



September

Minneapolis, Minnesota U.S.A.

2007

A Golden Day For A Golden Anniversary and MAD 2007

by Jim Cook and Scott Anderson

Saturday, August 25th's Model Aviation Day was FANTASTIC! This was also TCRC's 50th Anniversary celebration and the weather and conditions couldn't have been better! Earlier in the week, the National Weather Service had predicted that the Minnesota River was going to rise dramatically because of the huge rainfalls to the south and the west of the Cities, and the Jordan Field was going to be very wet, at best. All eyes were on the NWS River Monitor, and with a scant two days before the event, the prediction changed and indicated the field would be fine.



MAD 2007 from the air. (Photo by Jay Bickford)

9:00 AM found a crew erecting shelters, setting up the plane display area, putting the PA system in, setting up the flight simulators, doing

some last minute trimming to the 'already manicured' grass, and setting up the concessions area.

The sky had nice little puff balls of clouds, the slight breeze was right down the runways, and the temperature was perfect.

By the official start time of 11:00 AM, the parking lot was full, with over 60 vehicles forming three rows of autos. The sky was full of airplanes, helicopters, ducted fans and a myriad of electric aircraft, and the piloting stations would be full for the rest of the day.

The organization and planning that had gone into the event was amazing. Jim Ronhovde had a shelter set up to display the history books and he also had a very nice written color presentation entitled '50 Years and Moving Forward'. The plane display area obviously sported some beautiful aircraft, but also had two large helium balloons that showed this was a 50 year celebration. The flight simulator area had two computers for 'would be' flyers, and they were kept busy all day. The PA system was manned by Scott Anderson and Steve Meyer, and when they were not giving a play-by-play dialogue on the activities, 40's and 50's Big Band music was entertaining all in attend-

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ance. Gerry and Kiera Dunne manned the concessions stand and their 'meal deal' for \$1.50 was a huge success. Several pilots had buddy-boxes set up, and many, many pilots-to-be took the sticks for the first time. Air activities included flight demos by Dave Andersen and Chris O'Connor, a limbo contest, a balloon bust, a WWI dogfight, and Broomhilda the witch was also seen in the skies.

AMA's District VII VP Bill Oberdieck was not able to make it to our event but it is planned that he will get a full written report of the proceedings.

Flying and activities were still going strong at 5:30 PM and the number of people in attendance through the day had to be somewhere between 100 and 150.

The royal blue TCRC shirts and the new denim shirts were very noticeable as most of the club's members sported this attire.

A very big highlight to the event was the appearance of Gene Frank, one of the original directors of the club who is listed on the Minnesota Incorporation papers.

The club had even rented a popcorn machine and Bobbi Jo and Emmy Dziuk made several trips through the crowd offering free popcorn.

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TCRC's 50th Anniversary Was Obvious In The Static Display



Beautiful planes surrounded a reminder that this was TCRC's 50th Anniversary celebration. (Photo by Jay Bickford)

One Of TCRC's First Directors



Gene Frank, shown with Jim Ronhovde and Larry Couture, was an original member of TCRC in 1957. (Photo by Jim Cook)

MAD 2007

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No estimates were made on the total number of planes at the field, but a good guess would be close to 200. Pilots taking the sticks would share the sky with 7 or 8 other aircraft. The take off line and landing pattern were always full, and traffic really did not seem to cause any problems. For the most part, flying did not result in any crashes, with the exception of a frequency issue that brought down two planes. Safety officer Larry Couture will be detailing this accident in his Safety Column elsewhere in this newsletter.

Almost every member present did a big part in making the Anniversary Celebration and MAD 2007 an unqualified success. A very special thanks needs to be extended to Mike Timmerman, Pat Dziuk, Jim Ronhovde, Tom Thunstedt and Gerry Dunne's family for all of their hard work in getting the event set up, making it run so smoothly, and being there to take it all back down. *(Editor's Note: Don't forget a big pat on the back for Scott Anderson for being the CD of the entire event and working with all of the key people.)*

A final thank you to all of the club members and spouses and family that came out to do their part to make MAD 2007 and TCRC's 50th Anniversary Party a monster success. ☺



The Flight Simulators Went Non-Stop All Day At MAD 2007



Three youngsters put their planes through their paces on the two flight simulators at MAD 2007. (Photo by Jim Cook)

Concessions Served Great Food



Kiera Dunne and her dad kept the food flowing all day in the concession stand at MAD 2007. (Photo by Jay Bickford)

Pictures From MAD 2007/50th Anniversary



Bob Glass from TriValley had a huge 12-foot Telemaster in the air at MAD 2007.



The pits were full of lots of nice planes and watched by lots of interested spectators.



The buddy boxes were kept pretty busy all day as potential new flyers tried their thumbs.



CD Scott Anderson takes a break from the PA system to chat with Dave Andersen.



Rick Smith puts his plane under the limbo line.



The WWI combat demo was very exciting.

Photos by Jim Cook, Jay Bickford and Scott Anderson

The President's Hangar

by Bill Jennings

As I start to write this column, I'm thinking back to all of the varied events that occurred this past month. The 26th Annual Park Rapids Fly In was held early in the month, and those attending enjoyed much better weather than settled over the Twin Cities the same weekend. Two weeks later we scheduled the second Pattern Practice day at the field. Unfortunately, the event was cancelled due to the poor weather.

The same weekend we had the model aircraft display at WOTN Air Expo 2007. The weather was no better at Flying Cloud airport, and caused the volunteers to leave early on the Saturday. The weather actually became a little worse on Sunday, but we managed to hang in there a little longer before shutting down the display. As I was removing the wing from my Lanier Stinger, I discovered about half a cup of water in the fuselage. How it got inside, I'll never know... The plane was under one of the shelters, but the rain was coming sideways every once in a while.

This event has certainly had its problems for the past two years. First, the sponsoring organization's funds were lost to an embezzling treasurer, and then the poor weather for two years in a row has greatly limited the attendance. There was a noticeable reduction in the number of displayed full-scale aircraft this year. It would be a shame, but this might be the last year for this event.

Our annual Model Aviation Day/50th Anniversary event appeared to be in jeopardy due to a projected flooding of the field. Luckily, the high water levels did not materialize, and we were gifted with an absolutely perfect day for the event. Mild, sunny weather, light winds, and many volunteers all contributed to making this a very successful event. A big "thank you" to everyone who donated time or talents to "make it happen". There were even a few more spectators than in past years, but I can't help wondering why we can't seem to attract larger numbers to this event.



The impound area at MAD 2007. (Photo by Bill Jennings)

I know Chris is focusing on frequency conflicts in his column this month. But, I'd like to say a few words about a related subject - Frequency Sharing. The photo above was taken at MAD 2007, and shows the impound area being very heavily used. There were complaints during the day about a few individuals who were monopolizing a frequency also in use by others. In fact, there's an "unwritten rule" to the effect that, if two or more pilots are operating on the same frequency, the available flying time should be equally shared. That means alternating flights. Others using a shared frequency shouldn't have to beg for a flight because a "frequency hog" is taking 4 or 5 flights in a row. If you're using the frequency, common courtesy dictates that you let the other person(s) know when you've completed your flight. They shouldn't have to hunt you down. Let's be considerate of the other pilots with whom we share the field. I hate rules as much as the next person. I certainly hope there won't be the need to turn an unwritten rule into a "documented" rule in the near future.

Here are some events to keep you busy this month as we wind down the summer flying season:

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Northern Alliance Military Fly In Again A Winner

by Bill Jennings

If you attended the 3rd Annual Northern Alliance Military Fly In, you can skip over this article. Unlike previous years, the first day this year proved to be the best of the 3-day event. High wind, rain showers, and cooler temperatures kept many planes on the ground for most of the second day. However, the less-than-ideal weather conditions provided extra time for pilots from distant states to share flying stories and the latest building techniques.



The pits at the Northern Alliance event in Owatonna.
(Photo by Bill Jennings)

There were more TCRC members in attendance this year, in spite of the poor weather on Saturday. This year's event was also quite different for me, as I was asked to run the flight line. I naively accepted the job not realizing how difficult it would be at times to direct the takeoffs and landings of the 85 registered pilots. There were 6 aircraft in the air most of the time, with several more on the taxiway waiting to take off. In a small way, I had the chance to experience what an air traffic controller's job must be like day-after-day. No thank-you.

Thankfully, this year's event was not marred by any mid-air collisions or major crashes. To my knowledge there were no aircraft injuries of any kind, which is remarkable for an event of this size. Although there were fewer aircraft this year, the pilot headcount was an increase of

about 20 over last year. The aircraft stretched for about 675 ft. when lined up along the runway late Saturday afternoon.

I'm already looking forward to next year's event, when hopefully I'll have managed to turn my giant scale P-47 from a static display (read "still in the box") to a flying war bird.

The President's Hangar

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SMMAC in Owatonna will hold a Fun Fly on Monday, Sept. 3rd (Labor Day holiday);

The IMAA Chapter 46 is holding its annual Minnesota Big Bird Fall Classic on Saturday, September 8th at Tri-Valley field east of Rosemount - Giant Scale aircraft (minimum 80-inch wingspan) is required at this event. Spectators are welcome, and many scale military and civilian aircraft will be flown!

The Fall Float Fly is scheduled (weather permitting) for Saturday, September 15th at Bush Lake in Bloomington;

The 2nd Pattern Flying Practice Day is scheduled for Saturday, September 29th at the TCRC field.

Check the website just prior to each event for additional information or weather updates.

I hope to see you at a forthcoming event or at the field! ☺

Park Rapids Fun Fly Expands In Its Flying Experiences

by Jim Cook

August 3rd, 4th and 5th comprised the days of the 26th Annual Park Rapids Fun Fly, and those days were just great for flying RC airplanes.



Most of the pilots and planes that flew on Saturday at the Park Rapids Fun Fly. (Photo by Judy Neutgens)

The Park Rapids trip started as usual with the group meeting at the C'Mon Inn on Friday afternoon, and then headed for Scott and Jennifer Johnson lake home on Stony Lake around 5:00 PM. But that's where the 'usual' stopped. Several of the guys heading over to Scott's had a float plane with them and the weather was perfect for flying off the lake. So that's what they did.

First into the air was Jim Cook with his electric Scorpio ThreeDee Stick on floats. Scott, with 'home field advantage' was quick to follow with a 40-size Twister. The wind was just a whisper and hardly put a ripple on the water.

Conrad Naegele had a neat looking electric that he and Jim Ronhovde put into the water and then into the air. He was followed quickly by John Dietz with a similar electric. While the planes were being flown, several of the wives and kids brought chairs down to the water for a nice view of the activity.

Scott got his Twister back into the air several times and then Jim Ronhovde brought out his beautiful Sea Wind for a flight. This sleek plane was reluctant to lift off the water, but Jim's perseverance finally won out and the aircraft soared into the air for a nice long flight over the

lake. By the time the Sea Wind touched down again, the food had been laid out in the kitchen and everyone grabbed a plate and ate their fill.

More flying, friendship and a camp fire for S'More's rounded out the evening before everyone headed back to the C'Mon Inn.

Saturday morning broke sunny and warm as the group headed for the West Forty for a great breakfast and then out to the beautiful Headwaters RC Club field for a day of flying. At 9:00 AM the wind was no where to be seen and the pilots scrambled into the pits for their early flights. Butch Neutgens, Mark DeShane, Bill Sachs, Jim Ronhovde, Morgan Larson, Jim Cook, Scott Johnson, Dave Kurschner, Conrad Naegele, Larry Edelman, Jay Bickford and John Dietz all took advantage of the great conditions as both electrics and glow planes flew.

The ladies enjoyed the flights of their spouses and stayed at the field for quite a while before most headed for the shopping area.

The Headwaters RC Flying site is a fantastic place to fly, without a tree within reach of an errant airplane. The surrounding fields were planted with potatoes which would be a soft landing for a plane that missed the runways.

Jim Ronhovde put Broom Hilda, the late Bill Altenhofen's witch into the air a few times to the delight of all. As the afternoon wore on, the winds picked up a little and the sky clouded up, but nothing stopped the guys from flying time and time again. Finally, after 3:00 in the afternoon they started to pack up as hunger overcame their need to soar.

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Park Rapids Fun Fly

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After a short respite, everyone gathered in the meeting room of the C' Mon Inn for appetizers and beverages. Jim Cook and Jim Ronhovde put the photos they shot on the TV for everyone to see and then Morgan Larson showed some of his video taken at Oshkosh this year.

Hostess Marilynn Krekelberg made sure that everyone was having a great time, and then announced that the caterer, Lynn Denman and her husband, had arrived, and that dinner was served. As usual, the meal was superb and everyone ate until they only had room for dessert and coffee.

Following the dining, Jim Ronhovde said a few words, Kathy Dietz presented Marilynn and Scott and Jennifer Johnson gift certificates for being hosts and making the Park Rapids trip another huge success.

Jim then told a few stories of PR fun flies gone by and he was quickly joined by others with more tales from the past.

The evening ended with a bunch playing a game of dominoes until the early morning hours.

Breakfast at the West Forty the next morning and they the group headed home.

The Park Rapids Fun Fly in 2008 will again be the first weekend in August. Everyone liked the Friday Float Fly this year and it is a pretty good bet it will be a part of the event next year. Thanks again for all who made it a huge success. See you in Park Rapids in 2008. ☺

Great Conditions Made The Friday Float Fly Very Enjoyable



Scott Johnson's Twister heads out for another flight off Stony Lake.
(Photo by Jim Cook)

Many Watched The Float Flying



Many of the group on Friday made themselves comfortable as they watched the planes fly off the water. (Photo by Jim Cook)

Pictures From The Park Rapids Fun Fly



Jim Ronhovde's Sea Wind taxis out over the calm water for a flight on Stony Lake.



The flight line at the Headwaters RC fling field was a busy place on Saturday morning.



Marion Larson, Kathy Dietz, Sue Sachs and Judy Neutgens enjoy the sun and the flights.



It wasn't Halloween but the Broom Hilda still flew over the Park Rapids field.



The pilots took a break from flying for a while.



Marilynn enjoyed her 26th PR Fun Fly.

From The Co-Pilot's Seat

by Chris O'Connor



Great weather, great attendance, and most of all, great members made MAD 2007 a day to remember. (Photo by Jim Cook)

I'm sure there will be a lot of reports on MAD, but I would like to say a few things. It was a great success. There were so many members and friends and guests that turned out. I would like to thank all the members that donated their time to get the field in beautiful condition, and also the members that helped setup on Saturday morning and all that worked throughout the day. All of you made it a huge success. We had many flights that day and many people trying to fly with either the simulators or on a buddy box system. An unfortunate accident happened with the buddy box systems, an ID card was put on the wrong frequency at our frequency board and two airplanes were lost to crashes. I know it was an accident, but this just shows that we can't be careful enough with our frequencies. We must be not just careful, but extremely careful not to let this happen again. One thing that I have been doing is when I get to the field, I check and see who else is on my frequency and let them know I am there also. It's a double check for everyone. I'm sorry to both parties that lost planes, let's all be even more careful not to let this happen again.

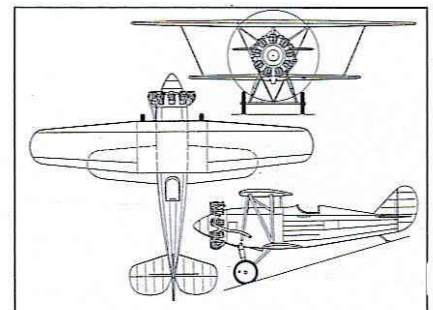
The last two meetings we have had programs on two different painting systems. The first one was the Stits paint system and last month was on Klass Kote paints. The Klass Kote system is an epoxy paint that is extremely durable and is made right here in Richfield. How good is that! Thank you to Nate and Susan for spending their evening with us.

They put on a very informative program with hand-outs and video presentations. Klass Kote has many colors including Federal Standard colors along with colors that match Monokote and Ultracote. Both paint systems are excellent and have benefits for different applications. Give one or both a try. Our next meeting on September 11 will feature Scott Russell on 3D flying and the setup of your plane, along with discussion of various maneuvers. Scott is an excellent pilot and will have some great tips. If Scott sounds familiar, he is also the pilot for Wayne Siewert at Top Gun. Don't miss out on this one.

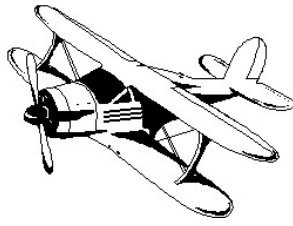
Remember to come out to the field and do some flying. September is a great month to fly. It's usually a little cooler and less humid. Take advantage of one of the best flying fields in the area. Some of the upcoming events in September include: a fly-in at Owatonna on Labor Day Weekend; a giant scale fun fly at Tri-Valley on September 8; our Float Fly at Bush Lake on September 15; and a pattern practice day on September 29. Still lots of things to do this month. See you at one or all of these events.

Remember bigger flies better. ☺

September Mystery Plane



Show & Tell



The planes just keep showing up at the membership meetings!



Mr. Electric, Gerry Dunne had 3 new planes at the meeting. He first showed an electric Alley Cat, which was a profile twin-tail pusher. It was painted in pink and lime green and powered with an AXI 2254 with a Castle Creations ESC. It weighed in with battery at only 7.5 oz. Gerry had downloaded the plans for this plane from the internet.



Next Gerry showed a Phase 3 Phantom electric which was powered with an induction fan motor. This

ARF was a Delta wing that was white with blue and red trim. He had tacked the motor at 48,000 rpm and said it flew at 80 mph. The plane was priced at \$119 and included everything except the servos and receiver.



Finally Gerry had an older Slinger flying wing that he had refitted. The old plane was powered with a 400 brushed motor, but that had been replaced with a brushless motor. The weight of this pusher plane was reduced from 28 oz. to 20 oz. but the rpm's went from 8,000 to 18,000. He had not flown the plane as yet but the maiden flight would be soon.



Newer member Willy Kelly had a very nice Goldberg Tiger 2 that he had bought on the internet at Craig's List. He had converted the plane from a trike to a taildragger. It was done in yellow Monokote with white trim, and powered by an OS 40 2-stroke engine.

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SAFETY AT THE FIELD

by Larry Couture

The safety topic for this month is: "Get the right frequency marked on the board before turning on your transmitter!" This seems like a no-brainer but here is a true story, names not to be mentioned.

Two instructors were out with students on the buddy box system. The first instructor is controlling from a transmitter on channel 40 with a slave on channel 37. He mistakenly pins channel 37 on the board and takes off into the blue. The second instructor is also controlling on channel 40. He checks the board and finds channel 40 vacant so he pins the board and prepares to fly into the blue. He turns on his transmitter and now the problem begins. You guessed it -- the plane in the blue from the first instructor goes down like a lawn dart and meets its known fate out in the woods and brush for, at this point, no known reason.

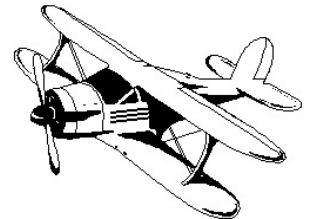
Now as they say the plot begins to thicken. The downed instructor takes his transmitter with him into the woods so he can turn it on and maybe locate the downed plane in the brush. When he does turn on the Tx, the second instructor's plane becomes a lawn dart and meets its fate for, at this time, no known reason. By NOW you all know the reason this all happened at the great doings, where a great time was had by (almost) all and a better weather could not be found.

I believe that things like this should never happen, and more effort should be made by all of us to prevent them. I would like to propose some ideas for the instructors and others since there are other things that could cause the same results. For example, if the slave is a powered unit, with or without a crystal, and it is turned on, it can create interference. Therefore, I would recommend that the battery in the slave unit should always be removed. Also I think that a transmitter should not be taken off-field or flying area for any reason and then turned on. Remember, a transmitter has a sending range of 2 miles.

I know the instructors involved are feeling bad about this, but maybe, just maybe, some good from reviewing what happened will keep it from happening again. So let's all pay more attention in the future.

As usual all landings from which you can fly again are great but not always graceful, so keep the rubber side down. ☺

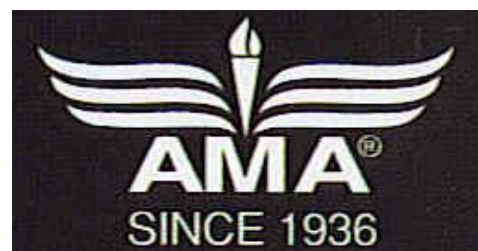
Show & Tell



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John Dietz had an Alley Cat profile electric that looked just like Gerry Dunne's other than this one was done in blue and lime green. It was powered with an RCA Hot Deals 2409 motor and was heavier than Gerry's, weighing in at 11 oz. fully loaded. He said the plane could do vertical easily. He had put carbon fiber rods in the fuse, which paid off as his second flight ended with the nose kissing the ground with some energy. The tip folded up but the rest of the fuse was fine. ☺



Soggy Saturday And Sunday At Wings Of The North



Rain didn't dampen the spirit of those working the TCRC booth.

The weekend of August 18th and 19th turned out to be rainy windy days. The Wings Of The North Air Expo at Flying Cloud airport was held that weekend, and the weather grounded the aircraft and also kept attendees to a minimum.

TCRC did have its booth at the Expo, and it was staffed by valiant men and their flying machines, all of which became somewhat soggy.

Thanks to all who helped man the booth for this year. The promoters for next years WOTN Expo promise much better weather. ☺

Calendar

- Sept. 3 SMMAC Fun Fly
Owatonna, MN
- Sept. 8 IMAA Chapter 46
Big Bird Fall Classic
TriValley RC Club
Rosemount, MN
- Sept. 11 TCRC Membership
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- Sept. 15 Fall Float Fly
Bush Lake Park
Bloomington, MN
11:00 AM
Jim Cook
- Sept. 29 Pattern Flying
Practice Day
Jordan Field
Chris O'Connor

**September is a good
month to get some
great flying done**

Fall Swap-A-Ganza!
Sunday, Sept. 16th
8:00 AM til ?
Food, prizes, etc.

Sky Hobby

7144 Chicago Ave. S. Richfield, MN

Hours:

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The Best Prices In Town!

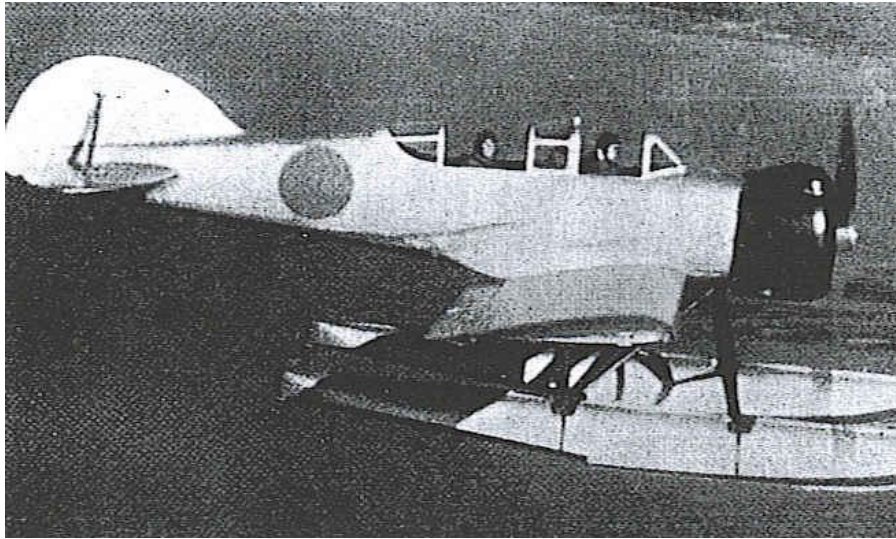
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Yokosuka E14Y1 (Glen)

by Conrad Naegele

The August Mystery Plane was the Japanese Yokosuka E14Y1.



Japan, being a water-bound nation, was always aware of, and partial to, amphibians and float planes. In 1937 the government put out a request for a small, submarine-borne monoplane. A design by Mitsuto Yamado was selected, designated E14Y1 (type O, small recon seaplane).

The plane was of mixed construction, with a welded steel-tube fuselage, light metal panels forward, fabric aft, and the wings had light metal spars, wood ribs, and were fabric covered. Single-step floats were fastened with detachable inverted W struts. The wings would be unlatched from the fuse, and the flaps and ailerons folded upward, and the vertical stab folded on itself.

A 9-cylinder radial engine was used, and on deployment, was started while still in the cylindrical steel 'hanger'. That must have been ear-splitting noise. The plane was then catapulted on its mission. Delivery of the plane started in 1941, and one scouted Pearl Harbor about 10 days after December 7, to assess and photo the damage. The use of this plane, due to its complexity, required a very high level of maintenance. These sub-launched aircraft made several scouting trips up and down the west coast. In fact, to this little float plane went the distinction of actually dropping two small bombs (harmlessly) in the forest of the state of Oregon. One also visited Germany in 1943 carried by the sub I-18. A total of 143 were manufactured.

The Yokosuka had a wingspan of 33 feet, a gross weight of 3,197 pounds, a top speed of 153 mph and a range of 548 miles.

Fall Float Fly September 15 (Maybe)

The annual TCRC Fall Float Fly is scheduled for Bush Lake Park in Bloomington on Saturday, September 15th. Start time is 11:00 AM. That being said, the event is tentative because at press time the entire beach has been closed and roped off because of bacterial contamination in the water.

It is hoped that by mid-September this condition will change and we will be able to hold our event. Please watch TCRCOnline.com for up-to-the-minute changes.

Hopefully, we will see you at the Fall Float Fly. ☺

Installing Control Horns

by John Neilson

Your airplane is done and covered and now we have to put holes into that perfect job you've done. That's not bad because the horn and base will cover them. But, now we have to take a small, fine-head Phillips screwdriver and struggle getting those little self-tapping screws to bite on the back. It will happen, the driver slips off and a third hole is in your covering. Here is the tip and kind of input we can all use. Simply take a piece of cardboard, or plywood if you wish to make it permanent, trace the outline of your horn, trim it out, place over the horn and you have eliminated that possible third hole!

(Reprinted from the newsletter of the Sun Valley Fliers, Phoenix, AZ.) ☺

History of the Qualified Member Bylaw

by David P. Andersen,
davidpandersen64@msn.com

Years ago, before TCRC purchased its first flying field, it was feared that non-modelers could join the club and vote to disperse the club's assets for a quick profit. And so a rule was passed that one had to fly a "controlled flight" with "his own plane" before June 30 and again after June 30 in order to vote. In those days, the only way for most people to own an airplane was to build it from a traditional wood kit or scratch-build it from plans, so the rule was intended to exclude non-builders. ARF's and RTF's were unheard of.

The rule quickly proved to be too restrictive. So it was amended to apply only to officers of the club -- president, vice president, secretary and treasurer -- but not other board members. This weakened the original purpose because a majority vote of the members could once again sell the field in spite of objections from the officers. The rule remained on the books but was generally ignored because it did not specify where and when the flights had to be performed.

Recently, the membership unanimously closed these loopholes by explicitly requiring flights in the current year and at the TCRC field. In the event of flood,

the alternate flying site can be used.

Today, the rule is intended to block the nomination of infrequent flyers but it also disqualifies some former officers, Walt Billet Award winners and other active principals. The rule is unique; all other clubs that I know of select their leaders entirely by elections.

The following implications remain from the original wording:

- The rule cannot be met with a glider or a helicopter.
- The alternate flying site is unsuitable for many models.
- Although elections are held in November, nominees must decide before June 30. They should have a witness in case they are asked to prove they qualify.
- There are no exceptions for illness, travel, weather, equipment problems, incumbency, leadership ability, or participation in club activities.
- The rule can now be met with any RTF or toy airplane even if the pilot has never flown before. The bylaw does not require the airplane to be radio-controlled. ☺

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.

Scrap Aluminum

by Mark Kallio

One of the most useful and inexpensive tools in the workshop are pieces of scrap aluminum angle iron cut to various lengths and of various sizes. I find that a selection of 1-inch, 2-inch, and 3-inch pieces, varying in length from one to six inches are quite helpful, and these can be obtained at a metal supply shop.

If you have a metal fabricator near you, you might try asking him to sell you some scraps of angle about these sizes. Since these lengths are considered trash to these fellows, you may get lucky and get them for free. Even if you don't, the cost should be minimal, and as useful as these are, I would have purchased new stock and cut it up into pieces to obtain these tools.

What good are they, you ask? Well, here are a few of the things I use them for and I'm sure you can come up with more once you start using them. First off, this is a great way to align the table on disk/belt sanders, drill presses, band saws, etc. You can use them to hold items to be glued or drilled exactly perpendicular to the work surface, such as drilling into the edge of sheeting, or holding ribs at 90 degrees to the table while your adhesive dries.

(Reprinted from Balsa Chips, Milford, Connecticut.) ☺

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Shakopee, Minnesota 55379

Neat Warbirds Being Built



Several of the youngsters at MAD 2007 were given nice warbird kits that Scott Anderson donated for the event. He had picked the planes up on e-Bay and they were a big hit with the kids. ☺

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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