



February

Minneapolis, Minnesota U.S.A.

2019

TCRC Auction Just Keeps Getting Better and Better

by Scott Anderson

Set-up for the auction was well underway when I arrived at 5:20 Friday afternoon. There were many members working hard and most of the tables were set-up, and the concession area was protected and set up. Several members brought tables for the impound and display areas and they were all very much needed.

Jeremy Steinmueller of Big Sky Hobbies was registering items for sale Friday and planning his booth on the auction room floor.



The crowd of bidders and spectators settled in and got ready for a long day of great R/C bargains. (Photo by Scott Anderson)

Saturday morning the check-in area was doing a brisk business. Planes and equipment that had not been pre-registered on the TCRC website were getting checked in, and the admissions and bidder card area had lines of people eager for the auction. A new vendor for Foam ARF Warbirds was set up between the doors. The models were a T28 and a P47. Sales were brisk for both warbirds and the vendor had to go back to his warehouse to get more to sell.

Tom Steinmueller had a great vendor table in the back of the hall, and it looked like he did a good business during the day.

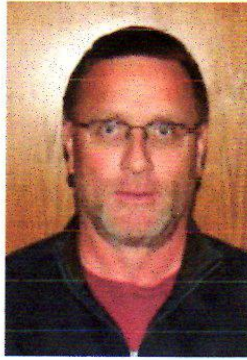
Walk through the impound area which was crammed full of airplanes started at 8:15 AM and was cut-off at 8:55 AM for the start of the auction.

Scott Anderson addressed the buyers to explain the rules and put the first item up for bid at 9:00 AM sharp. The bidding action was a bit slow to start with but the buyers soon started to pick up on the spirit of the event. Brian Johnson relieved Scott and did a terrific job moving items. Steve Meyer stepped up to fill the shoes of MIA auctioneer Jim Cook who was stranded in Arizona due to an airline that could not handle the Minnesota weather. Scott, Brian and

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A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members

The 43rd TCRC Auction is in the books and it went off with very few problems. We were down on the number of items but gave out almost 200 bidder numbers. The items seemed to be a little better quality which made the price on the items a little higher than in the past which actually has a negative outcome on the club's profit. If that seems odd, we make \$5.00 on items under \$50.00 and 10% over \$50.00. It is simple math, sell 4 items for \$25.00 and the club makes \$20.00. Sell one item for \$100.00 and the club makes \$10.00.

Things seemed to move very smoothly from check-in to the stage. One big change was putting the buyer's number on the item after it was sold which made it much easier and faster when the buyer picked up their items from impound. I would like to thank Jim Lundquist for helping me implement this change.

The TCRC café was busy all day with coffee and doughnuts in the morning and hot dogs and subs for lunch. A big thanks to Shawn Dwyer Wirtz for taking the lead on the concessions again this year.

Chad Sulhiem took charge of running the flight line and writing up all of the tickets for the items being sold. He also helped to keep things moving from start to finish.

I want to thank the auctioneers Scott Anderson and Brian Johnson for their hard work. Jim Cook was stuck in Arizona due to the Polar Vortex, so Steve Meyer stepped up and did a fine job.

Tim Wirtz and Pat Dziuk and the record keeping staff were busy all day recoding the items in both the seller's log and the buyer's log.

There is a lot of preparation for the auction being done throughout the year by members that many are not aware of. From printing, arranging and working with vendors, purchasing door prizes, advertising, purchasing concessions and items needed for the auction. Thanks to all of the people involved behind the scenes.

Over all THANKS to all the volunteers both members and non-members for their help in making the auction as successful as it is. And to those members who watched the rest of us work all day and reap the benefits shame on you!!

We will be having pizza and soda at the February 12th membership meeting and giving away some gift certificates to the volunteers. We will also give an overview of the auction. See you there.

Next year's auction date is already set for February 1st, 2020. J

Lock The Gate!

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

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



TCRC Auction Beautiful Airplanes Came Across the Auction Block

Continued From Page 1

Steve rotated every 45 minutes to keep the auction running smoothly and efficiently. Special thanks to Brian, Steve and Scott for keeping the action constant and for making the auction work so well!

There was an estate that was brought in to the auction for clearance. It consisted of many boxes of NEW kits and ARFs big and small, as well as engines, radios, and bags and bags of goodies, propellers and more propellers! There were several giant scale aerobatic planes that were almost too beautiful to sell.

Several giant scale classics and warbirds crossed the auction block during the day, including a Byron Originals AT-6 w/G62 engine and painted in GITMO scheme; a 1/5th-scale Top Flite Stinson Reliant; and a beautiful 1/5th-scale Spitfire Mk1. There were several gliders and old timers with wingspans approaching 15-feet or more.

The concessions area was busy all day, starting the morning with coffee and doughnuts, and then sandwiches and beverages throughout the day.

There was a bargain table again this year with about 65 items priced between \$20 and \$30 and the sales did quite well there also.

The impound crew kept a steady supply of airplanes and equipment on the staging table, so bidders had about a ½-hour warning as to what items were headed for the auction

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Auctioneer Scott Anderson keeps the action fast and furious at the start of the auction. (Photo by Scott Anderson)

New Auctioneer Steve Meyer Was Up To The Task



Steve Meyers stepped up to replace auctioneer Jim Cook who was stuck in Arizona while the cold winds blew in Minnesota. (Photo by Scott Anderson)

TCRC Auction

Continued From Page 3

block. The crew also had to take the items that were just sold at auction and place them back in the 'sold' area of the impound room.

TCRC takes a 10% fee of the selling price for every item. However, if a seller feels his item is not selling for a high enough price, he can be the high bidder. In that case, the club charges a buyback fee of 10% of the bid price to a maximum of \$20.

The TCRC auction allows purchased items to be paid for by cash, check or credit card. During the course of the day, buyers are encouraged to pay off their purchases instead of waiting until the end of the auction so that checking out does not become a logjam.

Because the auction is so long, the club purchased several nice airplane kits to be given away as door prizes near the end of the auction so that a good crowd of bidders are present as the last item are sold. Starting at 2:00 PM a slight pause in the auction would occur as an airplane kit was given to a guest still present at the auction. This occurred every half-hour and TCRC'ers were not eligible to win.

The vendor of the foam warbirds donated a T-28 kit to the club it and it was raffled off for \$5/chance. Lots of tickets were sold and then the winning number was drawn from the entrants and the kit presented to the very happy winner. The club made

All The TCRC Auctioneers Kept The Bidding Action Moving



Brian Johnson is one of the veteran auctioneers for TCRC and helped to make the auction a success. (Photo by Scott Anderson)

The Staging Area Allowed Buyers To Inspect Upcoming Items



The staging area gave buyers about a 1/2-hour warning.

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TCRC Auction

Continued From Page 4

\$375 clear on the raffle, so we were very happy also.

Scott sold the Last Item at 4:30, ending the bidding action of another great TCRC auction. Through the course of the day, 512 items were sold across the stage with the auctioneers averaging one item every 53 seconds! In that total were 320 airplanes, 66 motors and 11 helicopters/drones. There were 200 buyers and 69 sellers. The highest price bid for an item was \$1,025 for a magnificent Byron Originals AT-6 Texan. There were only eight items that were 'no-bids' on the stage. Tim will review the gross and net profits at the February meeting.

But the weary crew wasn't done. Now it was time to return the facilities back to CrossPoint Church. This took about two hours. President Bob and treasurer Tim locked up the church after 7:00 PM.

The TCRC Auction is the club's major means of raising funds to maintain the beautiful flying site we own. It involves long hours by all of the members, spouses and friends to make it happen. Thanks to everyone who worked so hard to make the 2019 TCRC Auction another great success. The final financial figures will be reviewed at the February 12th membership meeting. At that meeting the club will supply pizza and pop to everyone at the meeting to show its appreciation of all of the hard work. **J**

The Bargain Table Had Lots Of Nice Items For Sale



The bargain table had items for \$20 to \$30 for quick sale.

(Photo by Scott Anderson)

TCRC Auction Workers Come In All Sizes!



A future R/C pilot helped out on the stage displaying a nice looking biplane as the auctioneer took the bids. (Photo by Scott Anderson)

Pictures From TCRC's 43rd Annual Auction



Larry Couture kept the impound books straight during auction item check-in.



More of the impound crew took time for a picture during a lull in the action.



Jim Lundquist helped keep the impound rooms in neat order.



The airplanes filled three different rooms in the impound area.



Steve Meyer presents the T-28 Trojan raffle prize to the happy winner.



The crew bringing planes up to the auction stage did a great job of having a new item ready to go as soon as the previous item was sold.

AWN

(Assistant Wing Nut)

by Chris O'Connor



First of all, as you are reading this the 2019 TCRC Auction has already taken place. Thank you to all of the TCRC members that helped out and also to the members kids and spouses who also pitched in. The more people that help, the easier it is for everyone.

The last couple of meetings we have been reviewing many different models in a few categories hoping to spark some interest in building or even kit-bashing an ARF. My goal is to present a model that maybe you have been considering getting and helping you decide that that's one for you. So many models to choose from and where to start.

Some future programs will be on float planes, Cub night, and maybe even jets. The idea is to build something that you love and or kit-bash an ARF to make it more personalized and unique. Some examples would be two of mine and Nathan's scale models. I have been bitten by the scale bug really bad, so has Nate. We will touch on Nate's giant-scale Top Flite P-47 ARF. We took the model and stripped all of the Monokote covering off. Once done with that we found a very nicely built model with which to create our own masterpiece. First you have to find the paint scheme you want to create. Many photos to look at, but then after looking at hundreds of P-47's you just know when you have found the one for you. Many times, when you have completed your project, and you take the plane to the field, there may be a number of P-47's there but only one of the scheme that you have chosen. That makes it stand out among the others. So, after stripping the covering off, it's time to check the plane over for areas that maybe could be improved. You know the weight will probably be a little more and also the firewall area and the landing gear area usually need some beefing up. I like having the landing gear beefed up enough so when something gives you are not repairing the wing, but mainly replacing a bent strut. A lot simpler to do! The other significant change we did was to make the P-47 a razorback instead of the bubble canopy version we had. Not a difficult thing to do, but again making it different from many of the other Top Flite P-47's. The finishing system we used, being the full-size plane was bare metal, was fiber glassing the entire model and then using Flite-metal on the whole plane. Pretty time consuming but well worth the effort in the end. A word of caution about Flite-metal. Its real aluminum and so

the surface dents and scratches very easily, just be careful. We also put a larger engine than was called for. I think we went from a recommended 50-62cc engine to a 69cc engine, or a 3-3.6 cu. in. to a 4.2 cu. in. We had also ended up with a model that started at around a 25-26-pound model and ended as 32-33-pound model. With the extra weight, the model actually performs better than if it was lighter. I think Nate is going on his sixth season flying the P-47 and if you ask him he will tell you it's an incredible flying model -- it flies as if it is on rails. Steve Meyer also did this to the same ARF and has a totally different and wonderful flying P-47. Now it's your turn to see what you can create!

Next meeting the program will be our pizza party and auction wrap up.

Happy building.

See you at the meeting! Come hungry! J

For Sale

President Bob Breisemeister has some very nice airplanes for sale.

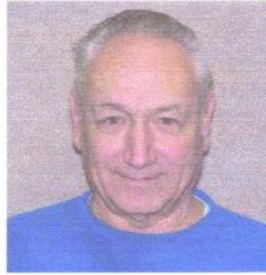
Bob's planes range from small electric ARF's up to 1/3-scale sport planes. Some planes are still in kit form, and some are entirely completed.

The prices of the various planes are very moderate and any one of the aircraft would be a great value for the money.

If you are interested, give Bob a call at 612-964-8877, or see him at a meeting. J

Safety At The Field

By Larry Couture



It's February and time for another safety article. This month we are going to review number 15 of the TCRC rules.

"Pilots shall announce their intentions LOUDLY for take-offs and landings. Dead stick landings have precedence over powered landings. All landings take precedence over take-offs."

The rule seems simple enough but the key here is that the other pilots need to hear you and acknowledge your intentions. So, let's all get a bigger voice and better hearing when being pilots at the flying field.

Now if you haven't noticed it is becoming cooler and jackets and sweaters are the new dress code. Here is a big tip from the horse's mouth: Make sure everything that needs to be buttoned or zipped is buttoned or zipped when starting your engine as it tends to pull loose fabric into the prop and that can sure spoil the garment in a hurry, and scare the you-know-what right out of you. I have a jacket to prove that. So please be careful and keep all of our clothing, fingers and toes intact. You will like that much better.

It is my understanding that at future club events the CD will have a flight controller and an impound controller which will eliminate some of the past problems when larger groups of pilots are at the field. It seems that when just a small group is there, there are no problems as they all seem to communicate with one another much better.

As usual, all landings from which you can fly again are great but not always graceful, so keep the rubber side down. J

2019 TCRC Dues

With the arrival of the New Year comes the time to renew your TCRC club dues.

The TCRC board of directors met and set the 2019 TCRC dues as shown below:

- Regular \$85.00
- Junior \$47.50
- Social Affiliate \$35.00

Dues invoices were handed out at the December meeting if you were present or mailed after the December meeting.

Remember, to be a member of TCRC you must be a member of AMA and supply proof of that membership at the time, or wait until the treasurer has confirmed that through the AMA.

Your TCRC dues can be paid to treasurer Tim Wirtz at a meeting or by mailing them to Tim at:

Tim Wirtz
1511 Emerson Avenue N
Minneapolis, MN 55411

The TCRC board confirmed the initiation fee for new members or members who had not paid their dues for the previous year. The initiation fee is \$75.

Pay your TCRC dues today. J

Safety Always Comes First!

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

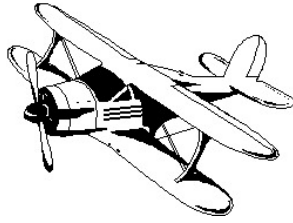
Add'l Extras:

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

Composite Parts Available thru...

MICKO
Aircraft & Accessories

Show & Tell



Lots of nice planes at the January meeting. Scott Anderson was kind enough to take pictures at the meeting in my absence (as I am suffering 75 degree temps in Arizona.) However, very little information accompanied the pix, but I can at least share the pictures.



Steve Meyer has a nice SIG 4-Star 60 that he bought at the auction 5 or 6 years ago for \$100. He has been flying it ever since.



Mark O'Connor displays his Great Planes ARF done in white with blue and red trim.



Larry Couture shows off his SIG 4-Star 120 that he fitted a Saito 170 R3 radial engine into. He picked it up at a swap meet a few years ago.

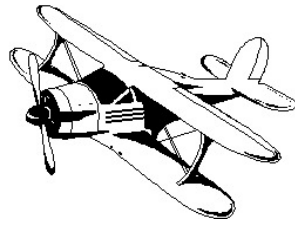


Sherwood Heggen had an Eclipse Glider that had been built by Jim Taylor in the 70's. Sherwood, as he always does, rebuilt it and updated it to more modern times.

We're not done yet. There are more Show and Tell planes from the January meeting that you will find on page 10 of this newsletter.

**Come To The February 12th
Meeting To Learn All About The
2019 Auction Results**

Show & Tell



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Brian Johnson had a very nice looking biplane that had the inverse color pattern of Steve Meyer's SIG 4-Star 60.



Sherwood Heggen wasn't satisfied with having just one airplane at Show and Tell in January. In addition to his Eclipse Glider, he had a very nifty looking Aeromaster Bipe.



There were lots of members present at the January meeting for the Show and Tell.

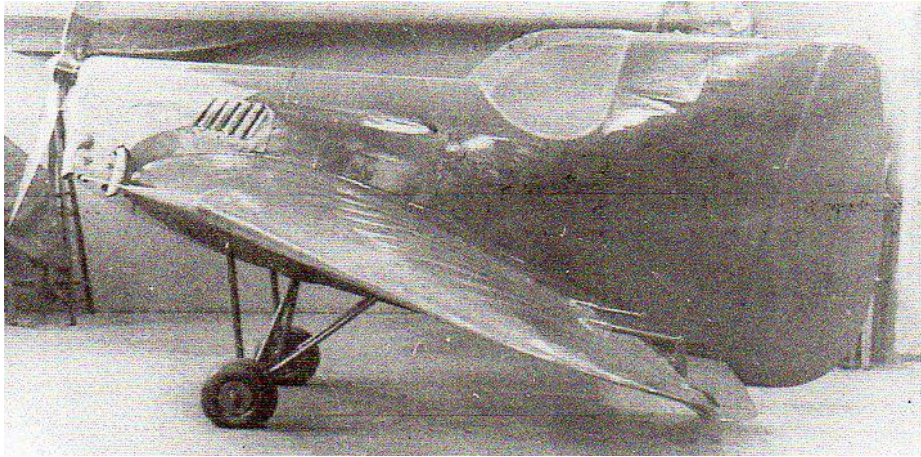


Thanks to Scott Anderson for taking the pictures and getting them to me in a timely fashion. J

Bich-20 Pionyer

by Conrad Naegele

The January Mystery Plane was the Bich-20 Pionyer.



The purpose of this aircraft was to test a small sporting aircraft of tailless design.

The design bureau of B. I. Cheranovski rolled out this attractive airplane, on skis, in 1937, and it was flown in 1938. Test flights revealed it needed a bigger engine (20 horsepower), and it was therefore re-engined three times. With the horsepower OK, it was fitted with wheel landing gear. Extensive testing included 35-degree banking, and it was proven to be completely stable and controllable.

The plane was of primarily wood structure, with considerable use of aircraft plywood on the wings and the vestigial fuselage. Along the way, three different wings were tested – conventional, parabola, and delta. It featured inboard elevators, and outboard ailerons. It also featured a Plexiglas canopy, which also formed the leading edge of the fin.

The plane originally had an 18-horsepower Blackburn engine, but ended up with a huge 20-horsepower Aubier-Dunne engine. At some point a tailwheel was added in place of a tailskid. The total number built is unknown.

The Bich-20 had a wingspan of 22-feet, 8-inches, a weight of 388 pounds, and a speed of 103 mph. The final engine was a 2-cylinder that developed 20 horsepower. J

Pizza & Pop At February TCRC Meeting



The February 12th TCRC membership meeting will feature pizza and pop for all in attendance.

The club is doing this to show its appreciation to all of you members who worked the auction on Friday and Saturday, February 1st and 2nd.

The 43rd TCRC Auction was another big success and it was a success because of all the hard work the membership did in making it happen.

Come to the meeting on Tuesday, February 12th and enjoy some great pizza and learn all of the facts and figures that were generated from the auction. J



TCRCOnline.com

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.

2019 Officers

President	Bob Breisemeister 612-964-8877
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Website: <http://www.tcrconline.com>

Calendar

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|---------|-------------------------------------------------------------------------------------|
| Feb. 12 | TCRC Membership Meeting, 7:00 PM
CrossPoint Church
Bloomington
Pizza & Pop |
| Feb. 16 | All Season Flyer Session
TCRC Model Air Park
10-10-10 Rule |
| March 2 | End of Winter Funfly
TCRC Model Air Park
10-10-10 Rule |

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.

2019 AMA Dues Statements

Most older TCRC members should have received their 2018 dues statements in the mail in September from the Academy of Model Aeronautics. Newer members renew on the anniversary of the month they joined.

AMA 2019 dues are the same as the previous year. They are:

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

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

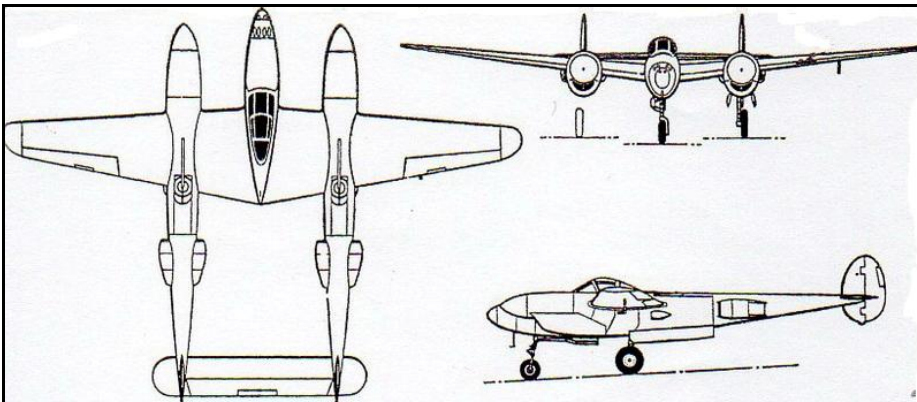
To belong to TCRC, you must have a valid membership for the year in AMA.

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

To renew your membership in AMA, the Academy gives you four methods: at the AMA website, www.modelaircraft.org; by fax at (765) 741-0057; by phone at (800) 435-9262; or by returning the renewal form you received in the mail in the supplied envelope.

Pay your AMA today to avoid a lapse in membership services and insurance. **J**

February Mystery Plane



Twin City Radio Controllers



HOBBY

HOBBYZONE

Check us out! 952-941-1866
info@hobbyzone.com

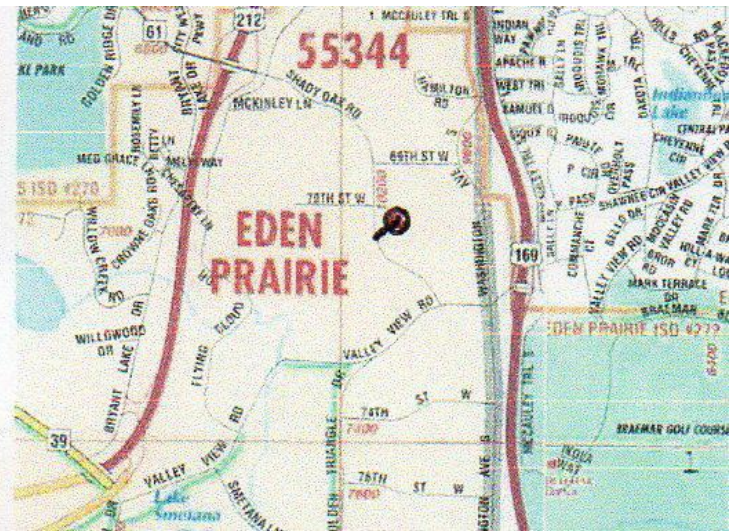
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