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

Jordan Field Gets A Facelift!

by Tom Hall

Wow! Saturday, May 2nd was the scheduled day for the Spring Clean Up of the Jordan Field, and what a day it was. Bright, clear skies, warm temperatures and a nice breeze, *and no River water on the field!*



The clean-up crew had lots of things to get done and they got right to it. (Photo by Tom Hall)

Around 8:30 in the morning the guys started arriving and it wasn't long before the crew numbered between 15 and 20 workers. The work list was daunting: Clean the runways, taxiways, pits and shelter, replace th3e spectator fence, grade the parking lot, check out the starting benches, put a new shelf in the tractor shed, clean up the tractor, and much more. But the crew was up to the task and really organized and they split into groups to attack a particular task.

The biggest project was the replacement of the spectator fence. With the old fence removed the new posts were laid in position and then each post was pounded into place using a gas-powered maul. Tim Wirtz stood in the bucket of President Bob's skidsteer and used the maul as another worker held the post in level position. Each post was driven deep below the frost line. When the posts were all in and in a nice straight line the chain link fencing was stretched across those posts and secured to those posts. The finished project looked great with a nice new shiny fence gleaming in the sunlight. The old fence was almost 40 years old, having been installed when the Jordan Field was purchased in 1989.

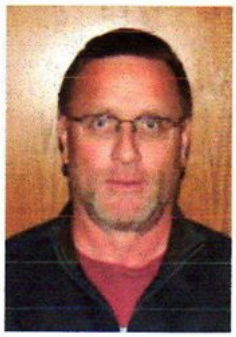
The parking lot got a much needed grading using the New Holland tractor with its back blade in place. After the tractor was done with its chores, it too got a nice cleaning.

Bob had purchased a used EZGO golf cart, and it was running errands around the field. It will be quite handy for getting to those remote parts of the field or running up to the sheds for a piece of equipment.

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A Note from The Head Wing Nut

By Bob Briesemeister



Welcome to May! I'm writing this on the 4th. You only get to do this once a year. May the 4th be with you. *(Editor's note: GROAN!)* I apologize for my lame ***Star Wars*** reference. It's my fault that the newsletter is late. Sorry I was busy getting things ready for clean-up day on the 2nd.

I want to thank the members that came out on Saturday to do the work. We accomplished quite a few tasks that needed to be done. The biggest was replacing the spectator fence which was rusting away after 40 years of being subject to all the flooding over the years. We dismantled the old fence and pulled out the old posts with my skid steer. We didn't want to cut them off as they could end up being a tripping hazard or hitting them when mowing.

The old fence, posts and top rail were hauled to the parking lot to be brought to a metal recycling company at a later date. Then the new posts were pounded in with Tim standing in the bucket as the posts were 8 feet long. When the posts were installed, another group put the top rail one and stretched the new fence in while we were pounding in the other posts.

It took around 5 hours to do the fence with a lunch break. The food was supplied by TCRC. Tom Hall took honors as chef for the brats and hotdogs that were served to the hungry crew.

A few other items were done like cleaning out the trailer and storing the tables that are used at the annual auction. The trailer was moved down to the parking lot where it can be used to store items that we need for summer meetings and events. The roof of the trailer had some holes that were patched to keep the rain out. The tractor was washed and checked out for its use pulling the mower and grading the road and parking lot. General clean up and releveling some pavers were also taken care of.

Here is the list of members that I could remember crewing at clean-up. If I missed your name I apologize: Tim W, Rick B, Jim R, Randy P, Tom H, Tim K, Tom Y, Thad G, Craig G, Dave and Candi O, Tom T and JJ. When you see these members Thank them for the work they did to benefit all the members of the club.

TCRC has purchased a golf cart to help with the recovery of airplanes that are lost in the woods, crashed on the field or dead sticks that are a long ways out there. Drivers need to be 16 years of age to drive alone. Younger kids may drive with the accompaniment of an adult. With the aging membership of the flying club, it should enable older members when recovering their planes. It is not meant for joy riding. Do not take it into soft areas to possibly get stuck and rut the field up. Do not pull the heavy drag as not to wreck the frame. Do not go into the woods as that is not our property. Just use common sense when using it. I'm looking for a cargo box for the back for hauling planes. The key is next to the battery under the seat in a magnetic hide-a-key box. Please don't abuse the use of the golf cart.



The new to the club EZGO golf cart got baptized on Clean-Up day. (Photo by Tom Hall)

Next meeting is on the 12th of May at Crosspoint Church at 7 PM. This is the last indoor meeting as the summer meetings will be held at the flying field in June, July, August, and September unless there is bad weather. This meeting is also the Builder's Contest. There will be two awards this year. One kit-built or scratch-built planes and one for ARF's and foamies. The winners will be voted on by all of the members at the meeting. Enter a plane or two and you might win a gift certificate to a local hobby store.

See you at the meeting. ☺

Jordan Field Clean-Up

Continued From Page 1

The work crew worked up an appetite and Tom Hall stepped in as *Chef Supreme* to grill up a great batch of brats and hotdogs.

After the short dinner break it was back to work for everyone. The tractor shed was cleaned out and a shelf installed that will be used to store tables and annual auction materials.

The small, enclosed trailer was brought down to the parking lot where it will be used to store smaller things that will be used during the flying season. The roof was repaired to eliminate a couple of leaks.

The floor of the shelter got some maintenance as a few of the pavers were leveled.

Work continued through the afternoon until about 3:00 PM when it was decided to call it quits for the day. The equipment was put away, and the only evidence that remained to indicate the crew had been there was a pile of old fencing in the parking lot which will be removed another day, and a fantastic looking flying field!

A few of the guys had brought airplanes to do some flying after clean-up, but the work had taken its toll, and everyone opted to head for home instead.

Thanks to all who worked so hard to make TCRC's Jordan Field the most beautiful and best flying site. ☺

The Power Maul Made Life A Lot Easier For The Post Installing Crew



Tim Wirtz handles the gas-powered maul as the crew keeps the new post level. (Photo by Tom Hall)

The New Fence Looked Great!



The shiny new spectator fence sure looked great when the work was done. (Photo by Tom Hall)

Pictures From TCRC's Jordan Field Clean-Up



The installed new posts were in a straight line awaiting the chain link fencing.



The new shelf in the tractor shed is a good storage place for the auction tables and equipment.



The new fence posts were precisely positioned before they were pounds in place.



The New Holland tractor looked pretty nice after a good wash down.



The small trailer got some minor repairs and will remain in the parking lot for flying season.



The shelter floor got some needed attention as the pavers were cleaned and leveled.

Photos by Tom Hall

More Pictures From TCRC's Jordan Clean-Up



President Bob and his bobcat were kept pretty busy during field clean-up.



The crew worked as a well-oiled machine, getting everything done quickly.



The weather was warm enough to allow the crew to do their work in shirtsleeves.



The new fence sure looked pretty nice after it was completely installed.



Preparation for the new fence involved some grading and proper placement for post location.



The Jordan Field looked really nice after the dust from the work crew had settled.

Photos by Tom Hall



Thirty, Forty or More Years

by Jim Ronhovde



uffda FLOOD uffda

From "water.noaa.gov" 25.05 ft on 04-06-1984 is the recorded reading at the Jordan Minnesota River site, slightly downstream from TCRC Field. Compare that to the record 2024 reading of 35.12 ft on 06-28-2024. In 2024, we had the Scott County Fairgrounds to curb our flying desires. In 1984 TCRC had not obtained an alternate-flying site. Gracious other local Clubs offered some guest flying appearances. Another water high was 2011 with 31.81 ft, and SCF was again our alternate flying site.



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March Shop Tour

by George Toon

Saturday March 12th found the host of the next shop tour out and about at the scheduled start time of 1:00 PM. He had missed the meeting right before the tour and forgotten this was the date for his shop tour. Fortunately Gerry Dunne had an updated cell number and reached me in time to save the day.

The visitors to George's shop had a great time talking about everything R/C. (Photo by George Toon)

Nevertheless everyone had a splendid time talking about the projects delayed and the repairs to be completed before the flying season. One hot topic of conversation was the auction-acquired Robbe CAP 21 that came out of the estate. The CAP 21 will be named 'Snap 21' and will be powered by the attached Quadra 42 engine, which is still running rough even after a couple tanks of fuel. Steve Meyer reported the carburetor parts are readily available at most small engine repair shops as the Quadra motors used commonly available carburetors.

Another topic of conversation was the storage and the racks desired to get the overflow planes off of the floor. The all-to-often needed wing rack was one of the final topics of the day and at the writing of this article has been completed.

Thanks to all that stopped by for a tour of my shop.

It's Time To Get Your Airplanes Ready For The Flying Season!

Minnesota River Claims Jordan Field

by Jim Cook

The almost record snowfall that Minnesotans either enjoyed or endured, depending on your viewpoint, caused the Minnesota River to rise quite early when the snow started to melt this spring, and the waters climbed onto the runways of TCRC's Jordan flying site.

The River crested at 31.8 feet in Jordan on March 29th, and is now very slowly dropping back down. This is the 7th 'century flood' that has occurred on the Minnesota River since 1993. Current projections show that the Jordan Field will probably be under water for most of April, but hopefully will finally leave in time for the scheduled clean up session that is currently planned for May 7th.

TCRC's alternate flying site is the Scott County Fairgrounds, and a few members have already availed themselves to the skies over that site. Take the time to take a plane or two to the Fairgrounds and put in some airtime until the Jordan field can become high and dry.

TWIN CITY Radio Controllers Promoting R/C Model Aviation Since 1937 50 Year Club AMA Charter Club #183



TCRC FLARE-OUT

TWIN CITY RADIO CONTROLLERS ANNUAL OPEN

Static judges Mike, Bill, Lee

Cool in the shade

John Madison flew twin in pattern

Bud, Don & Herb at work

Bob Arko's Stinson

Brian Crossley tuned for Master's

Not all was lost, as on a hot weekend of August 11/12, 1984, 22 pilots flew 100 official flights in the Annual Scale/Pattern Open. Two current TCRC pilots secured trophies. They are Dave Andersen and Chris O'Connor. Two others, then TCRC pilots, secured trophies. Twenty-four trophies were awarded.

The Annual Scale/Pattern Open was a highlight for many years at TCRC. It brought pilots from multiple states and many Minnesota clubs. At that time Assistant VP for AMA District VII, Robert Broderson, believed contests moved clubs to the Elite status. It was great having a district VII representative at our field and Annual Banquet and as a member.



TCRC FLARE-OUT

SPORTSMAN OPEN

ADVANCED OPEN

UNLIMITED OPEN

TWIN CITY RADIO CONTROLLERS, INC.
WILLIAM H. ALTENHOFEN
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RICHFIELD, MN. 55423

FIRST CLASS

BRUCE E. ANTHONY
11811 MINNETONKA BLVD.
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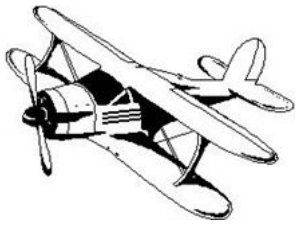
FIRST CLASS

Pattern flying is also a part of Scale competition, as the flying portion requires maneuvers characteristic to the full size aircraft. One of the enhancements to flying is a maneuver, as it helps you think ahead of your flying. You think what, where and when. Example a take off "from the ground" "into the wind" "and now" and that was a maneuver. A loop, into the wind, in front of me, and now.

uffda FLOOD uffda

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.

Show & Tell



Three more nifty items showed up at Show & Tell at the April 14th membership meeting.





Joe Neidermayr had an FPV camera system manufactured by FMS that he purchased for $130. It came complete with a 5.8 GHz camera, a monitor that connects to your transmitter, a 3.7v battery and all of the wiring. The camera mounts on the plane and is easily transferable to other planes. Joe tested out the system on the plane shown above and said the FPV system worked nicely.



Larry Couture had a Bleriot XI that he scratch-built from a photo he obtained from Wikipedia. The wingspan was 72-inches, and it weighed in t 7-3/4-pounds. He covered it with Monokote with red wings and brown fuse. He put a Saito 90-twin four-stroke engine in it for power. He added flaps and ended up with even servos in the completed plane. As of the meeting, the Bleriot had not had its maiden flight.

Sherwood Heggen had a nice Lazy Cub at Show & Tell that he had purchased at this year's TCRC auction. Please see the special article on this plane on page 12 of this newsletter. ☺

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@icloud.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.

The Workshop





Brian Johnson
Vice President

Hello and welcome to the May 2026 edition of the workbench! Since the last article, I have been doing a lot more flying than building. Tis the season! I do have a little secret though, and that is that I do not write at the same pace as I build. That is to say that the Sport Air 40 has been complete for quite some time and has actually flown a handful of times. I take notes and pictures as I go so I have something to write about when shop time is spent doing things like maintenance and charging batteries. The types of things I would not think too many folks would be eager to read about.

Today I am going to finish off the Sport Air by talking about something that I was very excited about when I began this project and that is the color scheme I had in mind for this project. I do not remember whether or not I mentioned it in the past, but I was not too keen on the looks of this model when I first saw it. It was kind of a trainer-scale looking thing. By that I mean that it kind of looks like an airplane that a child might draw. The shape is there, but it could never really be an airplane. I am not a scale guy by any means, but I do like models that at least look like they could be scaled up into a real aircraft. Something like a Super Sportster, Astro Hog, or even a Dirty Birdy look like they could be built into a full-sized airplane. Maybe it is the fact that there is nary a curve to be found on this plane, the fact that there is no canopy or windows, or the combination of both, but I just was not enamored by the look of this plane. I will admit, it grew on me when I found the original plans and build article on *Outer Zone*. OSM stayed true to the look of the original which I appreciate since I am prone to nostalgia. That said, it still looked like a cartoon to me. That turned out to be just the realization I needed-it looked like a cartoon!

I don't know how familiar any of you are with Manga, but it is a term used in Japan to refer to both comics and cartooning and it is all the rage among the import street racer crowd these days. I think the look is pretty cool and basically the objective is to make an object look like it is a cartoon in real life. This is achieved by choosing two or more very similar base colors and laying them down in more or less a random pattern and then using sharp accents like black and white to outline the edges and add depth as well as the look of motion. There is a certain amount of black magic in there as well, as there is with any form of art.

Here is an example of what I mean. Look closely-that is a real car!



As soon as I saw this, I was inspired to try to duplicate this on an RC airplane and this sort of square edged frame was perfect!

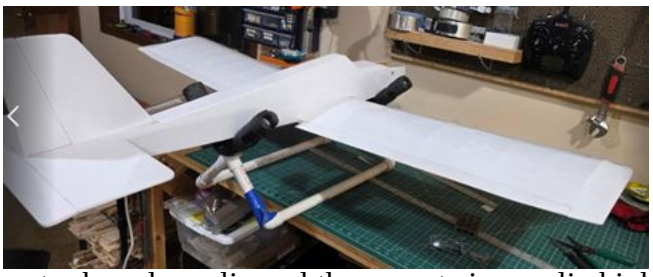
I began by covering the entire airframe in white iron on covering. I will not go into the techniques and details of covering this one. At some point I may do an entire article on plastic film covering but not this time. The product I used was called Neucover and it is something I have begun using since other products have become more expensive and less available. I will say that I am very impressed with this product. It works as well as anything I have used and sticks to just about anything. I was able to cover the entire fuselage in a single piece of covering material. It took a little doing, but the only seam is on the bottom of the fuse which I thought was pretty clever if I do say so myself.



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The Workshop

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Another thing that I was excited about was that I was going to try out my brand-new airbrush on this plane. I decided to paint the color in water based acrylic and the accents in acrylic highlighters. I would then seal the entire thing with 2k clear to make it fuel proof. 2K is a spray can system that has both a base and a hardener in a single spray can. When you are ready to paint you use an included tool to puncture the internal container with the hardener and then shake the daylights out of the can to mix the two components. You have about 12 or 14 hours of working time with the can which is plenty of time to spray on a few coats. They paint itself is very high VOC and dries to the touch in a few minutes so coats can be built up quickly, but it is best to wait a few days before putting the object to use.

To prep the plastic for painting I sanded the gloss off with 800 grit sandpaper. Even that was a little rough and I ended up going through the plastic on the fuse in a few places leaving just the white color and the adhesive. Spoiler-those areas are where I sanded through the top film is where the finish came out the best. That adhesive as it turns out makes a good primer. I am going to remember that for a future build…

As for prepping my paint booth, that was easy. All it took was about 10 dollars in drop cloths and a few rolls of tape from Home Depot and an absolute unicorn of a wife, and my basement was ready to go! Note the exhaust fan blowing out the window. That part is critical if you want to paint the 2k in the house or in any other structure. That stuff will get you higher than a giraffe's you-know-what in a hurry. It will also harden in your lungs so wear a good respirator!

Since this is a scheme that needs to blend from one surface to the other, I decided to paint the whole airplane at one time. That and I tend to get a little impatient when I paint.





I mixed up some red paint and thinned it to the consistency that all the You Tubers said was correct and went to work. I went over the whole thing with the dark color first, which seemed like the opposite of what I should be doing. After several coats I had what looked kind of like a red airplane. The acrylic paint dries in a matter of seconds so by the time you get a complete coat on, you can immediately start over with the second coat, so it goes pretty quickly. With my siphon feed brush it probably too about an hour to get the red paint on the airframe once I actually got all set up. Then I took the leftover red and added white to make the lighter pinkish color. Now I am by no means claiming to be an expert at this particular scheme, but it does not seem to matter just how you apply the second color. One of the characteristics of manga is that it is a bit chaotic.

One other thing that I need to admit is that this is much easier if you have an extra set of hands for this process. Not only will the plane want to spin around with the air current, but an extra set of eyes will be very helpful when it comes to pointing out light areas in the paint or spots you straight up miss, especially if you are like me and not an expert painter. My helper was Ken Weddell and I have to

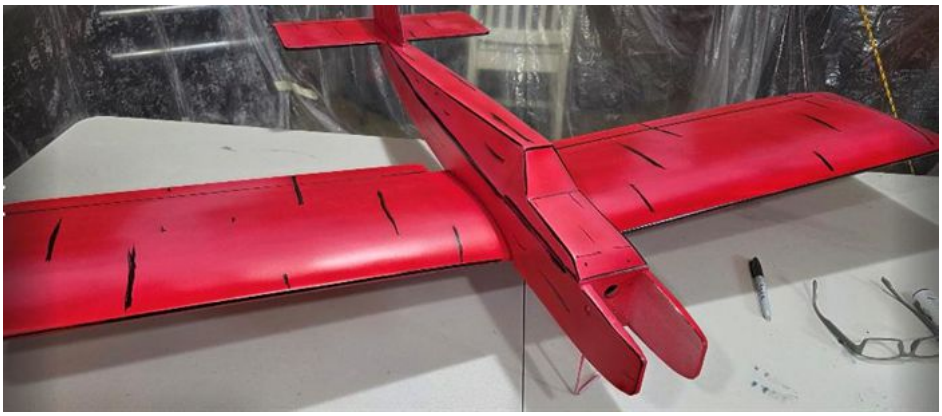
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The Workshop

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give him a lot of credit. Not only was he incredibly patient as I got set up and a feel for the tools, but he was an incredibly good sport about the occasional wild spray from the paint gun. Thank you, Ken!

Once I Had the second color on, I took the plane down and applied the outlines. This part was really fun because it was basically just scribbling on my airplane. I thought I had gotten pictures of both the white and the black, but apparently I only took pictures after the black.





I drew the windows on with black permanent marker and that turned out to be a mistake-more on that later.

Before applying the clear I added a little weathering to the wings because I wanted to give the look of having been around a little bit. This is where I get to be brutally honest with you all-I did not really like the way it was coming out so I stopped. I did not feel like it was bad enough to tear everything apart and start over, but it was not what I was picturing when I started so I have one wing that is more weathered than the rest of the plane. What are you going to do? Can't win them all 😊.

I hung the plane back up and began spraying the clear. This is where it really began to show how much better the finish was going to be where I had sanded all the way through the film leaving only the rough adhesive layer. That area is smooth as glass while the rest of the plane has a distinct orange peel. It is another of those learning experiences. Speaking of-I mentioned that drawing the windows in permanent marker was a mistake. I was hoping to give them a little more gloss than the black lines had but instead I have slightly melted looking windows. Turns out the marker and the paint are not perfectly compatible. It is not awful, just not perfect. Overall, I do like the look of the plane and would try this scheme again. I have no doubt that the next one would come out a lot nicer up close than this one, but that is all part of learning something new.



As I mentioned, I have had the Sport Air out to the field a few times this season and I have to say, it flies exactly as I had hoped. It built up light and straight and required no trim to fly hands off. The little Magnum 52 has plenty of power for any maneuver you would want to do with a sport plane, and it lands easily given the wide stance of the landing gear and the tricycle configuration. The color scheme is very easy to see and track with the thick black outlines on every edge.



Even though it looks like an early attempt at painting and has its fair share of flaws, I have grown extremely fond of this little airplane. It shows off a little creativity and represents me working to grow and develop new skills. It will be part of my regular flyers for a long time!

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Conrad Naegele Honored At April TCRC Meeting

Conrad Naegele has been a member of TCRC for well over 50 years before he finally retired from the club a year ago.

Conrad loves everything aviation having been a full-size pilot in addition to his dedication to the R/C hobby and TCRC.

President Bob presented a plaque to Conrad at the April 14th meeting which stated: "Presented To Conrad Naegele By TCRC in grateful recognition of a lifetime of service and dedication to model aviation."



Conrad was all smiles as he accepted the award at the meeting. He celebrated his 97th birthday in September and still loves aviation with a passion.

During his many years in TCRC Conrad and his wife Norma could be found at most every TCRC function be it a float fly or the annual auction or the Park Rapids Fun Fly or the Wisconsin Fun Fly. He also authored ***The Mystery Plane*** article in the newsletter for over thirty years, and his vast knowledge of aviation was showcased in those articles. He has also been an attendee at the Bald Eagles breakfast meeting every Wednesday since the inception of that club.



(Photos by Scott Anderson)

Congratulations to Conrad for an honor well-deserved! ☺

The Workshop

Continued From Page 10

That concludes with the build of the Sport Air 40. I hope you all enjoyed it! I might find a few odds and ends to write about in the coming months as I focus on flying- we will see. That said, I do have my next project picked out and I am WILDLY excited about it! This one will be a big project and just to give a little teaser, is going to be a scratch build. Get ready for a journey!

Until next time, happy flying! ☺

Calendar

May 2	**TCRC Jordan Field Clean-Up and FunFly Jordan Field, 9:00 AM River Permitting!**
May 2	**Anoka County RC Float Plane Fly-In Nowthen, MN 9:30 AM**
May 12	**TCRC Membership Meeting 7:00 PM CrossPoint Church Bloomington**
May 12	**Building Contest CrossPoint Church**
May 16	**TCRC Spring Float Fly is probably NOT going to be held this year.**
May 17	**Anoka County RC Spring Fly In East Bethel, MN 9:30 AM**
May 30	**Spring Swap Meet & Fun Fly Jordan Field 9:00 AM Bob Breisemeister**
June 9	**TCRC Meeting At The Field Jordan Flying Site 5:30 PM Dinner 7:00 PM Meeting**
June 19	**Minnesota Jets 2026 SMMAC Field Owatonna, MN**

Making An Auction Plane Yours

by Sherwood Heggen

(Editor's Note: Purchasing a plane at the TCRC Auction makes it yours. But there is much more to it than that. Sherwood Heggen tells us why.)



I purchased the Lazy Cub shown above at the 2026 TCRC Auction in February. But that is really not the plane I bought at that time. That is the Lazy Cub that received some serious modifications to make it *my* plane.

As purchased, The auction Lazy Cub had a wingspan of 62-inches and weighed 7-1/2-pounds. It had an old-style electric brushless motor mounted on a reduction unit. The wiring on the unit was slightly damaged by a hard landing, and the nose bottom was broken out supposedly by the battery coming loose on that landing. The wing had wash-in on both wing tips and the right wing panel had a twist creating even greater wash-in. The wing had been modified by the installation of ailerons made of heavy solid balsa block. A separate servo operated each aileron. The ailerons, servos and related mounts/hardware weighed over 10-ounces which was located about a foot behind the center of gravity. Also, heavy wood pushrods added an additional 2-ounces behind the CG.

The ailerons have little effect on this type of model, so they had to be removed, plus they contributed to a tail-heavy airplane. To make the corrections to the wing, the covering was stripped and the wing structure was corrected to be without ailerons, a twisted panel, and wash-in. Matching color Monokote was used to recover the wings after the corrections were made. Lazy Cub graphics matching the original were then applied.

The fuselage was in nice shape with the exception of the nose bottom being broken out. A battery hatch was installed in the gaping hole. The rudder and elevator servos were old and sloppy, and were replaced with Hitec 425's.

The electric motor was replaced with an OS Max 48 four-stroke which was much lighter than the electric motor and Lipo battery. To achieve balance with minimum extra weight u- front, the rudder and elevator servos were moved forward about 10-inches, to a point just under the CG. Also, the pushrods were replaced with much lighter pull-pull cables. With the radio battery mounted as far forward as possible, and additional 3-ounces was still needed to balance the model.

By removing useless/heavy equipment and relocating heavy items nearly 1-1/2-pounds of weight has been removed from the model, bringing its total weight to a little over 6-pounds.



After all of these modifications I was satisfied with the new Lazy Cub, and she had her maiden flight. She was pointed into a light breeze and throttled up. It took off easily and climbed well. Throttled back to half throttle, she maintained altitude and made for some easy cruising. The flight ended in a soft touchdown and taxied back nicely. After all of the corrections and modifications to the model I ended up with a relaxing, easy flier. ☺



What's New with TCRC's Website?

by Tom Hall, Webmaster

Greetings TCRC Members,

This past month we experienced some more SPAM and Phishing attacks. Rest assured, your personal information on the TCRC website is secured! No Spam or Phishing attempts as your information sits **behind** a password!

Unfortunately, Board members in April experienced SPAM and Phishing attacks. Why? Because their emails are exposed to the general public. Through the Contact Us site on our TCRC website.

I wanted to give you an update of our TCRC website security. Because of the recent SPAM attacks & Phishing attempts, I began to explore how to elevate our security for our website!

First, I asked US Internet what options we had to head off these attacks. They suggested a software option that had not been activated until now. It is called "Enable CEO Fraud Protection. Basically, our email box with US Internet will be scanned for Phishing attempts. US Internet has the names of the email senders that sent the Phishing attack.

Secondly, I made new programming scripts focused on our Contact_Us page. Yes, there is such a thing a a "Scrape Bot". These software robots actually are programmed to serach websites and look for "open" email addresses. Our email addresses (TCRC Board only) were at risk from these Scrape Bots! So, our Contact Us Page was modified to prevent these Scrape Bots from stealling our email addresses! If you navigate to the Contact Us spot (Top Right Corner) on TCRConline, you will see an icon.



Click on the envelope icon and it will open the Board Member Contact Us page. Onced there, you will see a "Show Email" button. click on Show Email, and each Board Members email will be visible. TCRC and RC folks can still contact Board members. . The Scrape Bots cannot open or push the Show Email Button. Also, I've installed ReCAPTCHA to provide extra protection to these email addresses. What is ReCAPTCHA? You probably have bumped into this security feature before on Bank or Corporate websites where ReCAPTCHA will ask if you are human or a Bot. Our ReCAPTCHA software will be subtle and scan who clicks on the "Show Email" button. ☺

Minnesota River Report

Well, it's spring and TCRC has to start worrying about the Minnesota River level at Jordan.

With the big rain we had the last week in April the Minnesota River began to rise. It went from 10-feet on April 28th to 15.71-feet on May 2nd, where it crested. It has slowly started to recede since that time dropping to 15-feet on May 4th.

The National Weather Service has not yet made any projections as to the future rate of recession at this time. Without further heavy rain the River should continue to drop at a steady rate.

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

The club is hopeful that the remaining spring rain we get comes slowly during May and that we do not see any flooding at the field.

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

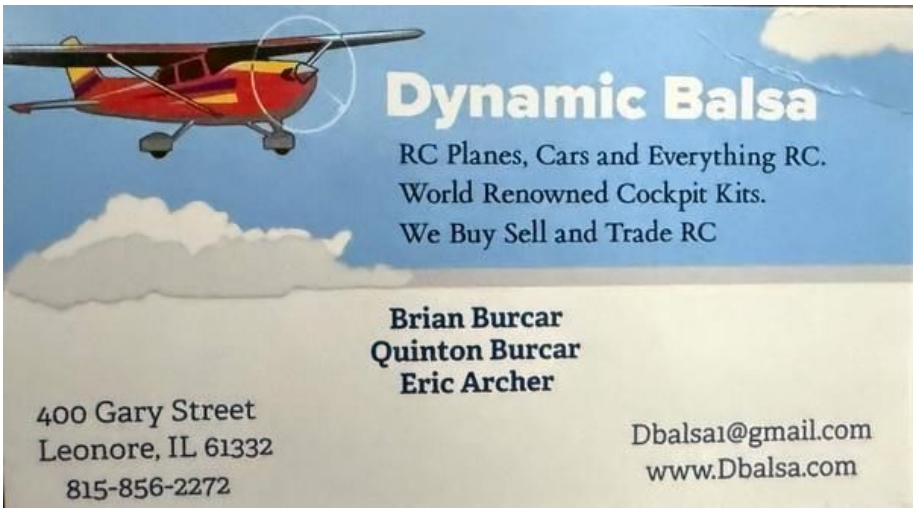
New Member

Tom Tolliver became TCRC's newest member at the April 14th meeting.

Tom lives at 120 Carver Creek Road in Carver, 55313.

With Tom's membership, the club is now at 92 members. ☺





Building Contest May 12th

By Chris O'Connor

It's May already and time for the TCRC Building Contest.

This year just a small change. We are going to have two awards. One will be for the foam planes and ARF's. The second award will include planes that have been built, not ARF's and not foam planes. A number of you, thanks in part to Brian Johnson and others, are building actual balsa planes, very neat. So, there will be an award for an actual plane built from kit or plans.

Way to go guys! The planes will be judged by all people at the meeting, member or guest. There will be gift certificates for the builders of the winning entries.

Let's have a great turnout at the May meeting. I hope to see you all there. ☺

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.

Thanks. ☺

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.

2026 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

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. ☺



15% Nitro Fuel For Sale

TCRC member Dave Erickson is purchasing a barrel of nitro fuel and will be selling it by the gallon to other club members.

The fuel is 15% Omega and the cost is $27/gallon.

Contact Dave at 612-250-4071 if you wish to purchase a gallon or more.

Dave has also posted a message on Discord as of March 11th in the Announcements channel. Dave Erickson's Discord username is Fuel Barron. You can also contact him on Discord. ☺

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. ☺









TCRC Apparel For Sale

by Ken Weddell

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

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

If you are interested in purchasing any TCRC apparel, please let me know what item and size you would like and it will be available at the next regular membership meeting. ☺

2026 Dues Renewal Information and Payment Instructions

by Tim Wirtz, TCRC Treasurer

2026 Membership[Dues are the same as 2025

Normal	Renewal Rate
$105.00	Regular
$105.00	Family
$47.50	Junior
$0.00	Social Affiliate

- The Only change is that the Social Affiliate dues have been reduced to $0.00 by the Board. For further information on this change, contact a board member.
- If you are a new member who joined in Q4, 2025, your dues cover 2026. Contact Tim Wirtz if you have questions.

How to pay your 2026 dues

- You may pay your dues online using the PayPal links below*:
- Regular Renewal – www.PayPal.Me/TCRCTreasurer108
- If you wish to pay by Credit Card, Contact Tim Wirtz at 952-297-5226*
- If you wish to pay by check, make the check payable to TCRC and send to: TCRC, 1511 Emerson Avenue N, Minneapolis, MN 55411

The fine print (because you knew there would be)

- Before your renewal application can be processed by TCRC, your AMA Membership must be current. A 2026 TCRC Membership Card will not be issued until the AMA website shows your AMA status as current. Your 2026 AMA status will be verified using an AMA website application.
- To serve the TCRC Membership, the Board requires a signature of each pilot confirming their intent to abide by the TCRC Field Rules that are posted in the shelter at the main field and on the TCRC Website.
- Your payment of your dues constitutes your acknowledgment that you intend to abide by the TCRC Field Rules.
- *Note that electronic payment (PayPal or Credit Card) will incur a $3.00 convenience fee.

TCRC will be using stickers instead of printing new cards for 2026. If you have lost your card, contact Tim Wirtz and a new card will be sent to you.

If you have any further questions concerning the 20216 TCRC dues renewal, contact Tim Wirtz at a membership meeting or by phone at 952-297-5226. ☺

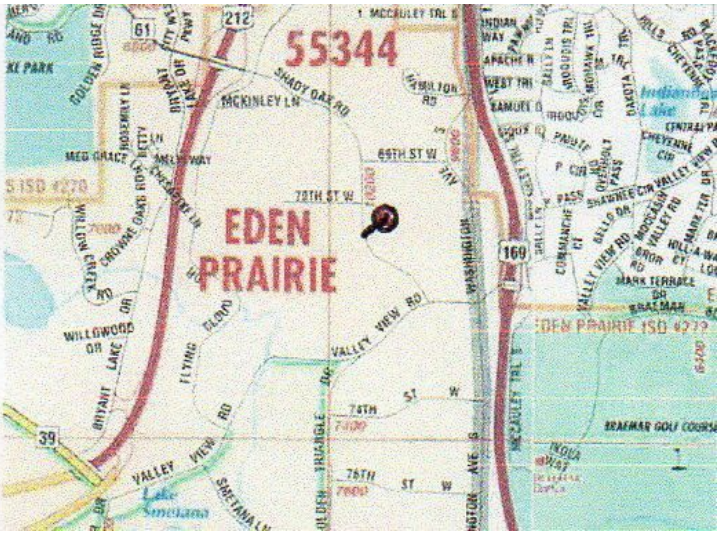


The pilot in the cockpit of Larry Couture's Bleriot XI that he had at the April meeting Show & Tell. ☺

Twin City Radio Controllers



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