



February

Minneapolis, Minnesota U.S.A.

2013

37th TCRC Auction Is Here And Now

by Jim Cook

Saturday, February 9th is the 37th Annual TCRC Auction. That's right around the corner. As it has been the last several years it will be held at CrossPoint Church at 98th Street and France Avenue in Bloomington.

To help put the final plans together the February TCRC meeting has been moved from its normal time to Tuesday, February 5th, also at CrossPoint Church. President Corey wants to make sure that all of the procedures are in place and well staffed. Finishing touches will be put on in every department and the operation of the auction will be reviewed. Corey has pizza arriving for that meeting and it will be free to all in attendance.

The auction is the biggest event of its kind in the upper Midwest and people come from the surrounding five states to sell items and to buy items.

Friday, February 8th, the club has also scheduled a set-up session starting at 5:00 PM at CrossPoint Church. It is hoped at that time that the protective floor covering will be put down in the concessions area, the signage will all be put up, the sound system set-up and checked out, and all of the tables delivered and set-up for the impound areas, the check-in areas and the items being staged for the auction block. This is a lot to accomplish in a short time and we need as many members as possible to turn out for this set-up session.

If you are planning on selling a lot of items at the auction, or even just a few, webmaster Pat Dziuk has the registration program running on the club website, TCRCOnline.com. Using this pre-registration on the website is extremely helpful to the club and will help to lessen the congestion that occurs at the buyer and seller registration tables just in

the doors of the church. (See page 5 of this newsletter for more information on registration via the website.)

If you have not already signed up to work the auction, we can use help at the buyer and seller registration, the impound area, the concessions, recording, cashier, moving products to and from the stage, spotters and clean-up -- just about everywhere.

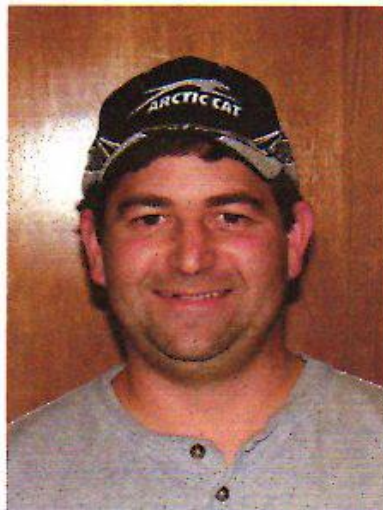
If you are new to the auction, the general rules are that:

- Admission is \$3 for everyone
- All items are for R/C flying.
- Minimum opening bid is \$20
- Incremental bids are \$5 minimum
- Sellers can protect their item by being final bidder.
- Buybacks are 10% up to a maximum of \$20.
- Decisions of the auctioneer are final.

Be a worker, a buyer and a seller at the 37th Annual TCRC Auction on February 9th at CrossPoint Church in Bloomington. See you there! **J**

From The Left Seat

By Corey Kaderlik



Hello everyone, I am writing this to you as I am on my snowmobiling trip to Michigan U.P.

Welcome to February as you all are preparing for the current upcoming Super Bowl. I would like to remind you all of the upcoming February meeting that has been changed to **February 5th**. We will be having pizza and a planning setup session for the auction. Also we have the auction setup on **February 8th @ 5PM** and our auction on **February 9th**.

Please mark these days on your calendars as we need everyone's help to make this a successful year. If you have not volunteered for a job yet please consider doing so. There are many jobs and many hands make light work. We can find the right job for everyone.

Show & Tell has been changed again to every meeting with a possible program mixed in. I would like to remind before presenting your item to fill out the Show & Tell form and bring it to the meeting. *(That really helps the editor!!)* Show & Tell will be limited to a 5 minute period presentation so that others will be able to show their items as well and keep the attention of the audience.

I look forward to seeing everyone at the February meeting. Remember we are holding that meeting one week early on **Tuesday, February 5th** so we can do some final planning and preparation for the auction that **next Saturday**. We will have pizza for all who are at the meeting.

Take care out there and remember build, fly and have fun. **J**

Parking For The Auction

Remember, parking at the TCRC Auction at CrossPoint is at a premium. There will probably be about 300 people in attendance and the church's parking lot will be completely full.

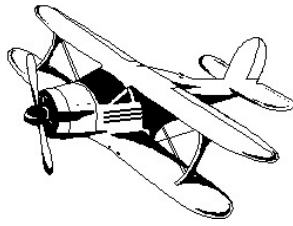
TCRC members and workers are asked to park in the parking lot of Normandale Community College which is just catty-corner from the church on the corner of 98th Street and France Avenue.

On Saturday morning during registration and set-up the club will have shuttles going back and forth to Normandale so that the members do not have to walk. **J**



Joe Niedemayr has everyone's attention with his Mosquito at the January meeting. (Photo by Jim Cook)

Show & Tell



A couple of very nice aircraft showed up at the January membership meeting.



Joe Niedemayr had a very neat looking DeHavilland Mosquito at the meeting. This ARF was made by China Model Products. It was done in gray with WW II invasion stripes and had a 73-inch wingspan and weighed 13 pounds. The two electric motors were SK3-3548's and each swung 12x8 3-blade props. Joe had added mechanical retracts including the tailwheel and he demonstrated them at the meeting. As of the meeting the plane had not had its maiden flight.



Larry Couture had an ARF MX Z made by ARFMFG. This plane was done in Monokote of light green and white with a black and white checkerboard on the wings. The plane had a 57-inch wingspan and weighed 5.5 pounds. It was powered by an OS 70 4-stroke engine swinging a 12x4 prop. Larry had not put the maiden flight on the plane but it is planned for spring.

The editor/reporter/photographer was not able to be at the December meeting (he was on a cruise) and thus show and tell did not make it into the December newsletter. However, Curtis Beaumont was able to take pictures and email them to me so I can at least add the picture below. Thanks Curtis.



Mr. Electric, Gerry Dunne had another of his many planes at the December Show & Tell. This was a Fulk Wolfe 190 done in gray camo. The plane was an ARF bind-n-fly from FMS and came complete with flaps, retracts, servos, speed control and motor. The wingspan was 54 inches and it weighed in at 4 pounds. The wingspan was 54 inches and it weighed in at 4 pounds. This great looking war bird appeared to be a great value. The editor is not aware if Gerry has put the maiden flight on the plane as yet. **J**

TCRC Dues Renewal

At the December TCRC Joint Board meeting, after careful consideration, the TCRC board of directors approved that the 2013 dues would be at the same level as they were in 2012. The 2013 TCRC dues are:

- Regular \$85.00
- Junior \$42.50
- Social Affiliate \$30.00

Remember, to be a member of TCRC you must be a member of AMA and supply proof of that membership at the time of your TCRC renewal.

Your TCRC dues can be paid to treasurer Tim Wirtz at a meeting or by mailing them to Tim at:

Tim Wirtz
2422 Downing Avenue
Shakopee, MN 55379

The TCRC board also held the initiation fee for new members or members who had not paid their dues for the previous year. The initiation fee is \$75.

Take the time to pay your 2013 TCRC dues today and secure your discount. **J**

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.

2013 AMA Dues Statements

All TCRC members should have received their 2013 dues statements in the mail in September from the Academy of Model Aeronautics.

AMA 2013 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; 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 2013 AMA dues is December 15 to avoid a lapse in membership services. **J**

Don't



Forget!

The TCRC Membership meeting for February has been moved up a week to Tuesday, February 5th.

This has been done so that the club can make final plans for the Annual Auction which is the very next Saturday.

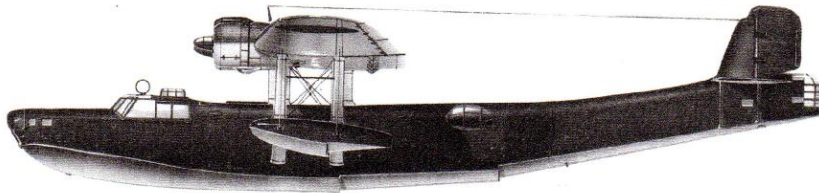
We need your ideas and your presence at this meeting!

And finally everyone who does come to the February 5th meeting will be treated to free pizza. So let's see you there. **J**

Kawanishi H6K

by Conrad Naegele

The January Mystery Plane was the Japanese Kawanishi H6K.

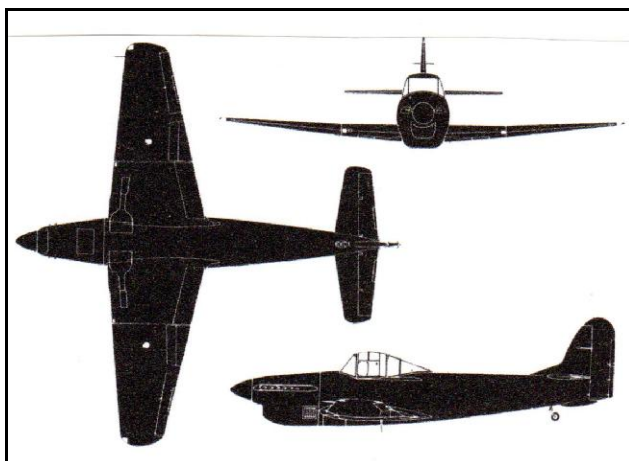


To meet the requirement of the Japanese Imperial Navy for a high performance flying boat, Kawanishi proposed a 137 mph, 2,795 mile range boat with a considerable armament, as well as a fairly large bomb load. The resulting plane had a parasol wing configuration, a slender 2-step hull and four 840 horsepower Nakajima radial engines, mounted on the leading edge of the wing. The prototype flew July 14, 1936. This first plane proved rather unstable, and had pronounced 'snaking' on water handling. It was redesigned and re-engined with 1,000 horsepower engines.

The 4th prototype was accepted, and 217 were built, first used in the Sino-Japanese war. In 1942, when the plane first came to Allied notice, it was named the 'Mavis'. This plane was a complete success, and was used to the end of WWII. There were 7 variants, with steadily increasing armaments and bomb loads, and longer range. This handsome and graceful plane led directly to its successor, the really great H8K flying boat, arguably the best flying boat of WWII.

The Kawanishi H6K had a wingspan of 131 feet, a gross weight of 50,706 pounds and a range of 4,210 miles. For armament,, it had four 7.7mm machine guns, a 20mm cannon, two torpedoes, or 2,205 pounds of bombs.

February Mystery Plane



TCRC Auction Seller Registration

by Pat Dziuk

Happy New Year TCRC members!

The Twin City Radio Controllers 37th annual auction is just around the corner, on Saturday, February 9th. This year it will again be held at Cross Point Church, 9801 France Avenue South in Bloomington.

You can register for a seller's number online again this year allowing you to fill out your seller's inventory card and label your items in the comfort of your warm home instead of freezing in the parking lot the morning of the auction.

To register please send an email to auction@tcrconline.com with your name, address and phone number requesting a seller's number. You can find full details including the seller's inventory card at:

http://www.tcrconline.com/pages/auction_seller_registration.htm

General information can be found at:

<http://www.tcrconline.com/pages/auction.htm> and
<http://www.tcrconline.com>

Hope to see you all at the auction this year, and please feel free to forward this on to your fellow modelers at other clubs.

World War II B17 Survival Story

(Editor's Note: This story was emailed to me from a friend in Michigan. I have no idea who the author is but it certainly is worth re-telling.)

Another story of good old Boeing aircraft and the great Americans who flew them.

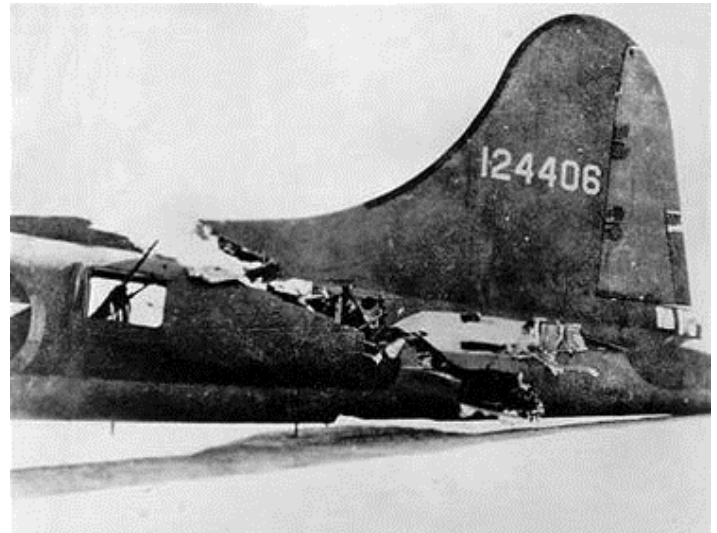
I thought you would enjoy this one. The B-17 "All American" (414th Squadron, 97BG) Crew were:

Pilot: Ken Bragg Jr.
 Copilot: G. Boyd Jr
 Navigator: Harry C. Nuessle
 Bombardier: Ralph Burbridge
 Engineer: Joe C. James
 Radio Operator: Paul A. Galloway
 Ball Turret Gunner: Elton Conda
 Waist Gunner: Michael Zuk
 Tail Gunner: Sam T. Sarpolus
 Ground Crew Chief: Hank Hyland



A mid-air collision on [February 1, 1943](#), between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two

right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunner's turret.



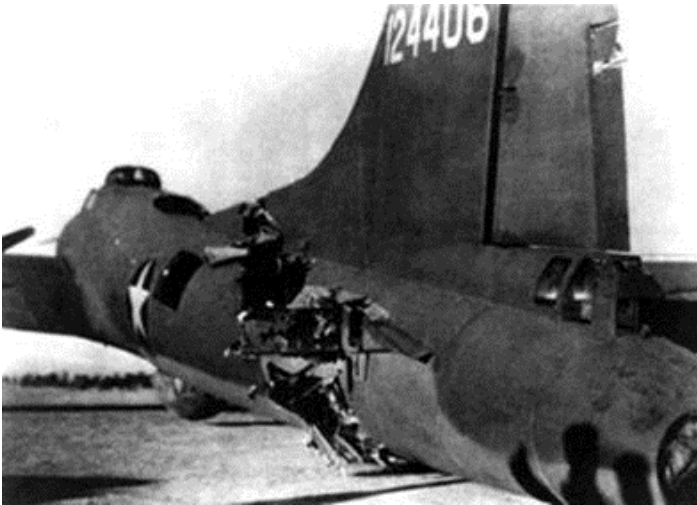
Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew - miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target. When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position. The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered

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World War II B17 Survival Story

Continued From Page 6

almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.



Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it. Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an

emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.



If you love stories about America's past, pass this on to someone you know will appreciate this story. J



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Thomas Steinmueller

Stop In Today To Find Out 'The TCRC Special Of The Month'

Test Flying A New RC Airplane

by Bob Wilson

All too often pilots — knees rattling and fingers shaking — taxi a new model out to the runway and begin what turns out to be a disaster. Rather than calmly analyzing feedback from the model, there is a flurry of stick yanking and jerking and a crash.

Successfully testing a new model is more of an attitude than anything else. It requires calm analysis by reading what the airplane is trying to tell you and a good dose of planning ahead.

The planning ahead part involves being sure you have taken all the preliminary steps while building or assembling the model to make sure the engine is properly mounted, fuel lines are free of kinks, that the correct CG is there, the engine is tuned in, and myriad other small details that it takes for a model to fly well. A good carpenter will measure three times and it follows that the details of an airplane should be checked three times as well.

How many times have I seen the fuel line to the engine connected to the vent line instead of the pickup line? How many times have I seen the lack of a screw to hold a servo arm in the servo, or gas engines/mufflers bolted on without using thread lock? It's a good idea, once the model is finished, to go back

through the manual and read and check each step of the construction/assembly process. Check and check again. For added comfort, enlist the aid of another builder to critique your work.

Then, when you taxi out for takeoff, you will know that everything is as it should be and that you haven't forgotten some important detail. If you are a pro, you may be able to put the model together in short order because you know what to look for and take care of the details almost automatically. But, if you are a bit less than an expert, take your time and don't worry about how long it takes. Be meticulous.

If you've taken care of the details ahead of time, there really shouldn't be any surprises to catch you off guard and most likely the model is going to fly just fine. The pros refers to the model's first flight as a trim flight. They don't consider it as a "test flight". They know the model is going to fly and it only becomes a matter of trimming it.

If you are flying a model with a low power-to-weight ratio, fly level for a few seconds immediately after takeoff to build up flying speed. If the model climbs, apply a little down elevator, if it turns one way or the other, make the necessary corrections, but by golly don't start yanking sticks around. Chances are the model isn't going to be very far out of trim anyway. When you get to altitude, then begin correcting with the trim buttons on your transmitter.

The first flight is a culmination of your having taken care of all the

little details and, if you are confident in your work, there is no need to panic. So taxi out, relax, take a deep breath and line up for takeoff, check your control movement one last time, and after that, "just fly the damned airplane."

(Reprinted from the AMA Insider from an article published in the newsletter of the Macon Aero Modelers, Franklin, North Carolina.) J

TCRC Roster

At the end of 2012 the club decided that the printed copy of the TCRC Roster will no longer be distributed to members. This took a lot of time and was quite costly to the club.

TCRC has always kept the electronic version of the roster on its website TCRCOnline.com in the 'members only' section.

Club member Ken Corrin has nicely volunteered to take over the updating of the TCRC Roster and has already getting the data current on each member. He has been very quick on getting new members into the roster.

If you review your data in the roster and would like changes made, contact Ken at a meeting with those changes. If you would like your picture updated, you can email him one you have or catch Jim Cook at a meeting and he will snap a current one and get it to Ken.

Thanks Ken for the time and effort in keeping TCRC's Roster up-to-date. J

Calendar

- Feb. 2 All Season Flyer
Jordan Field
10-10-10 Rule

- Feb. 5 Membership Meeting, 7:00 PM
CrossPoint Church
Bloomington

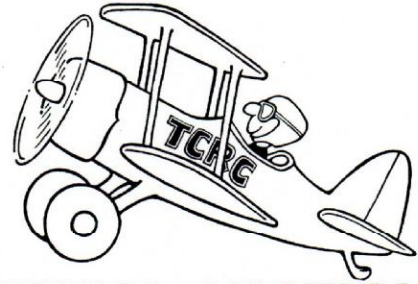
- Feb. 8 Auction Set-Up
5:00 PM
CrossPoint Church

- Feb. 9 TCRC Auction
7:00 AM to 5:00 PM
CrossPoint Church
Bloomington

- Mar. 2 End of Winter Fun Fly
Jordan Field
10-10-10 Rule

- Apr 5,6,7 Toledo R/C Expo
Toledo, Ohio

Cross Point Church
9801 France Ave S
Bloomington, MN

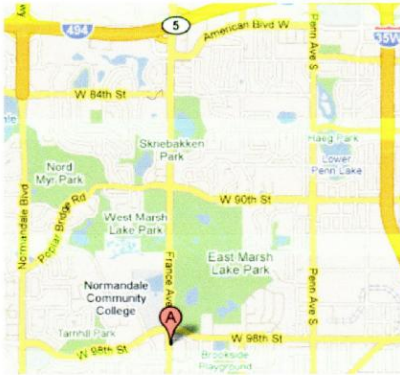


TCRC 37th ANNUAL AUCTION

TWIN CITY RADIO CONTROLLERS – MINNEAPOLIS AMA CLUB #383

SATURDAY - February 9, 2013

More Info online at www.tcrconline.com



What's for Sale?

- R/C Airplanes
- R/C Airplane Kits
- R/C Airplane Engines
- R/C Airplane Radio Systems
- R/C Aircraft Related Accessories and R/C Aircraft Support Equipment
- No Cars, No Boats, No unrelated Stuff

Where:

Cross Point Church
9801 France Avenue
Bloomington, Minnesota

When:

REGISTRATION Begins at	7:30 AM
AUCTION Begins at	9:30 AM

Details:

- \$3.00 Admission: *Includes Bidders Card*
- \$ 20.00 MINIMUM OPENING BID (to speed the auction! 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 AT 10% UP TO A MAXIMUM FEE OF \$20

Raffle & Concessions!

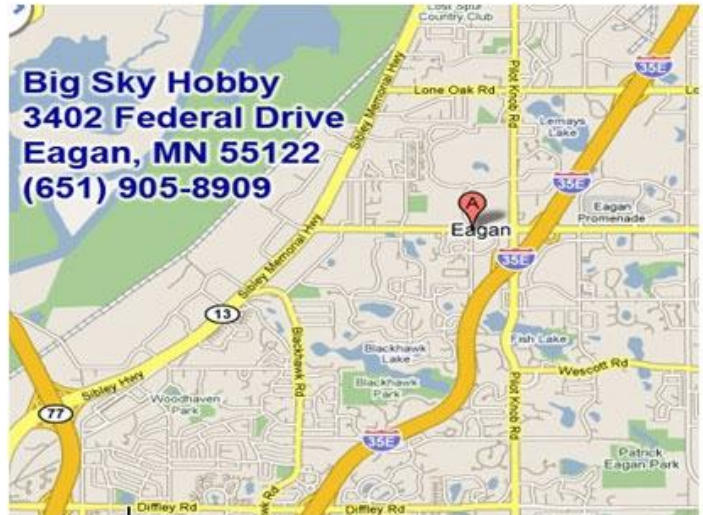
- Hot Coffee & Donuts
- Soda/Pop
- Hot Dogs & Chips

Questions?

Call Jim 952-445-5257 or Scott 952-934-1471
Email auktion@tcrconline.com
More info at www.tcrconline.com



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Have Special Orders or Questions?
Contact: Jeremy@BigSkyHobby.com



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@ Flare Out Publisher
1177 Polk Street
Shakopee, Minnesota 55379

Dome Flying No Longer?



With the schedule for the building of the new Viking Stadium at the site of the current Metrodome, the flying of R/C airplanes in the Dome probably ended with 2012. The above picture was taken by Scott Anderson in January of 2012.

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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