



June

Minneapolis, Minnesota U.S.A.

2009

Nice Weather Returns For The 2009 TCRC Building Contest

by John Dietz

The TCRC Building Contest was held on Saturday, May 30th, at the TCRC flying field in Jordan. As you may recall, we were not able to hold the contest at the field last year due to poor conditions, so it was nice to be back out at the field for this year's contest. Kathy and I arrived at the field at about 9:00 am, and by 10:00 people started to arrive. We had a total of 30 people with 24 airplanes entered in the various classes. After some discussion about what constituted an ARF, more clarification will be required for future building contests.



All of the participants and spectators at the 2009 Building Contest.
(Photo by John Dietz)

The weather was fine, although windy. We had a nice event this year with quite a few planes entered and pilots participating. There were five

categories: with 0 planes in the trainer class; 5 planes in scale class; 2 planes in the sport/pattern group; 7 in the small electric class; and 10 ARFs. In addition we also had the People's Choice Award. The 1st place winner in each category was awarded a \$25 gift certificate from Hub Hobby Center in Richfield. Here is the detailed rundown of the winners by category:

Trainer – 0 entries

ARF

There were 10 entries in the ARF category. Third place went to John Dietz's Hanger 9 Piper Pawnee (electric); second place to Morgan Larson with his Carl Goldberg Skylane 62; tied for first place, and each was rewarded a \$25 gift certificate, Larry Couture with his Stagger Wing Beach 19, and also, Steve Meyer for his Sea Fury.

Sport/Pattern

There were 2 entries in the Sport/Pattern category this year. Tom Thunstedt entered his SIG Kiwi and received second place; Curtis Beaumont received first place for his SIG Four Star 40

Scale

There were 5 entries in the scale category this year. Third place went
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Ramblin's From The Left Seat

by President Steve Meyer



The field is drying out nicely but that first crop of dandelions has started growing in force. Our mowing squadron will be kept busy cutting them back until the ground gets a little drier. Our field really starts looking good by June.

TCRC Spring Float Fly 2009 was a breezy success. The weather people were forecasting rain for Saturday but thankfully they were wrong again. I flew my Ugly Stick again and this time the floats didn't fill up with water and my elevator stayed connected so I could get off of the lake. I want to thank Dave Erickson for chairing the event and supplying his boat at the fly-in; thankfully I didn't need to use it this time.

Have you been saving that new model for our Building Contest on Saturday May 30th (or at the June meeting if that day is canceled because of unfriendly weather)? We always have some exceptionally nice models to vote for at these contests. First, second, or third doesn't matter I think anytime you can build something that will fly you are a winner. I also want to encourage anyone who is having problems or questions about a building project to ask someone for help. We are members of a club and we are all here to help each other succeed in this hobby. John Dietz will be chairing this event.

On June 20th we are having our TCRC Open House and I will be championing this event. This is the day we open our club to anyone with an AMA membership. This event allows flyers from other clubs to experience our fantastic facility and hospitality.

The last weekend in June (27-28) is the TCRC Electric Fly-in and Campout. A night at the field and the quiet sound of electric flight -- some pilots say it doesn't get any better. Gerry Dunne will be championing that event.

All of our events need a lot of help so if you can volunteer call the event champion and ask him how you can be of service.

Hope to see you all at the field this summer.

TCRC Open House

by Steve Meyer

On June 20th TCRC is having an Open House. On that day we are inviting anyone with a current AMA membership card to come enjoy a day of flying at our field in Jordan. I, Steve Meyer / president@tcrconline.com will be championing this event.

I want to thank Bill Jennings for championing this event in previous years. We have a club that is over 50 years old and we want to show others what a fine flying facility we have. The event will be open to any RC plane or helicopter. Event flyers will again be in the local hobby stores to advertise the event.

The Open House will start at 10:00 am with a pilots' meeting at 9:45 am. Concessions will open around noon and will feature hot dogs, chips, pop/water and maybe some kind of dessert. I need someone to chair the concessions for this event. We hope to have a lot of new visitors and some may even become new members of TCRC.

Let's have a good turnout of TCRC members to welcome our guest flyers and spectators to this year's TCRC Open House. Event cancellation due to weather will be noted on our website at tcrconline.com by 8:30 the morning of the event.

We'll see you in Jordan on June

☺ 20th.

☺

Building Contest

Continued From Page 1

to Gerry Dunne for his P47. A tie for second place with Bernie Gaub's der Jaeger bi-plane, and Paul Doyle's ducted fan F-16 Thunderbird electric jet. First place went to Rick Smith for his built-up Cub.

Small Electric

There were 7 entries in this category. A third place tie with Paul Doyle's ME-109, and Gerry Dunne for his September Fury; second place went to Conrad Naegele's plans-built Scratch; first place in small electrics also went to Conrad for his plans-built bi-plane.

People's Choice

John Dietz's Hanger 9 Piper Pawnee was awarded the People's Choice Award.

After the voting and awards handout, all present were provided brats, hot dogs, chips, pop, and cookies compliments of TCRC. Thanks to Kathy Dietz and Scott Anderson for being the "chief cooks and bottle washers". Also, thanks to Tim Wirtz for helping CD John Dietz tally the votes.

I would like to thank everyone that came out and participated in this year's building contest. Building a plane from a kit, ARF, or from scratch can be a very rewarding experience and can help you improve your modeling skills. Start thinking now about what you would like to build for next year's contest. ©

The People's Choice Award Winner At The Building Contest



John Dietz with his Hanger 9 Piper Pawnee. (Photo by John Dietz)

The Scale Winners At The BC



Gerry Dunne, Rick Smith, Paul Doyle and Bernie Gaub with their great looking scale aircraft. (Photo by John Dietz)

Pictures From TCRC's 2009 Building Contest



ARF winners Steve Meyer, Larry Couture, Morgan Larson and John Dietz.



Curtis Beaumont and Tom Thundstedt were the winners in the Pattern/Scale category.



Winners in the Small Electric category were Conrad Naegele, Gerry Dunne and Paul Doyle.



All of the 2009 TCRC Building Contest winners with their airplanes.



Getting ready for the judges at the BC.



Nice planes on a great day for flying.

TCRC Spring Float Fly At Bush Lake Always A Fun Event

by Jim Cook

The 2nd Saturday in May is the traditional date for the TCRC Spring Float Fly, and that day found several pilots assembling on the shores of Bush Lake at Bush Lake Park in Bloomington.



**Float Fly pilots pause for a quick picture at Bush Lake.
(Photo by Steve Meyer)**

Official start time was 11:00 AM, but CD Dave Erickson had the retrieval boat there at 10:00 AM and flying commenced shortly thereafter. Dave held a pilot's meeting to review the flight pattern, safety rules and general requirements for the flyers.

First up in the air was Dave Erickson with his neat little seaplane, but he was soon followed by several other pilots.

The wind was breezy out of northwest, and Stan Erickson said, "That was exactly in the right direction for flying at Bush Lake!" There was a nice chop on the water which made liftoff pretty easy for most of the planes. The wind created some difficulty for Matt Robin's T-28 and Paul Doyle's J-3 Cub, because they were pretty light, and the retrieval boat was needed a few times for them.

The sky was overcast and the temperature a little cool, but that did not stop the pilots from keeping their planes in the air for many flights during the morning and afternoon.

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Electric Fly-In Camp Out

by Gerry Dunne

Hey guys, the warm weather is here again so it's time for the annual TCRC Electric Fly-In and Camp Out – which is scheduled for Saturday, June 27 and Sunday, June 28th at the Jordan Field.

I am the chair for the event again and will be setting up Friday night so we can start bright and early Saturday.

We will fly all day Saturday, and of course since this is an electric fly, that is what we should be flying.

We will also be trying out some night flying again this year. I know Pat Dziuk had some pretty neat lights he showed at the last meeting that he got when he was at Expo in Toledo in April. I hope he will be there and let us all see how well they work.

I am promising some great weather, so let's all come out to the Jordan field on Saturday, June 27th and enjoy the Electric Fly-In and Camp Out. ☺

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.

Spring Float Fly

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There were no major crashes of any kind and the only damage a plane sustained was when a sign toppled over and put in hole in the float of an aircraft sitting nearby.

Those pilots in attendance were: Steve Meyer with an Ugly Stick; Terry Spletstoeszer of Crow River R/C Club with his Eagle II; Curtis Beaumont, a Sig Sealane and a Simple Stick; Stan Erickson with his ¼-scale J-3 Cub; Rick Smith, a Twin Bobcat and a Seawind; Matt Robin, a T-28; Scott Anderson, his giant-scale Big Stik; Morgan Larson, a Sea Cruiser II; and Dave Erickson with his seaplane.

There were quite a few spectators that stopped to watch the flights of the float planes, and the arrival of Rick Smith with his Bobcat strapped to the roof of his PT Cruiser and then followed by Scott Anderson with his tiny SmartCar sporting the Giant Big Stick on top turned several heads.

Flying continued throughout the afternoon until about 2:30 when the pilots packed up the planes and headed home.

Thanks to all of the pilots who came down to Bush Lake to fly, and to all of those members who didn't put a plane in the air but still came down to watch. A special thanks to Dave Erickson for chairing the event and bringing the retrieval boat.

The Fall Float Fly is already scheduled for Saturday, September 19th at Bush Lake Park. ☺

The Big And The Little At The Spring Float Fly!



Scott Anderson's Giant Stick sans wing sits atop his SmartCar.
(Photo by Scott Anderson)

The End Of Another Successful Flight At the Float Fly!



Paul Doyle holds up his unscathed J-3 Cub after the wind flipped it over at the Spring Float Fly. (Photo by Scott Anderson)

Pictures From TCRC's 2009 Spring Float Fly



Float Fly chair David Erickson gets ready for another flight at Bush Lake.



Bush Lake is great for taking a float plane off of the lake as shown by this pilot.



Stan Erickson's 1/4-scale Cub gets a lift down to the water for another flight.



TCRC president Steve Meyer poses with his Ugly Stick on floats at Bush Lake.

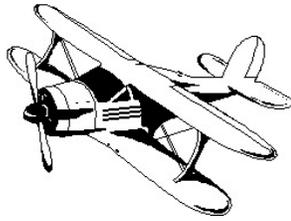


Rick Smith has wings on his car also.



Matt Robin's T-28 heads for the lake.

Show & Tell



More great looking aircraft showed up at the May 2009 membership meeting.



Paul Doyle continued his streak of always having a new airplane at the membership meetings. This time, with Pylon Racing season here, he had the newest addition to his competitive fleet – a GWS P-51. This ARF foam electric was white with red trim, with USAF markings. It weighed in at 15 ounces sans battery, which was a 2200 mah 3-cell lipo. It was powered with a Supo (BP) 2814 electric motor that he said was quite powerful. He plans on hand-launching it at half throttle when it has its maiden flight because of the power.



Cush and son Ben had two planes at the meeting. The first was a new combat plane which was a hybrid from the 'fence post' and the 'Georgia Gorilla'. It had a very large wing which had two benefits – slowing down the roll rate and giving a larger surface to cut streamers. Cush said the plane is extremely durable – he saw two have a midair and both fly away from the accident.

Cush also had a Fandango which was a built-up symmetrical wing with a stick fuse and Coroplas tail feathers. The wing was white and red, the horizontal stab was red and the vertical stab was white, done in a 'kote' covering. The motor was electric and the plane weighed in at 16 ounces fully loaded. He said it flew well.

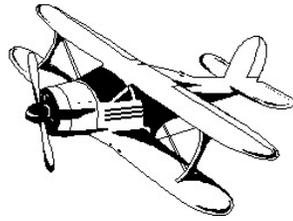


Morgan Larson had another of his favorite planes – a Carl Goldberg Cessna Skylane 62 ARF. Morgan now has three Skylanes. He said the ARF looks identical to the kit-built one he has from the 70's. The new Cessna was powered with a new OS 46 2-stroke engine. The plane was done in traditional red and white and was very nice looking. He had flaps on this plane which were controlled incrementally from his 7UAPS Futaba PCM transmitter. He did not have a finish weight on the plane and the maiden flight would be sometime this spring.

Pat Dziuk (Picture on Page 9) had a strip of LED lights that he purchased while at the Toledo Expo in April. He had seen several types of lights at the Expo but these were by far the brightest. They come in red, blue, yellow and green and were fairly inexpensive. He also said the electrical draw was very low.

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Show & Tell



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Pat Dziuk displays one of the new light strips at the May TCRC meeting. (Photo by Jim Cook)



Bernie Gaub had a very nice 1/5th-scale Der Jaeger biplane. This was his first 'scratch-built from plans' attempt and he put 18 months of toil into the airplane. It was in its traditional yellow color with German iron crosses for trim. The covering was Solartex which he praised highly for its ease of application. The power plant was an OS Max 55 and he had 7 servos (4 in the ailerons) for the control surfaces. He said the bending of the cabane struts was a challenge and he had many

attempts before the wings were on straight with the right angle of incidence. 'Adolph', who he had acquired from Scott Anderson, sat in the cockpit. The plane weighed in at 7+ pounds. The maiden flight had not yet occurred, but Bernie said he would be the pilot for that, and it would be sometime this spring. ☺

TWIN CITY RADIO CONTROLLERS

OPEN HOUSE

JUNE 20TH 2009

AT TCRC'S JORDAN FIELD 10am-4pm




SPECTATORS WELCOMED

All Pilots with a current AMA membership are welcomed to fly.

Two asphalt runways 40' x 300' each.

Concessions will be available.

Relaxed Flying.

Questions: Steve Meyer 952-448-5877 / president@tcrconline.com



The Co-Pilot's Report

by VP Wayne Rademacher



Month #6, we are already half way through the year. This can only mean one thing....the flying season is well underway. June also brings those beautiful summer evenings where there is often little if any wind. These evenings are perfect for those light and micro-light aircraft that generally need to be flown inside or during the ideal (outside) conditions. Speaking of light aircraft, I am busily working on the Q-Tee aircraft Conrad Naegele built for me. I have the servos and receiver mounted....with any luck I will complete the motor installation this evening. The Q-Tee is a special aircraft for me; it was the first RC airplane that I actually flew. Although I had built and flown many control line airplanes....I did not have an opportunity to grab the sticks of an RC transmitter until the early 80's. The story goes like this; in the 80's I lived in Phoenix Arizona where I attended college. Our campus library had a good stock of magazines, many of my favorites (*RCM*, *Radio Electronics*, *Flying Models*, and others). I happened to be in the library thumbing through the latest issue of *RCM* one afternoon, when one of my fellow students walked up and ask if I flew airplanes. I told him I loved airplanes, but only had experience with control line. He proceeded to ask I would like to try his radio-control airplane, which was in his car, in the parking lot. Of course, I jumped at the chance, asking him when we could get together. He said why not now.... Being a little puzzled I said sure, but told him I had class in just under one hour. He said no problem; we will just head over to the empty lot next to school. Turns out he had a Q-Tee that was powered by a little Cox .049. When we got to the empty lot, he squirted some fuel in the tank, connected the battery...a couple of flips of the propeller, the motor was singing away. After a quick needle adjustment, he pitched the plane into the air and we were flying. I can't say my first flight was perfect, but it certainly planted the RC bug that is still with me today **J**

Changing gears:

The battery build session at the May meeting was well attended. We walked through the basic construction, balance plugs, chargers required for LiPo battery technology. Although we did touch on other battery technologies... the focus of our discussion was centered around Lithium Polymer (LiPo) type batteries as they are the best and most popular technology we have available today (in this authors opinion). Many pilots are finding out that Lipo batteries are not just for electric airplanes,

they can also be used for receiver packs inside nitro or gas airplanes. LiPo's provide lots of airtime, without the memory effects typical of Nicad cells.



Wayne during his lipo battery presentation at the May meeting.
(Photo by Jim Cook)

Also... remember our second micro pylon race is scheduled for June 7th, starting at noon, so come out and join us for a little competition and a lot of fun.

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

Getting Bugged At The Field?

Our Safety Officer Larry Couture has a nice hint for those of you that are having the gnats bother you while you are flying, or the chiggers getting up your pants legs.

Larry says to take a couple of the fabric softener sheets, like Bounce, and put them inside your hat to keep the gnats from buzzing around your face and eyes. If the chiggers are a problem, put a fabric softener sheet inside of each sock. That should do the trick. ☺

Drilling Bolt Holes

by Rick Giannini
Desert Hawks R/C Club

On most of the glow engines we use today, the propeller reamers that are currently available usually work for propeller hole enlargement. However, when we move up to larger engines, there is a need for a hole larger than the reamer is capable of making.

If you have a drill press, try this:

- Move the drill plate off to the side a few degrees so the hole is not under the bit chuck.
- Drill and tap a hole for a 1/4-20 bolt.
- Thread a 1/4-20 bolt up from the bottom of the plate roughly 1/4 to 3/8 of an inch.
- Bevel the end of the bolt with a 1/4-inch bit.
- Set a new propeller over this short alignment pin (bolt) and accurately drill the larger propeller hole.
- Center the pin using the beveled tip of your drill bit to align it.
- Drill about halfway down the propeller hole, move your plate back to the regular position, and continue to drill through the propeller.
- Hold the spinner firmly to prevent spinning.

If your engine uses a multi-bolt hub, the front plate usually has a short-threaded post for a spinner bolt. This post is conveniently the same size as the factory centered hole on a big wooden propeller. Put

Percival "Mew Gull"

by Conrad Naegele

The May Mystery Plane was the Percival "Mew Gull".



Captain Edgar Percival designed and flew a 3-seat type 1 Gull in 1932. He then collaborated with the George Parnaal Company to produce the D-1, and subsequent variants, leading up to the Mew Gull. Variants included the D-2 (a rather angular and dowdy design), the Gull 4, the Vega Gull, and finally, the Mew Gull, and its variants.

The Mew Gull, now a single-seat racing aircraft, with a larger engine, was of traditional construction, for the time -- tube, fabric, and meticulous woodwork. The Mew Gull simply dominated the British racing scene and set several speed and distance records. The final version was now a single-seater, had a smaller wing, and a 205 horsepower deHavilland Gypsy major engine. The wheels were spatted and weight reduced.

A total of about 162 were built, of all variations, and there are several still in existence. As I recall, one was at Oshkosh in 1992. The Mew Gull has been heavily modeled, from early Comet 10-cent kits to modern full-function RC. The Mew Gull was an outstanding design, and in my opinion, is what an airplane should look like!

Incidentally, one variant had folding wings! This was not carried over to subsequent models.

The Mew Gull had a wingspan of 24 feet, a gross weight of 2,305 pounds, a top speed of 247 mph, and a range of 2,000 miles. ☺

the front plate on the propeller with the post in the hole and drill the outer holes as needed.

I suggest that if you are drilling larger propellers, you use a drill press. If you try this by hand, it is practically impossible to get an accurate hole, and on larger propellers, you get a lot of vibration from an inaccurately centered hole.

(Reprinted from *The Wright Flyer*, newsletter of the Wright Flyers R/C Club, Monticello, Minnesota, Jeans Davids, Editor.) ☺

Pylon Racing Season Kick Off

by Paul Doyle

Sunday May 3rd was TCRC's first pylon race of the season. The five racers who participated not only had to deal with being rusty from the long off-season but also had to contend with Mother Nature's gift of a gusty and variable wind between 15-25 mph.

Kris Hanson, flying his brand new Spitfire, was the day's only flying casualty. In two of the early races he was given the opportunity to hone his 5-minute epoxy field repair jobs after rough impacts with terra firma but ultimately his efforts proved no match for an elevator servo failure and the ensuing spectacular crash.

It was a fun day with the last two races of the day becoming quite competitive as racing newcomer Matt Rossini, Rick Smith, and myself all battled it out for first with Gerry Dunne not far behind.

The scoring in each heat in Micro Pylon Racing is: 1st place – 5 points; 2nd place – 4 points; 3rd place – 3 points; 4th place – 2 points; and 5th place – 1 point.

Race Result Points

Racer	Heat						Total Pts.
	#1	#2	#3	#4	#5	#6	
Rick Smith	3	3	3	3	4	4	20
Kris Hanson	1	1	1	DNS	DNS	DNS	3
Paul Doyle	4	5	5	5	5	5	29
Gerry Dunne	5	4	4	4	2	2	21
Matt Rossini	2	2	2	2	3	3	14

For everyone who missed the season opener the next race is June 7th. Come out and join in on the fun, and remember new racers are always welcome! Warm ups start at noon and the first heat begins at 1:00 PM.

If you do want to join us and become a part of the TCRC Micro Pylon Racing League, and have any questions on setting up a GWS race plane please don't hesitate to ask me. I'm willing to reveal most of my secrets ;) Also, to get complete information on the rules, on the planes allowed, and the requirements of the plane's components, go to the club's website, TCRCOnline.com and click on the link on the left, "TCRC Micro Pylon League". ☺

Become A Pylon Racer This Year

New Members

TCRC keeps growing. Eight more pilots became members in May!

William John lives at 991 Pontiac Lane in Chanhassen, 55317. His phone number is 952-832-5382 and his e-mail address is w.john@mchsi.com. William is currently flying a Sig Lt40 Kadet.



Joe Niedermayr poses at the May meeting. (Photo by Jim Cook)

Joe Niedermayr joined at the May meeting. He lives with his wife Margaret at 10199 205th Street W in Lakeville, 55044. Their phone number is 952-469-5190 and his e-mail address is josefn@frontiernet.net. Joe has been in the hobby for many many years. He currently is flying a trainer.

Brian Wilson lives with his wife Carol at 9612 Washburn Road S in Bloomington, 55431. Their phone number is 952-888-1675 and his e-mail address is beachboybrian@comcast.net. Brian will be learning to fly R/C and is excited about the hobby.

Tom Carlson, a former member, rejoined. He lives with his wife Pat at 535 Conrad Circle in Chaska, **Continued On Page 13, Col. 3**

Visit to Cub Scout Pack 283

by Steve Meyer

On May 11th I was invited by Scoutmaster Rob Houts to give a presentation on radio control flying to Pack 283 after their monthly awards meeting. There were 50-60 Cub Scouts and 20+ adults present. I brought along my giant scale PT-19 and electric T-28 as well as several engines and radios. We talked about what radio controlled flight is and how our radios control aircraft.



Steve Meyer has the full attention of the Cub Scouts as he talks about the R/C hobby. (Photo by Steve Meyer)

I showed them different ways we power our airplanes as well as the servos and radios we use. I told them about AMA and how we have a national organization looking out for our interests and to keep our hobby safe. Many attending the meeting could not believe how large a model we could control with our radios. This was the first time for many of them to be close to a large radio controlled model. The presentation lasted an hour. Some of the adults want to bring their kids to the TCRC Jordan field to see RC flying first hand. ☺

Newsletter Contributors Are Great!

It is pretty easy to put out a newsletter when you have lots of help from the club members.

In this months issue, we had articles done by John Dietz, Steve Meyer (3 articles), Jim Cook, Gerry Dunne, Wayne Rademacher, Conrad Naegele, Paul Doyle, Mike Burk, Larry Couture and Tom Thunstedt!

In addition, Scott Anderson, Steve Meyer and John Dietz sent lots of pictures of the many events held in May.

That sure makes my job easy! Thanks guys! ☺

New Members

Continued From Page 12

55318. Their phone number is 952-448-7507 and his e-mail address is pattomcarl@yahoo.com. Tom has been in R/C for many years and has flown planes from 12-inches to 12-feet.

George Toon lives with his wife Pam at 13817 Sunset Lake Drive in Burnsville, 55337. Their phone number is 952-960-0770 and his e-mail address is gtoon159@yahoo.com. George currently has a Maxford Butterfly and an Avistar.

Noah and Koby Toon live with George and Pam and have joined as junior members.

Jeffrey Schmeling lives at 6028 Knox Avenue S. in Minneapolis, 55419. His phone number is 612-310-4513 and his e-mail address is jsb75709@gmail.com. Jeffrey is a former TCRC member from the 80's. For planes, he currently is flying a Nexstar trainer and a Hanger 9 T-34.

When you see William, Joe, Brian, Tom, George, Koby, Noah and Jeffrey at a meeting or the field, be sure and introduce yourself and welcome them to TCRC.

This brings the total 2009 membership of TCRC to 99. ☺

TCRCOnline.com
Your Website!

SSC Combat

by Mike Burk

In model combat streamers are attached to each aircraft. The objective is to cut all or pieces of your opponent's streamer while keeping them from cutting yours.

Control line combat is probably as old as control line flying. In the 1970's I tried it and had a lot of fun. There were 2 classes, Open and Slow, both used .35 cid engines, but slow required an unpressurized fuel system.

A group of us flew control line and RC at the Fort Snelling Polo field on Friday nights. We often flew control line combat and tried RC combat unsuccessfully. Our planes were mismatched and no one ever got a cut so we gave it up as impossible. With closely matched airplanes it is easier to get cuts, but still difficult.

The Radio Control Combat Association (RCCA-rccombat.com), an AMA special interest group, has established rules for different classes of aircraft including two scale classes and three classes defined only by maximum engine displacement. They have records going back to 2001 so I assume it was founded around 1999. Scott Anderson was the first VP and second President of the group. Their 2001 National Point Standings (NPS) show 4 classes, Scale Overall, Open Overall, Scale 2610 and Open B. Slow survivable combat (SSC) was introduced as an NPS event in 2003 and was second to Open B as the most popular event in its first year with 107 scoring entrants.

I think the popularity of SSC comes from a relatively tight set of rules that limit the speed and expense of the aircraft. The most significant of the current rules are:

- Engine: .15 cid max (if you win an NPS event, you must sell your engine to any bidder for \$75 - no exotic engines)
- Prop: Master Air Screw 8x3
- Maximum static RPM: 17,500
- Weight: minimum 2lbs 8oz.
- Wing area: minimum 400 sq. in.

At this point in their development the most competitive SSC airplanes are essentially motor gliders.

In NPS events, to ease the difficulty of cutting streamers with a propeller pilots are allowed to apply a sticky goo sold as bird repellent to the leading edge of their wings. NPS events last 5 minutes and most of the streamers are gone in the first minute. The last one with a streamer spends the rest of the match trying to avoid everyone else.



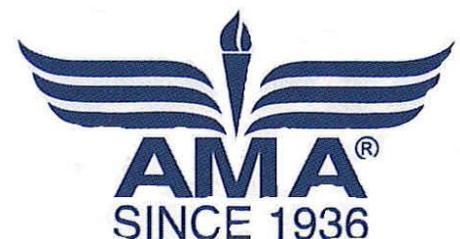
In NPS events many of the pilots bring one airplane for each round so they do not have to do field repairs. The photo in the previous column was taken at an NPS contest at New Auburn, Wisconsin where 10 rounds are flown. This guy had 10 airplanes that all looked alike.



The above picture from Mid America Combat Championships shows streamers caught by the sticky stuff on the leading edges.

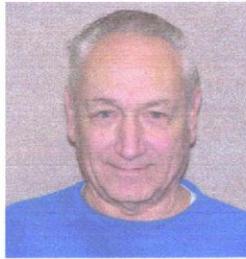
There are club combat groups that usually fly a class such as SSC or a design such as the SPAD Gnat. The only rule that is consistently enforced is engine displacement.

I would like to see an SSC group started at TCRC this year. If you are interested talk to me at a meeting or give me a call. ☺



Safety At The Field

By Larry Couture



Well here it is the end of May, 2009. The Spring Float Fly was held at Bush Lake and it was a cold and windy day. The turn out was much lower than normal but a number of people did fly and have a great time. I, along with a few others, froze to death and chose not to fly in the windy conditions.

The Jordan field is open and when the wind has been tolerable there have been a good number of people using it. I have lost a muffler, destroyed one plane and had a repairable crash, so for my year so far, things are about normal. If it dries out, the new area will have to be seeded but it is turning green by way of mother nature. The beaver dam has been removed and the area appears to be drying up.

The spring swap meets were held by both hobby shops on the same day which was not good planning. I was at Hobby Warehouse and the store is fully open and in business as before. The venders and buyers in the parking lot were less but things were bought and sold from 7 to 11.

FOR THE NEW MEMBERS: (AND OLD)

The field rules are printed in the front of the roster and on a large board in the shelter at the field. I suggest that all members should read them at the beginning of the flying season which has arrived. 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!!!

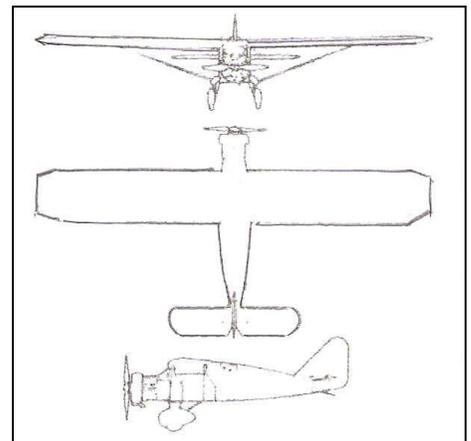
Thought for the day: Fly often , have fun and crash less, and as usual all landings from which you can fly again are great but not always graceful so keep the rubber side down. ☺

**In R/C Flying,
Safety Comes First!
And Second!! And Third!!!**

Calendar

- June 7** **Micro Pylon Racing**
Jordan Field
Noon Warm Up
1:00 PM Racing
Wayne Rademacher
- June 9** **TCRC Membership Meeting, 7:00 PM**
Fellowship Hall
CrossPoint Church
Bloomington
- June 20** **TCRC Open House**
Fly-In, 11:00 AM
Jordan Field
Steve Meyer
- June 27-28** **Electric Fly In and Campout**
Jordan Field
11:00 AM
Gerry Dunne
- July 12** **Micro Pylon Racing**
Jordan Field
Noon Warm Up
1:00 PM Racing
Wayne Rademacher

June Mystery Plane



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Gliding In Over Rough Water



Stan Erickson brings his 1/4-scale J-3 Cub in for a landing on the wind swept waters of Bush Lake at the Spring Float Fly on Saturday, May 9th. The weather was cool and the wind blustery but that didn't stop the R/C pilots from having a good time. ©

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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