



November

Minneapolis, Minnesota U.S.A.

2006

TCRC Season Finale Turnout Good Despite Strong Wind

by Mike Timmerman

Another official TCRC flying season came to end on Saturday October 14th when the club held its Season Finale at the Jordan field. The weather was not nearly as nice as it was last year but it was good enough to produce a large turnout. The sun was shining, the sky was mostly clear, the temperature was in the high 40s to low 50s and the wind was blowing steadily out of the northwest about 10 mph with gusts up to 15-20 mph.

Mike Timmerman was the CD for the event again this year. As usual, he had plenty of help from his wife Sheri. Start time was 10:00 AM. Gerry Dunne was the first to arrive. At first, it looked like there wouldn't be a very big turn out because of the windy weather, but by 11 AM the parking lot was almost full.



Some of the many members, spouses and family that attended the Season Finale on October 14th. (Photo by Scott Anderson)

We had approximately 40 people show up through out the day. The majority of those in attendance were club members, but we had a surprising number of non-members this year. Some had learned about the event through the club website and decided to check us out. We even had two new members sign up at the field – Bob Swenson and Doug Lehrmann.

Tarps were hung up on the west and north sides of the shelter to provide a little relief from the wind. The sun was out and the sky was clear but the windy conditions didn't stop the majority of people from flying. There was a steady stream of planes into the air the whole day ranging in size from small electrics to giant scale gas.

The wind was tolerable in the air, but it kept shifting directions which made landing a real challenge. There were a few planes that were very close to touching down safely only to be flipped over at the last second by the wind. Planes weren't the only casualties of the day; the wind also blew one of the green plastic chairs into the fire.

Sheri Timmerman and Kathy Dietz each made a big crock pot of chili. Mike fired up the grill and cooked hot dogs. There was hot

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The President's Hangar

by Bill Jennings

Thanks to the efforts of several hard-working members a few more field improvement projects were completed last month just prior to the arrival of winter:

- John Dietz & Jim Ronhovde continued to make progress on the tractor sheds with some recent help by Conrad Naegele. The new shed is now totally finished, and the addition of new steel siding and roofing has added years of useful life to the original shed. The work left to be completed on the original shed is the addition of some corner trim and painting of the plywood on the resurfaced doors.
- Don Knauff did an excellent job of modifying the tractor roll bar, so it will now clear the doorway of either tractor shed. You can read all about this project in an article elsewhere in the newsletter.
- Larry Couture completed the field survey work and a large backhoe was brought in to remove the soil that was causing drainage problems on the east side of the field. In addition a wide ditch was dug to channel floodwater to the drainage canal that runs to the Minnesota River. Then, a Bobcat mounted brush hog unit removed much of the tall grass and willow growth from a large area at the east side of the field. A few small "plane-grabbing" trees remain in the area, but they will be cut down and removed prior to winter. The newly reclaimed area measures roughly 210 feet by 175 feet. I'm sure the giant scale pilots will *really* appreciate the extra takeoff and landing approach area to the east of the runways.



The backhoe improves the drainage to the east of the runways at the Jordan field. (Photo by Bill Jennings)

We'll be holding our annual TCRC Banquet on Sunday, November 19th, at Dangerfield's in Shakopee. The event will be held in the Atrium, a private room located upstairs just inside the main door. Your hosts, Bill Jennings and Chris O'Connor, have made a few changes this year and are hoping for an increased attendance. Personal invitations are being sent to all members. Now, how can you fail to accept a *personal* invitation? The menu will be equivalent to last year, at a slightly reduced price. Due to numerous requests, the dress code for the event has been relaxed a little this year. Neckties are optional, but since this is a banquet, nicer casual dress is requested. This year's program will feature an event review, door prizes and service awards, plus a few surprises. Check your invitations for further details, and send in your reservations as soon as possible, so that the final headcount can be determined.

The flying days remaining for the warm weather pilots are just about over for this year. But for many of us the fun is just beginning. Personally, I've found that *winter* flying can be easier, and just as enjoyable as the summer variety. The winds are lighter, snow is a more forgiving surface for landings than either asphalt or grass, and the entire flying field becomes a runway. The challenge is to prepare properly for each flying session.

Four things to remember: One, bring more warm clothes than you think you'll need. If you start to feel chilled, put on another layer and take some time to warm up in your car before you get *really* cold. Once you get cold, you're not having fun any-

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From The Co-Pilot's Seat

by Chris O'Connor

November is what I call the transition from flying to building. So if we all start now that gives us about 5-6 months to do some serious building. Let's get started!!!!!!!

Speaking of building, don't forget the winter building sessions and also the winter workshop tours starting in January. I'll be glad to host the first one and then I need three more people to volunteer their shops for tour in February, March, and April. Get involved. It's fun.

Remember that our November meeting is also election night. We have a nice slate of candidates but can always use more. We need your support and ideas for the coming year. Also, don't forget that our annual banquet is on November 19 at Dangerfields Restaurant in Shakopee. Plan on attending. More info at the meeting.



Sherwood Heggen shows the members at the meeting about repairing a damaged airplane. (Photo by Bill Jennings)

Our program for the October meeting was outstanding. Thanks to Sherwood Heggen for his expertise on repairing that little mishap with your ARF plane. The November program is also a must-see event. Wayne Siewert from Aerotech Models here in Minneapolis will be doing the program. Wayne is bringing his Mooney that they will be producing in the near future. All of Wayne's planes are Top Gun scale quality. Check out his website: aerotechmodels.com. Wayne is also an expert in scale. He finished 5th this year in team scale. We are lucky to

have people like Wayne among us. DON'T MISS THIS MEETING AND PROGRAM!!!!!!!!!!!!!!!

If you haven't built a scale plane yet, you don't know what you're missing. The nice thing about scale is you can go for very little detail, to all-out museum scale. It is fun and a challenge to replicate a full size airplane.

See you at the meeting. Remember that bigger is better. ☺

The President's Hanger

Continued From Page 2

more. Two, plan to spend extra time re-tuning your engine throughout the winter. Engines require a richer fuel-to-air mixture in colder temperatures. One must check for reliable engine operation before *each* flying session. Also, check that the engine transitions from idle to full rpm reliably without sputtering or dying. Also check that the engine continues to perform well when the plane is held in a vertical position. As the temperature continues to grow colder the mixture is gradually made richer, and then the process is reversed to lean out the mixture as the temperature rises again in the spring. Three, monitor your battery levels more carefully during the winter. Battery output is drastically reduced in cold temperatures. A VoltWatch battery monitor provides cheap assurance that your battery level is safe to fly. Four, pick your flying days carefully. Some days aren't good for flying at *any* time of the year.

In the meantime, I hope to see you at the field! ☺

Season Finale

Continued From Page 1

coffee brewing all day long with plenty of other snacks and drinks on hand. Everyone starting eating by 11:30 and by noon the majority of the food had disappeared.

The Grim Reaper made an appearance again this year to give a ritualistic send-off to those planes that met their end this year. Hopefully, this year's offering will satisfy the gods of aviation and minimize the amount that we have to sacrifice next year, but it seems no matter how many we offer each year, the gods keep asking for more.

Thanks to Gerry Dunne for bringing the generator to power the crock pots and coffee maker. Also, thanks to Gerry and Pat Dziuk for helping to set up and tear down. A special thank you goes out to Sheri Timmerman and Kathy Dietz for making the delicious chili and to Bobbi Jo Dziuk for making cornbread. Last but not least, thank you to all those members, family, friends and visitors that came out to enjoy the day with us.

This event may signal the end of the flying season for most but we have a number of hardy souls that brave the elements all year long and fly in the snow. If you haven't tried it yet, this should be the year you give it a try. The Season Finale doesn't have to be your last day of flying for this year!

Fly safely!



Be An All Season Flyer

October Is A Great Month For The Season Finale!



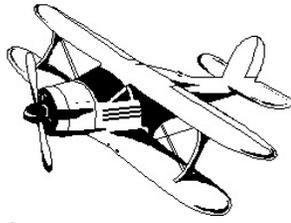
Bob and Scott give Dave some moral support in the pits at the Season Finale. (Photo by Mike Timmerman)

The Wind Didn't Bother Chris' Extra At All!



Sherwood Heggen and Steve Meyer watch Chris O'Connor put his giant-scale Extra through its paces. (Photo by Mike Timmerman)

Show & Tell



by Bill Jennings

More nice planes at the October 10th membership meeting.



The first was a Sport Flyers Wild Fly 3D biplane brought by Gerry Dunne. It had a wing span of 27.5 inches, a length of 31.5 inches, and weighed approximately 13 ounces. The power was from a stock 370 brushed motor and 1000 mAh 3-cell Li-Po battery that provides flights of approximately 6 minutes. The cost for everything to make it flight ready was less than \$100, and it's available through Hobby People.

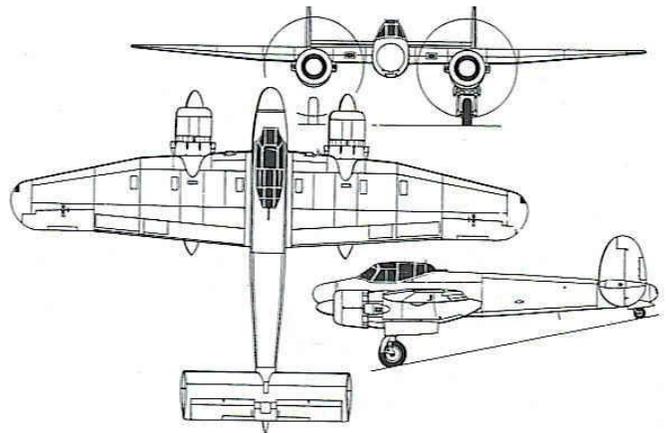


The second airplane was an Ultimate Bipe foam electric brought in by Jay Bickford. The foam airplane was still under construction and will have gear when completed. It was built from blueboard foam, and Jay will cover it with either packing tape or paint.



Jay also brought a radio support table he had designed and constructed from a masonite clipboard and basswood. It can be built with or without hand rests and uses a standard radio neck strap. Jay passed out copies of plans he had drawn to those who were interested. ☺

November Mystery Plane



**TCRC Banquet
November 19th**

Timing Your Flights

by Bill Jennings

Have you noticed a pilot at the field who appears to have an invisible "friend" who announces the remaining time of his flight in a soothing female voice? If you look closely, you'll notice he's wearing a small white or silver thin plastic box clipped to his belt or a pocket. The voice you're hearing is actually coming from a talking event timer that was designed originally for use by cooks in the kitchen.



Someone got the idea to use the device for timing RC aircraft flights and discovered that it *really* works great. The word spread and many pilots are using them today. If you've tried using the count-down timer on your computer radio, you've discovered that it beeps once for each elapsed minute. This requires that you must look at the radio display panel to find out how much flying time is left. That also means you're taking your eyes off your plane for a few seconds. Now we all know how much trouble an aircraft can get into if it's left unattended for a short while... Another alternative would be to try to remember the number of times your radio has beeped at you... Good luck!

The talking timer allows you to concentrate on your flying while remaining totally aware of your remaining fuel level, as the timer announces, "six minutes left", etc. There are options for counting down, as well as counting up, and the current time can be displayed, so you don't arrive home late for dinner. The VoiceZone Talking Timer has six programmable alarm

sounds that really get your attention when the time is up. It requires two small button batteries to operate, which are supplied with the unit. I've been using mine for over a year, and haven't replaced the batteries yet.

The timers are currently on sale for \$11.99 each (I paid \$14.99 for mine...). To order directly from the Internet, go to: http://www.dynamic-living.com/talking_timer.htm ☺

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.

TCRCOnline.com

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Safety At The Field

by Larry Couture

The last club event – the Season Finale -- was held this month at the field and the wind did blow. My airplane was controlled by the wind on landing and gave the crowd and my self a LOT of concern as it headed directly for the shelter and spectators. In order to avoid everyone and everything I gave it full power and up elevator and made a loop back and crashed by the runway. This prevented any damage or injury to anyone but my pride and I would do the same again in a heart beat to prevent the alternative. This is my story and I'm stickin to it.

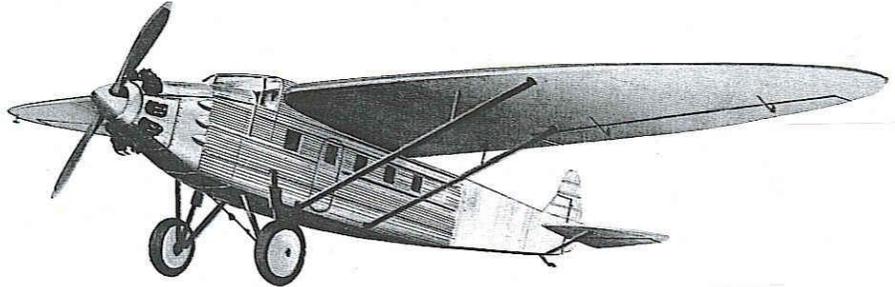
No other problems or any violation of rules took place at the Season Finale to my knowledge and I think a good time was had by all. The heat from the flames of the plane fire kept us warm and the Grim Reaper had a ball committing the unfortunate planes that had an early retirement to the big hanger in the sky.

This is the time of the year when the AMA dues are due, and in order to renew our club membership you have to have a current AMA card. So get 'er done as soon as possible. My suggestion is at this time everyone should review the last two pages of our membership roster as it gives the AMA Safety Code for flying radio controlled models. These seem to be easy to remember but a quick review never ever hurts. In addition the TCRC Field Rules are also included in that portion of the roster.

Kalinin K-5

by Conrad Naegele

The October Mystery Plane was the Russian Kalinin K-5.



In the early days of the last century, Russia was a huge almost uncharted country. Since there was little in the way of surface transportation – few roads, some trains – aircraft were relied upon, much like our own Alaska and Northern Canada of the same period, which also saw much reliance on air transport.

One of the early companies in Russia was the Kalinin Aircraft Company. They produced numbers of reliable, sturdy and roomy single-engine transports. Developed in 1929 by Konstantin Alekseevich Kalinin, and derived from an original plane, the H-4, the new H-5 followed the same format – elliptical wings, and featured a variety of engines. It also had several methods for fuselage construction (i.e. plywood, steel tubing) and/or fabric wings which were mostly wood, although some were metal-sparred, which were standard for that time.

While not widely known outside of the aircraft world, Kalinin built 260 of these decent airplanes. They were able to handle the distances, and widely fluctuating temperatures experienced in Russia. These planes continued in service until 1940. One of Kalinin's designs was a huge 6-engine bomber able to carry over 20,000 pounds of bombs. Only one was built and it crashed! The K-5 was not a world-beater but was reliable and dependable.

The K-5 had a wingspan of 67 feet and a gross weight of 8,267 pounds. The most common engine used was the M-17F 9-cylinder radial that developed 525 horsepower. ☺

The field's in great shape and although the weather has been a little chilly, the flying has still been great. So hopefully I'll see you at the field. Remember all landings from which you can fly again are great but not always graceful so just keep the rubber side down. ☺

TCRC Elections To Be Held on November 14th

TCRC will hold its election for the 2007 officers and board on Tuesday, November 14th.

The nominating committee of Jim Cook, John Dietz and Pat Dziuk have put together a slate of candidates for the five positions up for election this year. Those positions are president, vice president, secretary, treasurer, and one board seat. Two board seats, currently occupied by Jim Ronhovde and Mike Timmerman, are not up for election this year.

As of press time, here is the list of candidates for TCRC office for 2007:

President:	Bill Jennings (Incumbent)
Vice President:	Chris O'Connor (Incumbent)
Secretary:	Allan Boucher Bernie Gaub
Treasurer:	Todd Schwartz Mike Burk
Board Seat:	Scott Anderson (Incumbent) Gerry Dunne

It would be great if we could have at least two candidates for every position and it is not too late to become a candidate. Please consider running for office. If you are interested, or need more information, give Jim, John or Pat a call or talk to them prior to the start of the elections on November 14th.

Thanks to the many members who have decided to run for office this year. We have a great club and it is members like these that invest their time and energy in the management of the club that makes it great.

Be sure to come to the November 14th meeting and cast your vote for the candidates of your choice. ☺

New Members

Lots of new members joined TCRC in October.

Bob Swenson lives with his wife Joan at 13617 Vincent Circle in Burnsville, 55337. Their phone number is 952-890-7094 and his e-mail address is jswenson@efca.com. Bob is a returning member to TCRC and has been flying R/C for 20 years, currently puts his giant-scale Katana into the air.

Doug Lehrmann lives with his wife Connie at 8934 Jesse Lane in Prior Lake, 55372. Their phone number is 952-447-7559 and his e-mail address is dclehr@cs.com. Doug has been flying R/C for 10 years and currently has a Tiger 60.

Greg Pfeiffer lives with his wife Susan at 4516 Normandale Highlands Circle in Bloomington, 55437 and their phone number is 952-893-1388. Greg's e-mail address is gpfeiffer@mn.rr.com. He is new to R/C and will be looking for instruction on his Hobbico Electric Superstar trainer.

Mark Wolf is another returning club member and lives at 2485 Woodhaven Drive in Long Lake, 55356. His phone number is 952-475-2307. Mark is currently building a 1/4-scale J-3 Cub which will have both wheels and floats.

When you see Bob, Doug, Greg or Mark at a meeting or at the field, be sure and introduce yourself and welcome him to TCRC. ☺

**Be Both A Candidate And A Voter
At The TCRC Elections On
November 14th**

AMA Dues

Every current member of the Academy of Model Aeronautics should have received their 2007 Dues Renewal Notice in the month of October.

AMA dues for 2007 are:

Regular	\$58
Senior	\$48
Junior	\$ 1

Members can any one of four different ways:

On-line: www.modelaircraft.org

Telephone: 1-800-435-9292

By Fax: 1-765-741-0057

By Mail: AMA
5161 E. Memorial Dr.
Muncie, IN 47302

Payment must be received no later than December 15, 2006 to avoid a lapse in membership services.

Remember, to be a flying member of TCRC, you must belong to AMA. The only TCRC classification that does not require membership in AMA is the 'social' membership.

Take the time to renew your AMA membership today. ☺



Hobby Warehouse Changes

by Bill Jennings

I've just learned that Hobby Warehouse will be closed until January 2, 2007 for a change of ownership and remodeling. The new owner (no big surprise...) is Jeremy Steinmueller. He plans to remove most of the RC car merchandise and concentrate more heavily on the RC airplane area of the business. This is good news for all of us, as we can eventually look forward to an even greater selection of parts, etc. to keep our birds in the air!

In the meantime, if you have parts or planes on order or a credit slip you'd like to cash in, Tom Steinmueller can be reached directly on his cell phone at: 612-220-7249. ☺

Calendar

- | | |
|---------|--|
| Nov. 5 | Swap Meet
Willowbrook Mall
Mason City, Iowa
8:00 AM to Noon
Paul, 641-423-1748 |
| Nov. 14 | TCRC Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington |
| Nov. 14 | TCRC Elections
7:00 PM at the
Membership Meeting |
| Nov. 19 | TCRC Banquet
5:00 PM
Dangerfield's in
Shakopee
Bill Jennings &
Chris O'Connor |



Vice president Chris O'Connor is always telling us to get into giant-scale. Here is a very nice C-17 that really qualifies for that giant-scale classification!

TCRC Tractor Trimming

by Bill Jennings

As TCRC's new tractor shed was nearing completion, it was discovered that the roll bar on the club's New Holland tractor would not fit through the door. After considering several alternatives, it was decided to reduce the height of the roll bar by about 6-inches by cutting a section out of it and welding it back together again. My next-door neighbor, TCRC member Don Knauff, volunteered his services and the use of his shop to get the job done.

After a few flights at the field one afternoon, we loaded the tractor onto a trailer and moved it about 20 miles to Don's shop in Credit River Township. Early the next morning, armed with two large mugs of strong coffee, we started the roll bar modification project. To be honest, I arrived at his place with *my* large mug of coffee and heavy work gloves, fully prepared to hold, pry, and generally provide whatever physical assistance or moral support might be needed...

modified roll bar would be at least as strong, if not stronger, than the original set up, and to finish the project so that the modification could not be easily detected. As the included photos show, both goals were exceeded. However, what started as an hour-long job eventually turned into a five-hour project.



The cuts on the shortened roll bar were undetectable on the finished product. (Photo by Bill Jennings)

Don quickly got to work cutting, sectioning, sleeving, welding, and repainting the roll bar. My part of the project involved untangling compressed air lines and power cords, and holding up the welding cart by leaning against it. Oh... I also smoothed some rough edges with a metal file, drank my coffee, and snapped a few photos. Who knew I would be so tired by all of this hard work at the end of the day? After the roll bar was back in place, Don treated the tractor to a complete fall cleanup with his high-pressure washing equipment. In less than 24 hours, the tractor had been modified and eased back into its shed, 6-inches shorter than before. Many thanks to Don for providing a professional solution to a challenging problem! ☺



**Don Knauff prepares the cut roll bar for welding.
(Photo by Bill Jennings)**

As with any project, a few obstacles were encountered along the way. The first was determining that the bar was attached to the tractor at 6 points and the rear fenders would probably have to be removed in order to remove the roll bar. The New Holland engineers evidently wanted to make sure that no one would *ever* remove this vital piece of safety equipment. Don decided he would cut the bar free, remove the necessary material, and then re-attach it. He also had two goals: to ensure that the

**Come See All The Changes
At The Jordan Field!**

Giant-Scale MidAir Takes Two War Birds At Owatonna

TCRC members have made several trips down to the beautiful flying site belonging to the Southern Minnesota Model Aircraft Club (SMMAC) to see some very nice looking giant-scale airplanes soar.

In October, a giant-size Zero and a giant-size Corsair collided in the skies over the Owatonna field. The pictures are below.



TCRC Banquet November 19th

The TCRC Annual Banquet will be held on Sunday, November 19th at Dangerfield's Restaurant in Shakopee.

Start time is 5:00 PM and it will be held in the Atrium, which is located upstairs just to the left as you enter the main door.

President Bill Jennings and vice president Chris O'Connor are chairing this year's banquet, and they have indicated that there will be a few changes.

Instead of finding a registration form in this newsletter, every member will be receiving a personal invitation in the mail. That invitation should be arriving the first week of November.

The TCRC Banquet is always a very enjoyable affair for members and spouses, and Bill and Chris are hoping that many of the newer members that have joined the past couple of years will make it a point to attend.

The dress code will be casual and the atmosphere should be relaxed.

Make sure to respond to your invitation as soon as possible so that we can give Dangerfield's a headcount for the always delicious buffet that is served.

Let's see a great turnout for the TCRC Banquet on Sunday, November 19th. ☺

Editor, Jim Cook
@ Flare Out Publisher
1177 Polk Street
Shakopee, Minnesota 55379

Now That Is A Nice Looking Ceiling!!!



Tim Johnson's shop actually has electric hoists to raise and lower the huge giant-scale aircraft. (Photo by Scott Anderson)

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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