



June

Minneapolis, Minnesota U.S.A.

2006

# TCRC Jordan Field Now Open

by Pat Dziuk



Pilots were quick to get the starting stations back in service at the Jordan Field. (Photo by Pat Dziuk)

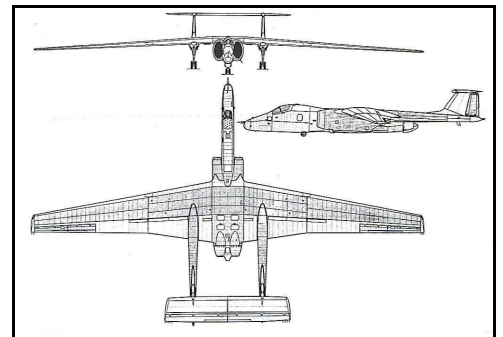
The TCRC Jordan Airfield is now open again. The water has receded off the field nicely and things are getting back to normal. The water was over the runways for 50 days. Mike Timmerman spent some time cleaning up the pit area, west taxi way and part of the runway. The silt lifts up pretty easily on the runway using a shovel and leaf blower.

About eight members enjoyed a beautiful sunny calm Friday at the field. Most were playing hooky from work. I hope my boss does not monitor this site.

The annual field clean up is now scheduled for Saturday June 3rd. Let's all come out and get our field in great shape again. Bring gas powered leaf blowers, curved metal snow shovels will work well to loosen up the silt on the runway, and, of course, brooms. If anybody has large water containers (5-10 gallons and some rags, we could use them to clean off some of the signs and benches.

As the saying goes – "Many hands make light work . . ." We'll see you on cleanup day on Saturday, June 3<sup>rd</sup>. ☺

## June Mystery Plane



# From the President's Hangar

by Bill Jennings

The field started to flood way back on March 31st, and has been under water ever since. Fortunately, we've had the use of the Scott County Fairgrounds as an alternate flying site while we waited for the water to recede. At the flood crest the water rose to over 26 feet, which covered the lower shingles on the shelter roof. That's the equivalent of over 8 feet of water on the field. The water receded almost to below the flood level at the end of April, but additional rain caused another surge that didn't fully drain away until May 23rd. The eight-plus weeks of flooding must be close to a record! (*Editor's Note: Actually, 1993 seemed to last forever!*) Hopefully, the damp conditions are behind us, and we can look forward to great flying conditions for the rest of the year.



**The shelter and the spectator fence sadly stick out of the flood water that covered the field this spring.**  
(Photo by Greg Woodgate)

Unfortunately, the lack of access to our main field has required the rescheduling of several events. We originally scheduled the Field Cleanup Day and Fly-in a month earlier this year for May 6th, which didn't happen due to the flooding. The new date is set for June 3rd, shortly after the printing of the newsletter. We *really* need to have a large turnout of members this year to help with the removal of silt and debris that the Minnesota River is sure to leave behind. Who

knows what treasure the river has left behind in its wake? With enough volunteers, the cleanup can be completed in a fairly short period of time, and we can all spend the rest of the day flying our favorite models.

The month of June provides two activities, one of which is a NEW event. Scott Anderson has canceled a third activity, the previously scheduled Combat Event on June 10th and 11th, due to work and family commitments. The annual Building Contest will now be held as a part of the June 13<sup>th</sup> Membership Meeting. The Building Contest provides the opportunity for the participants of this winter's Kit Building Workshop to show-off their completed projects and to compete for some prizes as well. The addition of kit-built entries will permit the competition to continue its original format as a contest to recognize the best kit builders in the club. Those members who have assembled ARF models will continue to compete this year in a separate ARF category, as we have done over the past several years. There is a new "People's Choice" prize to replace the Best of Show award from previous years. This will recognize a plane that may not win in another category, but is the voter's favorite.

I was really looking forward to the Combat Event, as my prior experiences occurred during my control-line flying days many years ago. I recall meeting up with my flying buddies and taping 15-foot crepe paper streamers to the wingtips of models we had grown tired of flying. We would put two or three planes in the air at a time and try to cut the streamers of the other planes. There were sometimes mid-air crashes causing hundreds of plane bits to come raining down over the area. If a model survived two aerial combat sorties, it would be doused with lighter fluid and flown one more time until it crashed in a blazing fireball. We apparently weren't as concerned for our safety in those days . . .

The new event is the first of a two-part Invitational Giant Scale Fly-in being held at our field on June 24<sup>th</sup> with the Southern Minnesota Model Airplane Club (S.M.M.A.C.) from Owatonna. To learn more about the event, check out the article elsewhere in the newsletter.

Until next month . . . see you at the field Cleanup Day! ☺



## TCRC Receives Generous Donation

by Bill Jennings

A little over a month ago, I received an e-mail message from a couple in Brooklyn Center who had some RC planes they wanted to donate to an area club. The message, from Mark and Rhonda Poland, went on to explain that her brother, Gary Coss, had passed away in late February of this year. He left behind some planes and assorted accessories that they wanted to find a good home for. Their only stipulation was that the planes not be placed into the hands of inexperienced pilots to be crashed right away.



**Gary Coss was an avid RC hobbyist.**

Rhonda explained that her brother was diagnosed with Mantle cell non-Hodgkin's lymphoma in February of 2003. Mantle cell is the type of lymphoma most resistant to treatment. The cancer first appeared in her brother's tonsils, which were removed in February of 2003. The cancer then eventually spread to his spleen. There is no cure presently available for this type of cancer. The best a patient can hope for is, through treatments, to have it go into remission for a period of time. Gary did experience a short remission and was able to return to work as a welder for seven months from November of 2004 through June of 2005 before the cancer reappeared again. Beginning in June of last year, Gary went through many cancer treatments, including chemotherapy and blood transfusions, and continued his battle with the cancer. In November of 2005 his spleen was removed and his health went downhill quickly after that. He experienced one health problem after another until his passing on February 22nd of this year.

Rhonda shared with me that her brother always liked being outdoors. He enjoyed sitting around a campfire at night and watching the skies for satellites or shooting stars. Gary also loved hunting, fishing, and observing wildlife, but he especially loved to work with his hands. One

of Gary's hobbies involved building and racing radio-controlled cars. During the last few years of his life, he also discovered a passion for building RC airplanes. Due to his rapidly progressing cancer, he was only able to get out and fly his trainer model one time, but continued to work at building planes when his health permitted.

His family has chosen to donate Gary's planes and equipment to our club in his memory. They made the decision as the result of browsing our website. Since one of the planes is a 40-size trainer, I'm sure we will put it to use right away in training novice pilots using the Buddy Box system this summer. I've explained to the Poland's that this technique allows an experienced pilot to take control of an aircraft whenever necessary to avoid a crash.

After getting to know the Poland's a bit more, I really feel a sense of sadness that their brother and brother-in-law never had the chance to fully experience the pleasure of flying. It's also obvious that Gary could have benefited greatly by the support provided by an active RC club. Had we known earlier, a few TCRC members could have helped with the ground handling of Gary's models and arranged for some buddy box flights when he was no longer able to fly on his own. I'm sorry for his family's loss, and that I didn't get the chance to know Gary personally. It's apparent that he was a skilled builder, and could have contributed much as a member of TCRC. I've promised the Poland's a copy of this article. I've also extended an invitation to them to visit the field this summer. I'm sure they would enjoy seeing one of Gary's planes take to the air. ©

# From The Co-Pilot's Seat

by Chris O'Connor

My ears were burning. I knew it was time for the dreaded newsletter article. Here goes:

It looks like the flying season is upon us and the field appears to have the water off of it according to the river monitor at Jordan. I'm sure it's still somewhat wet. However some of the guys have already been on the site to fly.

With the popularity of electrics, flyers are going to neighborhood parks to fly. That's very convenient, but potentially dangerous. In an uncontrolled setting like that you have no idea who or what may suddenly be in your way or in the path of your airplane. The sad thing would be that someone gets hurt and if you have AMA, is that insurance going to cover you, or if you're not an AMA member what would protect you then? We have a great flying field and great members, so let's take advantage of both.

Our program for the June meeting will be the building contest. Let's see if we can fill the entryway of the church with airplanes! All those aircraft that were built at the winter workshops should be there as well as many others. Remember that even if you built your plane sometime in the past, you can still enter it as long as that plane wasn't entered in a previous building contest, or if it was but 50% of it is new, you can still enter it. Under the ARF

category, if Larry Couture enters his planes he could fill the church by himself. Let's all bring at least one plane and have the biggest turnout ever.

Our July meeting will feature the ins and outs of owning and flying R/C helicopters, presented by Dave Schwantz. Dave is an excellent flyer and his insights on helicopters will be exciting and informative. I'm sure after Dave gives his program many of us, including me, will want to jump into helicopters. Dave also gave the program on jets earlier in the year, so expect another outstanding program.

Our August meeting will feature Bob Savre on electric flying. Sorry for the delay, since this presentation originally was going to be earlier in the year, but due to conflicts the program had to be postponed a few times. Bob should be at our August meeting. More on his program in the next newsletter.

I'm sorry I missed the last meeting due to family birthdays, but thanks to Dave Anderson on an awesome program on aerodynamics and airplane design.

Have you ever wondered what Mode 1 is and why people still fly that way? Well, people that fly Mode 1 wonder why anyone would fly Mode 2. It must have been a conspiracy by radio manufactures to make mode 2 standard, what were they thinking. If you didn't know, Mode 1 is rudder and elevator on the left stick and throttle and aileron on the right stick. The two main controls --elevator and aileron -- are separate and seem

easier to fly that way -- at least it does to me. Mode 1 was a natural transition from Reeds to proportional. With Reeds the transmitter had five to six spring loaded switches that you had to toggle or beep to get the servo to move. There would be a switch for every channel. The switch was either on or off, so that's why you had to beep the switch to get just a little servo movement. So can you imagine if the elevator and aileron were on the same side it would be impossible to hold the transmitter and beep those to switches at the same time. When proportional came out which is what we have now, two controls on the same stick at the same time are possible. So many of the modelers that have been flying since the 60's still fly Mode 1. Europe does also. I guess I have just let our little secret out on the best way to fly.

That's it for this month – let's go flying! ☺

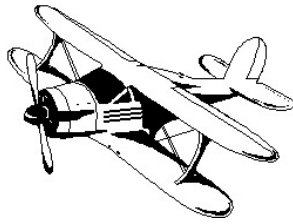
## New Member

In May, Ron Mayer became TCRC's newest member.

Ron lives with his wife Judy at 1055 Ridge Street in Jordan, 55352. Their phone number is 952-492-3975. His e-mail address is [rmayer1@prodigy.net](mailto:rmayer1@prodigy.net). Ron has been flying Mode 1 off-and-on for four years and currently has a Thunder Tiger trainer on channel 13.

When you see Ron at a meeting or the field, be sure and introduce yourself and welcome him to TCRC. ☺

## Show & Tell



Lots of nice planes at the May 9<sup>th</sup> membership meeting.



Bill Jennings led off with a plane that was donated to the club and will be sold by silent auction at the July meeting. This plane was a Viper 500 V-tail which is a member of the Quickie family. It was done in red Monokote and was powered with an OS 40 LA engine. It included all servos and even a receiver, although it was not known what channel the receiver was on. After publication by e-mail, the website and the newsletter, this will be offered for bid via silent auction at the July meeting.



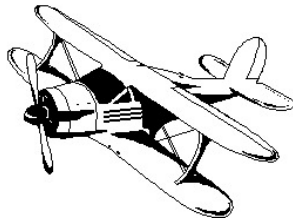
John Dietz had a Sig Something Extra at the meeting. The kit had been sitting in John's basement for about 3 years before he got around to building it. It was done in teal blue Monokote with white trim and was powered with an older OS 45 engine. This plane has a fully symmetrical wing and should be pretty aerobatic. John explained his numbering system to help him keep the computer radio designation straight. The plane was designated N162JR which denoted channel 16, model #2 in the JR radio. It hasn't flown yet, but will probably do so at the TCRC Building Contest.



Newer member Jon Perry had a nice looking Tower Hobbies Voyager ARF. He had seen Larry  
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## Show & Tell



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Couture's Voyager at the Kit Building Workshops and decided it would be a nice first plane for him. It was powered with a Tower 46 engine which he got from the TCRC auction, and was done in red with blue and white rays on the wings. Jon is planning on flying the Voyager this summer after he solos.



Sherwood Heggen had a very nice AAMCO SportMaster which he built from a kit that had resided in his last three houses over the past 25 or 30 years. This low-wing sport plane was on white floats that he had fabricated from foam with balsa covering. The plane was done in Century 21 fabric that had been

painted with Rustoleum. The fuse was red and white and the wings were white with red and black trim. It was powered by a 60 Super Tigre and weighed in at 9 pounds. It had not flown yet, and unfortunately would not be at the Spring Float Fly this month.

Dave Kurschner was present with the third plane he has built. This was a Showtime 4D ARF that was done in purple, white, yellow and red and was powered with a Saito 125 4-stroke engine. This 3D plane had its maiden flight about one month ago at the Jordan field. He said the control surfaces were pretty touchy but it flew well. On its second flight, the engine died and he also lost some nose weight which caused the plane to drop out of the air from about 10 feet when it was over the runway. It sustained some serious damage to the underside of the fuse and wing and his inclination was not to repair. Scott Johnson got him to reconsider and after considerable time, the repaired plane had its maiden flight at the Fairgrounds on Sunday, May 7<sup>th</sup>. It flew well, was very responsive and did nice knife edge and inverted flight.





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# Safety At The Field

by Larry Couture

For this month's article, I have the details of the RC accident that involved a man getting hit by a 40%-scale aircraft flying at full throttle. This accident happened to Casey Rowe in 2004 and he is interviewed by Jeff Cottrell a few months after the accident.

## An Interview With Casey Rowe

by Jeff Cottrell

Have you heard about the RC accident that occurred in 2004 that involved Casey Rowe? There have been postings all over the internet about 'what happened' and what many think will come from the event. Stories of this event have been told, some not at all factual, and some completely wrong.

I went to the D.O.G.S. (Dayton Ohio Giant Scale) show in September, 2004, and ran into Casey. Since the beginning of all the rumors, I have had the need to hear and spread the true story. I asked Casey if he would be willing to do an interview so we could not only get the truth out there, but also to make people aware of safety issues. I think Casey was almost waiting for the opportunity as it was apparent that he had the need to tell the real story. I could sense a little anger in his voice (understandably so) as he told me he wasn't happy about some of the stories that were spread with little or no factual content. Casey has graciously given me the time to ask him a few questions and help set the story straight. I think we ALL need to listen to the words from his experience and reconsider our personal safety methods.

*Casey, what really happened?*

"We were at a picnic at our friend's home. He has over 85 acres of flying space and we have flown there hundreds of times. The plane in question that hit me was a 40% Miles Reed Design Pitts Special with a 3-W 120 with a carbon fiber prop. This plane had been flown 10 or 12 times prior to the accident."

"Bryan was flying the 2nd or 3rd flight of the day, and he had been in the air for about 7 minutes or so. I heard

Bryan call out, "I don't have the plane!" Over and over he yelled. Naturally, I thought the plane would go down fast into the lake that he was over, but it didn't. I was standing near my tent, probably around 150 feet away from where Bryan was flying. Everyone thought it was down in the water. The plane then went into a left hand knife edge, kept flying and did another left hand turn over a pole barn. At this time, I saw the plane heading towards a large tree line (TO CRASH), but it didn't. Instead it made another left hand turn, and then another. This put it on a direct path to my chest area. I had a split second to leap forward. It was still in a knife edge turn. The prop hit me in my lower back, almost reaching the kidney and spinal areas. It then worked its way all the way down my right leg, where it almost severed the leg off."

"We figured the plane was traveling around 60 to 70 MPH when it struck me. It hit me so hard it knocked me out of my shoes! All the guys were there for help. Bryan stopped the bleeding from my back area, while Nick Yuhasz applied a tourniquet above my knee to stop the bleeding from my leg. I was then put on the helicopter to be transferred to Cleveland Metro Hospital."

"The best surgeons were on hand to re-attach my leg with lots of pins. The doctors said that I have a good chance for a good recovery. I spent 3 weeks there. Now I am home, trying to get my strength and some weight back. I have lost over 251bs. so far . . ."

*What safety devices did the aircraft have on board?*

"Jeff, there were no safety devices on board, just brand new equipment, everything was new. JR FM receiver, switches, extensions and new batteries. Top grade stuff, all digital servos. This plane was a great flyer."

*Were all possible safety measures taken prior to the flight that caused the accident? Were the safety devices used?*

"YES, pre-flight test was conducted, range check, battery, connections, etc."

*Obviously, this was a very freakish accident. Much of the equipment that we are using on these model airplanes is good quality stuff, but no matter what there will always exist the chance of similar accidents. What can we do to reduce the chances of such accidents?*

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# Safety At The Field

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*What sort of devices can (should) we install in our aircraft to prevent such accidents?*

“To reduce the chances of this type of accident ever happening again, we as modelers and hobbyists, should never take these planes, even the smaller ones, for granted. These planes can be deadly weapons, and should be treated as such. I have spoken to some AMA and IMAA officials and they agree that a fail-safe method, to shut the engine off, is going to be mandatory soon. Any large scale plane, 80” and above wingspan, will have a fail-safe system on board. I also talked with Mike McConville from Horizon Hobbies. He told me that they are releasing a cut-off, for all planes, for a small amount of money. This device means that everyone won’t have to buy a PCM type receiver. This is going to be great for the Hobby. I am excited about this. Remember, we want the motor TO STOP and the plane fall to the ground rather than lock in at wide open throttle, like what happened to me . . .”

*When you and I spoke in Dayton, you mentioned that you would like to see people stop using CARBON or other composite propellers when not used for competition. Could you explain to us how you feel this will help in the prevention of serious injury?*

“Yes. I would like to see more modelers using wood props instead of carbon fiber. Just for the fact that, if I had gotten hit with a wooden prop, I think it would have broken up when it struck my back area and would not have cut thru my leg, like a chain saw. Carbon fiber props should be used for competition purposes. Don’t get the wrong idea, they do give a little extra pull and holding power, but will you really miss it at your local flying field??? I don’t think so. Remember, this is my opinion only. Give it some serious consideration.”

*So many people fly these models without using all of the features that are provided with the radio systems -- i.e. fail-safe . . . Having been through this unfortunate accident, what would you like to say to everyone about safety and our hobby?*

“I would like to say to everyone that flies radio controlled aircraft:

“Please, don’t take this hobby for granted . . . (ever) Fail-safe is great for every model, 40 size and up. These planes will kill, let’s remember this. When you see the fail-safe systems in the magazines, please install one in your plane as soon as possible. It might save a Life. It could be someone you know. I think I was granted another chance (from GOD) to be a part of passing on to others what I feel about safety in our hobby. I am getting stronger every day, looking forward to next year’s flying season, and seeing some of you at some flying events . . .”

“Thanks Jeff, for everything. Let’s all promote SAFETY, every day . . . Your Pal, Casey Rowe.”

My thoughts after having this interview with Casey:

One of the things that we all need to set straight right now is this: The safety devices that we SHOULD be using are not there to save the plane. These devices are there to SAVE OURSELVES. Do not set your fail-safe up to keep the plane in the air until you can regain control, but rather set it up to keep fellow pilots and spectators safe. I know for a fact that many of us invest a small fortune in these planes and we have the desire to protect our investments. First and foremost we need to protect one another.

I only spoke to Casey for a short time. While I was sitting there speaking to him, his FRIEND Bryan was right there. I think many of us might have had some hostility toward the person who owned the plane if we were in Casey's shoes. The fact of the matter is, Casey understands that it was an accident and that Bryan was not at fault. These guys are the best of friends. Bryan was right there for Casey in the worst of times. Thankfully, Casey is still here to tell the story and to raise the level of awareness. While many of us may never have had the desire to return to the airfield, Casey was right there in the middle of the action this weekend at the D.O.G.S. show. Unable to walk, the event staff picked him up in a John Deere GATOR, took him to the flight line and had him out there flying with some fellow pilots.

Casey mentioned to me that the accident has made him weak and he needs time to regain some strength. CASEY, all I can say is that for you to be there near all of those airplanes this weekend took more strength than what many of us have. Wishing a speedy recovery for you and a safe flying season next year!



# Fairgrounds Serves TCRC Well This Spring

by Bill Jennings

Due to the flooding over the past month, the Scott County Fairgrounds was our flying site for 50 days. There are a few changes that you should be aware of related to our use of the fairgrounds field:



**The Fairgrounds flying site as seen from the eye of a Slow Stick.  
(Photo by Jay Bickford)**

Due to the fact that the Scott County Fairgrounds Board has requested better utilization of the fairgrounds property we may experience some blackout or no fly dates this year. Our agreement this year is such that the fairgrounds can schedule other events that will use the parking lot we normally fly in when flooded out to generate more revenue. They will try to avoid the dates in which we have scheduled flying events such.

You can checkout our website at [www.tcrconline.com](http://www.tcrconline.com) or the Scott County Fairgrounds site at [www.scottcountyfair.com](http://www.scottcountyfair.com) to see if there is an event scheduled that prevents us from using the alternate site when our main field is flooded. Hopefully the water will stay down and this will not be an issue for us the rest of the year.

Also, our agreement this year is no longer a fixed \$1000 or \$500 per year fee as it has been in the past. It is now a pay per use fee of \$15 per day whenever one or more of our members use it to fly. The accounting is on the honor system. If you fly at the fairgrounds, please notify our

treasurer - John Dietz via email at [treasurer@tcrconline.com](mailto:treasurer@tcrconline.com) or via phone at 952-831-1257 and let him know you flew on a particular day. John will keep a running tally of the days and will issue the Scott County Fairgrounds Board a check at the end of the season. Jim Luce at the fairgrounds also said that if you go out and fly one flight and crash or decide the conditions are too windy, pack up and go home, that does not count as a fly day unless others stay out and fly more. Just use your judgment and common sense. We want to maintain our great working relationship with the fairgrounds.

Also, there is now a steel cable fencing around most of the field. In order to park in our normal pit area, you will need to take a left as soon as you enter the property and then a right just after the cable fence ends. You can drive on the grass up to our normal pit area.

Flying should take place facing east. Please avoid flying over the house and farm that is across the road to the south east. The owner does not want us flying over his air space.

Please pass the word to other members that don't have email.

Fly Often and Fly Safe!



**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.**

# Invitational Giant Scale Fly- in June 24th

by **Bill Jennings**

First, a little background history: I attended an event last summer that turned out to be one of the year's highlights. It was the 1st Annual Northern Alliances Military Fly-In, and was sponsored by the Southern Minnesota Model Aircraft Club (SMMAC) of Owatonna. I learned of the event through a flyer displayed at Hobby Warehouse about two months in advance. Only 3 or 4 TCRC members attended the 3-day event, but those of us who were there still smile at the mention of it.

When I attend a 1st Annual "anything", I'm prepared to be a little disappointed. It usually takes several years and lots of work for an event to become well organized. However, this event appeared to have been maturing over many years. SMMAC was formed only about four years ago. Their flying field is well laid out and has a 1200-foot simulated asphalt runway with well maintained grounds and lots of lush grass. A large field house/hangar, gas grills, and 120 volt AC / 12 volt DC power outlets every 15 ft. along the flight line are just a few of the amenities provided.

I was even more amazed to discover that approximately 60 pilots from a five-state area had arrived for the event. For a relatively new club to successfully host an event of this size was certainly impressive. There was an

amazing assortment of warbirds covering both World Wars, and some truly "giant scale" models in the 15-20 foot wingspan category. The flights were well organized with like models being flown in formation at times. I can't begin to describe the sight and sound of four giant scale P-51's in formation making a low-level simulated strafing run along the runway. There were as many as six planes in the air at a time, and all the pilots were getting lots of flying time. It was obvious that a lot of hard work and planning had gone into organizing the event.

I thought that TCRC members should have an opportunity to visit this field and meet some other flyers from the area. After several discussions with their club officers, two events emerged:

The first event is a Giant Scale Fly-in to be held at our field on Saturday, June 24th. SMMAC members have visited our website and are looking forward to flying at our field. With some good weather this should be a fun event. The grill will be cranking out hot dogs and maybe a few hamburgers... So head out to the field and meet some great guys from a neighboring club!

The second event will occur the following weekend on Saturday, July 1st, with TCRC members invited to attend a reciprocal fly-in at the Owatonna field. There will be maps and directions available at the June 13th meeting and additional information posted on our website in advance of this event.

By the way, SMMAC has scheduled a 2nd Annual Northern Alliances Military Fly-in for this

coming August 11th - 13th. If it's even half as good as the 1st Annual event, you won't want to miss it! Go to their website at [www.smmac.com](http://www.smmac.com) and scroll down on their home page for some photos of their field. They also have a pictures link with lots of event photos. ☺

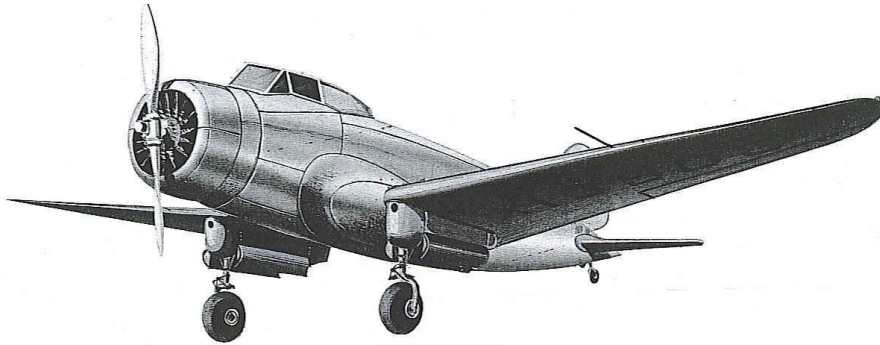
## Calendar

- |                   |   |
|-------------------|---|
| <b>June 3</b>     | <b>Jordan Field Clean-Up &amp; Fly-In<br/>10:00 AM</b>  |
| <b>June 13</b>    | <b>TCRC Membership Meeting, 7:00 PM<br/>Fellowship Hall<br/>CrossPoint Church<br/>Bloomington</b> |
| <b>June 13</b>    | <b>TCRC Building Contest, 7:00 PM<br/>CrossPoint Church<br/>CD: Jay Bickford</b>                  |
| <b>June 24</b>    | <b>SMMAC Giant-Scale Fly-In, Jordan Field<br/>CD: Bill Jennings</b>                               |
| <b>July 1</b>     | <b>TCRC Field Trip To SMMAC Field<br/>Owatonna RC Club</b>  |
| <b>July 8,9</b>   | <b>Electric Fly-In &amp; Campout<br/>Jordan Field<br/>CD Gerry Dunne</b>                          |
| <b>July 18</b>    | <b>3<sup>rd</sup> Qtr Board Meeting</b>   |
| <b>July 25-27</b> | <b>Oshkosh EAA Air Show &amp; Fly-In</b>  |
| <b>August 4,6</b> | <b>25<sup>th</sup> Annual Park Rapids Fun Fly<br/>CD: Jim Ronhovde</b>                            |
| <b>August 12</b>  | <b>Pattern Fun Fly<br/>Jordan Field<br/>CD: Chris O'Connor</b>                                    |
| <b>August 19</b>  | <b>Model Aviation Day &amp; Open House<br/>Jordan Field<br/>CD: Scott Anderson</b>                |

## Clark G. A. 43

by Conrad Naegele

The May Mystery Plane was the Clark G. A. 43.



A little known but yet successful aircraft during the period of 'high performance single-engine American transport' 1929 through 1936 was the Clark G. A. 43.

This aircraft was a very advanced transport, contemporary with planes such as the Consolidated Fleetster, the Northrop Delta, and the Vultee V-1, but strangely, the 43 met only limited market success. A low-wing, all-metal design with retractable undercarriage, a respectable speed, it utilized a combo of traditional and flush riveting. Flush riveting was used, but still was more work and cost than usually warranted.

The 43 had a protracted development phase, but it first flew in 1933, and only 4 production models were produced. One went to Western Air Express, later Western Airlines; one went to Columbia S. A.; and two went to Swiss Air. One crashed in 1935, and for some reason the rest were all scrapped, even though the cause of the crash was never determined.

According to the pilots, both crew and passengers were very comfortable, the plane was stable, easy to fly and quite speedy. At this point, twin-engined planes were coming on-line and carried more than twice the number of passengers.

The 43 was powered by a Wright Cyclone SR 1820 9-cylinder radial engine that developed 720 horsepower. It had a wingspan of 53 feet, a gross weight of 8,763 pounds and a range of 500 miles. It carried a crew of 2 and 10-11 passengers. ☺

## Silent Auction Scheduled

by Bill Jennings

At the April 25th TCRC Board meeting, a discussion was held as to how the club could make the best use of the recent Poland family donation. A decision was made to add the 40-size trainer, flight box and accessories, and Flight Simulator software to the club's inventory. They will provide a nice upgrade to the existing "well-used" training equipment and used to train novice pilots. The rest of the donated items will be auctioned as a fund-raiser with the proceeds added to the club treasury.

The plan is to place all of the donated items on display at the July 11th meeting and allow the members in attendance to bid on the items. This will be a "silent" auction with bidding slips provided. The results will be tallied and announced at the end of the meeting with all items going to the highest bidder. If any items draw no bids they will be sold either on eBay or at next year's Annual Auction.

Members wishing to donate additional items (c'mon we all have a few things that we'll *never* get around to using) can add them to the collection. This is a wonderful opportunity to make room for more stuff in your basement and benefit the club treasury at the same time. ☺

**Building Contest At The Meeting June 13th**



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## Water Water Everywhere!



TCRC member Pat Dziuk's daughter Emmy sits in the shelter at the Jordan Field on May 18<sup>th</sup>. On this day the Minnesota River was at 20 feet, six feet less than the level it crested at. ☺

### 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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