



December

Minneapolis, Minnesota U.S.A.

2021

# Wow! What A Great 2021 TCRC Banquet!

by Jim Cook

The TCRC Annual Banquet returned to David Fong's Restaurant in Prior Lake on Saturday, November 13<sup>th</sup>, after a year-long absence courtesy of COVID-19.



**Some of the members and spouses that attended the 2021 TCRC Banquet at David Fong's Restaurant. (Photo by Jim Cook)**

The event started at 5:00 PM as members and their wives arrived to have time to talk and have a drink or two at the cash bar. They were greeted by the door by Jayne Breisemeister, as she got them checked in and armed with their first door prize tickets.

David Fong's is a great place for the banquet. The room they reserve for TCRC is very spacious and well laid out for the activities to be done.

And the food is fantastic! Shortly after the doors were open, a buffet table was filled with egg rolls, chicken wings and other tasty hors d'oeuvres.

While the group enjoyed their hors d'oeuvres, they had a couple of tests to do, and everyone diligently filled out the tests, because that meant more raffle tickets to be used on the door prize table.

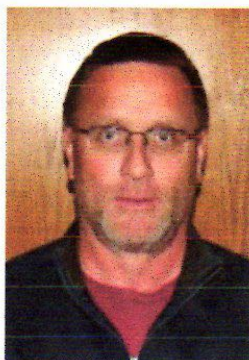
Soon after, the buffet table was filled with the main courses of great Chinese entrees, and nobody was too bashful to go back for seconds.

Following dinner, President Bob welcomed all to the 2021 edition of the TCRC banquet. He did a 'year-in-review' detailing the transformation that the flying field did in this year. From the complete repair and painting of the shelter, the replacement of the runway fences, and the total repaving of the runways, pits, taxiways and walkways – all in a year when the club was short-funded because of the cancellation of the auction in 2020. Quite an accomplishment.

Bob then invited Brian Johnson up to give a review on the TCRC Discount Store. Brian explained that TCRC Discount Store was created as a means to help lessen the financial  
**(Continued On Page 3, Col. 1)**

## A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

I can't believe that I'm writing my last article for 2021. Where does time go -- it just seems to be flying by. Get it? Flying by.

What a great year of flying at the TCRC flying field. This is the first year that I can remember that we didn't lose one day of flying due to flooding. I'm sure that it has happened before but I'm not sure when. *(Editor's note: Prior to 1993, from 1969 up the field never flooded!)* There weren't too many days lost to rain with the lack of precipitation this year also. We were able to have all the summer meetings at the field and did not have to cancel any of our events or Fun Fly's.

With the improvements and maintenance done to the field this year it is in the best shape it has been in for quite a few years. With the work done to the shelter last fall, the new pilot fence which has been tested a couple of times already, and of course the paving of the runways, we are in good shape for 2022. Keep your fingers crossed for an average year of snowfall and rain next year. I have a few things on the list for next spring but nothing major.

A big Thank You to the members who donated their time to get the work and maintenance done. There are too many names for me to remember and I would hate to forget someone. But you know who you are, and your efforts are appreciated by me and the members of TCRC. I would like to see more members donate their time next year and not just the same members that continue to help with the work on our field for all of us to enjoy.

If you missed the banquet, fun was had by all! The food was great and the conversation and reminiscing about the past year was good. We had a few table games and then we played TCRC Jeopardy which is always interesting and makes you dust off the cobwebs in your head. There were a lot of good prizes to win. We'd love for you to join us next year.

The next event is the TCRC Auction on February 5<sup>th</sup> 2022. As for now we are moving forward with the planning of it taking place. It is our only fundraiser so we will need all hands on deck to make it a big success. With COVID still on everyone's mind, the board is working on changes that might have to happen in order for us to hold the auction. More details to

come. Please mark your calendar and start cleaning out your shop and garage.

Wishing you all a Merry Christmas and a Happy New Year!

Happy Flying!



### 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.

#### 2022 Officers

<b>President</b>	<b>Bob Briesemeister</b> 612-964-8877
<b>Vice President</b>	<b>Chris O'Connor</b> 612-619-5471
<b>Secretary</b>	<b>Ken Weddell</b> 952-500-3446
<b>Treasurer</b>	<b>Tim Wirtz</b> 952-941-5357

#### TCRC Flare Out

**Editor** James R. Cook 952-200-2030  
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& Mike Timmerman 952-496-1631

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

**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.**

## TCRC Annual Banquet

Continued From Page 1

burden of not being able to hold our auction – the biggest source of funds for the club. He said that several members donated R/C equipment to the club to be sold on eBay and locally. Originally it was hoped that the club could raise \$1,000 or so to help the club. Brian said that as of this time, 100 items have been donated and sold. Total sales have exceeded \$7,000 with a net to the club \$6,200! This more than covered the auction shortfall! Brian thanked all of the members who donated the equipment to make this happen.

Next, club historian Scott Anderson was asked to come forward and make the Club Service Awards. Scott did just that and they are detailed in a separate article in this newsletter.

President Bob then took the podium back and prepared to present the Walt Billett Award. He explained that this award is given to that person who has best personified the purpose of TCRC: To preserve, encourage, and further develop the hobby of building and flying radio controlled model airplanes. Prior to presenting the 2021 recipient, he asked the 2020 recipient, Jeff Tolzmann to come forward and receive his award. With COVID last year, the trophy had not been procured and there had been no formal presentation of the award to Jeff. After that, Bob prepared to present the award for the 2021 Walt Billett. That presentation is covered in a separate article in this newsletter.

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## The Food At David Fong's Is Plentiful And Fantastic!



TCRC has held its annual banquet at David Fong's Restaurant for many years because of the food, service and facilities.

(Photo by Jim Cook)

## The 2020 Walt Billett Award -- Better Late Than Never



President Bob congratulates Jeff Tolzmann as last year's winner of the Walt Billett Award. (Photo by Jim Cook)

## TCRC Annual Banquet

Continued From Page 3

Bob then turned the meeting over to Tim Wirtz for the start of his now famous version of Jeopardy. Tim explained that this year there were again three levels of difficulty for each category, with a successful answer winning that many raffle tickets for each person at the table giving the correct answer. However, he said there was only one category for Airplanes. The other categories ranging from Country Music to Presidents. Competition was fierce as everyone knew how important those raffle tickets were. The audience proved to be pretty sharp giving mostly correct answers to some difficult questions. When the dust settled everyone counted their tickets and headed for the raffle table to place those tickets into the different prize bowls.

One-by-one each prize was drawn for with corresponding smiles from the lucky winners and frowns from those not so lucky.

The end of Jeopardy brought the 2021 edition of the TCRC Banquet to a close.

Very special thanks to Jayne and Bob Breisemeister for putting together a great event, and thanks to Tim Wirtz for another fun Jeopardy contest.

Around 9:30 everyone puts their coats on, picked up their prize if they were a winner, and headed home. 😊

## Tim Wirtz Always Does A Great Job As Host To Jeopardy!



Questions rotated from one table to the next until all of the categories had been exhausted. (Photo by Jim Cook)

## Getting The Raffle Tickets In Order And Hoping For A Win



Kathy and John Dietz and Julian Bristow show the many tickets they one in the hopes of being a winner at the raffle table.

(Photo by Jim Cook)

# Pictures From TCRC's 2021 Annual Banquet



Jayne Breisemeister greeted everyone arriving for the 2021 TCRC Banquet.



Dessert was a very delicious TCRC cake at the annual banquet.



Every table was full and each person at the banquet had a big smile.



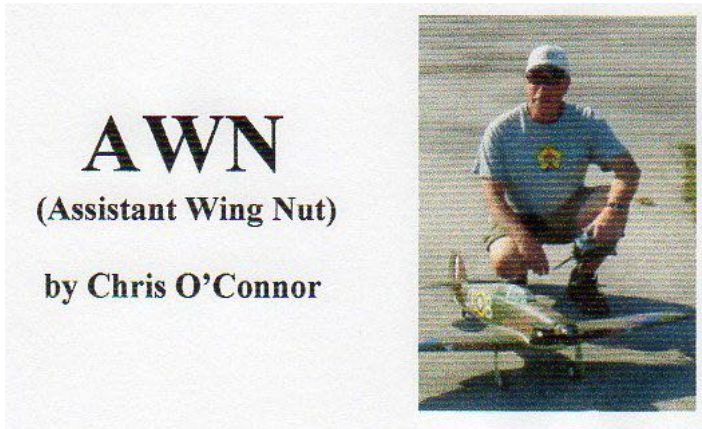
Brian Johnson gave a good presentation on the success of the TCRC Online Store.



There were lots of some really great prizes to be won at the banquet, including seven nice airplane kits, and all of the winners were happy to pose for a picture with those prizes.



If there had been a prize for the 'best dressed' David Erickson would have won it hands down!



It's December now, for many of us it's time to start our winter projects. Let's assume we are building our favorite model that we always wanted. As a suggestion I'm building a 70's pattern plane. Anyone remember the Mach 1 -- that's what I'm building. I had three back in the Seventies, it was a great flying plane. The plane was designed by Norm Page. He did quite well on the contest circuit. TCRC use to sponsor an annual pattern contest and Norm Page came from Chicago to fly his new Mach 1. It was very impressive.



Norm Page and his Mack 1 (Reprinted from Model Airplane News)

The plane was featured in Model Airplane News, then kitted by Midwest Products. I'm building the model from Model Airplane News plans and a short kit from Eureka Aircraft. They cut the formers and also foam wings.

Before starting, make sure you have fresh glues, ca's, epoxy, aliphatic resin, perhaps even some polyurethane glue, sharp xacto blades,

sandpaper, rulers, etc. One thing that I've invested in is a laser level. I've used it on a couple of planes now, what a difference it makes. The other thing that I did different on this model was when covering the foam wings, I used to use epoxy glue for gluing the balsa wing skins on. I switched to polyurethane glue. I tried Elmer's glue-all max. Doesn't foam nearly as bad as Gorilla glue. Also, there's enough moisture already in the wood you don't have to add any water. I learned about this glue and its properties from my brother. His work use's this glue. The skins are bonded very well and are much lighter than if I had tried epoxy.

With the plane almost done I've decided on a new OS .65 motor with fixed gear, and painted using epoxy paints from Klass Kote and Viking paints. The epoxy paint is very fuel proof. Before painting I will use finishing resin and fiberglass cloth to seal the wood.

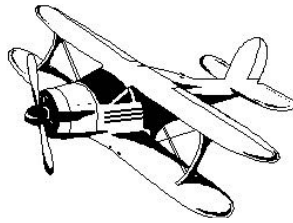
I will bring my project to the next meeting if I am at a good point. I hope many of you will bring your projects to the meetings for Show & Tell.

The program at the December 14<sup>th</sup> meeting will be on starting your winter build.

See you at the meeting. ☺



# Show & Tell



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](mailto: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.

A couple of nice airplanes showed up at the November meeting.



(Photo by Scott Anderson)

Mark Wolf had a Casset Racer at Show & Tell. He picked this plane up at a TCRC Auction when it couldn't get an opening bid. He has no idea who the manufacturer is. It was covered with red Monokote, had a 37-inch wingspan and weighed in at 3-pounds 3-ounces. It was powered with an OS 15 FP swinging an 8x6 prop. He said it has not had its maiden flight as yet.



(Photo by Scott Anderson)

Prolific builder Joe Neidermayr had another plane at Show & Tell. This was a nifty looking Junkers JU52/3M. Joe made the plans for this plane and then scratch-built it. This German passenger plane had a wingspan of 6-feet and weighed in at 9-3/4-pounds. The plane was done in foam and balsa covering and had a white finish. It was powered with 3 3536 electric motors and a 6,600 mah lipo battery. This is the second JU52 Joe has built. He has put three flights on the plane so far. 😊




## 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.

## TCRC Elections Held At November 9<sup>th</sup> Meeting

The prime piece of business to conduct at the Tuesday, November 9<sup>th</sup> membership meeting was the election of the 2022 Officers and Board of Directors.

All of the officer's positions and two of the three board seats were up for election this year, with only the board seat held by Gerry Dunne not up.



The newly elected officers and board posed at the TCRC banquet.  
(Photo by Jim Cook)

All of the incumbents were running for reelection. The incumbent officers were President, Bob Breisemeister; Vice President, Chris O'Connor; Secretary, Ken Weddell; and Treasurer, Tim Wirtz. The incumbent board seats were Brian Johnson and Jim Ronhovde.

Tim conducted the elections, calling for nominees for each position, and then conducted the voting. Members present at the meeting and those attending via Zoom were allowed to vote. No other nominations were received for any position, and all six incumbents were reelected.

A big thank you to these members who are devoting their time to the operation of TCRC. ☺

**MNBigBirds.com**

Hawker Hurricane MkII  
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

**Free! Scale Plan Downloads**

**New!**  
Hawker Hurricane Mk II  
1/4 Scale British Fighter

**New!**  
Howard Pete  
1/3 Scale Racer

**New!**  
KI-45 DRAGON KI AYFR

**Andersen Designs**

**Add'l Extras**

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

Composite Parts Available Thru MICKO

## 2021-2022 AMA Dues Statements

Most older TCRC members should have received their 2021-2022 dues statements in the mail this month from the Academy of Model Aeronautics. Newer members renew on the anniversary of the month they joined.

AMA 2022 dues are the same as the previous year. They are:

- Adult (19-65) \$75
- Senior (65 and up) \$65
- Under 19 Free  
or \$15 with *MA*

Your AMA membership gives you \$2.5 million in personal liability coverage, \$25,000 in medical coverage and also a subscription to either the print or digital *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 \$38 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 2022 AMA dues is December 15 to avoid a lapse in membership services. ☺



# TCRC Service Awards

by Scott Anderson

TCRC members are awarded patches for every 5 years of membership in the club. Presentations of these awards were given at the 2021 TCRC Banquet. Those receiving their 2020 service award patches were:

## 60-Year

Stan Erickson is the first ever TCRC member to be presented this patch. Considering the club has only been in existence for 64 years, this is remarkable. Congratulations Stan!



Scott Anderson presents Steve Meyer with his 30-Year Service Award. (Photo by Jim Cook)

## 15 Years

- Jon Perry

## 10 Years

Bob Breisemeister

If you were not at the banquet on November 18<sup>th</sup>, see Scott to get your service award patch.

Thanks to Scott Anderson as historian and to Tim Wirtz for maintaining the records for the service awards to be presented. 😊



Scott Anderson presents Stan Erickson with his 60-year patch. Actually the 60 year patch hasn't arrived yet, so Scott improvised. (Photo by Jim Cook)

## 55-Year

- Morgan Larson

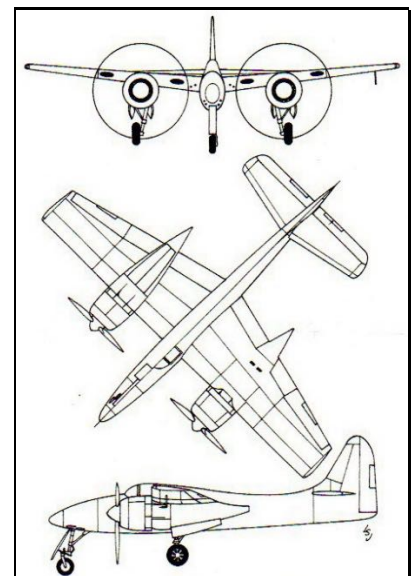
## 30-Year

- Steve Meyer (See photo to the right)

## 20-Year

- Thad Goryki

## December Mystery Plane



# Brian Johnson Presented TCRC's Walt Billett Award

by Bob Breisemeister

The Walt Billett Award for 2021 was presented to the 2021 recipient at the TCRC banquet. This award is given to a member of TCRC who demonstrates the true meaning of the hobby of building and flying model airplanes and personifies the clubs purpose: "To preserve, encourage and further develop the hobby of building and flying radio-controlled model airplanes."



**President Bob presents the 2021 Walt Billett Award to Brian Johnson at the Banquet on November 18<sup>th</sup>. (Photo by Jim Cook)**

The recipient of the Walt Billett for the year is chosen by the past three winners of the award. In 2021 the award committee consisted of Jeff Tolzmann, David Erickson and Morgan Larson.

Volunteering and giving your time to benefit the club certainly is a big criterion for consideration of the award.

This member joined the club six years ago and was a member of MVRC. He has been an officer on the board and also a member at-large for the board. I can always count on him to help out with projects at the field. He took the job of trying to tear down the beaver dams as a personal vendetta against the buck toothed varmint.

For the last 2 years this person has been in charge of the season finale or as we now call it Croctoberfest, and has added some competitive events as well.

When the club was not able to hold the auction this year, he stepped up to sell donated items on eBay and Marketplace for the club. This was a very big undertaking and helped the club through a tough year financially.

It was my honor at the banquet to award the 2021 Walt Billett Award to Brian Johnson -- so well deserved! Thank You Brian for your hard work this past year and in the years to come. 😊

## Calendar

- |         |   |
|---------|---|
| Dec. 1  | <b>Joint Board Meeting<br/>Bob Beisemeister's<br/>Home, 7:00 PM</b>                   |
| Dec. 4  | <b>All Season Flyer<br/>Finale, Jordan Field<br/>10-10-10 Rule</b>                    |
| Dec. 14 | <b>TCRC Membership<br/>Meeting, 7:00 PM<br/>CrossPoint Church<br/>Bloomington, MN</b> |
| Dec. 25 | <b>Merry Christmas</b>  |
| Jan. 1  | <b>Happy New Year</b>   |
| Jan. 8  | <b>All Season Flyer<br/>Kickoff, Jordan Field<br/>10-10-10 Rule</b>                   |
| Feb. 4  | <b>Auction Set-Up<br/>CrossPoint Church<br/>5:00 PM</b>                               |
| Feb. 5  | <b>TCRC Auction<br/>CrossPoint Church<br/>Bloomington, MN</b>                         |

## Ugly Airplane Contest Crown Another Winner

The prestigious Ugly Airplane Contest was held at the November 9<sup>th</sup> regular meeting.



**Contest Chair Sherwood with the coveted UAC trophy. (Photo by Scott Anderson)**

Sherwood Heggen chaired the contest. He had the UAC Trophy on display. Each year, the winner of the contest is expected to enhance the trophy. The previous winner was Joe Neidermayr, and he had done considerable *improvement* on the trophy.

To enter, the rules are simple. The plane must still be flyable and should definitely show a reasonable degree of wear and tear. Ugly is in the eye of the beholder.

The 2021 contest had three entries: Scott Anderson with a Wildcat; Darryl Volk with a T-28; and Sherwood Heggen with a Citron.

All at the meeting, physically and virtually, were able to vote, and

when the ballots had been tallied, Darryl Volk emerged the triumphant winner.



**Darryl Volk beams with his newly-crowned ugly airplane. (Photo by Scott Anderson)**

The other entrants in the Ugly Airplane Contest:



**Sherwood and Citron (Photo by Scott Anderson)**



**Scott Anderson's Wildcat (Photo by Scott Anderson)**

After the proclamation of the winner there were no outcries or protests from the other entrants, so Darryl was crowned the victor.

Congratulations to Darryl and thanks to Sherwood for chairing the contest. 😊

## TCRC Meetings Continue To Offer Virtual Attendance

The advent of COVID-19 introduced TCRC to the world of Zoom meetings. Physical meetings were not possible, so the club held its meetings via the app called Zoom.

Now the club is back to holding its meeting at CrossPoint Church in Bloomington. But TCRC has decided to continue for members having the option to attend a meeting via Zoom.



**Tim Wirtz setting up his laptop for the Zoom meeting. (Photo by Scott Anderson)**

Tim Wirtz acts as host, sets up the Zoom meeting, and furnishes the link to all members prior to the meeting.

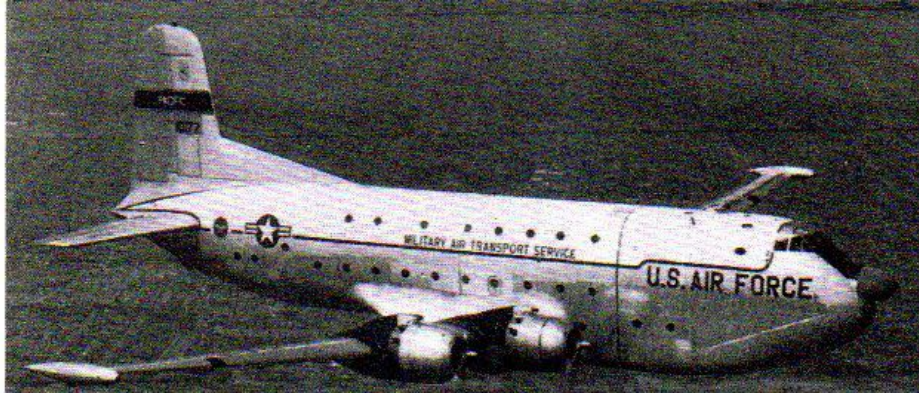
At the TCRC physical meeting, Tim has his laptop there and sets up a camera so those in the Zoom meeting can see those in attendance.

This has worked well and the members appreciate having the option to attend a meeting when it is inconvenient to be there physically. 😊

## Douglas C-124 Globemaster 2

by Conrad Naegele

The November Mystery Plane was the Douglas C-124 Globemaster 2.



In 1947, the Air Force decided it needed a new 'Heavy Hauler'. The C-124 was in use. The new plane used the same powerplants and tail feathers, but the 124 had a new fuselage, with a large nose clamshell door, with a new front ramp.

The 124 had wingtip heaters to deice the wings, and the elevator and rudder. The newly designed plane first flew on November 27, 1947. It was fitted with a new series R-4360 developing 3,500 horsepower. Production started in 1950.

While clearly based on the C-74, it now had a nose radome, and weather research radar, with more horsepower, and the large nose clamshell, and greatly increased range. In 1961, the plane was being used to troop carrier squadrons. One plane was powered by 4,500 horsepower turbo prop engines. A total of 243 C-124's were produced.

The Globemaster had a wingspan of 174-feet 8-inches, a weight empty of 101,155 pounds and a gross weight of 194,500 pounds. It was powered with four Pratt and Whitney 28-cylinder radial engines, each developing 3,500 horsepower. It had a speed of 174 mph.

While I was at Offut AFB, a C-124 landed short on runway 24, and sheared off the landing gear, blocking two runways. No lifting equipment could lift it. Our crew removed the engines, the wings and tail feathers, and plane removed, runways open. The plane was scrapped. ☺

**TCRCOnline.com**

**Are You Using It?**

## Be An All Season Flyer In 2022



The end of the year is in sight, just one month away. And that means you should start thinking about becoming an All Season Flyer in 2022.

To become an All Season Flyer a pilot must put at least one flight on an airplane outside in each month of a calendar year. That means you have to start in January.

In Minnesota, those December, January and February flights can occur in some pretty cool weather.

In TCRC several pilots have a proud tradition of earning their ASF patches. Some have been doing it for more than 10 consecutive years.

Earning an All Season Flyer patch in Minnesota has to be a very daunting experience. However, with the advent of the electric airplanes, it is a lot easier than trying to start a cold glow engine.

If you are interested in becoming an All Season Flyer in 2022, plan on joining the pilots for their January flights. ☺

# The Hunt

by Sherwood Heggen

We all liked Henry. Henry Heinrich was his full name. He was a bit different from us members of the free flight club back in the 1930's. He was up in years and had some disappointments in life that left him alone - alone with his model airplanes. His clothing was fit for grubbing around in the dirt with his models and grooming wasn't important to him, but we all enjoyed him. He never had much to say unless it had to do with his latest model. Perhaps we are all a bit like that. He was deeply entrenched in all of the workings of his models and cherished each one as if it were family. He was very persnickety about the condition of any model he owned. If any little scuff or damage would happen, the model was retired until he had repaired it to like new.

Free flight models were what you had if you wanted a flying model airplane in those days. The engine would be started and then the model was launched to fly free. There were no control lines or radio to control its flight. A well-trimmed model would have a large circular flight path during the climb under power and an opposite circular flight path in the glide, and would land close by. The challenge for free flight models was to gain as much altitude as possible and stay airborne supported by thermals in the area. The concern of every free flight modeler was the possible loss of a model due to wind and or thermals carrying it out of sight. To some, the loss of a model was

somewhat routine. The model was typically outfitted with a name and telephone number so an honest finder could make contact with the owner to return it. Henry had never lost a model. Oh, he had some long chases but eventually he would return a little dirtier and winded from his trudging through whatever brush or thicket the model had decided to land in. He was one who would not be denied the return of his beloved model.

I remember Henry the most of all the people because of the strange circumstances that started one day late in the spring of 1935. With a new model under his arm, Henry showed up at the field in his typical glue-stained pants, red long-sleeved plaid shirt and in need of a shave and a shower. He apparently had been dedicating the last few days getting this model built and ready to fly. The engine was started, and the model launched with a short engine run for a test hop. It went well, but Henry wasn't happy with a couple of trim issues.

Satisfied that the change he made would be sufficient, the model was again launched with a longer engine run. The climb was impressive, but the glide still could be flattened out a bit more. It took a while for the model to land but Henry understood what to do to make the model fly even better with a couple of little adjustments. By now, everyone at the field was drawn to Henry and his new model and trying to learn what he does to make his models fly so well.

He mumbled something about "that should do it" and fired up the engine once again. With a light toss forward and up, Henry's model took to the sky with an impressive

spiral climb. It became a speck in the sky by the time the engine had consumed its small tank of fuel. And then, the glide. It was flat and steady. It had the appearance of an eagle floating lazily on the rising air, making big circles in the sky. It didn't appear to be losing any altitude and apparently there was a southerly wind and a thermal at that altitude. One of the threats to everyone's models that flew at this site was the rugged hills, woods, and open country that went for many miles to the north of the field. And now, that is apparently where Henry's model was headed.

You could tell by the look on Henry's face that panic had started to set in. He had not lost a model before but now it appeared this might be the first. He headed toward the direction of the model circling high above steadily heading for the hills. A couple of fellows joined him as he started walking toward the hills for the hopeful recovery. They all walked about half a mile to a knoll where they had some height to see where the model might land. There they stood watching the model fade further and further into the distance with the wind assisting its movement. His fellow modelers told him it was useless to try to find it now as it was getting late. He said he was going to stick around for a while to see if he could locate it. His friends warned him to be careful and headed back to field to wrap it up for the day.

The next day, the guys came back to the field for another day of flying. Henry's car was still there but Henry wasn't. Did he lose another model or was he still looking for the one he lost yesterday? One wouldn't know

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# The Hunt

Continued From Page 13

until Henry showed up. Everyone expected to see Henry appear soon with his model held high, but the day passed on with no sight of Henry. Worry set in among his fellow modelers and a group set out to search for him. After a few of hours of looking and calling for him with no results, the weather had turned windy and cold, so the search was ended. The local police were notified that Henry seemed to have disappeared. They didn't seem too concerned stating he would show up.

Henry didn't show up. Days later he hadn't shown up. The police then organized a search party and his car was taken to the police station. A couple of guys went to his house just in case he might have gotten there somehow but to no avail. No one had seen him. Henry was gone! The search party exhausted every reasonable part of the hills without success. What horrible fate had come to Henry?

During that summer, conversation often turned to what could have happened to Henry. Surely, he was gone only to be remembered. A small memorial was set up at the field in his memory. A lot was learned from him about model building and flying. Making the models fly well is a skill learned over time and Henry had succeeded, maybe too well.

Late October of 1935, the guys had gathered for one final get-

together before winter set in. The usual launches and flights, some successful some not, were accomplished. It was time to sit back and let the day end. During conversation, one of the guys pointed toward the hills about a half mile away and said, "Is that someone walking out there?" Eyes all focused on what appeared to be a man coming toward them carrying a model airplane. "Who could that be? Did someone find Henry's airplane?" they all murmured. Everyone got up and started walking toward the man with the airplane. He had a tattered red plaid shirt, ripped and dirty trousers and a full beard.

"Why, that looks like Henry!" they exclaimed. The closer they got, they could see it was Henry! When within shouting distance, they heard him holler, "I found her. She was way out there. She only has a little damage." ☺

## Show & Tell Form

Bringing a plane to the TCRC meeting for Show & Tell?

If you are, be sure to go to the club website TCRCOnline.com and print out a blank Show & Tell Form. Fill this out and make sure it gets to the newsletter editor, Jim Cook so that the correct information shows up about your new airplane in the newsletter.

Also, if Jim is not at the meeting, make sure someone takes a picture of your new masterpiece and emails the picture to Jim also. If he is not at the meeting, you can have someone take a picture of the completed form and email that picture to him also. ☺

## Always Wear An Orange Vest To Retrieve A Plane

Every member is reminded to wear an orange vest if your plane goes down in the wooded areas surrounding the TCRC runways.

Minnesota hunting season started on September 18<sup>th</sup> and will continue for the rest of the year and well into the next.

If your airplane does go down in the woods, the orange vests are quite close. The orange vests are stored in the rafters of the shelter and easy to reach.

Be safe! Where an orange vest anytime you have to retrieve an airplane. ☺

## For Sale

President Bob Breisemeister has some very nice airplanes for sale.

Bob's planes range from small electric ARF's up to 1/3-scale sport planes. Some planes are still in kit form, and some are entirely completed.

The prices of the various planes are very moderate and any one of the aircraft would be a great value for the money.

If you are interested, give Bob a call at 612-964-8877, or see him at a meeting. ☺

# Twin City Radio Controllers



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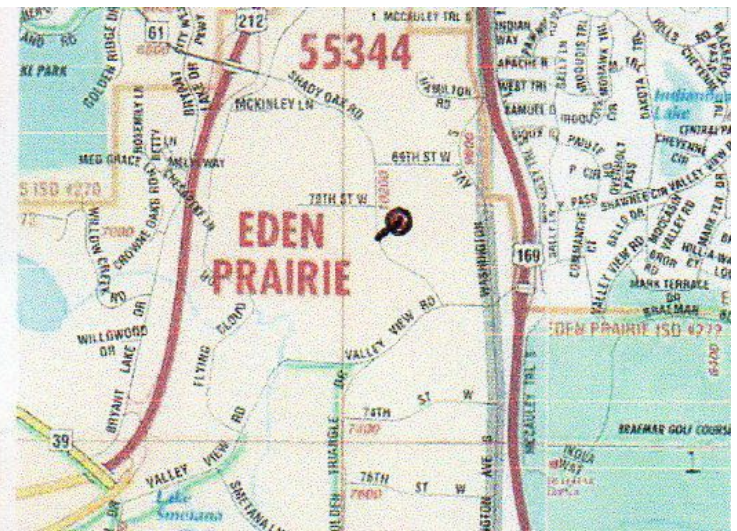
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