



June Minneapolis, Minnesota U.S.A. 2004

Spring Float Fly A Great Day To Enjoy Flying

by Jim Cook

TCRC held its annual Spring Float Fly at Bush Lake Park in Bloomington on Saturday, May 8th, and what a Float Fly it was. The weatherman out did himself with a bright sunny day, a very light breeze and nice warm temperatures.



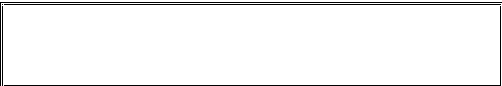
An aerial view of the Bush Lake beach taken from Roger Sandhoff's electric airplane as it hovered over the Fun Fly.

The great weather attracted pilots from almost every local flying club in the Twin Cities, and they brought lots of beautiful floatplanes. CD for the event Jim Cook arrived at 10:30 to find several pilots anxiously awaiting the retrieval boat. Jim's assistant David Erickson arrived moments later with the boat that was quickly put on the water.

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Calendar

- June 8** TCRC Membership Meeting, 7:00 PM
 Room H195
 Hennepin Technical College
 Eden Prairie
- June 11-12** Electric Fly-In & Camp Out
 Jordan Field
 Scott Anderson
- June 12** Anoka County RC Pattern Contest
 Coon Rapids, MN
 Brian Dorff
 763-754-7250
- July 1-29** AMA NATS
 Muncie, Indiana
- July 17** TCRC Summer Fun Fly
 Geoff Barber
- July 20** TCRC 3rd Qtr. Board Meeting
 Room H195, HTC
- Aug. 6-8** Park Rapids Fun Fly
 Park Rapids, MN
 Marilynn Krekelberg



TCRCOnline.Com

Use It!

From The Cockpit Of The President

by Scott Anderson

president@tcrconline.com

This has been to be the coldest and wettest May in living history, perfect for finishing that building project! Not for me, I spent the last two weekends enjoying winter in Australia where I was traveling on business. I did get a chance to fly at our sister club in Albury, New South Wales.



**Your president working hard
'down under'.**

The Spring Float Fly was quite a success thanks to the leadership of event director Jim Cook and his team. Jim has details in a separate article.

Now that June has arrived we're hitting the peak-flying season. This means many new people at our flying site. Be sure to introduce yourself to everyone you do not know, they may be a member, or they may be someone looking to join the club. I've heard of members packing up and leaving the flying site thinking that a couple of visitors were members. They left the gate unlocked and expected the 'other guys' to close up the site when they left. This is

YOUR flying site. Take responsibility for it and be sure whom you are sharing it with.

Be sure to share the field rules with new members and guests. This means enforce the frequency pin-out for all pilots at the field. When you are not flying, place your transmitter in the impound. Ask the other pilots at the field which radio channels they are flying on. It's better to know who is on your channel rather than being introduced after a crash!

Enforce the 'no-fly' zones over the pits, parking lots, and center field of the flight stations. If someone does not appear to have the control to stay away from those areas, then ask them if they need help. If they continue to fly over the 'no-fly' zone, then ask them to land. Safety is in the hands of each member of this club. You are the owners of this flying site and we police ourselves.

Don't play with full-size manned aircraft when you're flying RC. Manned aircraft ALWAYS have the right of way. If there is a plane making a pass over the flying site, LAND. The National Transportation and Safety Board is not amused by RC pilot stories of near misses. The new Homeland Security Commission would be even less amused and more interested in shutting down RC flying all together.

RC flying is not an entitlement. It is not a right. It is a sport earned with the sweat and forethought of the founders of the AMA and the concern and thoughtfulness of members like you.

Let's enjoy this 'dry' year in Jordan and fly safely! ☺

New Members

Kevin Salden joined the club in May. He lives at 1106 Larkspurs Lane in Waconia, 55387. His phone number is 952-442-1906 and his e-mail address is kgsalden@hotmail.com. Kevin has been flying for about one year and currently has a Super Stick 40, 60, a Hot Knife, a Slow Poke and a Slow Stick.

Stan VonDrashek lives with his wife Barbara at 19101 E. Via Esquina in Rio Verde, Arizona, 85263. He is interested in giant scale and currently flies a 29% Edge 540 and a 1/4-scale J-3 Cub.

Rick Fetting lives with his wife Bev at 717 Fern Lane in Shakopee, 55379. Their phone number is 952-496-3933 and his e-mail address is rick-fetting@yahoo.com. Rick has a Park Flyer and is interested in electrics and 40-60-size glow-fuel planes.

Daniel Fetting lives at 717 Fern Lane in Shakopee, 55379. His phone number is 952-496-3933 and his e-mail address is Daniel-fetting@hotmail.com. He currently has a GWS Slowstick and a MicroHornet helicopter.

When you see Kevin, Stan, Rick or Daniel at a meeting or the field be sure and introduce yourself and welcome them to TCRC. ☺

June Is A Great Month To Fly!

Spring Float Fly The Unannounced 'Best Of Show' At The Spring Float Fly

Continued From Page 1

Jim held a brief pilots' meeting to outline frequency procedures and safety rules and then proclaimed the pool to be open.

First into the air was Gene Leclerc of MARCEE with a Four Flusher. David Erickson followed almost immediately with his Seamaster, and from then on the sky was full of airplanes. Early during the flying the retrieval boat sat idle as the many pilots were able to get their planes back to the beach after each flight. Jerry Dunne had an R/C boat that buzzed the shoreline during the day.

The considerable variety of planes attracted lots of spectators that marveled at their accomplishments in the air and their beauty on the ground. There was a very nice turn out of TCRC members that came down to help out in the pits and to peruse the aircraft.

The pilots present were: Gene Leclerc of MARCEE, flying a Four Flusher; Roger Sandhoff of MARCEE, an electric Slow Stick; Jim Miller of TCRC, a Kougar and an Extra 300; Jim Cook of TCRC, Some Kind Of Stik; Larry Couture of TCRC, a Stick; Stan Erickson of TCRC, a J-3 Cub; Rick Smith of TCRC, a J-3 Cub and an Aquastar; Geoff Barber of TCRC, a Citabria; Bill Sachs of TCRC, a Sea Master; Don Roemhildt of MVRC, a Kaos; John Bittle, a J-3 Cub; Tom Steinmueller of Hobby Warehouse, a Clipped Wing Cub and a Supermarine; Sherwood Heggen of



Cal Brandon with Tom Steinmueller's magnificent Supermarine.
(Photo by Jim Cook)

Assistant CD David Erickson



David Erickson takes time off from his Assistant CD duties to fire up his Sea Master at the Float Fly. (Photo by Jim Cook)

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Spring Float Fly

Continued From Page 3

TCRC, a Kougar; Cal Brandon of Trivalley, flying the Supermarine; Jack Reeves, a J-3 Cub; Doug Stahlke of Grassfield, a Sea Master; Morgan Larson of TCRC, a Sea Cruiser; David Erickson of TCRC, a Sea Master and a Northstar; Mark Cater of TCRC, a Sea Master; Don Olson of TCRC, a Big Stik; and Rae Richardson, a J-3 Cub.

Tom Steinmueller had a huge Supermarine on floats that brought all activity at the beach to a stop as it taxied out and took to the air. Without a doubt this was the crowd's favorite!

Tom also had the most spectacular accident as his 1/4-scale Clipped Wing Cub lost contact with its radio and ended up in a tree across the lake.

Jim Miller had his new Extra 300 on floats present. He hasn't flown this plane yet, and although it did taxi, Jim didn't put it into the air at the float fly.

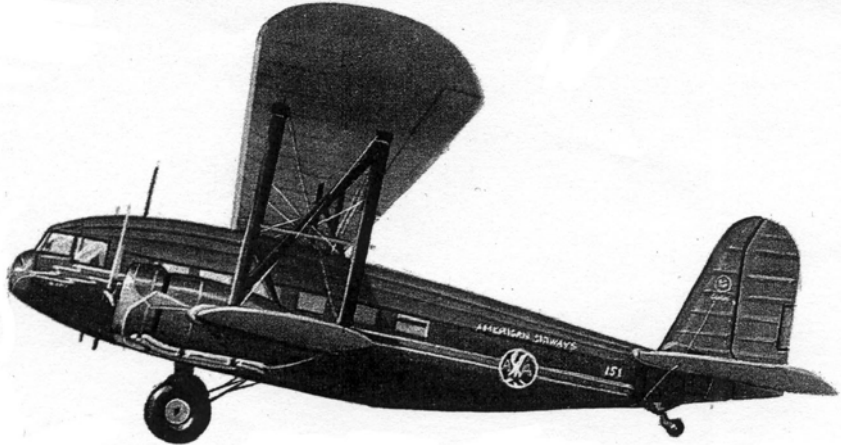
Roger Sandhoff of MARCEE had an electric plane present that was fitted with a digital camera. He could practically hover this craft over the beach as he took aerial shots. The pictures turned out fantastic. He may be a future program at TCRC.

At 2:30, the pilots started packing up the planes and heading home. Thanks to all of the TCRC members that came out to fly, help out, spectate and to enjoy a wonderful spring day. ☺

Curtiss T32 'Condor'

by Conrad Naegele

The May Mystery Plane was the US civil transport the Curtiss T32 'Condor'.



The Curtiss Aircraft Company was especially busy during the 20's and early 30's producing many new aircraft. Of course, at that time, between the wars, the field was wide open for all sorts of planes, new techniques, materials and ideas.

One model was the T32 Condor. A 15-passenger biplane, it was of mixed construction, featuring both metal and fabric. Again, this was a transition period that utilized tried-and-true fabric with the new chrome molly welded components. An innovation was that the wheels retracted into the engine nacelles. This was a great airplane and was easy to fly with complete comfort for the passengers. Unfortunately, its timing was poor as it came out just before the true airliners, the Boeing 247 and the Douglas DC I and 2. It was innovative in that there were two models, one for normal daytime use and a convertible day-night sleeper with 6 compartments each with 2 berths/seats. The rich will be served.

One model was used on the Byrd Antarctic expedition and two were operated by the US Navy, designated as the R4C. As a bomber the Condor was supplied to China. Those planes carried 3,968 pounds of bombs and 5 -.30-caliber machine guns. Records are not accurate but there were 21 aircraft produced.

The Condor was powered by two Wright Cyclone 9-cylinder radial engines that each developed 720 horsepower. It had a wingspan of 82 feet, a gross weight of 17,500 pounds and a speed of 167 mph. It had a crew of 2 and carried 12-15 passengers. ☺

Pictures From TCRC's Spring Float Fly

Photos by Jin



Jim Miller with his Extra 300 and his Sig Kougar at the TCRC Spring Float Fly.



The Supermarine triumphantly taxis back from a very successful flight.



Pat Dziuk did the video chores at the Spring Float Fly and got some great footage.



The pits were a very relaxed place at the Spring Float Fly.



Tom Steinmueller and his Clipped-Wing Cub.



Sherwood Heggen enjoys a nice flight.



At The Field

by Klotz the Kat

Down thrust and right thrust. What do they do?

Early R/C models were really semi-controlled free flight models. They were super stable so they were nose heavy to prevent stalls. So, a lot of up trim in the stab was required for a flat glide. But prop wash on the up trim would cause the plane to nose-up under power. The solution was down thrust for a reasonable climb rate at full power. Down thrust is still found in trainers so that the pilot does not have to deal with the throttle while he is learning the other controls.

For advanced flyers, down thrust is a bother. The pilot cannot control descent rate with power. Climb and glide rates in inverted flight are extreme. Down thrust causes slow rolls and knife edge flight to turn. Sudden application of power at low airspeed jerks the nose down. Release of power lurches the nose up. Smooth aerobatic flight requires the pilot to override the effects of down thrust. It's a nuisance.

Right thrust is another hangover from the early days of R/C that is still found in trainers. It straightens takeoffs by counteracting engine torque. Without it, most airplanes will tend to veer to the left on takeoff. For a beginner, this is too much to handle. Right thrust permits a straight-ahead

takeoff without having to use the rudder — a desirable feature in a trainer.

But it is useless in a crosswind. It causes loops to corkscrew. Turns to the left climb and turns to the right descend. It creates more problems for the advanced pilot than it solves.

Right thrust and down thrust are rare in full sized a/c. They appear only in certain non-aerobatic and underpowered aircraft where performance has been sacrificed for safety.

If an airplane will not fly well without right thrust or down thrust, look elsewhere. The cause may be insufficient washout, improper incidence, poor CG location or warps. Fix these problems before using thrust line offsets.

Should you add down thrust or right thrust in a scale airplane?

Generally not. Use the scale thrust line unless there is some very compelling reason to do otherwise. There rarely is.

See ya at the field. Thrust a sandwich at me. ☺



Klotz consults with Dave Platt at the Toledo Expo in April.

Navigating The World Wide Web

by Pat Dziuk

The internet and World Wide Web have become a great source for information and entertainment in many parts of our lives. This is true for our fascination with model aviation.

Our club's website has given us a current presence on the web for the past half a year. It has been a great tool to attract a few new members as well as tool to keep some of our snowbirds connected to the events in the north.

Just as our website (www.tcrconline.com) is a valuable resource, here are a few others I have found useful during the last few months.

The Fly RC magazine has a pretty complete list of industry links to almost everything related to RC airplanes and accessories. The link is www.flyrc.com/links.shtml.

As the popularity of electric flight continues to grow, you may find a need for a tool to help you out with calculating things like prop rpm, peak current draw, thrust and run times. Checkout this link for a free calculator that features many common batteries and motors: <http://brantuas.com/ezcalc/dma1.asp>.

Another great program is MotoCalc. A thirty-day demo is available at www.motocalc.com. ☺

2004 TCRC Building Contest

by Jay Bickford

Gray clouds without a hint of sunshine greeted us the morning of Saturday, May 15th, but that didn't seem to dampen the enthusiasm of all the people that showed up for the Annual TCRC Building Contest.

Everyone started arriving at the field at about 10:00 AM or just a little before. Morgan Larson assisted Jay Bickford, the CD for the event, with setting up the gas grill and making sure it was ready to go for the all-important lunch preparation while everyone else got out the fruits of their winter labors and assembled them for the big competition.

At 11:00 AM Jay called for the judges to start their work. Don Olson and Vince Anderson went over each entry with a fine-tooth comb, looking at all aspects of the build quality of each plane. There were a total of 11 aircraft entered in the 4 contest categories this year, so it didn't make their job an easy one.

We had 3 people bring out entries in the Trainer Category this year, including a couple of 1st-time builders. Brand new member Rick Fetting took 3rd place with his Mini Trailmaster. Our very own web master Pat Dziuk took 2nd place with his Mountain Models Dandy Sport, while long-time member and prolific builder Dave Maurer took 1st place with his beautiful red, white, and blue Sig Kadet LT 25.

We had a rather interesting event take place in the ARF Category this year. While we had 3 planes entered in the category, they all happened to be entered by the same person, Larry Couture. Larry swears that he didn't pay anyone off, but one has to wonder a little with such a one-sided victory. Anyway, Larry's Spree took 3rd place, his Hirundo glider took 2nd, and his Alliance took 1st. What a way to guarantee a victory!

And finally, the Best of Show Award went to Jay Bickford and his red and white Sig 4 Star 40.

Thanks to all that came out to the TCRC Building Contest this year, and a special thanks to our judges Don Olson and Vince Anderson for a job well done. And just remember, now is not too early to start planning on what you would like to enter in next year's Building Contest. See you then! ☺



Sport Category winners Geoff Barber, Conrad Naegele and Jay Bickford. (Photo by Jay Bickford)

The Sport Category saw 3 entries. Conrad Naegele tied for 2nd place with his new Buzzard Bombshell Old Timer. Geoff Barber also tied for 2nd place with his Great Planes Corsair 40, while Jay Bickford took 1st place in the Sport Category with his Sig 4 Star 40.

There were 2 planes entered in the Scale Category this year. Jim Miller took 2nd place in Scale with the newest edition of his Extra 300L, while Morgan Larson took 1st place with his beautiful Top Flight Gold Edition Cessna 182.

TCRC meets every month on the 2nd Tuesday at 7:00 PM in room H195 at the South Hennepin Technical College located at 9200 Flying Cloud Drive (Highway 212) in Eden Prairie. Guests are welcome to attend these meetings.

Pictures From TCRC's Building Contest



Trainer Category winners were Rick Fetting, Dave Maurer and Pat Dziuk at the TCRC Building Contest.



CD's Jay Bickford and Morgan Larson were the chief cook-and-bottle-washers at the Building Contest.



The ARF Category winners were Larry Couture, Larry Couture and Larry Couture.



The pits at the Building Contest were full of some very beautiful aircraft.

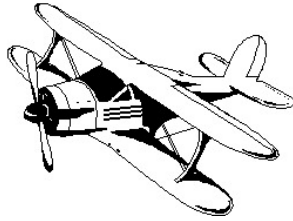


Judges Don Olson and Vince Anderson really scrutinized Geoff Barber's F4U Corsair.



Scale Category winners were Morgan Larson and Jim Miller.

Show & Tell



The membership meetings are full of planes each month. At the May 11th meeting there were five new ones:



Pat Dziuk had his electric from a Mountain Models kit. This plane had a red wing and tail feathers with a white fuse. Pat had upgraded the motor to an Astro 10 with a 4.4:1 gear drive. He said the plane was quite aerobatic and with the 3-cell lithium battery he could get 30-minute flights at full throttle.



Dave Maurer had his newest plane at the meeting. It was a Sig Kadet LT-25. The wing was done in blue and white Ultrakote with red trim. The fuse was white with blue and red trim. It was powered by an

OS Max LA 40 engine and the plane weighed in at four pounds. Dave had taken most of the dihedral out of the wing and had also converted it to a tail dragger because of the weight reduction. He had two flights on it and said it was fast and powerful.



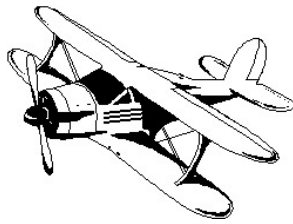
Larry Couture had his new electric at the meeting. This was an ARF called an Alliant. It was all-foam done in white, red, blue and yellow. It came without wheels but Larry had added very light landing gear and tail wheel. It had a direct-drive brushless motor. He said that it came with wooden control horns, which were quite weak, and he had replaced them with standard horns. As of the meeting, it had not flown yet.



Morgan Larson had a very nice Cessna 182 he built from a TopFlight kit. A year ago he had this plane at a meeting in its bones. It was painted white with red trim. He said the kit was very nice, but not something that you built in a few weeks. He liked the hidden

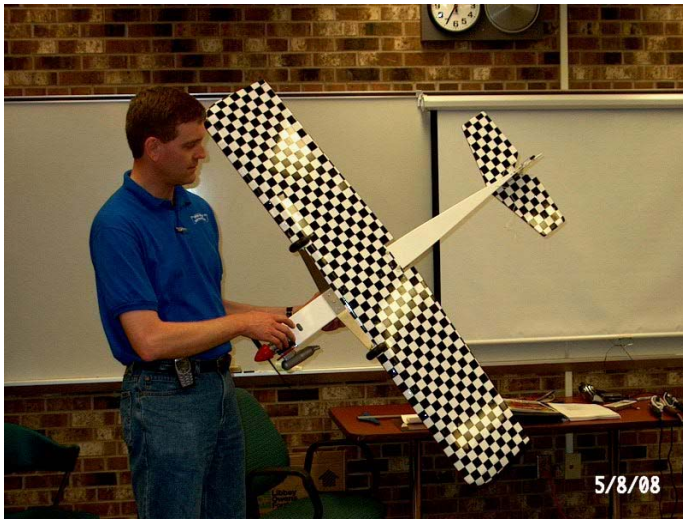
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Show & Tell



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control horns in the tail and also the hidden antenna. It was powered by an OS 120 Surpass 4-stroke engine. He had just completed the plane and it has yet to have its maiden flight, but it would hopefully happen soon.



Jay Bickford had his new Sig 4-Star 40 at the May 11th meeting. He had built the plane from a kit and it was covered with red Ultrakote on the top of the wing and the fuselage was red and white. The underside of the wing and the horizontal stab were done in black and white checkerboard pattern. Jay had removed one wing former from each side of the wing and had also changed the canopy to a more streamlined form. It was powered by an OS 46 FX 2-stroke engine, which should be more than enough power for the plane. He had not flown it as yet but was planning the maiden flight for the Building Contest to be held on Saturday, May 15th.

Mike Timmerman had a neat device. It was a square tube that held 6 ping-pong balls. A servo was attached that would position a ball and then release it. He thought it would be great for fun flies when coupled with a slow flying electric. He hopes to have it functional at the Spring Fun Fly scheduled for the Jordan field on Saturday, May 22nd. It would be great for the Cub Scouts to see in operation that day. ☺

From the Co-Pilots Seat

by Jay Bickford

This year's flying season has gotten off to a great start at TCRC. We had a wonderful Spring Float Fly on May 8th, and an equally great Building Contest on the 15th. The weather was cooperative for each of these events, and we had good turnouts too. Thanks to all that came out and made these events a success.

We have been working on having instructional programs at the meetings. At the May 11th meeting I gave a program on using Ultrakote complete with a covering demo.



Jay shows the finer points of using Ultrakote at the May meeting. (Photo by Jim Cook)

Steve Pauley with Electroflying Models will be our guest speaker at the June 8th TCRC regular monthly meeting. Some of you may remember that Steve was with us last year to talk about electric flying. Well, if you follow the world of electric R/C flying, you know that a lot has changed in the past year. It almost seems like the changes are happening faster than even what happens in the computer business. Steve has promised to fill us in on the latest and greatest developments in LiPo batteries and brushless motors. I'm sure it will be a very informative and interesting program. Tell a friend and come on out on Tuesday evening, June 8th.

That's all I have for this month. Let's have a great flying season, and I'll see you at the field! ☺

TCRC Goes Down-Under!

by Scott Anderson

Relax, this is not a flood announcement for the TCRC flying site, but rather a short story of the travels of one TCRC member to our 'sister club' the Twin City Model Aero Club (TCMAC) of the twin cities of Albury-(*I am not sure of the name of the other city*).



Scott Anderson with one of the gracious members of TCMAC.

I had made arrangements to visit with club member Graeme Frauenfelder via e-mail before making the short flight from Minneapolis to Sydney, Australia. I was crazy enough to think I could fly 19 hours to Australia, get a couple of hours sleep then catch another flight to travel the 550 km south of Sydney to Albury on a Dehaviland Dash-8 turboprop. I was met at the airport by Chris Henry who brought me over to his house for coffee and a Vegimite sandwich. We then went out to the flying site for some flying.

What a beautiful fall flying day! The temperature was a balmy 16° C. and the winds were light and variable. The sun shown brightly through the light broken clouds making the entire flying site look like a post card. Membership at the field was light as it was pretty chilly and we had the site to ourselves. The Twin City Model Aero Club of Albury, New South Wales owns a 40-acre site 5 minutes from town in the middle of prime grazing land. The trees are few and the landscape is light rolling hills.

There are many similarities between the TCMAC and our own Twin City Radio Controllers. Membership is about 80 members in 2004. They're dues are about \$50 (Australian) annually with an initiation fee of

\$50 Australian. They have two runways in an elongated X pattern with substantial clearance for large scale and turbine aircraft. All paving is done using paper mill conveyor belt webbing (similar to MVRC) due to the excess supply by the local paper mills. The access to the runways is after a long taxiway from the pits starting area. The pits consist of two wings of webbing paved surface with each having an overhead sun shelter constructed of steel beams and more webbing. The back of the pits has a fence with benches attached so the older members may sit and enjoy the shade, the flying, and the stories.

There is a permanent shelter with floor to ceiling windows and two roll-up garage doors to allow full view of the activities. Lights are mounted in the pits and in the shelter, but there is no power wired to the site. During events, the club brings out a generator for lights, chargers, power tools, and coffee makers. There is a drainage system that captures rainwater from the shelter roof and stores it in a very large water tank for washing and watering. The 'Dunny', or outhouse, is offered in two styles for the 'seated pilots' and the 'upstanding aviators'. The site was wonderful and was shown to its best with Graeme's flight of his 40% Extra at sunset on Saturday.

I had arrived just in time to take part in the 'Ebenezer' Invitational Free Flight Fly-In. This is an event where contestants built profile scale free flight aircraft powered by Cox .020's, and .010's as well as diesels and others. These were shining examples of the craft of building and trimming small free flight aircraft.

My personal favorites were the bi-

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TCRC Goes Down Under

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planes. The Gloster Gladiator was the finest example. I spoke with the designer/builder about how he detailed it. Each of the ribs was airbrushed onto the flat slab wings giving it a 3D appearance. It was also a joy to watch fly.

We went out for dinner after the day was over and enjoyed 'bistro', a sort of Old Country Buffet set up, and enjoyed flying stories until we were too full and too tired to continue. Graeme Frauenfelder offered to show his design studio where he works to create very large aeroplanes from three views.

I learned many new things this trip. I learned that the capital of Australia is "Canbra", not 'Can-bear-a' as we learned in school. I learned that the 'Dunny' is the center of life. The Hee-un-day is a Korean automobile and the Nis'n and Mazz-da are Japanese.

I'd like to thank Tony & Kyle Gyoles, Graeme Frauenfelder, Chris Henry, Graeme Flood, Ken Osbourne, and Gerry Cashman for the hospitality during my stay. ☺

Gate Code Changed

The gate code at the TCRC Jordan Field was changed on May 15th. The new code is printed in a specific place in this newsletter. If you are a current member and do not know where to look for the new code, please call any officer or board member to learn what the new combination is. Please do not give the code out to non-members. ☺

Is There Any Question About Whether He Is An Aussie Or Not?



One of the members of the TCMAC club with his Ebenezer.

The Pits Were As Large As Our Runways



Several of the TCMAC members working on their Ebenzers in Albury, New South Wales.

TCRC Safety Rules

There have been a couple of incidents at the Jordan Field this past month involving safety issues.

The first was a violation of the TCRC Club Field Rules which resulted in a member's airplane being crashed:

One of our members was flying his sport aircraft. He had pinned out his frequency and was at the piloting station. Another member turned on a transmitter without checking the frequency board and without pinning out his frequency. Had he looked at the board he would have realized that his frequency was already in use. The result was that the plane in the air was 'shot down' and it ended up diving full-speed through the willows to the north of the runways. It was completely destroyed.

TCRC Field Rule #3 states, "A valid AMA card or TCRC membership card must be in place in the proper channel location on the frequency control board when a

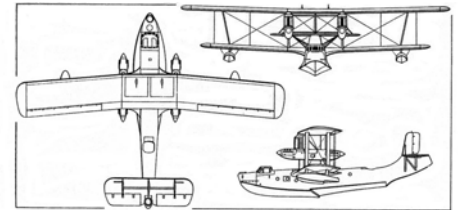
transmitter is in use." That is very straight-forward. When a member arrives at the field, he should check to make sure all the transmitters he brings are switched off. He should immediately place his transmitters in the impound box. They should NOT be kept in the pits when not in use. When he is ready to fly, he should check to see if his frequency is available. If it is, he should 'pin' that channel out with his membership card. Then, to be completely safe, he should look at the planes in the air, and while watching them, turn his transmitter on. If he sees a plane suddenly react, he should shut down the transmitter immediately. After flying, he should turn the transmitter off and return it to the impound box.

The second safety issue involved a full-size aircraft that was flying low over our runways. One of our pilots had his R/C plane in the air, and flew dangerously close to the full-size aircraft. The proper thing to do when a low-flying full-size plane comes near our field, all pilots should immediately land and stay clear of the plane. A collision with a full-size airplane could cause the death

of the pilot, and possibly other persons on the ground.

Flying safely at all times is a must! Every member should periodically review the club field rules that are printed in the back of the TCRC Roster. New rosters will be available very shortly. ☺

June Mystery Plane



Scout Day And Fun Fly Rained Out

The Model Aviation Day for the Cub Scout den that was scheduled for May 22nd was rained out and at this time has not been rescheduled by CD Jerry Dunne.

The TCRC Fun Fly was also scheduled for the same day and although a few flyers turned out, the gray, rainy day was the only winner. ☺

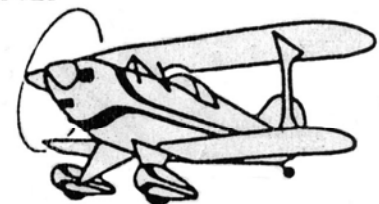
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A Down-Under Ebenezer



One of the Ebenezers seen at the TCMAC field in Albury, New South Wales, Australia by president Scott Anderson during his visit this past month. An Ebenezer is profile scale free-flight aircraft powered by a Cox .020 or .010 engine. He saw some pretty nifty aircraft. ☺

THE TCRC FLARE-OUT Monthly Newsletter



** TWIN CITY RADIO CONTROLLERS INC. **

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

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