff Barber, TCRC member, was at the Expo as reporter for RC Universe, but the guys missed running into him on this trip.

Many of the fantastic newly-constructed airplanes to be entered in

Planes Filled The Air On The Main Floor Of The Toledo Expo



Everywhere you looked at the Toledo Expo, there were beautiful displays of every kind of airplane that has ever been built.
(Photo by Jim Cook)

A New Maker Of Gas R/C Engines Was Eager To Show Off And Sell His Equipment



Scott Gerber learns all about the new DLA gas engines, targeted to compete against Desert Aircraft (DA) and DLE. Scott was impressed enough to purchase one for his newest creation.
(Photo by Jim Cook)

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Holy Toledo!

Continued From Page 3

the various building categories had arrived and were starting to fill up the tables between the main aisles. And it was quickly apparent that there were going to be lots of unbelievably beautiful aircraft on display.

As noon approached the guys took their many purchases up to their room and then headed across the street for a great lunch.

After the meal, it was back to the Expo where the guys split their time between the main floor and the 2nd floor swap meet.

Evening found Jim headed out to dinner with his younger sister while the other three headed back to the buffet.

Saturday found Chris O'Connor, Mark Wolf and Steve Meyer arriving from Chicago.

After comparing notes and taking some pictures, all headed for those places earmarked to collect the money that was burning holes in everyone's pockets.

Noon came and Jim, Todd and the two Scotts were ready to head home. Goodbyes were said and everyone hopped into their car. This was not as easy for Jim as Scott had kept his promise and totally filled up the Caravan with R/C stuff!

Scott dropped Jim off at his house around 11:00 PM Saturday. Tired, content, and a little poorer, it was time to head for bed. **J**

This BeeGee Was One Huge, Beautiful Plane On Display



In the editor's opinion, this BeeGee was 'Best of Show' of all of the entries in the building contests. The hatch on the rear starboard side showed the phenomenal detail inside the plane.

(Photo by Jim Cook)

Scale Detail On The Entrants In The Contests At Toledo Was Exceptional



Just the leather coat on this gunner on his World War I French war bird showed the painstaking detail the builder put into his aircraft.

(Photo by Jim Cook)

Pictures From The 63rd Toledo AirExpo



Anyone looking at this 9-cylinder radial in the GeeBee would think it to be real. The attention to detail in this dummy engine was flawless.



Although the GeeBee had a dummy 9-cylinder engine, that is not to say it couldn't have a real one. Just a few of the engines on sale at Toledo.



This is the race course set up for the drones at Toledo. The pilot's perspective during the race was from the cockpit with the FPV technology.



A lot of time and money were involved in each of the booths at Toledo. The number of airplanes on display had to be well into the 100's.

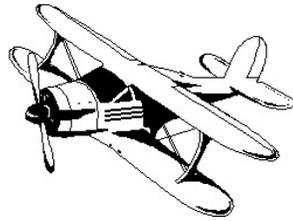


Eating seems always to be a big part of the visit to Toledo for the Expo. Here, Scott Anderson, Todd Anderson and Scott Gerber take a respite from chowing down long enough for the picture.



Toledo has something for everybody, whether you're a seasoned veteran or a newcomer to the Hobby. The flight simulators are always popular. Hobbico had two and there was always a line.

Show & Tell



The April membership meeting had some nice aircraft on display.



Tim Wirtz had a nifty looking Kawasaki Ki-61 that was an ARF from a VQ Models kit. The plane done in gray/green camouflage had a 61-inch wingspan and weighed in at 6.5 pounds. It was powered with a Saito 100 4-stroke and swung a three-bladed prop. It was equipped with electric retracts. As of the meeting Tim had not done the maiden flight as yet.

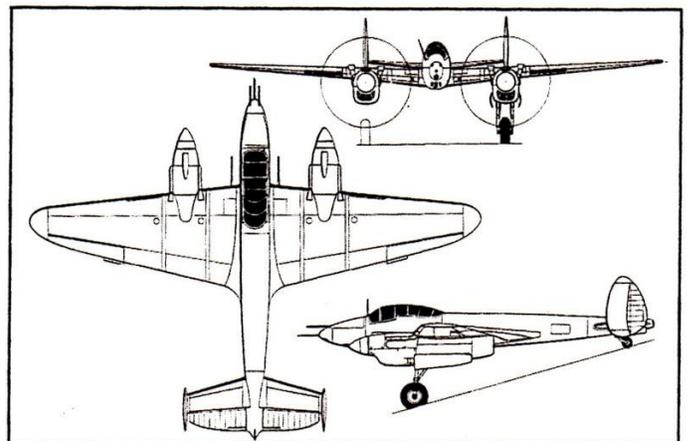


Duane Murphy had a good-looking GeeBee. This ARF was done in its traditional yellow with black trim. Duane had picked this plane up at the Hobby Warehouse Swap Meet last year. He said it is a 10-year old airplane. It was powered with a 46-2-stroke glow engine. As of the meeting, Duane had not done the maiden flight, but hopefully would come this spring when the weather was permitting.



Darryl Volk had a great aircraft night light at the meeting. Darryl's uncle produces the lights using clear plexiglass that he laser-etches. They sell for \$12 and Darryl is taking orders. J

May Mystery Plane



Field Mowing Volunteers Needed

by Corey Kaderlik

Mowing season is upon us soon and TCRC Air field will need some volunteerism to keep the grass in tip top shape. Please email me at kaderlik@frontiernet.net as to what week you would like to mow. The sign up sheet appears on page 8 of this newsletter showing the open dates and what areas need to be done on those dates.

New members -- there is training available if you would like to volunteer your time on one of the tractors. Contact me for more information.

Description of mowing responsibilities:

The north section is all of the grass north of the runways. The south section is all grass south of the runways, including the infield, pits, shelter, parking lot, overflow parking lot and roadway edges, as needed. Runway edges include at least 20 feet around the runways plus 80 feet off the ends of each runway. All mowing is as needed. Use whichever machine you prefer. In the case of flooding or excessively soft ground, mowing for the scheduled week may be skipped.

When the active field is the fairgrounds, mowing applies to the entire field as needed.

Choose any day of the week to mow, but late in the week is

preferred. Don't mow when flying is taking place. Flying takes priority over mowing!

In case you cannot mow on the scheduled week, please exchange dates with another mower, or find a replacement.

Mowers are responsible for providing fuel. Send fuel receipts and other expenses to the treasurer, Tim Wirtz, for reimbursement.

Thanks for your help! J

TCRC Member Pictures Needed

There are many members in the roster that do not have pictures. A few of these members prefer not to have a picture in the roster, but most are newer members that we do not have a picture of at this time. It is very helpful to all of the members to be able to look in the roster and identify a name with a face. At the April TCRC meeting (and May and June) we will be taking pictures of any member that does not currently have a picture in the roster, or who would want a more up-to-date picture. If you would like to have your picture in the roster, please plan on being at the next meeting. If you can't make the meeting, you can email a picture to Jim Cook at jimcook888@q.com

To the right is a list of those members who currently do not have a picture in the roster. This list does not include minors, since we are not permitted to post their pictures in the roster.

Name

Gale Allen
Mike Bellefeuille
James Benson
James Breckner
Eric Cochran
Michael Danielson
Christopher Dupre
Steven Engebretson
Doug Fuller
Ronnie Gaine
Joan Gaine
Glenn Hagfors
Jon Hanna
David C Johnson
Kevin Kavaney
Jacob Lindgren
Verdel Markley
Nathan O'Connor
James Peterson
Mike Robin
Joel Roggenkamp
Howard Salo
Steve Weibrod
Mark Wolf
Andrew Zarras

Please get your picture taken at the next meeting. J

April Fool Flier Well Attended

TCRC held its annual April Fool Fun Fly on Saturday, April 1st and it was a great day.

Larry Couture reports that there were 20 to 25 pilots at the Jordan field that morning and the weather was beautiful. The sun was shining and there was no wind.

The newsletter editor has not received any pictures of the event, but Larry reported that a good time was had by all. J



TCRC 2017 Mowing Schedule

May	1-6	Corey Kaderlik	Runway edges and South section
	7-13		Runway edges and North section
	14-20		Runway edges and South section
	21-27		Runway edges and North section
	28-6/3		Runway edges and South section

June	4-10		Runway edges and North section
	11-17		Runway edges and South section
	18-24		Runway edges and North section
	25-7/1		Runway edges and South section

July	2-8		Runway edges and North section
	9-15		Runway edges and South section
	16-22		Runway edges and North section
	23-29		Runway edges and South section

August	7/30-5		Runway edges and North section
	6-12		Runway edges and South section
	13-19		Runway edges and North section
	20-26		Runway edges and South section
	27-9/2		Runway edges and North section
	8/1- 8/20	Jim Ronhovde and Daniel Olberg	Reinvest In Minnesota (RIM) Land North, West and East sections

September	3-9		Runway edges and South section
	10-16		Runway edges and North section
	17-23		Runway edges and South section
	24-30		Runway edges and North section

October	1-7	Corey Kaderlik	Runway edges and South section
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TCRCOnline.com

Your Link To What Is Happening At TCRC

TCRC Applies for AMA Gold Leader Club Status

by Tim Wirtz

TCRC is in the process of applying for the AMA Gold Leader Club designation. AMA honors and recognizes clubs that show leadership in promoting the goals of the AMA as well as being good community citizens. It offers 3 levels, Bronze, Silver and Gold, and the status is determined by how many of the 6 required goals and 9 elective goals the club has in practice.

Here are the required goals:

1. AMA Chartered club for a minimum of 5 years – *TCRC ✓*
2. Club membership open to all AMA members and not limited to a certain number – *TCRC ✓*
3. Club has developed and posted Safety and Operational Rules at its flying site – *TCRC ✓*
4. Club has filed a copy of the Safety and Operational Rules at AMA Headquarters – *Tim in the process of doing that now*
5. Flying field has a separate areas for fliers and spectators, clearly marked as such – *TCRC ✓*
6. The AMA Safety Code is posted and visible at the field – *TCRC ✓*

Here are the electives:

1. Club has implemented and enforces a frequency control plan that allows all 50 RC channels to be used at its club flying site where RC is allowed. – *TCRC ✓*
2. Club donates to the AMA Scholarship Program or donates Model Aviation or Park Pilot magazines to a local school or library – *I am donating mine but would like more people to help with donating magazines.*
3. Club conducts a review of the AMA Safety Code at a club meeting at least once a year. – *We read the club field rules but have not read the safety code. We will need to do this to obtain Gold status.*
4. Club sponsors an annual public event, such as a mall show, flying show or demonstration – *TCRC ✓ (MAD event qualifies)*
5. Club monitors noise levels and/or institutes club field rules to limit noise. *TCRC ✓ (Our no piston engine flying prior to 8 am and our Board determined decibel level rules qualify us for this goal)*
6. Club has created an information handout and provides it to the general public – *TCRC ✓ (I confirmed with the AMA that our website fulfills this goal)*
7. Club participates in charity programs or public fund-raising events – *TCRC ✓ (The annual auction qualifies us for this goal)*

8. Club has a formal lease or agreement for use of its flying site or owns the site – *TCRC ✓*
9. Club participates in the AMA Introductory Pilot Program or has its own instruction program – *TCRC ✓ (Wednesday 'Help your buddy' night quasi-qualifies but we could do more. We might have to put it in writing or create a schedule of people who will be there each Wednesday.)*

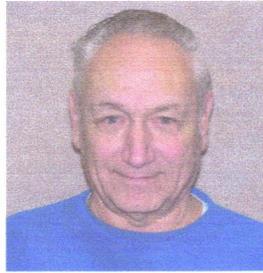
Meeting all the required and 3 of the electives qualifies for Bronze level. Meeting all the required and 6 electives qualifies for Silver level. Meeting all of the required and all of the electives qualifies a club for Gold level.

All levels get a certificate from AMA Headquarters plus a gold, silver or bronze finished pin for each current club member in the first year, published recognition in *Model Aviation* and on AMA's website and inclusion in the annual list of Leader Clubs. Gold Leader clubs get, in addition to the perks above, an engraved ID plate for the club field, and 5 and 10 year patches upon keeping Gold Status for that number of years.

As you can see, we already qualify for Silver Leader Club status. I'd like to firm up the two remaining items so that we can attain Gold Leader Club status. I am putting together the paperwork to submit to the AMA now and hope to have it ready to go soon. If anyone can help me out with magazines to donate or can think of how we can make the #9 elective stronger, please email me at treasurer@tcrconline.com or call me at 952-297-5226. **J**

Safety At The Field

By Larry Couture



Well here it is the end of April, 2017 and the weather is not very good for flying, as it is rainy, windy and cold. It is possible the field could flood later the coming week (ain't Minnesota great)?

I have been out to the field a few times and the flying has been very good on those occasions, even if the field around the runways is still damp, and if it floods next week it will be wet all over again.

The field cleanup is set for May 6th but that won't include the runway area if the River has its say. I read an article lately that a flying field somewhat like ours had an emergency, and because of its remote location the help that came was very late. Since our field is located by its fire number I am going to have that number posted in the shelter. This should help anyone making a call for help to have that info at hand. If anyone has a better solution please let me know.

Now for those of you that are just getting your airplanes ready for flying, as you are 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 while they are sitting around doing nothing.

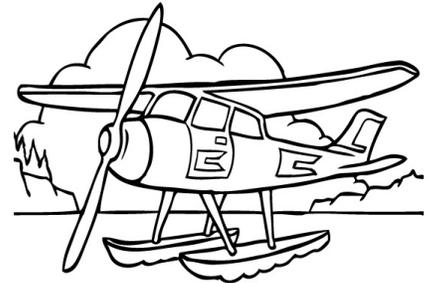
Now you electric guys make sure that the prop is off when making all these checks, as the motor out front is waiting for you so it can start and cut that finger of yours. (Just a little revenge for sitting so long).

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

Safety Always Comes First!

TCRC Spring Float Fly May 13th

by Steve Meyer



©tintim.com

TCRC's annual Spring Float Fly will again be held at Bush Lake Park in Bloomington on Saturday, May 13th.

Start time is 10:00 AM. Chair for the event is Steve Meyer, and the event is open to any pilot with a valid 2017 AMA membership card. If it's too windy or raining we will cancel the event. In that instance we will try to post the cancellation on the club website TCRCOnline.com.

This event always attracts a lot of pilots, a lot of great looking float planes, a lot of club members, and a lot of spectators.

Get some floats onto a plane or two and be at Bush Lake beach on May 13th for the TCRC Spring Float Fly. 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
Mitsubishi -"Babs"

MNBigBirds.com

Add'l Extras:

- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & more...

Composite Parts Available thru...

MICKO Aircraft & Accessories

TCRC Field Rules Updated

by Tim Wirtz

If you were at the April Meeting you know that we have secured the alternate flying site for use whenever there is not a Fairgrounds event, not just when the main field is flooded. The Board has drafted an addendum to the field rules and updated the field rules to clarify the use of the alternate flying site, among other things.

The TCRC Field Rules can be found on the TCRC website, TCRCOnline.com in the Membership Handbook in the 'Members Only' section.

I need to stress the importance of reading the TCRC Field Rules thoroughly. The changes to these rules are listed below. The updated rules have been placed in the most recent version of the Members' Handbook, which was emailed to you on [April 30, 2017](#).

Please take the time to read the rules and send any questions you may have to the Board at board@tcrconline.com.

Changes to the TCRC Field Rules:

2. TCRC **Main Field** is a Visual Line of Sight field.

17. Pilots shall announce their intentions LOUDLY for take-offs, landings **and when entering the flying area to retrieve aircraft.** Dead stick landings have precedence over powered landings.

All landings take precedence over take-offs.

22. Orange safety vests must be worn when retrieving aircraft from the woods surrounding the field. This distinguishes you to the neighbor as a member of our club retrieving aircraft and not as a trespasser. J

TCRC Alternate Flying Field Rules

by Tim Wirtz

1. In addition to the TCRC Field Rules, the following rules will apply to the Alternate Flying Field, currently located at the Scott County Fairgrounds.
2. The Alternate Flying Field is open for use unless it is being used by the Scott County Fairgrounds for an event.
3. FPV is allowed at the Alternate Flying Field when the Main Field is open in addition to other aircraft flight.
4. When the Main Field is closed due to flooding, the Alternate Flying Field will become Visual Line of Sight.
5. All flights must stay within the parameters of the flying field.
6. Any materials used for race courses must be taken from the field at the end of each day. No exceptions.
7. When the Main Field is open, only 2.4 GHz is allowed at the Alternate Flying Field. J

TCRC Jordan Field Clean Up May 6th

TCRC has scheduled a field cleanup day for Saturday, May 6th.

Because of the rain that we have enjoyed (?) over the past two weeks, the Minnesota River is projected to be out of its banks during that time, thus the club will not be able to do any work on the field, runways, pits and shelter on that Saturday.

However we do need to do some work on the two tractor sheds, both inside and out, and do some cleaning up of the area around the sheds. In addition, we can do some maintenance on our benches and flight stations.

The weatherman is predicting an end to this cold rainy weather and Saturday is projected to be sunny with temps in the 70's.

Following the work session, we can head over to our alternative flying site at the Scott County Fairgrounds and put a few flights on some of our newly constructed airplanes.

We will see you all at the Jordan field on Saturday morning, May 6th. 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.

Bloch MB157

by Conrad Naegele

The April Mystery Plane was the Bloch MB157.



This airplane was the last of a long line of fighters from the Bloch group. It was a singularly outstanding fighter, deserving of a fate far better than for which it was destined. The plane, all-metal and flush-riveted, was in partial production when Gnome-Rhone came out with a new engine of 1,700 horsepower. It was too large for the then MB156 so an entirely new airframe was made, to take advantage of the horsepower.

Design work on the new airframe went quickly and when the Gnome-Rhone 14R engine was in place, plans called for armament of two 20-mm cannon and four 7.5 machine guns. Just before final flight testing was started, Germans approached from Paris, the plane was loaded in a trailer, but the plane was captured and sent to Bordeaux. Completion of the plane was authorized and final flight testing done in March 1942.

Flight trials were extremely good and the plane was then ordered to Orly. Amazingly, the plane arrived 40 minutes ahead of schedule! The engine was then sent to Germany and the airframe was stored, then destroyed in an Allied air raid. The MB157 was an extremely advanced fighter and possessed performance figures only obtained by the Allies during the closing stages of the war.

The Bloch MB157 was powered by a Gnome-Rhone 14R4 14-cylinder radial engine that developed 1,700 horsepower. It had a 35-foot 11-1/4 inch wingspan and a normal wartime load of 7,165 pounds. It had a max speed of 441 mph. J

Calendar

- May 6 **Jordan Model Air
Park Clean Up &
Fly In**
- May 9 **TCRC Membership
Meeting, 7:00 PM
CrossPoint Church
Bloomington**
- May 9 **TCRC Building
Contest
CrossPoint Church
7:00 PM
Chris O'Connor**
- May 13 **Spring Float Fly
Bush Lake Park
Bloomington, MN
10:00 AM
Steve Meyer**
- May 20,21 **Hobby Warehouse
Swap Meet**
- May 21 **Big Sky Hobby
Swap Meet**
- May 27-29 **Hanson Family
Fun Fly
Mayer, Minnesota**
- June 13 **TCRC Meeting
At The Field
5:30 Dinner
7:00 PM Meeting**

‘Help Me Fly’ Days On Wednesdays

The club will again be scheduling ‘help me fly’ days for Wednesdays at the Jordan Field.

If you are new to the hobby, need some help with some aspect of flying, this is the day for you.

The field will also be open to other pilots, but those needing help will have preference. J

TCRC Apparel For Sale

TCRC's new club apparel is available for sale at most membership meetings.



**Apparel sales are hot and heavy at the membership meetings.
(Photo by Jim Cook)**

The new apparel is pretty nifty looking.

Club treasurer Tim Wirtz has been organizing the order of the club apparel and now has for sale:

- TCRC Hats \$12.00
- TCRC Hatbands \$5.00
- TCRC Gray Sweatshirts \$18.00
- TCRC Gray T-Shirts \$12.00

The dark blue hatbands are to be worn on broad brim straw hats and should look pretty neat.

Tim has plenty of the hats and shirts in an array of sizes. See him at a meeting to get your new TCRC shirt or hat. **J**

‘Meeting At The Field’ To Be Started In June

The ‘meeting at the field’ is scheduled to begin in June, and will be done in July, August and September also.

The club has been doing this the last few years and it has proven quite popular with the membership.

At every ‘meeting at the field’ dinner will be served at 5:30 PM and the business meeting starts at 7:00 PM. Flying can happen all day leading up to the meeting.

In case of bad weather, the meeting will be held at its normal time and place at CrossPoint Church. **J**

Bill Jennings

Bill Jennings passed away in April of this year after suffering a heart attack at his home.

Bill was a past president of TCRC and very involved in the R/C hobby. He enjoyed the Northern Alliance Military Fly-In done at the SMMAC field in Owatonna and volunteered to work the flight line at that event for several years.

All of the members of TCRC offer their sympathies to Bill's family. **Q**

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.

2017 Officers

President	Bob Breisemeister 612-964-8877
Vice President	Brian Johnson 763-744-6379
Secretary	Ken Weddell 952-500-3446
Treasurer	Tim Wirtz 952-941-5357

TCRC Flare Out

Editor James R. Cook 952-445-5257
Publishers: Pat Dziuk 952-445-3089
 & Mike Timmerman 952-496-1631

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

Gorgeous Scale Airplanes

by Jim Cook

My high school class in Lawrence, Indiana is finally having a reunion, after 20 years. I have not attended one in over 50 years!

I have gotten involved in the planning of the reunion, and of obtaining info on our various classmates to be put in an updated yearbook. During the course of doing this, one of my classmates, Nelson Boyd, now of Atlanta, became aware of my interest in R/C airplanes, and let me know of his involvement for the last 43 years. Nelson started out building kits in 1974 and quickly graduated to scratch-building “because there weren’t kits available of what I wanted to build.”

Nelson belongs to two clubs, a local that has a very short asphalt runway, and one in Alabama 80 miles away that has a fine grass runway and better surroundings. “Nothing as nice as your field.” (I had emailed an aerial view of the Jordan field.)

His largest airplanes were built for warbird meets around the southeast, but he has been staying at the two club fields of late. He said he has never flown off of water, or snow, for that matter.



The above picture is Nelson with his Lockheed P2V Neptune. It is a scratch twin with 104-inch wingspan and two Saito 100 4-strokes for engines. This plane is a model of a full-scale patrol bomber. If you could see into the plexiglass nose, you would see Nelson. He was an aircrew member in the Naval Air Reserve while a student at Purdue.



He replaced the Neptune with the above red and white Wildfire Air Tanker which was from the same plans and had the same mechanicals.



This nice looking Douglas A-1 Skyraider was built from a Ziroli kit and had a 100-inch wingspan and was powered with a 70cc gas engine.



The Lockheed L10 Electra was a kit bash with an 80-inch wingspan and powered by twin ST 2000's.

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Gorgeous Scale Airplanes

Continued From Page 14



Nelson scratch-built the Rockwell OV 10 Bronco shown above from Uravich plans. It has an 80-inch wingspan and is powered by two Saito 80's.



This Beechcraft Bonanza Model 35 was built from a Top Flight kit. It had an 80-inch wingspan and was powered by a Saito 100.



The T-34 Skywarrior shown to the left and bottom of the page was also done from a Top Flight kit, had an 80-inch wingspan and was powered with a Saito 150 engine.



This Martin B57D Canberra was scratch-built. It had an 80-inch wingspan and was powered by two 70mm EDFs. Nelson said it flew well but the fan motors were not right and he didn't know what he was doing with electrics. He is still endeavoring to learn electrics with a 72-inch Comanche ARF.

These were just a few of Nelson's favorite planes that he has built. He says, "For some reason I am drawn to scale twins and heavy scale warbirds neither of which have a great record of long life."

I will be seeing Nelson in September for the first time in 50-plus years, and I am sure we will trade a lot of R/C stories at that time. **J**

New Members

In the month of April Paul Theis became the 125th member of TCRC.

Paul lives at 1025 Market Street in Shakopee, 55379. His phone number is 612-880-8825 and his email address is paultheis@hotmail.com. Paul has been flying R/C for 24 years and currently has many planes including a Contender, a Smith Miniplane, a Fazer and a Sport Cub.

When you see Paul at a meeting or the field, be sure and introduce yourself and welcome him to TCRC. **J**

Veep's Corner

By **Brian Johnson**



It has been a couple of months since you have gotten an article from me. In that time, I have remodeled and sold a house, purchased a new house and moved, combined families with a wonderful woman, and begun a new job. To say the least, I have not had the time I would have liked to spend at the field! That said, I have managed to get out a couple of times to fly. On both occasions, it was cold and the wind was terribly uncooperative but on both occasions the outing was spectacular.

It seems that at the end of every year I resolve to spend more time the following year on the hobby and each year life seems to happen and it tends to be at odds with this resolution. Children need to get to various activities. Houses and vehicles need maintenance. Aging family members rely on their support network. Projects at work spill into the evenings and weekends. There are myriad happenings that drive us to distraction and force our attention in directions that do not align with our "down time".

This year I am not making the resolution to spend more time on the hobby but rather to spend better time with the hobby. The things that I spoke of will not be going away, nor would I want them to. They are the products of all the people in my life and my good fortune. This means that the time I get to spend on the activities that give me that deep level of personal satisfaction, such as RC aircraft, needs to be maximized.

I said earlier that both of my trips to the field involved weather that was less than ideal. Rather than lament the failings of Mother Nature, I spent extra time making sure the engines were tuned to run their best. I probably walked the entire field twice doing a much more thorough range test than was necessary. I played with my radio settings and double checked the balance on each of my planes. Finally, after everything was perfect in every way, I made a couple of flights. The actual flying was almost a formality at that point. I was still enjoying the hobby with all the tinkering on the ground, just in a different manner than usual during my trips to the field. Had the wind been calmer and the skies brighter it would have been a marathon of burning fuel and charging batteries but in the end this ground based excursion was just as much fun and just as therapeutic as the former.

It looks like we may be in for another interesting season. As I write this the weather feels suspiciously March-like and the river forecast is ominous for the upcoming weekend. I am planning a trip or two to the fairgrounds if our field is under water but it may be a few days before I get to enjoy the amenities that the main field has to offer. In order to make the most of the duration I am looking forward to setting up a brand-new shop in my new residence, breaking in a new engine (if the new neighbors are not too bothered) and getting all of the winter cobwebs out of the equipment. I am also looking forward to the upcoming field clean up (fingers crossed) and spending time with the members that I have had no contact with since last flying season. I hope to see you there!

Until next time-

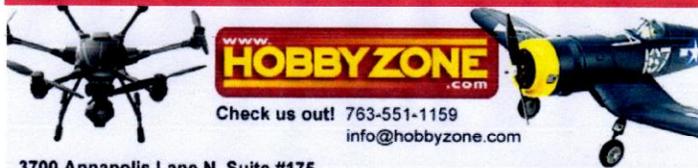


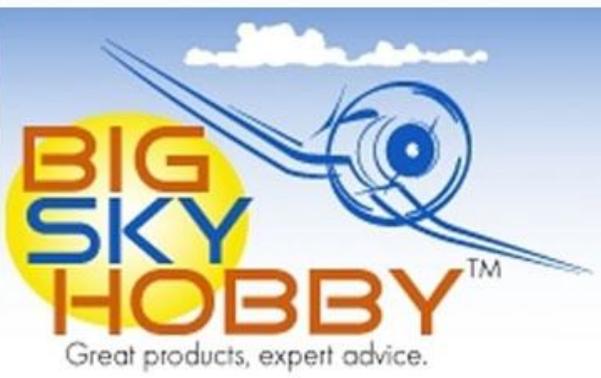

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