



May

Minneapolis, Minnesota U.S.A.

2022

The TCRC Auction Came Back Bigger And Better Than Ever

by Jim Cook

Saturday, April 30th TCRC held its annual auction for the first time since January, 2020. The 2021 edition had to be cancelled because of COVID-19, and then the January 8th date in 2022 was postponed to April, again because of COVID issues. With the long hiatus and then the postponement to April the club was concerned that the auction would not be able to attract all of the hobbyists we have done in the past. Well, those fears were quickly put to rest. The 2022 TCRC Annual Auction was a huge success!

A TCRC work crew had been in Friday night to set up CrossPoint Church and actually checked-in several pre-registered items for sale.

Saturday morning the doors were open around 6:30 AM to a drizzling rain. Maybe the rain was a factor in the success of the auction.

Lots of planes started flying through the doors into the ready hands of the seller check-in crew. This year the club was utilizing a new software to eliminate a lot of the paperwork generated at previous auctions. All incoming items for sale were entered into the database as soon as they crossed the table.

The main impound area was quickly filled to capacity and the seemingly unending stream of planes for sale started filling the two overflow impound rooms. It was obvious very early on that there would be plenty of planes and equipment to keep the auctioneers busy all day.

It was also very apparent that the quality of the planes for sale was very high. The buyers were going to have a lot of great choices on what to spend their money on.

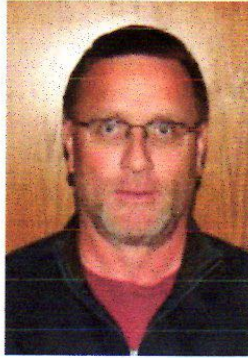
By 8:00 AM planes were still arriving, but now the buyers were
Continued On Page 3, Col. 1



The crowd had a great view of all of the action at the auction.
(Photo by Jim Cook)

A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

The planning for the Annual TCRC Auction starts at the end of the last auction which was in February of 2020. The date was set for the 6th of February 2021, but we had to cancel due to the pandemic. We then moved on to 2022 and set the date for the first Saturday in February which was the 5th but with the new variant of COVID-19 we postponed it to April 30th for the safety of everyone involved.

I'm happy to say that the 45th Annual TCRC Auction is in the books, and it was a huge success! I was a little nervous about holding it in April which is the start of the flying season in Minnesota, especially since there have not been too many flying days this Spring. This was one occasion where we welcomed the rain and wind as it kept people from going to the field and instead coming to the auction to sell and purchase items.

Now back to the planning. After the 2020 auction the two auctioneers Shareif and John who volunteered their time approached Tim and I about using a software program that they use to speed things up and simplify some of the book work. Sharif contacted me before the 2022 auction and asked if we were still interested in using it -- we were! Tim, Brian and I met with him and his girlfriend Diane in March and they showed us how it works and how it would benefit TCRC. It worked great for us this year. With trying something new there could always be a couple of glitches but we were able to work through them. Even in the past we had glitches and had to figure them out, but we had to do it by looking at the seller and buyer sheets on paper. But now we can pull them up on a computer.

After every auction the board is always looking for ways to tweak and improve the next auction. This year we went digital. In the past it was the bargain table and the silent auction. A few years ago, we went with the item cards instead of cataloging the items at the table while being auctioned off. We also added door prizes for non-members to try and keep their interest until the auction was over. Thanks to everyone who has offered up ideas on how to improve this great event.

Preparations for next year's auction begins as soon as the current year auction is complete. We set the date with the church as well as iron out any problems that the church personnel find after the completion of the

auction. Unfortunately, this year there were a couple issues brought to my attention. I'll talk about them later. I receive emails and questions about the auction throughout the year but as the auction approaches, they are more frequent. The main topic for the board at the January board meeting is the auction and if we are ready. In January the website opens up for pre-registration for sellers. Things need to be printed like bidder and item cards. Floor covering needs to be purchased. The items for the concession stand need to be ordered and purchased and picked up and door prizes need to be purchased. The bank needs to be contacted and money picked up for the cash boxes.

On Friday, the day of set up it all has to come together. The tables, stanchions, signs and other items need to be picked up from the field and brought to the church. All of the concession items need to be brought to the church. Before we move any items in the church pictures are taken and printed of the rooms so that we can put it back together after the last item is sold. The floor covering is put down in the dining area and concession stand. Now the chairs and tables can be moved from the different areas to where we need them. All of these things need to be done before the auction can begin. Now member items can be checked in to avoid the rush on Saturday morning.

On Auction Day Saturday morning, I'm there by 6am to open the doors and turn the lights on. This is when it gets busy for the next 12 hours. As soon as we are ready, we start checking in items and putting them in impound, usually until around 9. The items are entered into the computer so they can be auctioned

Continued On Page 12, Col. 1

TCRC Annual Auction

Continued From Page 1

lining up to pay their admission and get their bidding cards.

At 8:30 AM the impound areas were opened so that the prospective buyers could get an up-close look at all of the great equipment.

TCRC also had a 'Bargain Table' set up in the back of the main hall where items priced under \$30 could be sold without going through the auction. That table was full, and Ken Weddell said sales were brisk early on. By the end of the day that area had moved almost every item that was offered for sale.

The concessions area, manned by Tim Wirtz's wife and son, was also quite busy right away. Coffee and donuts were popular early and would yield to Jimmie John's sandwiches as the day wore on. By auction's end, the food area was pretty well depleted.

At 9:00 AM Scott Anderson took the stage and went through the bidding rules and procedures and then Shareif Eisa auctioned off the first item. From that point on, the bidding action was non-stop until 4:30 when the last airplane came across the auction block.

Shareif and his partner Johnny Berner did most of the auctioneering during the day. They are members of the Crow River R/C Club and are professional auctioneers. In addition,

Continued On Page 4, Col. 1

The People That Kept The TCRC Auction On A Record Pace



Johnny Berner, Diane Otto and Shareif Eisa kept the auction action fast paced and accurate. (Photo by Jim Cook)

The Impound Room Was A Sea Of Beautiful Airplanes!



The tables were packed with planes of all shapes, types and sizes. There was something for every buyer. (Photo by Jim Cook)

TCRC Annual Auction

Continued From Page 3

they have developed software to track the auction action making it much, much easier to account for everything. They were assisted in the software effort by Diane Otto.

Scott Anderson and Brian Johnson assisted Shareif and Johnny auctioneering. Jim Cook was also slated to take his turn on the auction block but after an hour or two of spotting for Shareif at the start of the auction he became hoarse and lost his voice.

The auction went very smoothly. Jim Cook was talking to a fellow in the concessions area who had just bought a fairly expensive aircraft. He was very impressed with what a well-oiled machine the auction procedures were. He was from Iowa and said he was going to be back next year with a lot of the members from his club.

When the dust had settled, 508 items had been sold. Every 51 seconds another item sold. There were 64 sellers and 179 buyers. The average buyer purchased almost 3 items. There were only 13 buybacks so the sellers must have been satisfied at the selling prices.

The clean-up crews were quick to start getting everything back together and by 6:30 the church was spic-and-span.

Tim Wirtz will review all of the numbers and dollars at the May 10th membership meeting. He was very
Continued On Page 5, Col. 1

The Bargain Table Was A Busy Place All Day At The Auction



The Bargain Table was an ideal place to sell smaller items that might not get an opening bid on the auction floor. (Photo by Jim Cook)

Dining Tables In The Concessions Area Were A Popular Place



All during the auction the concessions area was busy. Diners could eat, watch the action and even bid. (Photo by Jim Cook)

TCRC Annual Auction

Continued From Page 4

impressed, not only with how fast and accurate the numbers were, but all of the data that was available to him.

As an additional benefit of the software, Tim said he was able to send out all of the seller checks already. They left the Bloomington Post Office at 7:00 AM Monday morning.

A big thank you to all of the TCRC members who turned out to work all day at the auction. The event could not happen without the kind of participation that the club gets from the membership. A big thank you to Tim Wirtz and Bob Breisemeister and their team in making the TCRC auction the smooth-running event that it is, and a huge thank you to Shareif Eisa, Johnny Berner and Diane Otto for their talents in auctioneering and use of the auction software.

To help thank all of the people that worked so hard to make the auction the success that it was, the club will be having a pizza and pop party at the membership meeting on May 10th. That is when Tim and Bob will go over all of the numbers, review all of the results and to discuss what might need to be changed in the 2023 edition of the TCRC Annual Auction.

So, make sure that no matter where you are on Tuesday, May 10th, come to the TCRC membership and just relax. You earned it!!! 😊

It Wasn't Just The Auction Action That Was Non-Stop!



Cullen Wirtz-Dwyer, Solveig Johnson and Shawn Dwyer were busy from morning until evening in the concessions (Photo by Jim Cook)

There Wasn't A Bad Seat In The House At The TCRC Auction

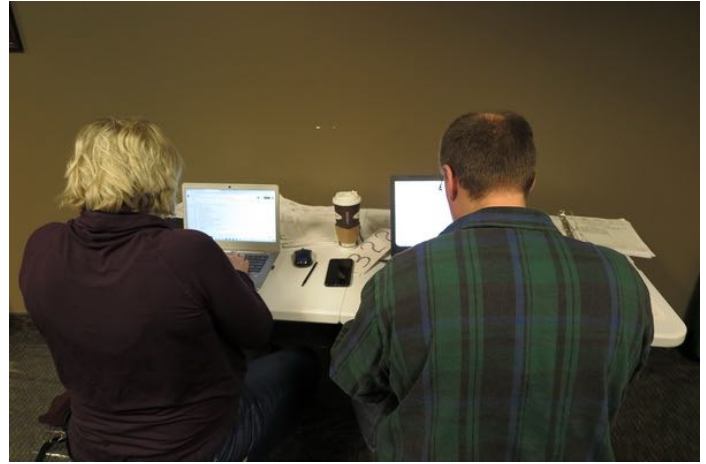


CrossPoint Church is an ideal venue for the TCRC Auction with great visuals and acoustics. (Photo by Jim Cook)

Pictures From TCRC's 45th Annual Auction



It wasn't snow at the auction in April but it was still a pretty rainy day. Great day for an auction!



The new auction software gets all of the items for sale entered almost the minute they arrive.



The seller-check-in crew were ready, willing and able to log in all of the aircraft.



Steve Meyer and Tim Wirtz got the buyers checked-in pretty quickly.



The calm before the storm is obvious as the items coming up for bid haven't yet arrived.



Once the action started the items coming up for bid was a pretty busy place.

More Pictures From TCRC's 45th Annual Auction



The small-item tables in the impound area were manned by a great crew.



Immediately before an item was sold it was logged in and entered into the computer by this crew.



Right after an item was auctioned off it had to be marked and logged by these guys.



The silent auction area had some really fantastic aircraft for sale during the day.



Shareif Eisa did a wonderful job keeping the action fast paced all day.



John Berner was just as quick as Shareif on keeping items moving across the auction block.

Even More Pictures From TCRC's Annual Auction



Brian Johnson took a turn or two auctioneering to give Shareif and John a break.



It wasn't just the main impound area that jam-packed with airplanes to be sold.



What would the TCRC Auction be like without Scott Anderson doing some auctioneering?



A critical part of keeping the auction moving is the ability of the spotters to see all of the bidding.

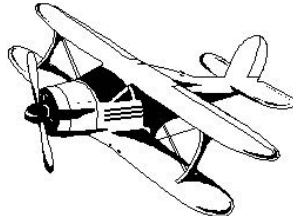


7 hours and 15 minutes after the start the last airplane was sold on the auction block.



The new software kept the congestion at the buyer check-out to a minimum.

Show & Tell



Three nice planes at the April 12th membership meeting.



Pedro Restrepo had a nice looking Piper Colt built from a 1980's Royal kit. The fuse and wing were covered with white Ultrakote with yellow trim on the leading edge and the cowling. It had a wingspan of 72-inches and weighed in at 9-pounds. The engine was an OS 95V which was replacing an OS 90 Surpass after a crash. The original maiden flight was eight years ago, and it flew well at that time with the Surpass.



Sherwood Heggen had a very nice looking Instructor that was built from plans from *RCM* magazine. The fuse and vertical stab were done in metallic blue Ultrakote and the wings cream with metallic blue trim. The wingspan was 50-inches and it weighed in at 4-1/2-pounds. The engine was a K&B 40 two-stroke. The plans were from Chuck

Cunningham and published in a 1965 *RCM* magazine. Sherwood feels this plane will be an everyday flyer and he will use it as a testing platform for his 40-45 size engines. It was quick and easy to build, and the maiden flight will be this Spring.



Sherwood had a second plane at Show & Tell. This was a So-Lo built from plans from a construction article published in a 1061 *American Modeler* magazine. The plane was covered in red silk and trimmed with white. It had a wingspan of 55-inches and weighed in at 3-pounds 4-ounces. It was powered with an OS Max 15 two-stroke. This was a plane that he had wanted to build 60-years ago and never got around to it. The plane has no ailerons or elevator. The large dihedral provides roll stability. The wing has positive incidence and throttle provides climb. Throttle management replaces the elevator. The maiden flight for the aircraft is scheduled for sometime this spring if the weather ever warms up.

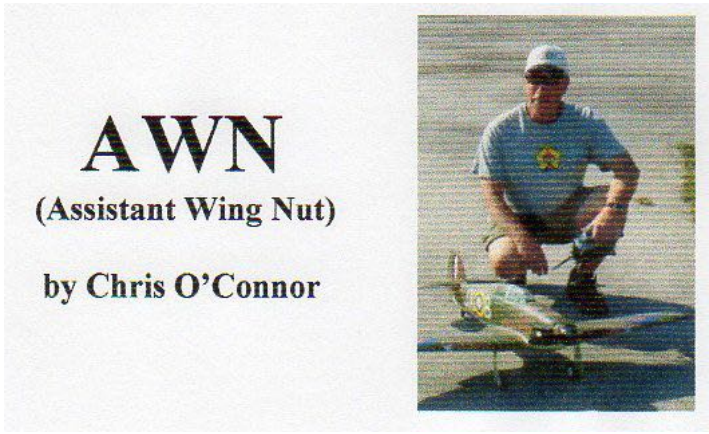
(Photos by Steve Meyer)



A member can have his new or rebuilt airplane appear in the Show & Tell column just by sending a picture of the plane and a data sheet about the plane. (Data sheets can be obtained on the club website, TCRCOnline.com).

Send your pictures and info by texting to Jim Cook at 952-200-2030 or emailing them to him at jimcook888@q.com. Data arriving before the last day of the month should make the newsletter.

Now, you don't have to attend a meeting to show the membership what you have been building.



Remember that our May meeting is the Building Contest. So, bring your new planes or any others that have not won a building contest in the past and let's see how many we can get at the meeting. Everyone will be a judge and vote on what they think is the best plane there.

Happy flying! ☺

Calendar

Well, happy Spring to everyone. Mother Nature is being complicated this year.

Being that's the case, we have time to do our Spring checkup on all of our equipment, so we have as close to a trouble-free start to the flying season as possible. Remember if you are still using nicads or nickel metal hydride you have to charge and discharge your batteries to make sure they have the correct capacity that they are supposed to have. Don't assume just because you were able to charge them, they are in good shape. You could put your model or people at risk. If using A123's or LiFe batteries, you can pretty much just charge and be ready to go. These type of Lithium batteries are safe as far as a fire hazard goes.

If using LiPo's, make sure they are not starting to puff. Don't use them if they are because they are more of a fire hazard. As a side note, to get the most out of your LiPo's always store them at storage charge. Never leave them fully charged. There are chemical reactions going on that I can't explain, but that's one of the reasons those type of batteries puff.

Any planes that run on gas or glow fuel, make sure every couple of years to go through the fuel system, new lines including the clunk, check for leaks etc. Make sure all the hinges are in good shape, control linkages, servo connection are solid. No screws missing on the servos, no servo mounts broken. Also check the airframe over for broken parts or loose formers or loose tail parts.

If using retracts, check those out including mounting rails or plates. Check for holding air if pneumatic and that the struts and wheels are in good shape, etc.

Lastly checking the engine, motor, turbine for any loose parts and don't forget the propeller, making sure of no cracks or nicks.

You would be surprised sometimes at what you find. Now that you have completed your annual you can feel good about going to the field and having many hours of trouble free flying. It's no fun to have to be working on your plane at the field.

May ???	TCRC Jordan Clean-Up and Fly-In Date TBD
May 10	TCRC Membership Meeting, 7:00 PM CrossPoint Church Bloomington, MN & Zoom Meeting Pizza and Pop
May 10	Building Contest CrossPoint Church
May 14	Spring Float Fly Bush Lake Park Bloomington, MN Steve Meyer
May 21	Spring Swap Meet Location TBD
June 11	Discover Aviation Days 2022 Anoka Cty. Airport Blaine, MN
June 14	TCRC Meeting At The Field, 5:30 PM Dinner 7:00 PM Meeting
June 16-18	Windy City Warbirds & Classics St. Charles, IL
June 17-18	Minnesota Jets 2022 SMMAC Field Owatonna, MN



Buyer At The TCRC Auction Win Some Great Raffle Prizes

by Jim Cook

TCRC's Annual Auction starts at 9:00 AM and usually the last item for sale doesn't cross the auction block until 5:00 PM. That's eight non-stop hours of R/C items being sold, which is a very long time to expect buyers to remain in their seats until the final sale. However, it is very important to all of the sellers that the club keep as many buyers as possible for the entire auction.

In an effort to keep buyers all day, TCRC purchases several nice airplane kits and accessories and has a free raffle at the end of the day. But there are two very important points about this raffle. First, no TCRC member can be a winner in the raffle. And second, if your bidder number is drawn, you must be present to win.



Larry Couture is the chairman for putting the raffle together, obtaining the prizes, drawing the winning numbers, making the announcement of the winners, and presenting the winners their prizes.

At TCRC's 45th Annual Auction, the raffle winners were: Jeffrey Disch of Mayer, MN; Tom Guthmiller of Coon Rapids, MN; Randy Dickeson of Kandiyohi, MN; Paul Jaeger of Lakeville, MN; David Fritzke of St. Paul, MN; and Jeremy Steinmueller of Eagan, MN. There were a few groans from the audience when Jeremy's (owner of Big Sky Hobby) name was announced.

Congratulations to the lucky winners. We are looking forward to seeing you all again at the 46th Annual TCRC Auction. ☺

Minnesota River Flood Report

by Jim Cook

The National Weather Service has updated its water level report for the Minnesota River level at Jordan, Minnesota.

The bad news is that the River will reach 18-feet on May 1st and will crest at 20.1-feet on May 4th.

The TCRC flying field in Jordan will start to be inundated with water at 18-feet. At the projected crest of 20.1 feet there will be 2-feet of water over the runways.

However, there is good news with the report. At the current projection, immediately after the crest on May 4th, the River is supposed to recede rapidly and will be back at 18-feet on May 7th. It is projected to continue its rapid lowering and be at 15-feet on May 10th.

These projections can be influenced by heavy rains to the west in the Minnesota River valley, but at this time the projections have not changed.

With such a short stay of water on the field, it should not have much of an effect.

The club did need to remove the flying stands from the field for the duration of these conditions. ☺

President's Column

Continued From Page 2

off. Items can be viewed from around 8:15 to 8:45 then impound is closed to non-TCRC members. Now the fun begins. Random items are brought onto the stage and sold until they are all sold, which takes around 7 hours, which is usually an item a minute. With all this going on the bargain table is open and so is the concession stand. The day is not over after the last item is sold. Items are paid for and have to be located and delivered to their new owners. After all the items are picked up we put the church back together according to the pictures we took the night before.

On Sunday the work is not yet done. The paperwork needs to be reviewed which includes going through the cash boxes from sales, concessions, bargain table and registration. Printing the seller inventory sheets and making sure that they are correct. Then the writing and mailing of the checks is done and complete by Monday morning. All of the items from the field need to be brought back and stored till next year. On Monday I talk with the church and iron out any problems and book the auction for the next year. And it starts all over again.

In a nutshell that's how this great auction comes together. There are too many details that come up before, during and after the auction to mention.

It takes around 45 TCRC members to make this the great event that it is year after year. I want to THANK everyone who volunteered both Friday night and Saturday and especially the members who stayed all the way until everything was cleaned up which was not until after 6:30 on Saturday. I don't like calling individual members out and upsetting someone by not mentioning their name so I apologize in advance. I need to thank Tim Wirtz for all that he does for the club at the auction and throughout the year. Shawn Dwyer for running the concessions. Brian and Solveig Johnson for entering the items into the computer. Chad Sulhiem and Mark Wolfe for writing the item cards. Jim Lundquist for taking the pictures and helping with putting the church back together. The Monday flyers and all of the runners. Larry Coucher, Craig Greenwald and Doug Elya for checking the items in. Pat Dziuk for the website. Ken Weddell and Dan Olberg for running the bargain table, and all of the board members. I also want to THANK Sharif, Diane and John for volunteering their time and the use of Wavbid to help us in streamlining the way we do the auction, and I look forward to working with them in the future.

The problems I referred to earlier were, the church was missing a table in one of the classrooms which ended up with our tables and I returned it. The biggest was someone was messing with the sound system and didn't return the knobs back where they should be, and they had issues on Sunday morning. This can't happen again.

Things happening this month:

- May 7th Clean-up is going to be postponed due to the field being flooded
- May 10th Membership meeting at CrossPoint Church with Building Contest.
- May 14th Spring Float Fly at Bush Lake in Bloomington
- May 21st Spring Swap Meet at the TCRC Flying Field or Scott County Fairgrounds if flooded.

Remember, we are having pizza and pop at the May 10th meeting as a small thank you for all of the time and work everyone put in at the auction.

Happy Flying!



Lock The Gate!

It is very important that the gate to the field be kept locked at all times when there is no member present.

It is every member's job to lock the gate when her/she is the last one at the field. It doesn't matter the time of day or how nice the weather is. This simple rule is to keep the gate locked to prevent theft, vandalism and the unauthorized use of our land from occurring. ☺

Deperdussin Float Plane Racer

by Conrad Naegele

The April Mystery Plane was the Deperdussin Float Plane Racer.

Dave Erickson On The Mend

by Jim Cook



In the late 1900's, all efforts to reduce drag, and improve aerodynamics finally began to bear fruits. In 1912 arrived such aeroplane specifically designed for high-speed flight. The first such plane was the Deperdussin, which attained 124 mph, only nine years after the Wright brothers' flight!

This plane became the speed king years before WWI. It was developed by Louis Bechereaus. He built a very streamlined fuse in plywood with linen coverings, and a very large spinner. The first plane was on floats and used a Gnome rotary engine.

This plane won the Gordon Bennet Cup in 1912 with a speed of 108 mph. It was also available with fixed wheel landing gear. Yet, in spite of many victories, no orders followed. The Deperdussin Company declared bankruptcy. Mr. Bechereaus stayed in the design business and later was responsible for the famous WWI SPAD that Eddie Rickenbacker flew.

The Deperdussin had a wingspan of 29-feet 4-inches and a weight of 882-pounds. It was powered by a Gnome 14-cylinder rotary, air-cooled engine that developed 160 horsepower. ☺



Dave was looking pretty good as he relaxed at the auction.

It was great to see Dave Erickson at the 45th Annual TCRC Auction. He stopped in to say hello to all of the club members and to watch some of the action.

Dave is recovering from a vicious bout with COVID-19 that put him in Mayo Hospital in Rochester for three months. He is now doing physical therapy to get his strength and stamina back. He still has a way to go before he can get back to work and be able to do some flying.

This has been quite an ordeal, not only for Dave, but also for his wife Teresa, son Jonathon and father Stan.

Welcome back, Dave! ☺

MNBigBirds.com Free! Scale Plan Downloads

Andersen Designs

New! Hawker Hurricane Mk II
 Kawasaki Ki-45 "Nick"
 Focke Wulf TA-152H
 Lavochkin La-7
 Grumman Lynx
 ARADO 96B
 Howard Pete
 Mitsubishi Ki-15 "Babs"
 Thomas Morse Scout S4C

New! Howard Pete 1/3 Scale Racer

New! KI-45 DRAGON SI AYFR

Add'l Extras

- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & More!

Composite Parts Available Thru MACKO



TCRC Online Store

Donate your unwanted RC items and support the club

We have store on eBay, Facebook and Craigslist. We get the best return on eBay but large items or complete airplanes sell better on Facebook Marketplace or Craigslist.

Things you can donate:
Engines, 2.4 GHz Radios, kits, planes.

Contact Brian Johnson at 763-744-6379 with any questions on how to donate.

Pizza & Pop At May 10th TCRC Meeting



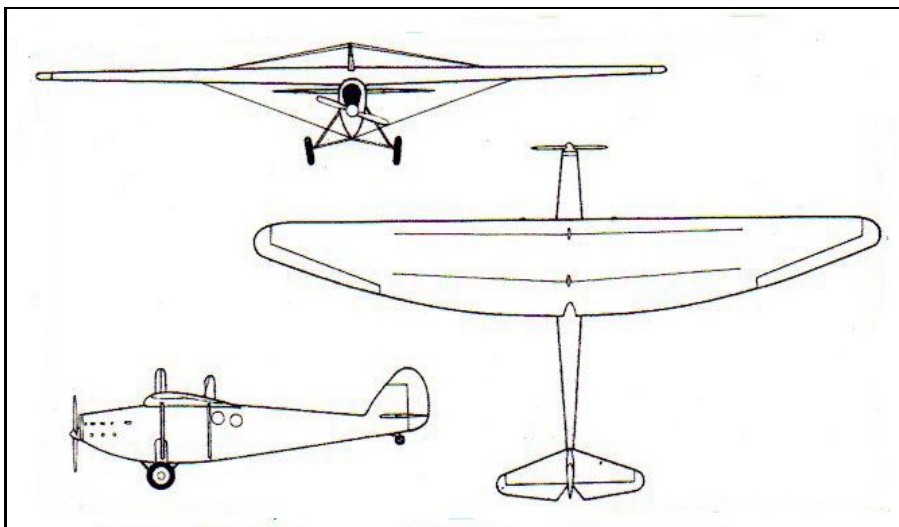
The May 10th TCRC membership meeting will feature pizza and pop for all in attendance.

The club is doing this to show its appreciation to all of you members who worked the auction on Friday and Saturday, April 29th and April 30th.

The 45th TCRC Auction was a huge success, and it was a success because of all the hard work the membership did in making it happen.

Come to the meeting on Tuesday, May 10th and enjoy some great pizza and learn all of the numbers and all of the dollars that were generated from the auction. With the new auction software, Tim Wirtz has ready access to lots of interesting facts and figures about the event. ☺

May Mystery Plane



TCRC Building Contest

The annual TCRC Building Contest will be held after the business meeting at the Tuesday, May 10th membership meeting.

Chris O'Connor is again chairman for the event.

Chris says their will only be one category – what those present at the meeting think is the best plane, using whatever criteria they see fit to use.

There can only be one plane per entrant, and the plane being entered cannot be a previous winner of the building contest.

It has been a long winter and we have seen a lot of planes brought to Show & Tell. So, bring one of your winter projects and enter the TCRC Building Contest. The winner will receive a gift certificate.

Even if you don't bring a plane, you can still be a judge, just by being there. Let's see a good turnout for the 2022 edition of the TCRC Building Contest. ☺

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.

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.

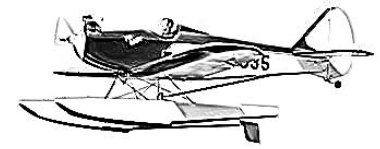
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Website: <http://www.tcrconline.com>



TCRC Spring Float Fly May 14th

by Steve Meyer

Now that the TCRC Auction is over, it's time to get your feet wet. TCRC's annual Spring Float Fly will again be held at Bush Lake Park in Bloomington on Saturday, May 14.

Start time is 10:00 AM. Chair for the event is Steve Meyer, and the event is open to any pilot with a valid 2022 AMA membership card.

If it's too windy or raining, we will cancel the event.

Get the floats onto a plane and be at Bush Lake Park on May 14. ☺

TCRC Spring Swap Meet May 21st

TCRC is having its Spring Swap Meet on Saturday, May 21st. The location may be the Scott County Fairgrounds or TCRC's Jordan Field, depending on River conditions.

Start time is 8:00 AM. Bring your own tables. There are no table fees.

Plan on doing some flying while you are there. ☺

18304

If someone were injured at the TCRC flying field and you had to call 911, what would you tell the operator for the location of the emergency? You would tell the operator the fire number for our field: 18304.

For safety reasons, it is very important every member knows our fire number. Hopefully, we will have the fire number prominently displayed in the shelter at the field in the very near future. ☺

**TWIN CITY RADIO CONTROLLERS
CLUB FIELD RULES
Revised and adopted April 2017**

1. The AMA Safety Code and FAA regulations are the primary rules.
2. TCRC Main Field is a Visual Line of Sight field.
3. Piston engine powered aircraft not allowed to fly before 8:00 am
4. All pilots — members and non-members of TCRC — must be members of AMA.
5. A valid AMA card or TCRC membership card must be in place in the proper channel location, including 2.4 GHz on the frequency control board when a transmitter is in use. That card can be removed from the frequency control board only by the owner or by the mutual consent of two other members who have concluded that the card owner is not present and is not using the frequency.
6. Flights or other use of a frequency must be limited to 15 minutes if others are waiting to use that frequency.
7. All engines require an effective muffler to meet dB standards and sound comfort levels as designated by the Board.
8. All Pilots must remain in the designated piloting area behind the fences except for take-offs or to retrieve aircraft after landing.
9. No smoking is allowed in the pits.
10. All spectators must stay in the spectator area behind the fenced pit area, unless escorted by a club member. Children (except AMA junior pilots) are prohibited from the pits and piloting areas.
11. Any aircraft within the designated pit area with the engine running will be under the physical control of a pilot or an assistant, and will have the propeller (nose of the engine) pointed directly toward the pit taxiway.
12. After starting a plane in the pits, it must be under physical restraint when in the pit taxiway until reaching the west end or east end of the taxiway and turned toward the runways. At that time restraint is no longer necessary and it may taxi freely to the runways.
13. Upon landing, a plane may be taxied to the east or west taxiway and down that taxiway until it reaches the yellow line. At that point it must be under physical restraint until in the pits with the engine shut down.
14. All low fly-bys shall be no closer than the opposite side of the runway from the piloting area. This does not include aborted landings. Touch-and-Go landings are discouraged when there is more than one other flyer in the piloting area.
15. There will be no flying over the designated piloting area, pits, parking lot or behind these areas.
16. When the north/south grass runway is in operation, the two paved runways are closed to traffic. Only a plane taking off or landing may fly into the restricted flight zone that is south of the paved runways. If the plane enters the restricted zone on takeoff, it should immediately turn away from the pits and proceed out to the normal flight area. When landing from the south, the plane should make its approach from the west and make a left turn onto final.
17. Pilots shall announce their intentions LOUDLY for take-offs, landings and when entering the flying area to retrieve aircraft. Dead stick landings have precedence over powered landings. All landings take precedence over take-offs.
18. Make certain that personal behavior by you and your guests is such that people and property will be respected.
19. All pets must be leashed or caged.
20. Take all trash with you.
21. No parking where field entry or exit would be inhibited.
22. Orange safety vests must be worn when retrieving aircraft from the woods surrounding the field. This distinguishes you to the neighbor as a member of our club retrieving aircraft and not as a trespasser.
23. Any reported violation of the above field rules or the AMA Safety Code will be reviewed by the Board for disciplinary action up to and including expulsion from the club.

Addendum for Alternate Flying Field

In addition to the rules above, the following rules will apply to the Alternate Flying Field

1. The Alternate Flying Field is open for use unless it is being used by the Scott County Fairgrounds for an event.
2. FPV is allowed at the Alternate Flying Field when the Main Field is open in addition to other aircraft flight.
3. When the Main Field is closed due to flooding, the Alternate Flying Field will become Visual Line of Sight.
4. All FPV flight must stay within the parameters of the flying field.
5. Any materials used for race courses, obstacle courses, etc, must be taken from the field at the end of each day. No exceptions.
6. When the Main Field is open, only 2.4 GHz is allowed at the Alternate Flying Field.

Twin City Radio Controllers



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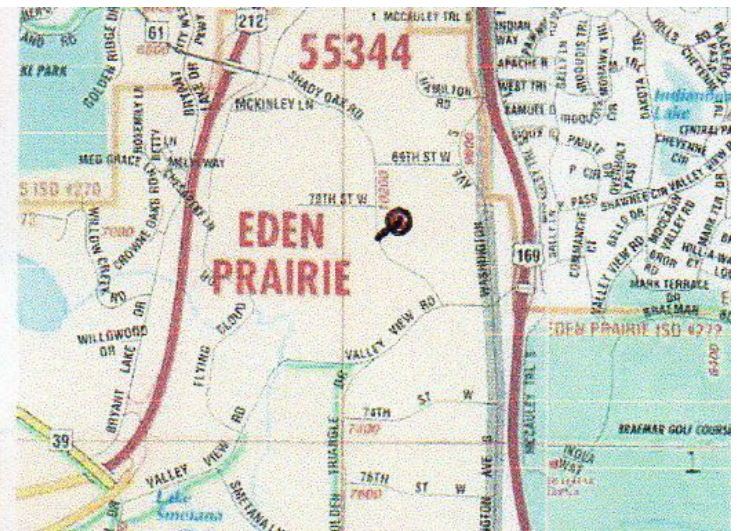
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