



November

Minneapolis, Minnesota U.S.A.

2009

## Weather Cooperates To Make Season Finale A Big Success

by Corey Kaderlik

The TCRC fall Season Finale was a big success. On Saturday, October 17<sup>th</sup>, the weather was gorgeous with sunny skies and low winds. The temperature was a balmy 45-50 degrees. All this week the weather had been rainy and cold and not the best for flying, but this day was great.



**The pits and parking lot filled up pretty early at the Season Finale.  
(Photo by Corey Kaderlik)**

I arrived at the field about 11 am after I went to Tim Wirtz' house to pick up all of the leftover pop, hotdogs, buns and paper supplies from another club event earlier in the year. I was very surprised to see all of the people that had already made it to the event when I arrived in Jordan. The parking lot was very full and started into the overflow lot. Many of

the members were already flying their model aircraft of choice. Some of the other members and family were already starting to surround the warm fire. I brought my truck around to unload the firewood and tripod so that Wayne Rademacher and I could cook the hot dogs over the flames.

Lunch or potluck was served around noon. Besides hotdogs there were many other foods to be eaten from chili to chips and many sweets to nibble on during the day. No need to worry about a growl in your tummy while you waited for your turn to fly.

Thank you to all of the members and family who brought food to share at this event -- it was very much appreciated.

After eating there was much flying to be had by all. Someone counted up to seven planes in the air at once and everyone looked as if they were enjoying themselves immensely. There was everything from gas, glow and electric-powered, helicopters, Piper Cubs, scale, war birds, even a flying witch, and many other models. I watched as Gerry Dunne counted his fifteen discharged batteries to see how many flights he put up for that day.

**Continued On Page 3, Col. 1**

# Ramblin's From The Left Seat

by President Steve Meyer



With November coming up we have just left one of the wettest Octobers on record. I think I have only flown about three times this month, but that's OK because the building season is coming up and this is the other part of our hobby I really enjoy. Winter in Minnesota gives me a chance to start building the T-28 that I won at the "Warbirds Over The Rockies" in 2007, and maybe start the Balsa USA D-VII kit I won this summer at Northern Alliance Fly-in. This can also be the time of year to do the needed maintenance on some of the other airplanes in our hanger. My Super Cub has just completed its fifth or sixth season and it needs new landing gear shock rubbers, fuel line in the gas tank, and a good clean up.

the paperwork that a great club like TCRC has to deal with; Tom Thunstedt who wears two hats as treasurer and membership director, and keeps all our money and people organized; and our board members Chris O'Connor, Bill Jennings, and Gerry Dunne.

At the November meeting we will be having our election of officers and two new board members. I plan on running for president again and I hope our other officers will do the same. I also want to encourage any other club member to run for any office seat. It strengthens the club when we have good candidates vying for election seats.

The final event this year is the TCRC Banquet being held at TimberLodge Steak House in Eden Prairie on Sunday November 15<sup>th</sup> at 5:00pm. You will be able to order your dinner off the menu. Circle this date on your calendar. Club members should give Steve Meyer a call (952-448-5877) or see him at the November meeting if you plan on joining us.

As your president I want to thank all of you for making this one of the best clubs in the country. My job is easy because I have some of the best people helping to keep TCRC running smoothly. We have the best meetings, the best newsletter, and the best flying field in the area. Thank you. J

## Roster Pix Needed

If you are a new member and have not had your picture taken for the TCRC Roster, or if you are a more seasoned member and don't really like your picture that is in the roster, see Jim Cook at one of the next few meetings and we can get that changed quickly. J



**Corey Kaderlik had the grill going for the great feed that was had at the Season Finale. (Photo by Steve Meyer)**

The 2009 Season Finale was a huge success this year and I want to thank Corey Kaderlik for stepping up and championing the event. The weather was perfect and so was all the food that was brought and shared. The pilots kept 4-5 airplanes in the air all day and all the spectators were treated to some great flying. A special thanks to my wife Sandy and her campfire S'mores.

I want to say a BIG Thank You to all of our 2009 club officers: vice president Wayne Rademacher for all his great programs at the meetings every month, (I look forward to seeing his electric "quad-copter" hovering platform fly); secretary Craig Greenwald for taking care of all

## Season Finale

Continued From Page 1

People started dwindling down and cleaning up from the day's event around 3-4 pm. The weather had been great all day and every pilot was able to get enough flights to satisfy himself.

Two of our newer members, Kevin Burkart and Allison came down to the field around 5 pm to check everything out and watch some flying. Wayne Rademacher and I took out our Mini Ultra Sticks for a demonstration of how R/C airplanes fly. Wayne let Kevin take the sticks and he did a fine job at piloting his first R/C aircraft through the Jordan skies.

I left the field at about 6 pm and was very pleased with how everyone helped make this event a successful one. Thanks to all of the members and family that came out to enjoy a fine fall day at our beautiful flying site, and to all who brought dishes for the potluck lunch. *(Editor's note: A big thank you to Corey for stepping up and chairing the 2009 edition of the TCRC Season Finale.)*

Members keep up the good work and remember safety first then have a good RC flight. **J**

**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.**

## The Pits Were A Busy Place At The Season Finale



**Lots of planes kept the pits full and the action fast at the Season Finale. (Photo by Corey Kaderlik)**

## The Pilot Stations Were Kept Full



**Five or six planes were in the air all day. (Photo by Corey Kaderlik)**

# Pictures From TCRC's Season Finale 2009



**Jeff Tolzmann readies his MIG for another flight at the Season Finale.**



**The ladies bring some of the great pot luck dishes that supplemented Corey's grilling skills at the Season Finale.**



**President Steve and his 'tried n true' Cub in the pits at Jordan.**



**Rick Smith lends moral support as Larry Couture gets his plane tuned up for another flight.**

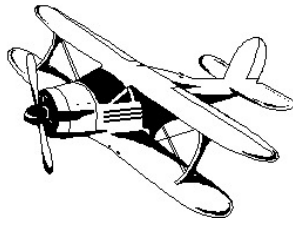


**Just a great day to be at the TCRC field.**



**The TCRC Season Finale is known for its great weather, fantastic food and good turn out, and the 2009 edition of the event had no exceptions.**

## Show & Tell



Lots of planes at the October 13<sup>th</sup> meeting.



Prolific Paul Doyle had another plane for Show & Tell. This was an electric Parkzone Bf 109. The ARF was done in gray/green camouflage and was very nice looking. The plane came with a stock 3-blade prop and great scale detail. Paul had 'upgraded' the motor and had a 3-cell lipo battery that got 650 watts. It weighed in at 2.5 pounds with battery and had a 44-inch wingspan. He said it was a good flyer but the pilot had to pay attention or he might get into trouble.

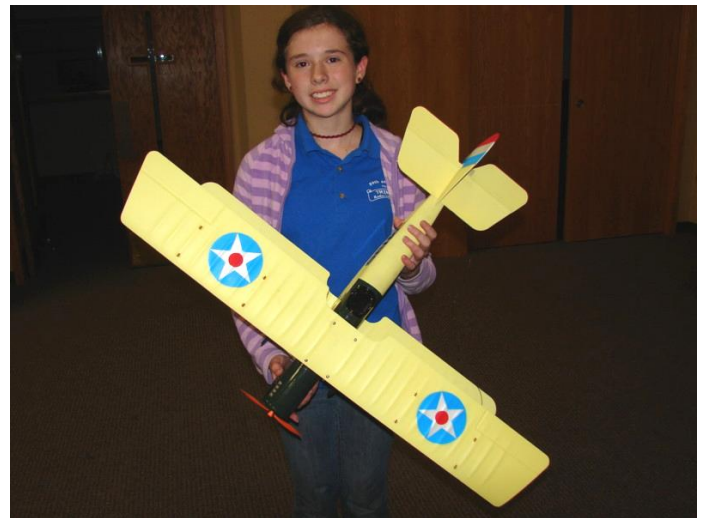


Gerry Dunne had a great looking Parkzone ARF electric P-51 Mustang. It had silver wings and a dark

green fuse. It weighed 2.5 pounds and was powered with a 4-cell lipo battery. It was controlled with three channels (no rudder). The maiden flight had not been made on this war bird yet.



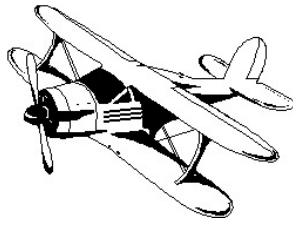
Gerry had a second P-51 at the meeting. This one was a little bit smaller, weighing in at 1.2 ounces. The Parkzone ARF had the same coloration as its bigger brother and used 4-channels for control surfaces. The battery was a 120 mah lipo. Gerry said it was a great flyer but not a toy. It could do most aerobatics and was lots of fun.



Kiera Dunne, Gerry's daughter, had a very nice Jenny JN-4 Bipe that was an E-Flite ARF electric. The plane was done in light yellow with blue/red/white roundels. The motor had been changed to a 2204 Axi with a 3-cell lipo and used 60 watts. Kiera said that it had been flown once and that it was a great flyer.

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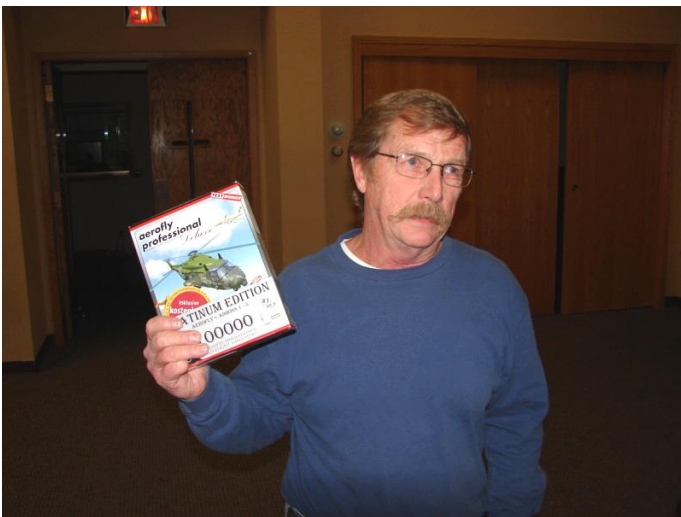
## Show & Tell



Continued From Page 5



Scott Anderson had a very, very small Spitfire electric ARF. This 1/72-scale electric war bird was a Microflight plane weighing 2.7 grams including the battery. It was touted as the World's Smallest R/C plane and was done in gray/green camouflage. The battery connected to the bottom off the fuse by a magnet. Scott flew the plane at the meeting.



Jon Perry had a new flight simulator. He said that he had been looking for one to be used on a Mac, and this one manufactured by Aerofly Professional was very impressive. It had nice graphics and lots of planes included.



Mike Burk continued his combat construction. This time with a home-built electric plane that had a huge vertical stab complete with a 'ribbon-catcher'. It was made of folded foam with the top of the wing yellow with red trim and the underside green. He said it did not meet the SSC specs but was very enjoyable to fly.



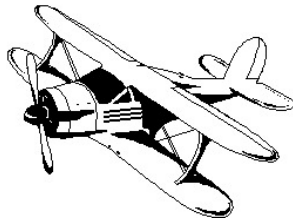
Corey Kaderlik had a very nice ARF Ultimate Bipe from Aeromax. This plane was powered with an OS LA 40, had a wingspan of 44 inches and weighed in at 4.4 pounds. It had a white fuse with yellow trim and the wings were white with black/gray/yellow trim. As of the meeting it had yet to have its maiden flight.

Visitor to TCRC Riley Wicklund had an E-Flight Blade MSR helicopter. This palm-size electric was a single rotor and was very stable. Riley flew it at the meeting and was able to take his hands off the sticks and it hovered beautifully. (See photo next page.)

**Continued On Page 7, Column 1**

# November Mystery Plane

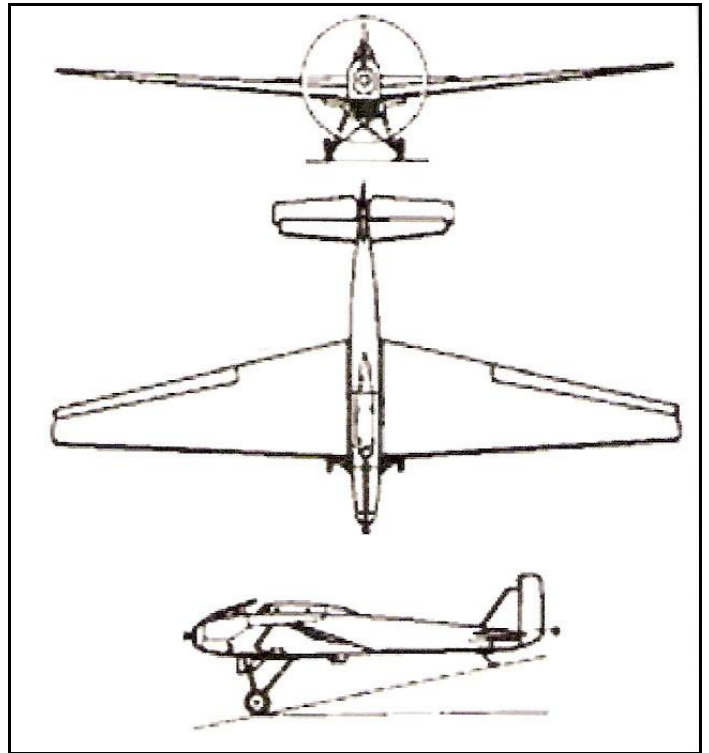
## Show & Tell



Continued From Page 6




Prospective member Riley Wicklund and his E-Flite Blade MSR helicopter. (Photo by Jim Cook)



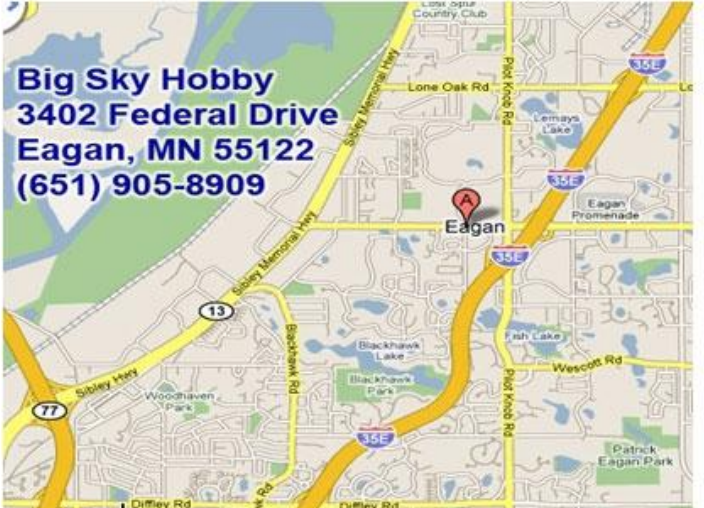
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# The Co-Pilot's Report

by VP Wayne Rademacher



Well, the official flying season ended with our annual "Season Finale" held October 17<sup>th</sup>. For some this is the kick-off to the building season, (Chris O. comes to mind **J**) for others it's merely just other day and simply a reminder to wax up those snow skis.



**No snow in the pits at the Season Finale, but definitely not too far away. (Photo by Steve Meyer)**

Speaking of snow ski's.... for those that have not tried winter flying, you should give it a whirl. The proliferation of electric power systems has made cold weather flying easy. Sorry Conrad -- I know you hate when I use the term "easy" **J**

No more worries about starting a coldblooded engine, or spilling ice-cold nitro fuel on your hands. You simply plug in the battery and you're off and flying. Although electric motors love cold weather, lipo batteries are a different story. Lipo batteries need to be at least room temperature to provide optimal performance. You may wonder how is this going to work at the field....well, there is an easy solution. I simply put my batteries in a soft-sided cooler along with a hot water bottle. This

technique has proven to work very well, the batteries stay warm for the whole afternoon.

The Season Finale was a lot of fun, we had a great turnout. The weather cooperated perfectly for this event, as it has for many of the events this last year. We had an excellent blend of aircraft, both big and small. Short of a couple of crashes, the event went very smoothly, with planes in the air almost non-stop.

I want to thank all those that helped with the lunch. It was a great meal, that consisted of grilled hotdogs, buns, chili and a variety of homemade bars and other deserts. I especially want to thank Corey Kaderlik for his efforts that day. He not only provided the grill for our hotdogs, he also provided the wood to cook them. The bonfire was great, it was nice to see people gathered around it, sharing stories both current and those of day's gone bye.

Remember we have the club elections at the next meeting. Think about being a candidate.



Our program last month was my ideas on building a flying photo platform. Hopefully the completed project will be another program.

Well, that's it for this month; we will see you at the meeting. **J**



## Pylon Racing – Season Wrap Up

by Wayne Rademacher

Our final pylon racing of the season was held in October. The turn out was light, just 3 pilots... Paul, Gerry, Rick and myself. Hummm.....I bet you're wondering if I made an addition error as that make 4 pilots. Well not exactly, as you may remember, my race plane was destroyed back in June and I never got around to building a replacement.

We got to the field early even though the weather was not great, it looked like rain but we hoped it would hold off. As the clock swung around to start time, the weather got worse, it started to mist and eventually it turned to drops. We called together the flyers and discussed our options.....to fly or not to fly. It was decided to call the race off and head for home.



**Pylon Racing winners display their prizes for their performance in the 2009 season. (Photo by Jim Cook)**

As far as points, we ended the season with the point total from Race #5. This makes "Super Pylon Racer" Paul, our point's leader and season champion for a second time. Rick came in 2<sup>nd</sup>, and Gerry following very closely in 3<sup>rd</sup> place. Although an anti-climatic end, it was a great race season, in which everyone had lot of fun.

Too be sure I am ready for next season, I think I will start my race plane build now **J**. Perhaps I will build two, just in case I have another mishap.

Until next year . . .

## TCRC Banquet November 15<sup>th</sup>

Sunday, November 15<sup>th</sup> is the date of TCRC Annual Banquet.

This year, the event will be moving to a new restaurant – the Timberlodge Steakhouse at 16396 Wagner Way in Eden Prairie.

The Timberlodge will be furnishing a private room to the club for the event. Start time is 5:00 PM for cocktails and dinner will be around 6:00 PM.

This year, those in attendance will be ordering off of the menu instead of having a buffet, and the price should be somewhat less than it has been in previous years.

The banquet is always well attended with members and spouses enjoying a great meal. In addition the club will have a program and also entertainment.

Sign up will be at the November meeting and also by calling president Steve Meyer.

Plan on attending the TCRC annual banquet on Sunday, November 15<sup>th</sup> in Eden Prairie. Get your reservation in today. **J**



## Come To The Meeting – Win A Plane!



President Steve Meyer brought two seasoned planes to the October meeting that were from his dad's collection. If anyone in attendance wanted one of the airplanes, he could put his name in a jar by the plane, and if his name was drawn out he was the new owner. New member-to-be Steve Wicklund won the Sig Kadet Senior and Jim Cook won the Sig Wonder.

## TCRC Elections

The annual TCRC elections are next week. This year, the president, vice president, secretary, treasurer and two of three board seats are up. The elections are held at the membership meeting on November 10<sup>th</sup>.

At this time, Steve Meyer is running for re-election as president; Wayne Rademacher is running for re-election as vice president; and Tom Thunstedt is running for re-election as treasurer.

Craig Greenwald will be stepping down as secretary and at this time no one has come forth to run for that office.

Incumbent board members Chris O'Connor and Bill Jennings are not running for re-election. Ken Currin, Scott Anderson and Corey Kaderlik have announced they will run for board seats.

Only one board seat is not up for election this year. The seat held by Gerry Dunne will be up for election in 2010.

President Steve is hopeful that several other members will decide to become candidates for office so that there is competition for each position.

Consider becoming a candidate and taking part in the leadership of our great club. If you are interested in running for office, let Steve or another board member know as soon as possible.



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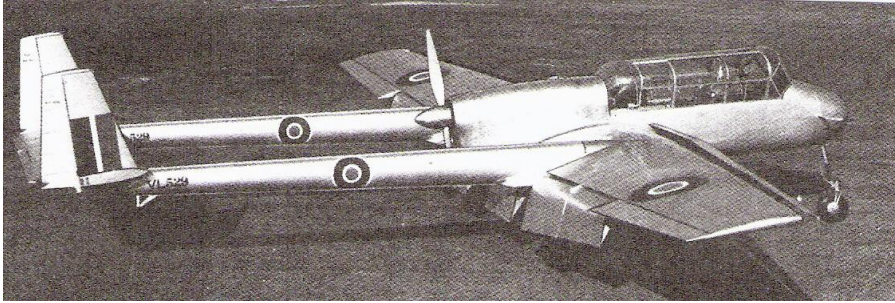

**November Special: Lithium 3-cell 2200 maH Turnigy Batteries \$26.99**

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## Heston JC 6

by Conrad Naegele

The October Mystery Plane was the British Heston JC 6.



All during WWII, the Allies did well with a few artillery/liaison planes such as the Piper Cubs, Auster K6 Stinsons, etc. However, towards the end of the war, the British Air Ministry decided they needed a new AOP (Artillery Observation Post). Therefore, under specs A2/45 they requested a two-seat plane with 247 square feet wing, a 240 horsepower engine and STOL capability. Heston and Auster were considered, but Heston, who had built several good airplanes, got the contract.

Heston won and produced a huge low-wing, all-metal plane with twin booms, a large greenhouse, sturdy main gear with a very spindly nose gear, and a pusher engine. The plane was to be battlefield-friendly and repairable by the soldiers with ordinary hand tools. For the STOL aspect, the wing was equipped with both slats and flaps, a good idea, but they were clumsy in operation, and very complex. The canopy had outward sloping glazing (refer to Feisler Storch).

The vertical stabilizers were 9-feet tall, and even with fabric surfaces, the plane weighed 3,049 pounds, almost twice the weight of the Cub, and the Auster (a Taylorcraft look-alike). Heston then spared the paint, and the JC 6 was all silver. Strangely the twin booms were interchangeable. Finally in 1947, flight tests were completed, and the plane proved completely unstable, a poor flyer, and the test pilots said, "Forget it!" The two prototypes were scrapped, and the contract was awarded to Auster, who then produced a very nice updated Cub-style liaison plane.

The Heston was powered with a deHavilland Gypsy Queen 6-cylinder, air-cooled pusher engine that developed 240 horsepower. It had a wingspan of 44 feet, a gross weight of 3,049 pounds, a speed of 100 mph, and a range of 745 miles. J

## 2010 AMA Dues Statements

All TCRC members should have received their 2010 dues statements in the mail from the Academy of Model Aeronautics.

AMA 2010 dues have not changed from the previous year. They are:

- Adult (19-65) \$58
- Senior (65 and up) \$48
- Under 19 \$1  
or \$15 with *MA*
- Additional family \$30

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 \$29.95 per year, but that membership is not valid for membership in TCRC.

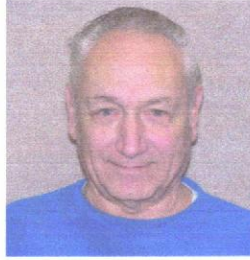
To renew your membership in AMA, the Academy gives you four methods: at the AMA website, [www.modelaircraft.org](http://www.modelaircraft.org); by fax at (765) 741-0057; by phone at (800) 435-9262; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2010 AMA dues is December 15 to avoid a lapse in membership services. J

**TCRC Annual Banquet November 15th**

## Safety At The Field

By Larry Couture



Well here it is the end of October, 2009. I am sitting here this morning with the heat on so what happened to summer?

The Season Finale was held and that means the summer flying season is really over, but, of course, the winter flying season has just begun. Items needed now are heavy clothes, warm boots and very thin gloves. The snow will come and the need for skis is upon us. I hate to say this but the winter flying season really shows how nice electric planes are. They start without hesitation, you don't have to adjust the fuel setting in a very cold prop wash, and you do not have that sticky mess to clean off the plane when you're done flying.

I was at the field a few times this month and saw a lot of flying by others and made a few flights of my own. The weather in general was cold, windy and rain -- not the greatest conditions for an R/C pilot. I do have a suggestion to make for instructors and students, and that is to fly a little lower and closer in so that one can tell the direction and attitude of the plane. None of us have the eyes of an eagle so let's not try to see how far we can get the aircraft away from us. I think disorientation is probably one of the top reason for crashes.

We have had a great year so far in respect to safety and I hope we can keep the good work up in the future. Some of our members go south for the winter or part thereof (I hope to be one of them) so we will miss these snowbirds 'til they make their return migration in the spring.

The hearty year-round flyers will be at the Jordan field along with a few of us wimps each month so they can get their All Season Flyer patches. To qualify for an ASF patch you need to put at least one flight on an R/C plane outside each month of a calendar year. It's actually a lot of fun! The rules and common sense still apply when the field is covered with snow but we do need to make a few changes for runways because of tracks and conditions of the snow, so please be careful.

FOR ALL MEMBERS:

The field rules are printed in the front of the roster and on a large board in the shelter at the Jordan field, along with no smoking signs. I suggest that all members should read the field rules from time to time just to refresh the memory. 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. (get those skis ready). J

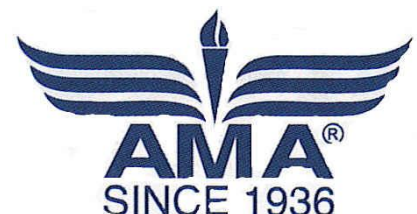
## TCRC Auction February 6<sup>th</sup>

Now that we have seen the first of the snow for 2009, it means that the TCRC Auction is not that far away.

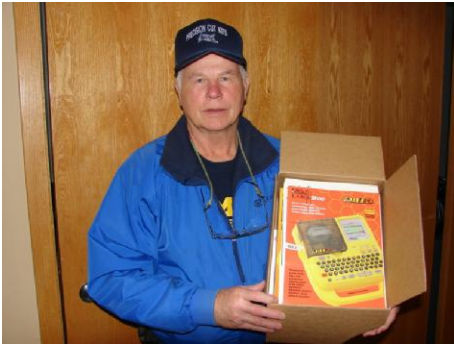
Saturday, February 6<sup>th</sup> the TCRC Auction will be held at CrossPoint Church at the intersection of 98<sup>th</sup> Street and France Avenue in Bloomington.

This is the biggest R/C airplane auction in the upper Midwest, and is well attended by clubs and hobbyists from the surrounding states.

Mark your calendars and start thinking about what you are going to sell and what you may want to buy at the auction. February is not that far away! J



## New Printing Machine For TCRC



**Ken Corrin and Hawk Bee Printer (Photo by Jim Cook)**

Chuck Edwards of Hawk Printing Systems donated a new printing system to TCRC that has been used in full-size aviation and is now being used in R/C.

Jim Cook took the printer to the October TCRC meeting and Ken Corrin volunteered to take the machine and learn how to use it and determine its capabilities. Ken has been in contact with Chuck, and in fact they decided that the club would be better served with a larger machine, so Chuck swapped out the Bee printer for a larger one. Ken has been using the machine and he is planning on giving a demonstration to the TCRC membership at one of the next club meetings.

Thanks to Chuck Edwards of Hawk for his generous donation, and to Ken Corrin of TCRC for finding out how to use this nifty looking printer. J

## 'Social Membership' Reconsidered

At the October meeting, the 'social member' classification of TCRC membership was discussed. This classification was discontinued two years before, but since that time a few members have asked for it to be re-established.

A motion was made at the October meeting to ask the board to re-establish the social membership. The motion was seconded and passed. The TCRC board will act on the motion in the new future. It was thought that this change would probably require an amendment to the bylaws. J

## TCRC Historian Still Needed

The position of club historian has been held by Jim Ronhovde for many, many years. He now feels it is time to turn the job over to another member.

The duties of the club historian are to maintain the historical records and photos and to keep track of the years that each member has been in the club.

If you are interested in becoming the club historian, let Jim or a TCRC board member know. J

## Calendar

- |                |   |
|----------------|---|
| <b>Nov. 10</b> | <b>TCRC Membership Meeting, 7:00 PM<br/>Fellowship Hall<br/>CrossPoint Church<br/>Bloomington</b> |
| <b>Nov. 10</b> | <b>TCRC Elections</b>   |
| <b>Nov. 15</b> | <b>TCRC Banquet<br/>5:00 PM, Timberlodge<br/>Steakhouse<br/>Eden Prairie</b>                      |
| <b>Nov. 24</b> | <b>Joint TCRC Board Meeting, 7:00 PM<br/>Steve Meyer's House</b>                                  |
| <b>Feb. 6</b>  | <b>TCRC Annual Auction<br/>CrossPoint Church<br/>Bloomington</b>                                  |

## Hands Off Helicopter



Prospective member Riley Wicklund demonstrates the 'hands off' ability of the E-Flite Blade MSR single-rotor helicopter at the October membership meeting. Riley said the palm-size aircraft was extremely stable and very easy to fly. J

Editor, Jim Cook  
@ Flare Out Publisher  
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## When You See A Witch It Must Almost Be Halloween



Jim Ronhovde carries Witch Hazel out for another pass over the large group in attendance at TCRC's Season Finale. The late Bill Altenhofen built and flew Witch Hazel for many years before passing the duties over to Jim.

### 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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Vice President	Wayne Rademacher	952-758-6246
Secretary	Craig Greenwald	952-472-3122
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