



July Minneapolis, Minnesota U.S.A. 2009

## TCRC Open House Fly-In

by Steve Meyer and Scott Anderson

Crossing my fingers does work because the weather was perfect for TCRC's Open House Fly-In on June 20<sup>th</sup>. I arrived at the field at 8:15 AM and started to unload the van and set up the concession stand under the shelter. Chris O'Connor pulled in shortly after. He had been busy putting up signs to direct people to the field. He said he had to go to work at 10:00 but I am pretty sure he didn't want to go. More pilots started arriving at about 8:30, although some of our members were flying at the field before I arrived. This included Kris Hanson and his friend who had brought in a camper and a tent the evening before.



Mike Buzzeo of *RC Universe* readies his P-47 at the Open House on June 20<sup>th</sup>. (Photo by Steve Meyer)

One of the first to arrive was Mike Buzzeo and his father from Willmar, Minnesota. Mike is a reporter and reviewer for *RC Universe* website. He chose our open house to put the maiden flights on two new models he was reviewing for *RC Universe*. Scott Anderson was chosen to be the pilot while Mike took pictures and video. The first plane was a Cessna 182 "Skylane" and the second was a P-47. Mike's dad, who is

89 years young, was greasing in landings with a Top Flight P-51 that was last year's model review, and Mike's Father's Day gift to his dad. During World War II, he served as a crew chief for a P-51 in England in 1944-45 and has been flying RC since the early 50's.

I started the pilots' meeting at about 10:00 and explained the rules of the field. There were pilots from about six different clubs represented.

Scott Anderson also had his father, Sid Anderson, in from California. He is 82 years young. The last TCRC event he had attended was an air show at the Shakopee field in 1969.

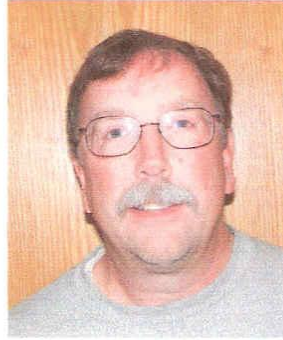
I was able to get some nice flights in on my Super Cub. Ken Corrin of the club was also getting some nice test flights on his Giant SIG Rascal RAF. That plane was powered by a Zenoah G-26 and was really nice looking.

I fired up the grill at 11:00 and cooked and served concessions until 1:30. We had a lot of hungry pilots and their families. The day was filled with a lot of relaxed flying and I received a lot of compliments on our field and club members.

I want to thank all of the club members for representing TCRC so well. ☺

# Ramblin's From The Left Seat

by President Steve Meyer



It seems like spring has just flown by and now we are in our first days of summer. This past weekend TCRC held its annual Open House event at the Jordan field with about 30-40 pilots attending. The light wind was right down the runway and the sunny sky guaranteed the event would be a success.

## EVENTS IN JULY

- July 12<sup>th</sup> Micro pylon races at TCRC's Jordan field
- July 18-19 Wings of the North Air Expo at Flying Cloud Airport
- July 25<sup>th</sup> BIG BIRD FLY-IN at TCRC's Jordan field
- July 31-August 2<sup>nd</sup> Park Rapids Fly-In

I hope to attend a lot of these events and I hope to see you there.

We have several new members that have joined our club putting us over the 100 member mark. Please help these new members if they need assistance in learning how to fly, or in airplane construction, etc. If you see someone at the field or a meeting you don't recognize introduce yourself and welcome them to our very fine club. ☺

## New Members

Jeff Tolzmann joined TCRC in June. Jeff lives with his wife Laurie at 923 Hillside Avenue SW in New Prague, 56071. Their phone number is 952-758-5307.

Jeff is a past member of TCRC and has been flying R/C since 1978. He flies gas, glow and electric. He didn't waste anytime as he participated in the Electric Fly-In & Camp Out on June 26 and 27.

If you see Jeff at a meeting or the field be sure and introduce yourself and welcome him back to TCRC. ☺



**Some giant-scale air traffic at TCRC's Open House on June 20<sup>th</sup>.  
(Photo by Scott Anderson)**

A sure sign the old brain isn't what it used to be.....I completely forgot about the June 9<sup>th</sup> meeting. I want to thank those people that filled in for me. Remind me next month's meeting is on July 14<sup>th</sup>.

I want to thank all of club members who helped me with Morgan Larson's accident. Our quick first aid kept a bad accident under control. Morgan was struck and cut badly when a propeller flew off his engine and struck him on the back of his right hand. After several hours in the emergency room and many stitches later the doctor closed the wound on his hand. This accident was completely random because the propeller hit him while he was standing away from the plane. There were a number of people at the field that day so we were able to give Morgan aid but if he had been alone the outcome might have been different. So if you fly alone please be careful and remember the first aid kit is in the shelter.

# The Co-Pilot's Report

by VP Wayne Rademacher



June was a busy month for the TCRC members. We had our Open House Fly-In, Electric Fly-In & Campout and our 2<sup>nd</sup> micro pylon race of the season. You gotta love a club with lots of events and action.

We had a great turn out for the pylon race, 6 pilots and twice as many spectators. I am not sure this is unique to just our pylon event, but it is typical for us to put our spectators to work. We ask them to be corner judges, race starter or lap counters. No one seems to mind, in fact, I believe it actually turns out to be fun for those involved.

For the most part the race #2 went smooth, with only a couple of minor incidents. That is, until the last race of the day, Paul and I had a mid-air collision on turn one, just two laps into the final race of the day. The impact was enough to total both planes. Other than it sucks to build a new plane, the crash was pretty cool....foam parts everywhere. I personally have not had a mid-air collision in years J The next micro pylon race is scheduled for July 12<sup>th</sup>, we hope to see you there.

Last month's program for those that missed it was a short tutorial on fiber glassing foam airplanes. For the demonstration we used a cheap GWS foam P51 warbird. Seems everyone enjoyed the program. Some even commented on how realistic the planes look with glass ....even though it's just a simple foamy J For those interested in more information, there is a How-to document on the TCRC website that describes the glass process with detailed pictures.

Here is the link to the document: <http://www.tcrconline.com/documents/Glassing%20Foam.pdf>

Speaking of programs....you will not want to miss next month's program: Chris O'Connor will be presenting "Scale - RC airplanes". As you all know, Chris builds some of the most beautiful aircraft you will ever see. Join us on July 14<sup>th</sup> to see how he does it.

The August program is on aircraft design, or as it was stated to me "Why airplanes fly". Mark your calendars....this too sounds like a program you will not want to miss.

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



Wayne glasses a wing at the program for the June meeting.  
(Photo by Jim Cook)

**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.**

# Pictures From TCRC's Open House Fly-In



**Steve Meyer served up an awesome lunch at the Open House Fly-In.**



**Scott Anderson gets some last minute pointers before a maiden flight.**



**A great looking Super Cub glides in for a beautiful landing at Jordan.**



**The spectators enjoyed watching great flights on a beautiful day at the field.**

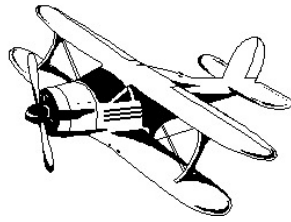


**Sid Anderson enjoys a day with son Scott.**



**Dave Erickson shows Jon Hanna how its done.**

## Show & Tell



The neat planes just keep coming to Show & Tell.



Mike Burk had yet another rendition of the ultimate combat plane he is trying to design. This was a 48-inch wingspan plane powered with a .32 OS 2-stroke which made it not legal for the SSC (slow survivable combat) class. It had winglets and a huge vertical stab made from a red and white campaign sign and the elevator was the entire horizontal stab. It weighed in at 3 pounds 6 ounces and the wing was yellow on the top and red on the bottom. He had not flown this plane as of the meeting.



Gerry Dunne had a converted Stryker which was painted green foam. He had moved the engine to the nose from its pusher position and said he had about 4

hours on construction in the plane. It had a 3-cell Lipo battery and of course was an electric. The maiden flight on this plane had not been done.



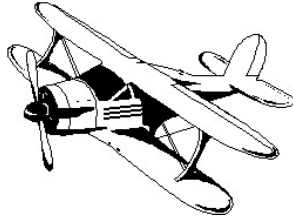
Corey Kaderlik had a very nice electric Ultimate Bipe that he had picked up on the internet. He got it complete with motor, servos and speed controller for \$81. The plane was yellow with gray and white trim and had a 30-inch wingspan. The white wheel pants gave the plane a very nice appearance. Corey could not determine who the Chinese manufacturer was but it seemed to have the quality of an e-Flite plane. He plans the maiden flight very soon.



Cush Hamlen had a GWS foamy Zero that he put together for pylon racing. It was done in a pink paint with yellow wing tips for easy visual identification during competition. It was powered by a 2814 electric motor with a 2100 mah lipo battery. He had hoped to compete with it at the pylon race on June 7<sup>th</sup>, but

**Continued On Page 6, Column 1**

## Show & Tell



### Continued From Page 5

when it was cancelled for weather, now plans on its first flights on June 14<sup>th</sup>.



Paul Doyle had another plane at Show & Tell for, by his count, the 19<sup>th</sup> consecutive month. This was a 60-size P-51 that was built from a Great Planes kit. He had picked it up at a swap meet. It was done in silver "kote" and had black and white invasion stripes. He had converted it to electric putting a monster 50-watt motor in it that developed 2.25 horsepower. He had run the engine on the plane in his house and said it was 'impressive'. As yet the plane has not flown but that will occur soon.



Conrad Naegele had the twin of the Q-T electric he built for Wayne Rademacher. It was done in dark blue 'kote' for the fuse, the top of the wing and tailfeathers, and gray for the bottom of the wing. Complete, it weighed in at 14.5 ounces. It was powered by a 2212 motor and 3-cell lipo. As of the meeting it still awaited its maiden flight. ☺

## Park Rapids Fun Fly

by Jim Ronhovde

Fun Fly events are just about here for weekend travelers that want activity outside of the Metro area. TCRC members are all invited to participate at Park Rapids, Minnesota on July 31, August 1 and 2 for the 28th Annual Fly-In event. One month later, a 1st Annual event August 28 29 30, will debut at Birchwood, Wisconsin. These events are family friendly events that leave opportunities for activities that may not be airplane model oriented, and for sure we will find some great flying, dining, and socializing.

The Park Rapids Fly-In will include a pot luck meal Friday evening at the Scott Johnson cabin at Stoney Lake. Pontoon plane flying from the dock, our gateway to the beautiful and friendly water that laps at the swimming beach, gives more cheers than jeers. A fire ring awaits us even as we fly and as the sun sets on Stoney Lake.

Saturday starts with more food at the West 40 restaurant, then flying from manicured grass runways into wide open spaces at the beautiful Headwaters RC flying field. Shelters and benches will keep us in comfort all day. Impromptu shopping or side trips are just part of the possibilities.

Saturday evening is highlighted with a banquet and spontaneous entertainment. This year one of the local restaurants will be chosen for our evening enjoyment.

Come join the many that have enjoyed this great event for many, many years. Several stay at the C'Mon Inn motel. (1 800 258 6891). Across the street is a Super 8. (1 800 800 8000). Make your reservation and plan to have a fantastic time.

Watch for news on Birchwood's first ever event. This comes along just after resting up from Park Rapids. ☺

# Lots Of Campers At The Electric Fly-In & Camp Out

by Gerry Dunne

As chairman for the Electric Fly-In and Camp Out, I got to the Jordan field around 6:00 PM on Friday, June 26<sup>th</sup>. I found Pat Dziuk and wife Bobbi and their daughter already set up in their tent trailer. Corey Kaderlik and wife Brenda were there with their travel trailer, and newest TCRC member Jeff Tolzmann and wife Laurie were also staked out. Instead of the traditional camping spot to the south and east of the shelter, we were all established to the area to the southwest of the driveway. It seemed like a very nice spot.

It didn't take long until we were all flying our planes again and again in the nice evening air. We flew until dark and even that didn't stop us. Modifications were made to the planes in the form of lights, and then we were right back up for more flights. Pat Dziuk had some neat lights he had gotten when he went to Toledo in April, and they really did the trick for visibility.



**Pat Dziuk shows off his glow-in-the-dark plane.**  
(Photo by Pat Dziuk)

At long last we put the planes to bed, but not ourselves. We sat around a very nice fire and enjoyed the evening, the company and the many discussions, mainly about flying.

The next morning I had to run home for a replacement servo for one of my planes. I wasn't gone long and then was right back into the air. Corey and Pat were also putting in lots of flights but as it got closer to

midday the wind came up and got quite strong, gusting to 30 mph at times.



**The campers and tents tucked into the trees along the road at the field. (Photo by Pat Dziuk)**

Craig Greenwald and his son arrived after lunch with a big 1/4-scale electric. It was quickly into the air. Craig said the plane made between 3,000 and 4,000 watts. Rick Smith showed up and put some flights in on his Stryker, but it was still quite windy.

Around 6:30 PM, the wind just disappeared and we all took advantage of the conditions for lots of flights until dusk. As darkness came, so did the wind again.

If the number of flights determined the success of the event, then the 30 or so flights I put in all weekend would testify to enjoyment of the Fly-In & Camp Out.

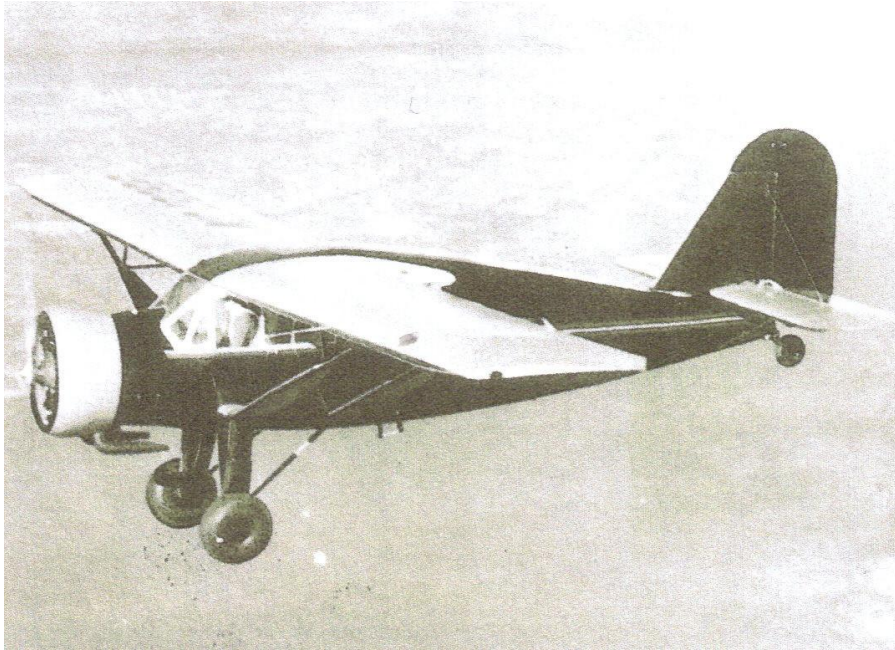
Thanks to all that came out to enjoy the Fly-In & Camp Out for this year. It was a lot of fun for all of those in attendance, but it would be great to see more members show up for next year's edition.

We have a very beautiful flying site that really lends itself for hosting some great events. Let's keep the members coming out to enjoy Jordan. ©

# Bellanca CH 300 Pacemaker

by Conrad Naegele

The June Mystery Plane was the Bellanca CH 300 Pacemaker.



Guisseppe Bellanca was a gifted airplane designer during the 'Golden Age' of aviation – the late 20's and early 30's. His CH 300 was a logical development of his earlier, very successful, utility transport. The 300 was certificated, seating 4 passengers, and 850 pounds of cargo. Three seats could be removed to allow 1,750 pounds capacity. The CH 300 was quite remarkable in that on the power of a single 300 horsepower Wright J-6 engine, it could carry a payload greater than its own empty weight!! It was at home on wheels, skis or floats.

The plane was of conventional construction, steel tube and fabric, with some metal skinning. The beauty of this plane was its adaptability. For instance, in May 1931, a Pacemaker with a 225 horsepower Packard diesel engine set a world record for unrefueled flight of 84 hours and 33 minutes. During its 6-year production run, it was constantly tweaked – one even carried 9 passengers with parachutes built into the seats. Although records are not clear, it appears that only one model was used by the military – the US Navy. However the R.C.A.F. had as many as 13. This was truly an American workhorse.

For movie buffs, Bellanca CH 300's were featured prominently in the movie *Captain of the Clouds*, starring James Cagney, a story of bush pilots and the R.C.A.F. at the start of WWII. A number of these planes still exist today, mostly by collectors.

The CH 300 had a wingspan of 46 feet, a gross weight of 4,300 pounds and a speed of 143 mph. Most of the models were powered with 300 horsepower Wright Whirlwind engines. ☺

## Calendar

- |                      |   |
|----------------------|---|
| <b>July 12</b>       | <b>Micro Pylon Racing</b><br>Jordan Field<br>Noon Warm Up<br>1:00 PM Racing<br>Wayne Rademacher |
| <b>July 14</b>       | <b>TCRC Membership Meeting, 7:00 PM</b><br>Fellowship Hall<br>CrossPoint Church<br>Bloomington  |
| <b>July 18-19</b>    | <b>Wings of the North Flying Expo</b><br>Flying Cloud Airport<br>Steve Meyer                    |
| <b>July 25</b>       | <b>TCRC Big Bird Fly-In</b><br>Jordan Field<br>Chris O'Connor & Steve Meyer                     |
| <b>July 31-Aug 2</b> | <b>Park Rapids Fun Fly</b><br>Park Rapids, MN<br>Jim Ronhovde                                   |
| <b>Aug. 2</b>        | <b>Micro Pylon Racing</b><br>Jordan Field<br>Noon Warm Up<br>1:00 PM Racing<br>Wayne Rademacher |
| <b>Aug 7-9</b>       | <b>Northern Alliances Fly-In, Owatonna</b><br>Bill Jennings                                     |





# Micro Pylon Racing, Month Two

by Wayne Rademacher

We held our second race of the season in June. It was actually the first race of the season for me.....since I failed to complete my airplane in time to compete in the first race in May. Of course for this race my plane was finished.....but with only moments to spare. On race day I think the paint was still tacky from the night before. In fact, the servos and motor were installed in the morning, just before driving to the field. Since I did arrive a bit early, I had a chance to perform the maiden flight and do a few hot laps all in the same flight J

This race was filled with excitement; we had crashes, equipment failures, and some wild flying.....all the elements that make up a great race. The final race of the day turned out to be especially exciting for Paul and myself. We had a mid-air collision on lap #2. The hit was hard enough to destroy both planes. All-in-all it was another great competition, everyone had a great time.



The piloting stations during a pylon race heat showed the concentration needed by each flyer. (Photo by Scott Anderson)



A drafted corner judge during a race. (Photo by Scott Anderson)



Lap counters are pretty important volunteers for pylon racing. (Photo by Scott Anderson)

Our first heat had (6) pilots. This is (1) more than typical, but all agreed this was OK saying that 6 planes in the air add to the excitement. After completing the airframe & power plant inspections, rounding up the corners judges and lap counters.....the race was on.

I want to send a special thanks to all those that helped (some of which are shown in the above two photos.) We could not do it without the support of our spectators....who are often called upon the help run the race. ☺

### Race Result Points

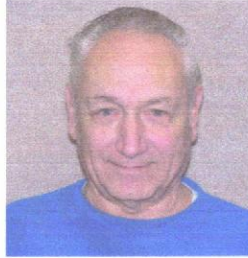
Racer	Heat						Total Pts.
	#1	#2	#3	#4	#5	#6	
Gerry Dunne	5	2	1	2	2	1	29
Matt Rossini	3	5	4	1	4	3	22
Mike Burk	6	crash	dns	dns	dns	dns	2
Paul Doyle	1	1	dnf	4	1	crash	26
Rick Smith	5	4	2	5	5	2	20
Wayne Rademacher	2	3	3	3	3	crash	23

**Next Pylon Race**

**July 14<sup>th</sup>**

## Safety At The Field

By Larry Couture



Well here it is the end of June, 2009, time goes fast when your having fun. The June micro pylon race was held with no mishaps. The field open house was held with no mishaps, but we did have a serious problem when the prop came off of Morgan Larson's plane and cut his hand. Thanks to all those that helped and got him to the hospital for stitches.

This incident was similar to mine of two years ago when my engine backfired and threw the nuts and prop off into my stomach. His did not backfire but the prop and nut came off at full throttle. The answer to this problem would be to make sure the prop nut is very very tight or like the larger engines use a double nut.

I have suggested in the past to check all moving surfaces before and between flights just to be extra safe during flights. Flying over the pits is a no no but it happens sometimes for one reason or another. This is a mistake we all can make but when it does a large voice warning should be made so others can be prepared for what may or could happen. (hopefully its just a fly over).

One rule that is ours and AMA's is that your plane should have your name and address in or on it. I have been checking around and that is not always being done so let's all start or continue this as required as I will keep checking!!

FOR THE NEW MEMBERS: (AND OLD)

The field rules are printed in the front of the roster and on a large board in the shelter at the field. I suggest that all members should read them at the beginning of the flying season which is HERE. There is always one thing I like to harp about and that is let your fellow flyers know what you are doing or going to do by LOUDLY ANNOUNCING take offs, landings, dead stick and on the field travel and make sure the others HEAR you and acknowledge you. This is in my opinion the most important rule to follow always as it makes accidents less likely to happen. AND IT SEEMS TO BE WORKING SO KEEP IT UP!!!

Thought for the day: Fly often , have fun and crash less, and as usual all landings from which you can fly again are great but not always graceful so keep the rubber side down. ☺

## Gate Lock At Jordan Field

by Corey Kaderlik

ATTENTION EVERYONE

I would like to inform the members that I have found on three occasions that the gate has been either unlocked or wide open with the code being displayed on the lock tumblers, as it was today when I went to check up on the field at 3:30pm.

We all need to remember to close the gate up if you are the last one to leave. Even if you are only to be gone a few minutes, it must be locked if no one is around.

Also when you open the gate you **Must Turn The Tumblers** so that our gate code is not revealed to others that should not have access.

Thank you  
Corey Kaderlik  
Field Maintenance Director ☺

## Tractor Shed Locks

Field Maintenance director Corey Kaderlik reports that the combinations have been changed on the two tractor sheds at the TCRC field in Jordan.

If you need the combination, please contact an officer or Corey and he will provide you with the numbers. ☺

## All Season Flyer Awards

by Tom Thunstedt

I am planning on awarding AMA All Season Flyer patches to those members that qualified for their patches in 2008, at the July 14<sup>th</sup> meeting.

To qualify for an AMA ASF patch, a pilot must fly outdoors in Minnesota every month of a calendar year.

If you have qualified for a patch in 2008 and have not notified me, please let me know that you did qualify and if it is not your first year, what number of year it is.

We'll see you at the July membership meeting. ☺

## Big Bird Fly-In July 25<sup>th</sup>

by Chris O'Connor

TCRC's 2nd annual Big Bird Fly-In is coming fast. Mark your calendars for Saturday, July 25, 2009. I invite all members to come and participate or watch or help with any duties that come up. Gerry Dunne has volunteered to do concessions. Thanks Jerry. We could use help with spotters, flight line control, etc. Any questions call myself, Chris O'Connor, or Steve Meyer. Come to TCRC's Jordan field and be part of the Big Bird Fly-In. Setup would be about 8:30 AM. Thanks in advance. ☺

## Additional Mowing Needed

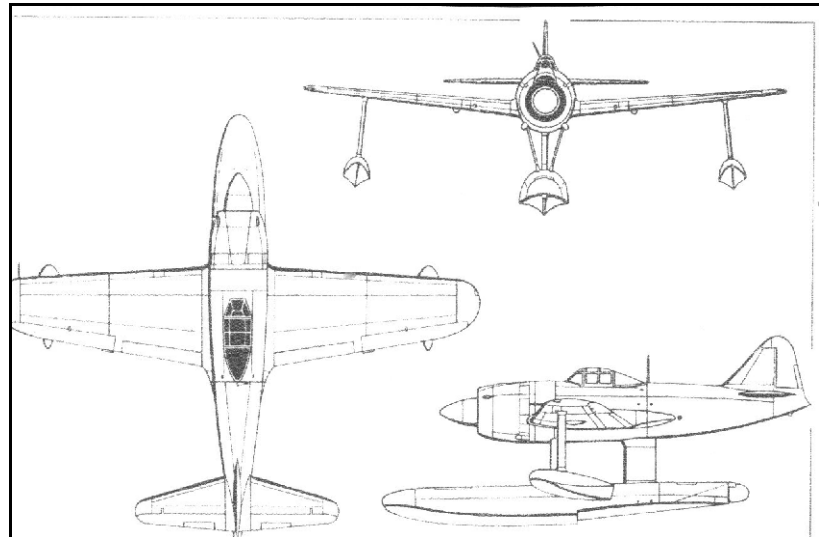
by Corey Kaderlik

I am looking for any volunteers to mow the east side RIM land that was cleared with the dozer in the fall of 2008. We have permission to mow it more than once this year.

After that has been done I will also be looking for help with the burning piles starting with the middle one first.

Please email me or let me know at a meeting if you are interested in either one of these jobs. ☺

## July Mystery Plane



Jeff Tolzmann and Corey Kaderlik on the flight line at the TCRC Fly-In & Camp Out. (Photo by Pat Dziuk)

## TCRC To Exhibit At Wings Of The North AirExpo July 18--19

by Scott Anderson

Scott Anderson has again arranged for the weather to be beautiful during the AirExpo 2009 at Flying Cloud Airport. Last year's event was a great success and we find new friends and often new members by participating in this aviation event!

TCRC will have our traditional open air display on the ramp in front of Executive Aviation. As this is the largest aviation exhibition near our flying site, it is a natural for attracting new members and showing our stuff to the region. It is also a terrific advertisement for our Big Bird Fly-In event to be held the following weekend!

### We need YOU to help:

Unfortunately Scott will be overseas until the 18<sup>th</sup> so he will not be available for set-up and gathering the aircraft for display. Steve Meyer or Gerry Dunne will fill in on Friday 2-5 PM for aircraft drop-off and obtaining badges.

They will need to turn in a roster of members who plan to work the display during Expo hours. Working the exhibit gives you free admission to the Expo and (if we get enough volunteers) time to wander the displays and parked aircraft.

### Shifts:

**Saturday, July 18th 8:00AM – 1:00PM**  
**Saturday, July 18th 12:00PM – 5:00PM**  
**Sunday, July 19th 8:00AM – 1:00PM**  
**Sunday, July 19th 12:00PM – 5:00PM**

Contact Steve/Gerry and let them know what day and what shift you would like to work the display. (Working the display means talking about radio control aviation & TCRC). We are looking for Saturday or Sunday and Morning or Afternoon.


The Gerry Dunne & Tom Thunestedt families have often worked the entire day. You can help them out by being there to let them walk around to visit and see the aircraft.

### We need your Aircraft for Display:

We are trying to display aircraft across the range of what TCRC pilots fly. We need everything from micro-flyers to giant scale, electrics to gas turbines, and trainers to scale monsters. Contact Steve/Gerry and let them know what you can do!

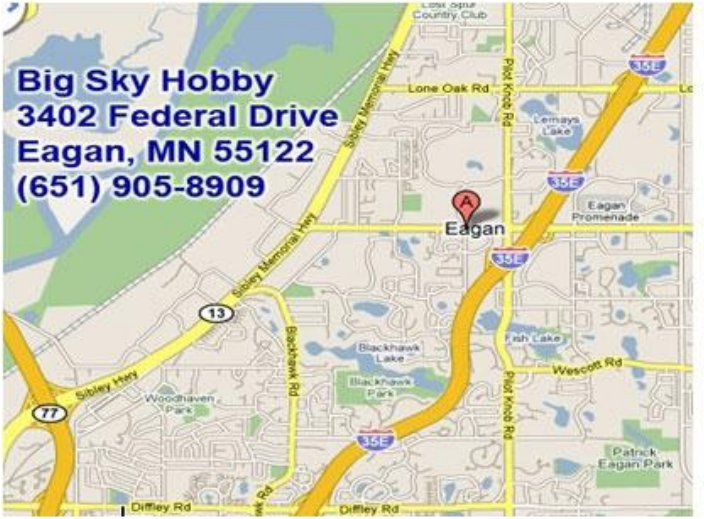
We'll see you at Flying Cloud Airport Saturday & Sunday the 17<sup>th</sup> & 18<sup>th</sup>! ☺

**Sign Up For A Shift At Wings  
Of The North Expo Today**



**BIG SKY HOBBY™**  
Great products, expert advice.

Open Monday thru Saturday, 10 am - 6 pm  
Have Special Orders or Questions?  
Contact: [Jeremy@BigSkyHobby.com](mailto:Jeremy@BigSkyHobby.com)



**Big Sky Hobby**  
3402 Federal Drive  
Eagan, MN 55122  
(651) 905-8909

## Wisconsin Fun Fly

by Bill Sachs

The first annual Birchwood R/C Flying Club and TCRC Fun Fly is set up and getting closer. 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 would head to Birchwood later in the day. The drive to Birchwood is about another 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 "The Birchwood Motel" and has clean comfortable rooms at reasonable prices. Those members planning on going should make their reservations very soon as the motel only has 16 rooms and they are going fast for that weekend. The phone number is 715-354-7706.

I'm looking forward to seeing everyone for the 1<sup>st</sup> Annual Birchwood Fun Fly. ☺

# Big Bird Fly In

AMA  
Sanctioned



Spectators  
Welcome!

## Saturday - July 25, 2009

Sponsored by Twin City Radio Controllers  
RC Model Air Park – Jordan, MN  
Start Time: 10:00 A.M.  
Pilot's Meeting: 9:45 A.M.  
No Pilot's Fee – AMA License Required  
Low-cost Concessions Available  
Info: CD Chris O'Connor - 952-473-5210  
Directions to Field: [www.tcrconline.com](http://www.tcrconline.com)

**HOBBY WAREHOUSE**  
 7144 Chicago Ave S  
 Richfield, MN 55423  
 612-861-5587  
 Specializing in "AIR" RC Hobbies  
 MyHobbyWarehouse.com  
 Hours hobbywarehouse2@aol.com  
 Mon-Fri 10:00-7:00  
 Sat 10:00-6:00  
 Closed major holidays  
 Lowest Prices IN TOWN  
 Thomas Steinmueller  
 Logos: SAITO, castle, SPEKTRUM, GREAT PLANES, AIRTRONICS, Slimline MANUFACTURING

**July Special: 10% off of any aircraft hanging from the ceiling.**

Editor, Jim Cook  
@ Flare Out Publisher  
1177 Polk Street  
Shakopee, Minnesota 55379

## Smoooooooooth Landing!



Scott Anderson's beautiful giant-scale Byron Corsair glides in for a perfect landing at the Jordan field on a fantastic day in June. Scott had stopped out to watch the pylon racing and after the dust settled, got the Corsair out for a few flights. ☺

### 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

President	Steve Meyer	952-448-5877
Vice President	Wayne Rademacher	952-758-6246
Secretary	Craig Greenwald	952-472-3122
Treasurer	Tom Thunstedt	952-894-6146

#### TCRC Flare-Out

Editor	James R. Cook	952-445-5257
Publishers:	Pat Dziuk	952-445-3089
	& Mike Timmerman	952-496-1631
Website:	<a href="http://www.tcrconline.com">http://www.tcrconline.com</a>	