



February

Minneapolis, Minnesota U.S.A.

2004

All Season Flyer Ranks Are Growing

by Jim Cook

Saturday, January 3rd was cold and windy – a day when you would think twice or maybe three times before going out to fly. But that didn't stop a bunch of TCRC'ers from packing a plane into their cars or trucks and heading to Jordan for their first flights of 2004.



Warmly dressed club members and family pose for a picture during a lull in the flying on Saturday, January 3rd. (Photo by Jim Cook)

Rick Smith and Jim Cook arrived at the field just before the start time of 11:00 AM for the 2004 All Season Flyer Kick Off. Within minutes several other cars entered the parking lot with other pilots and planes.

Rick was the first up with his newest electric plane that leapt into the windy skies. Right on his heels was Jim Cook with his hand launched

Continued On Page 3, Column 1

TCRC Auction Saturday, February 7th

The biggest event of the year for the club is this Saturday – the TCRC Annual Auction.

The 2004 edition is scheduled for Saturday, February 7th at its usual place in the basement of St. Peter's Church in Richfield, Minnesota. Start time for registration is 8:00 AM and the bidding starts at 10:00 AM. The set-up crew needed to get the area ready should be at St. Peter's by 7:00 AM.

Last year was a big auction and this year promises to be even bigger yet.

The auction requires a big commitment from TCRC's members in the form of time to make the event run smoothly. Every member should plan on being at the auction on Saturday and to put in the time necessary in one of the areas. And don't forget to look through all of your R/C gear to find out what you have to sell and what you need to buy. Be a part of TCRC's greatest event. ┌

From The Cockpit Of The President

by Scott Anderson

e-mail:

president@TCRCOnline.com

By the time you read this the 2004 TCRC Auction will be history. This will be one of the few auctions over the past 20 years that I've missed. I know you all missed my melodic voice as auctioneer this year, but we've got new talent coming out. For example Col.'s Cook, Bickford and Smith have been warming up for this for weeks. Their knowledge base for the value and condition of our RC equipment makes them uniquely qualified to command the auction this year.

You may have noticed some other changes as well. We've set up department heads for registration, impound, and cashier with the goal of having rotating staff so everyone gets a shot at the auction. I hope you've all had a great time and that this has been one of the best auctions to date.

I was delivering auction flyers to hobby shops again and I stopped into the NEW Central Hobbies located near South St. Paul. This is Rich Ross' 5th hobby shop in the Twin Cities over the past 20 years. You may remember a few of the others such as Northwest Hobbies, RC City, and the Hobby Warehouse. Rich is an entrepreneur who knows what RC hobbyists want and need. CENTRAL HOBBIES is a great

looking operation located in a former Video Update store. The place is very well stocked and priced nicely. The location is easy to get to from 494 to Highway 52 north, to Wentworth Avenue east, to 15th Avenue south one block. Stop in some time and say hi!

The snow is getting heavier at the field and our resident lumberjack, Mike Timmerman, is getting ready to torch the burn piles. When the time is right, we'll need volunteers on site to help and to keep watch on the fires as long as they burn. We'll probably start before dawn on a Saturday and stay with it for the weekend. Contact Mike if you're available to help.

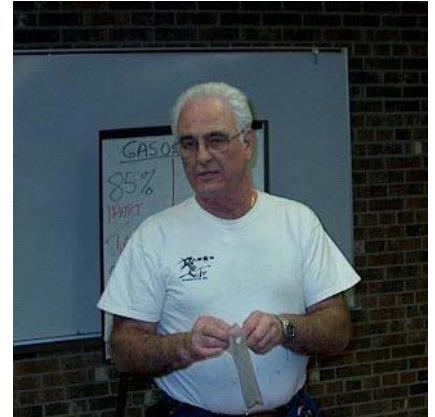
Our monthly meetings will not be in H-195 for a while as H-195 has been booked for a class through May. We will be meeting in room H-193 right next-door most of the time. If the room gets too full, we can probably slip out to the cafeteria if necessary.

We're discussing the option of holding the summer meetings at the field. Let the board know what your thoughts are on this or any other subject. Just e-mail us at Board@TCRCOnline.com.

I'll see you at the All Season Flyers' outing on the 21st! Start time is 11:00 AM and CD is Rick Smith.

Don't forget me have the Winter Fun Fly coming up on Saturday, March 6th. Conrad Naegele is the CD and it should be lots of fun. Plan on bringing down a plane and having a great time as winter makes its exist and spring (hopefully) arrives. ☺

Maury Engen



Twin City Modeler and Entrepreneur Maury Engen passed away January 9th, 2004.

Maury was the proprietor of R/C City Hobby Shop on Cliff Road in Burnsville, previously on West 7th Street in St. Paul.

He was the volunteer treasurer of the Scale Flyers of Minnesota and a member of Tri Valley and AgAir10 RC Clubs. Maury was always an active builder and flyer of all kinds of aircraft but especially giant scale. He was involved in all types of competition and fly-ins. Maury's hobby shop was a hangout for modelers of all ages. He was a knowledgeable mentor to all types of R/C modelers from beginners to the highly experienced, and was quite versed on electric flight.

The hobby will miss you Maury!

TCRC meets every month on the 2nd Tuesday at 7:00 PM in room H195 at the South Hennepin Technical College located at 9200 Flying Cloud Drive (Highway 212) in Eden Prairie. Guests are welcome to attend these meetings.

All Season Flyer Kick Off

Continued From Page 1

ComBat. The sky had a bright sun in it but the wind was out of the west and increasing as the morning wore on. Those pilots with electric engines didn't have to get their hands as cold prepping their engines before their flights. But everyone brought plenty of clothing and good gloves and the weather didn't keep the glow planes out of the sky.

Jay Rudberg showed up with his helicopter, and Thad Gorycki had a nice flying J-3 Cub that did some beautiful take-off and landings. Thad also was the pilot to get his money's worth on each of his many flights. Each time he landed the Cub had to be flying on the remaining fumes in the fuel tank.

Those members taking the time to come out and enjoy a Minnesota January morning included Charlie Dempewolf, Scott Anderson, Jim Cook, Rick Smith, Jay Bickford, Thad Gorycki, Conrad Naegele, Jay Rudberg, Mike Timmerman and Pat Dziuk. In addition, the family of a prospective new member came out to see what R/C was all about.

Scott Anderson put a buddybox on his trainer and after he and Rick Smith trimmed the craft out, the buddybox was given to Trent Johnson for an introductory flight. It was obvious that Trent and his entire family were impressed.

To qualify for an AMA All Season Flyer patch, a pilot must put

Continued On Page 4, Col. 3

When You're Eager To Fly, Cold Doesn't Matter



Scott Anderson and Rick Smith give Trent Johnson some air time while his family looks on. (Photo by Jim Cook)

Winter Flying Fashion Show



TCRC members show what a well-dressed Minnesota winter flyer wears to the flying field. (Photo by Jim Cook)

Fred Noble



Long-time TCRC member Fred Noble passed away in January.

Fred was a 23-year member of TCRC and very active in the club until his death. Fred participated in the Bald Eagles meetings on Wednesday mornings, was always in attendance at the Park Rapids Fun Fly in August with his wife Mary Jane, and could routinely be found at the flying field and the club meetings. Fred always was ready to lend a hand or an opinion to the new member when necessary, and obviously thoroughly enjoyed the hobby of R/C airplanes.

We extend to Fred's wife Mary Jane and to his family our deepest sympathies in his passing.

Calendar

- | | |
|----------|---|
| Feb 7 | TCRC Auction
St. Peter's Church
Richfield, 8:00 AM |
| Feb 10 | TCRC Membership Meeting, 7:00 PM
Room H195
Hennepin Technical College
Eden Prairie |
| Feb 15 | Deadline for
TCRC Dues Payment |
| Feb. 21 | Duluth/Superior Auction, 9:00 AM
Superior, Wisconsin
Tom 715-392-7273 |
| Feb. 21 | All Season Flyers
11:00 AM
Jordan Field
Rick Smith CD |
| Feb. 26 | Board of Directors Meeting, 7:00 PM
Room H195, HTC |
| Mar. 6 | Winter Fun Fly
11:00 AM
Jordan Field
Conrad Naegele, CD |
| Apr. 2-4 | Toledo R/C Expo
Toledo, Ohio
Jim Cook |

All Season Flyer Kick Off

Continued From Page 3

at least one outside flight on an R/C airplane each month of a calendar year. This feat is pretty impressive when you live in Minnesota! Several of the pilots that flew were going for their first ASF patch, but there were also a few that were pursuing their 10th straight patch.

Thanks to Rick Smith for CD'ing the All Season Flyer Kick-Off, and thanks to the many members who came out to Jordan on a cold winter morning to continue to enjoy the hobby of R/C airplanes. ☺

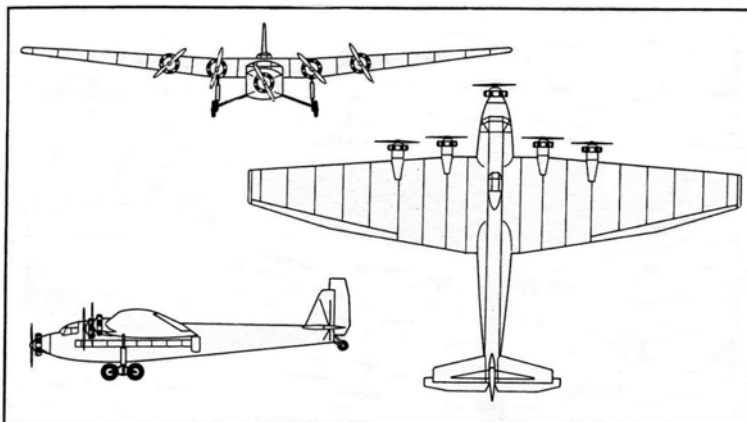
New Members

Randy Chryst became TCRC's first new member in 2004. Randy lives with his wife Barbara at 17106 Trenton Lane in Eden Prairie, 55347. Their phone number is 952-949-2606 and his e-mail address is rchryst@mn.rr.com. Randy has been flying for 30 years and has many planes including a 1/3-scale 230 Extra and a Big Boy.

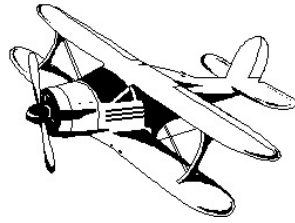
When you see Randy at a meeting or the field be sure and introduce yourself and welcome him to TCRC. ☺

Bring A Prospective Member To The Next Meeting

February Mystery Plane



Show & Tell



Jerry Dunne had his newest electric at the January 13th meeting. This ARF is a twin-engine plane from Wattage. It was orange with twin booms and came complete with strobe and wing tip lights that can either be on a fifth channel, or set-up to come on when the throttle is decreased below 25%. Jerry has about 40 flights on the twin and said it is a little slow but he gets 18 minute flights out of the lithium batteries.



John Berk had his SE5A, WWI British biplane at the January meeting. This plane was done in dark green with British roundels. The underside of the wing had vertical red and white stripes. It was powered with an Enya 80 4-stroke engine, and covered with Coverite fabric. The airfoil was flat-bottomed and he did not couple the rudder and aileron. He said it flies like a

trainer and lands nicely. He has to add a Vickers machine gun and a pilot with a scarf and the plane will be complete.



Brandon Anderson had his newest scale aircraft at the January 13th meeting. This was a Grumman F-8 Bearcat done in Navy blue. Brandon bought the plane off of the ceiling at Hobby Warehouse (where he works). The plane will be powered with an OS .91 4-stroke engine and has pneumatic retracts. He hasn't flown the warbird as yet but that will occur in the very near future.



Boyd Bowdish had his 1972 Lew Andrews Aeromaster biplane at the meeting. Boyd has had this kit in his house since 1972 and just got around to building it. It was covered with SIG Coverall that was painted cream with red sunrays on the wings and stab. He powered it with an old K&B .61 2-stroke engine and used his 1975 Kraft radio (updated, of course). The underside of the wings and stab were done in red and white vertical stripes. The plane had not made its maiden flight as yet. ☺

TCRC Dues

With the arrival of the new year, the payment of TCRC's 2004 dues are due.

The dues have been raised this year to:

- Adult: \$50
- Junior: \$25
- Social: \$30

For members new to TCRC there is also an initiation fee of \$50 for adult membership and \$25 for junior membership. There is no initiation fee for social membership.

Dues should be given to treasurer Rick Smith at a meeting or sent to him at:

6507 Manchester Lane
Eden Prairie, MN 55346

Deadline for payment is February 15, but don't wait until the last minute. Take the time to pay your TCRC dues today. ☺

From the Co-Pilots Seat

by Jay Bickford

Tragedy and Triumph

February 1, 2004. It was exactly one year ago today as I was preparing for one of our TCRC winter flying events that I first heard the news on TV. Just before 8:00 AM, all contact with the Space Shuttle Columbia was lost over Texas, and debris was reported seen falling from the sky. On that fateful morning, the Columbia and its intrepid crew of 7 space pioneers were destroyed on re-entry into the atmosphere. By this time, I think for most of us, manned space flight had become pretty routine. It barely even garnered a passing mention on the news anymore. It had been over 16 years since the Challenger Disaster, and the thought of something like that happening again seemed pretty remote. Yet, for the adventurers and explorers that make up the corps of astronauts, space flight was still on the cutting edge of danger. They

are explorers and pioneers in the strongest sense of the word.

And now, one year later, we are awestruck by the pictures being returned from the surface of Mars by the pioneering twin rovers, Spirit and Opportunity. I am sure as the next few months pass, and the rovers continue to send back their data, there will be many opportunities to reveal in their triumph.

As humans, we are at our best when we are reaching for the edge, pushing the envelope. Whether it is flying in the space shuttle, or challenging ourselves to learn a new task, we are at our best when we are challenging ourselves to become something more than we are right now.

By this time, you may be wondering a bit where I am going with this and how it relates to R/C. Well, let me see if I can tie it back into the hobby we all love so much.

There are many opportunities for you to challenge yourself this coming year in the hobby of building and flying radio con-

Continued On Page 7, Col. 3

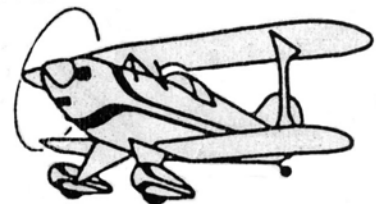
Hobby Warehouse

7120 Chicago Ave. S. Richfield MN 55423

Hours:

M-F 10-7
Sat. 10-6
Sun. 12-5

Best Prices In Town!



Tom Steinmueller, Owner

(612) 861-5587



At The Field

by Klotz the Kat

The 1903 Wright Flyer we see on so many postage stamps and magazine articles was not the first airplane!

It flew only four times before it was scrapped for parts. All flights were straight and level hops, just like so many other failed attempts at powered flight. It really had only two active controls — elevator in the left hand and throttle in the right — a partial Mode One. Coupled wing warp (ailerons) and rudder were connected to the hip cradle. The idea was that if the wing banked, the pilot's weight would slide the cradle in the direction of the bank causing the rudder and wing warp to move opposite to the bank and return the wings to level. It was a passive roll stabilizer — a technique used by free-flight modelers known as 'pendulum control'.

The negative dihedral was intended to resist rolls, leveling the wings after a side gust. It didn't work very well.

The Wrights knew that this airplane was incapable of controlled turns. Had they tried, the airplane would have drifted into an unrecoverable spin. They didn't care about that on that day. Like the good engineers they were, they wanted to conquer one problem at a time. It was import-

ant to keep the wings level so that pitch control could be solved first. Roll and yaw control were saved for another day.

Having verified pitch and power, the next Flyer lacked negative dihedral; warp and rudder became separate active controls — the same four basic controls all airplanes have today.

Kill Devil Hill's 25 mph winds and sand dunes were not a good place to make the world's first downwind turn, so proof of controlled flight was not even attempted there. The first controlled flight happened at Huffman's Prairie in Dayton. The scientifically accepted definition of controlled flight at that time was (and still is) the ability to fly a pre-determined figure-eight at a prescribed altitude — the same maneuver found in AMA Sport Scale contests. If you go to Huffman's Prairie, now part of Wright-Paterson AFB off the end of a runway, look for the markers in the ground that define the path taken.

It's too bad we don't have a photo of that flight.

So why is the 1903 Flyer still credited with being the first airplane? In the patent fights that followed, it was argued that all of the elements of the airplane that later proved controlled flight were present in the 1903 Flyer — pitch, yaw, roll and power — even though controlled flight was not proven on that day. The debate continues.

See ya at the field. Bring well-proven sandwiches. ☺

Co-Pilot's Seat

Continued From Page 6

trolled model aircraft and in TCRC. Whether it be building your first model from a kit or learning a new aerobatic maneuver. Or even, for that matter, getting up in front of a group of 200+ people and being an auctioneer for the first time. Take a few minutes now and think about what you want to do to challenge yourself this year. Make a commitment to get out of your comfort zone and explore something new this year. Push the envelope!

By the time this newsletter reaches many of you, we will be right in the middle of our biggest club fund raising event of the year, the annual TCRC Auction. Let me take this moment to thank each one of you that volunteers and comes together to make this event come off like clockwork. You are the heart and soul of TCRC, and we couldn't do it without you.

The next event for you challenge-seekers out there is the February All Season Flyer Event. This February, it is being held on Saturday the 21st, at 11:00 AM. If flying in the cold of a Minnesota winter is new to you, we would like to invite you to join us and give it a try. To me, there is nothing prettier than seeing your model take off over a beautiful snow covered landscape, and enjoying a little camaraderie with your flying buddies at the same time. Nothing warms the heart and spirit more on a cold winter day.

Until next month... [

Members In Profile:

Stan Erickson of Burnsville, Minnesota



What was your Profession? I worked for what is now Lucent. We installed telephone systems. My job was to get them to work.

TCRC Member Since: 1962 (42 years!)

Why did you join TCRC? I had flown near the ballpark and it was getting way too congested there. Being rather frugal, it pained me to pay the \$10 that it cost me to join but I found it was well worth it.

Are You A Member Of Any Other Club? Yes. I have maintained a membership in Tri-Valley for six years.

What TCRC Volunteered Services & Offices have you held? Vice president in 1979, secretary in 1987 and 1988, board member from 1989 through 1999 except for 1993, recipient of the Walt Billet award in 1989, video librarian for many years, instructor, and a long-time member of the field mowing team.

What are your Model Aviation Interests? Mostly I just like to fly. I have enjoyed helping beginners to keep their planes in the air long enough to learn to fly themselves. One of my greatest thrills is when someone I have helped is able to fly on their own.

What is your Favorite Airplane? I like to fly an assortment of planes. Anything from my really ugly Stick to the great clipped-wing Cub that was built by Don Martin.

What is your Favorite Flying Memory? Probably the time I flew three airplanes in the same contest.

One was mine, one was Don Martin's Cub, and one was Bob Davis' Cub. Bob's Cub won the contest and I ended up dead last.

What improvements would you like to see at the field? More flyers at the field, especially during the week. Some tables on the flight line for us old folks. Some trees near the shelter would be nice also. [

Members In Profile:

Gary Marshall of Prior Lake, Minnesota



What is your profession? Construction Project Manager.

TCRC member since: 2003.

Why did you join TCRC? Great member participation. Lots off stuff going on. Paved runways on privately-owned property.

Are you a member of any other club? MVRC since 2000. Fly most often at MVRC for convenience. That field is only 5 miles from my home.

What TCRC Volunteered Services & Offices have you held? None. Have volunteered to work at the TCRC auction this year.

What are your Model Aviation Interests? Sport flying all types of 40 and 60 size aircraft. Hopefully working my way up to larger military scale.

What is your Favorite Airplane? 60 size Great Planes Shoestring. I have not flown the current 60 size Hangar 9 P-51 yet, but it is in the stable and ready to go.

Continued On Page 9, Column 3

Curtiss SO3C (Seamew)

by Conrad Naegele

The January Mystery Plane was the US Curtiss SO3C seaplane.



In 1937 the US Navy issued a requirement for a high speed monoplane Scout, to replace the current Seagull SOC. Curtiss was awarded the contract. The XSO3C-1 first flew October 6, 1939. A separate cockpit two-seat all-metal monoplane with a large central float and under-wing outrigger floats. Although it was tested as a land plane with narrow spatted wheel pants, floats were meant to be the primary use. Stability and control problems appeared in both versions, so a larger tail unit and upturned wingtips were fitted. 141 were produced with a Ranger V770 520-hp engine. These were named 'seagull', but the U.S. Navy adopted the British 'Seamew'.

There were an additional 450 intended for the Fleet air arm (Britain). The UK models were refitted with 600-hp V770 engines but only 100 were delivered. This aircraft was never successful despite years of 'tweaking', and the last model was produced in 1946. It was a poor design, and underpowered. Most of the series were converted in the US to radio-controlled drone targets. All this time, it never seemed to occur to someone to simply install a larger in-line engine and there were many, to compensate for the rather heavy air frame. Strangely, the plane this replaced, the Curtis SOC biplane, was markedly superior and was in fleet service from 1933 through the end of 1946!

The Curtiss had a weight of 7,000 pounds. It could fly at 170 mph and could climb to 10,000 feet in 26 minutes. ☺

**We Need You At The TCRC
Auction This Saturday!**

Members In Profile:

Gary Marshall

Continued From Page 8

What is your Favorite Flying Memory? Probably my first solo. It was a tremendous feeling to come home with just as many parts as I left with.

What is your Favorite Flying Event? I enjoyed attending last summer's open fun fly. I got to see lots of airplanes of all types.

What Improvements would you like to see at the field? More open area, longer runways, larger covered shelter.

What would you like to learn about at a meeting? How to finish better. Covering techniques, how to fiberglass properly, how to paint properly. I feel like Stevie Wonder on some things. ┘

TCRC Field Surveyed

TCRC member Larry Couture is a registered surveyor and he brought his crew to the Jordan Field and did a complete survey of the club's land.

Larry located the boundary markers of the field and now has each boundary marked with a flag.

A big thank you to Larry and his crew for donating their time and expertise. ☺

Editor, Jim Cook
1075 Miller Street
Shakopee, Minnesota 55379

The Field Looks Different Now!



This is what the flight line looked like on January 3rd. With the huge amount of snow Jordan received in January, there is now a foot or so of snow covering the runways and entire field. (Photo by Jim Cook)

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.

2004 Officers

President	Scott Anderson
	952-934-1471
Vice President	Jay Bickford
	952-890-5678
Secretary	Conrad Naegele
	952-545-5421
Treasurer	Rick Smith
	952-949-9648
TCRC Information Line	763-391-3443
	TCRC Flare-Out
Editor	James R. Cook
	952-445-5257
	http://tcronline.com