Flare-out
TWIN CITY RADIO CONTROLLERS, INC. Newsletter
AMA Charter Club Number 383
TCRC
June Minneapolis, Minnesota U.S.A. 2025

2025 TCRC Spring Float Fly Held On Sunday

by Steve Meyer

The good news, a TCRC Float Fly first -- we were able to hold the event on Sunday. The weather on Saturday was very windy but our permit allowed us to fly on Sunday. The bad news is that Buch Lake is now under the control of Three Rivers Park District and the Fall Float Fly will be the last one at Bush Lake.



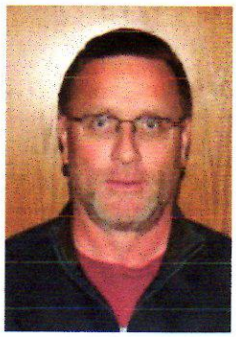
Some but not all of the pilots at the TCRC Spring Float Fly at Bush Lake Park. (Photo by Tom Hall)

I arrived at the lake at 9:00am and I found several pilots had put the retrieval boat in the lake and they were waiting for me to get the "show on the road". The wind was light and out of the north. Terry Splettstoeszer had the first plane in the air. This year he only brought 4 airplanes to the event, so he was able to fly all day. Dave Erickson flew the smallest airplane, a 21-inch UMX WACO on floats, and Tim Kepner's 82-inch Carbon Cub was the largest. Tim also flew a Northstar seaplane as did David O'Hara and Tom Young. I flew my old Fly Baby twice and Timber seven times. The Timber type of aircraft was the most popular with six examples on the beach. The most unusual plane on floats was an EFlite EC-1500 twin cargo plane on floats that flew better than many of the planes at the event.

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A Note from The Head Wing Nut

By Bob Briesemeister



Welcome to Summer!!! It was summer in May with a week of temperatures in the 70s and 80s and even trying and setting records. I'm writing my article early on the 16th and the weather is now below the average temperature of 70 with nights in the 40s and tomorrow's Spring Float Fly looks to be in the 50s and 60s. As I have said in the past, if you don't like the weather in Minnesota wait 10 minutes.

The June membership meeting will officially start our summer meetings at the TCRC Airpark. All the meetings through the September session will be held at the Jordan field. TCRC will provide dinner at around 5:30 with the meeting begging at 7. You can make a day of flying and stay for dinner and the meeting or come for dinner and fly after with daylight lasting until almost 9 o'clock. Dinner is usually Brats, Hot Dogs, Hamburger's and the normal other picnic food. I hope to see you at the meeting. A free-will offering is always welcome to offset the cost of the food.

We changed it up this year. TCRC is not having the Electric Fun Fly and instead, inviting the Grassfield's Flying Club to our field. If you remember they invited TCRC to their field last June and called it the TCRC Invasion, so we are returning the favor and we are calling it the Grassfield's Invitational. The Grassfield's Invitational will be held on the 14th of June. TCRC will be providing lunch. It would be nice to have a large contingency of TCRC members to welcome our fellow flyers from the other side of the Cities.



TCRC had the spring clean-up day on Saturday May 3rd with a good showing of around 25 members to help with re-shingling the shelter roof, raising the parking curbs, trimming some trees, dragging the field, and general clean-up. Also, a shelf was built for better storage in the container. I had set up the scaffolding the day before so I could get a good idea of what we were up against. I arrived on Saturday early to get things set up and shortly after Tom Young arrived with members trickling in around 8 or so. The first thing was to tear off the old shingles and tar paper. Brian Johnson and his son Beau got right up there and went to work having little experience being on a roof. I felt that having 4 or 5 people on the roof at one time would be the safest for everyone. Once the shingles were torn off we re-nailed all the roof boards and Tom and I put a couple of trim boards on the ends of the rafters. I decided to put Ice and Water Shield on the whole roof to protect it more if we lost shingles again. Tim Kempner joined us on the roof when we started the shingling and until we finished, with Tom and others supporting us on the scaffolding.

Once we had no use for the scaffolding on the first side it was moved to the other side to make it safer as they had started tearing off the shingles and prepping the roof for the Ice and Water. While the crew was working on the roof other members were cleaning up what had been torn off. The old shingles were bagged and put on the trailer. Feel free to take a bag home and throw them in your trash. The roofing went very well, and we finished most of it by 3pm. A few days later I put the

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A Note From The Head Wing Nut

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ridge on and finished a couple of other details. Thanks to everyone that helped with this important project.



The shelter after all of the hard work is looking pretty good. (Photo by Bob Breisemeister)

While we were having fun on the roof Jim Ronhovde had a crew raising the parking curbs as over the years between the silt after flooding and adding rock to the lot they were almost covered up. Thanks to the curb crew.

Come on out to the meeting-at-the-field on June 10th and admire the rejuvenated shelter and field. ☺

TCRC Apparel For Sale

by Ken Weddell

New TCRC apparel has been ordered and will be available at the June 10th membership meeting.

Members and friends can now purchase grey sweatshirts, grey T-shirts and hats. The costs are:

- T-Shirts $12
- Sweatshirts $20
- Hats $13

Come to the meeting and see our neat new club apparel and get yours at that time. ☺

Calendar

June 10	**Meeting At The Field Jordan Flying Field 5:30 PM Dinner 7:00 PM Meeting**
June 13,14	**Minnesota Jets SMMAC Field Owatonna, MN**
June 14	**Grassfield Invasion Fly In Jordan Flying Field**
June 21	**MARCEE Electric Fly 3M RC Flyers Field Cottage Grove, MN**
June 27-29	**Air Supremacy Over Goshen Goshen, Indiana**
June 28	**Warbirds Fun-Fly Grassfield R/C Club 9:00 AM to 4:00 PM Brooklyn Park, MN**
July 8	**Meeting At The Field Jordan Flying Field 5:30 PM Dinner 7:00 PM Meeting**
July 12	**Wings Over Jordan Jordan Flying Field Bob Breisemeister**

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.

TCRC Spring Float Fly

Continued From Page 1

Thaddeus Gorycki almost used a jug of glow fuel until the hull of his Seamaster started to take-on water. Tim Wirtz had a short that smoked an ESC in his plane, that kept him grounded, but he was able to use his boat to rescue several planes that flipped over.

This year there were 22 pilots that attended this event, and I want to thank them all for safe flying and a good show. I also want to thank Tim for bringing the retrieval boat and getting the AMA paperwork taken care of.

I hope to see everyone in September for the final Fall Float Fly at Bush Lake. ☺

Dave O'Hara Joins TCRC Board

TCRC member Dave O'Hara joined the TCRC Board of Directors in the month of May.

Dave is filling the vacancy that existed on the board when Brian Johnson became the club's vice president.

A big thank you to Dave for stepping up. ☺

Steve Meyer Piloting His Fly Baby At Bush Lake



Float Fly chair Steve Meyer has flown his Fly Baby on floats for quite a few years. (Photo by Tom Hall)

Now That's A Fleet Of Northstars!



Three different pilots had Balsa USA Northstars at the Spring Float Fly at Bush Lake Park. (Photo by Tom Hall)

Pictures From TCRC's Spring Float Fly



This great looking twin-engine cargo plane flew very well off of the water of Bush Lake.



The retrieval boat was there when needed at the Spring Float Fly.



The flight line was a busy place for most of the day at the Spring Float Fly.



The pit area was nice and close to the beach at the TCRC Float Fly.

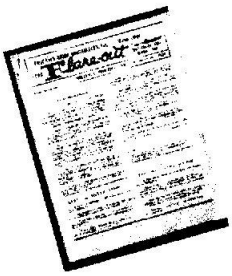


Some planes can even look good while they are upside down on the water.



Busk Lake Park has always been a great place to hold the float fly for many, many years.

Photos by Tom Hall



Thirty, Forty or More Years

by Jim Ronhovde



We know him best as CONRAD NAEGELE – MR. ENCYLOPEDIA OF AIRPLANES!

And now you KNOW THE REST OF THE STORY!

Good Day!

The ***Flare Out*** of August 1993 introduces an article titled "Spot That Warbird Contest" It starts*; "You're all alone on a small island during World War II. You have a mission. You are to spot any aircraft that flies over your position and identify it, friend or foe. Here comes one now."*



August, 1993 — The Flare Out — Page 8

'Spot That Warbird' Contest

You're all alone on a small island during World War II. You have a mission. You are to spot any aircraft that flies over your position and identify it, friend or foe. Here comes one now!

Quick! You note the nationality, maker and model of that aircraft overhead and send the info to headquarters! You may help put an end to the war!

Even if you can't end the war, you may be able to win a prize. TCRC and ***The Flare Out*** are sponsoring this contest to promote interest in Warbirds. Identify the above plane as accurately as the silhouettes will allow and send your answer **and one dollar** to:

Jim Cook
1075 Miller Street
Shakopee, MN 55379

All answers must be received by the 25th of the month. If there is more than one correct entrant, the names of those entrants will be put in a hat and one winner drawn to receive the prize for the month.

The dollar entry fee will be used to pay for the prize each month, plus to finance a bigger prize to be given away in November. Any correct entrant each month will be eligible for the bigger drawing. So, if you have four correct answers for the months of August, September, October and November, you will have four chances in the November drawing. The number of entrants will determine the size of the prizes.

Every month, Dave Anderson will provide a short history of the previous month's airplane as only Dave can do.

This should be a lot of fun! Enter the contest today! This month's prize is a roll of red Ultracote. Future month's prizes will be determined by the number of entrants in the previous month's contest. You need not be a member of TCRC to enter. But remember to send your dollar. Entries should include all info about the plane that can be gleaned from the silhouette, your name, address, phone number and dollar.

Meeting Reminder

During the summer months of June, July and August, TCRC moves its second meeting of each of those months to the flying field. Those meetings are scheduled for the Saturday before the 4th Tuesday of each month, and start at 10 AM.

Normally these meetings would be held at the Jordan Field, but because of the 'great flood of '93', the August meeting will be held at Vierling Field in Shakopee. Listen to **The Info Line** for up-to-the-minute schedule changes.

In case of inclimate weather, the meeting will be held at its normal time on the 4th Tuesday of the month at Minnetonka Community Center.

Reinvest In Minnesota (RIM) Update

by Butch Neutgens

Just thought you might like to know where we are in regard to our application for inclusion of some of TCRC's property in the RIM program. I just met with a representative from the Scott County Soil and Conservation Office today (July 26th) to discuss the "planting plan" that will be submitted with our final paper work to the Minnesota Department of Agriculture. They also will be preparing a "final agreement" over the next couple weeks that the club will have to sign – then it's a done deal.

Based on our discussions it appears that we will be shooting for planting in the spring of '94, between April and June. We felt that going for the fall of '93 dates of August and September might be a bit optimistic. Should we encounter additional flooding next spring . . . not . . . we can delay it without running into any problems with the Department of Agriculture.

We haven't yet contacted the farmer who rented our property the past several years about doing the planting but I don't feel we will have a problem finding someone.

When all the i's are dotted and the t's crossed the club should be able to add nearly $7,000 to its coffers . . . not bad for doing a little leg and paper work!

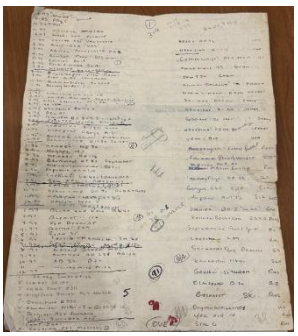
Enter The 'Spot That Warbird' Contest Today

The article goes on to explain this is a contest to ID the silhouette black/white three view of a warbird, then send in your answer with one dollar. The correct answer gives you a chance at winning a prize by sponsors TCRC and ***The Flare Out.*** Even if you're wrong, you get a chance to win prizes, the last of which will be drawn at the November Banquet. No consistent credits were given as to the supplier of three views or answer for the previous plane.

So, the contest reports each month, who sent in and who was correct. Popularity was only ten responders the first month, then going down to five, then six.

As Paul Harvey would say NOW FOR THE REST OF THE STORY! Page 2 (followed by a commercial) Support (TCRC, read the Newsletter and join Discord) (shameless commercial).

The next several months dropped the contest but continued a rather wobbly series of three views with next month giving an answer, often without masthead so it needed a sharp eye to spot.



Fast forward to spring of 2025, three decades later at the TCRC Bald Eagle's breakfast table, where a handwritten series of note pages circulated. An enthusiast took photos and forwarded the first page picture to me (thanks Scott A.). This was interesting, as it, by date, listed the sequence of planes featured and continued for about four hundred planes. The author of the notes was given total credit for complete submission of article on July 1994 and thereafter for thirty years of monthly articles.

*(Editor's Note: This was a very timely notation about the 400+ airplanes that were the Monthly Mystery Plane. This edition of the **Flare Out** is the first edition to not have a Mystery Plane since July, 1994!)* ☺

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.

2025 Officers

President	**Bob Breisemeister 612-964-8877**
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TCRC Flare Out

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Publishers: Tom Hall 515-664-7674

Website: http://www.tcrconline.com

The Workshop





Brian Johnson
Vice President

Hello and welcome back to the workbench! Flying season is in full swing, and I hope everyone is getting out and tossing planes in the air! That said, there have been plenty of rainy days where it is better to stay indoors and work on the next machine to take to the sky.



Speaking of, it was brought to my attention that I failed to include a picture of the wonderful aircraft that I have been writing about the last few months. That is a total party foul, and it is unacceptable! We need to remedy this immediately!

Alright-let's get back to work! In this installment, we are going to complete the main wing structure of the Excalibur. There is a lot to do yet!

While the rest of the wing construction is very typical for a sport model, there are several aspects of the technique that were new to me. I have probably said this in previous articles, but this is one of my favorite things about building -- learning new ways of doing things!

The first unusual thing we will address in this issue is that once you have the ribs, spars, leading and training edges glued in place, you remove the wings from the plans and move on to the next wing as previously described. In this state the wing panels are very fragile and prone to twisting making it far more common to glue some sheeting to a wing to lock in the alignment prior to removing the base structure from the jig. In this case, however, we will join the two panels together in a state of rigidity that resembles semi-cooked noodles. Interesting….

To join the wings, you must first choose which wing will be right, and which will be left. If you did a good job and built two identical panels, it will make no difference which is which, but once you decide you will need to keep them straight.

The second choice you will need to make is how much, if any, dihedral you want in the wing. There is no dihedral gauge as there usually is included in a kit and according to the manual dihedral is "somewhat optional" for this plane and note that a completely flat wing can result in a "droopy" look. Alright.

The original instructions called for one inch of dihedral, and I decided to go with that for a couple of reasons. First, since this plane has no functioning rudders a little dihedral can help keep the tail from sagging in a bank. Second, nobody likes a droopy airplane!

Once you have committed to the amount of sag and droop you are into, it is time to cut the leading edge, trailing edge, and spars at the appropriate angles. There are a couple of ways I like to do this when your kit does not come with a dihedral gauge. Both involve cutting the angles with the wing resting firmly on the jig.

The first, and probably the most accurate, is to measure the spar and take half your total dihedral to calculate the proper angle of a dihedral gauge using sine, cosine, tangent, the Pythagorean Theorem and whatever else you can remember from 8th grade geometry.

The second, and by far the easiest, is to grab a square scrap of plywood and sand one edge to a *slight* angle. This method will work perfectly for a model where dihedral is "somewhat optional".

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The Workshop

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Whichever method you choose, I highly recommend making the cuts with the wing pinned down to the jig, especially given there is no sheeting on the wing yet and it would be very easy to make inaccurate cuts as the wing wobbles with one end propped up.

After making your cuts, grab a large sanding block with fine sandpaper and slowly sand the spars and leading and trailing edges all at one time until you are satisfied with the fit of the wing panels together.

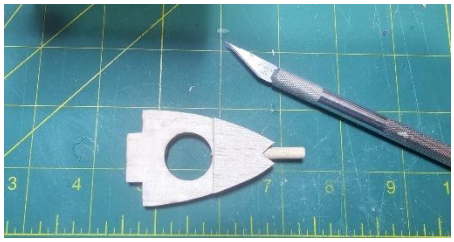


Once you are satisfied with the fit and all four pieces of the wing come together evenly, double check the dihedral to make sure it is where you want it and that the wing does not sweep forward or backward when set together. If everything looks good, go ahead and glue the wing halves together with thin CA. I use thin CA for this because the butt joint I just made is not where the wing will get its strength-it will just hold everything together for the rest of the steps.

Once the wing halves are joined, glue in the single 1/8-inch ply dihedral brace using your favorite flavor of epoxy.



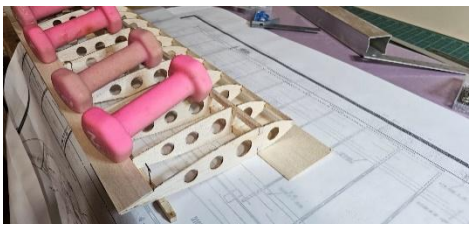
Now that the wings are joined, the center ribs get added. The center rear rib is laminated from two laser cut pieces and glued to the dihedral brace and the trailing edge. The leading edge center rib is made of four pieces-two ribs that are slotted to accept the wing dowel and two outside doublers that create a pocket for the dowel. This is easier that trying to drill straight through several laminated pieces after the wing is sheeted and I appreciate the simplicity.



Now that we have more or less a single wing with the internal structure complete, it is time to begin adding the sheeting. This is another area where the Excalibur stands out as using slightly atypical methods to create a conventional structure. Typically, the top sheeting is added while the wing is pinned down and then the wing is flipped over, secured to the jig, and then the bottom sheeting is added. This is not going to work since we have a little bit of dihedral in our wing and adapting the jig to accommodate the dihedral while the wing is upside down on the building board would be more work than I am interested in doing!

Rather than sheeting one side of the wing, lifting and re-pinning, and then sheeting the other side of the wing, the process begins with gluing the leading-edge sheeting to the spar on the bottom of one wing panel and then securely resetting the wing in the same fixture you have been using for the entire build. I really like this because nothing moves, nothing changes, and nothing shifts throughout the entire process for both wings making it very simple to ger two perfectly aligned, straight identical panels.

From there, you glue on both the upper and lower trailing edge sheets and then bend the leading edge sheeting around the ribs and up to the point of the leading edge. A little Windex sprayed on the outside of the sheet prior to setting in the fixture will ensure this process goes smoothly. Be sure to glue securely to all ribs as well as the leading edge.



From there, it is a snap top add the top sheeting using thick CA laid out on all of the ribs, spar, and leading edge and gain a little Windex on the outer surface of the sheeting to aid in the bending of the wood to match the airfoil.

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The Workshop

Continued From Page 8



From there, it is a snap top add the top sheeting using thick CA laid out on all of the ribs, spar, and leading edge and gain a little Windex on the outer surface of the sheeting to aid in the bending of the wood to match the airfoil.

I like to leave the wing in the fixture until the wood dries and as long as you don't get carried away, it will only take a few minutes. At this point the structure will be rigid and resistant to any twisting or warping.

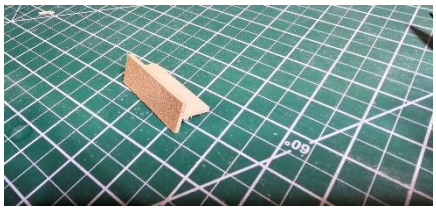
The second wing panel is done in exactly the same manner as the first and uses the same fixture with no modifications or resetting. It is a very clever design!

The next few steps are another example of a technique I have not used in my experience, and I am excited to see how it works out! Unlike most models, this plane has no heavy internal structure to reinforce the center section (remember only a single 1/8-inch plywood brace) and uses no external reinforcement like a fiberglass wrap. For this wing, we will simply sheet over the center section with 3/32 inch balsa and call it a day. Forget about any dihedral or compound curves- just wet the balsa glue it down. The process was rather fiddly and took a considerable amount of time to trim (especially on the top) and get exactly right but in the end, it looks kind of cool, and I like that I will not need to fill any fiberglass weave before covering. We will see if it holds up to the stresses of flight later….

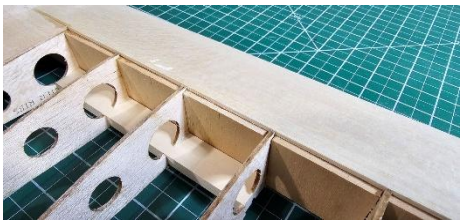


We are getting close!

The next step is to cut the slots for the landing gear blocks. I was wondering how well it was going to work to try to cut nice slots into ribs that were full of lightening holes. I was picturing a lot of torn up corners and having to glue splintered balsa back together.



The manual suggested making a handy tool for this task out of scrap ply and 80 grit sandpaper and to my surprise, it worked beautifully! The results were notches that held the landing gear blocks with just the right amount of friction to keep everything in place. As usual, the key is to work slowly and take a little bit of material off at a time before testing and retesting the fit.



The ribs have no doublers for reinforcement but instead get strength from the glue joint on the spar. Note I made one modification in the form of adding shear webs to the wing. I also cut landing gear notches into the wing.



The final step for today will be adding the wing tips. These are conventional in construction, consisting of a block at the leading edge which will need to be carved and sanded to shape. The rear of the wing tip is built from laser cut half ribs and the outer tip. This produces a very strong and light wing tip that will stand up to the occasional scrape along the runway without needing covering repair each time to remain airworthy.



That is about completing our building for now. Later, we will add the ailerons, servo pockets, etc. but this completes the main structure. Next up, we will begin to tackle the fuselage and tail feathers. It will not be long until we see this plane take shape! Until then - happy building and happy flying! ☺

Building Contest At May Meeting Has Great Entries

by Chris O'Connor

May has always been the month for TCRC to hold its annual Building Contest, and this May was no exception. It was held at our regular monthly meeting on May 13th.

At one time, for many years, the BC was held at the flying field, and after the judging was done, the winning plane had to prove its worth by taking to the air. But that was many years ago. The Building Contest in recent memory has been held at the May membership meeting.

At this year's event, we had the best turnout in years. There was a total of eight planes entered. And the competition was fierce. All eight entries were worthy of a trophy. But, alas, there could only be one winner.

The judges were a frightful lot – everyone attending the meeting! And they spent a good amount of time going over every plane with a keen eye.

After the votes were counted, we had a tie! And with the tie, there had to be a second runoff vote. When the dust had finally settled the ultimate winner was our own secretary, Ken Wendell! All of the other entries are shown in the column to the right.



Ken had a beautiful yellow P-51. For his efforts Ken was awarded a gift certificate to Hub Hobby. Once again, thank you to everyone that entered an airplane, thanks to everyone that voted and a big thank you to Hub Hobby. With our best turnout in recent history, we can only hope for a bigger and better turnout next year.

Thank you to everyone. (Photos by Brian Johnson.)

Happy flying! ☺















(Photos by Brian Johnson)

Pictures From Jordan Field Clean-Up



President Bob getting the scaffolding set up made the roof shingling much easier.



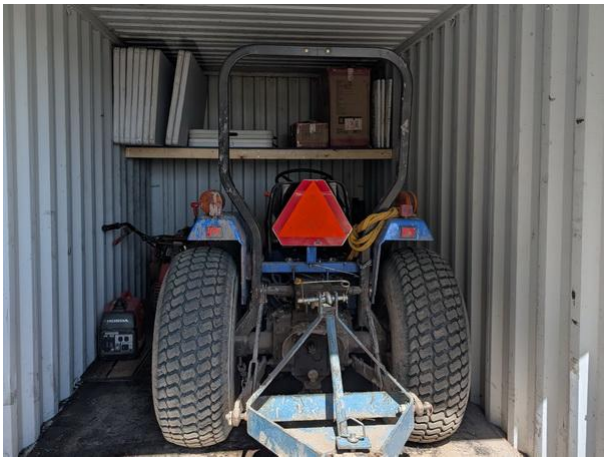
The shingling crew using the scaffolding to work on the north side of the shelter roof.



The parking block crew working on digging out the blocks from the years of silt accumulation.



After the crew got done on the parking blocks they looked really great.



The new shelf in the tractor container will be very helpful in supply storage.



The removed shingles in garbage bags. Please take one home to discard.

Photos by Tom Hall

TCRC Jordan Field Operational After Short Flood

On May 19th, the Minnesota River crept out of its banks and put water over the east side of TCRC's flying field. Water reached the shelter and most of the pits on the east side. The club had been monitoring the National Weather Service website and were forewarned before the flooding.



The piloting stands and tables were removed prior to the flood water. (Photo by Tom Hall)



When the River crested, it had put about a foot or so of water in the shelter. (Photo by Tom Hall)

The River rose quickly from spring rains that occurred to the west and crested about 19.5 feet, which is a foot and one-half above the 18-foot point where the TCRC field begins to flood. Once it reached its crest the River started to recede slowly.



The flood water on the east side of the flying field and pits. (Photo by Tom Hall)

As soon as the water receded from the field, a few members started clean-up procedures. Because the flood was such a short duration, there was very little silt that was deposited on the runways.



Tim Wirth with a wheelbarrow doing some clean-up. (Photo by Tom Hall)

The runways were swept, the pits and shelter put back into operational condition and the benches, tables and grill returned.

On Monday, June 2nd, treasurer Tim Wirtz sent an email to all members saying the field had been cleaned and was officially open again for flying. The field was only closed from May 19th to June 2nd. Hopefully, that will be an end to all flooding for the duration of 2025.

Thanks to all who worked quickly to get the Jordan field back into operational condition. ☺

What's New with TCRC's Website?

by Tom Hall, Webmaster

First, I want to make sure members are aware of how to reach the TCRC Website. Some new and current members have asked. To connect, type this address into your favorite browsers search or address window. https://tcrconline.com. Then you'll see the website and be able to explore.

Secondly, we have had success in using the Discord app for a lot of our TCRC communications in the last 4-6 weeks. You will find commentary about our recent flood and work details pre and post river receding! You will find communications about upcoming events, who is mowing the field, who is flying this week, changing venues to accommodate our recent Swap Meet, and leaders asking for volunteer help involving field repairs. And you might see some crashes and "debris fields" that will bring a chuckle! All in all, I encourage you to join Discord if you haven't made the jump! Contact Webmaster@tcrconline.com.



The third topic we wanted to cover with you is the "Members Only" section. We continue to make improvements to this site to enhance our members' knowledge of what is available from TCRC flying club!!! We will soon have the new 2025 membership list that will be posted in the Members-only website section as a readable PDF. I am also developing a map that can help direct people to our TCRC Air Park. But more importantly this map will help folks that may crash into the woods. You will be able to mark a spot on the map for others to help find your plane. ☺

Show & Tell Data Form

Bringing a plane to the TCRC meeting for Show & Tell?

If you are, be sure to go to the club website TCRCOnline.com and print out a blank Show & Tell Data Form. Fill this out and make sure it gets to the newsletter editor, Jim Cook so that the correct information shows up about your new airplane in the newsletter.

Also, if Jim is not at the meeting, make sure someone takes a picture of your new masterpiece and emails the picture to Jim also. If he is not at the meeting, you can have someone take a picture of the completed form and email that picture to him also. ☺









Just one of many sellers at the TCRC Spring Swap Meet. (Photo by Scott Anderson)





The TCRC Spring Swap Meet had lots of neat stuff for sale. (Photo by Scott Anderson)

Looking For A Great R/C Club?

If you are into the hobby of flying R/C airplanes, or thinking about getting into the hobby, Twin City Radio Controllers is the club for you.



TCRC ***owns*** 40 acres of land in Jordan, Minnesota and has paved runways, taxiways and pits on that land for flying model aircraft. There is also a shelter and a dedicated parking lot on the property. The club also owns all of the equipment necessary to keep the land well maintained.

The Jordan site is an FAA Recognized Identification Area (FRIA) and TCRC members do not have to have a broadcast module on their aircraft while flying at the site.

To be a member of TCRC, a pilot must be a member of the Academy of Model Aeronautics (AMA) and be registered with the FAA. The club helps new members with these registrations.

The club also has an auxiliary flying site just two miles away from the Jordan Field if the Jordan Field is not available.

To be a member of TCRC there is a one-time initiation fee for new members in the amount of $75.00. The annual dues are:

Adult	$105.00	
Family	$105.00	
Junior	$ 47.50	(Under 16 years of age)
Social	4 0.00	

TCRC has monthly meetings October thru May at Crosspoint Church located at 98th Street and France Avenue at 7:00 PM. The meetings for the months June, July, August, and September are held at the Jordan Field at 5:00 PM, weather permitting. At the indoor meeting, there is usually a program about building or flying R/C aircraft.

Additional benefits of being a TCRC member are several members-only flying events, a spring and fall float fly on Bush Lake in Bloomington, the largest upper Midwest R/C annual auction, and being able to have access to members with vast experience in the hobby.

To become a member of TCRC you can contact Tim Wirtz at 952-941-5357, or visit TCRCOnline.com, or come to a monthly meeting, or stop by the Jordan Field located at 18304 Sioux Vista Trail in Jordan. ☺

New Member

TCRC gained another new member at the May meeting.

Pete McHenry lives at 3827 Tonkawood Road, Minnetonka 55345.. His phone number is 651-325-8678 and his email address is yrnehcmretep@yahoo.com.

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

That brings TCRC's membership for the year to 91. ☺

A Thank You From The Editor

Wow!!!! This June issue of ***The Flare Out*** has 51 photos in it! And I didn't take a single one! There are lots of members who see something interesting and take a picture with their phone or a camera and send it to me.

And the list of members who are periodically writing articles and sending them in for the newsletter just keeps growing.

When I get such great help from you guys, it sure makes my job pretty easy.

I thank each and every one of you who has taken a photo or sent me an article or a note that I can weave into an article. Keep it up!!!! ☺☺☺

Twin City Radio Controllers



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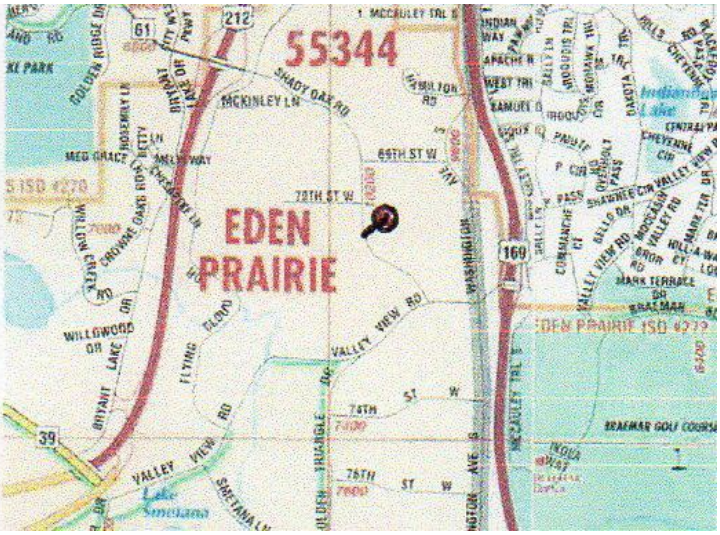
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