



September

Minneapolis, Minnesota U.S.A.

2009

# What A Great Day For MAD 2009!!!

by Jim Cook

There was absolutely no way that the weather in Jordan at MAD 2009 could have been any finer on Saturday, August 15<sup>th</sup>. Bright sunshine, temperature in the 70's, and if there was a wind, it was a very light breeze down the runway.

Several TCRC members showed up at the field around 9:30 AM to start setting up, and by the official start time of 11:00 AM, the parking lot, shelter and pits were full of cars, planes, pilots and spectators.



**David Erickson's B-25 shows two contrails over TCRC's Model Aviation Day 2009. (Photo by Scott Anderson)**

Model Aviation Day is the biggest social event that TCRC schedules, and the 2009 edition certainly was well-attended. Scott Anderson and

Jim Cook tried to count all of the people, planes and cars present at any one time, and they came up with about 80 people, 45 cars and around 90 airplanes.

The co-chairs for the event were Steve Meyer and Scott Anderson and they had put together several areas where visitors to the Jordan Field could learn about the R/C hobby. These included a static display of several types of planes; R/C simulators where they could get the feels of the 'sticks'; buddy box systems where they could actually fly an R/C airplane; and periodic commentary over a PA system when various planes were in flight. Most of the TCRC members had on their blue shirts and the spectators were not shy about asking these members about every aspect of this hobby.

The concession stand was chaired by Tim Wirtz with helpers Diane Leonhardi and Tom Thunstedt. Their 'meal deal' of a hot dog, chips and a pop was very popular.

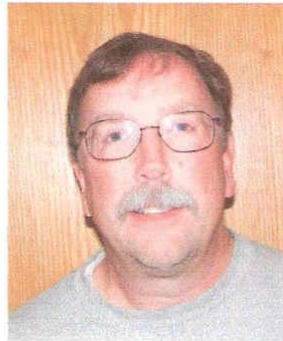
Tynan Thunstedt ran the simulator tent where 3 simulators were set up and saw constant use.

Tom Thunstedt chaired the buddy box scheduling and he had George Toon training on one box, and Pat Dziuk and Mike Timmerman training on another, and both boxes were kept busy all afternoon.

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# Ramblin's From The Left Seat

by President Steve Meyer



The month of August has just flown by. When I wrote last month's article I was anticipating all the flying events that were to happen in August, and now as I write this article they have all happened. The first weekend was the annual trip to Park Rapids for food, fellowship, and a little *WINDY* fly in at the local club field. The next weekend I headed down to Owatonna for SMMAC's Northern Alliance Military Fly In. This is the largest and best Warbird event in Minnesota and again this year TCRC members Chris O'Connor, Bill Jennings, and Mark Wolf ran the flight line. The third weekend found Chris, Mark, and I on the road to Fond du Lac, Wisconsin to take part in Warbirds and Classics over the Midwest. In three years this has become one of the premier RC Warbird flying events.

Pictures of the event:  
[http://www.rcuniverse.com/forum/m\\_8833845/anchors\\_9021843/mpage\\_3/key\\_/anchor/tm.htm#9021843](http://www.rcuniverse.com/forum/m_8833845/anchors_9021843/mpage_3/key_/anchor/tm.htm#9021843)  
[http://www.rcuniverse.com/forum/m\\_9022980/tm.htm](http://www.rcuniverse.com/forum/m_9022980/tm.htm)

On August 22<sup>nd</sup> TCRC celebrated MAD 2009 at the Jordan field. I think it was one of the best weather days we have had all year and the crowd of spectators and pilots supported that fact. I want to thank Scott Anderson and all the TCRC'ers who were involved with putting on this annual event.



Accidental outside Meeting in August. (Photo by Jim Cook)

We also had our first annual Wisconsin Fun Fly on August 28<sup>th</sup>, 29<sup>th</sup> and 30<sup>th</sup> at the Wisconsin cabins of Jim Cook and Bill Sachs. It was well attended with three days of flying. Next year I want to do all of these events all over again.

Because the church was locked our August meeting was held outside. We discussed the burning of the wood piles (thank you Corey) and the events of August. We did not have a program because it was becoming dark outside and some of us had sore butts from sitting on the ground.

It's time to strap on the floats. On September 19<sup>th</sup> we will be having our Fall Float Fly at Bush Lake. If you have not tried float flying this will be your chance to get your feet wet. Remember to waterproof your radio equipment, recheck the CG of your airplane and check your floats for leaks.

If you desire to get more involved with TCRC our elections are coming up in November. The positions are President, Vice President, Secretary, Treasurer, and 2 board seats are up. I am hoping all of the incumbents will run as well as any other members who are interested. I need some people for the election committee.

This year I'm thinking of holding the TCRC Annual Banquet on November 15<sup>th</sup> at Timberlodge Steak House where we would be ordering off the menu. We will discuss this at the next meeting.

I hope to see all of you at the TCRC field to enjoy our wonderful fall flying in Minnesota. ☺



## MAD 2009

Continued From Page 1

From early morning on there was not a time when the sky was free of airplanes. Even a full-size Petenpol made several relatively low passes over the field. There were lots of giant-scale aircraft including Steve Meyer's DR 1, Scott Anderson's Corsair, Kris Hanson's 747, David Erickson's B-25, and Sherwood Heggen's Extra. Several helicopters were in the air, plus combat aircraft, electrics of every description, and lots of scale planes.

Flying was almost accident-free, with only a couple of mishaps, the most noticeable being a J-3 Cub having its wing fold up, and the resultant crash pretty well destroyed the plane. The ultimate cause of this was that the pilot cracked a wing strut and then removed all four of the struts, not realizing that they actually performed a structural task.

At 3:30 the weather was still superb and the parking lot still full of cars although some of the spectators and pilots were getting ready to leave.

Thanks to Steve and Scott for putting together a great event, to all of the volunteers that handled the various parts of MAD, and to all of the members and family that came out to let our visitors know about R/C airplanes and to see our beautiful Jordan flying site. It was this great member turnout that made the 2009 Model Aviation Day the huge success that it was. **J**

## Learning The Basics of R/C Before A Flight



George Toon gives an entire family of prospective pilots all the facts of flight at MAD. (Photo by Scott Anderson)

## Flight Simulation For The Young



Tynan Thundstedt helps some young pilots-to-be with the R/C flight simulators at MAD 2009. (Photo by Jim Cook)



# Pictures From TCRC's MAD 2009



**Kris Hanson's Pan AM 747 was a thing of beauty in the pits at MAD 2009.**



**Planes of all sizes and types were on display for the spectators to see at MAD.**



**Tim Wirtz and Diane Leonhardi kept the food flowing in the Flare Out Café.**



**Mike Timmerman and Pat Dziuk, and George Toon kept the buddy boxes busy at MAD.**



**Sherwood Heggen's Extra smoked across the sky.**



**Spectators had a great view of the TCRC pits.**



# 1<sup>st</sup> TCRC Wisconsin Fun Fly An Enjoyable Event

by Jim Cook

The 1<sup>st</sup> ever Wisconsin Fun Fly kicked off at 11:00 AM on Friday, August 28<sup>th</sup> in Siren, Wisconsin at the lake home of Jim and Mary Cook.



**Lunch on the veranda preceded the float flying at Jim & Mary Cook's cabin. (Photo by Jim Cook)**

Jim was hosting the Friday Float Fly portion of the Wisconsin Fun Fly and the weather in the morning cleared up and there was no wind as the group of 14 members and wives assembled on the deck for a hearty lunch of brats, beans and beverages before heading for the lake.



**Heading for the lake. (Photo by Mary Cook)**

Those in attendance at this leg of the Wisconsin trek were: Jim & Janice Ronhovde; Conrad & Norma Naegele; Larry & Joyce Couture; John & Kathy Dietz; Stan & Sharon Erickson; Sherwood Heggen; Bill Sachs; and Jim & Mary Cook.

After the meal, the guys started loading up their planes and gear into golf carts for the trip to the lake, while Mary took charge of the ladies for garden and house tours.

At the lakeshore, the wind arose and the water became choppy but flyable. Jim Ronhovde was the first off of the water and after some trimming corrections in the air, had a nice flight. Upon landing the engine died and the retrieval pontoon boat headed out for pick up. This proved to be the standard for the day as virtually every flight ended in a boat retrieval. Several of the guys were able to get their plane back on the water with the engine running but as they turned out of the wind to taxi back the gusty breeze would catch a wing and flip the aircraft over. Even with these bumpy conditions however no plane sustained any amount of damage after a flight. A little later, the women came down to the lake to watch their intrepid spouses fly.



**Stan Erickson's giant-scale J-3 Cub takes off for another great flight. (Photo by Jim Cook)**

Flying continued until 3:30 with almost everyone getting in at least a flight or two, and then it was time to pack up and form a caravan for the 40 minute drive to Birchwood for part II of the Wisconsin Fun Fly.

Most of the participants were staying at the Birchwood Motel, so they checked in before heading  
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# Wisconsin Fun Fly

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for the beautiful home of Bill & Sue Sachs, for a potluck meal and some socializing. Bill had a few members of the fledgling Birchwood Flying Club also present and the group enjoyed the food and friendship until about 10:00 PM.



**A gathering for breakfast before a day of flying.**  
(Photo by Jim Cook)

Bright and early the next morning found everybody at Papa Pete's in Birchwood for breakfast and then onto the Birchwood Flying Club site. This site is laid out beautifully and a pilot would have to work awfully hard to find a tree to put a plane into.



**Lots of cars sit behind the pits at Birchwood.**  
(Photo by Jim Cook)

The weatherman predicted the day to be sunny, a light wind and temperatures around 65 F. Unfortunately, he wasn't even close. The day peaked at 54 F. and a light misty rain came down from the heavy overcast periodically throughout the day.



**Most of the pilots that flew on Saturday at the Wisconsin Fun Fly.** (Photo by Jim Cook)

Neither the TCRC nor Birchwood pilots were daunted by the conditions however, and the sky was kept full of airplanes throughout the day. Everything type of plane flew and accidents were few.



**Tim Wirtz readies his twin-engine plane with an assist from Bill Sachs.** (Photo by Jim Cook)

Around 3:30, the somewhat soggy pilots packed it in and headed back to the motel. They had just enough time to clean-up, rest up and then collect the women before heading for dinner.

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# Wisconsin Fun Fly

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Dinner was at Woodland's Restaurant in Birchwood and both flying clubs were well represented, and the food was great.



**Good food and good friends were on the menu at Woodland's Restaurant. (Photo by Jim Ronhovde)**

Following dinner the crew headed back to Bill and Sue's place for more R&R until Bill kicked them out.

Sunday breakfast was again at Papa Pete's, and the weatherman was predicting a warmer, sunnier and windless day so most of the group headed back to the Birchwood field for more and better air time.



**The gals joined the group at the field and basked in the sun as the guys flew. (Photo by Jim Ronhovde)**

The day was indeed much better than Saturday and several planes that didn't come out of the cars the day before now took to the air.



**Conrad Naegele's Sparky on floats didn't need water to land on. (Photo by John Dietz)**



**Host Bill Sachs puts in one last flight around 1:00 PM on Sunday. (Photo by Jim Ronhovde)**

After noon, the TCRC'ers headed back to the Twin Cities, all very pleased with the first ever Wisconsin Fun Fly and hoping for another one in 2010.

Thanks to all of the members and wives who trekked to Wisconsin, and a big thank you to Bill and Sue Sachs and to Jim and Mary Cook for hosting this event. Some discussion was held about the timing for the 2010 Wisconsin trip and it was decided to discuss the date at the next couple of club meetings. **J**



# Park Rapids Fun Fly A Very Breezy Event

by Jim Cook

The 28<sup>th</sup> Annual Park Rapids Fun Fly is now in the history books. Five TCRC pilots and most of their significant others headed for Park Rapids on Friday, July 31<sup>st</sup> for a weekend of flying, eating and camaraderie. This year's attendees were Morgan Larson and wife Marion, Jim Ronhovde and wife Janice, Conrad Naegele and wife Norma, Scott Johnson and wife Jennifer, and Jim Cook.

Scott and Jennifer hosted the group on Friday evening at their beautiful cabin on Stoney Lake. A few of the flyers brought float planes for some quick flights off of the water. Scott's boat needed its battery charged and by the time there was enough power on board, the rain started and the float flying was washed out for the remainder of the day. Pot luck snacks were in abundance however and the group chowed down.

The next morning found everybody at the West Forty restaurant for more good food before the pilots headed for the Headwaters R/C Club's very nice field on the west side of town. As the guys arrived at the field, the good news was that all of the crops surrounding the runways were beans – no corn. The bad news was that the wind was out of the west and hitting upwards of 35 mph. This made all takeoff's and landings in a stiff direct crosswind.



**Morgan, Jim C, Scott, Jim R and Conrad with 5 of their planes at Park Rapids. (Photo by Jim Cook)**

Undaunted the intrepid flyers unpacked their planes and readied them for flight. First up was Scott Johnson with his sport plane, and

although he claimed he hadn't flown since January, he handled the stiff breeze very well. Jim Cook put his Big Stick into the air but a balky engine cut the flight short. Morgan put his J-3 Cub up and it flew well, although Conrad had to point out that the flight wasn't scale-like when it went downwind more like a rocket than a Cub. Jim Ronhovde's plane had the wind catch his left wing on take-off and the resultant return to the runway caused enough damage to keep it grounded for the duration. Jim said it was repairable however and would soon be back in the skies over Jordan.

Several of the Headwaters RC Club members stopped out to lend moral support to the TCRC group and marveled that we were all flying in hurricane conditions. They felt they would save their planes for a little calmer day.

Jim Ronhovde broke out snacks and beverages and the group found a wind-sheltered spot to enjoy them.

Flying continued into the afternoon. Jim Cook decided it was time to put an electric into the air and fired up his E-Flite UltraStick 25e. Take off was uneventful as were the first few passes over the field. Flying upwind, Jim rolled upside down and executed a split S. At the bottom of the half-loop, the wing separated from the fuse and the resultant missile rocketed to the ground burying the motor about 5 inches into the soil. All eyes returned to the sky to watch the wing flutter slowly away and come to earth about ½ mile downwind. After about 45 minutes of searching, all parts of the plane were recovered. The wing showed that the front dowels had ripped out of the leading edge. (The next week Jim sent a

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## Park Rapids

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letter to Horizon Hobby about the crash. The day they received the letter customer service from Horizon Hobby called him and said that it appeared the dowels were not adequately glued in behind the leading edge and they immediately sent Jim a replacement airplane. This reinforced Jim's opinion that E-Flite is the Cadillac of electric planes and that Horizon Hobby is one of the best companies serving the R/C world.)

Jim Ronhovde had his MIG 27 drone ready. He put the plane on the runway, but opted not to takeoff after a couple of un-reassuring taxi runs. Conrad then grabbed his electric plane and handed the transmitter to Jim. The plane had no problem with the wind and both Jim and Conrad enjoyed an uneventful flight.

Around 2:30 or 3:00 the pilots started packing up the planes and headed back to the C'Mon Inn for some R&R before the planned sojourn to dinner at the Vacationaire Resort.

It was a unanimous opinion that the menu and food at the Vacationaire were extraordinary. After the meal everyone returned to the meeting room of the C'Mon Inn for a nice relaxing time where the day's events of this and many previous Park Rapids trips were revisited.

This edition of the Park Rapids Fun Fly ended the next morning at the West Forty with a great breakfast before everyone headed for home.

Special thanks to Scott and Jennifer Johnson for hosting the event, and to Jim Ronhovde who helped put the weekend's agenda together. J

## TCRC'ers Relaxing In The Northwoods Of Minnesota



Scott Johnson's deck on Stoney Lake in Park Rapids was a comfortable place for TCRC members. (Photo by Jim Cook)

## Getting Planes To Park Rapids



This was the view of the backseat of Jim Cook's car as he arrived in Park Rapids for the fun fly. (Photo by Jim Cook)



# The Co-Pilot's Report

by VP Wayne Rademacher



For those that missed it, the August club meeting was held outside. (Accidentally, since we didn't have a key to get inside.) It was a beautiful day, perfect for our outside get together. Other than the lack of chairs, it was great, I really liked it.....perhaps we should do it again next summer.

With the outside meeting, we didn't get to have a program, but we have a good one scheduled for September 8<sup>th</sup> – Chris O'Connor will be presenting, "Why Planes Fly". Should be very interesting, so don't miss the meeting.

August was action packed, filled with many events. We had the Park Rapids Fun Fly, MAD 2009, the Northern Alliances Fly-In – Owatonna, Pylon Race #4 and the Wisconsin Fun Fly. Not sure about other clubs, but TCRC is certainly an active bunch of folks.

We held our 4th pylon race of the season in August. Paul Doyle continues to dominate the series....took 5 of the 6 races. I again sat this race out, as I am still without a racer. Seems this summer slipped through my fingers, apparently I took on too many projects for the time available. Looking forward to the build season, where one can relax with an x-acto knife and a little glue J

Remember we have two events scheduled for September -- Micro pylon racing on the 13<sup>th</sup> and our Fall Float-Fly on the 19<sup>th</sup>.

That's it for this month, see you at the meeting. J

## TCRC Tx Hat Pins For Sale

Tom Thunstedt has some very nice small wooden TCRC Tx hat pins for sale. The pins are wood with highly detailed sticks and antenna. They are made by a retired machinist in Ohio.



Pins are \$5 and Tom will have a few at the next meeting. If anyone wants one they should be sure to let him know right away so he can have enough for the demand.



Tom will also be discussing TCRC hats at the next meeting. He will be re-ordering them and would like to know if they should be changed in any way. J

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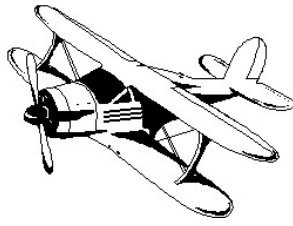
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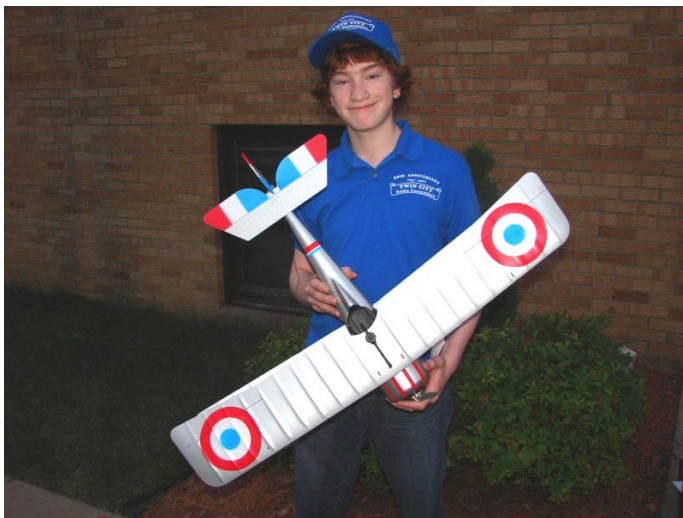
## Show & Tell



Lots of planes at the August meeting.



Sherwood Heggen had a scratch-built version of a plane he once built in 1962. The biplane was a Struts Air Crate that he originally did with a Fox .09 and used an escapement radio. He said it never flew well. Now he has redone the plane with wings covered in silk and dope and a glass covered fuse. The plane was white with blue trim and was very sharp looking. Sherwood said a 'struts' plane was a biplane with the lower wing  $\frac{1}{2}$  the length of the top wing. It weighed in at 2 pounds and was powered with an OS Max .10. It has yet to have its maiden flight.



Tynan Thunstedt had a new E-Flite Neuport 17 Bipe ARF. It was done in WWI French colors. Gray wings and fuselage with red, white and blue roundels. It weighed 7-1/2 ounces without battery and 9-1/2 with. It was powered with a brushless electric motor that father Tom had hand-wound, and a 1320 mah lipo battery. Tynan said it had flown and was slow, but lots of fun to fly.



Mike Burk had another plane constructed from a political sign, and called a 'pizza box flyer'. It was a snub wing profile with a huge vertical stab and winglets. The engine was a .46 2-stroke and he said at half throttle it went straight up.

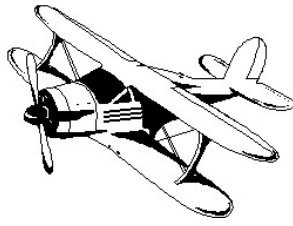


Curtis Beaumont had a very nice looking Cox Giles 202 ARF. It was done in red and white and had been converted from a .46-size glow to e-power, using a 4260 motor. It weighed in at 5-1/2 pounds and as yet had not had its maiden flight.

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## Show & Tell



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Paul Doyle had two planes at S&T. When everyone arrived he was flying his Sukhoi 26 from Parkzone in the parking lot. This tiny electric aircraft flew unbelievably well in the breeze and attracted a flock of sparrows that thought it was invading their airspace. The aircraft weighed 28 grams with battery and was a 'bind-n-fly' that cost about \$90.



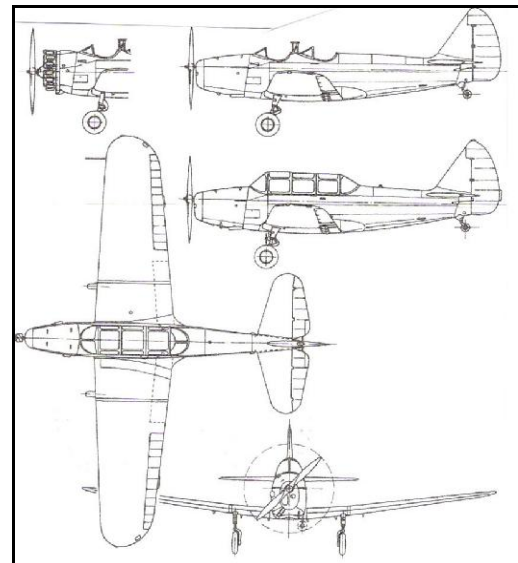
Paul also had a very nice looking Parkzone P-51 Gunfighter that was done with a green fuse and silver wings with yellow wingtips and rudder tip. The plane had a 39-inch wingspan and had his trademark 1,000

watt motor. As of the meeting, the maiden flight had not been done, but would be soon.



Jim Ronhovde had a US military target drone that had been given to him by Dennis Leonhardi. The foam aircraft was kitted by Carl Goldberg as a Mig 27. It was originally supplied to the military with a K&B .65 engine. Jim had added yellow and red trim to the Mig and powered it with a .91 2-stroke. The wingspan was 68 inches and the fuse 72 inches. As a drone it was meant to hand launch but Jim added trike landing gear. He also added ailerons which were not part of the drone. It weighed in at 9-1/2 pounds and has a few flights on it. Jim said it flew well, but was not really very fast. J

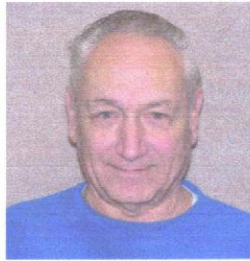
## September Mystery Plane





## Safety At The Field

By Larry Couture



Well here it is the end of August, 2009, time goes fast when you're having fun. A lot of fun was had by all the flyers at MAD 2009 and no major infractions of the rules took place and no accidents happened. I did hold up my end and crashed my combat plane (one of only two crashes).

I did have to point out that the pilot must fly from the pilot stands behind the fence at all times after take off. Now our ex-president stood in the pit area and flew a little park flier all around over the crowd and pilots. I did talk with him and I hope this does not become something that others might do. This is not allowed by TCRC or AMA rules and the big problem is, "when is a plane too big or dangerous to others".

I have suggested in the past to check all moving surfaces before and between flights just to be extra safe during flights. Flying over the pits is a no no but it happens sometimes for one reason or another. It is a mistake we all can make but when it occurs a LARGE voice warning should be made so others can be prepared for what may or could happen. (hopefully its just a fly over). One of the things that seem to cause this is if the plane gets overhead, you tend to lose proper control and the farther you lean back the more out of control you get.

### FOR ALL MEMBERS:

The field rules are printed in the front of the roster and on a large board in the shelter at the field, along with no smoking signs. I suggest that all members should read the field rules from time to time just to refresh the memory. There is always one thing I like to harp about and that is let your fellow flyers know what you are doing or going to do by LOUDLY ANNOUNCING take offs, landings, dead stick and on the field travel, and make sure the others HEAR you and ACKNOWLEDGE you. This is, in my opinion, the most important rule to follow always as it makes accidents less likely to happen. AND IT SEEMS TO BE WORKING SO KEEP IT UP!!!

Thought for the day: Fly often, have fun and crash less, and as usual all landings from which you can fly again are great but not always graceful. J

## TCRC Elections

The annual TCRC elections are just around the corner. This year, the president, vice president, secretary, treasurer and two of three board seats are up. The elections are held at the November membership meeting.

President Steve Meyer is hopeful that all of the incumbent officers and board members will run again this year, but he is also hopeful that several other members will decide to become candidates.

Consider becoming a candidate and taking part in the leadership of our great club. Steve will be appointing an election committee to help find candidates. If you are interested in running, let Steve or another board member know. J

## TCRC Historian Needed

The position of club historian has been held by Jim Ronhovde for many, many years. He now feels it is time to turn the job over to another member.

The duties of the club historian are to maintain the historical records and photos and to keep track of the years that each member has been in the club. In addition, the historian awards the Service Award patches to members for every five years they have been in the club.

If you are interested in becoming the club historian, let Jim or a TCRC board member know. J



# Micro Pylon Racing, Month 4

by Wayne Rademacher

We held our 4th race of the season in August. I continued to sit this race out because my race plane was destroyed back in June and I have yet to build a replacement.

Without a race plane I find myself really enjoying the visual aspect of pylon racing. There is some really good flying taking place at these events. It was interesting to see that the fastest plane did not automatically win the race.....smooth flying is really key to success.

I could see that Paul held a nice consistent line, no unnecessary excursions from pattern. Rick was very fast, in-fact Rick may have been a bit faster than Paul (his arch rival), but seemed to fall out of sync periodically, and make the course longer than necessary. This put Rick at a disadvantage and in second place almost every race. The second to the last race I observed Rick's flying had really smoothed out, so much so, that he gave Paul a real run for his money. They swapped 1<sup>st</sup> and 2<sup>nd</sup> place multiple times during the race. After I ask Rick about the change in his flying technique, he said he made a few radio changes, an expo adjustment made the difference.

Perhaps we should evaluate our radio setups.....a little exponential can real help smooth out those wild thumbs J

## August Race Result Points

Racer	Heat						Total Pts.
	#1	#2	#3	#4	#5	#6	
Paul Doyle	2	1	1	1	1	1	29
Rick Smith	1	2	2	2	2	2	25
Gerry Dunne	4	3	4	3	3	3	16
Cush Hamlen	3	4	3	4	4	4	14
Wayne Rademacher	DNS	DNS	DNS	DNS	DNS	DNS	0

## Year-To-Date Points (4 Race Days)

Racer	Month						Total Pts.
	May	June	July	Aug	Sept	Oct	
Gerry Dunne	21	29	Abs	16	0	0	66
Matt Rossini	14	22	Abs	Abs	0	0	36
Mike Burk	Abs	2	10	Abs	0	0	12
Paul Doyle	29	26	30	29	0	0	114
Rick Smith	20	20	24	25	0	0	89
Wayne Rademacher	Abs	23	Abs	Abs	0	0	23
Kris Hanson	3	Abs	Abs	Abs	0	0	3
Cush Hamlen	Abs	Abs	16	14	0	0	30

Like our other races, this one was filled with excitement; we had crashes, equipment failures, and some wild flying.....all the stuff that makes it fun J ☺

## Calendar

- Sept. 8** TCRC Membership Meeting, 7:00 PM  
Fellowship Hall  
CrossPoint Church  
Bloomington
- Sept. 12** IMAA Big Bird Fall Classic  
Tri-Valley Field  
Rosemount, MN
- Sept. 13** Micro Pylon Racing  
Jordan Field  
Noon Warm Up  
1:00 PM Racing  
Wayne Rademacher
- Sept. 19** Fall Float Fly  
Bush Lake Park  
Bloomington  
11:00 AM  
Dave Erickson  
Jim Cook
- Sept. 26** Pattern Flying  
Practice Day  
Jordan Field  
Chris O'Connor
- Oct. 4** Micro Pylon Racing  
Jordan Field  
Noon Warm Up  
1:00 PM Racing  
Wayne Rademacher
- Oct. 17** Season Finale  
Jordan Field
- Nov. 10** TCRC Elections
- Nov. 15** TCRC Banquet

**Be At The Next Meeting**



# The 2009 Northern Alliance Military Fly In

by Scott Anderson

The Southern Minnesota Model Aircraft Club was again host to one of the best warbird fly-in events in the region. The 2009 Northern Alliance Military Fly-In was open to all radio control aircraft modeled after full size military aircraft. Although the majority of the aircraft were giant scale (and larger!) the event is open to all size aircraft including electric scale park flyers.



One of the 'giant scale and larger' airplanes alluded to by Scott.  
(Photo by Scott Anderson)

I attended with my father (Sid Anderson) who was visiting for the summer from southern California so I could not bring a plane. The first thing I noticed was the large number of aircraft and pilots (and license plates) from all across the country. We had a rough count of nearly 220 aircraft.

TCRC was well represented with many members flying, helping and spectating. If everyone wore their club shirt it could almost look like MAD!

Chris O'Connor & Bill Jennings worked the flight line while Steve Meyer kept out of the sun in his pop up. Steve & Chris had (2) aircraft each on the flight line. Paul Doyle was there showing his younger cousins what some people do for fun. Paul usually shows everyone up with his hot little T-28 electric. Stan Erickson was observed moving

from airplane to airplane. Dave Andersen was sharing his expertise to the other pilots.

The skies were beautiful but the winds were directly from the south at 20 to 30 mph making the 90 degree crosswind tough for most pilots. The counter to this was the ¼-scale Balsa USA Fokker D-7 that flew in any wind and never seemed to have an issue. Joe Grice had his A-6 (twin gas-turbine) Warthog fly for a most spectacular demonstration.

I'll be planning to have a couple of warbirds ready for the 2010 event next year! J

## TCRC Fall Float Fly September 19<sup>th</sup>

It's hard to believe that fall is already here, but it is, and that means it's time for the TCRC Fall Float Fly.

The Float Fly will be held at Bush Lake Park in Bloomington on Saturday, September 19<sup>th</sup>. Start time is 11:00 AM.

The chairs for the Float Fly are David Erickson and Jim Cook. They will have the retrieval boat on hand and ready for action.

This is always well-attended by TCRC'ers, as well as pilots from other local clubs. It is a good time to see some beautiful aircraft flying off of the water.

Come to Bush Lake Park as a pilot or a spectator and enjoy TCRC's Fall Float Fly. J

**Get Your Float Plane  
Ready Now**

# Minnesota Big Bird IMAA Fall Classic



**Saturday, September 12, 2009**  
**Tri-Valley Field**

1 mile west of Hwy. 52 on Co. Road 42  
4 miles east of Rosemount on Co. Road 42  
(look for signs on road)

**Food and drinks available**  
8 a.m. Registration – 9 a.m. Start  
AMA required for flyers

**Spectators welcome!**  
For more information call Brian Crossley  
612-721-4989 or 612-868-3993

Rain date: September 13

## New Member

In August TCRC took in its 102<sup>nd</sup> member in 2009.

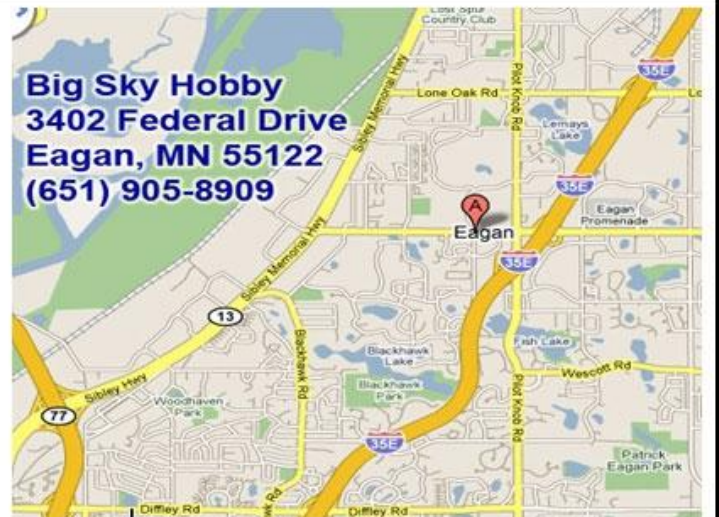
Kevin Burkart lives at 14624 Oakland Beach Avenue SE in Prior Lake, 55372. His phone number is 952-457-8066 and his e-mail address is [Kevin@stepstonegroup.com](mailto:Kevin@stepstonegroup.com). Kevin has been in the hobby for less than 6 months and is learning to fly R/C on 2 Super Cubs and a T-28 Trojan.

If you see Kevin at a meeting or the field, be sure to introduce yourself and welcome him to TCRC. J

TCRC meets every month on the 2<sup>nd</sup> Tuesday at 7:00 PM in Fellowship Hall of CrossPoint Church located on the southeastern corner of the intersection of 98<sup>th</sup> Street and France Avenue in Bloomington. Guests are welcome to attend these meetings.



Open Monday thru Saturday, 10 am - 6 pm  
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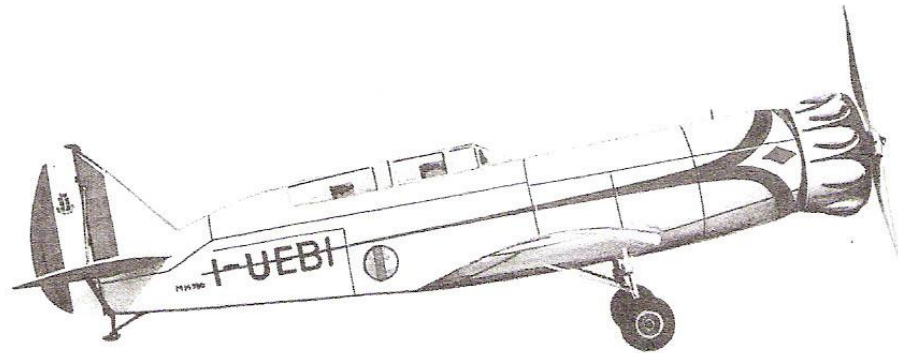




## Nardi FN 305 D

by Conrad Naegele

The August Mystery Plane was the Nardi FN 305 D sport monoplane.



The period from about 1929 to 1934 was noted for the attempts for all manner of records, and since almost no records for many categories had been tried for, setting new ones was pretty easy. Not so for long-distance records, but everyone was trying. These attempts were especially hard due to most national economies. Despite somewhat limited resources, many amazing long-distance records were set.

One of these airplanes was the Nardi (Fratelli Nardi). This plane was a small light aircraft, of mixed construction, with metal spars, mostly metal fuselage components, and fabric covering. It did feature retractable gear. Flying from Rome to Addis Ababa (Ethiopia), the Nardi covered 2,773.7 miles in 18 hours and 49 minutes. In those days, a goodly distance for a light plane! For this attempt, the fuselage was stretched considerably for fuel storage. What made this record notable was that the Nardi was a trainer design, and was not backed by the military (money). A second major mod was the exchange of the small displacement 6-cylinder engine for a 9-cylinder radial, a Walter Bora.

There were only a few Nardi's built, and yet the basic design was very good, and did carry over to being a significant trainer during the early stages of WWII.

The Nardi had a wingspan of 37 feet 9 inches, a gross weight of 1,848 pounds and a range of 2,800 miles (The record flight was 2,773.7 miles, so that's a reserve of 26.3 miles after almost 19 hours of flying – not too bad!!!) J

**TCRCOnline.com**

## For Sale

**Beautiful Great Planes  
Giant Stick on Floats**

**81" Wingspan  
Zenoah G38 w/kill switch  
7 JR/Hitec Hi-Torq. Servos  
Just Add Battery & Rx**

**\$600/b.o.**

**Scott Anderson  
952-934-1471**

## Watching Dad Fly



Mad 2009 was a great time for local neighbors to come to TCRC's Jordan field and experience the joy of R/C flying. J

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

## What A Beauty!!!



This elegant giant-scale B-36 was just one of many beautiful warbirds that were at the SMMAC Northern Alliance Military Fly-In in Owatonna, Minnesota. This year there were more than 200 aircraft from all over the United States at the event.

### 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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