Flare-out
TWIN CITY RADIO CONTROLLERS, INC. Newsletter
AMA Charter Club Number 383
TCRC
June Minneapolis, Minnesota U.S.A. 2026

TCRC's Building Contest Showcases Beautiful Airplanes

by Chris O'Connor

TCRC hosted its annual Building Contest on May 12th at the club membership meeting. The BC has been an event and long-standing tradition of TCRC for many, many years. And over those years the format for the contest has changed many times. At one time it was held at the flying field and entrants required to fly. It has been held indoors at the membership meetings. It has ranged from a huge variety of categories to just one or two.

In 2026 it was held indoors and there were only two categories – Foamies and Built Models. Chris O'Connor chaired the event as he has done for many years now, but he put the judging duties on the shoulders of all who were in attendance at the meeting.



In the Foam category there were only two entries and strangely enough, they were both the same airplane – build from an FMS Cessna 182 kit. And they looked identical except for the color scheme. When the dust had settled, Chris O'Connor was awarded first place and Steve Meyer second in what had to be a very hard decision for all the judges. An additional interesting note is that both Chris and Steve are longtime members of TCRC and renowned for their scratch-building abilities, but this year both entered ARF airplanes in the building contest.

The 'built' category was a hotly contested event with five great looking aircraft to be evaluated. Again, the judges had a pretty tough time picking a winner.

After considerable time deliberating Sherwood Heggen's Enticer emerged as the winner. The plane was built from a Dick Sarpolus kit but had been heavily modified by Sherwood to turn it into a very nice looking airplane. The color scheme and design were particularly impressive. Another interesting note is that Sherwood actually was going to enter his giant-scale Big Stik 100 in the contest, but when he went to put the Stik in his car he found out the car battery was dead. He had to drive his wife's much smaller car and thus had to bring a much smaller airplane for the contest.

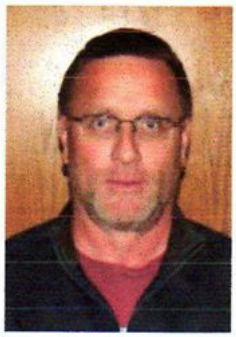


Chris was surprised that in today's modeling world the club had more

Continued On Poage 3, Col. 1

A Note from The Head Wing Nut

By Bob Briesemeister



Summer is here with temperatures in the 80s and pushing 90. So far, we have not really had a threat of flooding. I hope that I didn't jinx it by bringing it up, but it is always in the back of everyone's mind.

Update on the golf cart. I was able to locate an EZ GO cargo box to put on the back making it easier for recovering crashed or disabled airplanes. I want to thank Thadius and Rick for coming up with a temporary box until I was able to find one that fits our golf cart. As I stated before, it won't win any beauty contest but will work just fine for what we need it for.



The new box already installed on the EZGO golf cart.

I want to thank everyone who brought a plane and participated in the annual Building Contest at the May membership meeting. I believe we had more planes this year than in the past couple of years. Check out the article on the building contest. And special thanks to Chris O'Connor for chairing the BC again this year.

Now that summer has arrived the membership meetings will be moved out to the flying field with dinner at 5:30 and the meeting at 7:00 pm, weather permitting. If the meeting has to be cancelled due to bad weather an email will be sent out the day of the meeting. We will also put the notification on Discord to inform members. If it is cancelled the meeting will still be held at Crosspoint Church at 7:00 pm. Bring out a plane and fly before or after the meeting. I try to keep the summer meetings short so as to allow members to get some flights in.

The Spring Swap Meet was held on Saturday May 30th at the TCRC main field. The event was to start at 8:00 am but as swap meets go when I arrived at 7:00 am to set up the gate was open and a couple of members were already there setting up. TCRC usually holds this event before Memorial Day, but this year Memorial Day was early so that pushed the date back. It was a beautiful day for flying and holding the swap meet. There were 15 to 20 people selling R/C related items from small stuff to giant scale planes. Members and non-members were getting some flights in while the swap meet was going on, which provided an air show for everyone's enjoyment. The swap meet lasted until around noon but the flying continued. Join us for the fall swap meet the last weekend of September.

The first flying event for TCRC this summer is June 13th. In the past it was only for electric planes, but it is now open for everyone to come and get some flying in. This is an open event for any current AMA card carrying pilot so invite your friends to come and see what a beautiful flying site we have. Always check the event page for upcoming events.

See you at the membership meeting.

Happy Flying and stay safe. ☺

TCRC Building Contest

Continued From Page 1

built-up models than foamies. He expected the reverse.

For their winning entries Chris and Sherwood received $25 gift certificates to Hub Hobby.

Here are the other great looking entrants in the contest:



Brian Johnson had the Sport Air 40 he built in featured in his ***Workshop*** article in the March, April, and May newsletters.



Ken Weddell also had a Sort Air 40 in the building contest. He must have been inspired by Brian's articles.

Prolific builder Larry Couture entered his French Bleriot XI that he had scratch-built from plans. See photo below.





Bill H. entered his DeHavilland Rapide that he had constructed.



Steve Meyer with his Cessna 182 which was a twin to Chris' plane.

Thanks to all of the members who entered this year's Building Contest, thanks to the judges, and thanks to Hub Hobby for the gift certificates. Next year's BC will be again held at the May membership meeting.

(Editor's Note: Special thanks to Chris for continuing to chair the TCRC Building Contest.) ☺

June Fun Fly On Saturday the 13th

by Tim Wirtz

TCRC is trotting out a new fun fly event in June, and it is aptly named the June Fun Fly!

The event will be held at the Jordan Field on Saturday, June 13th. It will be replacing the Electric Fly that was usually scheduled for that time.

The theme of the event is just to get together and have a good time. To have fun.

In that regard, the paintball gun and a hapless target plane will be available for those of you that have a destructive side. Paintballs will cost a very nominal fee.

I would love to see some of the guys who have 1/2a airplanes out there to bring them and get several of them up in the air at the same time.

Also, anyone who has a control-line plane that would like to fly, we would make space for you to put it in the air.

The grill will be on and lunch will be served. Also pop and water will be available.

I have it on very good authority that the weather will be superb flying conditions that day, so make your planes now to come down to the Jordan Field on June 13th and join in the fun. ☺

Pictures From TCRC's Spring Swap Meet













Photos by Brian Johnson and Scott Anderson



Thirty, Forty or More Years

by Jim Ronhovde



FRONT PAGE



Flare-out
TWIN CITY RADIO CONTROLLERS, INC. Newsletter
AMA Charter Club Number 383
JUNE MINNEAPOLIS, MINNESOTA, U.S.A. 1986

Building Contest

DON HEYWOOD-ACE 4-60

AEZIMAN-MK ARROW

BOB DAVIS-RUTAN QUICKIE

RAY SMEJA-SIC CUB

Front page of news is a focus for newsletters. This month the 10, 20, 30 and 40 year old "front page" for June is shown in photos. Three of these feature the annual building contest.

Twenty airplanes entered the contest for 1986. The 1996 contest (11planes), was held at the field as opposed to the Club meeting night for the others.



Flare-out
TWIN CITY RADIO CONTROLLERS, INC. Newsletter
AMA Charter Club Number 383
June Minneapolis, Minnesota U.S.A. 1996

Sun Shines On TCRC Building Contest

by Jim Cook

Jordan Field Fully Operational

The entrants and some of the spectators at the TCRC Building Contest. (Photo by Jim Cook)



Flare-out
TWIN CITY RADIO CONTROLLERS, INC. Newsletter
AMA Charter Club Number 383
June Minneapolis, Minnesota U.S.A. 2006

TCRC Jordan Field Now Open

by Pat Dziuk

Photos were quick to get the starting stations back in service at the Jordan Field. (Photo by Pat Dziuk)

June Mystery Plane

A Friday picture displayed the pit action on a declared beautiful sunny day for 2006 (contest held at meeting night).



Flare-out
TWIN CITY RADIO CONTROLLERS, INC. Newsletter
AMA Charter Club Number 383
June Minneapolis, Minnesota U.S.A. 2016

TCRC Building Contest Attracts Beautiful Airplanes

by Chris O'Connor

Dan and Steve from Rich Valley R/C were guest judges for TCRC's Building Contest as they give a great looking entrant close scrutiny. (Photo by Jim Cook)

50 Year Club

Judges from Rich Valley R/C are pictured as they scrutinize a great entry for the 2016 contest.

Hope you enjoyed the

FRONT PAGE

Calendar

June 9	**TCRC Meeting At The Field Jordan Flying Site 5:30 PM Dinner 7:00 PM Meeting**
June 13	**June Fun Fly TCRC Jordan Field Tim Wirtz**
June 19	**Minnesota Jets 2026 SMMAC Field Owatonna, MN**
June 20	**2026 Warbird Fun-Fly Grassfield RC Club 10:00 AM to 3:00 PM Brooklyn Park, MN**
June 21	**Crystal Airport Open House & Fly-In 8:00 AM to 3:00 PM Crystal, MN**
June 25-28	**AMA National FunFly Muncie, IN Randy Cameron 417-830-9211**
June 27	**MARCEE Electric Fly 3M RC Flyers Field 8:00 AM to 3:00 PM**
July 11	**Wings Of The North AirFair Flying Cloud Airport Eden Prairie, MN**
July 14	**TCRC Meeting At The Field Jordan Flying Site 5:30 PM Dinner 7:00 PM Meeting**
July 18	**Wings Over Jordan TCRC Jordan Field Bob Breisemeister**

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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TCRC Flare Out

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The TCRC Membership meeting on June 9th will be held at the Jordan Field as the first of four meetings-at-the-field.

The grill will be on and dinner will be served at 5:30 PM. The meeting will start at 7:00 PM. Bring a plane and get some flying in before enjoying a dinner on the club and then attending the membership meeting.

The membership meetings for July 14th, August 11th and September 8th are also scheduled to be at the TCRC Jordan field, weather and water permitting.

In case of bad weather, the meeting will be at its normal time of 7:00 PM at CrossPoint Church in Bloomington. ☺

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. ☺

New Members

At the April meeting TCRC gained two new members.

Dave Busswell lives at 301 Lincoln Street N in New Prague 56071. His phone number is 509-690-9077 and his email address is dave.buswell2229@gmail.com. Dave has been flying for about a year and is currently piloting an FMS Super Cub.

Mark Lenander also joined in April. Currently the editor does not have his address, phone number or email address available.

When you see Dave and Mark at the field or at a meeting, be sure and introduce yourself and welcome them to TCRC.

With their memberships it brings the club to 90 members. ☺

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.

Minnesota River Report

June has arrived and the spring rainy season has come and gone. We had a couple of somewhat heavy rains over that period but nothing that would bring the Minnesota River to flood stage at Jordan. And that is great news for our flying site. The River crested at Jordan on May 2nd, and then steadily receded. At the start of June, it is at 11-feet and still in a steady decline.

TCRC's Jordan field starts to see water creeping onto the area when the Minnesota River reaches 18-feet at Jordan.

If for the rest of the summer the Minnesota weather pattern stays in the normal range, we should be able to enjoy a great season of flying with the field high and dry.

Updates and projections of the River level at Jordan can be seen at water.noaa.gov. ☺

TCRCOnline.com

Your Website!





Always Wear An Orange Vest To Retrieve A Plane

The Minnesota Deer Hunting Season is now over.

However, if for any reason you go into the woods while at the Jordan field, still put on an orange vest! This is a club requirement!

If your airplane does go down in the woods, the orange vests are quite close. The orange vests are stored in the rafters of the shelter and easy to reach.

Be safe! Wear an orange vest anytime you have to retrieve an airplane. ☺



The Workshop



Brian Johnson
Vice President

Hello and welcome back to the workbench! It seems like this year is absolutely flying by (pun intended!). We are already right in the thick of the flying season, the days are long, the weather is perfect, and I know most of you are spending every spare moment out at the field getting your planes up in the air. I'm right there with you, physically as often as possible and always in spirit, daydreaming about perfect touch-and-go landings and smooth thermal-free air. But while the blue skies are calling, I have spent a lot of time in another workshop which has been swallowed whole by a project that takes the concept of "scale modeling" to its absolute, literal extreme!

If you read my previous articles, you know one of my many dirty little secrets. I have a deep, unshakeable love for an assembly process that feels high-quality, precise, and what I like to call "ARF-esque." I love it when a kit fits together so beautifully that the line between building and pure assembly starts to blur. Well, this month, I've decided to talk about how my son and I are scaling things up in a way that's causing a bit of a traffic jam in his three-car garage. I am temporarily stepping away from the balsa dust, parking the CA glue, and tackling the ultimate scale build: a full-sized, passenger-carrying aircraft! Specifically, I am diving headfirst into the empennage—the tail section—of a Van's Aircraft RV-14!



My son has always shared a fascination with and a love for aviation with me, but his dreams are a little bigger and fly a lot higher! Now I get to share his dream with him as he begins the build of this beautiful airplane!

Now, I know what you might be thinking. Transitioning from a 58-inch wingspan sport plane to a real airplane capable of well over a hundred miles per hour sounds like absolute madness. But let me let you in on a secret that will make any model builder appreciate modern aviation engineering: Van's Aircraft has essentially created the world's most spectacular, giant-scale kit. Thanks to their "matched-hole" technology, almost every single rivet hole is pre-drilled by a laser-guided CNC machine before it arrives at your house. The aluminum parts interlock, tab, and self-align with a level of precision that feels incredibly familiar to anyone who has assembled a premium laser-cut balsa kit. The engineering and execution are nothing short of magnificent! The picture below shows what could easily be mistaken for the pieces of an ARF laid out on the ground. What you see below is the quick build version, which is not what he has chosen so our parts would actually cover about an extra acre or two.



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The Workshop

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However, just like jumping from a basic trainer to a complex, multi-channel giant scale model, you cannot simply open the shipping crates and wing it. Before a single piece of sheet metal could be clamped together, an enormous amount of preparation had to happen both in one's head and the physical workspace.

When you build a model aircraft, a mistake might mean a frustrating repair or, worst-case scenario, a spectacular pile of kindling at the flying field. When you build a full-sized aircraft that you intend to strap yourself into, the stakes are obviously a bit higher. Because of that, the first phase of this build didn't involve any metal at all — it involved an intense period of research.

We spent weeks devouring the EAA home building guides, technical videos, and reading through instruction manuals until we were comfortable with the techniques and jargon. Just like studying a complex set of rolled-out paper plans on your building board, you have to mentally build the entire structure at least three times in your head before you dare touch a tool. You need to understand not just where a part goes, but why it goes there, which direction the rivets face, and how a hidden interior bracket will affect a step five chapters down the line. The instruction book is sent out in phases with each piece of the kit and will be over a thousand pages when complete.

Once the mental blueprints were locked down, it was time to shop for a completely new arsenal of tools. Trusty hobby knives, razor saws, and sanding blocks had to be supplemented with heavy-duty, aircraft-grade machinery. If you want to take on a project like this, your toolbox is going to look a lot different. He had to acquire a pneumatic rivet gun capable of delivering precise, metered impacts, along with a collection of straight and offset rivet setting tools to reach around tight corners. He bought a pneumatic rivet squeezer, which uses sheer mechanical force to set a rivet instantly without a single hammer blow. He picked up a high-end C-frame dimpling tool, an edge-deburring tool, a micro-stop countersink cutter, and — most importantly — literally thousands of Clecos. For the uninitiated, Clecos are small, temporary, spring-loaded metal pins that act like the ultimate high-tech clothes pins for sheet metal. This is just a small sampling of the aircraft-specific tools he has acquired. More than once I was glad we were spending his money instead of mine!

Finally, we had to prepare the ultimate aircraft factory: my standard home garage. Just as you need a perfectly flat, true building board to ensure your balsa fuselage doesn't turn out like a banana, an aluminum airplane demands absolute geometric perfection. We spent a long weekend constructing and meticulously leveling two carpeted workbenches. Quite often a single piece takes up several workbenches, and it is very important that they are flat relative to each other. The odds of building a crooked airframe are not the same as what a warped building board will do to an RC model but having them all lined up makes everything a lot easier! We also flooded the ceiling with high-output LED shop lights because you simply cannot achieve precision work in the shadows. We also cleared out a dedicated, well-ventilated zone explicitly reserved for chemical spraying. With the workshop transformed into a mini aviation plant, it is time to start the actual physical process. This is day one upon opening the first crate. Following this shot was two full days of counting the parts and taking careful inventory. This step is critical. We found a handful of missing or incorrect parts. While Vans is great about getting you anything that was missing or damaged, you only have 30 days to report the issue, so you need to get moving!



Continued On Page 10, Column 1

The Workshop

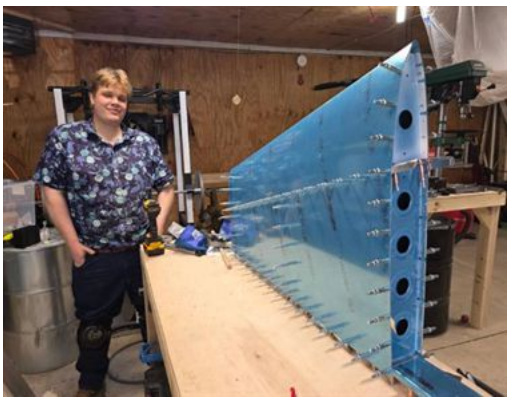
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The tail kit is where nearly every RV homebuilder begins their journey, acting as the fundamental training ground for sheet-metal work. Like most home-built aircraft, this one follows the "build it twice" (or three or four times) strategy. The workflow itself follows a highly repetitive mechanical choreography that I quickly came to love despite the mind-numbing nature. In the world of aluminum construction, you don't just pull raw parts out of a box, slather them in glue, and call it a day. Instead, you effectively have to build the entire aircraft twice.

The process begins by peeling back the tight, blue protective vinyl plastic that covers the aluminum sheets, exposing the bright metal along the designated rivet lines. From there, you perform a complete dry-fit of the naked metal structure. Using your Cleco pliers, you insert hundreds of those temporary copper and silver fasteners into the factory pre-punched holes. One by one, you clip the outer skins, internal ribs, and heavy structural spars together.



Within a few hours, your workbench is holding a complete, rigid, and fully formed vertical stabilizer. It looks entirely finished, resembling a metallic hedgehog bristling with hundreds of protruding spring-loaded pins. This temporary assembly is absolutely critical. It allows you to check the fit of every mating flange, verify that the internal structure isn't binding, and perform the final drilling. Even though the holes are matched at the factory, you must run a precision reamer or drill bit through every single hole while the structure is clamped tight to ensure they are perfectly sized, round, and entirely free of manufacturing alignment tolerances.



Once the final drilling is complete, you do something that feels completely counterintuitive to a traditional model builder: you take the entire thing completely apart. Every single Cleco is removed, the skins are lifted off, the ribs are unstacked, and you are left right back where you started with a pile of loose aluminum components. But now, the real precision preparation begins.

Every time a drill bit passes through aluminum, or when a factory shear cuts a sheet of metal, it leaves behind microscopic rough edges and sharp ridges called burrs. If you leave these burrs in place, they act like tiny spacers, preventing the sheets of metal from nesting completely flat against each other. Over time, under the intense vibration of a running aircraft engine, those tiny burrs can cause rivets to work loose or create stress cracks. To prevent this, we spent hours with a rotating deburring tool, spinning it lightly inside every single hole, and using a specialized edge-deburring tool along the perimeter of every sheet until the metal felt as smooth as glass. It is a meditative, highly repetitive task, but doing it right just feels good.

With everything deburred, it was time to prepare the structures for flush riveting. On an advanced, high-performance design like the RV-14, the outer skins are designed to be perfectly smooth to minimize parasitic drag and maximize speed. To achieve this, we use flush rivets, which feature a 100-degree cone-shaped head. Because the aluminum skins are thin, often less than forty thousandths of an inch, you can't simply cut a bevel into the hole without removing too much material and weakening the structure. Instead, you have to dimple the metal.

This is where the heavy C-frame table tool comes into play. You fit the tool with a precision-ground, 100-degree male and female die set. You position the aluminum sheet over the pilot pin, and with a swift, controlled blow from a dead-blow mallet on the ram, the tool physically presses a tiny, perfect, recessed dimple into the

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The Workshop

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metal around the hole without removing a single grain of aluminum.

You must dimple the outer skin, and you must also dimple the underlying structural rib flange beneath it. This allows the two pieces of metal to nest perfectly inside one another like a stack of paper cups. For thicker structural pieces where dimpling would severely distort the heavy metal, such as the massive main spar brackets, you switch tactics and use a micro-stop countersink cutter. Attached to a standard drill, this tool cuts a perfect 100-degree bevel to a precise micro-depth, ensuring the flush rivet will sit perfectly parallel with the surrounding surface.

With every hole final-drilled, every edge deburred, and every surface dimpled, the parts are finally ready for the ultimate protective barrier: internal corrosion prevention. Unlike balsa wood, which fears moisture primarily because of warping, aluminum faces the silent, invisible enemy of oxidation. When two bare aluminum surfaces are clamped tightly together, moisture can get trapped between them through capillary action, creating a breeding ground for corrosion that can destroy an airframe from the inside out over a period of decades. To prevent this, he turned to a step that many builders debate, but one that we both consider absolutely non-negotiable for a lifetime aircraft: a full application of a premium, two-part epoxy primer.

Before spraying, the metal must be chemically clean. We scuffed the inner mating surfaces of the ribs, spars, and skin interiors using a maroon Scotch-Brite pad to give the metal some "tooth" for the paint to adhere to. Next, we wiped down every single square inch with isopropyl alcohol to completely eliminate any remaining manufacturing oils, fingerprints, or aluminum dust.



Mixing and spraying a two-part epoxy primer is a meticulous, highly regulated ritual. You don an advanced charcoal respirator, mix the primer base with its chemical activator, allow it to stand for the induction period, and dial in your HVLP (High Volume, Low Pressure) spray gun. Standing in the ventilated zone of the garage, we applied a coat of the primer to the interior faces of the structure where metal is fastened together. All this will be on the inside so it does not need to be pretty and does not need to cover every surface. It adds extra time to the build process, and a tiny bit of weight, but more than makes up for it in peace of mind and future resale value. That prime, like pretty much everything for this project, is extremely specialized, extremely expensive, and EXTREMELY nasty. We were taking no chances.



Once the two-part epoxy primer had fully cured into a tough, solvent-resistant chemical shield, the second assembly phase began. This is where the magic of the matched-hole methodology truly shines. We brought all the primed components back to the workbenches and began clicking them back together using the Clecos for the final time. Because the parts had already been aligned and final-drilled during the dry-fit phase, they came back together with zero resistance. The Clecos snapped into place, pulling the skin tight against the skeleton, compressing the dimples tightly together. Now, the metallic hedgehog was back on the workbench, but this time it was fully prepared for permanent, irreversible fastening. Every hole was perfectly aligned, every surface was protected, and the structure was completely true.

Then, the real fun finally begins--driving the rivets. This is the moment where all the hours of tedious prep work culminate in pure satisfaction. For the easily accessible spots—such as riveting the structural ribs to the

Continued On Page 12, Column 1

The Workshop

Continued From Page 11

spars on the rudder and elevators — we relied heavily on the pneumatic rivet squeezer. You position the tool's flat dies over the rivet, step on a pneumatic foot pedal, and snap — massively controlled hydraulic pressure instantly squashes the protruding shop head on the inside of the structure in a fraction of a second. There is no noise, no vibration, and absolutely zero fuss. Every single rivet head comes out identical, perfectly flat, and perfectly formed. It is pure building bliss.

However, an airplane tail is a complex three-dimensional shape, and the mechanical squeezer cannot reach everywhere. For the tight spots deep inside the tail cone or along the trailing edges of the stabilizers, I had to bring out the classic two-piece riveting team: the pneumatic rivet gun and the heavy tungsten bucking bar. This process requires a bit of fuss. You place a flush rivet into the dimpled hole from the outside, often securing a whole row of them with high-tack, clear rivet tape so they don't vibrate out of their holes. From the outside, you hold the pneumatic rivet gun, fitted with a completely flat, rubber-guarded flush rivet set, firmly against the head of the rivet. On the inside of the dark, cramped structure, you hold the heavy tungsten bucking bar flat against the protruding shank of the rivet.

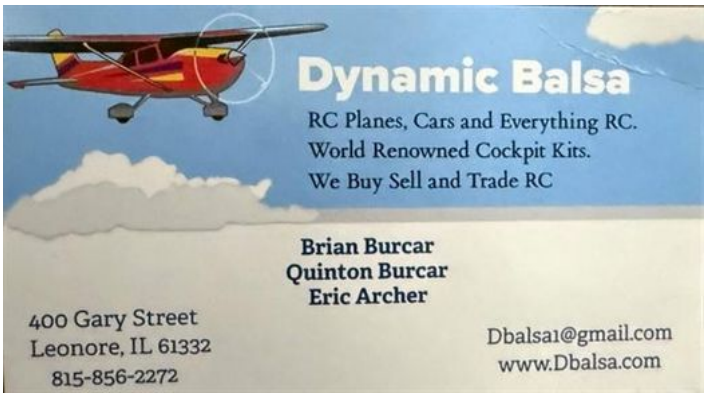
When you trigger the gun, it delivers a rapid series of pneumatic blows. The gun pushes the flush head tightly into the dimple, while the sheer inertia of the heavy tungsten bar on the inside resists the movement, squashing the protruding tail of the rivet into a perfectly formed, flat "shop head." It takes a little practice to get your hand-eye coordination down, and you have to learn to "feel" the metal through the bar to know exactly when the rivet has been driven to the perfect height. But when you get into a rhythm — hearing that quick amp-amp-amp of the gun and seeing a row of perfectly flush, mirror-smooth rivets on the outside skin — it is incredibly rewarding.

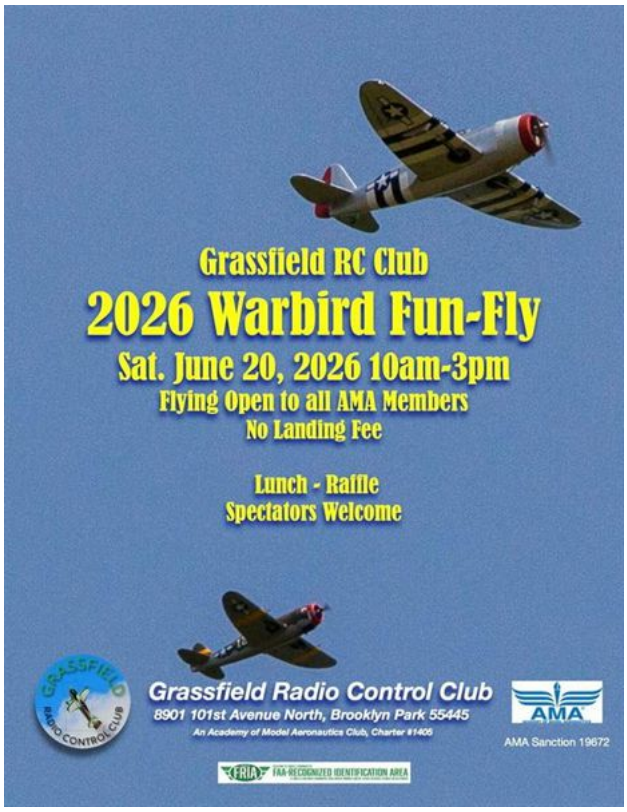
When you finally stand back, clear the tools off the bench, and look at the completed vertical stabilizer and rudder, it’s hard not to marvel at the entire experience. Modern kit design has completely transformed what used to be a grueling, scratch-building fabrication process into a highly logical, deeply satisfying assembly line. It is a testament to what can be achieved with the right tools, a dedicated workspace, and a lot of patience. Here is the proud owner of a nearly completed rudder.



I am going to cut this entry off here. There is still a lot of work to completing the empennage, but I believe I have conveyed the process effectively. I thought you might find this interesting since it mimics our hobby in many ways, and it is fun to visit other workshops! I am in no way planning to turn this article into a full-scale build documentation and will next time return to dedicating my words to the hobby of model aviation. 😊

Until then, enjoy the build and treasure the flying! ☺


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2026 Event
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27 June
MARCEE ANNUAL ELECTRIC FLY
8:00 AM - 3:00PM, Open To Everyone With AMA
Raindate Scheduled For 6/28/2026
Small Electrics After 8:00 AM, Pilots Meeting at 9:30AM, All Electrics After Pilots Meeting. Non-Electrics Allowed After 3:00PM
Streamer Combat To Be Held After Lunch
Raffle To Be Held At 3:00PM. Tickets Available All Day Until Raffle.
Location: 3M Club RC Flyers Field
All Clubs Welcome, AMA Required. $15.00
Landing Fee Includes Lunch At Around Noon.
1.2 miles south of Dale Road east side of Keats/Co19
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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. ☺





Contacting The Editor

by Jim Cook

I have shut down my "Q" email address and will no longer receive emails there.

To contact me, or send an article or photos, please use my "icloud" address from now on. ☺

Twin City Radio Controllers



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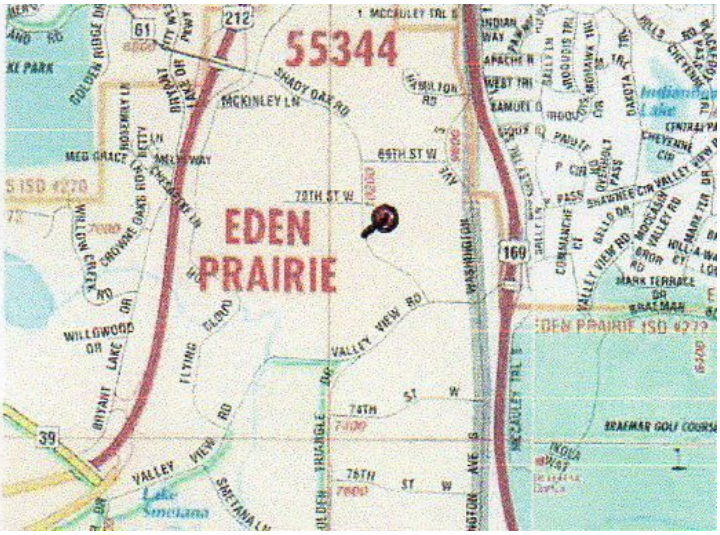
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