



August

Minneapolis, Minnesota U.S.A.

2008

3rd Annual Invitational Fly-In A Success

by Bill Jennings

The event, originally scheduled for June 14th, was postponed due to the surprise appearance of close to three feet of water on the field. The “flood date” of July 19th provided much better field conditions, although the grass was a bit tall. Dark clouds threatened the field early in the morning, but a brief period of light rain had ended prior to the scheduled start time. The rest of the day featured broken clouds and light to medium wind – *great* flying weather.



Everyone stopped to watch as Dave Schwantz readied his turbine-powered plane for flight. (Photo by Jon Perry)

After a brief pilots’ meeting, CD Bill Jennings got the event started about 10:30 a.m. The pit area was filled with a nice assortment of planes

that provided impressive flights for the spectators who came to watch. There were models from small electric powered foamies to gas-powered giant scale planes and everything in between.

A distribution of flyers at three area hobby stores and e-mailed invitations to five RC clubs helped to publicize this year’s event more than in previous years. Unfortunately, the initial dark clouds may have convinced many that it would not be a good day for flying. However, a quick headcount midway through the event tallied 38 individuals participating at the Fly In. We also had a nice showing of pilots from a number of area clubs. Pilots from MVRC, Tri Valley, St. Paul RC, Anoka County RC, Owatonna RC Flyers, and even two enthusiastic pilots from the Rochester Air Modelers Society (RAMS) came to display their flying skills at our field.

There were also a number of spectators who turned out to watch the flights. Several commented on the friendly atmosphere and the willingness of our members to answer questions. A few also indicated a future interest in joining the club. We’ll have to wait and see..... Dave Schwantz definitely had all the spectators looking skyward every time his turbine-

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From The Cockpit Of The President

by Scott Anderson



Don't you just love a Minnesota Summer?

The weather has been terrific and the flying has been plentiful. There is always something to do.

Our July 5th Field Clean-up day was a terrific success. We were able to clean up the field (after the June flood) in record time thanks to the direction of officers such as Steve Meyer, Jon Perry, and Larry Couture. Larry had brought a powered sweeper that made short work of the silt on the runways & pavement. A large number of members participated and were able to fly afterwards. Thanks guys!



Larry Couture removes the silt on the taxiways and runways with a nifty machine. (Photo by Scott Anderson)

Saturday July 12th Chris O'Connor & Steve Meyer hosted the TCRC Big Bird Fly-In. The parking lot was overflowing and the flight line was full of great looking big airplanes. This was not an event with requirements for size or scale but rather a fun get together. The wind was a bit of a challenge but most of the pilots got in one or more flights. The wind grew so strong it blew my Ultimate Bipe off of the starting bench. I learned that I need to tie down my plane when I am not holding it. The following Saturday the weather behaved and I missed the terrific Invitational Fly-In event hosted by Bill Jennings.

We're going to have several great events in August:

- **August 1st, 2nd, & 3rd** -- A TCRC band of brothers is heading up to Park Rapids this Friday to celebrate the 27th anniversary of this event. Marilynn Krekelberg and Scott Johnson are hosting.

- **Sunday August 10th** -- Scott Anderson is hosting the TCRC AMA RC Combat Meet at the TCRC Model Air Park. We'll have pilots coming in from Wisconsin to teach us about dog fighting using RCCA SSC class rules and Limited B class rules.

- **August 16th & 17th** -- Scott Anderson is hosting the TCRC Exhibit at the AirExpo-2008 at Flying Cloud Airport. We need volunteers to talk airplanes at the booth and we need airplanes to display.

- **Saturday August 23rd** -- MODEL AVIATION DAY 2008 at TCRC Model Air Park. This is our day to show off our aircraft and have fun. We would greatly appreciate your aircraft on display and your help that day. This is the second greatest gathering of Blue TCRC Shirts behind the annual Auction. Plan to make a day of it!

I look forward to seeing you at the field! ☺



Invitational Fly- In A Success

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powered Falcon 120 sport jet left the runway!

The only negative event of the day occurred when Butch Neutgens got his left thumb a little too close to the spinning prop on his Hangar 9 Corsair. He ended up in the emergency room in Shakopee but says he is well on the road to recovery and hopes to be back flying fairly soon.

Many thanks to all of you that helped to make this year's event a big success. Thanks to Mike Robin for donating the printing of the flyers; to Steve Meyer, Chris O'Connor, and Dave Varner for keeping the food flowing from the concession tent; to Jon Perry and Pat Dziuk for remembering to take a few photos; and a special thanks to Chris Varner for baking a huge batch of "melt in your mouth" caramel rolls. They were thoroughly enjoyed by the setup crew who managed to save a few for the guests.

See you at next year's
Invitational! ☺

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.

Ramblin's From The Right Seat

by Steve Meyer



Summertime in Minnesota and the local fly-in events are popping up like wild flowers at the field. TCRC hosted several events in July and we have several scheduled for August. This newsletter will have the upcoming dates of TCRC sponsored events. TCRC is not the only club in the area to have an open event that anyone can fly at and it is these events I encourage you to try out. Going to other R/C fields and flying with other pilots in the area can enrich your enjoyment of radio control and you meet some swell people to boot. David Andersen has been a good source for these other events and his emails are always welcomed. Many other local clubs have web sites so check them out.

While thinking about this article and the many kinds of events we have to fly at I have decided to tell you about a scale model anyone could build and fly at many of these events. This plane needs to be easy to fly and transport and easy to build (it can be an ARF). It can be flown with an electric motor for those electric events. The wingspan needs to be over 80 inches so it can be flown at giant scale events. The plane needs to be a model of a scale military airplane so it can fly at the warbird events. It should also fly well on skis and floats. What is this wonderful "do all" aircraft you ask? It's a Navy NE-1. This is a military version of a J3 Cub (the Army's were L-4 *Grasshoppers*). I chose the NE-1 because the plane's structure was unchanged from the standard J3 many even kept the "cub yellow" (no lightning bolt) and just added "US NAVY" and stars. My choice of kits would be Great Planes J3 Cub ARF with a wingspan of 81 inches and covered with a realistic-looking fabric material. You would remove the Piper lightning bolt and then add the Navy insignias to turn it into an NE-1. I would also change the landing gear to one of the scale type that is built for this size model then the landings become soft and "sweet". If you wanted to build a kit I would choose Sig Models J3 Cub 1/5th scale kit with a wingspan of 84.5 inches. This would produce a scale model of a NE-1 that you could fly at any event Scale, IMAA Giant Scale, Electric, Warbird, Classic, Float, and Ski or just a day at the field.

The program at the August meeting will be on servos and what we need to know to use them correctly.

Remember: Preflight your model each time you fly ... your plane's "life" depends on it ... and always have someone else help check over that new model before its first flight. ☺

Pictures From TCRC's Invitational Fly-In



CD Bill Jennings holds a pilots' meeting before the start of the 3rd Annual Invitational Fly-In.



Front row seats were the best spots to watch the beautiful aircraft soar through the air.



Rick Smith and Paul Doyle admire a very nice looking biplane at the Invitational Fly-In.



There was plenty of advice to be offered to the many pilots that attended the event.

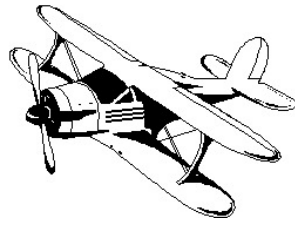


Steve Meyer works on his giant-scale airplane.



The concessions were great at the fly-in.

Show & Tell



by Jay Bickford

The monthly meetings continue to have some great new airplanes arrive for Show & Tell.



Scott Anderson had his Byron F4U Corsair which was powered by a Quadra 52 and had a Purr Power exhaust system. The plane had air retracts, an 87-inch wingspan and weighed in at 24 pounds. This plane originally belonged to Mike Prokop.



Prolific Paul Doyle had another electric model for S&T. It was a Phase III F-16 ducted-fan and was

done in Home Depot NASCAR color scheme. He estimates the top speed of the plane at 161 mph.



Paul also had an electric he picked up at the Sky Hobbies Swap Meet – a Demon that he said was very fast, in the 100 mph area.

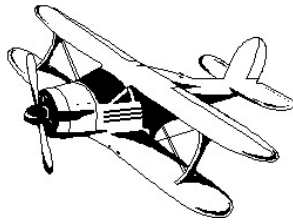


Conrad Naegele had a scratch-built ‘Scratch’ that he kitted from pull-out plans that were published this past winter in *Fly-RC* magazine. Conrad thinks he finished the plane in blue and red covering, and we didn’t have the heart to correct him.

Mark Wolf had a kitted Super Sportster 40 that was powered by an OS 40 FP engine (See picture on next page). He recovered this plane this past winter with Sig Coverall cloth and painted it with Stitz paint. It weighed in at 5 pounds. He has not flown it yet but plans to do so soon.

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Show & Tell



Continued From Page 5



Mark Wolf and his Super Sportster 40.



Newer member Tim Wirtz had a Cox Warlock that he built from scratch. He increased its size by 20% and it was his fist Monokote covering job in 7 years. He said he swore a bit, but the members thought it looked great. He made the canopy from a 2-liter pop bottle.

All photos by Jay Bickford.



MAD 2008

MODEL AVIATION DAY

Saturday *Join Us in Celebrating 51 Years!*

Since 1957 August 23rd 2008

11:00AM-3:00PM

TCRC Flying Park
18266 W. Sioux Vista
Jordan, MN

Food & Soft Drinks Available

COME JOIN US in the excitement and thrills of flying radio-controlled aircraft! Not only will you see these aircraft perform exciting maneuvers across the sky, but you will get a chance to try your skills in flying on a computer simulation, and then, actually FLY an aircraft YOURSELF! Demonstrations and Discussions will be held on checking out and preparing an aircraft for flight by Experts! Pilots will be flying all day!

Sponsored by: the Twin City Radio Controllers (TC/RC)
www.TCRCOnline.com

Contact:
Scott Anderson 952-934-1471
MAD@tcronline.com

TCRC Mowing Schedule

August 3 - 24

Jim Ronhovde
Reinvest In Minnesota (RIM) land

August 3

Orville Schneewind
Runway edges and north section

August 10

John Dietz
Runway edges and south section

August 17

Mike Timmerman
Runway edges and north section

August 24

Steve Meyer
Runway edges and south section

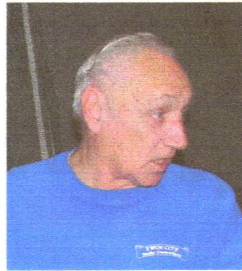
August 31

Jay Bickford
Runway edges and north section



Safety At The Field

By Larry Couture



Well here it is the end of July 2008 and time sure flies when you're having fun. Our field has been out water for a couple of weeks and some flying has been done. The Big Bird Fly-In and the Invitational Fly are history.

I did attend and fly in both events so here is the scoop. The Big Bird fly was a day of wind which just got stronger and stronger. I got in a couple of flights and then the wind was too strong for me but there were others flying all through the day. There were no mishaps or rule infractions to my knowledge. So a good time was had by all.

The Invitational Fly started as a cloudy and minor sprinkle day. I know this because David Erickson and I were the first ones up and we both landed early due to soggy air. The sprinkle finally stopped and the day got very nice for flying (low wind).

There were two safety incidents to report. The first took place when I was flying alone and Chris called out for take off. I acknowledged, and moments later a plane took off from right to left lifting in front of me at the flight stand and at the same time I saw Chris stop his airplane from entering onto the main runway for takeoff. No call was heard from the other pilot and his takeoff was in the wrong direction for the day's flight pattern. The quick thinking on Chris's part saved the day, so to speak. The other incident did not have a good outcome as one of our pilots was injured. An engine was being started on the ground with a tether on the plane (rope). Some how the plane had moved back and was not at the end of the tether, and when the engine started -- the result was the plane came forward and the starter's thumb was cut very badly by the prop. After help from other flyers he was taken to emergency for medical care. He is doing fine, has a few stitches and some throbbing, but time will fix it.

There were no rules broken in this incident but what did take place must be mentioned so that all others are aware of what one minor oversight can cause. This was a large-scale airplane and my suggestion would be to the club to try and make some flight stands for the big birds as I think that this type of accident is much less likely to happen on a flight stand.

I would like to welcome all new members at this time and suggest that you read the rules in the front of the roster booklet that you should

have received when joining the club, so that you are aware of the flight and safety rules of TCRC and of AMA. We all need to use these rules to keep our members and spectators safe and yet have fun with our fantastic hobby. I have been informed that these rules will be posted in the shelter area by the time this goes to press ----- (SO LET'S ALL READ THEM AGAIN)!

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.

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. ☺

Sky Hobbies Closed

Sky Hobbies in Richfield has closed because of organizational problems. Currently, all of the store's inventory is in the shop, but it is unknown at this time whether the store will be reorganized and reopen, or if it will have a 'going-out-of-business' sale and close permanently. ☺

Fly Often – Fly Safe

Park Rapids Fun Fly

by Scott Johnson

I am writing to extend an official, formal, TCRC invitation to attend the 27th Annual Park Rapids Fun Fly on August 1-3, 2008. For those of you who have never been to this event, give it a try! Here's the scoop:

What is it? It's a mini-vacation that club members have apparently been taking since the beginning of time.

What do we do? Club members, spouses and families usually start the drive to Park Rapids sometime on Friday. In the last few years, we've started a new Friday late afternoon/evening tradition. We gather at the Johnson cabin on Stony Lake SE of town for appetizers, refreshments and . . . float flying! (float flying optional) On Saturday morning we gather at a local restaurant for a hearty breakfast and then head to the beautiful Headwaters R/C Club grass flying field. The ladies good-naturedly watch a few flights and then head into town for shopping. If anyone brings kids, they can head back to the Johnson Cabin for swimming. The guys spend most of the day flying, weather permitting (it usually does). We then adjourn to Fun Fly HQ, the C'mon Inn, for a sumptuous catered banquet and awful jokes (no, wait, that's "awfully good jokes") by Jim Ronhovde, usually with unsolicited help from Jim Cook and Sue Sachs. On Sunday morning, we

gather again for breakfast and a few of us usually go back out to the field for a few more flights.

Where do we stay? Most people stay at FunFly HQ, the C'mon Inn in Park Rapids. It is quite nice. Pay attention, HERE IS THE IMPORTANT PART OF THIS MESSAGE!! If you would like to stay at the C'mon Inn and did not make a reservation last year, we/they need to know now! Right now, there is a block of 6 extra rooms currently reserved. The motel will not, however, keep them reserved for much longer. I will be up there this weekend and will check and see if they will hold them a few days into next week. If you want to come AND stay at the C'mon Inn, please call either me or Jim Ronhovde ASAP. I'll be in PR, but you can call me on my cell phone at 612-220-3642. You can call Jim at 952-854-9062. If you are interested in camping instead of motelling it, we have plenty of room to pitch a tent or even park a trailer at our cabin. Let me know if you are interested.

Why should I come? It's a great time, a good way to get in some flying and a great way to get to know other club members. I have been along for at least the last five trips and wouldn't miss it. Jennifer and I celebrate our anniversary every year at the fly-in. We would especially like for some of our younger (under 50?) club members to give it a try, so that we can keep the tradition alive for years to come.

Please feel free to give me a call with any questions. ☺

Dorothy Meckola Donation Total

The last RC items donated to TCRC by Dorothy Meckola, the wife of the late long-time club member Ed Meckola, have been sold on eBay.

Most of Ed's planes were sold at the TCRC Annual Auction held this past February. Sales from the Auction totaled \$850.

Scott Anderson felt that many of the items would sell better on eBay, and he took the time to list those items on eBay a few at a time over the past several months. Scott's plan proved to be correct and when the last item was sold, the total amount from the eBay auctions was \$1,200. Coupled with the \$850 from the TCRC auction, the grand total for all items was \$2,050!!!

A big thank you to Scott for putting in all of the time and effort on the eBay sales. Without his efforts the total would have been considerably lower.

TCRC thanks Dorothy Meckola for her generous gift of Ed's planes and RC accessories to the club. I am sure Ed is looking down and is happy that his RC equipment is helping another generation enjoy our hobby.

It is hoped that the club will earmark the proceeds for something very special to be done at the Jordan Field. ☺

Beech Model 35 Bonanza

by Conrad Naegele

The July Mystery Plane was the Beech Model 35 Bonanza.



The Beech Model 35 was the founder of a remarkable family of aircraft, not only for the fact that production of all types amounted to at least 15,000 units, but that the V-tail Bonanza stayed in production for over 35 years!! The prototype, distinguished by the unusual V-tail was to become an outstanding success, following the immensely popular Model 17 (Beech Staggerwing), and the Model 18, the twin Beech. Incidentally, when the prototype first flew, there were already 1,500 orders!

A cantilever, low-wing, all-metal monoplane, with retractable gear and seating for pilot and 3 to 4 passengers, the general configuration was to remain basically unchanged throughout production. The original had a swiveling nose gear. A steerable nose gear was provided in 1949 with the A35. It introduced the 'Magic Hand' gear that prevented retracting the gear on the ground and landing with the gear retracted. With some flyers nervous about the V-tail, Beech brought out the Model 33 Debonaire, with a straight tail. It had less horsepower and was a little cheaper.

Many variations followed, the F-33 A and C, a 6-seat utility model with double doors and even turbo-charging. The basic Bonanza and the many variations, and many engine configurations, were bought by many foreign countries, for pleasure craft, trainers, and even warbirds! Several models were configured to carry as much as 1,180 pounds of bombs.

The Bonanza had a wingspan of 33.5 feet, a gross weight of 3,400 pounds, a top speed of 209 mph and a service ceiling of 17,860 feet. ☺

2008 Model Aviation Day August 23rd

TCRC's biggest showcase to promote RC flying and introduce the hobby to people in our geographical area will be held on Saturday, August 23rd.

Last year's edition of Model Aviation Day was held in conjunction with festivities for TCRC's 50th anniversary, and the event had a very large attendance. It is hoped that the 2008 MAD will be just as large.

Scott Anderson is the CD for the event and he has indicated that we need volunteers and equipment for the following areas:

- Concessions
- Master of Ceremonies
- Lots of Display Airplanes
- Flight Demo Pilots
- Computer Flight Simulators
- Instructors, buddy boxes
- Tents, Generators
- Set-Up

MAD will be discussed at the August 12th membership meeting to help finalize details and personnel for the various areas.

If you are able to help or provide planes or equipment for MAD, please give Scott a call at 952-934-1471.

Let's make the 2008 MAD a grand event! ☺

TCRCOnline.com Use It!!!

TCRC Big Bird Fly-in '08

by Steve Meyer

Earlier events in June were cancelled because of water on the field and Chris and I were hoping it would go down and the ground would firm-up in time for our Big Bird Fly-in. By the first Saturday in July we were able to start our second field cleanup. I learned how to use the tractor to mow. Special thanks to Stan Erickson and Mike Robin for mowing the field. We were a week away and everything looked good except the weather forecast. We had two nights of rain at the end of the week and we had standing water on the end of the east runway which, thanks to a band of early arrivers, was swept off so the runway dried, although the infield on that end was still soggy as my shoes found out.

After arriving at the field and unloading two giant-scale aircraft and supplies for the concessions I learned that I had forgotten a part for my Super Cub so I called home and my wonderful wife Sandy and my dad brought the part to the field so I could fly the Cub. Sandy also helped Bill Jennings setup and sell concessions to the hungry fliers.



Bill Jennings, Sandy Meyer and Cush Hamlen run the concession stand at the Big Bird Fly-In. (Photo by Steve Meyer)

Wind was still a concern for the pilots even though it was blowing down the runway. The warbirds didn't mind the wind as much as my Super Cub did but we all flew. The fly-in drew 15-20 pilots and many more spectators. All had a good time in spite of the wind. Large aircraft seem to fly better in all conditions.

We hope to see more pilots next year because we've already ordered better weather. Chris and I want to thank everyone who helped at the Big Bird Fly-In because we couldn't have done it without you. We also want to thank all the pilots who flew at this year's event and we hope to see you next year. ☺

RCCA Combat August 10th

by Scott Anderson

Due to conflicting events in Detroit, the TCRC Combat Event has been changed to a single day:

**Sunday August 10th
Pilots meeting @ 9:45 AM.
We will be flying RCCA
LIMITED B and SSC classes. Any
AMA Pilot may compete.**

**There will be 6 rounds of SSC
class combat and 6 rounds of
Limited B class combat.**

**You can read the specifics by
visiting RCCOMBAT.COM.**

If you are not a combat pilot, don't worry you can participate and enjoy! We will need TCRC volunteers to act as spotters for the pilots to note when their aircraft cuts a streamer. It's a lot of fun and really cool!

Please note that SPAD GNATS are LEGAL SSC aircraft. They may not be as quick as others but they can still put up a fight!

Scott Anderson will have a limited supply of RCCA Regulation hard hats for new pilots and those who help out.

Call/e-mail Scott Anderson for details! ☺

Pictures From TCRC's Big Bird Fly-In



David Erickson gets an assist from dad Stan with his great looking B-25.



Great looking aircraft lined the flight line in Jordan at the Big Bird Fly-In.



Dave Schwantz's beautiful P-47 lifts off for a flawless flight.



Steve Meyer's giant-scale J-3 Cub and Spacewalker both flew at the Big Bird Fly-In.



Steve Meyer briefs the pilots prior to flight.



Guys, it's that way to the runways.

TCRC to Exhibit at AirExpo 2008

Scott Anderson has arranged to the weather to be beautiful during the Wings Of The North AirExpo 2008 to be held at Flying Cloud Airport on Saturday and Sunday, August 16th and 17th. The past two years has been socked in with rain and storms making the event a challenge. This year promises to be the best we've seen since 2004!

TCRC will have our traditional open air display on the ramp in front of Executive Aviation. As this is the largest aviation exhibition near our flying site, it is a natural for attracting new members and showing our stuff to the region. It is also a terrific advertisement for our MAD 2008 event the following weekend!

We need YOU to help:

Scott needs to turn in a roster of members who plan to work the display during hours. It gives free admission to the Expo and (if we get enough volunteers) time to wander the displays and parked aircraft.

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

The Gerry Dunne & Tom Thunstedt families have often worked the entire day. You can help them out by being there to let

them walk around to visit and see the aircraft.

We need your aircraft for display:

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

We'll see you at Flying Cloud Airport in the 16th & 17th! ☺

All Season Flyer Patches

AMA All Season Flyer Patches have been ordered for those who qualified in 2007. To qualify, an R/C pilot must take at least one flight outside every month of a calendar year. That means January through December. This is quite a feat to accomplish in Minnesota.

Those who have confirmed that they did qualify this past year are:

- Tom Thunstedt
- Tynan Thunstedt
- John Dietz
- Bill Jennings – 2nd year
- Pat Dziuk – 3rd and 4th years
- Rick Smith – 13 years

After the 10th year, there is not a patch until the 15th year. However, Rick is missing his patches for years 9 and 10.

It is hoped that the patches will arrive by the August 12th membership meeting so they can be awarded to these individuals at that time. ☺

Thanks For The Help And Concern

I would like to thank everyone that gave me a hand ... since I was lacking the use of mine at the Invitational Fly-In in Jordan. After 20 years of participating in this hobby I finally got myself. A number of events lead up to the mishap. I had just installed new struts on my Corsair and upon my first attempt to take-off, the plane nosed over like someone put the brakes on, resulting in a broken prop. Of course the new prop was a brand new one out of the bag, 3-blade, nice and sharp and without the painted tips. I did finally fly the plane, and afterward when it was time to put the Corsair away and I was in the process of defueling it, the dreaded THUMP happened. I caught some movement of the plane when I went to increase the throttle and instinctively went to grab it, forgetting that it was being held by a tail restraint and not going anywhere. I spent 6 hours in the ER, most of it waiting, but it looks like everything is going to be OK. No, I didn't lose any parts and am glad that it wasn't my right hand.

I especially want to thank Wayne Rademacher for giving me a ride to the ER in Shakopee. I know he was anxious to keep flying so I really appreciate his help. Also, Pat Dziuk and Cushing Hamlen for tending to my finger and my flying stuff. I know there were others, this is a great club and I know that everyone was concerned and I appreciate that and also appreciate the phone calls.

-- Butch Neutgens ☺

Micro Pylon Racing, Day 3

by Wayne Rademacher

Wow, where does the time go? We have already completed 3 of the 6 race dates scheduled for this season. Our 3rd race was held on July 13th probably one of the windiest days of the season ~20-25mph. Against my better judgment, I decided to push forward and hold the race anyway. The wind really added an element of excitement ... and unfortunately contributed to a few crashes. Downwind speeds for our racers clearly exceeded the 45mph rule, in-fact my little Corsair was clocked on radar at 89mph.

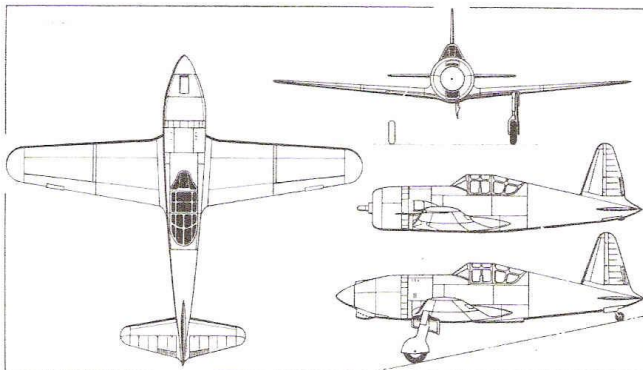
The wind didn't appear to affect Paul Doyle, he ruled the day, taking 1st place in every race he was in. Rick and I need to keep an eye on Paul, looks like he's positioning himself to take over the top slot. It is becoming clear that the pilots are really starting to fine tune there machines, this had to be the fastest, most competitive race to date.

I would encourage everyone to check out one of these races before the season's end it is as much fun to watch as it is to compete.

Current Standings

Racer	Race						Total Pts.
	#1	#2	#3	#4	#5	#6	
Rick Smith	24	23	21	0	0	0	68
Wayne Rademacher	14	19	25	0	0	0	48
Paul Doyle	0	14	24	0	0	0	38
Mike Burk	15	15	1	0	0	0	31
Kris Hanson	0	15	16	0	0	0	31
Gerry Dunne	0	6	18	0	0	0	24
John Dietz	0	14	4	0	0	0	18
Randy Etken	15	0	0	0	0	0	15
Pat Dziuk	7	1	0	0	0	0	8
Corey Kaderlik	0	0	0	0	0	0	0

August Mystery Plane



Calendar

- July 28-Aug 3 EAA AirVenture
Oshkosh, Wisconsin
- Aug. 1-3 Park Rapids Fun Fly
Park Rapids, MN
Jim Ronhovde
- Aug. 3 Micro Pylon Racing
Jordan Field
Noon Warm Up
1:00 PM Start
Wayne Rademacher
- Aug. 10 AMA RC Combat
Open B & SSC
Scott Anderson
- Aug. 12 TCRC Membership
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- Aug. 16, 17 Wings Of The North
Air Expo 2008
TCRC Club Display
Scott Anderson
- Aug. 23 Model Aviation Day
Scott Anderson
- Aug. 30 Pattern Practice
Jordan Field, 10 AM
Chris O'Connor
- Sept. 7 Micro Pylon Racing
Jordan Field
Noon Warm Up
1:00 PM Start
Wayne Rademacher
- Sept. 13 TCRC Fall Float Fly
Bush Lake Park
Jim Cook

**Is This A Great
Hobby Or What?**

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

Building Contest Ribbons



Most of the winners from the June Building Contest display the blue and red ribbons they were awarded at the July meeting. Best of Show went to Dave Schwantz and his beautiful turbine-powered jet. ☺

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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