



October

Minneapolis, Minnesota U.S.A.

2006

TCRC Has Good Showing At Wings Of The North

by Bill Jennings and Jim Cook

The weather might not have been the best for the Wings Of The North Expo at Flying Cloud airport during the weekend of September 9th and 10th, but TCRC certainly did a nice job of displaying some beautiful scale RC aircraft and manning a club information booth during the show.



Tom Thunstedt, Gerry Dunne and Mike Bellefeuille do a good job of explaining RC to several visitors to the WOTN in September.
(Photo by Scott Anderson)

TCRC has been doing this now for the last several years, and there is always a lot of interest shown by the large number of spectators that come to see the vintage full-scale aircraft that are the event's main attractions. According to Bill Jennings, who helped man the booth on Sunday, the three most often asked questions about the RC aircraft on

display are: "How much do they cost?" "How fast do they fly?" and "How far away can you fly them?"

The TCRC organizer for the display was Scott Anderson and he had put together a group of several club volunteers to man the various shifts of the booth. Those that helped out in that regard were: Gerry Dunne, Mike Bellefeuille, Tom Thunstedt, Dave Varner, Rick Smith, Brian Duncan, Scott Anderson, Bill Jennings, Butch Neutgens, Pat Dziuk, Bruce Ferche and Don Knauff. I hope we didn't omit anybody who helped from this list.

Saturday was a better day for weather than was Sunday. Quite a few of the full-size warbirds took to the air on Saturday, and it was always a treat to hear those big radial engines fire up and roar into the air. On Sunday, the weather was in the low 50's for temperature, it was windy and rainy, and a low cloud ceiling (less than 1,000 feet). On that day a formation of three AT-6 Texans did fly, but the four biplanes that made up the Red Baron Flying Team were grounded. However, they were still pretty impressive to see on the ground.

Scott had printed several hundred full-color, three-fold brochures

Continued On Page 3, Col. 3

The President's Hangar

by Bill Jennings

As I write this column, it's cloudy and raining with a temperature of 55 degrees - definitely not good flying weather. However, a few months from now, any kind of weather at this temperature will feel absolutely balmy. I know it won't be too long before we'll have to replace the wheels with skis on our favorite flyers. That brings up the subject of winter flying...

Some members regard the winter months as a time to hibernate, or perhaps to concentrate on building a new airplane or two. Personally, I've found that *winter* flying can be even more enjoyable than the summer variety. The winds tend to be lighter, and the snow is much more forgiving than asphalt during those less than perfect landings. Best of all, the entire flying field area becomes a runway. I'll share more ideas on winter flying with everyone next month.

For those of you who prefer to remain indoors as much as possible, we're currently making plans for a second Kit Building Workshop. The format will change to a "demonstration only" approach with participants working on their own between the sessions. I hope to offer area clubs the opportunity to participate as well. The information provided is much too valuable to keep within TCRC. Who knows? A little generosity on our part just might result in a few new memberships.

The two events scheduled for last month met with less than ideal weather conditions. The first event, Air Expo 2006, was held during some of the worst weather of the entire month. It was cold, windy, and rainy during both days of the event. In spite of the foul weather, we made good use of the opportunity to showcase our hobby to the crowds that attended. The second event, the Fall Float Fly, was cancelled due to high winds. However, several brave members challenged both the wind and whitecaps on Bush Lake and managed to get in a few flights.

This month we'll hold our last scheduled flying event of the year, the Season Finale, on October 14th. It would be great to have a large member turnout to

help us bring to a close another great year for flying. We had to wait perhaps longer than usual this spring to start using our main field, but after that it has been clear sailing. If you haven't been to the field for a while, you'll be surprised to see some new additions. We've added two large wood picnic tables and three new aircraft setup stands to the existing equipment. Many thanks to Mike Timmerman and Pat Dziuk for providing the labor to complete these projects!

Our hard-working Nominating Committee, consisting of Jim Cook, John Dietz, and Pat Dziuk, has put together a full slate of candidates for next month's elections. If you would like to run for an officer position or the Board, it's not too late to have your name added to the list of candidates. Contact a member of the committee to learn more about the responsibilities for the position in which you're interested.

Next month, we'll be holding our annual TCRC Banquet. The attendance in recent years has totaled approximately 35, including members and guests. That means that only 17 to 18 of our current 90 members are enjoying this event with their spouses or significant others. If you have never attended the Banquet or have not attended in recent years, circle Sunday, November 19th on your calendar now to reserve the date. Don't miss this opportunity to spend an enjoyable evening with your fellow members. This year's program will feature an event slideshow, door prizes and service awards, plus a few surprises. Check next month's newsletter for more details.

In the meantime, I hope to see you at the field! ☺

TCRC Banquet To Be November 19th

TCRC's Annual Banquet is scheduled for Sunday, November 19th. The club is considering a couple of new locations for the 2006 event, but as of press time the location had not been finalized.

The banquet is always a very enjoyable affair for club members and their spouses, and president Bill is very hopeful that this year we can get a lot of the newer members to attend. Mark your calendars today and be a part of TCRC's Annual Banquet. ☺

TCRC Elections Have Full Slate Of Candidates

by Pat Dziuk

TCRC will hold its election for the 2007 officers and board on Tuesday, November 14th.

The club appointed a nominating committee that consists of Jim Cook, John Dietz and Pat Dziuk to put together a slate of candidates for the five positions up for election this year. Those positions are president, vice president, secretary, treasurer, and one board seat. Two board seats, currently occupied by Jim Ronhovde and Mike Timmerman, are not up for election this year.

The nominating committee took its job very seriously and spent considerable time reviewing the TCRC roster to come up with a list of potential candidates for the positions. They then met and placed phone calls to several of the members on their list to attempt to persuade them to run for office. Surprisingly, the task did not turn out to be as hard as originally thought, and they were able to get at least one candidate for two of the positions and two for the other three. As of press time, here is the list of candidates for TCRC office for 2007:

President:	Bill Jennings (Incumbent)
Vice President:	Chris O'Connor (Incumbent)
Secretary:	Allan Boucher Bernie Gaub
Treasurer:	Todd Schwartz Mike Burk
Board Seat:	Scott Anderson (Incumbent) Gerry Dunne

It would be great if we could have at least two candidates for every position. Please consider being a candidate for office. If you are interested, or need more information, give Jim, John or Pat a call or talk to them at the October meeting.

Thanks to the many members who have decided to run for office this year. We have a great club and it is members like these that invest their time and energy in the management of the club that makes it great.

Be sure to come to the November 14th meeting and cast your vote for the candidates of your choice. ☺

Wings Of The North

Continued From Page 1

detailing the activities of TCRC, and he ran out on Saturday. He was able to get a few hundred more printed for Sunday. He had samples of the brochure at the September 12th membership meeting, and everyone felt they were very sharp.



Yankee Lady was quite a hit at Wings of the North.
(Photo by Scott Anderson)

The Wings Of The North Expo is a great place for an aviation enthusiast to come and see some of the classical World War II fighters and bombers that are on display, and it is wonderful when these enthusiasts get to see and hear some of these warbirds take off, take to the sky, and do fly-bys. It is also a nice place for TCRC to get some exposure and to attract future members.

Thanks to those members that came out to help on a less-than-perfect weekend with respect to weather, and a special thank you to Scott Anderson for organizing the booth and putting together the brochures. ☺



Pictures From The Wings Of The North Expo



Butch and Don take their shift at manning the TCRC booth at Wings Of The North.



Brian Duncan and a very beautiful fullsize Stinson at the Wings Of The North Expo.



Some possible future R/C pilots, young and old, look over TCRC's display.



Mike B. and his son take their turn in the TCRC booth on a rainy afternoon.

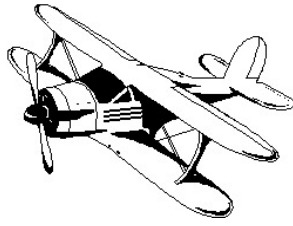


The Red Baron Flying Team were at WOTN.



Rick Smith expounds on RC at WOTN.

Show & Tell



Lots of very nice planes showed up at the September 12th meeting.



Our electric fanatic Gerry Dunne had yet another electric ARF at the September meeting. This time it was a Wattage Mad Max. It was done in yellow and white covering with black-and white checkerboard trim. The engine was a 280 outrunner and as of the meeting he had not put the maiden flight on the plane.



Scott Anderson had a beautiful Giant Stik that was done in conventional red with German crosses as trim. This plane had silver Sea Commander fiberglass floats and was powered by a Zenoah G-38 gas engine. The

Giant had an 82" wingspan. Scott purchased this plane on eBay and was very happy with the deal he received. He had hopes that its maiden flight would be the next Saturday at TCRC's Fall Float Fly.



Jim Miller had his newest giant-scale aircraft, an Extra 300 L. This plane was done with Jim's usual maroon paint with white sunray trim. It was powered with a 3W 2-cycle gas engine that develops 10 horsepower. The plane was from an ARD kit and is identical to the one Chris O'Connor built. Jim is setting it up for floats and flying it at a future float fly.



Rick Smith had a nice J-3 Club on floats. This was not a new plane, but one he has had for 3 years. It was powered with an OS 26 4-stroke engine. Rick brought it to display the floats. One thing that was pretty neat on the floats was a pair of splash guards that sat on the inside of the front of the floats.

Thanks to all who shared their newest aircraft with all of us that attended the September meeting. ☺

Two Anonymous People Donate Money for Starting Benches

by Pat Dziuk

Two generous donors contributed enough money to build three more starting benches for the TC/RC field. This brings the total benches to nine. We now have seven regular benches and two quarter scale benches.



**The three new starting benches arrive at the TCRC Jordan Field.
(Photo by Pat Dziuk)**

Mike Timmerman and Pat Dziuk spent the rainy Saturday over Labor Day weekend on this project. After a quick trip to Home Depot they spent the rest of the afternoon building three more benches. The finishing touches on the starting benches were added on Sunday morning and then delivered to the field in between downpours.

The two then took advantage of the beautiful sunny weather on Labor Day to modify the existing benches at the field such that they could be towed up to the shed in case of flooding. They can be towed in groups of three which will allow for all benches to be towed up in three easy trips. A video showing how they tow will be on the web by press time.

Mike also took the time to negotiate with the Home Depot manager for one more picnic table which he was able to get for just \$30. With the improvements to the shed, tables and starting benches, we have one hell of a nice field. Come down and enjoy it.

TC/RC would like to extend a BIG THANK YOU to the donors. ☺

TCRC's 50th Anniversary Coming in 2007

The year 2007 will be a big year for TCRC. The club came into existence in 1957, and 2007 will be the year we celebrate our 50th anniversary.

At the last board meeting and the last two membership meetings, the club discussed ways that this milestone could be observed and celebrated. Long-time member Bruce Anthony was a key person in putting together the brochure when TCRC celebrated its 25th year of existence in 1982, and he shared some of the things that were done at that time.

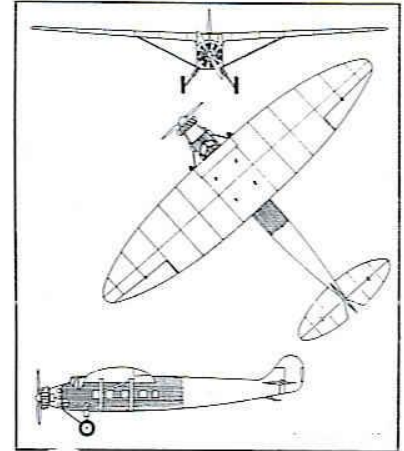
A few ideas being considered at this time are: to invite as many previous members as can be located to a function at the field and to a special meeting; to invite AMA District VII VP Bill Oberdieck to the same events; to put together an article about the club for publication in AMA's magazine, *Model Aviation*; and to have a 50th Anniversary patch made for all current members.

An Anniversary Committee has been formed and currently about 6 members have volunteered to serve on it. If you are interested in serving on the committee or have some ideas of other ways the club can observe this occasion, let one of the club officers know.

2007 will be a very big year for TCRC! ☺

New Member

Mystery Plane



Our newest member is Greg Pfeiffer who joined the club in September. He became interested in TCRC as a guest at Model Aviation Day and he and his son attended the last membership meeting. Greg lives at 4516 Normandale Highlands Circle in Bloomington, and is new to RC flying. His phone number is 952-893-1388 and his e-mail address is gpfeiffer@mn.rr.com. Greg has already completed a few successful buddy box flights and is hoping to solo before the snow flies. He works as a computer systems design engineer at Lockheed-Martin in Eagan, and is using an electric-powered trainer, a Hobbico SuperStar EP. When you see Greg at a meeting or at the field be sure to introduce yourself and welcome him to TCRC.

There's More Than Talk At A TCRC Meeting!



Bob Savre flies a helicopter as part of his program on electrics at the September meeting. (Photo by Scott Anderson)



Eagle 40 Trainer
63-inch Wingspan
On Sale \$69.99
Good Until 11-1-06
With Copy Of Ad



7144 Chicago Ave. S. Richfield, MN

Hours:
Mon - Fri 10 - 7
Saturday 10 - 6
Closed Sundays

Best Prices In Town!

Tom Steinmueller, Owner 612-861-5587

From The Co-Pilot's Seat

by Chris O'Connor

It's officially Fall now, so for a lot of us the flying season is nearing the end and our building season is almost upon us. I have a friend that lives in the LA area and he says it's hard to build because they have good flying weather almost year round. So as you can see winter does have its advantages. That leads into a couple of items.

One of these is the winter building workshops, and the other is the workshop tours. I know the shop tours will begin in January and run through April. I'm asking for people that would open up their shop for the afternoon for fellow R/C guys or gals to come visit. Please, I do need your help to make the tours a success again this year. Let me know that your shop is open for a tour. This is a great way to see how others have their shops setup and maybe even get some ideas for your shop. Also if you haven't built a plane before, here's your chance to get started on that kit or plans of your favorite plane you have always wanted. Kit building is slowly on the rise again. Let's make the kit building classes even bigger this year.



Bob Savre with one of his electric airplanes he discussed at the September meeting. (Photo by Jim Cook)

The program at the September meeting was a fantastic presentation by Bob Savre of the Anoka County R/C club speaking on his vast experience with electric planes. Bob must have had 20 or so different electric planes with him as he discussed every aspect of electric flying. Thanks to Bob for sharing his vast experience with TCRC. Bob enjoyed

himself at our meeting very much and would like to come back in a few months with a sequel to his electric program.

Autumn is still the best time to fly, so plan on going out to the field and enjoying the fall days and the beauty of our field.

The next flying event in the area that comes to mind is on the first Saturday in October at the flying field in Owatonna. On October 7 SMMAC has a fly-in at their field. Everyone is welcome. Tim Johnson has built a beautiful field down there, and always enjoys people coming out to visit and fly off of his runways.

The program scheduled on October 10 is being lead by Sherwood Heggen. The topic will be making those needed repairs to our planes. Whether plan, kit built, ARF, or purchased, Sherwood will describe how to make what seems like a basket case come back to life. Make sure to attend this one!

Remember these programs are for your enjoyment, so plan on attending and enjoying them.

See you at the meeting and remember bigger is better. ☺

TCRC Auction February 10th

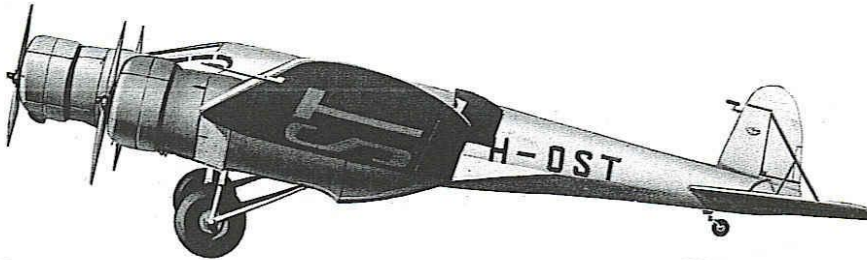
February seems a long distance away, but with the first breaths of cold air we are now feeling, it is not too early to remind everyone about the TCRC Auction.

It is scheduled for Saturday, February 10th at St. Peter's Church in Richfield. Mark your calendars. ☺

Pander S-4 'Postjager'

by Conrad Naegele

The September Mystery Plane was the German Pander S-4 Postjager.



In 1924, Henk Pander, a furniture manufacturer, took over the ailing Holland Aircraft factory, which, at that time, only had one aircraft to produce, the Holland H-2. That company had started in postwar 1919 and had produced several lines of biplanes.

Pander and his designer developed a series of airplanes that steadily progressed from biplanes to the 'modern' metal monoplane, featuring a great variety of engines from virtually every country that produced aircraft engines. Pander's last aircraft, and probably the most famous, at least in aircraft circles, was the S-4 'Postjager'. Built as a fast specialized mail plane (mail planes were all the rage in the late 1920's and early 1930's) it was meant to compete with such stalwarts as KLM, Lufthansa, etc. A tri-engine, it used American radials, was all metal, had retractable gear, and a comfortable, easy flying airplane. It was entered in the London to Melbourne air race in 1933.

The plane arrived in Allahabad, India in 36 hours, but had landing gear problems. After a 3-day delay for repairs it took off on October 26, collided with a tractor, burned and was destroyed. Such was the short happy life of the S-4 Pander. However, the S-4 had cost so much that the factory closed its doors. The company was eventually bought by Fokker Aircraft in 1954.

The Pander S-4 was powered with 3 Wright R975 Whirlwind engines that developed 420 horsepower. It had a wingspan of 54-1/2 feet, and a gross weight of 12,125 pounds. It was crewed by 2-3 and had a range of 1,800 miles. ☺

TCRCOnline.com

Use It!

Calendar

- | | |
|---------|--|
| Oct. 7 | SMMAC Fly-In
Owatonna |
| Oct. 10 | TCRC Membership
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington |
| Oct. 14 | Season Finale
Jordan Field
Mike Timmerman |
| Nov. 14 | TCRC Elections
7:00 PM at the
Membership
Meeting |
| Nov. 19 | TCRC Banquet
5:00 PM
Location TBD |

Fall Float Fly Blown Away

The 2007 edition of the TCRC Fall Float Fly which was scheduled for Saturday, September 16th had to be cancelled because of high winds.

The winds were high and gusty and put whitecaps on Bush Lake, forcing the action by the CD's for the event.

A few very hardy souls decided to brave the conditions and did put a few flights on their planes over the churning waters.

The next scheduled club float fly will be the Spring Float Fly at Bush Lake Park and it is planned for the second Saturday in May, which is May 12th. ☺

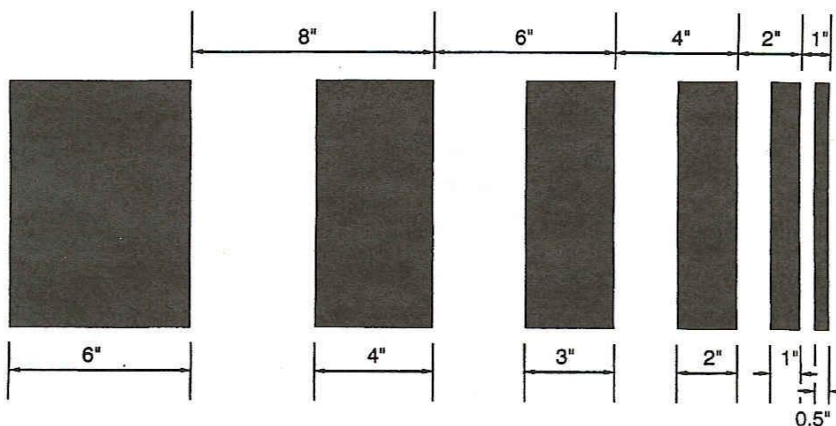
Estimating Altitude

Source Unknown

(Editor's Note: I received the following article from John Bittle. His comments are included as an introduction to the article.)

Jim, this could be an interesting and valuable bit of information for the newsletter . . . We use this with the sailplanes to vastly improve their visibility plus to judge altitude when flying in rising thermals. It is a valuable tool even with giant-scale planes . . . but for newer pilots with the smaller planes, where they are just developing the skill to track their plane for the first time, it is really a big help!
- John Bittle

Here is a rather interesting (some might say attractive) method of approximating the altitude of your model.



The stripes are mounted on the bottom of the wing, and they should be of a color which will contrast directly with that surface. In the air, simply see how many stripes are evident and look up the relative altitude range in the table below.

STRIPES VISIBLE	ALTITUDE
6	below 200'
5	200 - 400'
4	400 - 800'
3	800 - 1200'
2	1200 - 1700'
1	1700 - 2500'
0	over 2500'

Stripes width and the spaces between the stripes are somewhat critical. Any change from the measurements shown will of course adversely affect altitude estimates.

Smaller models may not have room for the largest stripe, but using the remaining five stripes will give a good estimate of lower altitudes. Just be sure to adjust the table accordingly. ©

Season Finale To Be October 14th

One of TCRC's nicest traditions is coming up on Saturday, October 14th – the Season Finale.

This is the time for lots of members and their families to come to the Jordan field to enjoy its beauty, to partake of a tasty meal, and to get in some flights before the Minnesota winter sets in.

This year's CD is Mike Timmerman and he is already promising some great weather for the event.

Another grand tradition that occurs at the Season Finale is the appearance of the Grim Reaper, who commits those hapless planes that did not survive the year, to the funeral pyre. As of press time the Reaper had not made contact with Mike or the editor, but we are still reasonably sure he will make his appearance.

Plan on attending the TCRC Season Finale on Saturday, October 14th at the Jordan field. ©

Mode I vs. Mode II - The Argument Closed

by Sherwood Heggen

The Mode I vs. Mode II controversy is getting really old. Something has to be said to get us out of this rut we are in over which is better or correct.

I commonly hear the new flyers saying, "What is Mode I or II?", because the radios they order come in one standard configuration which, unknown to them, is regarded as Mode II to most R/C pilots. So, what is the difference between Mode I and Mode II?

Mode I separates the aileron and elevator functions by having the right-hand stick control aileron and the left-hand stick control elevator. This allows individual input for very precise control without interaction between the two. Well, that's great for aileron and elevator but the idea of individual control falls apart when you realize the rudder and elevator are on the same control stick with Mode I. Here interaction can happen when very precise movement of rudder and elevator are required, particularly on cross-wind take-offs and landings.

The argument by some for Mode II is that it is more like full-scale flying. Mode II combines the aileron/elevator function on the right-hand stick just as it does with a joystick on a full-scale airplane. That holds true until you realize that some full-scale airplanes have yokes or wheels, not joysticks. On

the left-hand stick, the throttle works fore and aft as it does on the full-scale, but often the throttle is operated by a vernier control and it can be located on the right-hand side. Rudder on full-scale is controlled by rudder pedals - not a control stick.

Let's face it, flying models, regardless of the control stick mode, will never be the same as full-scale flying. And if no one has noticed, we are not actually flying; we are standing on the ground when all of this stick manipulation is going on.

So, what is the big deal about Mode I vs. Mode II? Let's put this whole silly, wearisome argument to rest. Does it really matter what the transmitter control stick configuration is? I think not! It all comes down to on what control stick configuration you learned to fly R/C. One appears to be as good as the other. Being a Mode I flyer for the past 40+ years, I find that hard to say with conviction, only because Mode I is comfortable for me.

Now, here is the meat of this topic. I think there is something unique about Mode I flyers. Mode II started to become more the standard, perhaps 35+ years ago. That means those who fly Mode I have stayed with this hobby even longer - four decades or more!! That is incredible! Think of the history and experience captured in these Mode I flyers. Many Mode I flyers were around before proportional control came on the scene and were probably flying multi-channel reeds or even earlier multi-channel relay equipment, the fore-runner to what we have today. That transmitter equipment then

required the R/C flyer to control aileron and elevator with separate switches - elevator on the left and aileron on the right, later known as Mode I. That was so long ago, there were vacuum tubes in the transmitters because transistors weren't fully incorporated yet in the equipment. It wouldn't be surprising if many of these guys had flown single channel escapements. Many of you newer flyers are asking themselves what an escapement is. Well, if you have to ask, you are in a different category than the Mode I flyer.

And now, here is the point. The way I see it, to fly Mode I is a Badge of Honor! Yes, a Badge of Honor! The Mode I flyer is one to be honored for his tenacity for sticking with the hobby, his skills from years and years of flying R/C, and his knowledge and connection to the history of R/C airplanes. And not the least, Mode I flyers are typically the senior citizens in the R/C flyer population and deserve the respect of those junior to them, if not by age, then by time in the hobby of flying R/C planes.

There it is, and it is settled! It is a Badge of Honor to fly Mode I! There is nothing left to say!

Attention, Mode I flyers! Stand, be honored, and be proud!

Salute!! Done!!



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.

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

The Beauty Of Giant Scale



Scott Anderson's very sharp Extra 540T enjoys the freedom of the skies as he puts the plane through its paces on its maiden flight on Sunday, September 25th at the Jordan Field. Scott was very pleased with how well the Extra flew and he had a great day for the occasion. ☺

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.

2006 Officers

President	Bill Jennings	952-440-6300
Vice President	Chris O'Connor	952-473-5210
Secretary	Pat Dziuk	952-445-3089
Treasurer	John Dietz	952-831-1257

TCRC Flare-Out

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