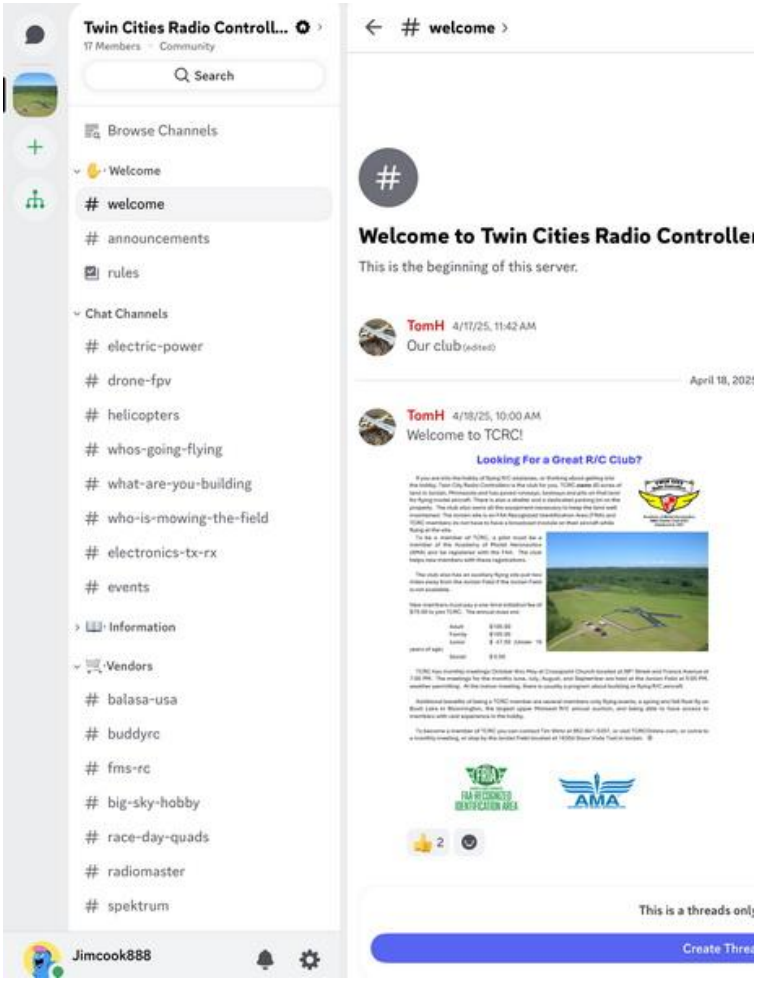
Flare-out
TWIN CITY RADIO CONTROLLERS, INC. Newsletter
AMA Charter Club Number 383
TCRC
May Minneapolis, Minnesota U.S.A. 2025

Discord App Adds Versatile Communication Ability To TCRC

by Jim Cook

We are living in a new electronic communications world, and TCRC has continued to upgrade the club in its communication abilities with the addition of the usage of Discord, a free app which is "a free communication pp used by tens of millions of people to talk and hang out with their favorite creators, communities and friends".



Webmaster Tom Hall has initiated the use of Discord for TCRC. In April he sent out an email to club members with instructions on how to use the 'Members Only' section of TCRCOnline.com, and a link to create a free account in the app Discord.

Members can download the Discord app onto the phone. The Discord icon looks like this:



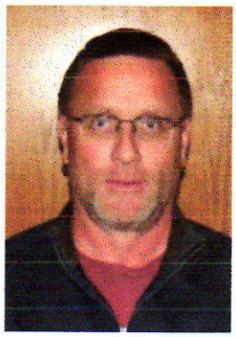
Once you have the app and are registered, you can use the link that Tom provided to access the Twin Cities Radio Controllers corner of the app.

When you are at the TCRC section, a whole world of communication opens up to you, from chats to even voice chats. As shown to the right, the TCRC section already has several threads available, from Welcome, Who's Going Flying, What Are You Building?, For Sale,

Continued On Page 3, Col. 3

A Note from The Head Wing Nut

By Bob Briesemeister



Happy May Day. I'm not sure what it means but I was greeted that way today. Maybe I will look into what May Day is besides the first day of May. I do know that in Minnesota it's the unofficial start of spring. The flowers are in bloom, allergy season has begun, opening of fishing is around the corner and oh yeah, the flying season starts. Woo Hoo!!!

May also means spring clean-up at the flying field. The main project is reroofing the shelter which has been on the list for a couple of years. In the past with the really hot weather and flooding that made the ground too soft to access the area around the shelter, it has had to wait. This year is finally the year to get this project done!

At the May membership meeting on May 13th, TCRC will be holding its annual Building Contest. Even if you didn't build it from a kit and just finished from a partial build that you purchased at the auction or even an ARF please bring it and yes, that means foamies. Just bring a plane to show even if you don't enter it in the contest.

May 17th is the Spring Float Fly at Bush Lake Beach in Bloomington starting at 10am or when the rescue boat arrives. We now have a make-up date on Sunday the 18th if Saturday is a non-flyable day which will be determined by the director Steve Meyer. If postponed or canceled, you will be notified by email or Discord.

The spring Swap Meet and Fun Fly will be held on May 31st at the TCRC flying field or Scott County Fairgrounds if the airpark is flooded. Things get underway at 8am with flying going on all day, weather permitting.

Starting with the June Membership meeting and lasting through the September meeting TCRC will be holding the meetings at the TCRC Airpark at 7pm with dinner being provided by the club at 5:30 or so. Come out and fly early or stay late and get a dusk flight in. If it is not a flyable day the meeting will be moved back to Crosspoint Church and again you will be notified by email or Discord.

We will see you at the membership meeting on May 13th! ☺

TCRC Building Contest May 13th

by Chris O'Connor

It's time once again for the much anticipated TCRC Building Contest. You can enter two different models this year, but there still is only one winner. If you have won with a model previously, that model can't be entered again. Only TCRC members can enter and win the only award available.

Everyone that is present at the May 13, 2025, membership meeting is allowed to judge all of the planes. No categories to judge, just one -- your favorite plane. Best finish, best constructed, best covering, or what's important to you. As in the past there will be only one winner.

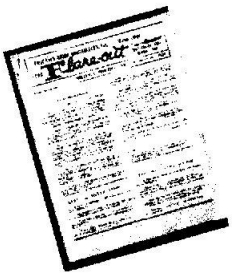
So. let's get many airplanes here for a great turnout. The winner will be awarded a gift certificate to a local hobby shop.

Remember enter now, this only happens once a year!! Let's make this contest the best so far!

I hope to see all of you at the meeting in May, remember the second Tuesday of the month.

Happy building and flying! ☺

Enter That New Plane In The TCRC Building Contest!



Thirty, Forty or More Years

by Jim Ronhovde



The Flare-out was started before typing or printing was a useable option. Originally, it was a one-page ***Flare-out*** letter. The mimeographed pages have long ago faded to become unreadable. It is believed TCRC has a copy of each ***Flare-out*** before digital publication was started.

The Ye husband and wife team was followed by others such as Bill Altenhofen, John Benson, and Jim Cook. The quality of the newsletter improved tremendously as technology developed. Probably the biggest improvements were from no photos to dark black and white (barely displaying the subject) to gradual quality in black and white. Color photos came in the digital ***Flare-outs***.


TWIN CITY RADIO CONTROLLERS, Inc. Newsletter
TCRC Flare-out
MINNEAPOLIS, MINNESOTA, U.S.A. APRIL 1980
BUILDING CONTEST APRIL 27
C G LOCATION
GLOW DRIVER
Don't be a knocker, Be a Club Booster member!
TWIN CITY RADIO CONTROLLERS, Inc. Newsletter
TCRC Flare-out
MINNEAPOLIS, MINNESOTA, U.S.A. 1985
Flare-out
TWIN CITY RADIO CONTROLLERS, INC. Newsletter
January Minneapolis, Minnesota U.S.A. 1995
TCRC Auction February 11
Ceremony Honors 1/12th-Scale Combat Top Guns
Flare-out
TWIN CITY RADIO CONTROLLERS, INC. Newsletter
TCRC'ers Trek To Toledo

We have Jim Cook to thank for the current high quality digital version with colored photos. Thank you, Jim, for decades of monthly newsletters. Regular monthly newsletters came after the spotty bi-monthly or three month spaced publications.

The hope is to have a series of memories in each edition of the ***Flare-out*** for a while.

Let's have fun looking FORWARD to looking BACK!

(Editor's Note: A very big thank you to Jim for deciding to do this new column of ***Flare-out*** *history. It will be very enjoyable for all of us!)* ☺

TCRC Using Discord App

Continued From Page 1

Photos, Vendors, and many more. By clicking on any of those links, you will immediately go into the chat thread that is occurring for that subject.

This is a very powerful tool that is free and available to members. It is similar to apps like GroupMe but has considerably more versatility. It may take a member to get used to using, but it is not complicated and should become easy for a member to use quickly.

So, take the time to give Discord a try. It will keep you up-to-date on all of the happenings at TCRC.

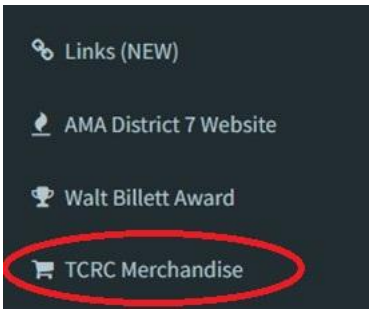
Thanks to Tom Hall for continuing TCRC's upgrade into the IT world. ☺

What's New on TCRC Website

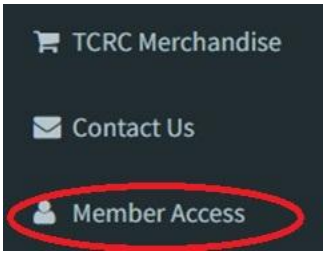
by Tom Hall

Just some quick updates you can find on our TCRC website, TCRCOnline:

- Ken Weddell has updated TCRC merchandise and inventory! You can find the TCRC Merchandise link on the left side bar of the website. Look down the list until you TCRC Merchandise and just click. The TCRC store will open and show updated photos of TCRC hats, sweatshirts, and t-shirts. You can see the price for each item and the size you are looking for….from the website!



- We continue to make improvements to the Members-Only section of the website. Again, the link for this is in the left side bar and look towards the bottom of the list. When you click on the "Member Access," a new window opens asking for a password. The password for the members-only site is IMLANDING*04 (all caps).



  Type this in for the password and it will open to the:
  - Discord channel – We currently have ~20 members on the TCRC server. If you are interested in joining this unique and helpful communication channel, please contact me at webmaster@tcrconline.com.
  - Our member list (currently 2024) in PDF format. Soon to be updated to 2025!
  - A Google Calendar listing our events
  - And the fourth panel we are still kicking around. As a TCRC member, what would you like to see? What is important to you that we can highlight? We have discussed voting on certain club functions or processes. We have discussed having a spot for our elite builders to be in the spotlight and share their talents with the rest of the club members. Another idea might be for those that have recently joined, what are my next steps.

- I have some great pictures and videos that I need to add to the TCRC website! If you want to share your photos or videos, please send them to me at webmaster@tcrconline.com.

Take the time to log into tcrconline.com and check out these new features. ☺

Calendar

May 3	**Field Clean-Up TCRC Jordan Field Weather Permitting**
May 13	**TCRC Membership Meeting, 7:00 PM CrossPoint Church**
May 13	**TCRC Building Contest CrossPoint Church**
May 17	**Spring Float Fly Busk Lake Park Bloomington 10 AM Steve Meyer**
May 18	**Spring Float Fly Rain Date**
May 31	**Spring Swap Meet & Fun Fly Jordan Flying Field Bob Breisemeister**
June 10	**Meeting At The Field Jordan Flying Field 5:30 PM Dinner 7:00 PM Meeting**
June 14	**Grassfield Invasion Fly In Jordan Flying Field**

The Workshop

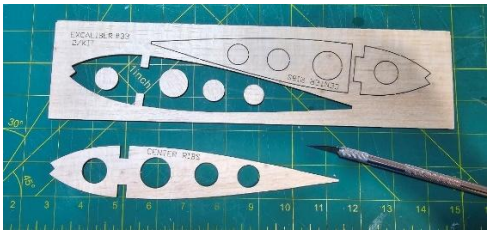


Brian Johnson
Vice President

Hello and welcome again to The Workbench! Picking up where we left off last time, we are just about to begin construction of the wing on the Excaliber project.

There are a couple of things I notice right off the bat. First, this is not a reproduction of an old kit. This is the original design with the original plans and parts. The only things that have been changed are that the die cut parts are now laser cut, and the ribs have been modified slightly with lightening holes. Otherwise, you get a lot of parts which appear to be band saw cut and a lot of blocks that we will need to carve into an airplane!! Second, although the kit remains nearly unchanged from the original design, the instructions have been rewritten. This is interesting in that the author frequently deviates from the original instructions and calls out when and why this is done. I appreciate this because not only do you have what you need to make the plane authentic to the original design, but you get helpful advice if you want to modernize some of the construction. I will be following the process for one of these deviations in particular which is to install an aileron servo in each wing.

Another interesting thing about this kit is how light all the wood is. Although all the wood in my kit was of very good quality, it was almost all A grain. There is minimal plywood or hard wood, the only of which used in the wing being the landing gear blocks, and the single 1/8-inch ply brace used to join the wing panels. The plans call for no shear webs or cap strips and the sheeting is minimal. I will be following the instructions for the most part. I believe this will be a VERY light airplane when it is complete.

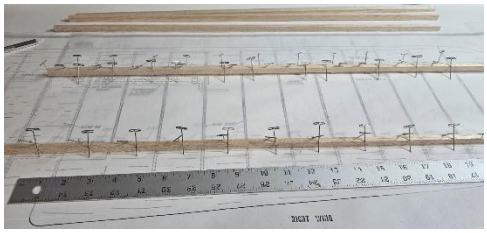


All the laser cut parts come out very clean and are even labeled!

Wing construction begins in fairly straight forward fashion by pinning the 1/4 x 3/8 balsa bottom main spar to the building board on top of some 1/8 inch scrap. I typically use the X method to pin spars down to avoid weakening them with a bunch of pin holes. This is particularly important when such thin spars are used. Along with the main spar, a second 1/4 x 3/8 piece of balsa is pinned just in front of the trailing edge sheeting as a fixture for the back of the ribs to ensure a straight wing. The instructions go into detail about how this rear fixture is created with spacers for the center ribs and if you are careful, you can make the fixture work whether the wing is right side up or upside down. This will allow you to pin the fixture down one time and not disturb it throughout the wing build.



I like to use a straight edge when securing spars to the work surface to ensure a straight wing.



Note all the pins are between the ribs so they do not interfere with construction.

Once you have the main spar and the trailing edge jig set, you can place the ribs in their locations over the plans. In doing so, I need to introduce one of my favorite tools for building model airplanes-the 123 block! If you have

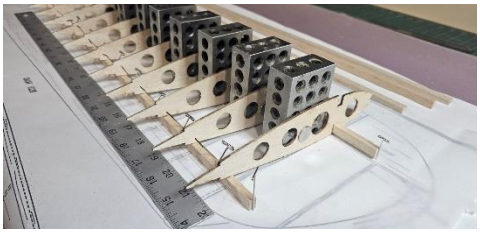
Continued On Page 6, Col. 1

The Workshop

Continued From Page 5

never seen these, they are steel blocks that machinists use for machine set up, layout, inspection, and myriad other tasks. They are exactly 1 inch by 2 inches by three inches, so people usually call them one two three blocks rather than one twenty-three blocks as they are written. But I digress, since finding these, they have become invaluable to me in the building process.

I will set each rib with a magnet (another very useful building tool) against a block, so they are held perfectly vertically in place on the spar and the jig. This allows me to add all ribs and spars without any glue to ensure everything is straight and true before permanently setting parts with CA.



123 blocks and magnets hold everything in place prior to gluing.



Trailing edge sheeting is weighted with a straight edge to distribute the weight and ensure each rib rests securely on the jig.

Once all the ribs are in place and lined up, the top spar is set into the grooves in each rib and after a check to make sure everything is lined up and straight, I glued all of the ribs to the main spars and added a ¼ x ¼ stick for the leading edge along with the trailing edge sheeting.

At this point, the wing panel is removed from the plans and the entire process is repeated for the other wing.

The plans for this plane, as with many other models, have only one wing drawn out. Being a symmetrical airfoil, both the left and right wing can be built on the same plan with one being built upside down and the other being built right side up.

While that is functionally the same with the Excaliber, what is unique to this wing is that you are not thinking about building one right side up and one upside down. Because there are no cut outs for landing gear and all of the stock is square, you are building two panels that are exactly identical in every way (at least they should be 😊) and either panel can be either the right or left right up to the point you join them. Once you have both wings framed up, it is good to decide on a right and left panel and mark the center ribs to avoid confusion throughout the next few processes. As you will see-joining the wing and setting the dihedral is a little more "free hand" than most other kits!

That is probably enough for this month. Next time, we will work on joining and finishing the wing. I promise-there will be a right and left when we are done!

Until then-keep building and keep flying! ☺



TCRC Spring Float Fly May 17th

by Steve Meyer

Time to get your feet wet. TCRC's annual Spring Float Fly will again be held at Bush Lake Park in Bloomington on Saturday, May 17th.

Start time is 10:00 AM or as soon as we get a boat in the water.

The CD for the event is Steve Meyer, and the float fly is open to any pilot with a valid 2025 AMA membership card.

If it's too windy or raining, we will try to have the event on Sunday May 18th.

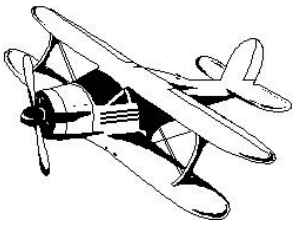
Get the floats onto a plane and be at Bush Lake Park beach on May 17th. ☺

Minnesota River Report

April showers have come and gone, and the Minnesota River has seemingly crested around 12 feet in Jordan, which is well below the 18 foot level where the TCRC field begins to flood.

So, we are looking for a great flying summer at Jordan! ☺

Show & Tell



A couple of nice airplanes and a neat new radio Tx showed up at the April meeting.



Ken Weddell had a good looking Extra 300 S at the meeting. He picked this plane up at the February TCRC auction for $30 and spent just two days bringing into nice flying condition. It was done with a white fuse, and the wings were done as an American flag. The wingspan of 64-inches and the length of 54-inches. The Extra weighed in at 9-pounds. He put an Enya 60 2-stroke engine in it and a 1,700 mah Life battery. When he bought the plane, it included a manual dated 2004. The maiden flight is slated for this summer.



Steve Meyer had a FrSky Tandem X20S transmitter that he purchased last fall. (See photo at bottom right.) The X20S has a built-in 900M/2.4G dual-band Rf module and also comes with a 4 GB SD card. The Tx has 24 channels. What is neat about the dual-band feature is that if a person is flying on the 2.4G band and bot interference or a malfunction, the radio would immediately switch over to the 900M band. In addition, the 900M band has considerably more range than the 2.4G band. Steve said his Spektrum radio is now over ten years old, and it was time to step up to the new technology.



Scott Anderson had an AVRO Lancaster ARF that was done in British camouflage colors. The foamie had about a 54-inch wingspan and had four electric motors for power. Scott picked the plane up at the TCRC auction.

A member can have his new or rebuilt airplane appear in the Show & Tell column just by sending a picture of the plane and a data sheet about the plane. (Data sheets can be obtained on the club website, TCRCOnline.com).

Send your pictures and info by texting to Jim Cook at 952-200-2030 or emailing them to him at jimcook888@q.com. Data arriving before the last day of the month should make the newsletter.

Now, you don't have to attend a meeting to show the membership what you have been building.

Gloster "Grebe"

by Conrad Naegele

The April Mystery Plane was the Gloster "Grebe."



This plane was essentially a single-seat version of the lowered-power two-seat Grouse Trainer. The Grebe was first flown in the summer of 1923, with a 350-horsepower engine. Of basically all-wood construction. Three prototypes were first made. However, only the third model was ordered into production.

Although most were single-seat, several were two-seat trainers. The Grebe remained in production through 1923, when it was replaced by a new fighter, the "Siskin". While in production, the plane had several different engines installed, each time, of greater horsepower.

Most of these planes went to Great Britain and New Zealand. While in production, the plane was considered a first line fighter. Exact number of planes built is not known.

The Grebe had a wingspan of 29-feet 4-inches, a combat weight of 2,538-pounds, and a speed of 162 mph. The final engine was an Armstrong Siddley "Jaguar" that developed 400-horsepower.

(Editors Note: Unfortunately, this is the last ***Mystery Plane*** *column. Conrad has been doing this column for many years and has educated his readers on more than 400 aircraft over that time. Thank you again, Conrad, for sharing your knowledge with us over these many years!)* ☺



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**
Vice President	**Brian Johnson 763-744-6379**
Secretary	**Ken Weddell 952-500-3446**
Treasurer	**Tim Wirtz 952-941-5357**

TCRC Flare Out

Editor James R. Cook 952-200-2030
Publishers: Tom Hall 515-664-7674

Website: http://www.tcrconline.com

Jordan Flying Field Conditions

In April, the road to the field was graded and it is dry and in great shape. The April rains are done, and we should be settling into a good moderate weather pattern for the next few weeks. According to the National Weather Service, we will be experiencing some nice sunny days and temperatures into the 80's over the next two weeks. That should make for some great flying conditions at the field! ☺

TCRC Apparel Has Arrived

by Ken Weddell

New TCRC apparel has been ordered and will be available at the May 13th membership meeting.



Gray T-shirt w/ TCRC logo. (Photo by Tom Hall)



Hat with TCRC logo. (Photo by Tom Hall)

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

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

In addition, I do have a limited supply of T-shirts, sweatshirts and hats that have the TCRC 60th anniversary emblem on them that will be sold at a discount.

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



TCRCOnline.com and Discord

You Should Be Using Both!

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. ☺

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. ☺

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.

Membership Report

by Tim Wirtz

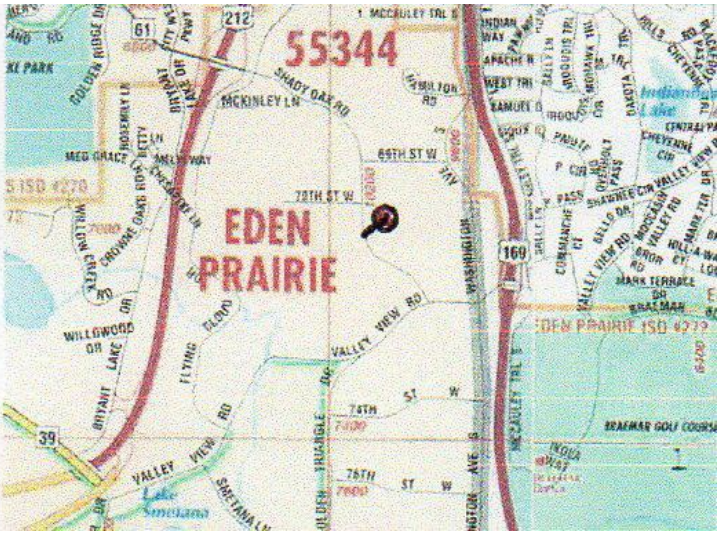
TCRC took in two more members in April. That brings the total membership up to 80 pilots.

If you see a member you don't know, be sure and introduce yourself and welcome him into TCRC. ☺

Twin City Radio Controllers



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