

2008 Winter Fun Fly

by Pat Dziuk

More than 15 members and guests came out for the Winter Fun Fly held on March 1st. The weather was not quite as nice as it was a week earlier, but that did not keep the hardy TCRC flyer from coming out and enjoying some flying and fellowship. The weather was an overcast day with temperatures in the upper 20's and winds in the 10 to 15 mph range.



Some of the Winter Fun Fly pilots. (Photo by Pat Dziuk)

CD Pat Dziuk arrived around 10:00 to find Gerry Dunne and Paul Doyle already tearing up the sky with their electric powered jets. As has been the trend all winter there were more electrics than glow engines at the field. The Gassers (Pat, Morgan, Stan and Kris) decided that the skies were too quiet and were quickly out with their glow engines.

New member Kris Hanson brought a welcomed addition to the field that day. He brought his heated ice house. It provided a nice place to warm up the thumbs in between flights. Flying continued well into the afternoon.



Calendar

- Apr. 5 April Fools'
Fun Flyer, 10:00 AM
Jordan Field
John Dietz
- Apr. 8 TCRC Membership
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- Apr. 22 2nd Qtr Board Meeting
7:00 PM
Steve Meyer's House
- May 3 Jordan Field Clean-Up
& Fun Fly
10:00 AM
- May 10 Spring Float Fly
Bush Lake
11:00 AM
Jim Cook
- May 17 'Just For Fun'
Combat Meet
10:00 AM
Jordan Field
Scott Anderson
- May 18 Sky Hobby
Swap Meet, 8:00 AM
7138 Chicago Ave. S
Richfield
Jeremy Steinmueller
612-861-5587
- May 24 Building Contest
11:00 AM
Jordan Field
Jay Bickford



From The Cockpit Of The President

by Scott Anderson



It's SPRING! It's getting to the point where the snow is almost gone and we start dreaming of putting the wheels back on the plane and shooting touch and go's on the runways. I'm trying to get enough time in my shop to put a couple of planes together before my next business trip.

PROGRAMS:

Steve Meyer & Sherwood Heggen gave a great presentation on Float flying in the March meeting with many excellent examples to get us thinking about putting floats on our birds for the May Float Fly on May 10th.

The April program will be on simple, just for fun, RC Combat. I will be bringing samples of an aircraft known as the SPAD (Simple Plastic Airplane Design) Gnat. It is a very simple and CHEAP aircraft powered by a stock OS .15 and controlled using standard servos. The fuselage is a section of aluminum channel and the wings and tail are built from corrugated plastic sign board recycled from the last election. The engine mount is cut from a Wal-Mart poly cutting board. I picked one up for \$2.00 and it has enough material for 6 airplanes! I have enclosed a copy of the plans if you want to get a head start and have yours built before the April Meeting. I'll be posting a link on the website for TCRC RC Combat for this event as well as a future SCALE RC Electric Combat event! We are planning a Just-for-Fun event for Saturday May 17th. We already have 6 pilots from nearby clubs signed up to participate so it should be fun!

SHOP TOUR:

We had a terrific tour of Dave's shop on the 15th. He has the best equipped shop I have ever seen. The space is cavernous and very well lit and everything is so organized that you would think you were in a hobby shop. I gave Jim Cook a series of pictures for the newsletter to share. I tried to imagine my shop in that condition and I realized I'd have to bulldozer it over and rebuild first!

I've just been putting the servos into my latest eBay acquisition; a BME-50 powered Ultimate Bipe and imagining it screaming down the runway with smoke on! Unfortunately I do not have a smoke set-up so I'll just have to run the mixture rich to get the same effect. I was surprised to find I needed a very large torque servo for my rudder. The previous owner had used a single 333 in-oz JR servo. I found I could not get one of those easily (usually out of stock) so I found a HITEC servo

of the same capacity so I'm waiting for it to come in before I can finish the set-up on my Spektrum-7 2.4 GHz radio.

FREQUENCY BOARD:

Chris O'Connor is in the process of building a new frequency board for the TCRC Jordan Model Air Park and I am curious as to how many of our members are going to 2.4 GHz for their primary radios. In our March Board meeting we discussed/debated (?) how many 2.4 GHz slots we would need on the board. We finally agreed that according to our field rules the only time you have your card on the board is to pin out the frequency for flight and that we should not leave it up all day. We did discuss the need for a reasonable transmitter impound that would ensure the safety of the transmitter (from sunlight & curious hands).

The spread spectrum radio technology for our hobby looks to be a blessing for all parties. People who want to ensure the safety of their aircraft are converting to 2.4 GHz to avoid being shot down or interfered with. Others who have had no problems with the 72 MHz band are now seeing terrific deals on used equipment and possibly a reduced wait for the frequency pin. The Futaba R127DF which had been selling used for \$50-\$60 on eBay is now going for \$40 and I've seen HITEC 555 receivers for as low as \$25.

I have a lot more to discuss but I have to sign off and take my family to the airport for our 'Spring Break' with the real housewives of Orange County (my sisters!). I'll see you at the Meeting Tuesday April 8th!

Bring your Combat Planes! ☺

(Photo by Scott Anderson)

Dave Schwantz' Shop Tour

by Scott Anderson

TCRC Member Dave Schwantz opened up his shop to the members on Saturday March 15th. We were greeted by an open door and an invitation to come on down.



Wide open spaces in this shop! (Photo by Scott Anderson)

Dave's shop is not a typical modelers shop. It is the home of BD Models, a professional model building business where Dave contracts to build aircraft for patrons. Dave's work is well known in the giant scale and turbine community. He gets commissions from all over the country as well as from overseas.



There was even some time for flying at this shop tour.

Dave built his house with this in mind and so the entire walk out basement is dedicated as his place of business. The 12-foot high ceilings and the built-in paint booth give you the impression that absolutely anything can be built here!

There were several projects under construction in the shop including a Ziroli F4U Corsair, a Mig 15 turbine-powered jet and an electric F-16. It turned out that Dave had accepted a commission from Paul Doyle to have Dave build and paint his F-16. I was naturally drawn to the F4U and had a million questions on how Dave did the panel lines, rivets, and the scale exhaust for the BME 50 gas engine.

Visiting TCRC Members included: Scott Anderson, Mike Bellefeuille, John Dietz, Paul Doyle, Gerry Dunne, Pat Dziuk, Bill Jennings, Scott Johnson, Morgan Larson, Wayne Rademacher, and Mike Timmerman. After spending hours munching on Dave's snack tray and drooling over the aircraft Dave announced it was time to go flying. Dave and Wayne had their Alpha Jets EDF Mig-15's as well as propeller driven aircraft. Dave had a Hobby Lobby video camera on the wing of his Yak and quickly took it up to video us from the air. Mike Bellefeuille hammed it up in front of the camera and then launched it. Afterwards, Dave & Wayne took up their Mig 15's and we had a chase. It was a bit cool outside and the thumbs were getting stiff so we had to call it quits.

Thank you to Dave Schwantz for sharing his fantastic shop (and food) with us! ☺

Ramblin's From The Right Seat

by Steve Meyer



As the spring snow melts off our runways I start to think of the active flying season ahead. We keep an eye on the river level and hope it doesn't get too high for too long. As our winter flying gives way to spring and dry asphalt the Board has planned a lot of good events this year and I hope everyone enjoys them. Remember it's the people that make these events happen.

I hope everyone was able to enjoy the pizza and pop that were served at the March meeting. This was just a small thank you to all of you that made the TCRC auction a success this year.

was perfect and aircraft lined the beach. Fred Walman had just completed a flight with his giant-scale Super Cub when two police officers approached someone in the parking lot and asked them if they had seen a float plane landing on Bush Lake since this was not legal. The man pointed to Fred's Super Cub and they could not believe this was a model plane that they had spotted flying over the tree tops but Fred's plane was so scale that at a distance it was hard not to believe it wasn't full-size. That day model float flying gained two more admirers as those officers watched us for another half hour. Each year we see something new on the water and each year we have new stories.

Some of us are going to Toledo the first week of April for the RC Expo and we will be telling you all of the new products introduced there (as well as getting a few new products of our own). This national event seems to start the flying year and we get to see what people have built over the winter. I have to get going on my own plane so it will be ready this summer.

The program for April will be on combat flying and combat aircraft construction. On May 17th you will get to try out your combat plane against other aircraft what fun! The next weekend will be the TCRC building contest (May 24th) so finish up those winter building projects and bring them to the building contest & fun fly.

Remember: Let us all have a safe summer and enjoy our hobby. ☺

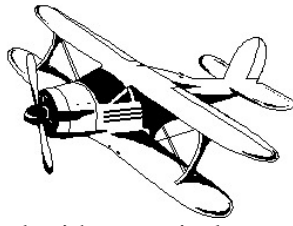


The members had a lot off different pizzas to choose from at the March meeting. (Photo by Jim Cook)

I want to thank Sherwood Heggen for his great float program someone who has 30-year-old floats has seen a lot of water under his keel if anyone has float questions you can always ask Sherwood. This program was done to see what fun water flying can be if done correctly. May 10th is the TCRC Float Fly so you have a month and a half to get your float plane ready or just come out and enjoy the beach and fellowship. I remember one year flying at Bush Lake the weather

**Building Contest
May 24th**

Show & Tell



The March meeting was filled with new airplanes.



Pat Dziuk didn't have a new plane but rather his SloStick covered with Glowwire for night flying. In addition it had 4 lights on the wing and carried an off/on glowstick between the landing gear. Pat said it was pretty easy to fly with this arrangement at night.



Paul Doyle had a new ducted fan electric at the meeting. This was a Phase III F-15 down in blue, white and gray camouflage. He had put a 70mm ducted fan in it and powered it with an AVOX motor. The controls were tailerons only. This was a nice looking jet and Paul said it had plenty of power and was quite fast, in the neighborhood of 100 mph.



Paul had a second ducted fan electric at the meeting. This was a Hobby Lobby F-18 done in Blue Angel blue and yellow. He had an Alpha 5-blade fan it and a custom motor. He hadn't flown it yet but was sure it would be very fast.

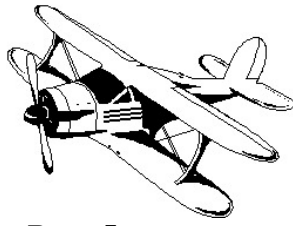


Paul still wasn't done. He also had a Hobby Lobby Lynx which had a pusher electric motor. This foam plane weighed it at 20 ounces complete and would be able to fly in excess of 100 mph.

Gerry Dunne had a very nice Great Planes Seawind electric float plane. This done it blue and white and was nice looking. (See picture on page 6). This foam plane had a 2,100 mAh battery and drew 180 watts. As he had it set up, it flew about 60 mph. On his maiden flight, which he made off of the snow the motor mount gave out and the prop chewed up the fuse. He has since added a beefed up motor mount which is much more stable. Gerry is anxious to see it fly off of water.

Continued On Page 6, Column 1

Show & Tell



Continued From Page 5



Gerry Dunne's nice looking electric Seawind.
(Photo by Jim Cook)



Gerry also had his very small float plane – a Sandbird. This neat aircraft had clear yellow covering with a white fuse. Gerry has flown it off of water.

Corey Kaderlik had his newest plane at the meeting. This was a kit-built Sig Something Extra and it was done in white Monokote with purple trim. He did a great job with his trim lines. The plane was powered with an OS 40 LA engine. Corey said he had been working on this plane for about two years and was very happy to finally get it done. As of the meeting, the plane had yet to take its maiden flight but he was eager to get it into the air.



Sherwood Heggen had his new plane, a scaled-up version of a 30-year-old Ace Superpacer that he scratch built. It was powered with an old RJL engine and the cream/red paint job was fantastic.



Dave Schwantz had a Microstick that was done in clear red Monokote and weighed in at 4 ounces. He said it was a very fast airplane. ☺

A Feast Was Had At the March Membership Meeting

As a reward for the hard work the membership did at the 2008 Annual Auction held the previous month, pizza and pop were served at the March meeting.



**Veep Steve Meyer served up the pizza at the March meeting.
(Photo by Jim Cook)**

VP Steve Meyer picked up the pizza and Jim Cook the pop, and after the business portion of the meeting, everyone enjoyed the treats.

The board thought that this was just a small thank you for the long hours that the members and their spouses put in at the auction on February 9th. Without the turnout the club has at this event, it would never be the success that it is. ☺



Spring Float Fly May 10th

Well, we all heard Sherwood Heggen tell us everything we wanted to know about floats and float flying at the March meeting. Now it's time for us to get one (or more) of our planes on floats and be a pilot at the Spring Float Fly at Bush Lake Park.

The event is scheduled for May 10th with a start time of 11:00 AM. Bush Lake Park is an ideal place to hold a float fly because of the nice sand peninsula that juts into the water allowing great flying no matter what direction the wind.

Jim Cook is the CD for the event and the club yacht will be in attendance to act as retrieval boat in the rare occurrence that a pilot can't get his plane back to the shore under power.

The Spring Float Fly is well attended by pilots from TCRC but also from several other clubs in the Twin Cities, and there are always some really nice water birds to be seen. Even if you don't plan on flying, come down to Bush Lake and watch the beautiful and almost always graceful planes take off and land on the lake.

You are not yet a complete RC pilot until you can say you have flown off of water. So, get that plane or two on floats and plan on taking part in the TCRC Spring Float Fly on Saturday, May 10th at Bush Lake Park. You'll be happy you were part of this event. ☺

Fairchild 24

by Conrad Naegele

The March Mystery Plane was the Fairchild 24.



In 1931, Sherman Fairchild bought the American Aviation Corporation's Kreider-Reisner subsidiary, and with this new Fairchild Aircraft Corporation came the rights to a two-seat sport and training aircraft of braced parasol wing, and open cockpits. This plane, mostly used as a commercial type was the Fairchild Model 22 that survived slow initial sales, to become very successful. This persuaded Fairchild to produce a version with enclosed cabin, two passengers side-by-side, the Model 24. Certificated in 1932, it had a 95 hp Cirr Hi-Ace 4-cylinder inline engine.

From the original Model 24, a long series of variants resulted. The plane used proven construction, steel tube, fabric, and a good amount of high quality woodwork. This plane, along with certain model of Bellanca aircraft, was often called the Cadillac of the general aviation business. It was in production great numbers, and was taken over by the US military, as well as the British (code name Argus). With about 24 variants, mostly involving the number of passengers, and a long list of different engines, Fairchild produced a total of about 1,700 aircraft. Most common of the variants were the 6-cylinder Ranger engines, and a variety of small radial engines.

The airplane was used quite extensively on floats and skis. The Model 24 is seen in good numbers at Oshkosh, and most have been extensively restored. Of the 2 models, the Ranger engined model seems to be the most preferred.

The Fairchild 24 had a wingspan of 36 feet, a gross weight of 2,400 pounds and a maximum speed of 132 mph.

The Fairchild pictured above belonged to Conrad's lake neighbor, Rev. Woody Jacobson and the picture was taken at Oshkosh. ☺

New Members

At the March meeting, TCRC picked up four new members.

Mike Noess lives with his wife Paula at 8221 Horizon Drive in Shakopee, 55379. Their phone number is 952-403-0646 and his e-mail address is noess5@mac.com. Mike is a beginning pilot and will be getting instruction flying his CRJ 200 and his Zagy flying wing.

Mike's two sons, Parker and Logan are already flyers. Logan has an Edge 540, a Cub, and a T-34 Mentor. Parker is flying a Dura Plane and a Me109.

Also at that meeting Dennis Leonhardi joined the club.



Dennis lives with his wife Diane at 14256 Fountain Hills Ct., Prior Lake, 55372. Their phone number is 952-513-8449. He just started flying RC after 55 years of control line. He is currently flying a Tower Trainer 40.

When you see Mike, Logan, Parker and Dennis at a meeting or the field, be sure and introduce yourself and welcome them to TCRC. ☺

2008 TCRC Roster To Be Printed

The 2008 edition of the TCRC Roster will be printed after April 15th of this year.

Pat Dziuk and Mike Timmerman have asked every member to notify them if they have any changes needed to be made in the roster. Deadline for letting them know of the changes is April 15th. So, if you have a new phone number or a change of address, frequency, etc. let them know.

Obviously, if you haven't gotten around to renewing your membership yet, but plan to, you had better renew prior to the April 15th deadline.

A hard copy of the TCRC Roster is given to every member, plus an electronic version can be found in the 'members only' section of TCRCOnline.com.

Thanks to Pat and Mike for all of the hard work they do to keep the TCRC Roster up-to-date. ☺

2007 AMA All Season Flyers

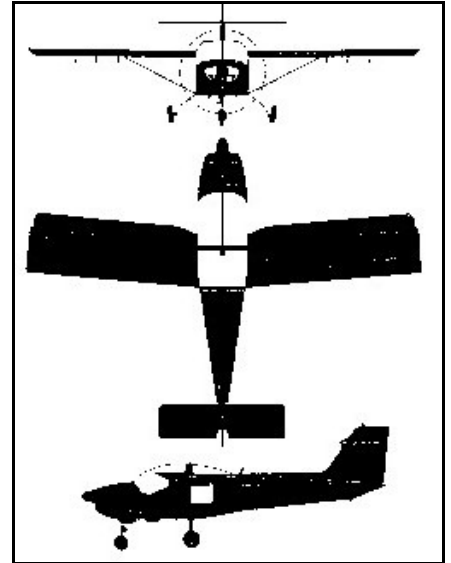
The club would like to award those flyers who qualified for the 2007 AMA All Season Flyer patches at the April or May meeting.



To be an AMA All Season Flyer, a pilot must make at least one flight outdoors in every month of a calendar year. That is, from January to December.

If you qualified for your ASF patch in 2007, please let Jim Cook know as soon as possible, and what number of year your patch should be. (There are several members in the club that have achieved this every year for more than 10 years in a row). ☺

April Mystery Plane



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.

Wow!

April Special!

E-flite 450 Brushless Motors **\$49.99**

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Take More Chances — Enjoy More Crashes

by Bob Karaseiwicz

As you gain in skills, you will take more chances. For instance, an outside loop with a trainer! Well, you just learned that the typical trainer will not do an outside loop (outside loop — from straight and level flight, push down; go down and around to straight, and level flight again.) When your trainer has reached the inverted position and is trying to go up while inverted, it either won't climb or falls off to the side. The likely result is a crash. The definite result is a learning experience.

Don't give in to the temptation to blame your airplane, radio, the wind, the sun, or anything else external. The fault lies with your urge to try something new. Congratulations! You are well on your way to becoming an excellent flier.

Now, how does a beginning flier get out of a difficult situation? The answer, my friend — it depends. In the above outside loop situation, the experienced flier would stay in inverted flight and level off. Then either give up to do a half-inverted inside loop, or do a half roll to level flight. This comes with experience — experience in getting out of tight situations. The flier who never gets into a difficult situation — that is, never takes a chance—never progresses.

Is there a general method for getting out of trouble? Yes, only one. Before you try it, think about it and think about things that can go wrong. Remember the “three mistakes high” rule. You might want to discuss your attempts with an instructor beforehand. You definitely want to discuss your new maneuvers with someone more experienced afterward. If only to brag or find out what went wrong. Oh, one more thing. Please make sure your attempts are safely out over the field, never near the pits.

(Reprinted from the Ramblings Newsletter, Randolph, New Jersey.) ☺

Dues Need To Be Paid To Be In 2008 TCRC Roster

The new edition of the TCRC Roster is going to be printed in April, and if you plan on being in it, you need to get your TCRC dues paid before April 15th.

The dues structure is the same as last year:

- Regular \$75.00
- Junior \$37.50
- Social \$30.00

Get your check to treasurer Mike Burk before April 15th so you make the 2008 TCRC Roster.

Pay your TCRC dues today. ☺

Pay Your TCRC Dues Today!

April Fools' Fun Fly April 5th

by John Dietz

The weather scheduled by event coordinator, John Dietz, for the April Fools' Fun Fly is: sunny with a mild breeze, temperatures in the mid forties to fifties. This year there will be no water on the field.

All that said, I hope everyone will show up on Saturday, April 5 to enjoy what may be a chance to see some new airplanes that have been itching to get in the air, and the pilots that built them.

The event will start around 10:00 AM and run into the afternoon. Bring a snack and we'll try to have some soda available to quench your thirst.

Gas and glow as well as electric will be there. Flying the style of your choice will be the event of the day.

Let's hope we see you at the April Fools' Fun Fly on Saturday, April 5th. ☺

TCRCOnline.com

Make sure you check the club website, TCRCOnline.com before any scheduled event. Webmaster Pat Dziuk is very good at keeping up-to-the-minute changes posted.

And while you are at the website, check out the many other features that make it the best RC Club website in the country! ☺

Old Aviators and Old Airplanes.....

This is a good little story about a vivid memory of a P-51 and its pilot by a fellow who was 12 years old in Canada in 1967. You may know a few others who would appreciate it.

It was noon on a Sunday as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some U.S. airport, the pilot had been tired. I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the flight lounge. He was an older man; his wavy hair was gray and tossed. Looked like it might have been combed, say, around the turn of the century.

His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac.

After taking several minutes to perform his walk-around check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he 'flashed the old bird up. Just to be safe.'

Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use - "If you see a fire, point, then pull this lever!" I later became a firefighter, but that's another story.

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar, blue flames knifed from her

manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.

Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds; we raced from the lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not.

There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose -- something mighty this way was coming. "Listen to that thing!" said the controller. In seconds the Mustang burst into our line of sight.

Its tail was already off and it was moving faster than anything I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic; we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze.

We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead Kingston." "Roger Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

The controller looked at us. "What?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, "Kingston, do I have permission for a low level pass, east to west, across the field?" "Roger Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3000 feet, stand by."

We rushed back onto the second-story deck, eyes fixed toward the eastern haze.

The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field shredding and tearing the air.

At about 400 mph and 150 yards from where we stood she passed with the old American pilot saluting. Imagine. A salute! I felt like laughing, I felt like crying, she glistened, she screamed, the building shook, my heart pounded.

Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory.

I've never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their big brother, a steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just flown into my memory.

He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best. That America will return one day, I know it will.

Until that time, I'll just send off this story; call it a reciprocal salute, to the old American pilot who wove a memory for a young Canadian that's lasted a lifetime.

(Forward to your Pilot Friends and anyone who would enjoy a good story)

Editor's Note: I do not know who originally sent this article to me via e-mail, so I cannot give the proper credit that is deserved. ©



Editor, Jim Cook
@ Flare Out Publisher
1177 Polk Street
Shakopee, Minnesota 55379

Quite A Shop Tour!



Wayne Rademacher takes the sticks of a simulator while touring Dave Schwantz's shop. Not only did the members get to see a great shop, but they also took the sticks and flew outside for a while. ☺

THE TCRC FLARE-OUT Monthly Newsletter



** TWIN CITY RADIO CONTROLLERS INC. **

Purpose: To preserve, encourage, and further develop the hobby of building and flying radio controlled model airplanes.

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