



March

Minneapolis, Minnesota U.S.A.

2009

2009 TCRC Auction Smooth As Silk

by Jim Cook

Saturday, February 7th TCRC held its 33rd Annual Auction at its new venue – Crosspoint Church in Bloomington, and what an auction it was!



Jim Cook auctions off a nice plane at the start of the 2009 TCRC Auction. (Photo by Scott Anderson)

The auction committee, consisting of Pat Dziuk, Mike Timmerman, Scott Johnson and Scott Anderson had been very concerned about the shift to this new location and although Crosspoint Church offered more space, the ability to fit all of the parts – impound, concessions, registration, raffle, cashier, and the actual auction, into a smooth operation took some very meticulous planning. On the day of the auction, the fruits of that planning were apparent. The auction flowed flawlessly!

A huge benefit to Crosspoint Church was the ability to set everything up on Friday evening. About 15 members showed up that night and spent about 3 hours getting everything ready. This made Saturday morning a whole lot easier.

The club was concerned that many buyers and sellers at the auction would automatically go to the old Richfield location instead of Bloomington. The new location was publicized on the website, in flyers given to all of the hobby shops, in the newsletter, and in newsletters of other clubs, and even on the door of the old location on the actual auction day, and all of this proved to be very successful.

As the sellers and buyers started arriving, they found a very organized foyer area and did not have any significant delays in registration.

The ladies had the concessions area operational early and the coffee and donut business was brisk in the morning. The concession area was located in the auction hall and a plastic covering had been placed on the floor to protect the carpeting. The concessions area was cordoned off and it was required that all food and drink must be consumed in the concessions area where a large number of tables and chairs were

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Ramblin's From The Left Seat

by President Steve Meyer



It's the end of February and the cold white stuff of winter is coming down outside my window. After the mild weather we were having earlier this month I thought I would be able to trade the skies for wheels but Mother Nature had other ideas (4+ inches so far). I guess I'll just have to go downstairs and work on the Sea Fury.

If you haven't been coming to the Tuesday meetings you have been missing the excellent programs. Wayne Rademacher's program was like a school course on beginners electrics (if you missed the program his notes are online at the TCRC web site). Each month Wayne tries to present a program on a topic of interest to our members and he welcomes your feedback or requests. He will also be hosting the shop tour in March so don't miss it. The Winter Fun Fly will be on March 7th.

The 2009 TCRC Auction was a huge success!



A beautiful Edge 540 goes on the auction block at TCRC 33rd Annual Auction. (Photo by Scott Anderson)

This year the auction was held at a new location and we were able to set up for the auction on Friday night (a **BIG THANKS** to Cross Point

Church). I also want to **thank** the Auction committee (Scott Anderson, Pat Dziuk, Scott Johnson, and Mike Timmerman) for work they did to organize and plan the auction at this new location. We had an actual floor plan of where to put all the tables (**thank you** Allen Boucher and Corey Kaderlik for getting the extra tables) and the TCRC Cantina (**thank you** ladies for all the great snacks). Saturday's setup just involved getting all of the members into position and opening the doors for the sellers and bidders (250+ registered bidders). I worked the registration table taking money and making bid cards (the new copy machine had a real work out) along with Don Knauff, Tom Thunstedt, Mark O'Connor, Scott Johnson, and others. Chris O'Connor, Larry Couture and the consignment group members were also busy checking in auction merchandise (**thanks** to all the members who worked the back room and delivered the items to the stage). The main auction room was much larger than the basement auction room at the old location and it was "wired" for audio and video so the bidders could see the items coming up for bid on the BIG screen right up on the stage. The auctioneers kept the bidding going from 9:30 to 3:30 (**thanks** to all of the auctioneers and bid recorders). At the end of the day we were able to set up for Sunday church service in about an hour (**thanks** to all the members helping to "take down" the auction). Four of us stayed a little longer to take care of "auction business" so on Sunday Tom, Mike, and I could write and mail the checks to the bidders. **Thanks** again to all the club members that were involved with this year's auction.

Next year's auction is already set for Saturday, February 6th, 2010 ☺

TCRC Auction

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available. Several people came with coffee and other beverages of their own but they understood that these must be taken to the concession area.

The electronics equipment of Crosspoint Church was made available to the club and this created some great benefits. A video camera was placed by the table that contained the next items to be auctioned off and this was projected onto a giant screen on the main stage so that bidders could remain in their seats and still see what the next several items would be. This was also projected to a TV in the foyer so you could actually see the upcoming items and the bidding action without being in the room. The sound system of the church was top notch and a person could sit anywhere in the hall and easily hear the bidding action. Also hands-free mics were available for the auctioneers. The auctioneers stood on a stage that put them about 3 feet higher than the audience and it was easy to see them and for them to see the bidding action in the crowd.

The size of the impound area was an early concern, but the impound crew had things well organized and although space was tight, everything for sale fit nicely in the available area.

The bidders were given access to the impound area for about 25 minutes immediately before the start of the auction, and then promptly at 9:30 AM (Colonel) Scott Anderson led off with the first airplane on the

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The Auction Crowd Filled The Room At CrossPoint



This is less than half of the crowd that watched the auction action on February 7th. (Photo by Jim Cook)

Part Of The Concession Crew



There were hard workers everywhere at the auction, but the prettiest faces were in the concession area. (Photo by Jay Bickford)

TCRC Auction Inspection Of The Impound Area Always Draws A Crowd

Continued From Page 3

block. Two weeks before the auction, Scott had suffered a back problem that put him in considerable pain while standing on his feet on the stage, and after 10 minutes he had to yield to second-in-command auctioneer Jim Cook. Once the bidding started, it went continuously from 9:30 AM until the last item was sold at 3:25 PM. Jim, Dave Kurschner and Jay Bickford rotated duty as auctioneer during that time and they were able to keep the pace brisk as the average item came up for bid and was sold in just under one minute of time. They were also able to fit in the awarding of the various raffle prizes as they stuck to their schedule.

The number of buyers and sellers at this year's auction were down from 92 in 2008 to only 66 in 2009. However, the quality of the items being sold seemed to be quite good and the auctioneers felt that items actually sold for a little more this year than the previous one. There were also more items sold in excess of \$300 this year than in previous years with the top item being sold for almost \$800. The fact that there were only about 5 'no-bid' items and about 5 'buybacks' also attests to the quality of the merchandise.

The total number of items for sale was down from about 450 last year to about 315 this year. This also reduced the gross amount of sales about 28% from the previous year. Concession sales were almost the same as the previous year but the raffle sales were down about 24%.

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The impound area is opened up to prospective buyers for 25 minutes prior to the start of the auction. (Photo by Jay Bickford)

More Of The Concession Ladies



The concession crew kept everyone well fed at the auction. (Photo by Jim Cook)

TCRC Auction Bidder Registration Worked Like Clockwork At The Auction

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The last item being sold at 3:30 instead of at 5:30 as has been the case the last several years was viewed as a big positive by almost everybody. There were still a good number of bidders when the last item was sold and the prices gotten at the end were consistent with earlier prices. All during the auction, the impound crew did a great job of mixing the planes, engines, radios and accessories so that there was not a lot of the same type of items to be sold at the end.

The group was able to start clean-up earlier and by 5:00 PM the church was ready for Sunday service.

TCRC members heard many comments about the new location and the flow of the auction, and every comment was very positive. Mike Buzzeo of RC Universe was present and did a lengthy article that was also very positive on the event. That can be viewed at RCUniverse.com.

A huge pat-on-the-back to the auction planning committee of Pat Dziuk, Mike Timmerman, Scott Johnson and Scott Anderson. Everyone was amazed at how well the auction went and this obviously was directly related to their attention to detail.

Also big thank yous to each department head, to the spouses, and to all of the members that made this edition of the TCRC Annual Auction such a successful auction. ☺



The bidder registration crew of Tom, Mark, Scott and Don worked like a well-oiled machine. (Photo by Jim Cook)

Coming Up For Bid

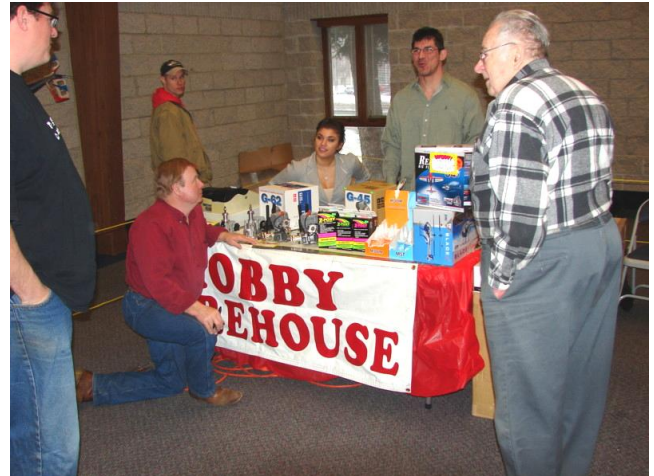


Items coming up for bid could be seen on the bid tables, or on the big screen on the stage. (Photo by Jim Cook)

Pictures From TCRC's 33rd Annual Auction



Dave Kurschner takes bids on a neat looking electric at the auction.



Tom Steinmueller had a Hobby Warehouse table at the TCRC auction.



Jeremy Steinmueller had a Sky Hobby table at the TCRC auction.



Past member Scott Gerber (R) drove up from Missouri to attend the TCRC Auction.



Gerry & Gerry ran the raffle again this year.



Ready and Waiting!

The Co-Pilot's Report

by VP Wayne Rademacher



Amazing, it's already March, where does the time go? The good news is that winter is on the way out **J** (Editor's note: I just shoveled about 8 inches of snow off of my driveways tonight – it may be going out, but it is making a lot of noise as it does!)

As we all know, February is the month we hold our auction. This year's auction was an overwhelming success, the fears we had about the new location were quickly put to rest as sellers and buyers showed up in droves. The quality of the models was top notch, many bargains to be had, both big and small. It was clear that buyers wanted the electric aircraft. The selling price for some of these electrics rivaled the dollars brought by 1/4 and 1/3 scale aircraft. Makes me think I should build a couple extra electrics for next year's auction **J**

gives his "MechMate" plans away for free; with the understanding that each individual can only build one machine. Any mass production of this machine requires you to pay royalties and such. Gerald has created a website for the builders to talk with each other, this forum provides a unique opportunity for builders from around the globe to meet, compare notes and share experiences. To date, about 30 MechMates have been built, I do know of two other Minnesotans building this same machine. Check out the webpage for details; www.mechmate.com, my builder name is RadRacer.

The plan is to have my machine complete and operational by mid-March, so if all goes well, my March shop tour will include a CNC cutting demonstration. Speaking of shop tours, Scott Anderson opened up his shop for tours on February 28th. Since today is Feb 26th (as I write this article) the tour has yet to take place. I suspect we will all have fun and get to see many airworthy specimens tucked away in Scott's workshop.



Like many of you, I have worked on a number of projects this winter, my biggest undertaking has been the building of a very large CNC router (computer controlled cutting machine). Although this is not my first CNC project, it is the largest build to date. The machine was designed by a gentleman named Gerald D, from Fish Hoek, South Africa. He



As final note, our February program; Electric Flight – Power System Basics, was well-attended and enjoyed by all. By the nature of the questions asked, I sense most found something of value in the presentation and perhaps discovered

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TCRC Calendar For 2009

DATE	EVENT	REMARKS
January 3	All Season Flyer Kickoff	Champion: Jim Cook
January 15	TCRC Dues Deadline	
January 17	Shop Tour: Gerry Dunne	1:00 PM
January 27	1st Quarter Board Meeting	Steve Meyer's house
February 7	TCRC Annual Auction	St. Peter's Church
February 21	All Season Flyer	Champion: Gerry Dunne
February 28	Shop Tour: Scott Anderson	1:00 PM
March 7	End Of Winter Fun Fly	Champion Pat Dziuk
March 28	Shop Tour: Wayne Rademacher	1:00 PM
April 4	April Fool's Flyer	Champion: John Dietz
April 18	Shop Tour: Chris O'Connor	1:00 PM
April 28	2 nd Quarter Board Meeting	7:00 PM Steve Meyer's
May 2	Jordan Field Clean-Up & Fly-In	Champion: Board
May 3	Micro Pylon Racing	1:00 PM Wayne Rademacher
May 9	Spring Float Fly	11:00 AM, Bush Lake Champion: Jim Cook
May 16	TCRC Combat Event (SPAD)	Champion: Scott Anderson
May 30	Building Contest & Fun Fly	Champion: Jay Bickford
June 7	Micro Pylon Racing	1:00 PM Wayne Rademacher
June 20	TCRC Open House Fly-In	Champion: Bill Jennings
June 27, 28	Electric Fly-In & Camp Out	Champion: Gerry Dunne
July 12	Micro Pylon Racing	1:00 PM Wayne Rademacher
July 18, 19	AirExpo 2009 Club Display	Champion: Scott Anderson
July 21	3 rd Qtr Board Meeting	7:00 PM Steve Meyer's
July 25	Big Bird Fly-In	Champion: Chris O & Steve M
July 31-Aug 2	Park Rapids Fun Fly	Champion: Jim Ronhovde
August 2	Micro Pylon Racing	1:00 PM Wayne Rademacher
August 7-9	Northern Alliance Fly In	Owatonna, Bill Jennings
August 22	Model Aviation Day	Champion: Scott Anderson
September 13	Micro Pylon Racing	1:00 PM Wayne Rademacher
September 19	Fall Float Fly	11:00 AM, Bush Lake Champion: Jim Cook
September 26	Pattern Flying Practice Day	Champion: Chris O'Connor
October 4	Micro Pylon Racing	1:00 PM Wayne Rademacher
October 17	Season Finale	Champion:
November 10	TCRC Elections	CrossPoint Church
November 15	TCRC Annual Banquet	Location TBD
November 24	Joint Board Meeting	7:00 PM Steve Meyer's

The Co-Pilot's Report

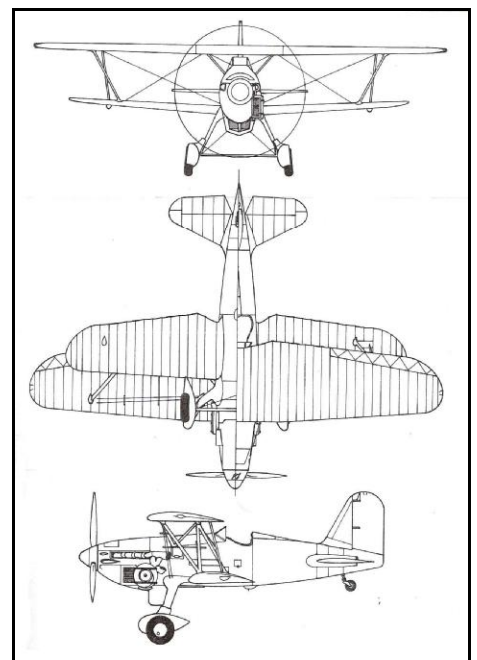
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some different methods of selecting properly-sized electric power systems. If you were not able to attend, the presentation is available at TCRCOnline.com.

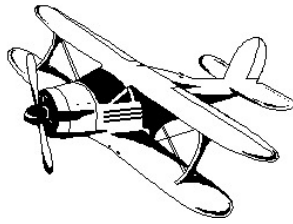
One of the things that make our club special is the willingness of the members to share ideas, techniques and modeling knowledge with others....a truly unique characteristic of our membership. Remember, if you have a modeling topic or technique that you would like to share, bring it to my attention and we will work it into the schedule.

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

March Mystery Plane



Show & Tell



The planes keep arriving at the TCRC membership meetings for Show & Tell.



Steve Meyer had a new gas engine for his 73-inch wingspan plane he is building. This was by Condor Model Products and was 26 cc's. He said that this engine was about half the price of a DA like product. He especially likes the engine because it had a much narrower profile and would fit completely in the cowl of his plane.



Gerry Dunne had his next electric ARF at the meeting. This was a Fury Thunder Tiger plane that was all foam. He had painted it bright red with Tamaya paint. He had nice looking flames on the

sides of the fuse. He modified the plane by putting an access hatch in the top and putting two servos in the wings for the ailerons. As of the meeting the plane had yet to have its maiden flight.



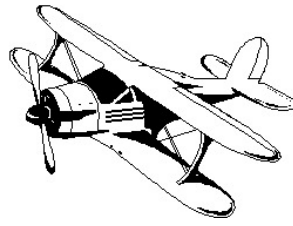
Paul Doyle had a GWS Spitfire electric ARF that he had modified. He had clipped 6-1/2 inches off of the wings. It had a black fuse white tailfeathers and he had added Greek roundels to the wings. It had not had its maiden flight but Paul said it would be soon.



Don Knauff had a very nice looking E-Flight clipped-wing Taylorcraft electric ARF. The plane had a tan and red fuse and a tan wing. It also had wheel pants. He plans on putting Dubro skis on it for its first flight. It weighed in at 26 ounces without the battery. He is putting a 3-cell 2100 mah lipo battery in the plane for a power source.

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Show & Tell



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Mike Burk had another combat plane at the meeting. This was a Hatrick R/C 'Flying Fencepost'. He had an OS Magnum .15 engine in it. The wing was straight and it had a very small set of tailfeathers very close to the wing. It weighed in at 2 pounds and 10 ounces. ☺

When The Auction Is Over



After the dust settles at the end of the auction, it gets picked up. Dave Kurschner puts some finishing touches on the carpet at Crosspoint Church. (Photo by Jim Cook) ☺

2009 GWS Pylon Racing

by Wayne Rademacher

Last year was TCRC's first year to have electric pylon racing, and it was a great success with several pilots partaking and the competition getting more fierce every week.

2009 promises to be even bigger.

In 2009 we have attempted to schedule the pylon races for the first Sunday of the month, May through October. For those months with conflicting holidays, the race day was moved to the first open weekend.

Alternate race days (for rain or excessively strong winds) are scheduled for the weekend following the scheduled race day. Again, we attempted to schedule around holidays.

Setup/warm-up starts at noon at the Jordan field, the first race starts at 1:00 PM sharp.

2009 Pylon Race Schedule

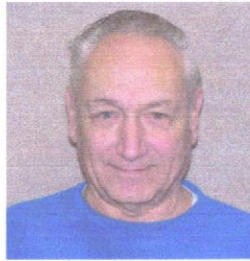
- May 3rd (alternate May 17th)
- June 7th (alternate June 21st)
- July 12th (alternate July 19th)
- August 2nd (alternate August 9th)
- September 13th (alternate September 27th)
- October 4th (alternate October 18th)

To learn about the rules of GWS Pylon Racing and the types of planes and motors allowed, please go to TCRCOnline.com and click on the link 'TCRC Micro Pylon League'. This link also shows you the pylon course and has several other interesting pieces of information on pylon racing and the TCRC league.

2008 proved to many TCRC'ers that micro pylon racing is a lot of fun. Take the time to talk to some of the pylon pilots from last year and think about being a part of this neat R/C sport in 2009. ☺

Safety At The Field

By Larry Couture



Well here it is the end of February, 2009. The weather remains cold and windy. This kind of explains my not being out to the field of late. The few times I thought of going the wind or temp was out of the question. Since I haven't had any reports good or bad from the field I assume everything has gone smoothly and everyone has used the rules (if not, shame on them).

The annual auction was held in February and I hope all the members that pitched in and gave a helping hand at this yearly event had fun. The amount of goods was less but the quality seemed better than last year. I did not notice any infractions of the field rules during the event and almost everything went smoothly throughout the day. The new location works much better in my opinion than the former. The taking in of items and outgoing of the items after sale seemed to flow much smoother than before due to the larger area we had to work in.

FOR THE NEW MEMBERS:

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 approaching very rapidly. For me it starts in Yuma, Arizona on Wednesday March 3rd (Normally I would have been there for a month by now but I will be there for two weeks finally). See you-all when I get back.

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. ☺

TCRC 2009 Raffle Winners

TCRC's annual raffle was held in conjunction with the 33rd Annual Auction in February and again Gerry Dunne and son Gerry chaired the event.

The raffle was a great success with about 850 tickets sold. A large part of those sales were purchased by club members in response to a mailing in January. However, sales during the auction were also brisk.

Both Sky Hobbies and Hobby Warehouse contributed gift certificates to their respective stores, and the club also purchased three very nice prizes.

The winners of the gift certificates were: Leo Davids, Bruce Plante, Ted Gonyean, Ken Corrin, Mike Burk, Steve Meyer, Alan Boucher (2), Jim Cook, Marvin Boote, Tim Lee, Marty Armstrong and Tom Barron.

The winner of the OS 46 AX engine was Jeff Seaburg.

The winner of the Phase EF16 Jet was Tom Barron.

The winner of the grand prize, a Spektrum DX 61 radio was David Sapp.

Thanks to all who purchased tickets and helped make the raffle a big success.

A very special thank you to Gerry and Gerry for all of their time and effort they put into the raffle. ☺

End Of Winter Fun Fly March 7th

Belyayev DB-LK

by Conrad Naegele

The February Mystery Plane was the Russian Belyayev DB-LK.



Victor Belyayev started his design career working for Andre Tupelov, and always liked tailless and 'bat winged' aircraft, with swept-forward wings. In 1938, he designed just such an aircraft, the DB-LK (the initials stood for 'long-range bomber, flying wing'). The prototype first flew in 1939, but pilots refused to fly it, although they did limit themselves to high-speed taxiing. The plane was dubbed the 'Chicken' and finally had its test flight in 1940.

The airframe was light alloy, stressed skin, the wing had 5 spars and a great many of the airframe components were pressed or stamped metal. The engines were 1,700 horsepower. A large fin, with huge trim tabs provided good directional control. Each fuselage had a single oleo strut, with large 900x300 mm tires. There was to be a pilot in the left fuse, a navigator in the right, plus two gunners, one in each tailcone. A bomb bay could carry a 2,205-pound bomb. A total of 6 guns were provided. Predictably, full military hardware was never installed.

Despite the strikingly unconventional appearance, it flew very well, was a practical bomber, with a decent bomb load, very good defensive armament, but only 6 were built, and it never saw combat. As a note on this unusual plane, Jake Larson has modeled this, for rubber power. (Courtesy of a recent issue of *Flying Models*.)

The DB-LK was powered with two Tumanski 14-cylinder radial engines that each developed 1,700 horsepower. It had a wingspan of 70 feet, a gross weight of 23,528 pounds, a max speed of 245 mph and a range of 1,800 miles. ☺

TCRCOnline.com
Everything You Need To Know

TCRC Membership Roster

by Pat Dziuk

The 2009 TCRC Membership Roster will be sent out for printing on March 20th. Copies will be distributed to members at the April Membership meeting.

The members listed below have not yet renewed for 2009. If you would like to continue to be a member of TCRC and be included in the club roster please get a check for \$75 to Tom Thunstedt - TCRC Treasurer, 13313 Oliver Avenue S. Burnsville, MN 55377 before March 18th. Please also include proof of your 2009 AMA renewal which is required to fly at the TCRC field. If you do not renew by March 18th you will be removed from the club roster, the email mailing list and the newsletter mailings effective April 1.

Matthew Earnest, Chuck Ellis, William Kelly, Dave Kurschner, Doug Lehrmann, Mike Madsen, Dave Maurer, Jim Miller, Mike Noess, Logan Noess, Parker Noess, Orville Schneewind, David Schwantz, Todd Schwartz and Bob Swenson. ☺

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.

Product Recall: Spektrum DX6i

On January 30, 2009, Horizon Hobby, Inc. issued a service bulletin for Spektrum DX6i transmitters due to a concern of potential issues with stick potentiometers. Consumers were strongly advised to conduct a test to see if symptoms of these potential issues were present.

After closely monitoring the situation, Horizon has determined that we need to physically inspect all DX6i transmitters with date codes containing 807E, 808E, 809E, 810E, 811E, 812E and 901E, including those ending in 'US', 'UK', or 'DE'. The date code will be found inside the battery compartment.

If your DX6i has one of these codes:

- Stop using your transmitter.
- Request a shipping tag to return your DX6i to Horizon.
- The shipping tag can be requested by e-mailing the Horizon Hobby Support Team at productsupport@horizonhobby.com. Please put "DX6i Transmitter Recall" in the subject line and include your shipping address, daytime phone number, and the date code from your DX6i.
- If you have any questions, you can call Horizon at 877-504-0233.

- Only the transmitter needs to be returned. Please remove your batteries prior to shipping.
- Horizon will pay for all ground shipping within the US and Canada.
- Each transmitter will be inspected for the issue, repaired or replaced if necessary, and returned to you as soon as possible.
- Due to the possibility of replacement, please document for your own records any model programs prior to shipping.
- Inspected, repaired, or replaced DX6i transmitters will have date codes ending in CM, LH, HA or X. No further action will be needed on transmitters with those suffixes.

If your DX6i does not have the listed code:

- DX6i owners whose transmitters do not have the above codes are still advised to follow the January 30th service bulletin.
- As with all R/C aircraft, please check your controls prior to each flight.

Horizon Hobby and the Spektrum team apologize for this inconvenience. Your safety and enjoyment of the hobby are our first and foremost priority.

If you have any questions please call 877-504-0233. ☺

Toledo Expo Road Trip

The biggest event in the R/C world is the Toledo Expo that is held in the Seagate Center in Toledo, Ohio. This year's event is April 3, 4 and 5.

Several members of TCRC are making the trip to Toledo this year. Jim Cook, Scott Anderson and Pat Dziuk will be driving to Toledo on Thursday, April 2nd and they are inviting other TCRC members to go with them.

Plans are to leave Thursday morning, April 2nd and arrive that night. Reservations have been made at the Comfort Inn South in Toledo for two nights. The total cost per person for the rooms for the two nights will be \$65/person with double occupancy.

Plans are to attend the Expo on Friday and Saturday. Then, depending on the group, they are planning on driving to Dayton, Ohio to visit the Wright Patterson Air Museum. The group probably will stay in a motel Saturday night and then head back, although the last couple of years the group has gone, they have driven back to Minnesota on Saturday night, arriving home Sunday morning.

If you are interested in going to Toledo this year with the group, please call Jim Cook at 952-445-5257 or Scott Anderson at 952-934-1471. Please make your decision soon however, since we may have to reserve more rooms.

Go to Toledo Expo in 2009! ☺

A New Summer Fun Fly?

by Jim Ronhovde

Back in the 70's TCRC had a family weekend fun fly at Sugar Hills. This was open to all TCRC members. In 1982 this was changed to Park Rapids.

Now a few things are changing at Park Rapids that we need to consider. Our long time hostess for the event, Marilyn Krekelberg, is tiring out and says it is getting difficult. However Scott Johnson has volunteered to host Park Rapids in the future. Over the last couple of years, the group has met at Scott and Jennifer's cabin in Park Rapids on Friday as a kickoff social. Some of the pilots have also brought float planes for that day.

Bill Sachs and Jim Cook have expressed an interest in hosting a similar event in Wisconsin.

This presents several options: 1) Adding a Wisconsin event that is closer and may add new members to the participant list that would offer a new venue; 2) The possibility of phasing out Park Rapids to Wisconsin; 3) Doing both this year as an experiment.

Park Rapids has many repeat guests that rave about the fun weekend, but only occasionally do we get new participants. All events take effort and we want good participation.

Consider the options we have and let me or a board member know what you would like to be a part of. ☺

End Of Winter Fun Fly March 7th

TCRC has scheduled its 'End of Winter' Fun Fly for Saturday, March 7th at the Jordan Field. Pat Dziuk is the designated CD and the start time is 11:00 AM.

At the time this article is being written, 8 inches of snow has fallen in Jordan, and there is more predicted for the evening. So, it is a very good bet that the proper attire for your airplanes for the event will be skis!

No special flying events are scheduled, but it will be a great day for the All Season Flyer pilots to get their March flights in.

It is also planned to have the grill lit, so lunch should be served.

Get your skis polished up and head for Jordan on Saturday, March 7th for the TCRC End of Winter Fun Fly. ☺

TCRC Dues Renewal

The new TCRC Board of Directors voted to keep the 2009 club dues at the same level as the 2008 dues. They are:

- Regular \$75.00
- Junior \$37.50

Dues payments were due on January 1, 2009.

Remember, to be a member of TCRC you must be a member of AMA and supply proof of that membership at the time of your TCRC renewal.

Your TCRC dues can be paid to treasurer Tom Thunstedt at a meeting or by mailing them to Tom at 13313 Oliver Avenue S., Burnsville, MN 55337.

If you are not sure if you have paid your 2009 TCRC dues, please see the article on page 12 of this newsletter entitled *TCRC Membership Roster*, as it lists members from last year that have not as yet renewed their club dues.

Take the time to pay your 2009 TCRC dues today. ☺

Calendar

- | | |
|----------------|--|
| Mar. 7 | End of Winter Fun Fly
Jordan Field
11:00 PM
Pat Dziuk |
| Mar. 10 | TCRC Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington |
| Mar. 28 | Shop Tour
Wayne Rademacher
1:00 PM |
| Apr. 4 | April Fool's Flyer
Jordan Field
John Dietz |



Lipo Battery Charging Tips

Always use a charger made to charge Lipo packs.

Double check that the settings for the lithium polymer charger are correct for the pack being charged – this includes the cell count as well as the current settings.

In general, most lithium polymer batteries should be charged to no more than 4.2 volts per cell or depleted to less than 3.0 volts per cell. There are new generation batteries available that can handle higher/lower voltages, but they are still new and thus are the exception to the rule.

Ensure that charging leads are connected correctly. Reverse charging can lead to cell damage or a fire or explosion.

Always charge Lipo batteries on surfaces that won't catch on fire, such as cement, steel, ceramic or stone. Wooden tables and carpeted floors are not recommended charging surfaces.

Do not charge batteries near flammable products or liquids.

Never charge a Lipo battery while it's inside your model or other electronics device. If it catches fire it can lead to total destruction of the item it is being charged in.

Lipo batteries should be charged within a temperature range of 32 to 120. Batteries charged outside this range may experience leakage, heat generation or cell damage.

Never leave a charging lithium polymer battery pack unattended.

Do not charge a Lipo battery inside an automobile.

Do not store Lipo batteries inside an automobile.

Do not charge a lithium polymer battery pack at a rate over 1C. There are new generation batteries available that can handle higher.

Never charge a Lipo pack that has ballooned or swelled due to over/under charging or from a crash.

Never charge a lithium polymer battery pack that has been punctured or damaged in a crash.

Never, under ANY circumstances, let the positive and negative battery leads touch. It can lead to cell ballooning, cell damage or fire or an explosion.

Have a fire extinguisher near the charging area or a large bucket of dry sand. Do not try to extinguish with water.

If you notice your Lipo battery pack is swelling, stop the charging process immediately, put the battery in a safe container and observe it for 15 minutes.

Lipo Battery Handling & Storage

Keep Lipo battery packs out of the reach of children.

Do not put battery packs in pockets or bags where they can short circuit.

Do not store or transport batteries where they can come into contact with sharp or metallic objects.

Do not store your Lipo pack in extreme temperatures below 32 or above 120.

Always store your Lipo pack in a safe and non-flammable container away from flammable objects. A Lipo Sack or metal/ceramic storage container is best.

Always store your Lipo's partially charged. They will maintain their performance levels over time and there's no need to cycle them unless stored for periods longer than 3-6 months.

(Reprinted from Plane Talk News, newsletter of the Des Moines Modelaires, Des Moines, Iowa, Duane Vierling, Editor.) ☺

New Members

New members joined the club in February.

Paul Gleich lives with his wife Elizabeth at 682 Fairmount Avenue in St. Paul, 55105. Their phone number is 651-228-9987 and his e-mail address is pgleich@gleich.com. Paul has been flying for 40 years and his aircraft include a New Timer and a Diamante 25e.

Dominick and Diane Leonhardi and their son Christopher Parker live at 1220 Olivia St. S in New Prague, 56071. Their phone number is 952-758-4760.

When you see Paul, Dominick, Diane or Christopher at a meeting or the field, be sure and introduce yourself and welcome them to TCRC. ☺

Editor, Jim Cook
@ Flare Out Publisher
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Shakopee, Minnesota 55379

Ace Photographers



Pictured above are TCRC's Scott Anderson and RC Universe's Mike Buzzeo. Mike has been reporting on the TCRC auction the last several years and has posted a very nice article laden with tons of pictures from this year's auction at the RCUniverse.com website. ☺

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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