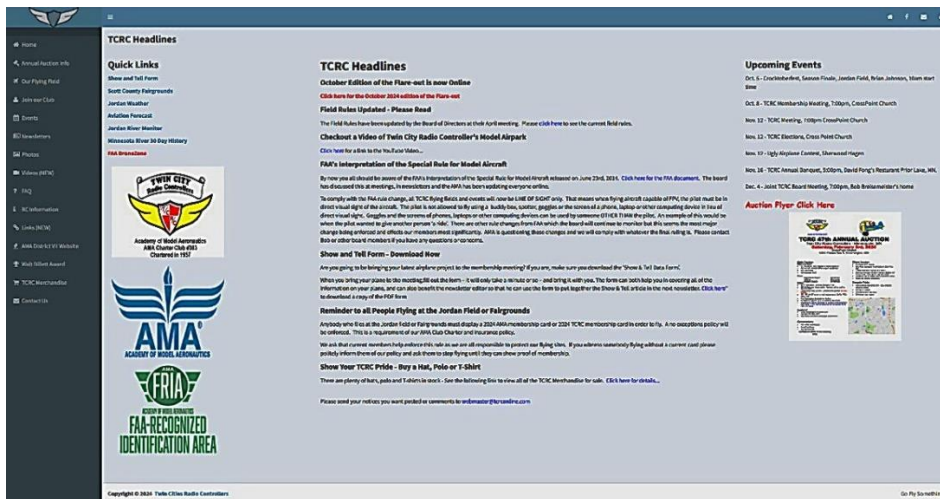




November Minneapolis, Minnesota U.S.A. 2024

# TCRC's New Website!

by Tom Hall



Billett Award Page, TCRC Merchandise, and Contact Us. Just click on each item (I promise you cannot break it!)

**The Middle Panel** is the main page. It contains the most current and essential information, from Newsletter links to Club Field Rules.

**The Right Panel** contains Current and Upcoming Events. You will also find a place holder for event flyers like the Annual Auction, Fly-Ins, and Swap Meets in PDF format for a quick glance and a choice to print the document.

Friday, October 18, 2024, was a great day! This was the day we released the new TCRC website! I want to thank each TCRC member for their patience as we shut down the Legacy website and brought up the new prototype. The week of the 18<sup>th</sup> was spent collaborating with the old server company (Blue Host-United Kingdom) and our new server company (US Internet, based in Minnetonka, MN) in transferring DNS and A-Records. This is as technical as I want to get, but the process of moving the DNS and A-records is all about the ability of browsers (Google, Safari, MS Edge) to be able to read our website. In a lot of ways, it is like transferring a license from one car to the next.

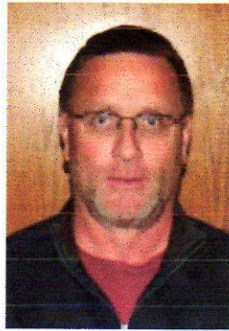
The new website has been updated with current informational links. Nothing is outdated. Up to 99.9% of all the website links are active. I am currently waiting for 2025 Auction documents to be reviewed before we upload them to the new website. The new website was built to provide three panels:

**The Left Panel** contains links from Annual Auction Info, Our Flying Field, Join Our Club, Events, Newsletters, Photos, Videos, FAQ, RC Information, RC Related Links, Our District VII AMA Website, The Walt

In my opinion, the most significant reason to have a website is its ability to communicate amongst our TCRC members. As Users, you have the choice of a quick slice of information or to find detailed facts. Our new website panels collectively help aid this critical function for our TCRC members. We are not done with developing new features on our website. We envision features like a payment feature for annual club dues. And an easy to use, informative text-like function for all members. We are anxious for your feedback on our website fixes and improvements going into the future! Take a moment and try out the website. Try out the navigation features. Our hope is that it provides information for the radio-controlled hobby passion we all share. 😊

## A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

Welcome to November, the start of the busy holiday season. Halloween was Deja Vu of last year with the snow which I was happy to see it melted as I'm not ready for winter.

With the help of David O'Hara a couple of repairs were done on the flying field shelter. We replaced the rafter on the east end of the shelter. When we did the posts a few years ago some bracing was added to save the truss until it could be replaced. Also, with it being so late in the year we repaired the loose shingles and replaced the missing ones instead of reroofing it now. I didn't think that the shingles would bond together over the winter and if we flooded badly in the spring losing all of them. The roof will need to be done next spring along with re-nailing all of the roof boards and some plates on the rafters.



With the change of seasons, the flying does not stop at the field. The field is open all winter as the road and parking lot will be plowed when needed. You can fly off the runways with skis or possibly off the parking lot with wheels.

With the colder temperatures in Minnesota, it turns into building season, repair season, recovering season or perhaps upgrading aircraft or

components of your fleet. With this said, please bring your projects to the membership meetings this winter. No need to have them be complete planes as you could show progress throughout the winter.

At the membership meeting on November 12<sup>th</sup> elections will be held for next year. Starting in December. The Executive/Officer positions are elected every year and the At Large positions are two year terms. That means all 4 Executive/Officer positions are up for election with the Vice President position being vacated by Chris O'Conner and the incumbents running for reelection. There is one at large position up for reelection this year. Please feel free to throw your hat in the ring for any of the board positions. Please contact any board member with questions. I would like to thank Chris for all of his time serving on the board and programs he has done at the meetings.

The Ugly Airplane Contest will be held at the November 12<sup>th</sup> board meeting. This is a competition for not so attractive but flyable airplanes. There is a gift certificate and your chance to add something to the traveling trophy and bragging rights for the next year.

The TCRC Season End banquet will be held on Saturday November 16<sup>th</sup> at Fong's in Prior Lake. There will be some table games, Initials Game and maybe Jeopardy. Cocktail hour starting at 5 with dinner at 6:30. There will be lots of door prizes to win and good conversation with fellow club members and other guests. Tickets are \$30.00 dollars per person with a cash bar available. Please let me know if you are planning on attending the banquet so I can provide the restaurant with a headcount. ☺



**AWN**  
(Assistant Wing Nut)

by Chris O'Connor



Hello fellow members. What a surprise we received on Halloween. The snow should melt soon though and we can get back to our great hobby of flying model airplanes.

I wanted to tell you that as you may know, I'm not running for V.P. again this year. It would be nice to have some new blood on the Board. So, I wanted to say Thank You for allowing me to be the V.P. for these many years. It was nice to be able to share ideas on building and flying model airplanes. Thank You to my friends on the Board, I enjoyed working with all of you throughout the many years. I feel closer to you guys for that experience. I will still be around for programs if need be and at the field of course, enjoying flying.

With the snow brings thoughts of building season. Now's the time to build that one special plane you always wanted. So many to choose from -- scale, gliders, sport planes, aerobatic planes, etc. There are many ARF's to choose from also, to build stock or modify. Some kits that you can build, and plans galore! The sky's the limit. So, let's get started.

Remember the November meeting is about electing new officers, and also the Ugly Airplane Contest is held at that time. Bring something to enter, it's fun.

Also, our Annual Banquet at David Fong's in Prior Lake is on Saturday November 16<sup>th</sup>, starting at 5:00 pm. Plan on going -- great food, fun, and games and of course camaraderie.

Once again Thank You to all!

## Lock The Gate!

It is very important that the gate to the field be kept locked at all times when there is no member present.

It is every member's job to lock the gate when he/she is the last one at the field. It doesn't matter the time of day or how nice the weather is. This simple rule is to keep the gate locked to prevent theft, vandalism and the unauthorized use of our land from occurring. ☺

## 2024-2025 AMA Dues Statements

Most older TCRC members should have received their 2024-2025 dues statements in the mail this month from the Academy of Model Aeronautics. Newer members renew on the anniversary of the month they joined.

AMA 2024 dues are the same as the previous year. They are:

- Adult (19-65) \$85
- Senior (65 and up) \$75
- Under 19 Free  
or \$15 with *MA*

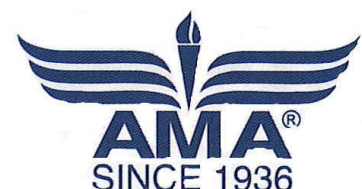
Your AMA membership gives you \$2.5 million in personal liability coverage, \$25,000 in medical coverage and also a subscription to either the print or digital *Model Aviation* for the year.

To belong to TCRC, you must have a valid membership for the year in AMA.

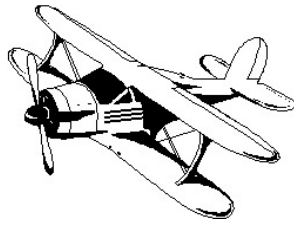
Please note that AMA also has a Park Pilot membership that has a cost of \$38 per year, but that membership is not valid for membership in TCRC.

To renew your membership in AMA, the Academy gives you four methods: at the AMA website, [www.modelaircraft.org](http://www.modelaircraft.org); by phone at (765) 287-1256; or by returning the renewal form you received in the mail in the supplied envelope. ☺

Deadline for paying your 2024 AMA dues is December 15 to avoid a lapse in membership services. ☺



## Show & Tell



Three great looking planes were at the October membership meeting.



Sherwood Heggen had another old-timer at the meeting. This was a Frank Ehling 1937 Contest Gas Model. The model design is from 1937 when it was flown as a free-flight model with an ignition engine. It had a wingspan of 84-inches and weighed 7-1/4-pounds. Sherwood made the plans from a drawing he saw on the internet that showed dimensions of the structure. He converted the drawing to construction plans and scratch-built the plane from those plans. It was covered with Stitts fabric and powered with a magnum 52 FS 2-stroke engine. The markings/color was clear dope over fabric with maroon acrylic lacquer for time. The finished product definitely reflected the hobby during that era of history. The wing tips had considerable dihedral that should make it quite stable in the air. The plane had its maiden flight and Sherwood reported it was easy to fly, stable and slow flying. He said it climbs quickly to altitude at full power and coasts around in level flight with the engine turning less than 3,000 rpm. He said it was really a fun airplane.



Prolific Joe Neidermayr had a Super Tucano made by Hobby King. It had a 63-inch wingspan and weighed in at 5-pounds. It was powered with a 5025 electric with a 6-cell 5,000 mah battery. It had a unique 5-bladed prop. The plane has had its maiden flight and was enjoyable to fly.



Sherwood Heggen had a second plane at S & T – a Blackl Baron Special mid-wing aircraft manufactured by Coverite. Sherwood had purchased this at the bargain table of the TCRC Auction for \$5. He did extensive repairs and rebuilding to produce a nice looking airplane. It had a 56-inch wingspan, weighed in at 5-pounds and was powered with an OS Max 4-stroke engine. He covered it with Sig Coverite in a yellow fuse, wing and tailfeathers, with a black trim. On its maiden flight he reported it was a good sport flyer and is definitely a keeper. 😊



# Going South for October To Do Some Flying

by Scott Anderson

I suddenly had some unexpected free time, and I found I could attend one of the Fall's Best Scale Fly-In events! I packed up the minivan with three of my favorite scale warbirds and headed south!

The event is the Dino DiGiorgio Sr. Memorial Warbird Rally. This was the 20<sup>th</sup> annual event of the World Miniature Warbird Association hosted by Dino DiGiorgio Jr. for his late father. The venue is Mac Hodges Field of Andersonville, Georgia. The rules are simple, you can bring/fly ANY scale warbird as long as it can take-off and land on the grass runway. No hand-launched aircraft allowed.



**This magnificent B-17 is the last warbird that Dino DiGiorgio Sr. built before he passed away. (Photo by Scott Anderson)**

The event runs from Tuesday October 22<sup>nd</sup> through Saturday October 26<sup>th</sup>. We arrived by noon Tuesday and the flight line was practically filled with pilots pitting next to their campers. There were over sixty pilots registered by the second day. It was unusually warm, and the winds were calm all week.

It was an 18+ hour drive for me so I stopped in Montgomery, Alabama to pick up my brother, former TCRC member, Todd Anderson, to be my spotter. We joined the Minnesota Alumni in pitting near the east side of the runway. This group includes Scale Flyers of Minnesota members: Cal

Branton, Opie Logue, Jason (Corky) Korst, Roy Corrigan, Jeff Quesenberry, and Mr. Dynamic Balsa: Brian. Of Wisconsin.

Since I did not have a camper, I made reservations in Americus, Georgia, a 15-minute drive to the field. Americus is the nearest large town to Plains, Georgia, home of former President Carter. It's a beautiful town full of history.

I brought my 1/4-scale Hangar-9 Fokker F-7, my 1/4-scale Seagull Models Ryan PT-22 Recruit, and my 2M Carbon T-28 Trojan electric. We were able to pull together several gaggles of T-28's to put up a swarm of aircraft. Someone asked which one was mine, I answered, "The Yellow One" of course!

This event is a pilots' event where you can fly almost anytime you wish. I had a great time and will plan to attend again in 2025!

See page 6 of this newsletter for more photos from the Dino DiGiorgio Sr. Memorial Warbird Rally. ☺

**TCRC meets every month on the 2<sup>nd</sup> Tuesday at 7:00 PM in Fellowship Hall of CrossPoint Church located on the southeastern corner of the intersection of 98<sup>th</sup> Street and France Avenue in Bloomington. Guests are welcome to attend these meetings.**





# Photos From The Dino DiGiorgio Warbird Rally



Close view of the detail on Dino DiGiorgio Sr.'s beautiful B-17.



Scott Anderson's Ryan PT-22 sits in the pits and reflects the setting sun at the Warbird Rally.



Cal Branton and his nifty SBD Dauntless.



Nick Capone and his fantastic Ki-15 Babs in the pits at the Warbird Rally.



Scott Prossen greases in a landing with his 1/4-scale Grumman F4F Wildcat



Roy Carrigan's Ki-45 that he built from plans done by TCRC'er Dave Andersen.



## More Information And Descriptions On The Kawasaki (Ki) Planes At the Georgia Fly-in

by Scott Anderson

There were two nifty Ki aircraft at the Dino DiGiorgio Memorial Warbird Rally held in Georgia – a twin-engine and a single-engine.

### Twin Engine:

Roy Carrigan flew a David P. Andersen's design for an exact 1/5<sup>th</sup>-scale Kawasaki Ki-45 Toryu. This exact 1/5th Scale **Kawasaki Ki-45 Toryu** is suitable for R/C competition, a museum static display and/or everyday enjoyment at your R/C flying field! A variety of unique scale paint schemes were documented that allow you to build a one of a kind aircraft for yourself!



In December 1937, the Imperial Japanese Army Air Force issued a requirement for a two-seat twin-engine heavy fighter. A design team headed by Tako Doi went to work and came up with an aircraft not dissimilar to the Messerschmitt Bf 110 . . . the **Kawasaki Ki-45 Toryu**. The word Toryu means 'Dragon Killer', which was the purpose of this aircraft whose specific design was intended to be a superior night fighter for Japan's home defense against US bombers.

Armament of this initial series version comprised one forward-firing 20mm cannon, two 12.7mm machine-guns in the nose, and a 7.92mm machine-gun on a flexible mount in the rear cockpit; there was also provision to carry two drop tanks or two 250kg bombs on under-wing racks. This type entered service in August 1942 but was first used in combat during October 1942, soon being allocated the Allied codename "**Nick**". The Ki-45 KA1a was joined by a new version developed especially for the ground-attack/anti-shipping role, the Ki-45 KA1b. Standard armament comprised one 20mm cannon in the nose, a forward-firing 37mm cannon in the fuselage, and one rear-firing 7.92mm

machine gun, plus the under-wing provision for drop tanks or bombs; a number of alternative weapon installations were tried experimentally, including the use of a 75mm cannon for attacks on shipping.

The Ki-45 KA1a was, for its day, heavily armed and proved quite effective against the USAF's Consolidated B-24 Liberators and when these bombers were used more extensively for night operations, the Ki-45 was adapted to attack them. This is when the night-fighting capability of the type was discovered, leading to development of the Ki-45 KA1c night-fighter that proved to be one of the most successful Japanese aircraft in this category. Ki-45 Toryu's remained in service until the end of the Pacific war, production totaling 1,701 including prototypes, being used for the defense of Tokyo, and in the Manchuria, Burma and Sumatra areas of operations.

### Single Engine:

The single-engine Ki at the Georgia Fly-in was a **Mitsubishi Ki-15 'Babs'**, also built from a David Andersen 1/4-scale original design.

For a brief period in 1937, the Mitsubishi Ki-15, code-named 'Babs' by the Allies, was the fastest production aircraft in the world! The Ki-15 Karigane (Wild Goose) was a two-seat reconnaissance aircraft with a top speed of 300 mph. Construction began in December 1935 and the prototypes exceeded all expectations. About the same size as a P-47 Thunderbolt but one-third as heavy, its range was four times that of a Spitfire and its ceiling was 6,000-feet higher. No fighter could catch it at the time. ☺

# Aichi H9A1

by Conrad Naegele

The October Mystery Plane was the Japanese Aichi H9A1.



The Aichi H9A1 flew for the first time in 1940. Initial flight tests were OK, and production was started. This plane was a training flying boat, and featured retractable beaching undercarriage. It had a crew of five, including two students.

Twelve of these flying boats were built. Each was all-metal, had several machine guns, racks for two depth charges, plus carried two 500-pound bombs.

The plane was meant for long range, as most Japanese flying boats were, being that Japan was an island nation. It was an elegant design and proved very useful. Strangely, despite its use all over the Pacific, the Allies knew nothing about it until almost the end of the war!

The Aichi H9A1 was a 5-seat trainer to be used for antisubmarine warfare. It had a 78-foot 8-inch wingspan and was powered with two 9-cylinder air-cooled radials that each developed 710 horsepower. It had a speed of 202 mph and an air endurance of 9 hours.

# TCRC Annual Banquet November 16<sup>th</sup>

The TCRC Annual Banquet is back and is scheduled to be held starting at 5:00 PM on Saturday, November 18<sup>th</sup> at Fong's Restaurant in Prior Lake at the intersection of Highway 13 and County Road 21.

The cost is \$30/person, and the meal will of course be Chinese cuisine served buffet style.

The banquet is always a very enjoyable time with TCRC members and their families coming together to partake of a great meal, and indulging in camaraderie with both old and new friends. In addition to the program of reviewing the previous year's events, attendees will play several games and contests for all attendees. Winning, or sometimes just partaking of a game will allow you to be awarded raffle tickets. The raffle tickets can be used to try and win some great prizes, and there will be lots of winners!

The TCRC Banquet is something you do not want to miss!

Let Bob Briesemeister know you will be attending the banquet preferably before the November 12<sup>th</sup> meeting. ☺

Mark your calendars and plan on being a part of the fun and enjoyment at the TCRC Banquet on Saturday, November 16<sup>th</sup>. ☺

**MNBigBirds.com** Free! Scale Plan Downloads

**Anderson Designs**

**New!** Hawker Hurricane Mk II 1/4 Scale British Fighter

**New!** Howard Pete 1/3 Scale Racer

**New!** KI-45 DRAGON SJ AYFP

**Add'l Extras**

- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & More!

Composite Parts Available Thru MICKO



# Calendar

- Nov. 12      **TCRC Membership Meeting, 7:00 PM**  
CrossPoint Church Meeting & Zoom Session
- Nov. 12      **TCRC Elections**  
CrossPoint Church
- Nov. 12      **Ugly Airplane Contest**  
Sherwood Heggen
- Nov. 16      **TCRC Annual Banquet 5:00 PM**  
David Fong's Restaurant  
Prior Lake
- Dec. 4        **Joint TCRC Board Meeting 7:00 PM**  
Bob Breisemeister's Home
- Dec. 7        **All Season Flyer Season Finale**  
TCRC Jordan Field  
10-10-10 Rule

## TCRC 2024 Ugly Airplane Contest

by Sherwood Heggen

If you are reading this, you probably have an airplane that qualifies for the Ugly Airplane Contest which will be held at the TCRC membership meeting on November 12<sup>th</sup>.

The rules are minimal. The plane must be flyable and in any condition. Maybe it is scuffed, hangar rashed, flown too hard, or maybe it is just plain ugly. Not to worry. Bring what you have and have a chance at winning a \$25.00 gift certificate and be awarded the coveted Ugly Airplane Contest trophy. You will be the envy of all your friends.

Be a competitor at the 2024 TCRC Ugly Airplane Contest! ☺

## TCRC Elections November 12<sup>th</sup>

It is November and the year is racing past. That means that the TCRC elections will be held at this month's meeting which will be Tuesday, November 12<sup>th</sup> at CrossPoint Church.

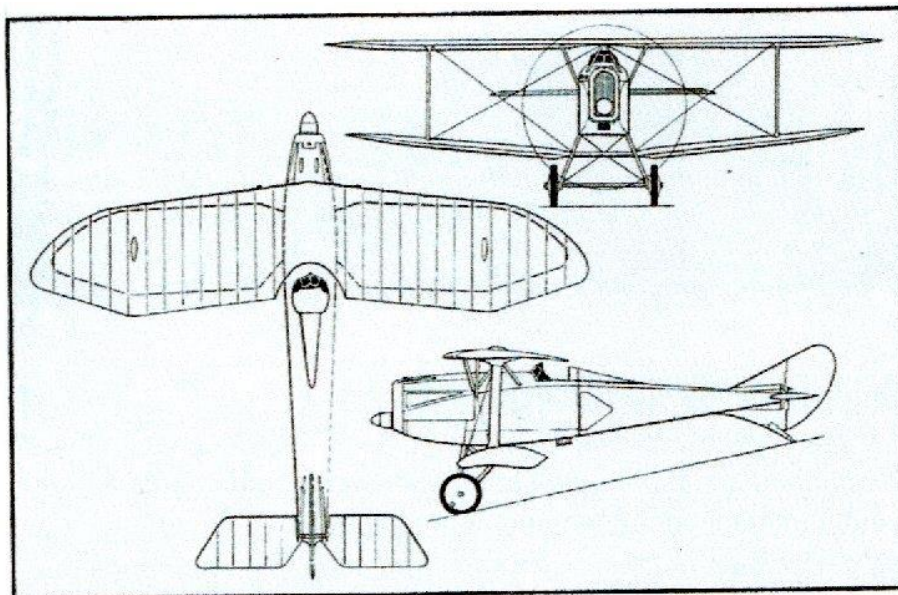
All four of the officer positions are up for election this year plus one of the three at-large board seats. The board seat held by Gerry Dunne is up for election this year. The board seats held by Brian Johnson and Jim Ronhovde are not up for election this year.

Currently the officer positions are held by Bob Breisemeister, president; Chris O'Connor, vice president; Ken Weddell, secretary; and Tim Wirtz, treasurer.

As of this time, VP Chris O'Connor has stated that he will not be running for reelection this year. The editor does not know what the other incumbents are planning as of this time.

Please consider being a candidate for TCRC office. The club needs you. Be both a voter and a candidate at the TCRC elections on November 12<sup>th</sup>. ☺

## November Mystery Plane



**Your New Website!**

**TCRCOnline.com**

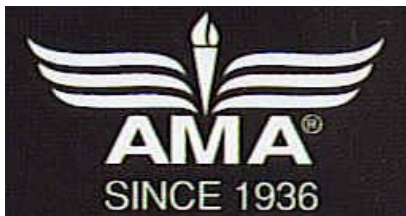
# Model Aviation Minor Error

by Jim Cook

Having been the editor of TCRC's *Flare Out* for an awful lot of years, I have made my share of stupid editing mistakes in the publication, and each time feel somewhat foolish when I discover the error after the newsletter has gone to publication.

It was refreshing to me this month when I discovered that even the big boys sometimes make a mistake. As I was replacing the October issue of *Model Aviation* with the November issue, I almost switched out the wrong one. That is because I was only looking at the spine of the issues, not the front page. The October issue said "October 2024 / Vol. 50 / No. 10". However, the November issue said "February 2024 / Vol. 50 / No. 2". I had to look at the cover to see if I had grabbed the wrong issue. It was the correct November 2024 issue.

Now that is really a very minor mistake, that probably nobody else will even notice, but it made me feel sorta good. Jay Smith is the Editor-in-Chief of AMA's great publication and does a fantastic job in that role. But just for this month, either I was up on his level, or more likely he briefly slipped down to mine! ☺



## New Members

TCRC gained three new or returning members in October.

Gary Voight lives at 4010 Glendale in Excelsior, 55331. His phone number is 952-217-9727 and his email address is [johndeereantique@q.com](mailto:johndeereantique@q.com).

Andy Terpstra lives at 8571 Tern Court in Chanhassen, 55317. His phone number is 651-226-3730 and his email address is [andy\\_terpstra@hotmail.com](mailto:andy_terpstra@hotmail.com).

Andy has been in the hobby for 20 years and currently is flying a Mamba 10, a Pitts and an Edge 540.

Joel Roggenkamp is a returning member and lives at 14534 Quentin Avenue S in Savage, 55378. His phone number is 651-442-7942 and his email address is [advectionfog@yahoo.com](mailto:advectionfog@yahoo.com). Joel has been flying for several years now.

When you see Gary, Andy and Joel at a meeting or the field, be sure and introduce yourself and welcome them to TCRC.

These new additions bring the membership to 100. ☺

## 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.**

### 2024 Officers

President	Bob Breisemeister 612-964-8877
Vice President	Chris O'Connor 612-619-5471
Secretary	Ken Weddell 952-500-3446
Treasurer	Tim Wirtz 952-941-5357

### TCRC Flare Out

Editor James R. Cook 952-200-2030  
Publishers: Tom Hall 515-664-7674

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

**TCRC Annual Banquet  
Saturday, November 16<sup>th</sup>**

## Show & Tell Data Form

Bringing a plane to the TCRC meeting for Show & Tell?

If you are, be sure to go to the club website [TCRCOnline.com](http://TCRCOnline.com) and print out a blank Show & Tell Data Form. Fill this out and make sure it gets to the newsletter editor, Jim Cook so that the correct information shows up about your new airplane in the newsletter.

Also, if Jim is not at the meeting, make sure someone takes a picture of your new masterpiece and emails the picture to Jim also. If he is not at the meeting, you can have someone take a picture of the completed form and email that picture to him also. ☺



# Twin City Radio Controllers



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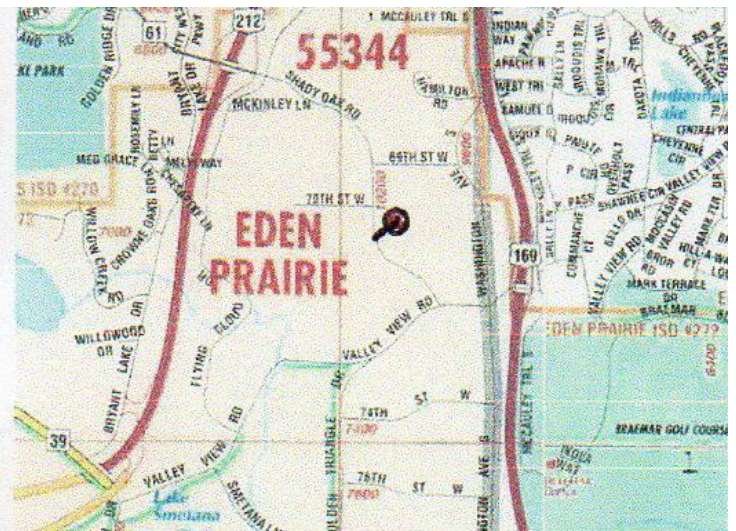
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