



November

Minneapolis, Minnesota U.S.A.

2003

# TCRC Season Finale A Great Time At Jordan Field

by Jim Cook

Saturday, October 25<sup>th</sup> was the day of the TCRC Season Finale and the club turned out in full strength for the event. As members left their homes and headed for the field, the sun was peeking out of the clouds, but by the time they arrived in Jordan, the clouds covered the sky. The wind was out of the northwest and the temperature was cool, but strategically placed tarps kept the shelter very comfortable.



Most of those at the Season Finale posed for a quick picture.  
(Photo by Jim Cook)

The CD's for the Season Finale were Conrad Naegele and Morgan Larson, and they had everything in place as the members started arriving. There was a fire in the fire pit, the tarps were well anchored, and the grills were already lit. The event was to start at 10:00 AM and by 11:00 the parking lot was full.

Jim Ronhovde brought Bill Altenhofen's flying witch. It has been a tradition that the witch fly at the Season Finale, and Jim quickly had the old girl in the air to the delight of the many kids who were present. Jim also brought his flying T-Bird that he had done some repairs on since the Park Rapids Fun Fly. It also flew well and was fun to watch.

Ricky Slaughter, a flyer from Texas, heard about the Season Finale and stopped down for a visit. He spent the entire day, and although the wind kept him from flying, he had a great time.

The sky was kept full of airplanes, helicopters, cars and witches. Most members brought at least one plane to put in the air. Although the sky was overcast, periodically the sun would peek out for a time before yielding to the clouds again.

Norma and Morgan started putting brats and hamburgers on the grill around noon. Several people had brought snacks and desserts to accompany the sandwiches and even though there must have been around 40 people at the field, there was plenty of food for everyone.

During the day, Mike Timmerman, Rick Smith and David  
**Continued On Page 3, Col. 1**

# From The Cockpit Of The President

by Scott Anderson

I sit here writing this column in the dark, I see that daylight savings time has gone away again. This is usually a sure sign that the end of the normal flying season is here and it's time to bury ourselves into our warm, well-lit, basement shops to create our flying dreams for next season. I'm dreaming about floatplanes and flying boats so I can keep up with my nephew and other flying buddies. I'm already dreaming of warm waters and long days.

Before I can begin building, I need to clean the shop and think about what I want to sell off at the TCRC Annual Auction scheduled for Saturday February 7<sup>th</sup>, 2004. Is it too early to start thinking about the next auction? No, not really. Everyone knows that we get the best prices for built-up aircraft and boxed kits at this auction. As slow as I am, it will take me the next 3 months to clean up and prepare my goodies for sale. I hope you're planning on it!

The TCRC Season Finale was held last Saturday, Oct. 25<sup>th</sup>, 2003 with the good graces of the masters of ceremonies, Conrad Naegele and Morgan Larson. Over 35 members and family attended the event to enjoy flying and their company. The weather held out for most of the day albeit cloudy until sprinkles came in the late

afternoon. Thank you Morgan and Conrad for a great outing!

TCRC Member Mike Timmerman has shown outstanding energy, drive, and conviction to the club by volunteering to lead the efforts in trimming the trees off the ends of the runways. As of mid-October, he and several members and friends have cleared a significant path off the NW runway putting as much as 20 hours of work into cutting and stacking the fallen brush. Board members Rick Smith, Jay Bickford, and myself have marked off the sections to the east and south-east that will be trimmed on the next pass. Jay and Rick are representing the board in working with Mike and other members who wish to help get this project completed before the snows get heavy. Please contact Jay Bickford if you are interested in working this project or have an additional chain saw, or brush cutter to lend.

The Annual TCRC elections will be held at our November 11<sup>th</sup> meeting at Hennepin Technical College in Eden Prairie. Please be there at 7:00 PM so we can have the largest turnout for an election to date. If you cannot attend and you are a paid 2003 member, you may e-mail your vote to board member Orv Schneewind at [snap@mn.rr.com](mailto:snap@mn.rr.com). We have the following positions up for election with the following candidates:

- President: Scott Anderson (Incumbent)
- Vice President: Jay Bickford
- Treasurer: Rick Smith
- Secretary: Charlie Dempewolf (Incumbent)

- Board Seat #1: Rick Smith (Incumbent)
- Board Seat #2: Conrad Naegele (Incumbent)
- Board Seat #3: Orv Schneewind (Seat is not up for election)

Please e-mail your nominations for office to Orv by Tuesday November 7<sup>th</sup> so we can advise the membership via e-mail prior to election night.

Now we MUST get together to celebrate the end of the year with our 2003 Annual Banquet that will be held Sunday November 16<sup>th</sup> at Dangerfield's Restaurant in Shakopee! We've arranged to have the lower level this year to accommodate all the new members and spouses that will be joining us. If you have never been to a TCRC Banquet, then you've got to come this year! The Walt Billet Award Committee has been deliberating for months determining which member of TCRC best exemplifies the heart and soul of the award. Get your reservations in to Scott Anderson today to reserve your seat at this terrific celebration!

Well, as usual, I've got to stop thinking about airplanes for a short time and get ready for a business trip. Fortunately this next trip will take me to Washington DC and enough time to hit the Air & Space Museum again! I'll see you at the meeting Tuesday Nov. 11<sup>th</sup>!

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

## Season Finale

Continued From Page 1

Erickson headed to the southeastern end of the runway with their chainsaws to start cutting down the willows that have been inching their way toward the field. Mike has been doing considerable cutting to the northwest of the runways also.

Several members brought the carcasses of planes that met their demise this year in hopes that the Grim Reaper would appear to sacrifice them to the fire. They were not disappointed as the 'hunter reaper', a.k.a. Jerry Dunne, arrived. With Jerry's son as eager assistant, Jerry sent the planes on their final journey. He noted that it seemed that almost every plane he dispatched met its demise at the hands of either Rick Smith or Dan Stensby.

Even the National Guard showed up at the Season Finale. Three C130's made several parachute drops to the south of the Jordan field, and their passes were quite low.

Around 2:15 in the afternoon a few sprinkles appeared and the 2003 edition of TCRC's Season Finale came to a close.

Thanks to all who attended the Season Finale, and a very big thank you to Conrad, Norma and Morgan for a job well done.

*(Editor's Note: Ricky Slaughter of Texas took lots of digital pictures white at the Season Finale and he has posted them on his website. Go to [www.pbase.com/nufsed/rc](http://www.pbase.com/nufsed/rc) Click on 'st paul' and then click on 'page 3' to view his snapshots of our event.)*

## The Grills Were Hot And The Food Great



Morgan Larson and Norma Naegele served up brats and hamburgers to all at the Season Finale. (Photo by Jim Cook)

## Halloween Can't Be Far Behind



What would the TCRC Season Finale be without Bill Altenhofen's witch flying through the air? (Photo by Jim Cook)

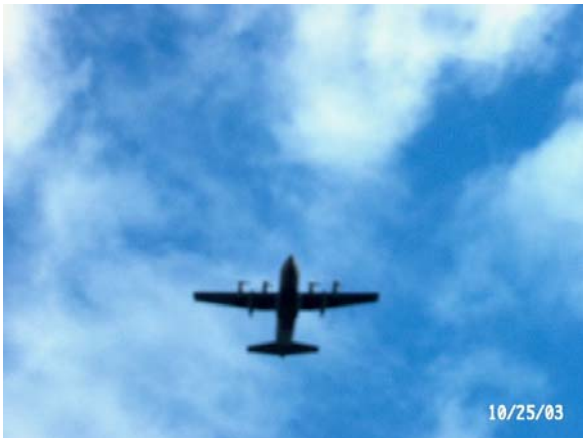
# Pictures From TCRC's Season Finale



The Grim Reaper disappeared into the smoke as he sacrificed to the fire one of the many planes that did not survive the season.



Co-CD's for the Season Finale Morgan Larson and Conrad Naegle enjoy some hot coffee before that fired up the cooking grills.



The National Guard's C130 made a low pass over the Jordan Field.



Mike Timmerman, Rick Smith and David Erickson take down some willows in the morning.

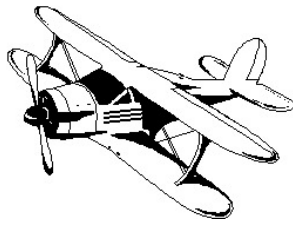


Janice Ronhovde puts the finishing touches on one of the many dishes that accompanied the brats and burgers at the Season Finale.



Thad Gorycki and his son look at the large number of planes that were awaiting the arrival of the Grim Reaper at the Season Finale.

## Show & Tell



Beautiful planes showed up at the October 14<sup>th</sup> membership meeting.



**Larry Couture and his Great Planes Big Stik.**  
(Photo by Jim Cook)

Larry Couture had his newest aircraft, a Great Planes Big Stik 40 ARF. This plane was done in traditional red with German crosses. The covering was Monokote. The power plant was a Tower 46 2-stroke. Larry had put a canopy on the top of the wing to give it a slightly different look. The Stik has not flown yet. The engine had been in a float plane and Larry had been struggling to get it to run right before he noticed that one of the head bolts was missing.

Chris O'Connor had a very nice looking Hanger 9 1/4-scale Cap 232 ARF. This plane was covered in light blue, green and white Ultrakote with sunrays of the same color on the wings. The plane was built for a 1.2-size engine but Chris, in Jim Miller tradition, put in a 2.1 Moki. The engine required quite a bit of break-in time as it was quite 'tight'. He said the engine loved fuel, burning it at a rate of 2 ounces per minute at full throttle. The plane weighs about 13 pounds and Chris and his son Nathan put four flights on it on Sunday, October 12<sup>th</sup>. He said it wasn't very fast but had unlimited climb. He was very pleased with its performance on the first few flights and plans

on really putting the plane through its paces once he gets a good feel for its flight characteristics.



**Chris O'Connor and his very nice Hanger 9 Cap 232 ARF.** (Photo by Jim Cook)

The last plane of the night was Dave Andersen's newest masterpiece – his scratch-built 1/4-scale Lavoshkin LA7. This Russian warplane was modeled after the plane the group leader flew late in WWII during the Battle of Berlin. It was done in gray with



**Dave Andersen with his Russian Lavoshkin LA 7.**  
(Photo by Jim Cook)

Red and white striped vertical stab and a huge red cowl. The underside of the wing was light blue. As usual, the scale detail was fantastic. The engine was a Zenoah 2-cylinder GTA. Dave has flown the plane for the last two months and is pleased with its performance. The plane will be featured on the cover of the May, 2004 *RCM* and will also reside in the RCM booth with Dave at Toledo Expo 2004. [

# Veep's Corner

by Jim Miller

Well, this will be my last column as VP this year. It has been enjoyable serving as your vice president and I hope the next VP enjoys the position as much as I have.

We had our last big flying event before the end of the year. In spite of the cloudy skies and cool air, it was still a grand event.



**The parking lot was full at the Season Finale. (Photo by Jim Cook)**

The co-CD's were Morgan Larson and Conrad Naegele, and with an assist from Norma Naegele, they did a great job. The food was great and plentiful. We must have had 30 or 40 people at the field including Ricky Slaughter from Texas. Ricky had heard we were having an event and stopped down to see how we northerners flew in October. He was very complimentary about TCRC's field and spent most of the day with us. I didn't fly but photographed my grandson Nathan O'Connor with his plane. Thanks to Morgan, Conrad and Norma for a great Season Finale.

We have our TCRC elections coming up on November 11<sup>th</sup>. President Scott tells me that we are getting candidates for all of the officer positions. Right now, Scott is running for president, Jay Bickford is running for VP, Charlie Dempewolf is running for secretary and Rick Smith for treasurer. We also have two board seats to fill and I do not know who is running at this time. Being on the board and serving the club is great for you and great for TCRC. Think about being a candidate this year.

I have made a decision on my 1/3-scale Extra 300. I am not going to repair it, but rather will get another kit and build a new one. I have tried to get in touch with the manufacturer but have not done so up to now. I plan on beefing up the fuse on this next one. If I can obtain the kit in the next couple of weeks I am sure I will have it ready to fly long before spring.

We have the banquet on Sunday, November 16<sup>th</sup>. I already have paid for my ticket. This is always a good time and well attended. Make sure you get your money into Scott by the next meeting.

AMA dues are due by December 15<sup>th</sup>. Everyone should have received his renewal forms this past month. Regular membership is \$58. I sent mine in already. Don't wait until the last minute. Pay your dues today.

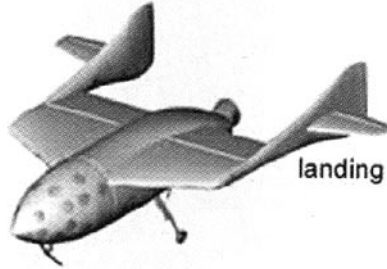
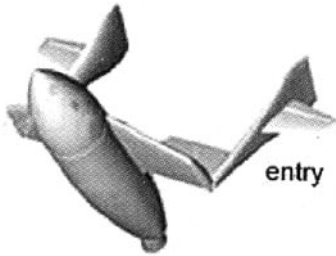
For those of you who haven't been to the field lately, you will notice a change to the northwest. Mike Timmerman has been cutting some of the trees in that direction. The club also has permission to cut the trees to the southwest, and there were three members doing some cutting at the Season Finale.

Remember, to get your All Season Flyer patch you must fly at least once each month in a calendar year. January is right around the corner, so come on out and join us in getting your ASF patch in 2004.

Well, we all know the snow is coming soon. Put some skis on a plane and head out to the field. In Minnesota the winter is more enjoyable when you spend some time at the flying field. [



by Klotz the Kat



A major problem of space flight is the destructive power of the heat of re-entry. NASA's solution, ablative tiles, has been troublesome. But Burt Rutan has used an old modelers' trick to solve this problem.

The Rutan SpaceShipOne is a rocket-glider that can climb to 300,000 feet and re-enter the atmosphere without heat shields. Carried aloft by a mother ship to 53,000 feet, it blasts into space with a 1-minute rocket burn at 4 Gs. Above the atmosphere, small gas thrusters position the aircraft.

The cockpit is airtight, it maintains the same air pressure at takeoff with only a boost of oxygen.

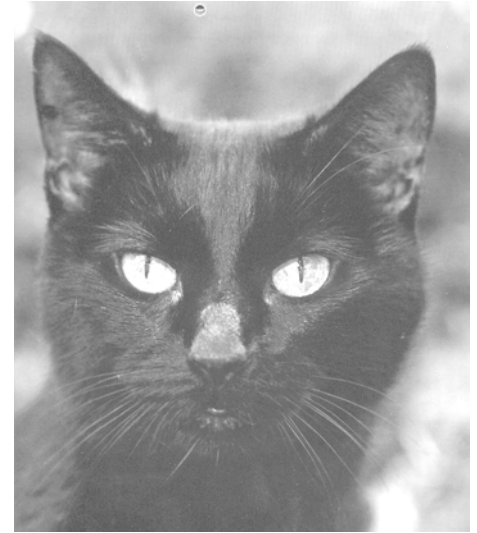
Before re-entry, the entire tail is inclined at an angle of 65 degrees from the fuselage centerline, and the bottom of the wing is tilted at right angles to the direction of flight. As the plane enters the atmosphere, the bottom of the airplane is presented to the air friction. Heat is distributed over the entire surface of the airplane, limiting the surface temperature briefly to over 1000 degrees F -- not enough heat or time to conduct much of this heat thru the ship's thick composite skins. Deceleration climbs to 4 Gs.

Between 70,000 ft to 80,000 ft. and 120 knots, the tail is lowered into normal flying position. The plane is glided back to home airport. The spring-loaded landing gear is extended (it cannot be raised in flight).

Does the tilted tail and flat parachute-like descent sound familiar to you old-time modelers? It is known as a dethermalizer to modelers. It is common to free-flight model airplanes perfected by modelers in the 30s and 40s. To my knowledge, it is the first application of a dethermalizer to a full-scale aircraft.

As a youngster, Burt Rutan was an accomplished free-flight modeler, a contest winner and AMA NATS competitor. That's when he learned all about dethermalizers.

Ref: *R/C Modeler*, October 2003, *Technicalities in Flying* August 2003 and <http://www.x-plane.com>, page 12.



See ya at the field. Bring innovative sandwiches. [

## Calendar

- |         |  |
|---------|--|
| Nov. 11 | <b>TCRC Membership Meeting, 7:00 PM</b><br>Room H195<br>Hennepin Technical College<br>Eden Prairie |
| Nov. 11 | <b>TCRC Elections 7:00 PM, Room H195</b><br>Hennepin Technical College                             |
| Nov. 16 | <b>TCRC Annual Banquet, 5:00 PM</b><br>Dangerfield's Restaurant<br>Shakopee                        |

# Painting The Outhouse

by Dewey Goddit

I was so flattered when the president of my model airplane club asked me to paint the outhouse. He knows what a good painter I am. I commend him for having the wisdom and the foresight to pick me for such an important assignment.

Being a good president of an R/C club, he knows what club members' talents are. Being asked is recognition of one's accomplishments in one's chosen field of endeavor. Our president certainly picked the right person for the job. I was so proud that I decided to put forth nothing but my best effort.

And so I gathered my brushes and tubes of oils, my palette and my palette knife. I packed my easel and my smock and my beret and I drove out to the field.

As I was setting up my equipment, I wondered why our president chose the outhouse. There really are better subjects — moonlight over the creek would be pretty, or the old rustic barn at sunrise, or even the woods off the end of the runway. Perhaps he wanted a memorial for the club's 25th anniversary. It was a challenge that only a painter of my caliber could handle. I was up to it.

I waited until twilight when the outhouse cast a long shadow into the parking lot and the bushes in the background glowed a rich green color. The outhouse was well weathered, chips of paint

were falling off, and the bare wood underneath was exposed. It would have been a good subject for an Andrew Wyeth painting. The president surely has a sense for the artistic. I decided that the picture would be a pure still life. To show people might be indiscreet.

Then I made several pencil sketches in order to work out the right perspective. I labored for several days carefully selecting the proper shading and hue. When finished, it was beautiful. I could hardly wait to show it to the board.

"It's done," I said to the president on the telephone. "The outhouse is finished. Would you like to see it?"

"Wonderful," he said. "I am eager to see it. I will look at it the next time I go flying."

"Oh, you needn't wait 'til then," I interrupted. "I'll bring it right over so you can see it right now."

"Bring it over?" he asked with a puzzled tone in his voice. "You don't have to go to that much trouble," he said.

"No problem," I replied. "I'll be right there."

I carefully put the completed canvas in my car and drove to the president's house. His wife greeted me at the front door. She told me that he was working in his shop. So I followed a trail of balsa chips in the carpet to the workshop.

"How do you like it?" I asked as I held up the oil painting under his shop lights.

I told him all about how I had painted the outhouse.

"That's marvelous, Dewey," he said, "but it's not exactly what I had in mind . . ."

Then I told him all the details about how I had made the sketches and tried viewing the outhouse from every angle and every lighting situation and how much work I had put into it. Then I asked, "Well, what did you have in mind?"

He looked deep into my eyes for a long moment. Then he looked at the painting. And then he looked back at me again and shifted his weight from one foot to the other as if he were deep in thought.

Finally, his eyes lit up and he said, "Well, you see . . . I expected just an ordinary picture. But this . . . this is a real work of art -- a beautiful still life that truly captures the spirit of our flying field. I'm sure that future generations of club members will treasure this painting far more than any mere photograph. Thank you so much, Dewey. You've done a wonderful job."

I was so pleased.

The next weekend I went flying at the club field. As I was unloading my Smog Hog from the trunk of my car, I noticed the president himself working on the outhouse. He was scrapping the old, peeling paint with a scrapper.

It's so good to belong to a club where one's skills are put to good use, and an artist like myself is appreciated.

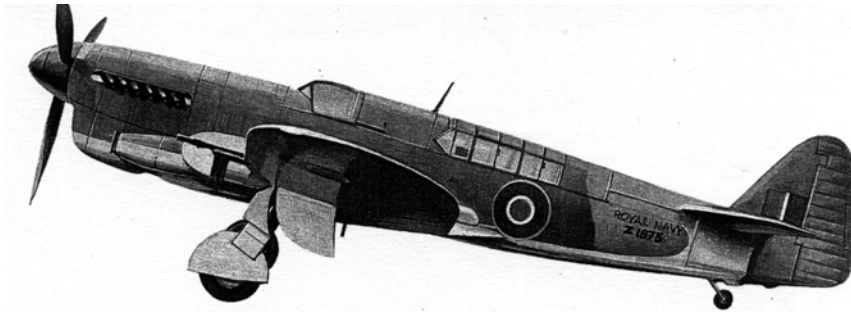
*(Reprinted from TCRC Flare Out, June, 1982.)*



## Fairey Firefly

by Conrad Naegele

The October Mystery Plane was the Fairey Firefly.



The 'Firefly' was only one of a long line of the Fairey family, starting with an early line of dependable and useful biplanes in World War I (the Fairey III). It ended in 1951 with a delta-wing jet capable of 1,100 mph.

The Firefly was ordered in 1939, first flew in 1941 and went into service in 1943 with production ending in 1956. There were many variants, and tasking covered use as a fighter-bomber, anti submarine warfare, target towing, etc.

This was, of course, an all-metal plane, with engines up to 2,250 hp. It accepted a large variety of armaments, including bombs. This aircraft saw extensive service on almost all fronts in WWII, and also in Korea. It was used by the air forces of Ethiopia, Siam, Sweden and Denmark. Crew ranged from 2 to 4.

In regard to the Fairey Aircraft Company, one noted model included the pre-WWII 'Swordfish' (stringbag) that was more or less credited with the action that sank the 'Bismarck' via a torpedo hit on the rudder, permitting only turning in circles. The Bismarck was later sunk by surface ships.

The Firefly had a wingspan of 41 feet and a maximum take-off weight of 16,900 pounds. It had a performance speed of 386 mph and a range of 1,300 miles. Its armament consisted of 4-20 mm cannon, 16 rockets and 2-1,000 pound bombs. Its power plant was a Rolls Royce Griffon 74 12-cylinder V-engine that developed 2,250 horsepower. [

## TCRC Banquet November 16<sup>th</sup>

TCRC annual banquet is just around the corner. Sunday, November 16<sup>th</sup> is the date, Dangerfield's Restaurant in Shakopee is the place, and the start time is 5:00 PM.

President Scott Anderson is planning an even bigger and better continuous electronic slide show with 100's of pictures taken from this year and from previous years.

The banquet starts with a cash bar at 5:00 PM and the buffet dinner is served at 6:00. Following the meal, several recognitions and awards are made and then there is always very enjoyable entertainment.

New members and spouses are encouraged to attend the banquet. Besides being a lot of fun, it's a perfect time to get to know a lot of members you haven't had a chance to meet before. And Dangerfield's does a great job serving up some very delicious food.

Time is running out so make your plans now to attend the TCRC Annual Banquet at Dangerfield's in Shakopee on Sunday, November 16<sup>th</sup>. Deadline for registration is the November meeting of November 11<sup>th</sup>. Get your check to Scott Anderson today. [

**Be A Candidate At The TCRC Elections**

# Tree Cutting At The Jordan Field

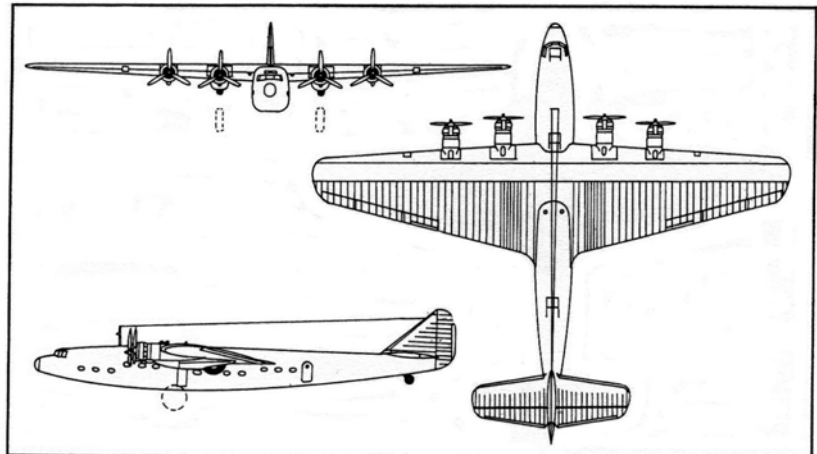
TCRC member Mike Timmerman has been quite active at the Jordan Field removing trees to the northwest of the runways. Mike has put in many hours bringing down the larger trees closest to the runway and it has made a big difference in the landing approach from that direction.

The board has obtained permission to cut the willows directly at the end of the southeast runway and Mike, Rick Smith and David Erickson started tackling that job at the Season Finale. They got a good start on the area but there is still quite a bit of work to be done. If you can help in the next few days, or have a chain saw or brush hog available, give Rick Smith a call at 952-949-9648.



Mike Timmerman for a stack of the willows he cleared northwest of the TCRC runways in October.

## November Mystery Plane



**Don't Forget To Sign Up For The TCRC Banquet!!!**

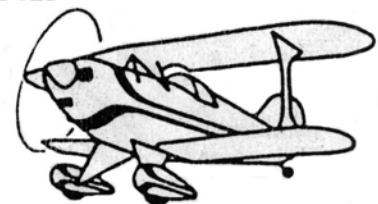
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## TCRC Elections November 11<sup>th</sup>

TCRC elections are to be held at the next meeting on Tuesday, November 11<sup>th</sup>.

TCRC has a great club and one of the things that makes the club great is the participation of so many of its members in the programs and events that are held. With all of the participation and the successes that ensue, it would seem that we would have plenty of candidates for the officer and board positions. However, that does not happen. We need to have more members run for office.

This year, we have the four officer positions – president, vice president, secretary and treasurer – and two board seats up for election.

With all of the new members TCRC has gained over the last two or three years, it would be great to see some of those new members step forward and run for office. With 6 seats up, the club would prosper if we could have a total of 12 candidates – at least 2 for each position.

Currently, we have the following candidates: President: Scott Anderson; Vice President: Jay Bickford; Secretary: Charlie Dempewolf; Treasurer: Rick Smith; Board Seat: Conrad Naegele; Board Seat: Rick Smith.

Please give a lot of thought about running for TCRC office. Being on the board is a fulfilling experience and does not take a

## Paint Tips

1. Drill a small hole in the ferrule of your new paint brushes and drop some CyA in it. You won't lose as many bristles.

2. After doping, rinse the paint brush in thinner or epoxy paint remover. Squeeze dry with a paper towel and wash in soap and water. Place the brush in a jar, handle down. You'll find that when it dries, your brush will be soft, with no paint or thinner hardening the bristles.

3. When painting or doping, apply the paint moving your arm from the elbow, without wrist movement. The dope will be applied more evenly.

4. When doping silk, especially for the first four or five coats, paint over the same spot with very thin coats two or three times until all of the bubbles disappear. This will release the air and the dope fumes. You also will have fewer paint runs and a smoother finish.

*(Reprinted from The Monocle, newsletter of the Barons Model Club, Spokane, Washington.)* [

large amount of time. Let an officer know that you are interested in running for office in the club this year.

Come to the meeting on November 11<sup>th</sup> and be both a voter and a candidate. [

## AMA Dues

Every regular or junior member of TCRC should have received his/her AMA membership renewal notification in October.

AMA dues have not changed for 2004. The dues are:

Open	\$58
Senior	\$48
Junior	\$ 1

Deadline for dues renewal is December 15, 2003.

Take the time to complete your AMA membership renewal and send it in today. To save time and the price of a stamp, go to [www.modelaircraft.org](http://www.modelaircraft.org) and renew online.

Remember that all regular and junior members of TCRC must belong to AMA. [

## TCRC Shirts On Sale

Jim Ronhovde has several of the new TCRC shirts on hand and available for sale.

There are three styles: T-shirt, polo shirt and sweatshirt. They are royal blue and have the TCRC logo on their backs. He has each shirt in several different sizes up to 2XL.

If you are interested in purchasing a shirt, give Jim a call at 612-922-5319. *(Note to the Spouses: These shirts would make a great Christmas gifts!)* [

Editor, Jim Cook  
1075 Miller Street  
Shakopee, Minnesota 55379

## Same Witch, New Pilot



It has always been a grand tradition to have Bill Altenhofen fly his witch at the Season Finale. Bill gave the witch to Jim Ronhovde for this year's event so that the old girl could still fly.

### 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.

#### 2003 Officers

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Vice President	Jim Miller 612-530-2424
Secretary	Charlie Dempewolf 507-357-4654
Treasurer	Jay Bickford 952-890-5678
TCRC Information Line	763-391-3443
TCRC Flare-Out	
Editor	James R. Cook 952-445-5257 <a href="http://tcrconline.com">http://tcrconline.com</a>