



November

Minneapolis, Minnesota U.S.A.

2013

# TCRC's Annual Banquet Is The Place To Be On November 16<sup>th</sup>!

Saturday night November 16<sup>th</sup> is the date scheduled for TCRC's Annual Banquet.

The event will be held at David Fong's Restaurant and Event Center located at 4770 Pleasant Street SE (Corner of Highway 13 and County Road 21) in Prior Lake.

Start time is 5:00 PM for cocktails and refreshments, and the dinner will be served around 6:00 PM. Cost will be \$25/person.

Everyone is encouraged to come to the banquet. This is the time for you to bring your spouse so that she can meet the other members and their wives, and enjoy the camaraderie that TCRC is so well known for.

Scott Anderson will have his electronic PowerPoint system running with pictures from all of the events held during the year.

Following dinner, there will be a review of the 2013 flying year, recognition of the officers and board, membership awards, and the presentation of the Walt Billett Award. In addition, there will be a program and prizes for some of those in attendance.

Let president Corey know you will be attending by November 7<sup>th</sup>. This is a great event. Be there! You will not regret it!

J



**Fong's Restaurant, Bar & Event Center**  
Hwy 13 & Cty Rd 21 4770 Pleasant Street SE, Prior Lake, Minnesota 55372 952-447-FONG

## TCRC 2013 Banquet!

- Who?
  - YOU! The members of TCRC who want to gather to support your new officers & review the past year
- Where?
  - Fong's Restaurant & Event Center
    - Hwy 13 & County Road 21
    - 4770 Pleasant Street SE, Prior Lake, MN
    - [www.fongspriorlake.net](http://www.fongspriorlake.net)
- When?
  - Saturday Nov. 16<sup>th</sup> Social @ 5pm, Dinner @ 6 pm
- How Much?
  - \$25/person Payable on-site
  - We need a minimum of 40 people attending for this rate
- Contact:
  - To get a rough count, please send your reservations to Corey Kaderlik at [kaderlik@frontiernet.net](mailto:kaderlik@frontiernet.net) by Nov. 7<sup>th</sup>.

# From The Left Seat

By Corey Kaderlik



Hello everyone! I am writing you on my way home from Dickinson, North Dakota. Returning from my pheasant hunting trip. Hope you all are enjoying the great fall weather we are having even though we have been experiencing pretty windy conditions. Hopefully I can get another flight or two in before the snow flies.

November is an important month as we will be having the officer and board nominations and elections at the meeting on November 12<sup>th</sup>.

Please consider running for office. We will also have the ugly airplane contest at the November meeting. This event is coordinated by Sherwood Heggen. Last but not least the TCRC BANQUET is on Saturday, November 16th starting at 5pm with social hour and dinner at 6pm. Dinner is followed by games, prizes, service awards, pictures from years past and present, and finally the Walt Billett award. For prizes there will be four nice airplanes up for grabs. Gift cards, bottles of wine and bath and body products and gift cards for the lady's to win also. Don't leave your wives or significant other at home. This is event for all. The bigger the turn out the more fun everyone will have. The banquet is a great opportunity to socialize with others and meet the spouses along with new members.

Please send any photos you may want to share at the banquet to Scott Anderson so he has enough time to put a slide show together. J

## TCRCOnline.com

Keeping Our Club Members In The Know!

Use It!

## 2014 AMA Dues Statements

All TCRC members should have received their 2014 dues statements in the mail in September from the Academy of Model Aeronautics.

AMA 2014 dues have not changed from the previous year. They are:

- Adult (19-65) \$58
- Senior (65 and up) \$48
- Under 19 \$1  
or \$15 with *MA*
- Additional family \$30

Your AMA membership gives you \$2.5 million in personal liability coverage, \$25,000 in medical coverage and also a subscription to *Model Aviation* for the year.

To belong to TCRC, you must have a valid membership for the year in AMA.

Please note that AMA also has a Park Pilot membership that has a cost of \$29.95 per year, but that membership is not valid for membership in TCRC.

To renew your membership in AMA, the Academy gives you four methods: at the AMA website, [www.modelaircraft.org](http://www.modelaircraft.org); by fax at (765) 741-0057; by phone at (800) 435-9262; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2014 AMA dues is December 15 to avoid a lapse in membership services. J

# Anoka County Airport's Hidden Aircraft Collection

by Allan Boucher and Scott Anderson

Saturday October 19<sup>th</sup> in the Twin Cities was cool and threatening rain but TCRC members were invited to visit and tour the Bill Bruggeman aircraft collection located at the Anoka County/Blaine Airport.

It was a bit of a drive but nearly 20 members, family and friends met near the Bruggeman Hanger at 10 AM on Saturday October 19th for two hours of aviation adventure. Allan Boucher had connected with Mr. Bruggeman several weeks before and heard about his unusual collection of aircraft. Mr. Bruggeman told Allan that he would welcome a chance to schedule some time to bring TCRC members and family to view his collection.



TCRC members enjoy the vast array of aircraft in Mr. Bruggeman's collection. (Photo by Jon Perry)

The flyable aircraft ranged from a Turbo-stretched Beaver on floats, an OPTICA Industries Ltd. OA7 OPTICA (an airplane with a helicopter view, a Dehaviland Vampire jet fighter, to an Aeronca bathtub. There were approximately twenty airplanes to view very close up.

There were two working hangars that were warm and very well lit. The floors were coated with industrial epoxy that looked so clean that you could eat off of them. The upper deck of the main hangar was fitted

as a library reading room where Mr. Bruggeman had nearly 1,000 aviation books plus periodicals. Rows of shelves displayed hundreds of scale plastic models that he had built over the years. (Talk about a real man cave!)

Mr. Bruggeman was a terrific host and happy to talk to everyone about the history of any one of his aircraft when we had questions. At the end of the visit Morgan Larson thanked him for his hospitality. Mr. Bruggeman asked him if he was going to come back next year. We hope this means that we'll have another chance to visit in 2014!

Thank you to Allan Boucher for setting up this exciting tour and the chance to see some unique aircraft & engines!

A partial list of TCRC member, family and friends who attended:

Kevin Kavaney  
Rick Smith  
Larry Couture  
Allan Boucher  
Conrad Naegele  
Jon Perry  
Pedro Resterpo  
Jim Lundquist  
Frank DiGravina  
Tom McMahan + 4  
Larry McCormick + 1  
Sherwood Heggen

J

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.

# Pictures From The Anoka County Airport Hanger



Larry Couture poses in front of just one of many beautiful aircraft in Bill Bruggeman's collection.



A great looking float plane with both wheels and floats caught some eyes.



An airplane with a helicopter cockpit got a lot of attention at the hanger tour.



There were several immaculate radial engines on stands in Bill Bruggeman's hanger.

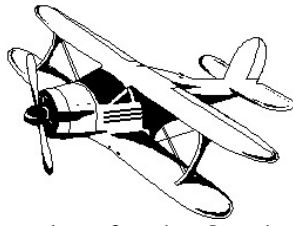


All of the vintage planes were in great condition.



Another fantastic float plane.

# Show & Tell



A couple of neat planes showed up for the October meeting.



John Berk and his Witch at the October meeting.  
(Photo by Jim Cook)



Steve Meyer and his giant-scale Tiger Moth.  
(Photo by Jim Cook)

Steve Meyer had his new giant-scale Tiger Moth at the meeting. This plane was a prize that was won by Scott Anderson at the Fond du Lac Scale Fly in this past summer. Steve negotiated with Scott and ended up with the plane. It is an ARF from Hanger 9 and has an 88-inch wingspan. The kit was meant for a 20cc engine but Steve fitted it with a Tacon Bigfoot 110-5325 electric motor. The Tiger Moth was a British trainer from the 1930's. It was done in red fuse and silver wings. Steve is planning on an early spring maiden flight and he is planning on taking it to next year's Owatonna electric fly.

John Berk (see photo to right) had another of his economic foam planes he designed. This aircraft was very apropos for the month of October – it was a flying witch. John had downloaded the plans. It had BT-21 motor and John has already put several flights on the old girl. He said it was actually fairly acrobatic, being able to do rolls and loops. He is hoping to put a sound generator into it for Halloween so that it can give off eerie and spooky sounds. J







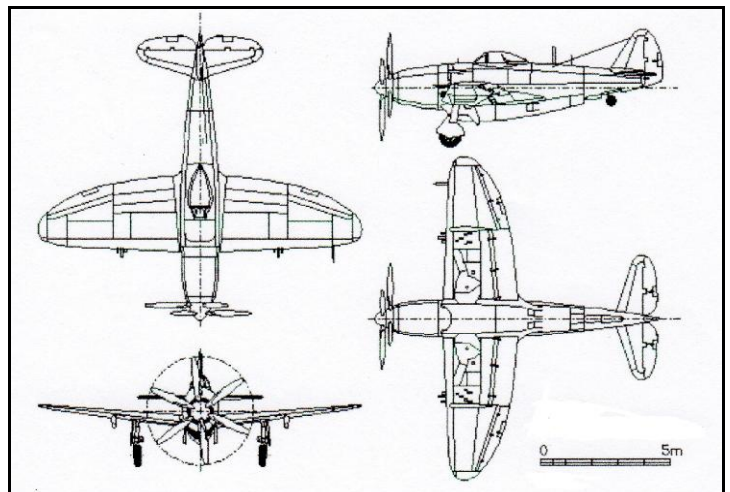
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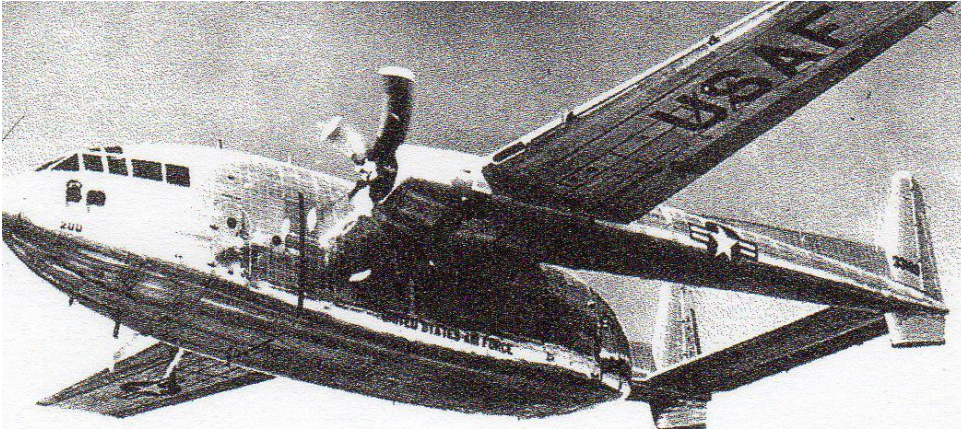
## November Mystery Plane



# Fairchild (C-82) C-119 "Boxcar" TCRC Elections November 12<sup>th</sup>

by Conrad Naegele

The October Mystery Plane was the Fairchild (C-82) C-119 Boxcar.



In 1941, the Air Force needed a modern multi-use freighter. The prototype C-82 first flew in 1944. It was a high-wing monoplane, with twin booms extending from the engine nacelles and the vee of the inverted gull wings, to support the empennage, to allow a central fuselage pod, then to provide large clamshell doors, permitting the loading of large machinery, troops, etc. On the early models, the crew was seated rather low in the fuse. Payload was 78 paratroopers, 34 litters, and considerable cargo.

The original engines were Pratt and Whitney developing 2,100 horsepower. About 220 were produced. This led directly to the C-119. However considerable structural changes were made, crew members were moved up to the top of the pod, long ventral fins were removed (later replaced), side doors were added, so that the clamshell doors could be removed completely, and the plane was re-engined with Pratt and Whitney 28-cylinder 4360's.

The plane was very successful and continued on into the Vietnam war and was modified into the Gatling gun dragon series. However most of the planes were turned over to the Air Force reserves. A few were fitted with 2,850 pounds thrust jet engines, with so-so results. The 440<sup>th</sup> troop carrier squadron at Minneapolis-St. Paul received C-119 H models. A total of 1,005 were produced. While I was in the 440<sup>th</sup>, I had engine run-up and taxi authority.

The C-119 had a wingspan of 109 feet, 5 inches, a gross weight of 74,000 pounds, a speed of 251 mph and a range of 500 miles. It carried a crew of four. J

TCRC elections are going to be held at this month's membership meeting and six of the seven board positions are up for election.

All four of the officer positions are up. For president, Corey Kaderlik announced at the September meeting that he would not be running for president. Kris Hanson, current VP has decided to run for president after some discussions with other members. With Kris running for president, that leaves his VP position open. Secretary Bob Breisemiester has announced he will run for secretary again. Treasurer Tim Wirtz has also announced that he will seek re-election to this position.

TCRC has three board seats. Two of those are up for election. The incumbents in those seats are Paul Doyle and Larry Couture. As of press time Larry had indicated he would be running for re-election. Paul was not at the last meeting and it is not known if he will be running again.

The only board seat not up for election is currently occupied by Gerry Dunne, who was elected last year.

Give some time to think seriously about running for an officer position or a board seat for the next year. TCRC is a great club and it needs your leadership to keep it great. Be a candidate in November. J

# That's Historical!

**Scott Anderson – TCRC Historian**

The purpose of the club historian is to assist in keeping continuity with our past. TCRC has had two remarkable historians before I picked up the task.

The first was Bruce Anthony, a longtime member who saw the need for keeping copies of the old rosters and newsletters. He also kept up several photo albums so we could see what our members looked like when we had events or were just out having a nice day flying.

The second was Jim Ronhovde, who picked up the baton that Bruce had created and carried it forward. Jim had researched the membership records that Bruce had maintained and instituted the 5-Year membership awards where TCRC would award members a patch for every 5 years of membership at the annual banquet.

I became club historian after I expressed interest in the records and realized I had a good portion of the archives already (lost) in my basement. My mission is to bring our history to life so our members know where we came from, how we got to where we are and what we might be able to do again.

This year my goal has been to scan the past club rosters and newsletters with the objective to place them in a secure portion of our TCRCOnline.com web site. Currently I have 19 years of rosters scanned (1962-1980) and several years of newsletter (starting in 1963).

## **50 Years Ago @ TCRC-1963: Newsletter:**

The 1<sup>st</sup> TCRC Newsletter was generated (Volume 1, Number 1) in January 1963. TCRC VP Chuck Robin (Mike Robin's father) was the 1<sup>st</sup> editor and handed it off to TCRC secretary Jim Surber halfway through the year. TCRC Had 60 paid members as of the January newsletter plus 2 new members.

## **Observations:**

- US President John Kennedy is living high after the Cuban Missile Crisis 60 days before.

- The standard radio gear for a beginner is a single channel escapement (Left or Right Rudder). The advanced flyers all use 10 channel REEDS (a non-proportional bang-bang type of control where the channels were something like this: CH1=Left Rudder, CH2=Right Rudder, CH3=Up Elevator, CH4=Down Elevator, CH5=High Throttle, CH6=Low Throttle, CH7=Left Aileron, CH8=Right Aileron, CH9=Down Flaps, CH10=Up Flaps)
- There was a NEW radio control technology coming out call "Proportional" and the well-off pilots were migrating to it as soon as they could afford it. An ORBIT proportional radio could cost \$500 in 1963. (This is equivalent to \$3,500 in adjusted 2013 dollars!)
- You were required to have an FCC Amateur Radio Operators License to operate an RC transmitter. (For 6 M frequencies, this could require a test in transmitting & receiving Morse Code)
- RC Modelers often had to have enough electrical knowledge & parts to repair a radio at the field.
- The best REEDS servos commercially available were ANNCO servos designed & built by **Fred Wallman** of TCRC!
- TCRC's 1963 budget was built from membership dues & profits from the 7<sup>th</sup> Annual Pattern Contest (TCRC charged \$3.50 entry fee per event (Class I, II, & III Pattern & Scale)).

## **Interesting Excerpts:**

- "You will be at the Feb 5<sup>th</sup> meeting I hope. Red St Aubins friend will be on hand to take orders for fuel \$2.50 a gal. It has been tested and is the best mix yet."
- **"For Sale:** 'Trike Gear Orion' in mint condition, completely trimmed ready to fly, with new Veco 45, ANNCO servo w/latest mod, Gould NiCads 500 mil & conv in transmitter, epoxy fire wall & motor mnts, Tx is ORBIT 10 chan 6 meter superregen, weight 6#, \$295 complete! Good Deal! It's a Beauty! Chuck Williver UN 9 5910" (FYI: \$295 in 1963 would be the equivalent of approximately \$2,100 in 2013 adjusted dollars!)

**Continued On Page 8, Column 3**

## New Members

Several new members joined TCRC in October.



Ali Reda lives at 6418 City West Parkway in Eden Prairie 55344. His phone number is 612-845-3882 and his email address is [alireda@yahoo.com](mailto:alireda@yahoo.com). Ali currently has a 2-meter glider with an electric motor module and is learning about thermal soaring.

Larry Sorenson lives at 10322 Colorado Road in Bloomington 55438. His phone number is 612-756-0930 and his email address is [ljsoarinson@yahoo.com](mailto:ljsoarinson@yahoo.com). Larry is interested in all aspects of R/C.

Julian Bristow lives with his wife Caleen at 17091 Javelin Court in Lakeville 55044. Their phone number is 952-892-0988 and his email address is [jpgbristow@frontiernet.net](mailto:jpgbristow@frontiernet.net).

Rick McNaughton lives at 10928 Hillside Lane in Minnetonka 55305. His phone number is 612-875-2905. His email address is [rdac19@comcast.net](mailto:rdac19@comcast.net). Rick has been flying quite a while and says he has too many planes to list.

When you see Ali, Larry, Julian and Rick at a meeting or the field, be sure and introduce yourself and welcome them to TCRC. J

## That's History

Continued From Page 7

- **Note from June 1963:** "Red St Aubin came back with a fine trophy after flying a demonstration flight (or two) at the Crystal Airport Tower dedication. Nice going Red!"
- TCRC Banquet will be held @ Herbies. Dinner \$3.00 per person

### Summary:

It is amazing how much cheaper & more reliable our 2013 radio systems & engines are as compared to what they were in 1963! J

## TCRC Banquet

### Saturday November 16th

### Be Part Of The Fun!

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# AMA Election Ballot Mailed

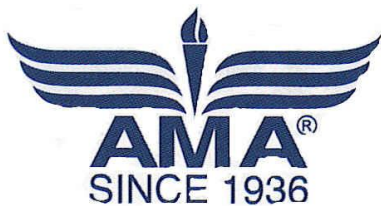
Academy of Model Aeronautics members should have received their 2014 AMA Election Ballot in the envelope with their renewal notice.

The national office for AMA president is up this year and incumbent Bob Brown is running unopposed.

District VII does not have anyone up for election in 2014.

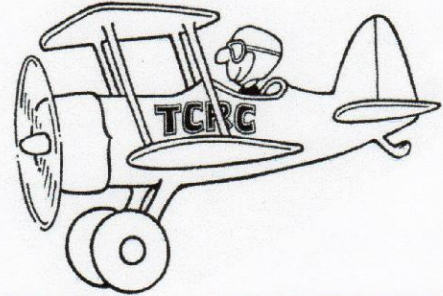
The ballot attached to the renewal membership must be postmarked no later than November 8, 2013 to be counted.

Take the time to fill out your ballot today and put it in the mail. The ballot requires no postage from the membership. J



AMA CLUB #383

CROSS POINT CHURCH  
9801 FRANCE AVENUE SOUTH  
BLOOMINGTON, MINNESOTA



## TCRC 38<sup>th</sup> ANNUAL AUCTION

TWIN CITY RADIO CONTROLLERS – MINNEAPOLIS, MN

SATURDAY, FEBRUARY 8, 2014

[www.TCRCONLINE.COM](http://www.TCRCONLINE.COM)



### Concessions & Door Prizes!

- Hot Coffee & Donuts
- Soda/Pop
- Hot Dogs & Chips

### What's for Sale?

- R/C Airplanes, Kits, Engines & Radio Systems
- R/C Aircraft related stuff & support equipment
- NO Cars/Boats
- NO Unrelated Stuff

### When:

Registration Begins @ 8:00 am  
Auction Begins @ 9:30am

### Details:

- \$3.00 Admission: includes Bidder's Card
- \$20.00 Minimum Opening Bid. Nothing will be sold for less than \$20
- Commission of \$5 or 10% whichever is greater.
- SELLER MUST attach a brief description to EACH item being sold
- Pre-Registration Available for Sellers
- BUYBACKS @ 10% up to a maximum fee of \$20

### Questions?

- E-mail: [Auction@TCRCOnline.com](mailto:Auction@TCRCOnline.com)
- Call Jim 952-445-5257 or Scott 952-934-1471
- MORE Info at <http://www.tcrconline.com/pages/auction.htm>

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## MARCEE Announces Dome Flying Dates

MARCEE has obtained permission to fly in the Metrodome again this year, which will of course be the last year since the Dome will be razed in 2014.

The dates are:

Nov 1 (Fri) 8 AM to 4 PM  
 Nov 11 (Mon) 8 AM to 4 PM  
 Nov 12 (Tue) 8 AM to 4 PM  
 Nov 21 (Thur) 8 AM to 4 PM  
 Nov 25 (Mon) 8 AM to 4 PM  
 Nov 26 (Tue) 8 AM to 4 PM  
 Dec 9 (Mon) 8 AM to 4 PM  
 Dec 10 (Tue) 8 AM to 4 PM  
 Dec 12 (Thur) 8 AM to 4 PM  
 Dec 16 (Mon) 8 AM to 4 PM  
 Dec 17 (Tue) 8 AM to 4 PM  
 Dec 19 (Thur) 8 AM to 4 PM

You are required to have an AMA membership and also be a member of MARCEE. You can join MARCEE at the Dome. For more information visit MARCEE's website at <http://www.Marcee.org/>.

J

## Ugly Plane Contest

by Sherwood Heggen

TCRC Members –

Here we go again! It is time to bring out your flyable ugly airplane to be entered in the 2nd Annual Ugly Airplane Contest. It will be held after the election at the November 12 TCRC meeting. Don't be hesitant! There is something positive to be said about an ugly airplane, i.e., it has been a long-time friend that probably has battled long and hard to make you happy, or it just didn't quite turn out in the building and finishing department, or it is just lovingly strange. But who cares? It is a candidate to be the winning airplane in the ugly airplane contest.

A gift certificate will awarded to the winner of the contest along with the bragging rights of having the ugliest airplane.

The rules are simple: the airplane must be flyable and be considered ugly regardless of how it got that way. It can be the result of being flown hard and put away wet, less than perfect building and finishing skills, numerous crash repairs, etc.

Don't be shy about bringing what you got. Be proud of the ugly airplane(s) you have and let it be recognized as the best of the ugly ones out there.

Let's fill the room this year with ugly and have some fun. J

## Calendar

Every Friday	Dome Flying Golf Dome Long Lake 9:00 PM to Midnight
Nov	Flying in MetroDome Nov 1, 11, 12, 21, 25 & 26
Nov. 12	Membership Meeting, 7:00 PM CrossPoint Church Bloomington
Nov. 12	TCRC Elections
Nov. 12	Ugly Airplane Contest After Membership Meeting CrossPoint Church
Nov. 16	TCRC Banquet 5:00 PM David Fong's Prior Lake
Dec	Flying in MetroDome Dec 9, 10, 12, 16, 17 & 19
Dec 7	All Season Flyer Finale, Jordan Field 10-10-10 Rule
Feb. 8	TCRC Auction 7:00 AM – 5:00 PM CrossPoint Church Bloomington



## Curing a Lean Engine Mystery

by Bob Mandeville  
Wingbusters Model Airplane Club  
Halifax MA

This was an odd sort of problem. It began when I swapped out the Magnum .91 on my Aero Works Edge 540 to get some run time on a new engine that I wanted to use on a new project. The new engine started okay, but when it flew, everything seemed to be off. There wasn't the power that I used to have; the high speed needle (HSN) and low speed needle were both way out of adjustment.

I reinstalled the original engine, and had the same problem. Then, just because I had it, I dropped in a third engine - to confirm that it wasn't the engine itself - with the same result. That confirmed it was the fuel system.

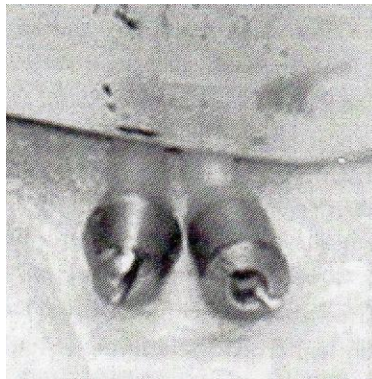
The key symptom was that I could not get a good pinch test from the engine. It had all the indications of a lean-running engine. Even with the HSN opened 4-5 turns, I was not getting a pinch check. During that first engine swap, the fuel system had been checked out just to be safe. Obviously, that had to be the reason, but what did I do to create this problem?

The Edge's tank was pulled again and the three-line fuel system was checked over very carefully. After about two beers, my vision suddenly cleared and I had an aha! moment. Look at the picture on the right. What do you notice about the clunks?

Like most three-line systems, this one has two clunks; one to the fill

line and one to the carb line. The picture shows one clunk with a large feed hole to let lots of fuel through. The other clunk has just a slit and a small hole. Guess which one was connected to the carb inlet line? Here's a hint: it wasn't the one with the large feed hole. That clunk with the slit would be fine for feeding your .40 or .46, but there was absolutely no way that it was going to let enough fuel in to run a .91. That undersized clunk was the cause of the lean runs. The clunks were swapped and the problem vanished. The clunks had been inadvertently swapped during the rebuild.

This is being written to give folks a heads-up if they run into the same problem somewhere down the road. A clunk is a clunk is a clunk, right? No, they're not.



(Reprinted from *The Wright Flyer*, newsletter of the Wright Flyers R/C Club, Monticello, MN, Jean Davids, Editor.) J

## All Season Flyers

An AMA All Season Flyer is a pilot who puts at least one flight in outside in every month of a calendar year. In Minnesota, that is an accomplishment!

When you do accomplish it, you are awarded the patch shown on the right. J



## Protecting Hinges

Petroleum jelly often has been used on pinned hinges to protect epoxy glue from sticking to the hinge joint, however, it is difficult to get just the right amount on the hinge and to make sure the hinge is completely coated.

A very cool way is to melt the petroleum jelly in a small dish such as a dessert dish (an oven-safe type, of course). Use only enough to melt to a depth of about 1/6<sup>th</sup> of an inch. Fold the hinge and dip the pinned end into the melted jelly.

Remove and touch the hinge to a paper towel to remove excess. In a couple of seconds, the petroleum jelly cools and has penetrated the hinge.

You now have a completely coated hinge joint that epoxy will not stick to.

(From Gene Davis, Newsletter of the National Association of Scale Aeromodelers, and then reprinted in *The Wright Flyer*, newsletter of the Wright County R/C Club, Monticello, MN, Jean Davids, Editor.) J

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

## Meetings Are Great At TCRC



TCRC meets on the second Tuesday of each month and the meetings are always fun. In October, they were even more fun for Joe Neidermayer and John Berk who were fortunate enough to sit in the right seats and each won a \$50 gift certificate to Hobby Warehouse. **J**

### 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.

#### 2013 Officers

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Vice President	Kris Hanson	612-702-3609
Secretary	Bob Breisemeister	612-964-8877
Treasurer	Tim Wirtz	952-941-5357

#### TCRC Flare-Out

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	& Mike Timmerman	952-496-1631
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