



July

Minneapolis, Minnesota U.S.A.

2008

Building Contest Brings Beautiful Planes

by Jim Cook

The 2008 edition of the TCRC Building Contest is now history, and the club has seen lots of great looking aircraft added to its fleet.

The original scheduled date for the BC was May 24th at the Jordan field, but inclement weather forced that date to be cancelled. Instead the BC was held at the membership meeting on Tuesday, June 10th at CrossPoint Church. Champion Jay Bickford was not able to attend but appointed a very capable replacement in the form of vice president Steve Meyer.



Members at the meeting give the once-over to two planes in the ARF category. (Photo by Jim Cook)

There were about 20 planes enter in the judging categories: Sport/Pattern, Trainer, Scale, ARF and Small Electric. Each category winner would receive a gift certificate to Sky Hobbies for \$25. In addition, blue and red ribbons would be awarded to 1st and 2nd place in a category. And finally, an award would be given for 'Best Of Show'.

Steve gave every member in attendance at the meeting a ballot and ask them to vote for the best plane in each category and then to vote for the best plane overall. The group spent about a half-hour scoring the planes and then handed in their ballots. Chris and Mark O'Connor tallied the votes and proclaimed the winners to be:

Scale

1. MIG 29 by Dave Schwantz
2. Decathlon by Mark Wolf

ARF

1. Aeromaster Bipe by Scott Johnson
2. Superstar by Larry Couture

Trainer

1. Banshee by Conrad Naegele
2. Balsa Stick by Conrad Naegele

Continued On Page 3, Col. 1

From The Cockpit Of The President

by **Scott Anderson**



Happy Independence Day!

Summer is finally upon us and the field has emerged from the river again! The second flood was unforeseen but fortunately light. We'll be having a 2nd field clean-up day on Saturday July 5th so we can have the site ready for this month's events. I have some pictures from last month's clean-up showing the fun we had!



The field clean-up crew shows some organization as silt is removed from the runways after the first flood. (Photo by Scott Anderson)

I am sorry to say that I have missed the last two club meetings due to business travel. The travel is fun and the business is good but I'm missing the fun and camaraderie of our monthly meetings. I am basking in having a couple of weeks at home where I can get a plane or two ready for the upcoming Big Bird events hosted by TCRC members Chris O'Connor, Steve Meyer, and Bill Jennings.

I learned a bit more on big bird safety last week. I took my Great Planes Ultimate Bipe out to the Rich Valley RC flying site near Hastings to fly with some friends. We were pelted by rain but were on site in time to enjoy flying in the calm after the storm. My BME-50cc engine roared to life and the Ultimate was airborne in no time. I was shooting touch-and-go's in the grass when I noticed the engine would not idle. I pushed the stick for a go-around and found it would not throttle up either. I was

able to clear the trees and bring it around for a second try where I triggered the choke servo that I use as a dead-man switch and killed the engine to make a smooth landing. It turns out the throttle servo had completely failed. If I had not had a functional on-board engine kill I would have been forced to 'hard' land the aircraft to avoid hitting anything in its underpowered state.

I was very sorry for us to say goodbye last month to a good friend and member of the extended TCRC family. Many of us gathered in Orono to share memories of Lynn (Miller) O'Connor with Chris & Nathan O'Connor and Jim and Shirley Miller. Our best wishes to the family.

Think safety and I'll see you at the field! ☺

Scott's Ultimate Bipe



The Ultimate Bipe soars over the Rich Valley flying site.

This is the Great Planes Ultimate Bipe that Scott referenced in his President's Article. It is an ARF kit and it is gas powered with a BME 50cc engine which swings a Beila 22x10 carbon fiber prop. It weighs in around 15 pounds and is a very nice flying machine. ☺

Building Contest

Continued From Page 1

Sport/Pattern

1. Super Pacer by Sherwood Heggen
2. Something Extra by Corey Kaderlik

Small Electric

1. SE5A by Rick Smith
2. Hornet by Gerry Dunne

The plane voted 'Best of Show' was Dave Schwantz' MIG 29. This beautiful warbird was done in green and light blue camouflage and was powered by twin ducted fans. Especially neat was the job done to give the turbine exhaust ducts a heat-seared appearance. Dave built the plane from an HET kit and it even had air retractors. This Russian fighter was well deserving of the 'Best of Show' award.

Comments after the judging implied that all of the planes were well done and very good looking, and they were all eager to see each plane take its turn in the skies over Jordan.

CD Steve said that the number of entries were down from last year but felt that this was in part due to the event having to be cancelled earlier and then be rescheduled for the June meeting.

Thanks to all of the participants who brought their planes to the Building Contest. A special thank you to Jay Bickford and Steve Meyer for chairing the event. ☺

The Aircraft Judged 'Best Of Show' Was Dave's MIG 29



Dave Schwantz holds his beautiful Russian MIG 29 during the judging of the Building Contest. (Photo by Jim Cook)

Stuffing The Ballot Box



CD Steve Meyer collects the ballots after the judging in the Building Contest. (Photo by Jim Cook)

Pictures From The TCRC Building Contest



The 'Scale' winners Dave Schwantz and Mark Wolf with the MIG 29 and Decathlon.



The 'Sport/Pattern' winners Sherwood Heggen and Corey Kaderlik.



The 'Trainer' winners Banshee and Balsa Stick, both by Conrad Naegele.



The 'Small Electric' winners Rick Smith and Gerry Dunne with SE5A and Hornet.

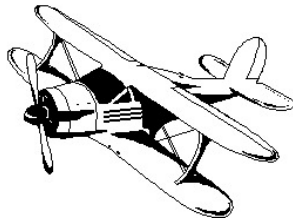


ARF winners Larry Couture and Scott Johnson.



Scott Johnson's Bipe gets close inspection.

Show & Tell



It was hard to sort out the 'Show & Tell' planes from the Building Contest planes at the June membership meeting.



Photo by Jim Cook

Wayne Rademacher had his latest electric at the meeting. This plane was still in the construction phase however. It was an ARF GWS P-38. Wayne had done considerable detailing of the foam fuse and wings and the effect was impressive. He said the plane would be painted, but not in military colors.



Photo by Jon Perry

Jim Cook had his newest electric at the meeting. This was an ARF Yak 54 electric 3D that he had

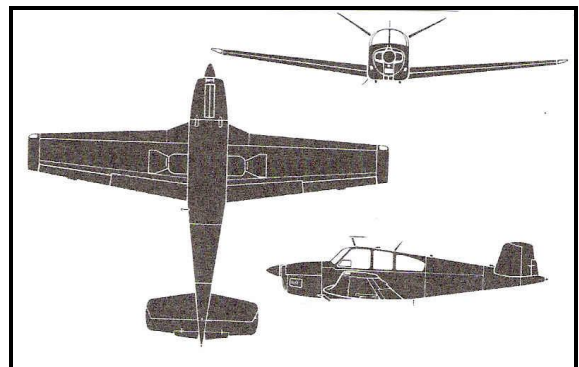
purchased at the TCRC annual auction this past February for \$100. He said the kit came with everything except the batteries and was very easy to assemble. The Yak had a Red, White and Blue sunray color scheme and seemed very powerful. He put an 11.1 volt 1300 maH lipo in the plane, but it took him a month to find one of the sizes that would just fit into the battery compartment designed into the plane. Jim has been working on the RealFlight simulator to learn 3D flying and plans on the maiden flight in the very near future. ☺

Newest TCRC Pilots



After our 1st Field Clean-Up Scott Anderson was able to give Benjamin Hamlen 3 flights and his dad Cushing 2 flights on their trainer. Both pilots showed good hand-eye coordination, ability to fly the aircraft safely where they wanted it to be, fly with others in the air, learn flight line etiquette and perform touch & go's in a windy environment. Both Cushing and his son Benjamin flew SOLO flights in gusty wind conditions with no buddy box connected. Congratulations! ☺

July Mystery Plane



Ramblin's From The Right Seat

by Steve Meyer



Sometimes when you break them you just have to fix them!

Some aircraft do not respond well to a crosswind takeoff..... I found this out the hard way. Two of my models (The Super Cub and P-6E) were damaged while trying to takeoff on a day that was too windy (and a crosswind). The resulting ground loops damaged the P-6E's tail and cracked its fuselage, and the Super Cub broke a wing tip and engine mount. I should have learned my lesson about trying to fly in the wind after the P-6E cart-wheeled. But what I did do that was right was I picked up all the pieces of both models. Then I was able to make templates to rebuild both models because I rescued these parts.

We often think our hobby is only about building and flying models and we forget how fragile they are and sometimes we have to rebuild after a mishap. Learning how to make templates and repairing aircraft may not always be fun....or maybe it is....but it is part of flying radio control aircraft. This is why I think we all need to build an airplane from a kit or scratch build from plans. What I have learned from building kits has helped me to reconstruct and repair these two aircraft that were out-of-production ARFs. Remember our hobby has three parts..... building.....flying..... maintenance/repair.



Some of the guys review three of the entries in the 'small electric' class at the TCRC Building Contest. (Photo by Jon Perry)

As the "honorary" champion of the building contest (thanks Jay) I want to congratulate all of you that participated. Seeing all of the different models shows me there are a lot of varied interests and model choices. The different classes were well represented although there may have been fewer than at last year's event. The small electric and scale classes contained the most aircraft and were the hardest to pick winners from. I have to say we have some really good builders in TCRC. Thanks to Chris and Mark O'Connor for helping count the votes. Now everyone can fly those models that they had been saving for the contest. I know there are many more models on the building boards that we will see out at the field this summer.

Two events I want to plug: First, Chris and I invite everyone from any club to the Big Bird Fly-In on July 12th at the TCRC Jordan field. This event is open to all AMA pilots with **LARGE** aircraft (they do not have to be scale). On July 19th Bill Jennings is holding his Flag Day Invitational also at the Jordan field. This event is open to all the clubs and any kind of aircraft (see Bill's June newsletter column for more information). We hope to see a lot of different models at this event in a variety of sizes.

Other clubs are also holding open events this summer which I will be attending if I can get my airplanes back in the air.

Let's hope for blue sky and low winds this summer and I'll see all of you at the field. ☺

**Let's See Those New
Planes In The Skies
Over Jordan!**

Micro Pylon Racing, Day 2

by Wayne Rademacher

We held Race #2 of 6 on Sunday June 6th. We must have pleased mother-nature, because she allowed the water to recede long enough for us to hold this race at our own field **J**. With any luck, we will conduct the remaining races at our field.

We had a spectacular turn-out; we started the day with 10 racers and quit a few spectators. Unfortunately, Randy and Corey crashed during the warm-up laps and Pat was out after the first race. Makes me wonder if we should all build back-up race planes **J**.

The total point standings after race#2:

Racer	Race						Total Pts.
	#1	#2	#3	#4	#5	#6	
Rick Smith	24	23	0	0	0	0	47
Wayne Rademacher	14	19	0	0	0	0	33
Mike Burk	15	15	0	0	0	0	30
Randy Etken	15	0	0	0	0	0	15
Kris Hanson	0	15	0	0	0	0	15
John Dietz	0	14	0	0	0	0	14
Paul Doyle	0	14	0	0	0	0	14
Pat Dziuk	7	1	0	0	0	0	8
Gerry Dunne	0	6	0	0	0	0	6
Corey Kaderlik	0	0	0	0	0	0	0

The weather was just about perfect, just a light breeze out of the northwesta big change from our first race where the wind blew the planes all over the course.

After a brief pilots' meeting to discuss the day's event, Rick Smith tached all the airplanes, insuring compliance to our 45 mph rule. After a few radio tweaks, all flyers were legal. To limit the number of planes in the air to 5, we flew two heats for each of the 6 races, making for a total of 12 races for the day. This worked very well, plenty of flying for everyone.

Although the racing was intense and competitive, we did not experience any in-flight mishaps, perhaps a little paint swapping....but no mid-air **J**. Kris was the exception, he flew straight into pylon #2 completely destroying his Spitfire. Our keen-eyed corner judge (Dave) did not let this go unnoticed....he quickly pointed the crash out as a pylon cut **J**.

This continues to be a very fun event; everyone sure seems to be enjoying himself. I personally am looking forward to our next event, as I am quite sure I can make up the point difference and pull into 1st place, leaving Rick in the dust!

I want to thank Jon, Corey, Dave and Randy for starting each race and keeping a watchful eye for pylon cuts.

The next race is July 13th -- come out and join us. ☺

New Members

Two more new members joined TCRC in June.

Paul Hirsch is a new 'old' member, having belonged to TCRC for many years prior to leaving the hobby for a period of time. Paul lives with his wife Jan at 1609 W. 131-1/2 Street in Burnsville, 55337. Their phone number is 952-890-3916 and his e-mail address is paulhirsch3916@msn.com.

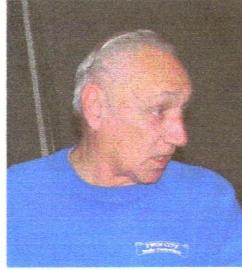
William Kelly lives with his wife Sandy at 10006 Maple Circle in Bloomington, 55431. Their phone number is 952-884-5489 and his e-mail address is wsKelly99@yahoo.com.

When you see Paul and William at a meeting or the field, introduce yourself and welcome them to TCRC. ☺

Next Pylon Race July 13th

Safety At The Field

By Larry Couture



Well, here it is the end of June 2008 and time sure flies when you're having fun!

Our field has been under water for a couple of weeks and some flying has been done at the fairgrounds for the second time this year. Dan and I have been there a couple of times all by our lonesome and got in some air time with no major mishaps.

I did get out to be a spectator at our field for the second set of pylon races. It was fun to watch and a few planes had mishaps of one sort or another. There also was regular flying being done in between races. This was the last day the field was dry BUT it appears that the water is leaving as I write this on the 24th day of June -- the river graph shows the elevation to be 18.09 feet which is below the 18.5 feet flood elevation for our field.

I assumed that there will be some need for cleanup again so be prepared to pitch in and get-'er-done.

I would like to welcome all new members at this time and suggest that you read the TCRC Field Rules and AMA Safety Code in the front of the roster booklet that you should have received when joining, so that you are aware of the 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.

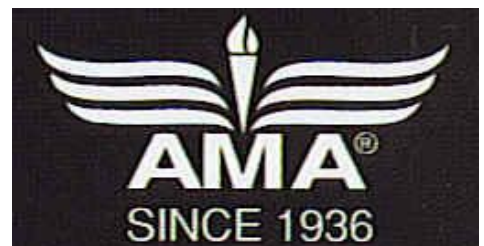
I did build a combat plane from the kits sold by Pat and Mike. I've tried to get it in the air but so far it has crashed three times. The damage has been limited to a broken prop. I will try harder in the near future and hope it will soon be soaring in the Jordan skies.

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 sticks 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. ☺

Calendar

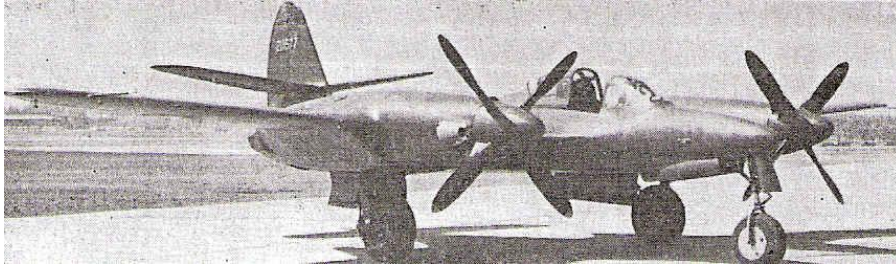
July 5	Jordan Field Clean-Up, 9:00 AM
July 8	TCRC Membership Meeting, 7:00 PM Fellowship Hall CrossPoint Church Bloomington
July 12	Big Bird Invitational Fly-In Jordan Field Chris O'Connor & Steve Meyer
July 13	Micro Pylon Racing Jordan Field Noon Warm Up 1:30 Start Wayne Rademacher
July 19	TCRC Flag Day Invitational Fly-In Jordan Field Bill Jennings
July 26	Pattern Practice Jordan Field, 10 AM Chris O'Connor
July 28-Aug 3	EAA AirVenture Oshkosh, Wisconsin
Aug. 1-3	Park Rapids Fun Fly Park Rapids, MN Jim Ronhovde
Aug. 9,10	AMA RC Combat Open B & SSC Scott Anderson
Aug. 23	Model Aviation Day Scott Anderson



McDonnell XP 67

by Conrad Naegele

The June Mystery Plane was the McDonnell XP 67.



The McDonnell Aircraft Company was formed in July, 1939 and immediately began studies for a long range fighter of unconventional design. The proposal presented to the USAAC featured new Allison V3420 supercharged engines buried in the fuselage, in pusher configuration, with long driveshafts, and right angle drives. The proposal was rejected, and McDonnell reapplied with a tractor arrangement, but now with Continental X 1430, with one proposal for a 75 mm cannon. The significance of the new design was that the whole plane was to be an airfoil!

The first prototype flew in January, 1944, for 6 minutes then had to land with faulty engines. On the 4th test flight, the plane's engines over sped and failed. On May 13, 1944, the flight was successful, but the pilot reported ground handling OK, climb rate was poor, acceleration low, and controls were very heavy, and it was underpowered. More tweaking, and now most problems corrected but lateral instability caused excessive 'Dutch rolling'. More redesign, and further fires damaged the plane. The powers-to-be decided that McDonnell was beating a dead horse, and cancelled all further development. At this stage of the war, newer, more useful planes were on the scene – the Hellcats, Corsairs, P51's, etc. not only had superior performance, but were cheaper.

The XP 67 had a wingspan of 55 feet, a gross weight of 22,114 pounds, a speed of 405 mph and a range of 2,400 miles. ☺

Park Rapids Fun Fly August 1-3

TCRC'ers will be heading north on August 1st for the 26th annual Park Rapids Fun Fly.

The TCRC chair for the event is Jim Ronhovde and the Park Rapids chair is Marilyn Krekelberg. The Headwaters R/C Club of Park Rapids is the host field for the event.

This is a very enjoyable event and usually about 20 or so club members and spouses make the trek. The C'Mon Inn in PR is where most of the members stay. In the last couple of years Scott Johnson has had the participants meet at his cabin on Stone Lake on Friday afternoon where Scott and Jennifer host a reception and several of the pilots bring a float plane for some flights off of the lake.

The trip consists of lots of meals of great food, a full day or two of flying at a beautiful flying site, and great camaraderie.

If you are interested in being a part of the 2008 Park Rapids Fun Fly, give Jim Ronhovde a call to get further details. ☺

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.

TCRCOnline.com

Your Connection To Your Club

Electric Fly & Camp Out Cancelled

CD Gerry Dunne valiantly tried to keep the Electric Fly and Camp Out from washing out, but ultimately had to give in to Mother Nature.

The field had just emerged from its latest tussle with the Minnesota River and the east end of the field still had evidence of the water's latest attack. He said it was definitely too wet to camp but hoped to at least hold the electric fly portion of the event. High winds around 20 mph were the final nail-in-the-coffin however and Gerry finally called the event off.

Thanks to Gerry for all his hard work and efforts. ☺

Lynn O'Connor



Lynn O'Connor, wife of Chris O'Connor, mother of Nathan O'Connor, daughter of Jim Miller and sister-in-law of Mark O'Connor passed away in June, 2008.

Lynn grew up around RC airplanes and enjoyed watching her father build and fly his beautiful creations. In the summer of 1969 she traveled to Sugar Hills in Grand Rapids, MN for a TCRC Fun Fly and met the love of her life, Chris O'Connor at the event. They were married in 1973, and she continued to share Chris' love of flight. In the picture above Chris and Lynn are shown with a Stinson Reliant, one of Lynn's favorite airplanes. In January, 2008 they celebrated their 35th wedding anniversary. Chris says, "She was my best friend and soul mate."

All of TCRC sends their deepest sympathies to Chris' family and to Jim's family in their loss of Lynn.



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SPAD Gnat Combat What A Rush!

by Mike Timmerman

TCRC recently held a Just-For-Fun Combat competition. I had never been to a combat competition before so I went to see what it was all about. I did not bring an airplane to fly but Scott Anderson let me fly his for a while to see what it was like. It was quite fun until I was involved in a midair with someone else. What a rush! See Scott's write up in last month's *Flare Out*. That short time in the air was all I needed to know that combat could be a lot of fun. I knew I had to build one or two of my own. See the PDF file at TCRCOnline.com for the plans and instructions to build a SPAD Gnat.

The airframe material cost is minimal so I bought enough to make 10 more. Thanks to Pat Dziuk for helping me assemble and cut up everything. In an effort to get more club members involved in combat, I offered to sell the remaining 10 kits for \$13 each at the June meeting. They were all snapped up immediately. The kit contains the fuse, wings, wing spar, tail feathers, motor mount-precut for an OS .15 LA, screws, control horns and printed instructions. The flight surfaces have the ailerons and elevator already precut. All you have to do is cut two holes in the wings to install the fuselage, make wing clips -- see the instructions -- add the engine and electronics and you can be ready to fly. I had three colors to choose from: blue, red, and yellow.

If you are interested in getting involved with combat then this is your chance to do so with minimal effort. Scott Anderson and Rick Smith have been involved with combat for a number of years and can offer numerous tips and tricks. It would be fun to get at least 6-8 more people involved and hold some more Just-For-Fun Combat competitions. ☺

Field Clean-Up July 5th

by Chris O'Connor

We are planning on a field clean-up for Jordan Field on Saturday July 5th. Start time is 9:00 AM.

Bring shovels, blowers, rakes, etc. The more that show up the faster we will be done and can fly!

Thanks for your help in advance. ☺

Volunteers Needed For Two TCRC Fly-Ins

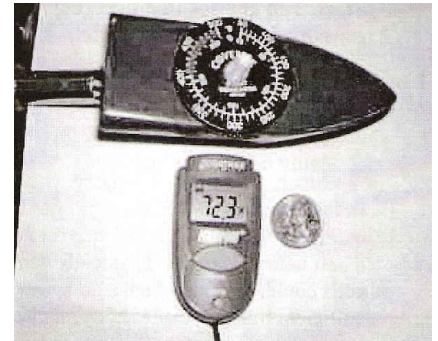
The club has the Big Bird Fly-In on July 12th and the Flag Day Invitational Fly-In on July 19th, both at the Jordan field. Chris O'Connor and Steve Meyer are chairing the Big Bird event and Bill Jennings is chairing the Flag Day Fly-In.

Both events are in need of volunteers to run or help in the concession stand. If you can be available for one or both of the events, please give Chris a call at 952-473-5210 or Bill a call at 952-440-6300. ☺

Flashpoint

Recently I purchased a new tool from my local hobby shop. It's called the Flashpoint and is distributed by Duratrax.

What is the Flashpoint? It is an infrared temperature gauge.



All I do is point the Flashpoint at the heat shoe and click the button. Instant reading. And it's very accurate. Interesting enough, even after dropping the Coverite gauge many times over its 25-year life, it is still accurate. Slow, but accurate. Okay, Okay, that's all I got for \$25 – a quick measurement and verification that my Coverite gauge was still accurate? No, not really. I intend to use it to keep track of the battery temperatures while charging and after flying my electric planes. I can even use it to adjust the needle valves on my gas engines. The little wonder even comes with a little lanyard to slip over your wrist so it's always close by when you need it. However, I can just visualize me having this think hanging from my wrist and getting caught in the prop. So, the lanyard is safely put away in the box it came in.

(Reprinted from *The Fly Paper*, newsletter of the TriCounty RC Club, Butler, New Jersey, John Donnelly, Editor.) ☺

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Clean-Up Crew (Take One)



This is the clean-up crew that polished up the Jordan Field after our first bout with the Minnesota River this year. Unfortunately, their efforts are going to have to be repeated again on July 5th after the river's return onto the field in late June. ☺

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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