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

David Andersen Inducted Into The AMA Hall of Fame

by Randy Gibson
AMA District VII Vice President

(Editor's Note: This presentation was made to Dave Andersen before the crowd of modelers at the Owatonna Military Fly In this month.)

To our local modelers Dave needs no introduction. For others not familiar with Dave's accomplishment in the world of Model Aviation, please allow me one minute to illuminate.



Randy Gibson, AMA District VII Vice President, presents David Andersen with his AMA Hall of Fame Plaque.
(Photo by Scott Anderson)

At my last count, Dave has published plans for over 28 different scale and giant-scale models, beginning with the Fly Baby, and most recently with the SAAB J-21A. His plans are extremely high quality, with leading innovations like color insets, a printed 12-inch rule on the plans to verify accuracy, and links to online videos detailing complex parts of the build. Arguably, some of the best plans available anywhere are his, and he makes them available for FREE!

He has competed at Scale Masters, AMA NATS, Toledo Expo, and dozens of local events. Planes built from his plans have won national awards by Jeff Quesenberry, Chad Cotsamire, and many others. He has served as a judge at Top Gun from 2000 to 2005.

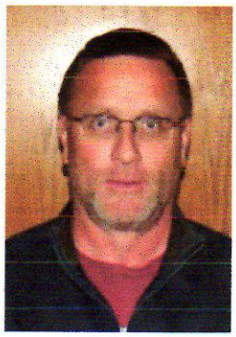
He co-founded Scale Flyers of Minnesota and served as its newsletter editor for thirteen years. He served as president, and other positions in TCRC and was a member of the Blue Eagles Air Show Team in the 1970's.

Dave has authored four books, and most recently ***Model Airplane Construction Techniques with Emphasis on Giant Scale***. A great compendium for beginners and experienced builders everywhere.

Continued On Page 3, Col. 1

A Note from The Head Wing Nut

By Bob Briesemeister



Fall or Autum is here. The State Fair has come and gone and so have the Cheese Curds and Pronto Pups. The temperatures have cooled off as well and I have even seen some Maple trees turning color. The good thing is the bugs start to disappear as the temps drop.

Fall is still good for flying and hopefully the air park will be good for flying soon. With the " F " word "Flood "coming to an end this week I hope we will be flying there for the rest of the season.

At the beginning of August members started to clean up the main field only for the rain's return and foil the work that had been done. Cross your fingers that it doesn't happen again.

The Scale Fly has been canceled on September 6th as the field will not be ready for flying and also the Fairgrounds is not the best place to hold an event with members coming from other clubs. It will be back next year along with Wings over Jordan and Model Aviation Day.

The Fall Float Fly is on for Saturday the 13th at Bush Lake with a rain day of Sunday the14th. This could be our last float fly at Bush Lake so let's have a good turnout. The float fly is open to current AMA members so invite your friends from other clubs to come and fly.

The TCRC Swap Meet and Fun Fly will be held on Saturday September 27th starting at 8 am and continuing until 1 o'clock, with flying going into the afternoon. This is an open event for flying with a current AMA membership.

The last membership meeting at the field for 2025 will be on Tuesday September 9th. My hope is to have it at the field if the water has receded and we are able to clean it up. Maybe we will have to clean up on Tuesday before the meeting. Dinner again will be provided at 5 or 5:30 and the meeting at 7. Starting in October, Membership Meetings will move back to Crosspoint Church with a program and members bringing their new planes to talk about.

Crocktoberfest, TCRC's season finale will be held on October 4th hopefully at the airpark with food and some fun flying contests and the paintball gun will be available.

See you soon. Happy Flying! ☺

Calendar

Sept. 5	**Minnesota River Off Flying Field PROJECTED!**
Sept. 6	**Scale Fly CANCELLED Scott Anderson**
Sept. 9	**Jordan Field Clean Up TENTATIVELY! Prior To Meeting**
Sept. 9	**TCRC Membership Meeting At The Field HOPEFULLY! 5:30 Dinner 7:00 PM Meeting**
Sept. 13	**Fall Float Fly Bush Lake Park Bloomington, MN Steve Meyer**
Sept. 14	**Fall Float Fly Rain Date**
Sept. 20	**Flying Circus Fun Fly Rock River Aero Modelers Flying Field Beloit, Wisconsin**
Sept. 27	**TCRC Fall Swap Meet And Fun Fly Jordan Flying Field Bob Breisemeister**
Oct. 4	**Crocktoberfest Season Finale Jordan Field Brian Johnson**
Oct. 14	**TCRC Membership Meeting 7:00 PM CrossPoint Church Bloomington**

TWIN CITY Radio Controllers

Dave Andersen Awarded AMA Hall of Fame

Continued From Page 1

While at Lockheed, Dave designed the air traffic control suite computer workstations for the nuclear aircraft carrier George H. W. Bush. He designed the first automated voice air traffic control VFR advisory service for the FAA. And because of his skills and modeling experience he was an advisor on a Lockheed Martin drone design, his last project before retiring.

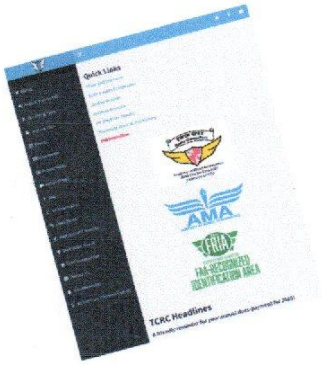
When writing his bio for submission to the AMA, Dave shared a favorite memory: "Helping a fellow modeler tune his engine at an RC flying site on a farm in Norway where my father was born."

Please join me in welcoming Dave Andersen into the AMA Hall of Fame.

(Editor's Note: David has been a TCRC member longer than I have, and it's always a treat when he has a new article for publication in the ***Flare Out****.)* ☺







What's New with TCRC's Website?

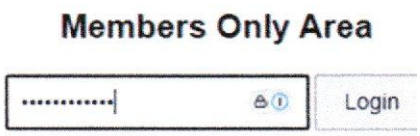
by Tom Hall, Webmaster



Still a lot of anxiety and **hope** over when we get our TCRC Airpark back! It's been a tough summer, but good that the River levels appear to be coming down. Remember, you have quick access to the Minnesota River Monitor on the TCRC Website! The Board will send out emails for help cleaning the field, and a green light when air operations can continue. Stay alert for email and Website messaging!!

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

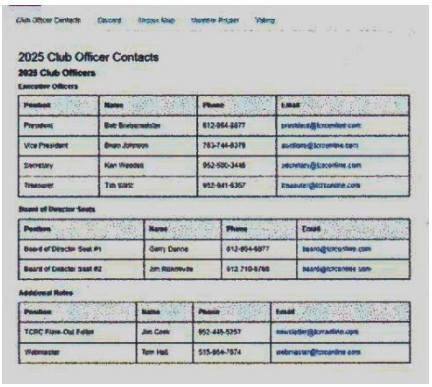
- We continue to make improvements to the Members-Only section of the website. Again, the link for this is in the left side bar and look toward the bottom of the list. When you click on the "Members Access", a new window opens asking for a password. The password for the members-only site is IMLANDING*04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



Once you submit the password it will open:

Members Only Dashboard. Note the 5 taps at the top:

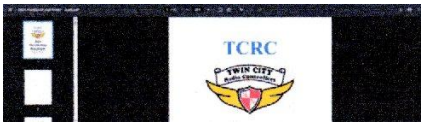
- Club Officer Contacts ➔➔
- Discord
- Airpark Map
- Member Roster
- Voting (not active yet)



- **Discord channel** -- We currently have ~24 members on the TCRC server. If you are interested in joining this unique and helpful communication channel, please contact me at webmaster@tcrconline.com.



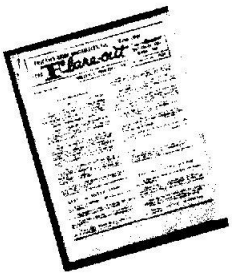
- The third tab is where you will find a map (Air Park Satellite Map), which I've been developing, that can help direct people to our TCRC Air Park. But more importantly this map will help folks that may crash into the woods. You will be able to mark a spot on the map for others to help find your plane.



- Our member list (currently 2024) in PDF format. Soon to be updated to 2025! Here you can view and print the PDF.

- We will continue to add new features to the Members Access site! PLEASE offer up any ideas you would like to see specific to this site!!

- I have some great pictures & 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. ☺



Thirty, Forty or More Years



by Jim Ronhovde

The September 1989 ***Flare-out*** had eight pages of great news. The **TOP** story reviewed the opening day of the **NEW FIELD** on the front page. This was 39 years ago.



Flare-out

TWIN CITY RADIO CONTROLLERS, INC. Newsletter

AMA Charter Club Number 383

TCRC

September Minneapolis, Minnesota U.S.A. 1989

TCRC'S NEW FIELD OPENS!!

by John Krekelberg

The early morning haze had barely cleared away the morning of August 16, when the stalwart members of TCRC began arriving at the new field for the first flights.

The pits and taxiway at the new field. (Photo by Jim Cook)

John Dietz had already painted the yellow stripes on those beautiful new blacktopped runways and they really looked inviting. I think John thought so too because he painted "X's" on the ends of each runway to ward off the unwary fliers from Flying Cloud.

It turned out to be a perfect flying day--all day--and many successful takeoffs and landings were made. There were no crashes and most of the landings were right on the runways. I hope this is an omen of things to come.

We are not sure who made the first flight from the field since it appears that a mystery flier was there just at sun up, flew once and departed leaving this unsigned message: "Early to bed and early to rise will get you one quick flight at sunrise. 8/16/89--Flight 7:01:31 AM to 7:02:16 AM. One vertical roll and land."

To me personnally, it was almost anti-climatic after putting in nearly three years of effort towards the procurement of the site. I also know that if it had not been for the tireless support of the members, I would have expired long ago in that process. But here we are with a brand new field which, with a few refinements will be one of the premier totally-owned fields in the country.

Congratulations to all of the members of TCRC and good flying to everyone!! □

Fall Float Fly Scheduled For September 10th

It's hard to believe that summer is almost over and it is again time for the annual Fall Float Fly, but such is the case.

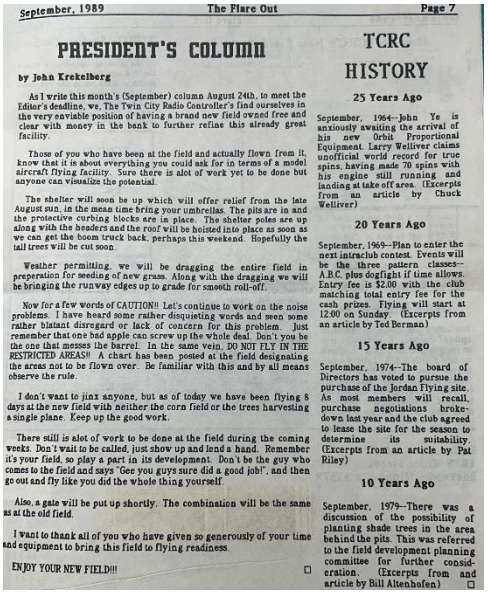
Dust off those floats, waterproof your airplane and find out how to get to Bush Lake on Sunday, September 10th.

Bud Stitt is the CD for the event, and is looking for some help from the membership. If you are planning on coming, and would like to help, give Bud a call at 922-6997.

The Float Fly is open to any pilot belonging to AMA, and TCRC welcomes visiting pilots who want to partake.

This is also a great time for those new pilots to try their water wings. So let's have a good turn out for this enjoyable event. □

After all the trials, tribulations and hard manual labor work to secure and develop the new field, the **OPENING DAY** had arrived. A color picture from a full size airplane was found to include in this article to highlight the celebration of this achievement. It was a hazy morning that turned into a perfect flying day. Please read the last paragraph below the front page picture.



September, 1989 The Flare Out Page 7

PRESIDENT'S COLUMN

by John Krekelberg

As I write this month's (September) column August 24th, to meet the Editor's deadline, we, The Twin City Radio Controller's find ourselves in the very enviable position of having a brand new field owned free and clear with money in the bank to further refine this already great facility.

Those of you who have been at the field and actually flown from it, know that it is about everything you could ask for in terms of a model aircraft flying facility. Sure there is alot of work yet to be done but anyone can visualize the potential.

The shelter will soon be up which will offer relief from the late August sun, in the mean time bring your umbrellas. The pits are in and the protective curbing blocks are in place. The shelter poles are up along with the headers and the roof will be hoisted into place as soon as we can get the boom truck back, perhaps this weekend. Hopefully the tall trees will be cut soon.

Weather permitting, we will be dragging the entire field in preperation for seeding of new grass. Along with the dragging we will be bringing the runway edges up to grade for smooth roll-off.

Now for a few words of CAUTION!! Let's continue to work on the noise problems. I have heard some rather disquisting words and seen some rather blatant disregard or lack of concern for this problem. Just remember that one bad apple can screw up the whole deal. Don't you be the one that messes the barrel. In the same vein, DO NOT FLY IN THE RESTRICTED AREAS!! A chart has been posted at the field designating the areas not to be flown over. Be familiar with this and by all means observe the rule.

I don't want to jinx anyone, but as of today we have been flying 8 days at the new field with neither the corn field or the trees harvesting a single plane. Keep up the good work.

There still is alot of work to be done at the field during the coming weeks. Don't wait to be called, just show up and lend a hand. Remember it's your field, so play a part in its development. Don't be the guy who comes to the field and says "Gee you guys sure did a good job!", and then go out and fly like you did the whole thing yourself.

Also, a gate will be put up shortly. The combination will be the same as at the old field.

I want to thank all of you who have given so generously of your time and equipment to bring this field to flying readiness.

ENJOY YOUR NEW FIELD!!! □

TCRC HISTORY

25 Years Ago

September, 1964--John Ye is anxiously awaiting the arrival of his new Orbit Proportional Equipment. Larry Welliver claims unofficial world record for true spins, having made 70 spins with his engine still running and landing at take off area. (Excerpts from an article by Chuck Welliver)

20 Years Ago

September, 1969--Plan to enter the next intraclub contest. Events will be the three pattern classes--A.B.C. plus dogfight if time allows. Entry fee is $2.00 with the club matching total entry fee for the cash prizes. Flying will start at 12:00 on Sunday. (Excerpts from an article by Ted Berman)

15 Years Ago

September, 1974--The board of Directors has voted to pursue the purchase of the Jordan Flying site. As most members will recall, purchase negotiations broke-down last year and the club agreed to lease the site for the season to determine its suitability. (Excerpts from an article by Pat Riley)

10 Years Ago

September, 1979--There was a discussion of the possibility of planting shade trees in the area behind the pits. This was referred to the field development planning committee for further consideration. (Excerpts from and article by Bill Altenhofen) □

The Presidents column on page 7 had an enjoyable paragraph:

"I don't want to jinx anyone, but as of today we have been flying 8 days at the new field with neither the corn field nor the trees harvesting a single plane, keep up the good work."

As we possibly are looking at the last Float Fly at Bush Lake, the front page shows the schedule of the 1989 **Float Fly** day.

Another column of **TCRC History** appears on page 7, alongside the Presidents column.

Let us remember that day when we get to restore the **Field** to it's GLORY! ☺



The Workshop





Brian Johnson
Vice President

Hello again everyone and welcome back to the workbench! This is the sixth installment of this build and there is a lot to cover! (That is some foreshadowing by the way…)

Let's jump right into the fun! Last month I completed the rudders, and I was very happy with the results! Now, there are just a few more things to do before we begin covering and this plane really begins to come into focus! These are mostly odds and ends that are simply easier to do while you still have access to the airframe. I have long since abandoned the manual as it ran out of content after the main structures were built so from here on out, I am on my own!

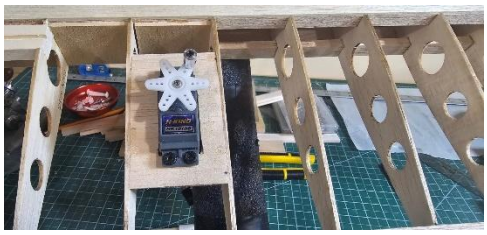
The first thing on my list is to install the mounts for the aileron servos in the wings. This is a recommended modification in the manual, but there are really no suggestions for how the servos are mounted or where they are placed in the wing. Although I love the clean look of hidden servos, I chose to mount the servos on the lower surface of the wing for a couple of reasons. The first is that it is simple to add a modification like this to any airplane that was originally designed for a centrally mounted servo and torque rods, and I figured anyone trying this for the first time could pull it off very easily. The second reason is that this wing is somewhat thin with little structure on each rib and it would have been little tight to ger a servo in there without sticking out a little on the top of the wing. Not terrible, but not something I would recommend for a first-time builder.



I began by adding two cross braces to the ribs of the 6th bay. These are recessed slightly to allow a piece of sheeting to sit flush with the wing surface and spaced so they will act as mounting rails for the servos.



From there, I simply cut out a piece of sheeting to fit between the ribs with a cut out for the servo to drop in. Note the sheeting sticks out beyond the servo rails. This is not a problem since it is glued securely to the ribs on both the front and the back edges. The servo will drop right in place after the covering is applied.



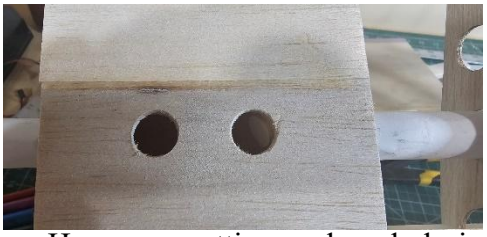
Notice I am using only the finest quality Hobby King servos in this plane. I know that lots of you are thinking to yourselves, "What the heck is this guy doing? I would never use that garbage in one of my planes!" Before you get too upset, hear me out. It's fine. 😊

The next first thing Ilike to do is run a tube through the ribs to guide the servo wires during final assembly. I could install wire extensions at this point and simply cover the wing with them in place but these ribs come predrilled for lightening, so it is just too easy to roll up a piece of printer paper and slide it into place from the servo bay to the wing rib. A little dab of thin CA will keep the paper tube in place and stop it from collapsing as you handle the wing. I then drilled two holes to access the wires on either side of the root rib. Make sure that you are drilling holes that will be covered up completely by the fuselage once the wing is installed.

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The Workshop

Continued From Page 6



Time for another of my favorite tools-the miniature hole saw! It is very easy to get a clean hole in balsa sheeting if you can drill the hole prior to installing the sheeting by pinching the good sheet between two sacrificial scraps. However, getting a clean hole in sheeting after it has been installed can be very tricky without proper tools.



These hole saws can be purchased for about 25 dollars for an entire set and will likely last a lifetime of cutting balsa. They are diamond coated and are made for drilling through glass. You need to be a little careful when you get them started, but it is very easy once you do it a couple of times.

The last first thing I do before covering is give everything a final shape and sand. Now I have to admit, I did a poor job of capturing this process in pictures. That is because it is terribly messy, and I did not get anything worthwhile to show you. There was some carving necessary to shape the top of the fuselage followed by some rough sanding with a block to finalize the shape. This process can seem daunting to a newcomer, but it is not terribly complicated and should not be something anyone shies away from. The key is to lightly make your center lines on the tops of the pieces and work a little bit on each side to ensure symmetry as you shape. You will be impressed how easy it is to carve a block of wood to the shape you want!

Once I have the shaping done with 80 grit, I like to follow up with 120, and then 220 grit to smooth everything out. I do not go any finer than 220 grit for models where I am using plastic covering although I know a lot of people do like to finish with 320 or 400 grit. That is a matter of personal preference.

Once the airframe is sanded, I like to blow everything off with compressed air and then follow up with a microfiber cloth to get as much dust off as possible. This will help ensure the covering will adhere to the wood surface.

Before beginning the covering process, it is a great time to clean up the shop and start with a fresh and clean workspace. It gives me kind of a reset to begin the next phase of construction and keeps the dust at a minimum.





I also like to lay out all of my favorite covering tools and have them ready to go. This includes a clean microfiber cloth, an X-acto knife with a fresh blade, a Fiskars cutting wheel, two heat irons, one trim iron, and a heat gun. I like to have two irons so that one can be set to near max shrink temp and one can be set to the optimal adhesion temp with no or minimal shrink. I have found that being able to switch quickly between high and low heat has made covering much easier and yields much better results than when I have to wait for a single iron to adjust to new temps or simply make do with whatever heat the iron is at. For covering the airframe, I keep the trim iron heat on high to give a little shrink in tight areas.

There has been so much written about covering that I feel like anyone who wants to know about covering has probably already read articles or watched videos created by much more skillful craftsmen than me, so I am not going to go into painstaking detail on the entire process. If folks are interested, I can do some special features on covering or other finishing processing in the future.

That said, there are some tips that I would like to share that might be helpful to beginners that I do not see a lot of media discussing.

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The Workshop

Continued From Page 7

The first is that heat is your best friend when covering with iron on plastic coverings. The tools you use are simply there to transfer the heat and nothing else. The covering can stretch as well as shrink when heat is applied and both properties should be used to achieve a tight and wrinkle free covering. Also, the heat does not work instantly. You may be able to glide a hot iron over an open section of wing and have the covering stick to each rib as you pass nearly instantly but need to take several seconds to achieve the same adhesion on a solid section of balsa due to the heat transferring more slowly to the covering on a solid surface.

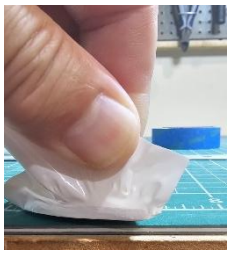
The second tip I have is that nothing is more important to create a long-lasting covering job than getting a good seal on your seams. You cannot simply pass an iron over a seam once and expect it to stay sealed. You need to work slowly with a low heat to avoid shrinking the material while allowing the adhesive to soften up enough to get a good bond.

Work slowly and let the heat make the material workable.

I am going to cover this model in all white and add graphics after the fact. I believe this is the easiest for a beginner and if you have not covered with plastic film in the past, using white will allow you to make a couple of rookie errors and still get a nice-looking plane.

The last thing I would like to share is a couple of options for getting nice looking edges on the flying surfaces. Wrapping plastic covering around the tail surfaces, control surfaces, and wing tips is often where beginners struggle the most. I often see people making a series of small cuts to iron the film down around curves which create a lot of seams and often a series of tiny wrinkles that will not shrink out. Both methods will eliminate that.

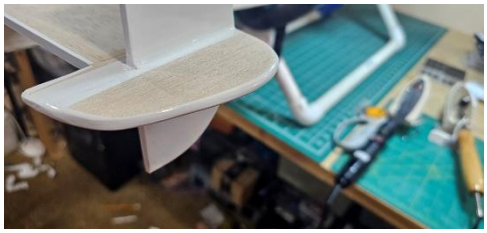
The first technique is to pull and stretch the material around the edge as you heat the material with an iron or gun. Begin by ironing the covering to the flat surface of the structure to get a good bond. Then turn the surface upside down and gently stretch the material as you heat it up and it will form perfectly to the curve of the object you are covering.



This will work on the lightest of control surfaces without warping if you take your time and do not try to force the material to move before it is properly heated. Using a sharp razor, it is easy to trim along the top edge. You can then run the iron over the exposed seam to blend it into the balsa. Repeat the process on the other side and you will have a wrinkle free finish!



The second method I use is to cut a narrow strip of covering and stretch it around the edge of what I am covering prior to covering the surfaces.



This will allow you to affix the covering only to the flat surface and trim it off without working it around the curve of the surface. This will result in an additional seam, but if you are using white you can usually hide seams effectively.

That is about all the tips I have for now. Like I said, I am more than willing to get into greater detail in the future if anyone is interested but for now, I want to keep you all interested! The rest of the covering is very straight forward and between the instructions included with the material and YouTube, it should be pretty easy for a beginner to accomplish.

Fast forward in time and we have a covered airframe!



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The Workshop

Continued From Page 8

There is still a lot of work to be done. Next time we will finish the build with adding all the trim, final assembly, and set-up.

I plan to show off the final product for its official debut at Crocktoberfest for anyone who wants to see it in person.

Speaking of Crocktoberfest, I hope to see all of you out there on Saturday October 4th! I am planning to have the event at the field as of now provided the water cooperates. We will have lots of food, fun, a few friendly competitions, perhaps some combat, lots of open flying, and of course paintball! We like to let our hair down a little for this one since it is members only and is sort of a season ender, although the field will remain open all year round for those who like the snow!

Until next time, happy flying! ☺

18304

If someone were injured at the TCRC flying field and you had to call 911, what would you tell the operator for the location of the emergency? You would tell the operator the fire number for our field: 18304.

For safety reasons, it is very important every member knows our fire number. Hopefully, we will have the fire number prominently displayed in the shelter at the field in the very near future. ☺



TCRC Fall Float Fly September 13

by Steve Meyer

Come one come all to the float fly in the fall. Time to get your feet wet. TCRC's annual Fall Float Fly will again be held at Bush Lake Park in Bloomington on Saturday, September 13th.

Start time is 9:30 AM. Chair for the event is Steve Meyer, and the event is open to any pilot with a valid 2025 AMA membership card. This is an AMA-sanctioned event and has a temporary FRIA (FAA-Recognized Identification Area) status. Therefore, FAA Remote ID modules will not be required on any aircraft of an AMA pilot flying at the event.

If it's too windy or raining, we will have the event on Sunday September 14th.

Get the floats onto a plane and be at Bush Lake beach on Saturday September 13th. On a sad note, this may be the last float fly at Bush Lake so let's make it a good one. ☺

TCRC meets every month on the 2nd Tuesday at 7:00 PM in Fellowship Hall of CrossPoint Church located on the southeastern corner of the intersection of 98th Street and France Avenue in Bloomington. Guests are welcome to attend these meetings.

Minnesota River Report

On September 1st, the Minnesota River at Jordan was at 22.5 feet. On September 3rd, it was at 20.1 feet. It is projected to be at 18.0 feet on later on September 5th. On September 9th it is projected to be at 15.0 feet.

Water just starts to creep onto our Jordan Flying site at 18.0 feet. After Thursday September 4th, the long range weather forecast predicts no rain over the next week. Because of that forecast, it is a pretty good bet that the 18.0 feet on September 5th is fairly accurate. If that proves to be the case, the water will be gone off of the runways, pits, shelter and parking lot, but the ground will be quite soggy, and there will still be some water to the southeast of the shelter and parking lot.

President Bob is being optimistic and scheduling the September meeting-at-the-field for Jordan on September 9th. And he is hoping that a clean-up crew might be able to start to get the field back in shape earlier on the 9th.

Please check the website prior to September 9th to see if those plans have changed.

It will feel good to be back on the Jordan Field! ☺

We Will Be Back On The Field Soon!

New Member

At the August TCRC meeting Miguel Cruz became the club's newest member. Miguel is from Mexico and now lives at 7720 36th Avenue N, Apartment 108 in Crystal, 55427. His phone number is 619-496-8200 and his email address is icce.ensenada@gmail.com. He has been flying for one year and currently has a Mini Apprentice S, and F4U Corsair and a UMN Slow Ultra Stick.

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

That brings the club membership to 92 for the year. ☺

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. ☺

Owatonna Military Fly-In Attracts 100+ Spectacular Warbirds



A sea of warbirds! (Photo by Scott Anderson)

Prepping For Another Flight



The Owatonna Military Fly-in had top modelers from all over the country. (Photo by Tom Hall)

Pictures From SMMAC Military Fly-In 2025



A bird-s eye view of the SMMAC field in Owatonna for the Miliary Fly-In.



A shot of five beautiful turbine jets at the 2025 Military Fly-In in Owatonna.



TCRC has been in charge of the Flightline at the Owatonna event for several years.



The Red Baron in the cockpit of a fantastic Fokker DR 1 looked pretty neat.



Tim Johnson's hanger in Owatonna was crammed full of beautiful giant-scale airplanes.



The Military Fly-in attracts a lot of exquisite turbine jets.

Photos by Tom Hall and Scott Anderso

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. ☺

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

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!

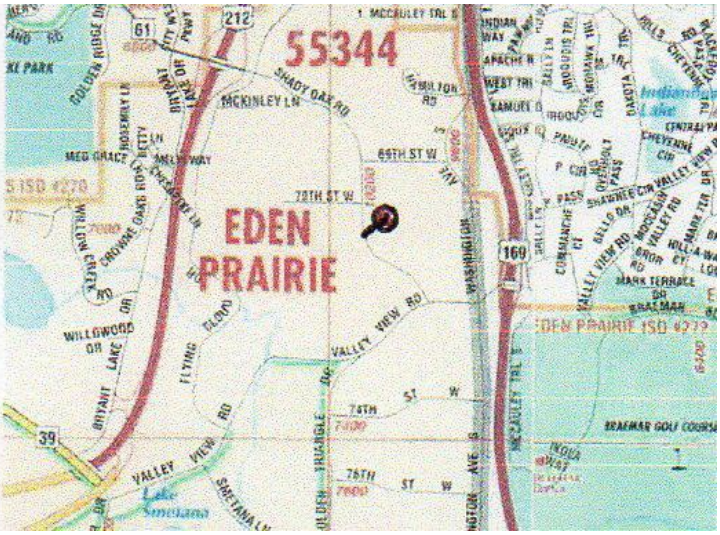
If your airplane does go down in the woods, the orange vests are quite close. The orange vests are stored in the rafters of the shelter and easy to reach.

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

Twin City Radio Controllers



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