



September

Minneapolis, Minnesota U.S.A.

2006

TCRC's Model Aviation Day 2006 Draws A Crowd

by Scott Anderson

On Saturday August 19th a neighbor dropped by the TCRC Model Airpark to see the airplanes he had been hearing from his yard that morning. After seeing the 600 square-foot static aircraft display, the fine food of the "Flare Out Café", the World War II 2nd Lt. re-enactor, the flying demonstrations, and the expert commentary over the PA system with Big Bands playing in the background he asked this TCRC member "Do you do this every weekend".



The buddy boxes were in demand as visitors to TCRC got a taste of flying an RC airplane. (Photo by Jay Bickford)

He was one of our visitors attending TCRC's 7th annual Model Aviation Day (MAD-2006) hosted by dozens of TCRC's active members. This year's event was a great success with over 70 members and guests sharing the model aviation experience and camaraderie. I

noticed one member that was responsible for bringing nearly a dozen guests from work. He had posted the flyer in the office and told everyone about his hobby! They loved it!

Prospective new pilots were greeted by TCRC president and spokesperson, Bill Jennings who introduced them to one of the RealFlight RC computer flight simulators that Bill and Pat Dziuk had provided. They mastered their skills on the simulators and were then connected with one of our volunteer flight instructors to get their hands on the sticks of a plane in flight. Dave Maurer, Mike Timmerman, and Jay Bickford were putting trainers up on a regular basis.

Second Lieutenant Joel Brown of the 332nd attended as a forward observer. Lt. Brown had books, posters and cards reflecting the Tuskegee Airmen of WWII and was willing to sit and share stories with interested pilots.

The "Flare Out Café" made its debut this year under the management of Chef Gerry Dunne. Gerry provided a mouthwatering assortment of old fashioned hot dogs, Italian sausages, chips and soda at a moments notice, for a modest charge. Business was so good we had to close down when we ran out

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The President's Hangar

by Bill Jennings

By the time you read this column, the month of August will be over, and much of the summer as well. We have certainly lucked out this year with a minimum of flooding at the field. The water level in the Minnesota River at Jordan is currently at a very low level of just over 5 feet. (Flood stage for the flying field is just over 18 feet.)

Annual elections are coming up again this November and I encourage every member to take a few minutes to consider the future direction of the club. To remain strong, any organization needs good leadership. And where do the leaders come from? Individual members have to reach the decision that they're willing to put forth an extra effort for the following year to serve the club. Since this is an "all volunteer" organization there's no pay involved. However, there is a lot of satisfaction in knowing that a club need is being met. If you would like to run for a club officer position or a seat on the Board, contact one of the nominating committee members (Jim Cook, John Dietz and Pat Dziuk), for more information. This year we will be electing the officer positions of president, vice president, secretary and treasurer, and one of the three board seats.

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

Model Aviation Day 2006

Continued From Page 1

of food. Gerry would mix his work as the 'chef' with his flying skills demonstrating his high performance electric aircraft between hot dogs.

The crowds were dazzled by flight demonstrations starting at 1:00 pm. 'Daring David' Andersen started the action by firing up his perfect giant-scale replica of the Grumman 'Lynx' and giving a scale flight demonstration across a near perfect sky. Dave was followed by a flock of electric aircraft in a quiet sky. Scott Anderson turned off the background music so everyone could enjoy the whirring.

TCRC VP Chris O'Connor gave a terrific demonstration of giant-scale aerobatics with his beautiful 95" Extra 300L powered

by a Brison 95cc gas engine. The maneuvers were expertly called out over the PA system so that everyone could understand and enjoy the various maneuvers. David Erickson followed with an impressive demonstration using his Thunder Tiger Raptor .60 helicopter.

The weather was perfect for the event with light breezes and scattered clouds. There were a lot of sun burns all around!

I want to thank all the members who came out and who helped make this event such a great success. I hope I can see you at the TCRC display at the Wings Of The North Air Expo 2007 at Flying Cloud Airport in Eden Prairie on September 9th & 10th. ☺

**Wings Of The North
Air Expo September
9th & 10th**



**A great static display at MAD of some very beautiful airplanes.
(Photo by Scott Anderson)**

Pictures From TCRC's Model Aviation Day 2006



Scott Anderson gets an assist on the microphone from a young spectator at MAD.



The pit action drew a lot of attention from the spectators at Model Aviation Day.



You can just guess he is saying, "Boy is that ever a neat airplane!"



TCRC member Bruce Anthony has a great talk with Lt. Joel Brown.



The food at the Flare Out Café was enjoyed by young and old alike at MAD.



TCRC president Bill Jennings helped answer some of the many questions that visitors had at MAD.

From The Co-Pilot's Seat

by Chris O'Connor

As Labor Day approaches, we think summer is over. But as far as I'm concerned the best flying weather is here now. The temps are usually a little cooler, the humidity is not as high, and the skies are clearer, not so hazy. So take advantage of this wonderful time and go flying. Today (Sunday, August 27) the temps were in the low 80's and calm winds. Three of us were at the field. A lot of you missed a perfect day to fly!



Chris' Extra demonstrating a maneuver at the Pattern Fun Fly. (Photo by Scott Anderson)



Pilots watching Chris' Extra on landing approach at the Fun Fly. (Photo by Scott Anderson)

TCRC's Pattern Fun fly was on August 12. Eight people came out to try their hand at pattern flying. Some had done it before and for others, this was the first time. I think everyone found out that it takes

some practice to fly well and that positioning and doing the maneuvers is not as easy as it seems. By learning to do this, it will definitely make you a more skilled pilot. Give some of these maneuvers a try and be hard on yourself about the quality of your flying -- it make you better. The fun fly was a success and next year it should be bigger yet. Thanks to everyone that participated. The month of August has seen airplane events every weekend, participate its fun!



Rick Smith shows his landing style with his nice looking MIG. (Photo by Scott Anderson)

Our meeting in September will be on electrics once again. Our guest, Bob Savre, was unable to attend last meeting, but should be here at our September 12th meeting. This should be well-attended, with as popular as electric models have become. Plan on attending, get involved, it is fun and rewarding, and you get to know your club members even better. TCRC is one of the premier clubs in the state and the country, so get involved today!!!!!!

SEE YOU AT THE NEXT MEETING.

Remember, bigger is better.



**The Programs Are Great
At The TCRC
Membership Meetings!
Don't Miss Them!**

25th Annual Park Rapids Fun Fly A Gala Event

by Jim Cook

In August of 1982, TCRC held its first ever Fun Fly in Park Rapids. On August 4, 2006, about 10 club members and their spouses headed north for the 25th Annual PR Fun Fly.



Marilynn Krekelberg pours the champagne to honor the 25th Park Rapids Fun Fly. (Photo by Jim Cook)

Most of those attending were staying at the C'Mon Inn in Park Rapids, and they started arriving around 4:00 PM, but headed out a couple hours later. Scott Johnson and wife Jennifer were hosting everyone at their cabin on Stoney Lake for an evening of drinks and hors d'oeuvres. A few sprinkles fell from the sky early on, but quickly dissipated, providing a beautiful atmosphere for the remainder of the evening.

8:00 AM found all of the members and spouses at the West Forty restaurant for a good breakfast and then the caravan headed for the flying field of the Headwaters R/C club. This club has played host to the fun fly since the field came into existence several years ago. And it is a fantastic field, located on a corporate farm in an area where the walking irrigators cannot reach. It is virtually impossible to find a tree to put a plane into, and when the surrounding crops are beans or potatoes, as was the case this year, a pilot couldn't ask for a friendlier flying site.

The wind was brisk when the group arrived, blowing steadily out of the south around 20 to 25 mph. Since the field is situated north-south, the wind was right down the runway. First into the air was Scott

Johnson, which was very fitting since he probably put in the most flights over the two day event. Several other pilots were quickly into the air and the flying continued for six or seven hours. Early on, three mishaps occurred with planes of Butch Neutgens, Jim Ronhovde and Morgan Larson, which prompted this author to calculate that at this rate, we would be completely out of planes by 12:37! That proved not to be the case, however, as those three crashes proved to be the last of the day.

Dave Kurschner was attending his first Park Rapids Fun Fly, and he certainly got his money's worth as he rivaled Scott J for most flights. His sleek Minnow was particularly neat to see in the wind as it sliced through the air at a high rate of speed.

The sun shined all day as did the wind blow, until about 3:00 PM when clouds started drifting over the field. By this time all had packed it in, and returned to the C'Mon Inn for the evenings activities.

After a couple hours of rest and relaxation, the group reconvened in the meeting room of the C'Mon Inn for cocktails before dinner. Marilyn showed up with a few bottles of champagne to celebrate the 25th anniversary of the event, and then everyone enjoyed an excellent buffet dinner with all the trimmings.

After dinner, Kathy Dietz presented Marilyn with a thank you gift for all of her efforts each year at Park Rapids. Jim Ronhovde then spoke and said that the group at contributed several items to be used by the Headwater's R/C Club at their upcoming auction, as a token of our appreciation for the use of their field.

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Park Rapids Fun Fly The Pilots At Park Rapids Were Just Bumps On A Log!

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Jim then performed several feats of sleight of hand, which was culminated by Jim putting John Dietz in a large, ominous looking black box, closing it up and then sticking 10 large skewers through every side of the container. In the end, John emerged unscathed to the delight of most of the spectators.

Sunday found the group back at the West Forty for another breakfast, and then several of the pilots headed back to the field to put their electric airplanes into the air. However, the wind was stiffening as they arrived and only John Dietz got an electric into the air. Scott and Dave powered up their glow planes for a few flights and then the group departed for the drive home.

Thanks to the Headwaters R/C Club for sharing their most excellent flying site, thanks to Marilyn Krekelberg for being a great co-chair with Jim Ronhovde, thanks to Scott and Jennifer Johnson for sharing their lake place, and thanks to all who participated in this enjoyable event.

The 2007 edition of the Park Rapids Fun Fly has already been set. It will be on Friday, August 3rd through Sunday, August 5th next year. Mark your calendars and be a part of the 26th Annual Park Rapids Fun Fly. ©



Friday evening at Scott Johnson's cabin was a very relaxing time.
(Photo by Jim Cook)

The Wives Are A Big Part Of PR



Just a few of the spouses of the PR pilots on Friday evening at the Johnsons. (Photo by Jim Cook)

**Be A Part Of The
Park Rapids Fun
Fly In 2007**

Pictures From The 2006 Park Rapids Fun Fly



Butch Neutgens flew his beautiful P 47 at the Park Rapids Fun Fly.



The windsock attested to the constant 20-25 mph winds out of the south at Park Rapids.



Scott Johnson takes the first official flight of the 2006 PR Fun Fly.



Some of the TCRC guys give Bill Sachs some much-needed advise.



A toast to Marilyn and the 25th PR Fun Fly.



Jim Ronhovde attempts to skewer John Dietz.

Safety At The Field

by Larry Couture

There have been some great times at the field in the past weeks what with planned events and the great weather. To my disbelief I have not seen any violations of rules or such.

This means that everyone is following the rules and I hope this is true at all times.

One thing that seems to be somewhat confusing is the taxi of planes to and from the runways. The rules are thus: you can taxi north on the north-south taxiways on the east and west sides of the field all the way out from the pits, but not in front of the pits. All planes from the pits to the north-south taxiways must be under restraint at all times (carried or held in some fashion). After landing you can taxi back to the yellow line that is marked about 1/2-way back on the pavement and at

that point the engine must be killed.

At the mad event later in the day an exhibition of combat flying was presented and the result was a midair crash which seems normal under the conditions. No one was hurt or in any danger as they were flying to the north over the grass area which kept everyone watching out of harms way.

One thing that did happen that seems to be a problem more than everyone would suspect is that fuel tanks can leak. One of the trainer planes lost radio control when the receiver became fuel saturated. I personally have found that the screw that holds the stopper in on the tank becomes loose in time and the tank begins to leak. I talked to a number of others after this happened and they all seem to, at one time or another, have had this same problem, so it seems that this should be checked more often when you inspect your plane between flights.

Another problem that can occur is the battery and receiver need to be restrained better or they can

move around and disconnect during flight, and the result of course is a crash which seems to be the case last Saturday.

I don't believe that the swap meet at our field got enough publicity since Stan Erickson and I were the only sellers there. We did have some buyers but it sure could have been better. We all had a good time flying and the day was great.

That's it for now. Remember that every landing that you can fly again afterward is great but not always graceful, so just keep the rubber side down. ☺

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.

**Fall Float Fly
September 16th**



Eagle 40 Trainer
63-inch wingspan
On Sale \$69.99
Good until 10-1-06
With Copy Of Ad



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Hours:
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Saturday 10 - 6
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Best Prices In Town!

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Swap Meet / Fun Fly A Big Success At Jordan

by John Dietz and Bill Jennings

August 26th arrived bright and sunny following a previous day filled with dark, low-hanging clouds. There were around 15 flyers that arrived at the field to enjoy the nice day and everyone got in at least a couple of flights.



Some of the gear that was available for sale at the swap meet.
(Photo by Bill Jennings)

The swap meet portion of the event was less than spectacular with only two sellers arriving with RC equipment to sell. Stan Erickson had quite a few items from Don Martin's estate, but sales were less than brisk, and there were still many items left at the end of the day. If you need some building equipment, contact Stan to find out what may still be available. The other seller was Larry Couture who sold off three planes from his fleet of over forty-five!

Just before noon, John Dietz fired up the grill and, when the charcoal was ready, Bill Jennings started cooking a few hot dogs. With light winds slowly spreading the aroma to the flight line, it wasn't long before a line began to form for lunch. Many took advantage of the Super Meal Deal and over FORTY hot dogs found their way onto the plates of the hungry pilots. Obviously, nobody left the field with an empty stomach.

After lunch there were a few buddy box flights provided for some guests, and then the flying resumed in earnest with at times five planes in

the air at once. Even the venerable old club trainer, recently out of mothballs, took to the air for a few flights before it was discovered that several aileron and elevator hinges had broken.

The only negative occurrence of the day was the serious crash of Nolan Gartin's recently completed P-51D Mustang, "Miss America". Nolan, a newer member, was just about to complete a largely uneventful maiden flight, when communication with the plane was suddenly lost. This caused the aircraft to do a nosedive into the ground at the north perimeter of the field. Nolan's loss is especially painful, as this was the plane that was to provide the transition from his trainer to sport/aerobatic flying. With the winter building season right around the corner, we're sure he'll find a new project in which to install that sweet sounding Saito 1.00 engine.

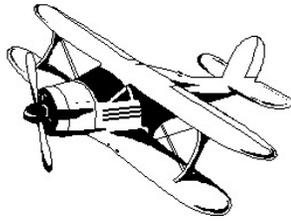
Those that stayed late into the afternoon were treated to some super fast flying demonstrations provided by Jeff Diesch and Rick Smith. Jeff flew his Predator 500, which was fitted with an over-size engine, at close to warp speed. Rick then fired up a mini-size delta wing with only a .15 engine on it for power and then proceeded to fly it at what appeared to be DOUBLE warp speed.

All in all, it was a very successful event and everyone had a very good time! ☺

TCRC Banquet November 19th

The TCRC annual banquet is scheduled for Sunday, November 19th. Put it on your calendar now. ☺

Show & Tell



More neat planes keep showing up at the membership meetings. In August, we only had two but they represented the big and the little of our industry.



Tynan Thunstedt and his very nicely done Sig Kadet EP 42. (Photo by Scott Anderson)

Tynan Thunstedt, one of our newest members and the 10-year old son of member Tom, had his ARF Kadet EP 42 at the meeting. This electric form of the ever-popular Sig Kadet was done in clear blue covering on the wings with white trim and a white fuse. It was powered by a brushed motor. It took Tynan about two days to assemble the ARF, and he did all of the work himself. The Kadet has already had four flights on it and although Tynan has already

soloed on his Tiger Moth electric, he has not taken off or landed his newest plane yet. Father Tom says that will be very soon however.

Scott Anderson had the other end of the spectrum at the meeting – a 35% Edge 540T that he picked up on eBay. This plane had a 105” wingspan and was done in a yellow and red covering. The plane is from an ArrowWorks kit with a built-up fuse and foam core wings. It was powered with a Desert Aircraft 100 gas engine which swung a 28x10 prop. The huge plane had redundant battery systems, and the rudder used two servos for a push/pull arrangement. The elevator used one servo per side, and each aileron used one servo. All the servos were digital. This plane had just arrived the previous day, but Scott plans on putting the maiden flight on it at the Jordan field on Saturday, August 12th. ☺



Scott Anderson and his huge 35% Edge 540 T at the August 8 meeting. (Photo by Jim Cook)

TCRCOnline.com

TCRC boasts of one of the best R/C websites in the state of Minnesota, if not the United States.

TCRCOnline.com usually has pictures from a club event on the internet within a few hours of the end of the event. It is also the first place to find the *Flare Out* – and all of the pictures in it are in color!

TCRC webmaster for the site is Pat Dziuk and he has done a fantastic job of making the site very user-friendly and to-the-minute up-to-date. Take the time to visit TCRCOnline.com today. ☺

TCRC Elections Are Just Around The Corner

by Willie Runn

It's not too early to start thinking about the annual TCRC elections to be held at the November membership meeting. With four officer positions and one board position to be filled this year, candidates should be established well in advance of the meeting. Back in 2004, there were NO candidates for either secretary or treasurer until the night of the elections! The future of this club is too important to have the selection of the leadership become a "spur of the moment" event.

The club has been fortunate this past year to have a team of officers that have worked well together to bring about some improvements to the club. However, several have decided not to run for reelection for 2007. It's important that we not lose the momentum that has allowed the club to grow during the past several years. As an all-volunteer organization, it's reasonable to expect that members will take turns at helping to run the club. Many organizations rely on the same few persons to do most of the work, year after year. After a while, the workhorses become burned-out and often leave the organization with feelings of resentment. It's actually beneficial to have changes in the leadership every few years. No one feels overworked or becomes overloaded. The new officers bring forth new ideas and have lots of energy and enthusiasm, which

ultimately improves the organization.

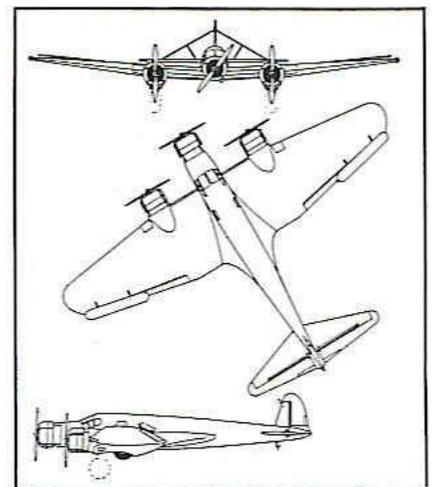
Several area clubs have been experiencing difficulty recently... Tri-Valley RC has seen their membership decline from over 225 members to around 150, and the majority of their activities have been cancelled. Why? Because no one is willing to plan and work at the events except the same few individuals. Crow River RC is faced with shutting down, because the dues from their membership base are no longer large enough to pay the lease on their flying field. In contrast, TCRC is healthy and growing – let's keep it that way!

A three-member Nominating Committee has been appointed to ensure that we have a full slate of qualified candidates for the election. The committee members are – Jim Cook, John Dietz, and Pat Dziuk. According to the TCRC By-laws, one must be a "Qualified Member" to become an officer. So..., what exactly is that? A Qualified Member is defined as anyone who has been a member for at least a year, and has flown an RC aircraft during the preceding calendar year at least once between the months of January and June and again between the months of July and December. These are minimum requirements that are met by almost all the current members. In fact, all but the newest members are qualified to run for office. If you would like to learn more about the responsibilities of a particular position, contact the person currently holding the office or a member of the committee. Job descriptions are also available for each position.

If you are interested in holding a club office, or know of someone you think could make a contribution in a particular position, inform a member of the nominating committee. There are several officers running for reelection, but more than one individual can run for the same position. Competition is healthy and gives the membership a choice. The current candidates are Bill Jennings for president and Chris O'Connor for vice-president. At the *very least*, we need additional individuals willing to run for secretary, treasurer, and one seat on the Board.

If your personal circumstances don't permit running for an office at this time, there are other tasks that are just as important to the club's success. Consider volunteering to help with the newsletter, assist at an event, take a turn at mowing the field, or to help with a building project. The club can definitely use your help. Let's spread the work around, so everyone has more flying time! ☺

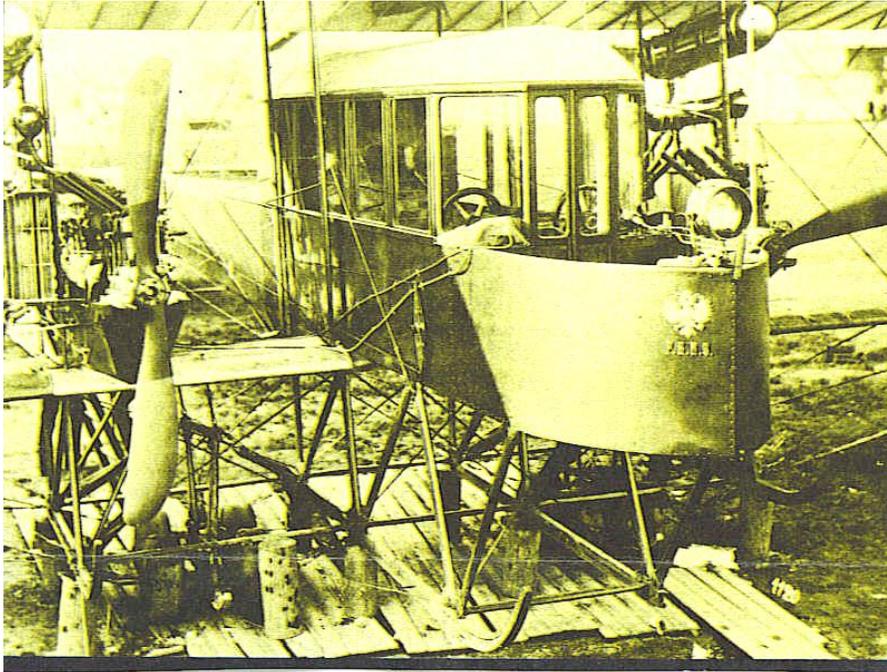
September Mystery Plane



Sikorsky LeGrand

by Conrad Naegele

The August Mystery Plane was the Russian Sikorsky LeGrand.



Igor Sikorsky was truly one of the legends of aviation. His ideas spanned the entire spectrum of aircraft and certainly was innovative and yet the majority of his designs were completely successful. Born May 25, 1889 in Kiev, Russia, his interest in aviation started almost in infancy. Igor's role model was Leonardo De Vinci! His first model, a rubber band powered helicopter, flew very well.

Although not a lot is known about the LeGrand, it was the world's first four-engine aeroplane, first flown in 1913. It had a cabin and a washroom and carried 16 passengers. It was of, at that time, standard steel/wood construction with fabric covering. It was built in six months and included such advanced features as a fully enclosed cabin with unbreakable glass windows, and dual controls for the crew. Keep in mind that in 1912, people were still sitting outside on top of wings and wing warping, hoping for the best.

The LeGrand was powered by four 100-horsepower Argus 4-cylinder in-line engines. It had a wingspan of 92 feet, a gross weight of 9,039 pounds and a maximum speed of 60 mph at 3,280 feet. It could stay aloft for 1 hour and 45 minutes.

Wings Of The North Air Expo

by Scott Anderson

**Saturday & Sunday
September 9th & 10th, 2006
9:00 AM – 6:00 PM Daily**

Hello TCRC!

We are participating again in the Wings of the North Air Expo 2006 to be held at Flying Cloud Airport Saturday & Sunday September 9th & 10th. This was a great time last year and was a wonderful way for the southwest community to learn about RC modeling and about the Twin City Radio Controllers!

We are looking for volunteers and aircraft to display. We will be exhibiting by ourselves this year so we'll need to invite others to display their aircraft! We need your help for a couple of hours each day to make this work.

Do you like to sit and talk about RC aircraft & flying? We will need **YOU** to sit at the display and answer questions (tough job!), and help with the PC flight simulator. It's a fun job that can be done sitting down if you wish. **All pre-registered volunteers will get FREE admission to the WOTN Air Expo** and will have plenty of time to walk the show and see the sights before and after their shift.

TCRCOnline.com Are You Using It!

TCRC'ers Receive All Season Flyer Patches

Several TCRC members at the August 8th membership meeting were presented with AMA All Season Flyer patches that they had earned over the last few years.



Mike Timmerman, Scott Anderson, Bill Jennings, Pat Dziuk and Jim Cook display their new ASF patches. (Photo by Jim Ronhovde)

There were several patches to be awarded, but only five of the recipients were present at the August meeting. Those receiving patches that evening were:

Scott Anderson	9 th , 10 th and 11 th year
Jim Cook	9 th and 10 th year
Mike Timmerman	1 st and 2 nd year
Pat Dziuk	1 st and 2 nd year
Bill Jennings	1 st year

To earn an AMA All Season Flyer patch, a pilot must put in at least one outside flight in every month of a calendar year. This is quite an achievement in the wintery months of Minnesota.

Several other members have earned ASF patches but were not present. These will be given to those members at future meetings.

If you have qualified for an All Season Flyer patch and not received it, let Jim Cook know.

Congratulations to these hearty individuals that love this hobby every month of the year!

Calendar

- Sept. 9, 10 Wings Of The North
Air Expo 9:00 AM
Flying Cloud Airport
Scott Anderson
- Sept. 12 TCRC Membership
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- Sept. 16 Fall Float Fly
Bush Lake Park
Bloomington, 11:00
Jim Cook
- Oct. 14 Season Finale
Jordan Field
Mike Timmerman
- Nov. 14 TRCR Elections
- Nov. 19 TCRC Banquet

Fall Float Fly September 16

TCRC's annual Fall Float Fly is scheduled for Saturday, September 16th at Bush Lake Park in Bloomington. Start time is 11:00 AM.

The float fly is open to any pilot that has a 2006 AMA membership card and a plane that doesn't sink when it is placed on water.

This is a neat event that attracts a lot of local spectators, a lot of pilots from other clubs in the area, and some really beautiful airplanes.

Be a pilot, a helper and a spectator at the Fall Float Fly. ☺

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

Some Pretty Neat Flying!



Chris O'Connor's giant-scale Extra 300 puts on a great show to the many visitors at the TCRC Jordan flying site during the 2006 edition of Model Aviation Day on August 19th. (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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