



April

Minneapolis, Minnesota U.S.A.

2009

# March End of Winter Fun Fly Enjoyable

by Pat Dziuk

Mother Nature has finally released her grip on Minnesota. Saturday March 7th was the day for the March End of Winter Fun Fly and a chance for the All Season Flyers to get in their March flights.



**The pilots pose with some of their planes at the Winter Fun Fly.  
(Photo by Pat Dziuk)**

CD Pat Dziuk arrived at the field around 9:30 AM greeted by temperatures in the low 20's and wind around 10-15mph out of the north. Not knowing if there would be snow or dry runways I brought my trusty Ultra Stick on skis and my Tiger 2 on wheels. As it turned out the Ultra Stick was given a day off as the runways and much of the field were snow free. Within minutes the Tiger was fueled up and purring. I put in a couple flight before the regular ASF crew of Gerry Dunne, Paul

Doyle, Stan Erickson, Tim Wirtz and Thad Gorycki started to file in. There was an equal showing of glow and electric.

A couple visitors showed up to see what our hobby was all about - member Tim Wirtz invited some acquaintance he met recently at his job. Our visitors were treated to an aerobatic-filled flight by Stan Erickson. One of the visitors was overheard saying "That was amazing! Did he plan that?" I'm not quite sure if it was planned but the landing approach with an alternating touching of the wing tips and then sticking the landing down the center of the runway was quite impressive.

Gerry Dunne was appointed chef and he served up a great lunch of hot dogs, chips and soda. Morgan Larson and Conrad Naegele also showed up to watch a few flights and have some lunch. The day ended for the group with the picnic tables and all but 2 flight benches being moved to higher ground just in case the water decides to come up this spring.

The day ended for me just as it started - alone enjoying the solitude of the TCRC field - finally quiet from those noisy electrics. I put on a couple more flights on the Tiger before heading home in the afternoon to the family. ☺

# Ramblin's From The Left Seat

by President Steve Meyer



Jordan's Minnesota River level is at 17 feet today (March 25<sup>th</sup>). I thought it might be a good idea to run out to the field and make sure everything that could float was moved to high ground. With the water rising and warmer weather I feel like winter is behind us. Now is the time to check over our airplanes in preparation for a new season of flying. Here is a short list of things to do before the new season:

1. Check the overall structure of the aircraft for any loose or broken parts and fix them.
2. Check the condition of your batteries and replace them as needed. Also do not buy batteries that are too small because the new servos do require more electricity (buy at least 1100 mah battery).
3. Get new fuel or gas.
4. Restock your flight box with those needed items.
5. Finish that winter building project.

Remember a good flying airplane is a safe flying airplane. The time I spend maintaining my aircraft and the use of quality equipment will reward me with many years of enjoyable flying (as long as I don't land too hard or have "dumb thumbs").

I want to thank all of those club members that have had or are going to have shop tours. It has been a real treat to be allowed access to these inner sanctums of modeling. Scott Anderson showed us what a lifelong obsession with this hobby can lead to. We all tend to collect things in this RC hobby and some of us, like Scott, do a better job of it than others. His basement contained a history of modeling that goes back over 30 years. Thanks Scott. Wayne has moved his tour into April and he is going to show us some very interesting things, so don't miss this shop tour.

The program at the March meeting was on cutting foam. Scott and Rick showed us how easy cutting wings can be if you have the right equipment. When they were doing a lot of combat flying cutting foam wings allowed them to have a bunch of planes ready for a combat meet and do it cheaply. When you mass produce a lot of wings foam is the

easiest way to go. My first sport low wing airplane was a Sig Kougar built in a week with a foam wing and painted with epoxy paint directly on the wood surface.

Corey Kaderlik is putting together a mowing schedule so if you can help out with mowing give him a call.

Speaking of high water this is the time of year when we should be getting a plane (or two) ready for the Spring Float Fly on May 9<sup>th</sup> at Bush Lake Park in Bloomington. My own float plane needs the floats repaired so they don't leak and fill with water like they did at the Fall Float Fly. Everyone should try float flying because it's a part of our hobby that is a lot of fun. Actually all of our hobby is a lot of fun!

By this time next month I hope the field will be dry and the weather warmer and all of you will join me for a great season of flying. ☺

## 2009 TCRC Rosters Ready

by Pat Dziuk

The 2009 TCRC Rosters were printed and stuffed into envelopes on March 24<sup>th</sup>. They will be available at the April membership meeting for distribution.

Members should try to make the April meeting to see the great program planned and also to help defer the mailing costs of \$0.76 per roster to be mailed.

Pick up your 2009 TCRC Roster on Tuesday, April 14<sup>th</sup>. ☺



## Shop Tour At Scott Anderson's

I spent days trying to clean up enough so more than two people could comfortably fit in my shop. Even then I still had planes and boxes stacked against the walls and the benches were still covered with piles of open projects.



More than two people did fit in my shop. (Photo by Scott Anderson)

I have the Byron's Corsair on display on a banquet table in the center of the back room and traded off between a Corsair DVD and an old 1998 Scale Combat video on the 13" big screen TV. Fruit, vegetables, water & coffee were available to all.



Gerry Dunne admires my electric DR. (Photo by Scott Anderson)

We counted about 12-15 members visiting. The list included:

Allan Boucher  
Gerry Dunne  
Steve Meyer  
Craig Greenwald  
Ken Corrin  
Morgan Larsen  
Jay Bickford  
Jim Ronhovde  
Ben & Cush Hamlen  
Larry Couture  
Pat Dziuk  
Rick Smith

Gerry Dunne showed up with an empty bag asking for 'donations'. Jay Bickford has more pictures and can add to the 'legend'! ☺

## April Fool's Flyer April 4<sup>th</sup>

The April Fool's Fun Fly will be held on Saturday, April 4<sup>th</sup>, but because of the rising Minnesota River it will be held at our alternate flying site at the Scott County Fairgrounds.

Chair for the event Gerry Dunne says that the start time will be 11:00 AM.

Gerry has nothing specific planned other than to get out and enjoy some airtime with the temperature well above zero. Because of the change of location, there will not be any luncheon served.

This will be a great day for all of the All Season Flyers to get their April flight in also.

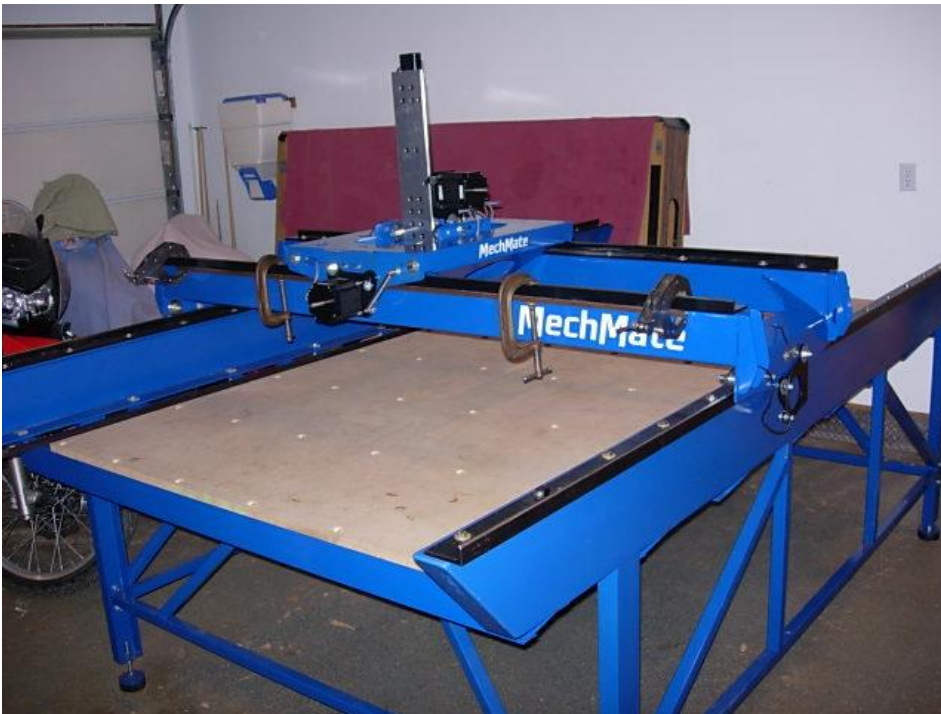
Come out to the Scott County Fairgrounds on Saturday, April 4<sup>th</sup> and greet the arrival of spring with a few flights. ☺

# The Co-Pilot's Report

by VP Wayne Rademacher



Last month I talked about my CNC router project, explaining a little about the machine.....well after 5months and 300-350 hours of work, it's finally complete. I am very pleased with the machine; it turned out better than I had hoped. I now look forward to putting it to the test. Cutting airplane parts and kits should be quick and painless. When my wife ask me what I was going to make with this machine...she just rolled her eyes when I said more model airplanes **J** I think she had some other projects in mind....perhaps a closet organizer or the fireplace mantel that I mistakenly promised to make for her a few years back.



**The finished product – my MechMate CNC Router.**  
(Photo by Wayne Rademacher)

Of course spending so much time on this project really took away from my airplane building time this winter. I have yet to complete my new pylon racer for this season **L** I will need to get busy because our first pylon race is just around the corner on May 3<sup>rd</sup>. This year's pylon race season is shaping up nicely; I sense much excitement and anticipation. With any luck at all, the first race will be at our field....but history has shown that we are very prone to spring time floods. All the

signs are pointing to another wet spring; I guess we will see as the days go by.

Hope to see everyone at the April Fools' Fly on Saturday April 4<sup>th</sup>. It starts at 11:00am and in all probability will be at our alternate flying site at the Scott County Fairgrounds; Gerry Dunne is the contest director for this event.

The programs continue to be very interesting and informative at the meetings. Last month Scott Anderson and Rick Smith talked about and demonstrated foam cutting. They sure made it look easy!



**Rick and Scott cut a foam wing at the meeting. (Photo by Jim Cook)**

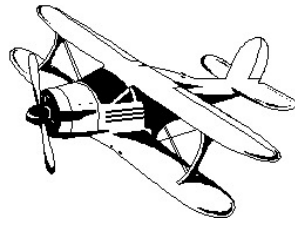
The program at the April meeting will be on Nitro engine maintenance and tune up and will be presented by our president Steve Meyer. It should be a good informative program so plan on being there.

That's it for this month, see you at the meeting. ☺

**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.**



# Show & Tell



Lots of planes showed up at the March meeting.



Paul Doyle had an electric plane that was not typical for him. It was a nice-looking J-3 Cub done in traditional colors, on floats. He picked it up at the swap meet at Sky Hobbies. It was a .25 size that weighed in at 4.5 pounds. He said it 'snapped in' on its maiden flight, but overall it was a nice flyer.



Paul also had an electric combat plane. He made this using a Stryker body which he altered to put the engine in the front. The fuse was white foam with red stripes and the twin vertical stabs were black. He powered it with a BP motor and said it flies without a

streamer around 40 mph. He wants to assemble a group of combat flyers to utilize this plane and will be putting together some specifications that will be published in a later newsletter.



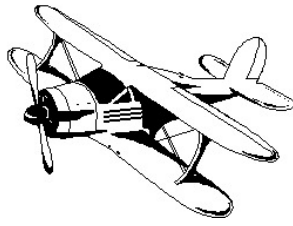
Gerry Dunne had resurrected one of his earliest planes and converted it to electric. It was an AstroHog that originally had a 60-size 2-stroke engine. This plane was 20 years old and the red Monokote showed some of that age. He had powered it with a large electric motor from Hong Kong that developed about 2 horsepower and used an 800 mah battery. Swinging a 12x9 prop at 11,500 rpm gave the plane plenty of power. He has not flown the convert yet but feels it will take off at half throttle.



Kris Hanson had an e-Flight Super Liner that he had added a dorsal fin to and painted in black and white to look like the whale Shamu. It was powered by twin BL-400 electric ducted fans. When he was ready to give the plane its maiden flight, he had the

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## Show & Tell



### Continued From Page 5

throttle reversed and it jumped into his helper's hand cutting a finger to the knuckle. That put an end to any maiden flight that day, so as yet it has not flown.



Chris O'Connor had a very nice war bird at the meeting. It was a Condor Models 1/6-scale Hawker Typhoon ARF. The plane was done in green/gray camouflage and the underside of the wing had invasion stripes. It had Sierra pneumatic retracts and was powered with a 26cc RCGF gas engine. It had a 72-inch wingspan and Chris had made a nifty panel on the side of the cockpit to hide the switches and fuel valve. The completed plane should weigh in around 16 to 19 pounds. The maiden flight has not come yet but should be soon as the weather warms up.

Steve Meyer had the bigger sister to Chris' Hawker. (picture in column to the right). This was a Condor Models 1/6-scale Sea Fury ARF. It was done in gray/green and had invasion stripes on the wings. Steve had Robart pneumatic retracts in his plane and although the wingspan was the same as Chris' Hawker, its longer fuse made the plane look considerably bigger. Steve had powered his with the same 22cc RCGF gas engine. It had split flaps and he had 8 servos in the plane. This plane was the paint scheme that was on the famous racer September Fury

prior to being painted red. Steve had not yet flown the plane but it would be in the air as soon as we get some warm weather.



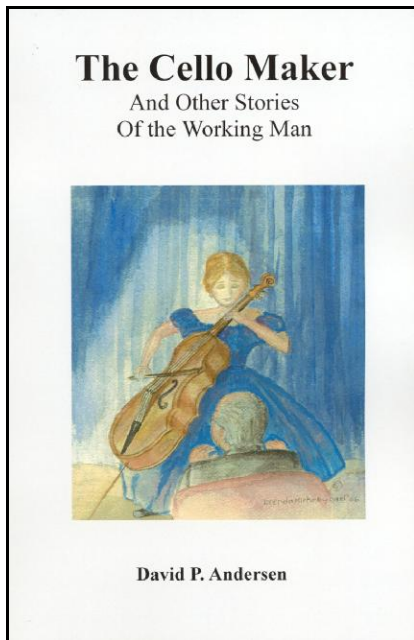
Sherwood Heggen had a very nice looking Yak 54 that he picked up at the TCRC auction. He had planned to pick up a 60-size plane but this 30% giant scale was available at a great price. It had some wing damage which he was able to repair. The plane had a red and white fuse with white wings with checkboard on the tips. The underside of the wing was red and black checkboard. He has purchased a DL-55 gas engine for it but it hasn't arrived as yet. The plane should weigh in around 16.5 pounds with everything installed. Sherwood has been flying this very plane on the RealFlight simulator and is looking forward to seeing the real machine fly. He said that if it flies well, he will add smoke to it quickly. ☺



# TCRC Member Publishes Book

Readers of the *Flare-Out* might be interested in a recently published book written by TCRC member David Andersen.

The title of the book is *The Cello Maker and Other Stories of the Working Man*. It contains several stories that first appeared in *Flare-Out* over the years. It is available at any Hennepin County or Ramsey County library.



Here are some of the comments written by various reviewers of the book:

“...of exceptional literary merit.”  
-- Green Valley Publishing

“I very much enjoyed reading it (*The Cello Maker*).”  
-- Christine Sweet,  
Minnesota Public Radio

“(*Echoes Down Colorado Street*) . . . is well written and engaging.”  
--Minnesota Historical Society Press

“(*The Longitude of Shadows*) . . . is the most original idea I’ve received in three issues.”

--Tales of the Unanticipated

“I wanted to drop you a note and tell you how much I enjoyed the article ‘*Fly Me*’ by David P. Andersen. No article that I know of has so well captured the spirit of R/C modeling. It is as Shakespeare might have said, ‘...the stuff dreams are made of...’ Thank you and thanks to D.P. Andersen for this fine article.”

--Thomas N. Wheeler,  
West Virginia

Take the time to stop in at the library and check out David’s *The Cello Maker And Other Stories Of the Working Man*. ☺

## R/C Report Ceases Publication

by Jim Cook

One of the best R/C magazines in our hobby stopped publication after its March 2009 issue.

*R/C Report* came into being in 1986 when Gordon Banks retired from the US Army and decided to try publishing an R/C magazine. In 1987, the year I joined TCRC, the late John Krekelberg showed me a copy of the fledgling *R/C Report* and praised the content of the magazine. I subscribed that month and have been a loyal reader of the magazine ever since. My subscription number is 03248 which implies I was a very early subscriber.

Gordon was proud of the fact that he gave his readers the straight

info when a kit or other R/C product was reviewed in *R/C Report*. Every review included ‘cheers’ about the product but also ‘jeers’ when the reviewer didn’t like some aspect of the product.



The last issue of *R/C Report*

In his last issue Gordon explained the necessity to stop publication. In this economy, ad revenue was down sharply and the last few months were generating deficits that could not be overcome.

The loss of *R/C Report* makes our hobby considerably poorer. I wish Gordon and his wife Mina the best in the future as he embarks on a new career. ☺

## Clean-Up & Fun Fly

TCRC’s spring clean-up and fun fly is scheduled for May 2<sup>nd</sup>.

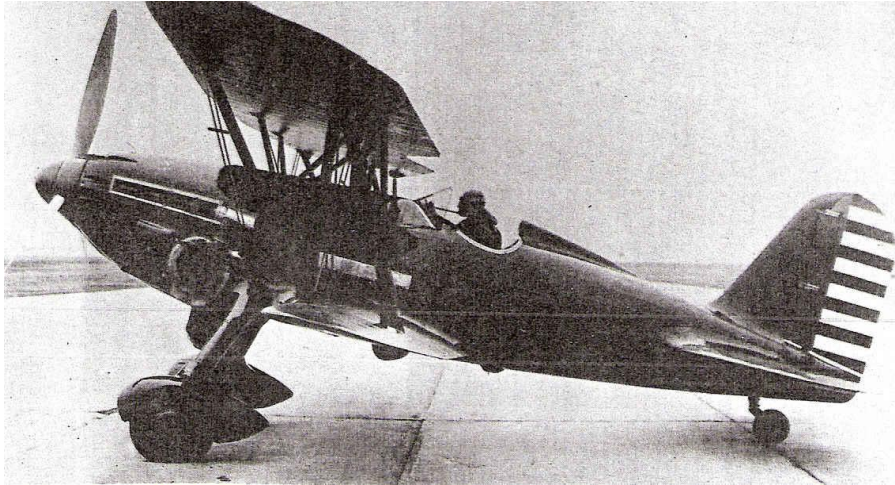
Presently the Minnesota River is lapping at the runways but it is hoped it will have come and gone by the time May 2<sup>nd</sup> arrives.

Everybody planning on working should keep checking TCRCOnline.com to stay current on the field availability. ☺

# Curtiss XP-23

by Conrad Naegele

The March Mystery Plane was the Curtiss XP-23.



I think that most people involved in either full-scale or RC aviation are familiar with the striking Curtiss Hawk P6-e. As a continuation of the Hawk series, the YP-20, P-22 and the P6e, the XP-23 was the last of the line, as well as the last of the Army's biplane fighters. It was, I think, the most attractive.

Although retaining the P6e wing, all else was new. Wing spars, ribs were now metal, it featured an all-metal monoquogue fuselage faired smoothly around a 600 horsepower supercharged Conqueror engine. The P-23 featured a newly designed vertical fin, that would later be a 'trademark' of future Curtiss airplanes.

The P-23 could attain 223 mph, with a caveat. First flown in April, 1932, the performance was poor at low altitudes, as the turbocharger did not help until about 15,000 feet. Plus the airplane was heavy at 4,124 pounds. The fix was to reduce weight, remove the turbocharger, and go from a 3-blade to a 2-blade prop. This was all for naught, however as the biplane days were just about over. Looming on the horizon was the new Boeing P-26 monoplane. All of the P-23 airplanes were returned to Curtiss and scrapped, and the wings were assigned to the new carrier fighter, the F11C.

An interesting note: Fiat of Italy continued their biplane development, and the superb Fiat CR-42 (Falco) soldiered on into the middle of WWII. The CR-42, with a Daimler-Benz DB 605 engine attained a speed of 342 mph, a record that still stands today (for a biplane).

The P-23 used a Curtiss Conqueror V 1570 inline liquid-cooled engine which developed 600 horsepower. Its wingspan was 31-1/2 feet, had a gross weight of 4,124 pounds and a top speed of 223 mph. For armament, it carried 1 50 caliber machine gun and 488 pounds in bombs. ☺

## TCRC Spring Float Fly May 9<sup>th</sup>

With the arrival of spring comes bright sunshine, warm weather and water on lakes instead of ice. That means it's almost time for TCRC's Spring Float Fly at Bush Lake Park in Bloomington.

The event will be held on Saturday, May 9<sup>th</sup> with a start time of 11:00 AM.

Bush Lake Park is an ideal place to have a float fly as the beach juts out into the water and makes take-offs and landings pretty easy.

The Spring Float Fly is always very well attended by TCRC members as well as pilots from several other local flying clubs, and there are always some pretty neat float planes to be seen. Even if you are not planning on flying, spectators have a great time watching all of the planes and basking in the sun.

If you haven't flown off of water, this is the event where you should give it a try. You still have time to get a set of floats attached to one of your airplanes.

We will see you all on Saturday, May 9<sup>th</sup> for the TCRC Spring Float Fly. ☺



# August Wisconsin Fun Fly

by Bill Sachs

Well it's all set up. The first annual Birchwood R/C Flying Club and TCRC Fun Fly. The dates are Friday, Saturday and Sunday August 28<sup>th</sup>, 29<sup>th</sup> and 30<sup>th</sup>.

For those wanting to add a float fly excursion to the event, Jim Cook will have his lake place in Siren, Wisconsin available. This is on the way to Birchwood. Pilots could arrive at Jim's anytime on Friday, do some flying and then all head to Birchwood later in the day. The drive to Birchwood is about 45 minutes East of Jim's place.

Friday night the Birchwood portion of the event will start with a potluck at Bill's cabin. Then a Saturday breakfast out at a local café before heading to the field for a day of flying. Dinner that evening will be at a local supper club in Birchwood.

Sunday morning another breakfast and those who want to put in a flight or two can before heading for home.

The one and only motel in town is named as you would imagine "The Birchwood Motel" and I'm told that it is very well operated with clean comfortable rooms at a reasonable price. I would suggest that the members call early for their reservations as the motel only has 16 rooms.

Birchwood Motel information is available at

[www.Birchwoodwi.com/Birchwood Motel](http://www.Birchwoodwi.com/BirchwoodMotel) The phone number is 715-354-7706.

I'm looking forward to seeing everyone for the 1<sup>st</sup> Annual Birchwood Fun Fly and I hope that we picked a great weekend for the inaugural event. ☺

## AMA Proposes Term Limits For Elected Officers

At the January 11, 2009 AMA Executive Council meeting, it was moved, seconded and passed to amend the Bylaws of AMA to limit the number of consecutive terms that can be held by an AMA nationally elected officer to three.

In essence, the motion stated:

"Any elected officer of the association is limited to serving in the same position to three consecutive full terms. After this third term the officer may not run again for the same elected position without standing down for at least one election cycle. After one cycle an individual may run again for a previously held position and be eligible to serve for another three consecutive full terms. .... This term limitation is effective taking into consideration current elected officers' service. Any current elected officer has the option of serving an additional consecutive full term after adoption of these term limitations, if they have already served three consecutive full terms as of the date of the adoption of these term limits."

To see the motion in its entirety as well as the rationale for this and other amendments, see pages 154,

155 and 156 of the April 2009 issue of *Model Aviation*.

Four officers on the Executive Council qualified for the 'additional term'. They are District III VP Bob Brown, District VI VP Charlie Bauer, District VII VP Bill Oberdieck, and District XI VP Bruce Nelson.

Now that the Council has approved these bylaw changes, ballots have been sent to all AMA Leader Members to vote on the proposed changes. An affirmative vote of two thirds of the Leader Members responding within 45 days of issuance of the mail ballot is required for ratification to adopt each amendment.

If you do not know what an AMA Leader Member is, the qualifications are:

To be an AMA Leader Member, you must be an Open AMA member, 19 years or older, and have been a member of AMA for at least three years. Meeting those qualifications, you must submit an application (can be downloaded from the AMA website, [Modelaircraft.org](http://Modelaircraft.org)) that contains a pledge of conduct, contains three references from current AMA Leader Members, and has been endorsed by an AMA District VP or AVP.

It is interesting to note that this amendment arose from a petition from 35 AMA members that was sent to AMA headquarters on November 10, 2008. In just two months the petition was considered, voted on and enacted. It certainly shows that we all have a voice in our national association and that AMA is very responsive to its members! ☺

## New Members

Two more new members joined TCRC in March.

Darryl Volk lives with his wife Juli at 20240 Xeon Avenue in Jordan, 55352. Their phone number is 952-492-3931 and his e-mail address is [dvolk@usinternet.com](mailto:dvolk@usinternet.com). Darryl has been flying R/C for about 20 years and currently has a Cub, and Ace Bipe and a Slow Stick. He is also interested in pylon racing.

David Kelly is the son of member William Kelly and lives at 10006 Maple Circle in Bloomington, 55431. His phone number is 952-884-5489. David is a junior member and will be learning to fly under his father's instruction.

These two members bring the total TCRC membership to 91 at this time, with 12 junior members.

When you see Darryl and David at the field or a meeting be sure and introduce yourself and welcome them to TCRC. ☺

## Jordan Field Mowing Schedule

Warm weather means that grass will be growing at the field, and when it grows it needs to be cut.

Field maintenance chairman Corey Kaderlik is putting together the summer mowing schedule for the flying site and needs lots of volunteers to fill in all of the slots so that the Field stays nicely mowed all flying season.

If you have some time available to become part of the field mowing crew, give Corey a call at 507-364-7244 or e-mail him at his web address [kaderlik@frontiernet.net](mailto:kaderlik@frontiernet.net). In addition, he will have the mowing schedule at the April 14<sup>th</sup> meeting so you can sign up there.

If you have not been trained on either of the two tractors owned by the club, that is not a problem. Members new to the mowing crew will be given a 'crash course' on driving the tractors! ☺

## TCRC Fairgrounds Flying In Early April

As this issue of the *Flare Out* goes to press on March 27<sup>th</sup>, the Minnesota River at Jordan is at 18.04 feet. This is the level where water will start to creep onto the TCRC Jordan Flying site.

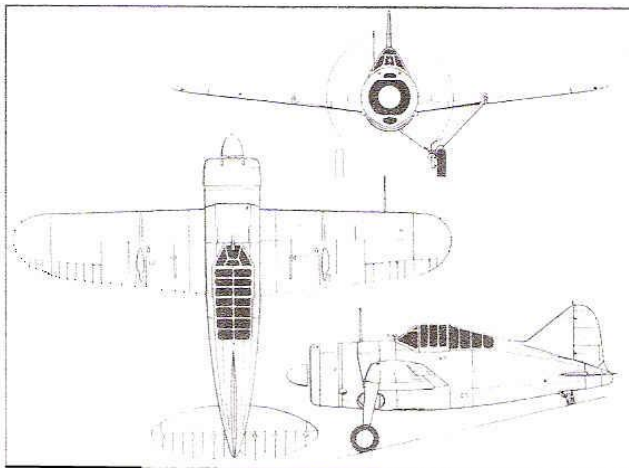
Current projections by the National Weather Service are that the river will crest at 20 feet on April 3<sup>rd</sup>. However at this time the Weather Service has not made any projections past that date as to how long before the river recedes back below 18 feet. Without a lot of rain, it is possible that the runways could be clear by mid April.

To keep informed on the status of the Minnesota River level, TCRCOnline.com has a 'quick link' on the left side of the home page. Just click on 'Jordan River Monitor' and you can get up-to-the-minute data.

The TCRC April Fool's Fun Fly on April 4<sup>th</sup> has already been moved to the Fairgrounds Flying site.

The Field Clean Up has been scheduled for Saturday, May 2<sup>nd</sup>. Hopefully the river's visit to the flying site will have been brief and the runways and pits will be in great shape. ☺

## April Mystery Plane





# A Day At The Auction

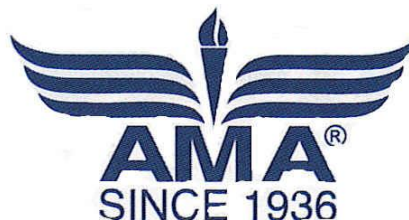
*(Reprinted from The Wright Flyer, newsletter of the Wright Flyers R/C Club, Monticello, Minnesota, Jean Davids, Editor.)*

On Saturday, February 7<sup>th</sup>, 2009, the Twin Cities RC Club held its 33<sup>rd</sup> annual consignment auction of RC aircraft items. This event has developed into a major winter event in the upper Midwest, drawing hundreds of sellers, bidders and items for sale for the one day event. Over the years, the TCRC Club has incrementally improved their operating mechanics to sustain the popularity of this auction format. However, this year the club figuratively speaking took the bull by the horns to raise the auction to a whole new level. The cornerstone of this effort was securing a new venue with the space to allow this size event to be well orchestrated. TCRC was able to use the Cross Point Church, Bloomington, where they hold their monthly meetings. The remarkable thing was that the church's central sanctuary was set up to be the main auction hall. The voluminous area with vaulted ceiling was easily able to accommodate at least 300 people and still feel uncluttered. They had the audio / video facilities to keep bidders fully apprised of the auction from anywhere in the room, including a canteen area for the food and beverage service they provided. The impound area was very nearly able to display all of the consigned items and allow the bidders to get a decent look before the auction started. With the

competent staff starting at 8AM, they were able to get everyone and everything registered so that the auction was underway at 9:30 AM.

By 3:30 PM everything was run through the auction. That was not because there weren't a lot of items, word is there were over 300 items that went through the auction, but because of the efficient and professional operation of the TCRC staff. If you didn't know better, you would think this was a weekly event not something done once a year. As a seller, you would always hope that items would go for a little more than they did, but considering the economy, things that are not necessities were going for about what you'd expect them to. TCRC reported that the seller population as well as total number of items offered for bid were down about 30% from last year.

Here's hoping that the dip in the activity doesn't deter TCRC from orchestrating another grand production like this next year. Frankly, I have skipped this event many times in previous years because it seemed like such a 'grind' to attend, let alone buy or sell, but with this year's venue, time flew by and it was relaxing and enjoyable for the whole day. Even if you don't intend to be a serious buyer or seller, I'd rate it is a good winter's day of entertainment for the cost of a bidder's card, some raffle tickets, beverage and snacks. ☺



## Calendar

- Apr. 3,4,5** Toledo Expo  
Toledo, Ohio
- Apr. 4** April Fool's Flyer  
Jordan Field  
Gerry Dunne
- Apr. 11** Shop Tour  
Wayne Rademacher  
1:00 PM
- Apr. 14** TCRC Membership Meeting, 7:00 PM  
Fellowship Hall  
CrossPoint Church  
Bloomington
- Apr. 18** Shop Tour  
Chris O'Connor  
1:00 PM
- Apr. 28** 2<sup>nd</sup> Quarter  
TCRC Board Meeting  
Steve Meyer
- May 2** Jordan Field  
Clean-Up & Fly-In
- May 3** Micro Pylon Racing  
Jordan Field  
Noon Warm Up  
1:00 PM Racing  
Wayne Rademacher
- May 9** Spring Float Fly  
Bush Lake Park  
Bloomington  
11:00 AM  
Jim Cook
- May 16** Just For Fun Combat  
SPAD Gnats  
Jordan Field  
Scott Anderson
- May 30** Building Contest & Fun Fly  
Jordan Field  
Jay Bickford



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## How Many Planes Did You Count?



Jay Bickford, Cush Hamlen and Larry Couture compare notes during the tour of Scott Anderson's shop on February 28<sup>th</sup>. The shop tours are great and we have two more in April – Wayne Rademacher's and Chris O'Connor's, April 11<sup>th</sup> and 18<sup>th</sup> respectively. Plan on being there. ☺

### 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.

#### 2009 Officers

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