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

Final Float Fly At Bush Lake 2025?

by Steve Meyer

This might be the last float flight for TCRC at Bush Lake, because Three Rivers Park District has decided that our float fly events are not compatible with their prospective on the use of Bush Lake Park, and no longer wants us to fly there anymore.

I have so many memories of flying at Bush Lake over the 30+ years of flying there. One of the oldest memories was of two Bloomington squad cars rushing into the park with lights on. They were looking for someone with a full-sized float plane landing on the lake, what they found was Fred Wallman's quarter scale cub that had just landed pulling up to the beach. Another more recent event was a 100-year-old World War II vet flying on Thaddeus Gorycki's buddy box with a smile on his face that could light up the world.



The 18 pilots at the Fall Float Fly paused from all of their flying to pose for a picture of the group. (Photo by Steve Meyer)

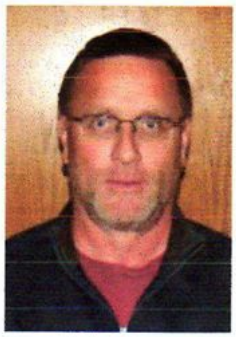
I pulled into the parking lot at Bush Lake at 8:30 but Terry Splettstoeszer had arrived before me and was unloading his new giant scale Cub, Tidewater, Super Timber and Aeroscout. Other pilots started arriving along with Tim Wirtz with the retrieval boat in the back of his truck. There was a breeze from the east that was a little higher than forecast but that didn't stop Terry being the first up after we put the boat in the water. I had a short meeting about the rules of flying at the lake after which it was open flying with multiple aircraft in the air all morning.

I brought my Timber and thirty-year-old Fly Baby. The Timber line of aircraft was a favorite of many of the pilots. Thaddeus's Timber and Seamaster were in the air all day. Rick Beutler also flew a Seamaster. Chris And Nate O'Connor had a Maule and Beaver on floats. Mark Wolf's Beaver had a realistic "scum line" on its floats as if moored to a dock in Alaska. Scott Anderson flew his super quick Dragonfly and this time the ailerons were going in the correct direction so no corkscrew into the water. Larry Couture brought one of his remanufactured aircraft. Tim Kepner flew a Northstar and large Carbon Cub. David O'Hara also had a Gray Northstar and a Silver and red Drake II. An FMS P-18 Super Cub

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A Note from The Head Wing Nut

By Bob Briesemeister



Welcome to our summer weather in October with temperatures in the 80s or even 90s. The warm weather is a plus for helping the field dry out. You should all know by now that the TCRC flying park is open for flying. It was made active on September 15th after the runways were swept and the road and parking lot graded and dragged and also a farm auction being held at the Scott County Fairgrounds helped make the decision. It was a bit soft off the runways but is improving daily.

We had a few events in September. The Scale Fly was the first but had to be canceled due to the field conditions not being ready to hold an event after the summer flooding. Normally flooding is not an issue this time of year so it will be back on the calendar next year.

The second was the Fall Float Fly which was held on the 13th with a very good turnout. I would like to thank Steve Meyer for hosting the event. As you all should be aware the City of Bloomington has turned over the management of Bush Lake to Three Rivers Park District. We have had a great relationship with the City of Bloomington for over 30 years, allowing us to hold our float flys at Bush Lake and would like to thank the City of Bloomington for their support over all those years. Three Rivers has informed us that this use of the beach is not in their vision for the use of the park. I'm hoping that we can have an open dialogue and conversation to possibly return in the future. Keep your fingers crossed. TCRC will also look for another lake to hold our float flys on in the future.

On the 27th we held the third event which was the Fall Swap Meet at the TCRC Air Park with some flights being made. This is the fifth year that we have held the swap meets both in the spring and fall. They seem to be catching on and growing every year so look for them to continue next year.

The only flying event in October is our Season Finale Croctoberfest on the 4th. This mainly open flying with a couple of twists like the paint ball gun showing up for the first time this year. There will be food provided but feel free to bring something to share. Call Brian Johnson with any questions.

The next membership meeting will be on the 14th of October at Crosspoint Church. We will be having a Silent Auction for a few items that Morgan Larson donated to the club. The first item is a 40-size Piper Cub that Morgan built complete with floats, engine, servos and FM radio. Second is a new Sepktrum 2.4 radio still in the box and the last is a new OS 40 nitro engine. There will also be some free building items to look through. So, bring some cash or I'm sure Tim will take Paypal or a credit card. Please bring a plane or two to talk about at Shw & Tell also.

November brings TCRC's elections and the Ugly Airplane Contest at the membership meeting on the 11th. And the TCRC banquet is on Saturday the 15th.

See you at the meeting. ☺

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
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Fall Float Fly

Continued From Page 1

was flown many times by Darryl Volk. Ken Weddell enjoyed flying his Tidewater and Seawind seaplanes. Ron Struss also flew a Tidewater and an AeroScout.

TCRC Fall Float Fly 2025 had 18 pilots, and many spectators enjoyed a memorable day of flying. Sadly, this might be the last time we are able to fly at Bush Lake.

I want to thank all the pilots who have given us memories all these years. Thanks to Tim Wirtz for supplying the retrieval boat and the people who carried the boat in and out of the lake. A big thank you to Bloomington Park and Rec for letting us use the lake all these years. I hope we all can get our floats wet again soon.

(Editor's Note: I chaired the spring and fall float flies for many years prior to Steve hosting the event. In all of those years I cannot recall any event that was in the least bit controversial, and we always had lots of spectators enjoying the event.) ☺

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.

Bush Lake Park Is An Ideal Place For A Float Fly



With a point extending into the water, Bush Lake Park allows great flying no matter what direction the wind. (Photo by Scott Anderson)

Great Weather At The Float Fly!



The light breeze from the east didn't have much effect on the flights of the planes for the entire day. (Photo by Steve Meyer)

Pictures From TCRC's Fall Float Fly



The retrieval boat didn't get overworked this year at the Fall Float Fly.



Darryl Volk returns from one of his many flights with his FMS Super Cub.



Tim Kepner's Northstar looked good on land, in the water and in the air. He enjoyed many flights on this good looking delta wing.



There was great flying all day with only minor mishaps now and then. An occasional nose-over is nothing to get too worried about.



Scott Anderson got a lot of great flights out of his Dragonfly. It was pretty quick in the air.



A float fly just wouldn't be complete without a J-3 Cub on floats. Terry Splettstoeszer was eager to get his new giant-scale Cub into the air.

Photos by Steve Meyer and Scott Anderson

More Pictures From TCRC's Fall Float Fly



The SeaMaster is also a prerequisite for a float fly to be termed "complete".



Mom and Dad look on pretty proudly as their son takes the sticks of his float plane.



There are quite a few years of float fly experience standing in this one spot at the Fall Float Fly.



It is going to be pretty sad without TCRC's float flies at Bush Lake. It is such a perfect place for taking off and landing on water.

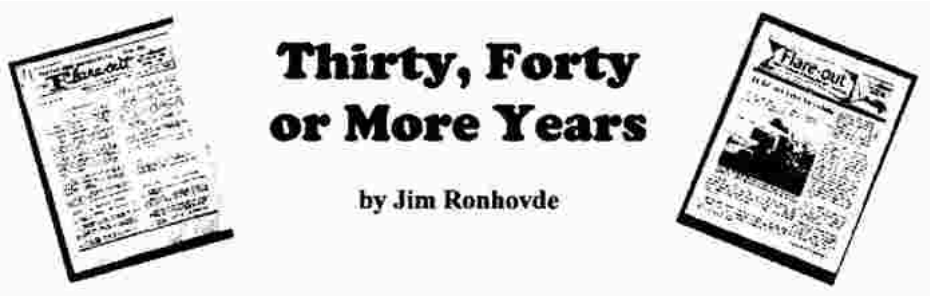


It is always great to watch an R/C float plane descend out of the air for a smooth landing.



Steve Meyer's Timber Cub and Fly Baby enjoying some downtime with a couple of friends.

Photos by Steve Meyer and Scott Anderson



Thirty, Forty or More Years

by Jim Ronhovde



November, 1994

Season Finale

Continued From Page 1

maiden flight of his Superstar 40 and was all smiles after he took the sticks.

The Season Finale was co-chaired by Sue Sachs and Brad Spencer and they both went all out to make it the success it was. Sue had decorations throughout the shelter and had coordinated the potluck and chili entries. She had nice pins for the ladies in attendance and the younger children were given glider airplanes.

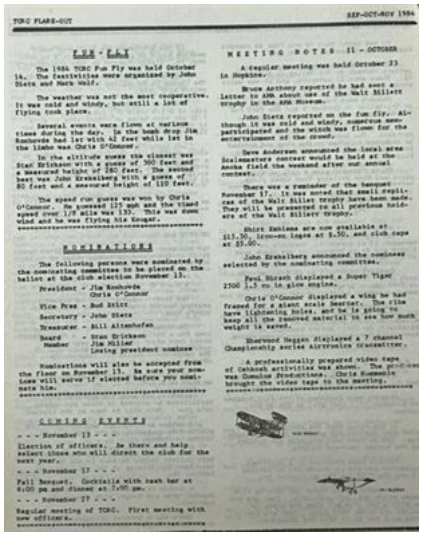
In the early afternoon Bill Sachs, Dave Erickson, John Dietz and Brad Spencer took to the air with streamers on their planes to dogfight. No streamers were cut, but not because of the efforts of the contestants. During the melee John Dietz's plane fell from the air and became the day's first statistic.

All in attendance were eligible for a drawing in the afternoon and the female winners were Sharon Erickson and Mary Cook and the male winners, Dick Friend and Gerry Dunne.

Flying continued all day, even though the winds started to pick up a bit by early afternoon. The second statistic came when new member Brandt Pfeiffer's transmitter battery died and the plane plummeted to the ground. Damage was repairable however and the plane was not a candidate for the Grim Reaper's bonfire.

A very special thank you to Sue and Brad for organizing this neat get together. It was great to see the pits full of planes and the shelter full of members, spouses and friends. Without a doubt the 1994 Season Finale was a great success and promises to be the predecessor of many more to come! Ω

The first Annual Season Finale was announced in the October 1994 Flare-out. Headlines are known for deceptive declarations. Only the name was different from ten years earlier, October 14, 1984 had a Fun Fly.



TCRC FLARE-OUT SEP-OCT-NOV 1984

FUN - FLY

The 1984 TCRC Fun Fly was held October 14. The festivities were organized by John Dietz and Mark Wolf.

The weather was not the most cooperative. It was cold and windy, but still a lot of flying took place.

Several events were flown at various times during the day. In the bomb drop Jim Ronhovde had 1st with 42 feet while 1st in the limbo was Chris O'Connor.

In the altitude scores the closest was Stan Erickson with a guess of 300 feet and a measured height of 280 feet. The second best was John Kreuelberg with a guess of 80 feet and a measured height of 110 feet.

The speed run guess was won by Chris O'Connor. He guessed 125 mph and the timed speed over 1/8 mile was 133. This was done wind and he was flying his Kruger.

NOMINATIONS

The following persons were nominated by the nominating committee to be placed on the ballot at the club election November 13.

President - Jim Ronhovde
Chris O'Connor
Vice Pres - Bud Stitt
Secretary - John Dietz
Treasurer - Bill Altenhofen
Board Member - Stan Erickson
Jim Miller
Losing president nominee

Nominations will also be accepted from the floor on November 13. Be sure your nominee will serve if elected before you nominate him.

COMING EVENTS

- - - November 13 - - -

Election of officers. Be there and help select those who will direct the club for the next year.

- - - November 17 - - -

Fall Banquet. Cocktails with cash bar at 6:00 pm and dinner at 7:00 pm.

- - - November 27 - - -

Regular meeting of TCRC. First meeting with new officers.

MEETING NOTES - OCTOBER

A regular meeting was held October 23 in Hopkins.

Bruce Anthony reported he had sent a letter to AMA about use of the Walt Hillert trophy in the AMA Museum.

John Dietz reported on the fun fly. Although it was cold and windy, numerous men participated and the witch was flown for the entertainment of the crowd.

Dave Anderson announced the local area Scalemasters contest would be held at the Anoka field the weekend after our annual contest.

There was a reminder of the banquet November 17. It was noted that small replicas of the Walt Hillert trophy have been made. They will be presented to all previous holders of the Walt Hillert trophy.

Shirt Emblems are now available at $15.50. Iron-on logos at $.50, and club caps at $5.00.

John Kreuelberg announced the nominees selected by the nominating committee.

Paul Hirsch displayed a Super Tiger 2500 3.5 cu. in glow engine.

Chris O'Connor displayed a wing he had framed for a giant scale bearcat. The vibe have lightening holes, and he is going to keep all the removed material to see how much weight is saved.

Sherwood Hagen displayed a 7 channel Championship series Airtronics transmitter.

A professionally prepared video tape of Oshkosh activities was shown. The production was Comsine Productions. Chris Hammerle brought the video tape to the meeting.

Fun describes all the events even if the events were handled differently by the illustrious Flare-out editors. Early Flare-outs seemed to focus on meeting reports and often only mentioned an event. If it was a contest or prizes were given that would be published with winners and placements. Computer/software no doubt had a great deal of influence on how and what could be displayed neatly.

October 4, 2025 Crocktoberfest - Season Finale, will no doubt live up to the tradition of fantastic fun. No research was done to find when or how the new title came to be. Crocktoberfest appears to honor the crocks of chili in 1994 and October fun flies. A new highlight to the fun fly is now featuring paintball target practice at flying RC Warbirds. ☺

Join in on the fun flies

Great events may get Front-page coverage as November 1994 had a lengthy Front-page article that continued on page five. The chili cook off was featured as a contest for the ladies (TCRC focus on food is priority).

TCRC field location transition and late in the year flood recovery made an October fun fly a challenge for the late 1980's and early 1990 years.



Flare-out

TWIN CITY RADIO CONTROLLERS, INC. Newsletter

AMA Charter Club Number 383

TCRC

November Minneapolis, Minnesota U.S.A. 1994

'End Of Season' Quite A Finale!

by Jim Cook

The word 'fantastic' would understate the 'End of Season / Potluck / Chili Contest / Etc.' held by TCRC on Saturday, October 29th at the Jordan Field!

The eight gourmet chefs that entered the chili contest. (Photo by Brad Spencer)

Mother Nature cooperated with a bright sunny day with moderate winds right down the runway and a nice fall temperature that made chili seem like the ideal meal to be served.

The Chili Contest saw eight mouth-watering entries from: Janice Ronhovde, Ruth Olson, Sharon Erickson, Kathy Dietz, Dorothy Meckola, Rose Hesse, Sue Sachs and Brad Spencer. The line to taste and vote on the entries was very long, and almost all voters went back for seconds and thirds before finally putting their ballots in the box. Twenty-nine people voted and when the dust had settled, Ruth Olson emerged as the 1994 TCRC Chili Champ and took home a $25 gift certificate for Daytons.

In addition to the chili, other members had brought various dishes to the potluck, and everyone stuffed themselves on salads, and desserts. New member Brandt Pfeiffer brought a delicious wild rice soup to add to the bill of fare.

No one took a head count but there must have been somewhere between 40 and 50 people at this event. There were about 25 planes in the pits, and there were very few moments when at least two or three of them weren't in the air.

The Grim Reaper (aka Brad Spencer) made an appearance and presided over sacrificial rites for planes that did not survive the season. Brad's orange Zigg Zero was the first to be placed on the funeral pyre and its passing was noted by clouds of black smoke. The carcass of Gerry Hesse's Ugly Stik that met its maker at the Fall Float Fly was the next plane to be offered up followed by wings from three of Jim Ronhovde's less fortunate aircraft.

A nice touch of the day was the joining of three new members: John and Brandt Pfeiffer and Brian Wetzler. Also, new and youngest member David Holland had the

Continued On Page 5, Col. 1

Always Wear An Orange Vest To Retrieve A Plane

Hunting Season is over in Minnesota, but even so, anytime you even think about going out into the woods at the TCRC field, you 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 Jordan Field Hosts Fall Swap Meet

by Bob Breisemeister

WOW what a Swap Meet. As I was hoping when we started doing the Swap Meets 5 years ago it would take time to get the word out to make it grow, and in my estimation, this was the largest yet. And hopefully it will continue to grow as the word spreads. Members opened the gate at 7am and things filled up quickly with a couple members getting stuck but were pulled out without any problems. Sales continued until around noon, and flights ended about one o'clock when the winds picked up.



(Photo by Thad Gorycki)

There were 20 to 25 venders selling a big variety of items from electric foamies to giant-scale gas planes, engines, kits, building supplies, batteries, servos etc., and that was just my tables! HAHA. There were a lot of things to look at and purchase. I think that the difference was more people there just to shop and buy items than in the past with items going between venders.

We had about 12 members and nonmembers getting some flights in on the flight line. Hot dogs and brats were grilled by Nate and Chris O'Conner, and a free-will donation was accepted to offset the cost, if people were so inclined to do so.

I'm hoping that the Swap Meets continue to grow in the future just as the TCRC Auction has grown to be the largest in the upper Midwest.

Thanks to all who came to sell or to buy or to just look. ☺

AMA Presidential Election

Incumbent President Rich Hanson of the Academy of Model Aeronautics is not running for re-election this year.

Three candidates are running for AMA President.

- Randy Cameron
- Greg Stone
- Eric Williams

Randy Cameron is from Missouri in District VI.

Greg Stone is from California in District X.

Eric Williams is from New York in District II.

The campaign statements for Randy, Greg and Eric can be found on pages 96 and 97 in the October 2025 issue of Model Aviation. Please take the time to read each candidate's statement and be sure and vote.

Your election ballot is attached to the bottom of your 2025 AMA Dues Statement that you should have received in the mail in September. Your election ballot must be postmarked no later than November 7, 2025.

Exercise your right to vote and elect the candidate of your choice. Mail you ballot in today. ☺

Pictures From TCRC's Fall Swap Meet







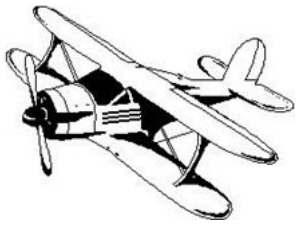






Photos by Steve Meyer and Thad Gorycki

Show & Tell



More planes and stuff showed up for Show & Tell at the September meeting.





(Photos by Scott Anderson)

Sherwood Heggen had another of his vintage airplanes for Show & Tell. This time it was a Victour built from a Vic's Custom Models kit. These kits were available in the late 1960's. The low-wing aircraft had a 67-inch wingspan and weighed in at 7-pounds. It was done in white fuse with red and black trim using Stits Poly Fiber light weight cloth. Originally the kit was to be powered with a 45-size two stroke engine, but Sherwood added a MDS 78 with a 3-blade prop. He also converted the airplane from a trike gear to a conventional taildragger. He categorized this plane as a "want but never got", but a couple of years ago Bob Breisemeister had a kit available, and Sherwood was delighted to be able to buy it. He expects the maiden flight to be soon, with the expectation that it will be a fine flying airplane.



(Photo by Scott Anderson)

Scott Anderson had a Dragonfly V3 Seaplane which was from a Joysway kit. The plane had a 28-inch wingspan and 38-inch fuse length. It was done in white foam with red/black trim. The Dragonfly was powered with an electric brushless motor. Scott had the Dragonfly at the Fall Float Fly and Bush Lake, and it was a really quick little plane. He put many flights on it at the float fly.



(Photo by Scott Anderson)

Scott also had a launch ramp at the meeting. This ramp had been designed by former TCRC member Rick Smith when Rick, Scott and several other members flew 1/12th-scale Combat many years ago. Rick designed the launch to be light weight and to break down for easy carrying. Scott said that the unit will be kept at the field in the storage shed for anyone to use. ☺

Miramar 2025 America's Air Show

by Scott Anderson

Every September the US Marine Corps provides a free 3-day airshow at USMC Air Station Miramar. The purpose is to demonstrate current air capabilities of the Marine Corps.

The airshow is free and there are special limited seating airshow-center (for a price) as well as free blanket areas. My brothers treated me to a birthday visit in one of the exclusive areas.



Scott enjoying the Miramar Air Show in San Diego.

There are so many static displays to visit as well as the opportunity to drive a super car on a closed course. On the tarmac.

We could walk through the C5 transport as well as the B-29 "Doc" in the static area. The airshow has a modern assault segment where the show center is bombed by close support aircraft followed by helicopter insertion of initial assault troops to secure the landing zone. The next step was to drop troops from the Bell Tilt-Rotors that flew in at full speed then changed to hover mode to drop the troops. This was followed by heavy lift helicopters delivering artillery and tanks. The troops then moved forward in a mock attack on the crowds where everyone cheered and applauded them.



The Bell Tilt Rotor is a huge aircraft in the air.

The F35 and F22 demonstrations of the entire flight envelope were ear busting!

My highlight was the flight of past aircraft including the P-38 Lightning, the F4U-1A Corsair, the B-25, and the A6 Thunderbolt.

The show ended with the pilots and ground crews for the Blue Angels prepping and flying their F18 Super Hornets in a fantastic display!

This is a great airshow to see if you are in the San Diego area at the end of September in. ☺



TCRC Elections November 11th

It is already October and the year is racing past. That means that the TCRC elections are only one month away. As usual, the elections will be held at the November meeting, which this year will be Tuesday, November 11th at CrossPoint Church.

All four of the officer positions are up for election this year plus two of the three at-large board seats. The board seats held by Jim Ronhovde and David O'Hara are up for election this year. The board seat held by Gerry Dunne is not up for election this year.

Currently the officer positions are held by Bob Breisemeister, president; Brian Johnson, vice president; Ken Weddell, secretary; and Tim Wirtz, treasurer.

The elections will be discussed at the October 7th membership meeting. Please consider being a candidate for TCRC office. The club needs you. Be both a voter and a candidate at the TCRC elections on November 11th. ☺

2025-2026 AMA Dues Statements

Most older TCRC members should have received their 2025-2026 dues statements in the mail this month from the Academy of Model Aeronautics. Newer members renew on the anniversary of the month they joined.

AMA 2025 dues are the same as the previous year. They are:

- Adult (19-65) $85
- Senior (65 and up) $75
- Under 19 Free
  or $15 with ***MA***

Your AMA membership gives you $2.5 million in personal liability coverage, $25,000 in medical coverage and also a subscription to either the print or digital ***Model Aviation*** for the year.

To belong to TCRC, you must have a valid membership for the year in AMA.

Please note that AMA also has a Park Pilot membership that has a cost of $38 per year, but that membership is not valid for membership in TCRC.

To renew your membership in AMA, the Academy gives you four methods: at the AMA website, www.modelaircraft.org; by phone at (765) 287-1256; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2025 AMA dues is December 15 to avoid a lapse in membership services. ☺

Ugly Airplane Contest Coming

by Sherwood Heggen

Ugly is a word defined as unpleasant to look at. Related to the Ugly Airplane Contest, it is better defined as an example of evidence of hard use, stick-to-itiveness, never say die, good for one more flight, flown hard and put away oily. These will be the qualities by which the best ugly airplane will be judged.

In a little over one month on November 11, 2025, at the TCRC General Meeting, this competition will take place. A valuable gift certificate will be awarded to the owner of the best example of an ugly airplane.

Everyone has one. If you don't think your airplane is ugly, bring it to the meeting and let the populace decide. ☺

Calendar

Oct. 4	**Crocktoberfest Season Finale Jordan Field Brian Johnson**
Oct. 14	**TCRC Membership Meeting 7:00 PM CrossPoint Church Bloomington**
Nov. 7	**AMA Presidential Election Deadline**
Nov. 11	**TCRC Elections**
Nov. 11	**TCRC Membership Meeting 7:00 PM CrossPoint Church Bloomington**
Nov. 11	**Ugly Airplane Contest Sherwood Heggen**
Nov. 15	**TCRC Annual Banquet & Awards David Fong's Restaurant 5:00 PM Prior Lake**



Your TCRC officers hard at work! (Photo by Scott Anderson)

The Workshop



Brian Johnson
Vice President

Hello and welcome to the Workbench!

Last month we left off with an airframe that was completely covered in white film. To complete the build, I still must decide on the color scheme and install the radio and complete final set up.

One of the things that stands out on this model, aside from the twin vertical fins, are the tear drop shaped cheek cowls that were originally used to hide the engine and look like they may house a boxer if this model were to be scaled up.



I began by trimming the excess flashing from the vacuum formed ABS parts and then carefully sanding them on a perfectly flat surface. This is very important when getting ABS parts ready to mate up with another surface. It is difficult to get the surface perfectly flat because the parts tend to deform slightly when running them over even a flat piece of sandpaper. To counter this, use very fine sandpaper and move the pieces over the surface by gripping the parts on the edges and pushing against the sharpest corners with very little downward pressure. This will take a long time, but you will have considerably less bodywork to do to achieve a good fit and a smooth finish. Here are the two cheek cowls. The top one has been trimmed from the form flashing and the bottom is what it looks like after sanding.

My plan was to paint the parts gloss white and then attach them with bright white silicone. I have had very good luck with this in the past and the silicone is paintable and you can even stick Monokote to it if you choose.

This is where I ran into a significant issue. I was dry fitting the parts to the plane with a few pieces of masking tape to see where I wanted to attach them. I tried moving them forward and aft, up and down, and even tried a little positive and negative incidence. No matter what I did, they did not look right. They are a lot larger in real life than they appear on the box and no matter what I did I could not come up with a look that I liked so I decided to sleep on it for a few days.

After some thought, I decided that I try to capture the look of a larger plane than the single-seat sport plane look on the box. This meant not only that the cheeks would need to go, but the canopy as well. I drew some inspiration from the Beechcraft Model 18. I have always liked the shape of this plane and someday will build a scale version. For this model, however, inspired by will have to be close enough! Here is one version of this plane for those unfamiliar –



I started by making a handful of squares with rounded corners to be cut out on the Cricut and arranged them in groups of three and four. This makes it very easy to line them up the same on both sides and, using transfer tape, the spacing comes out perfectly on each group. I hollowed out the same shape and enlarged it to make some outlines for the doors.



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The Workshop

Continued From Page 12



A piece of masking tape on the fuse makes sure all of the groups of shapes line up with each other.



Once that part was complete, I needed a theme for the airplane, and I chose to take some characters from Norse mythology. For the name, I chose Valkyrie. I know there have been several other planes that share this name both in real life and as models so I figured one more would not hurt anything. I picked a font that seemed fitting for the walls of Valhalla for the lettering and chose a graphic from some stock images available on the Cricut website. Quick plug for Cricut, their site has a lot of stuff available. I usually pay $.99 for each image and the folks working hard to create the decorations for my airplanes get a little cut of that. Once I pay for the image, I can use it as much as I like and even modify it to suit my needs. It is a great system.



In addition to the Valkyrie, I cut out a lion for the vertical fins and the rudders to pay homage to the patron saint of Norway, St. Olaf.

At this point, the only thing missing was some sort of canopy for the crew. This would be a lot easier to resolve if there was not that engine sticking out the front. I ultimately decided that any imaginary crew on this plane would need to rely on external cameras or something like that to see. In other words, I did not feel like a cabin was necessary -- I like the look of the plane as it is.

The radio installation was pretty straight forward so I will save those details for a future article. I am actually planning to do a little write up on ARF assembly and I think that is the perfect opportunity to focus on radio installation, control surface set up, configuration, etc. so stay tuned for that!

I will say that I did some pre planning so the CG came out right on the money with no additional weight. The entire plane, ready to fly with no fuel, came out to be 4 pounds 2 ounces, which is very light for a 40-sized model. The Royal 40 should have no problem hauling this one around, and I cannot wait to see it fly! Be sure to head out to Crocktoberfest to see the finished product!

Epilogue

Well folks -- I was a little late getting my article to Jim this month and Crocktoberfest has already happened, which means this plane has been in the air! It flies like a dream! It was well worth the effort to add the rudders. They are not effective enough to hold a knife edge, but they do plenty to keep the tail aligned in a turn or to set up for a cross wind.

Speaking of crosswind- Crocktoberfest was WINDY! Despite this there were a lot of folks who came out both to brave the wind and to just watch those who were willing to toss planes up in 15-20 MPH winds. If you have never been to one of these events, I suggest giving it a try. I run this one and the primary focus is FUN. In the past we have had combat, fun fly games, contests, and, of course, paintball. It is a chance to let your hair down a little bit and get together with a great group of club members one last time before the snow flies.

Until next time! ☺

Crocktoberfest 2025 Windy and Warm!

by Brian Johnson

Saturday, October 4th, TCRC held its annual Crocktoberfest at the Jordan flying field. I was the chair for the event this year and we had a great turn out, even though it was pretty windy all day with winds getting up to 20 mph.





As shown in the photos above, the flight benches were busy, and the planes were parked along the pits awaiting flight time.



Ken Weddell was the Chef Extraordinaire and prepared walking tacos. And in doing so, he brought the crockpot back to Crocktoberfest! Everyone present enjoyed Ken's entrees and they filled the shelter when he rang the dinner bell, as shown in the photo on the next page.





Ashas become the tradition for the Crocktoberfest, the paintball gun was brought out for some sport shooting. The little Taylorcraft took some damage from the paintball gun, but ultimately soldiered on to fight another day.



The wind continued all day and there was a casualty or two. Hand launching proved to be too tricky for Brian in those windy conditions and the resultant crash is shown above.

Thanks to all who came out to our recently reclaimed flying field on a warm and windy day to celebrate another Crocktoberfest Season Finale. ☺

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 Apparel For Sale

by Ken Weddell

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

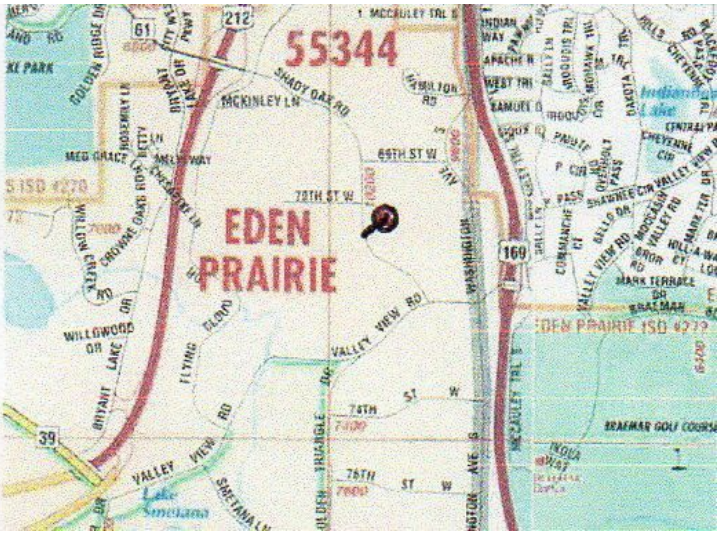
- T-Shirts $12
- Sweatshirts $20
- Hats $13

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. ☺

Twin City Radio Controllers



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