



June

Minneapolis, Minnesota U.S.A.

2017

TCRC Spring Float Fly-Lucky 13th of May...Perfect Day!

by Steve Meyer

I couldn't have asked for a more perfect weather day. Perfect temperature (70's), perfect wind velocity (none) and perfect precipitation (none).



All of the pilots at the Spring Float Fly enjoyed the fantastic weather. (Photo by Steve Meyer)

When I arrived at 9:30 am Dave Erickson already had his retrieval boat in the water. There were several pilots already setting up and preparing to fly.

My wife Sandy started checking in pilots and made sure they all had AMA numbers recorded, and checked for radio frequency -- 72mhz or 2.4mhz to avoid radio interference during flights.

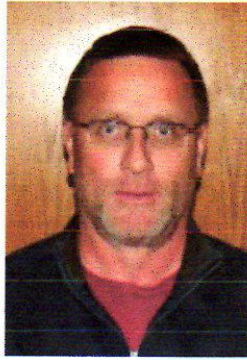
Pilots continued to arrive and at 10:00am I had a pilots' meeting where I discussed rules of flying at Bush Lake. The most important rule is to keep it over the lake so if you go down it can be retrieved easily. I wanted to keep the number of planes in the air at a comfortable number, so recommended a maximum of 5 and to check radio frequencies with others flying. Also be sure to verbalize your intentions (taking off, landing, etc.) and suggested that having a "buddy" watching you was a good idea. An extra set of eyes on a busy day makes end results more positive.

The first pilot in the air was Jeff Tolzmann with his Hobbico 60. It was a short flight due to engine issues but the plane survived and was retrieved by the rescue boat. He was able to fly again after a few adjustments. Throughout the day we had a total of 24 pilots registered flying and over 40 airplanes. We had 3-6 planes in the air at all times until 3 pm. The smallest plane was Glenn Hagfors' UMX Carbon Cub and largest was Sherwood Heggen's Aamoco Sportmaster. Morgan had a rough day when he crashed his Sea Cruiser II and lost his engine in the bottom of the lake. It was nice that his two daughters were there to support him. Terry Spletstoeser brought his Gull Wing Swoose that

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A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members

I don't like bringing up the "F" word but yes the field is "Flooded" again! I'm going to be optimistic though and say for the last time this season. Remember the fairgrounds flying site is open for flying when the parking lot is not in use. When we are able to fly at the field, the AMA rules and club rules will be updated and posted in the shelter. Thank you to Mike Robins for printing them.

I would like to thank the 18 members who came out to help on cleanup day. We were able to clean the sheds out, get all the equipment running and fix the benches. Please remember to take your trash with you when leaving the field as we do not have garbage service.

You all should have received an email from AMA stating that model aircraft flyers do not have to register with the FAA. For new flyers this means there is no reason to register with the FAA. For the reluctant people who did not register, you win. You do still have to have your name in your airplanes, though. This is an AMA rule.

If you were able to come to the float fly it was the best weather that anyone can remember. It was so nice that we had to battle with the sun bathers and swimmers for space. A big thanks to Steve Meyer for chairing the event and to Dave Erickson for bringing the rescue boat.

The first summer meeting at the field will hopefully be held on Tuesday June 13th. Come out early and do some flying or just come out for the meeting. Dinner will be at 5:30 or so and the meeting at 7:00. Remember if the weather does not cooperate we will meet at the church at 7:00.

The "Electric Fun Fly" will be held on Saturday June 17th "Only". The website says it is a camp out but we do not have any members that are able to stay overnight.

As soon as we are able we will start "Help Me Fly" on Wednesday nights. Stay tuned for more information.

Wings over Jordan will be held July 15 and 16th. There will be camping available for this event with concessions on Saturday and Sunday. We will also be holding a swap meet for those who are interested.

Please remember to sign up to mow. I'm being optimistic again that we will be needing to do this soon.

The raffle will be back for the June meeting. The plane is a Phoenix Extra 330S ARF. Still only \$5.00 to play.

See you at the meeting

J

THE TCRC FLARE OUT Monthly Newsletter



TWIN CITY RADIO CONTROLLERS INC.

Purpose: To preserve, encourage, and further develop the hobby of building and flying radio controlled model airplanes.

2017 Officers

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Spring Float Fly

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he had purchased at the TCRC annual auction several years ago. It still flies great and he is still happy with his purchase.

Once again three generations of Erickson's flew...Stan, Dave, and Jonathan. We had lots of spectators including sun bathers, swimmers, and even a Mariachi Band. Several people were interested and asked about the specific planes and the club. One lady was disappointed that it wasn't an every Sunday event and now would have to wait for the Fall Float Fly on September 23.

During a brief lunch break Sherwood held a drawing for an iron-on shirt transfer for the Metropolitan Float Fly event of over 30 years ago. Five lucky winners went home with a transfer to iron on a shirt of their choice. Maybe we'll see them on shirts at the Fall Float Fly.

Sandy brought brownies and celery and peanut butter treats for the pilots and the food was very well received.

I want to thank Dave Erickson for the retrieval boat. Also for the men who helped carry it in and out of the lake. I hope to see all of you at the Fall Float Fly on September 23. Mark your calendars now. It will be here before you know it! Here's hoping for another perfect day. J

**Fall Float Fly
September 23**

The Water At The Spring Float Fly Was Like Glass



The calm water acted like a mirror as this float plane lifted off for another flight at the Spring Float Fly. (Photo by Pedro Restrepo)

Is This What Formation Flying On The Lake Looks Like?



Two very sharp aircraft taxi into the pits after successful flights over Bush Lake at the Spring Float Fly. (Photo by Steve Meyer)

Pictures From The TCRC Spring Float Fly



This float plane makes a low pass over the mirror-like water after a nice takeoff.



The flight line was a very busy place all day as 3 to 6 pilots were in the air almost continually during the course of the day.



Dave Erickson brought the retrieval boat to the Spring Float Fly and then acted as captain and crew for much of the day.



There were plenty of TCRC pilots around to lend a hand anytime another pilot needed help.



Terry Spletstoeszer great looking gull-wing Swoose was a crowd pleaser, both on the beach and in the air.



Chris O'Connor brought a good looking Beaver to the Spring Float Fly, and it looked even better when it was in the air over Bush Lake.

Building Contest Has Fantastic Planes Competing For Top Honors

by Chris O'Connor

Our annual building contest was held at the May TCRC meeting.

We had eleven contestants enter. There were three in scale and eight in non-scale. Almost all the planes were built from a kit or plans and there were only a couple of ARF's. It was nice to see people still building.



**Sherwood Heggen was all smiles as he showed off his gorgeous Thunderstormer which took the prestigious 'Best of Show'.
(Photo by Allan Boucher)**

Judges for the event were Chris O'Connor and TCRC's newest member Chris Durand. They studied each entrant closely and came up with numerical scores for each plane.

This year there were only two categories: Scale and Non-Scale. The winners of these two categories would be determined by the judges' scores.

Congrats to Sherwood Heggen for taking all the categories this year. His non-scale winner was an older pattern plane from RC Modeler September 1966 called a Thunderstormer. Anyone who saw this plane was awed by the silver finish. The plane looked fantastic.

In the scale category Sherwood also won with a Citabria from a Bud Nosen Models kit. Again the finish was extremely well done and this helped the plane to win the scale category.

The top award in the building contest was the People's Choice. The winner in this category was determined by all of the members and friends at the meeting. Sherwood won again with his Thunderstormer. Congratulations to Sherwood. Besides the prestige of winning each category, Sherwood was presented with \$25 gift certificates to Hobby Warehouse for each of his victories.

The remaining entrants were then entered into a drawing for three additional Hobby Warehouse gift certificates. Chris Durand's young daughter Josie selected the winners from a basket. Those winners were Bob Swenson, Bernie Gaub, and Alex Dahlseid. Congratulations to those winners also.

Thank you to everyone that entered the TCRC Building Contest and I hope to see all these planes flying this summer.

See page 6 of this newsletter for more pictures from the 2017 TCRC Building Contest.

(Editor's Note: A very big thank you to Chris O'Connor for putting together and chairing another very enjoyable building Contest.) J

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

Pictures From TCRC's 2017 Building Contest



Newest TCRC member Chris Durand gives one of the beautiful entrants in the non-scale category a very close inspection as he gets an assist from his daughter Josie.



Building Contest chairman Chris O'Connor was also a judge for the event. Above he is checking out the finish on this fine-looking entrant in the scale category.



They may not have come in first but Bernie Gaub, Alex Dahlseid and Bob Swenson were happy to win Hobby Warehouse gift certificates.



Sherwood's Citabria took first in the scale category at the Building Contest.



Josie Durand had to stretch really high to draw out the winners of the three door prizes at the BC.



Bob Swenson, Sherwood Heggen and Alex Dahlseid admire an entrant at the building contest.

Sue Sachs

July 11, 1951
May 23, 2017



Sue Sachs finally lost her battle with heart disease after 23 years. Sue, wife of long-time TCRC member Bill Sachs, passed away the afternoon of May 23rd, 2017.

In 1994 Sue had experienced a severe heart attack and had to be revived seven times before she was stabilized. This typified Sue's tenacity for life. She was not going to go easily and she was not going to go quietly, and she proved that by living a happy, fun-filled life with Bill for the next 23 years.

Bill and Sue were high school sweethearts, meeting at the age of 16 and marrying at the age of 19. Throughout the rest of their married lives they were inseparable. When Bill got involved in the Twin Cities Radio Controllers (TCRC), Sue got involved in TCRC. And when Sue got involved in something, you knew she was involved! She would add her personal zest for life

to her involvement, and touch everyone with her feelings, her smile and her sense of humor.

Before she and Bill moved from Minneapolis to Birchwood, Wisconsin, when TCRC had a function, Sue was there. She was always part of the planning for the Season Finale, a regular at the annual banquet, and wouldn't miss the trek north to the Park Rapids Fun Fly. When the Park Rapids trips finally came to a close, Sue and Bill, with the help of Jim and Mary Cook, started the Wisconsin Fun Fly at Siren and Rice Lake, Wisconsin. That event is still a part of TCRC's calendar every year.

Jim Cook and Sue enjoyed a particular banter throughout their friendship, and anyone present when Jim and Sue were in the same room was treated to that banter.

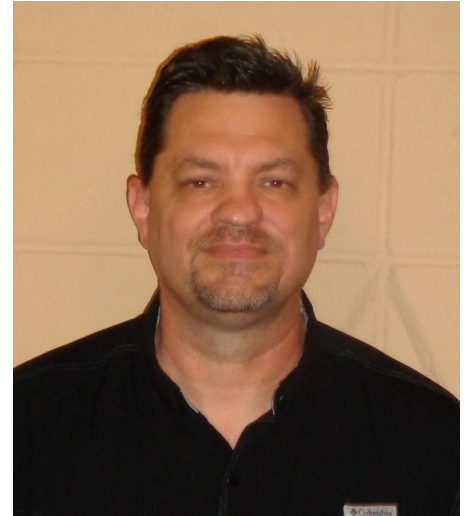
Jim was fortunate enough to visit Sue on the day before she passed away. Sue was in her hospital room with one of her many friends when Jim walked in. Her friend was very startled when she heard, "Sue Sachs, you big pain in the butt!" But the room lit up with Sue's wonderful smile as she fired back, "Jim Cook, you even bigger pain in the butt!"

Anyone who knew Sue was touched by her. She never complained about her health problems. She just went about living her life with Bill, and bringing her brand of joy to the world.

"The Big Pain" will be truly missed!

New Members

At the May meeting, Chris Durand became the newest member of TCRC. That brings the year's total to 129 members.



Chris lives at 13909 Fawn Ridge Way in Apple Valley 55124. His phone number is 952-923-4610 and his email is chrisdurand@remingtonhotels.com

Chris has been flying R/C for one year and currently has a Flyzone Cessna Select and a Seawind float plane.

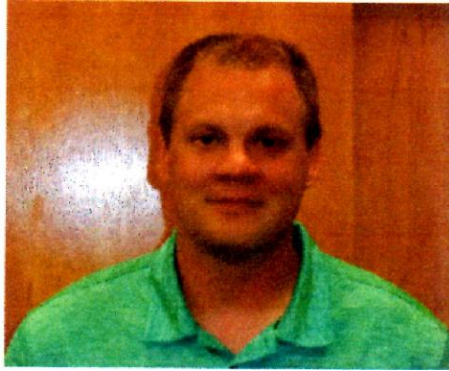
Chris has wasted no time becoming part of TCRC as he was one of the judges in the club building contest.

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



Veep's Corner

By **Brian Johnson**



Last month you received one of my late new year's resolutions. I love making late New Year's resolutions because it relieves the pressure of trying to set all my annual goals prior to January 1. Once we get to July or so I will begin making early next year's resolutions. But I digress... That resolution was that I would focus less on making more time for my model aircraft and focus more on making the time I spend on model aircraft as valuable as possible. That seemed like a very easy thing to declare at the time, especially since I was coming off a couple of rather challenging days of flying of which I had clearly made the best. But as I began to think about how I was going to expand on that declaration an important and challenging question began to emerge. What does it mean to make time "better" or "more valuable"? Time is just a concept. It is, per Merriam-Webster, "the indefinite continued progress of existence and events in the past, present, and future regarded as a whole". How am I supposed to increase the value of *that*? After spending a few minutes being generally overwhelmed with the task I assigned myself I calmed down a little bit and began to get my head around explaining what I was trying to get to in last month's article.

My original plan was to talk each month about the ways I was spending my time or the things I was doing that might not fit into the realm of my normal activities within the hobby. The normal activities being assembling, tweaking, and flying. Lather, rinse, repeat if you will. I am not saying my routine is mundane but I am certainly a creature of habit and could certainly benefit from a little variety.

I do have a bucket list of sorts. Building a plane from my youth, building a plane from scratch, and figuring out how to execute that rolling figure eight are all examples of things I would like to accomplish before I leave this life. As I began to think how and the order in which I would begin to tackle these items I began to wonder if I was missing something. Does checking items off my bucket list equate to spending better time with the hobby? I certainly believe it to be a piece of the puzzle but I am thinking it does not capture the meaning of what I was declaring in the original statement. It seems a bit superficial and sounds a lot like a rebranded version spending *more* time rather than *better* time. For this I would like to dig a little deeper.

To make something that I am familiar with better I am going to assume there will be a learning curve. After all, time management is a

skill that few of us are innately good at and what I am talking about is an exercise in time management. Not the kind where you fit as many things as you can in one day but the kind where make one portion of a day as meaningful as possible. This series will be a chronicle of sorts of that learning process.

I have come up with three areas that I will focus on in the upcoming months. Who knows, this may turn into more in the future but this is where I am going to begin.

Keeping track of the time I spend. This is the idea that to make the most of something that is continuously moving and never repeats itself I need to somehow capture the pieces of it that are meaningful to me. This is something I am admittedly terrible at, which is why I will be focusing here first. I often find myself envious of people who just seem to know how to capture a moment in a photograph or take note of the things that will matter in the future or somehow recount from memory the events of the day in the type of detail that makes you hope they are not finished with their story. Most of the time I am looking to what is happening next and am barely able to articulate *what* I have done much less the details.

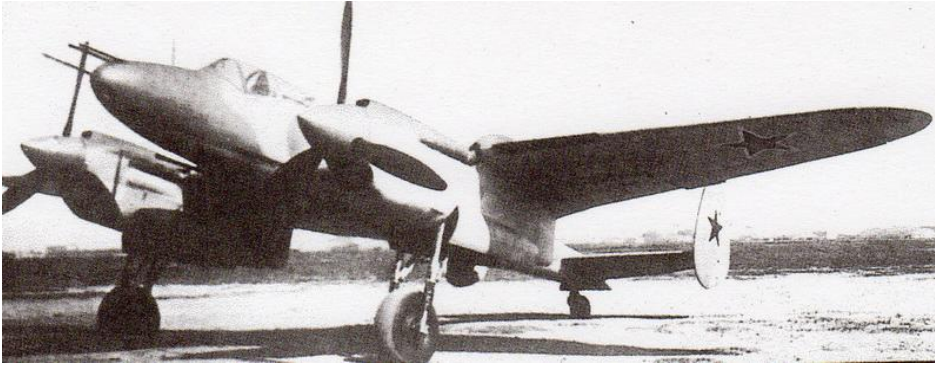
Sharing time with others. One of the things I enjoy most about being a member of a club is the social aspect. Getting together for an event or meeting and talking too much and for too long about things that make little sense to those who do not share the same interests. When I think about it, however, very little of the time I spend with model aircraft is spent in this manner. Most of it solo time spent either in the workshop, reading articles, or at the field. The

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Polikarpov TIS (Samolet MA)

by Conrad Naegele

The May Mystery Plane was the Polikarpov TIS (Samolet MA).



To meet the requirement for a heavy escort fighter (TIS) Polikarpov, late in 1938, designed a low-wing monoplane, all-metal, powered by 2-1,400 horsepower Mikulin radial engines. He called for 4-7.62 machine guns and 2-20 mm cannons, rear protection provided by a single 7.62 machine gun, fired from a dorsal and ventral position by a single gunner (Busy!)

The first prototype was flown September, 1941. However the Polikarpov facility was destroyed, and a move delayed progress. A second, now the Samolet MA was not flown until June 1944. The MA was to have 1,700 horsepower engines, but they were not available. Flight testing was underway when Polikarpov died, and his DKB was dismantled, and the TIS program was abandoned.

Only the two prototypes were completed. Based on the design, the Samolet MA would probably have been a great fighter-bomber. However, Russia, was heavily at war with the German Army and Air Force. As it turned out, Germany's worst enemy was the Russian winter!

The Samolet MA had a wingspan of 50 feet 10.5 inches, and was powered by two Mikulin 9-cylinder radial engines, each developing 1,665 horsepower. J

Andersen Designs

Andersen La-7
Built by Jeff Quesenberry

FREE! Scale Plan Downloads

ARADO 96B, Focke Wulf TA-152H
Grumman Lynx, Howard Pete
Kawasaki Ki-45, Lavochkin La-7
Mitsubishi - "Babs"

MNBigBirds.com

Add'l Extras:

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

Composite Parts Available thru...

MICKO
Aircraft & Accessories

Veep's Corner

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point here is not only to increase the value of my time to myself to increase the value of my time to others as well.

And finally, not letting unrelated items interfere with the time I do spend with the hobby. This might also be called how to let unrelated tasks, responsibilities, and events coexist with the hobby. Let's face it, we all have things that will not go away or even pause in many cases so we can go fly model airplanes when the sun is out and the wind is calm. To be able to focus on what we want to be doing when we have an opportunity we need to manage all the noise that is life. Success in this area looks a little different to me than I have heard others describe. I usually hear people talk about things like turning off cell phones, unplugging, and allowing themselves to be unavailable for a period. I am a huge fan of all those things but I also believe there is opportunity fit model aviation in (in a meaningful way) when these strategies simply will not work. I will expand on that in a future article.

This one is a little bit longer than I usually write so if you made it this far thanks for sticking with me! My hope is that as I write about this resolution and some of the strategies and tactics I use that some of you will have your own ideas that allow you to make the most of the time we allow ourselves to spend doing the things we truly enjoy.

Until next time . . .

J

TCRC Awarded Field Improvement Grant From AMA

At the May 9th membership meeting treasurer Tim Wirtz announced that TCRC had been awarded \$2,160 from the AMA as a grant to help defer the cost of the new runways the club had put in this past year.

Club member Dan Olberg had been reading his copy of *Model Aviation* and noticed an article stating that AMA had \$30,000 in funds specially set aside to help member clubs defer the cost of field improvements. Dan gave the TCRC board a call and the club completed an application. If a club were to be selected, AMA would pay up to 10% of the improvement costs that had been spent.



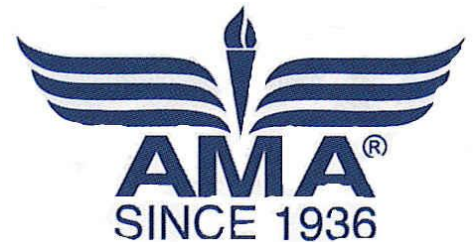
Tim Wirtz and Dan Olberg hold the grant certificate and the check from the AMA at the May meeting. (Photo by Jim Cook)

24 AMA clubs applied for some of the \$30,000 grant money, and TCRC was fortunate enough to be awarded the amount of \$2,160, which is 10% of the field's blacktopping costs.

Thanks to Dan for seeing the article and thanks to the TCRC board for completing the application and applying for the funds. J

Calendar

- June 3,4** Discover Aviation Days
Anoka County Airport, Blaine, MN
- June 9-11** Mike Gretz Memorial Fly-In
SIG Airport
Montezuma, IA
- June 13** TCRC Meeting At The Field
Dinner at 5:30
Meeting at 7:00
- June 17** Electric Fun Fly
TCRC Jordan Field
Gerry Dunne
- July 15, 16** Wings Over Jordan
TCRC Jordan Field
9:00 AM
Open To AMA Pilots
Flying, Camping,
Swap Meet
Bob Breisemeister
612-964-8877
- July 15,16** Wings Of The North
AirExpo 2017
Flying Cloud Airport
Eden Prairie, MN

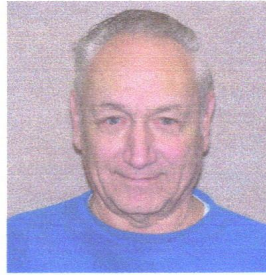


TCRCOnline.com

What A Great R/C Website!

Safety At The Field

By Larry Couture



Well here it is the end of May 2016 and the weather is not very good for flying as it is rainy and windy. The field is flooded and later this coming week it may be down (ain't Minnesota great)?

I have been at the Fairgrounds once with Dan and flew till the wind came up. The grass has been mowed and it's not too bad for take offs. Just not as nice as our home field.

Now for those of you that just getting your airplanes ready for flying and for what reason I am not sure, but in doing so I hope that you check and double check everything on each plane before its first flight. It seems that the little gremlins of time set in and take their toll during the winter months of setting around doing nothing. Now you electric guys make sure that the prop is off when making all these checks as the motor out front is waiting for you so it can start and cut that finger of yours. (Just a little revenge for setting so long). After engines sit over time they may be a bit sluggish, so it is a good idea to run them up before heading to the field and then having problems there.

When you fly try to keep the rubber side down and any landing that you can fly the plane again is great but not always graceful (quit messing with the plane after approach is set up and just watch it land) This is a quote from my teacher and sometimes I do it as he said.. (You may like if you try it) J

Float Flying Is Easy



Let's Do This Again Tomorrow!



Safety Always Comes First!



Former TCRC'er Tim Len Does Well At Top Gun

by Chris O'Connor



I attended Top Gun 2017 in Lakeland, Florida for three days, [Friday](#), [Saturday](#), and [Sunday](#). This is the 5th year I have been going as a spectator. The main reason is that a former member, past president and Walt Billett award winner was flying in the event. My friend Tim Len has been flying at Top Gun for four years now.

Tim was a member of TCRC for about 4 years, and both Tim and his wife Phyllis could always be found out at the field or helping out with many club functions.

At Top Gun Tim was entered in Pro-Am Sportsman class which had a total of 65 contestants. There are also about 5 other classes that people can enter. Tim was flying his Skymaster A-4 Sky Hawk jet that he completely painted himself in a beautiful scheme along with weathering. Tim's plane was equipped with a Jet Cat RXI 180 with 40 pounds of thrust. The plane weighs 41 pounds dry and 48 pounds wet. The plane is painted with Klass Kote epoxy. Tim is using a Spectrum DX18 with JR servos.

Tim flew [Wednesday](#), [Thursday](#), [Friday](#) and then they take the top 60% and those guys fly [Saturday](#). Your scores are the best of three out of four and on [Sunday](#) when all was done, Tim was awarded 2nd place in his class. He missed first by 1.4 points! That was nothing, because on [Saturday](#) night at the banquet the judges determined that Tim's A-4 was to win the prestigious award BEST JET AT TOP GUN. WOW!!!!

Congratulations to my buddy Tim. All-in-all this was the best Top Gun I have been to. Thank you to Tim and Phyllis for letting me stay with them and also for being great friends. See you next year, Maybe Mr. Top Gun someday!



I would encourage everyone to go to Top Gun and see some of the best fliers in the world along with some of the most outstanding scale planes you have ever seen. J

FAA Drone Registration Overturned

The U.S. Court of Appeals for the District of Columbia struck down the FAA's rule that required owners of drones used for recreation to register their craft.

About 760,000 hobbyists have registered more than 1.6 million drones since 2015. The FAA estimates that hobbyists will buy 2.3 million drones this year and 13 million by the end of 2020.

A spokesman for the FAA said that the agency was reviewing the decision. J

TCRC 3rd Annual Wings Over Jordan Fly-In
July 15th and 16th, 2017

Contact Info:
 Bob B. (612) 964-8877

Flying—Starts at 9:00 each day


Open to all R/C Pilots with Current AMA Membership

- Any size R/C fixed-wing aircraft
- Any power type OK
- 300' paved runways
- Starting benches
- Shelter

New This Year

Camping
Friday and Saturday Nights!

Swap Meet
Saturday and Sunday
9 AM Start



Concessions


Saturday Lunch

- Brats
- Burgers
- Hotdogs
- Chips
- Soda/Water

Sunday Morning Pancake Breakfast

- Pancakes
- Sausage
- Coffee

Open to the Public



Instructions to Main Site	Miles
Head South on US-168 toward Jordan	3.0
Turn RIGHT onto County 9 at the traffic signal in Jordan	0.1
Turn LEFT onto County 57N, 100' St	0.8
Turn RIGHT on Beaumont Ave. Beaumont Ave becomes Beaumont Way. Go straight through the four way stop.	0.9
Turn LEFT at the weed sign onto W Sloan Vista Dr	0.1
Turn Right onto the gravel road at the signs for TCRC and proceed down to the parking lot.	0.1

Mowers Needed!

TCRC is still in need of volunteers to mow at the Jordan field.

A schedule was posted in the May Flare Out showing the times and dates available for volunteers to sign up and become mowers at the Jordan Field.

Field Manager Corey Kaderlik stated that even if you are not familiar with the operation of the New Holland tractor or the garden tractor, he would be happy to train you on either or both machines.

If you can fit the mowing into your schedule, give Corey a call or see him at the next membership meeting.

TCRC needs your help to keep the Model Air Park in great flying shape.

TCRC Member Pictures Needed

There are many members in the roster that do not have pictures. A few of these members prefer not to have a picture in the roster, but most are newer members that we do not have a picture of at this time. It is very helpful to all of the members to be able to look in the roster and identify a name with a face.

At the June and July meetings we will be taking pictures of any member that does not currently have a picture in the roster, or who would want a more up-to-date picture. If you would like to have your picture in the roster, please plan on being at the next meeting. If you can't make the meeting, you can email a picture to Jim Cook at jimcook888@q.com

Get your picture taken at the next meeting. J

Membership Chair Needed

TCRC needs a volunteer to become the club membership chairman.

The chair would be responsible for collecting the new member form when a new pilot joins the club, verify AMA membership, issue membership badges, update the club roster, among other duties. The process to do this is very well organized and easily done.

If you are interested in becoming more involved in the operation of TCRC, and becoming the membership chairman, let a board member know, J

Snoopy and The Red Baron

by David P Andersen



During the mid-70s, I was a member of an RC model airplane air show team, the Blue Eagles. We were all members of the Twin City Radio Controllers club. Sometimes our little team was included in full-sized airplane air shows then popular at Minnesota airports.

One of our acts was a battle between Snoopy and the Red Baron. As we stood next to a UNICOM operator (a type of air traffic controller) beside the runway, Jim Miller's Snoopy RC doghouse took off and paraded in front of the audience while the loudspeakers played a popular song about Snoopy and "The Bloody Red Baron from Germany." Meanwhile I quietly launched my red biplane slightly out of sight at the far end of the runway. At the appropriate point

in the music my red airplane swooped down on Snoopy and we engaged in an aerial dog fight, looping and rolling together in simulated battle. Eventually Snoopy was victorious so I put my biplane into a spin and landed out of sight while Snoopy continued to show off in front of the crowd.

The Navy's Blue Angels were scheduled to follow one of our performances. The UNICOM operator told us that they were a few minutes away so please have Snoopy take another victory lap before landing. When the Blue Angels appeared on the horizon, the UNICOM operator calmly said "Snoopy cleared to land."

I met the famous Hollywood air show pilot Art Scholl flying his super Chipmunk during that air show and I asked him to autograph my program. Later, after our performances were complete and I was pulling my model by the tail to my car, a little boy ran up to me and asked me to autograph his program. I proudly signed my name followed by "The Red Baron."



Don't



Forget!

The TCRC Membership meeting on June 13th will be held at the TCRC Model Air Park in Jordan, weather and water permitting.

The grill will be on and dinner will be served at 5:30 PM. The meeting will start at 7:00 PM. Bring a plane and get some flying in before enjoying a dinner on the club and then attending the membership meeting.

The meetings for July 11th and August 8th are also scheduled for the Jordan field.

In case of bad weather the meeting will be at its normal time of 7:00 PM at CrossPoint church in Bloomington. J

Planes For Sale

President Bob Breisemeister is evidently doing some reduction in his fleet and is offering some of his planes for sale:

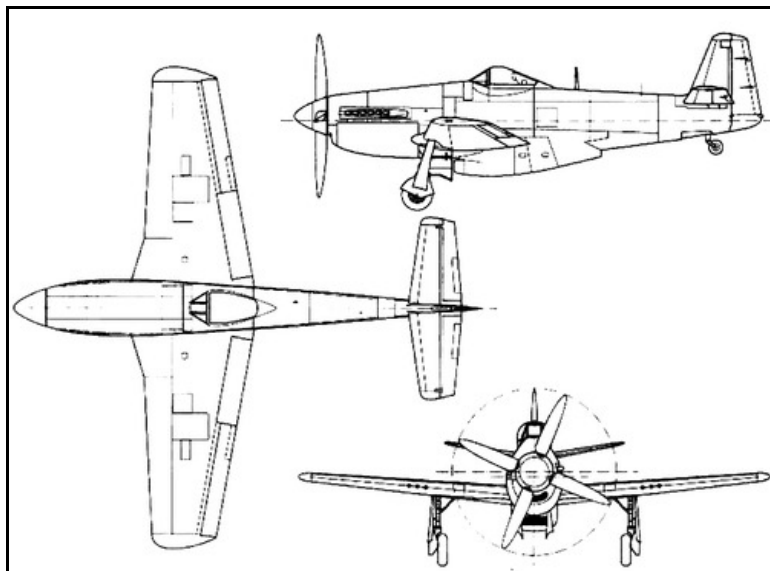
Something Extra, 40-size, Receiver Ready	\$85.00
ME109, 40-size, Receiver Ready	\$85.00
Cessna 182, Top Flite Kit	\$125.00
Trainer with Servos, 40-size, no engine	\$30.00
Phoenix Super Cub, 1/4-scale, ARF, New-in-Box	\$250.00
Pegasus YS Two Stroke with pipe and FM Radio	\$175.00
Razzle, New, ARF Never Finished	\$100.00
Extra 330, Seagull Models, ARF New, Receiver Ready	\$325.00
Hanger 9 Super Cub, ARF, New-in-Box	\$600.00
Extra 260, Fiberglass Airframe	\$325.00
GEE BEE, 1/4-scale, with Servos	\$250.00
J-3 Cub, 60-size, Airframe, 90" Wing	\$110.00
Christian Eagle, Gas, Receiver Ready	\$400.00
Chip Hyde Extra 300, 34%	\$325.00
Yak 54, 34% Airframe, NEW	\$350.00
Extra 300, Digital Servos, Receiver Ready	\$240.00
DLE 55 Engine, New-in-Box	\$400.00

More Planes and Kits Available

Lots of Engines and Misc. Supplies

Give Bob a call at 612-964-8877.

June Mystery Plane



TCRC Apparel For Sale

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

The new apparel is pretty nifty looking.

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

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

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

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

'Help Me Fly' Wednesdays Coming

In the next few weeks, 'Help Me Fly' Wednesdays will be starting.

These days will be open to all flyers, but preference will be given to newcomers to the hobby that need some help, or just want to sharpen their skills.

The start day is yet to be determined but will be announced at the meetings, the website and this newsletter. J


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