

## March Program Featured A Great Presentation On Jets

by Chris O'Connor



**Roy Maynard gives an informative jet program at the TCRC March meeting. (Photo by Scott Anderson)**

I want to thank Roy Maynard for presenting the March program on jets. The meeting was well attended with even a few new faces. Roy is an accomplished scale builder and flyer. He brought one of his newest jets to the program, the model is a Fouga. Roy explained how he got into jets and what kind of commitment it takes to fly them. Aside from the potential fire hazard on starting or crashing, a lot of what Roy had to say pertains to giant-scale, and for that matter, all R/C models.

He stressed the importance of using good quality products, radios, batteries, servos, etc. to minimize a failure in the air and potentially



**Roy gives Tim Wirtz and Jon Perry a detailed view of the inner workings of a jet-powered aircraft. (Photo by Scott Anderson)**

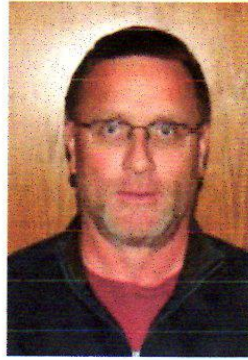


**Roy had everyone's attention at the March meeting. (Photo by Scott Anderson)**

losing control and having a model go into the crowd and or property. Thanks to Scott Anderson for the pictures, good job. Remember if you are using a turbine you have to get a turbine waiver from the AMA before you can fly on your own. The jets provide a whole new path to our hobby. Again thanks Roy! **J**

## A Note from The Head Wing Nut

By Bob Briesemeister



### TCRC Members

Happy April fool's Day! Sorry to say this is not an April fool's Day joke. The main field is experiencing the first flood of 2018 with the spring melt coming early this year. This is the earliest that I have seen it flood since I have been a member of TCRC. I'm not sure if it is a good thing or a bad thing. Remember the alternative flying site is open but the main field rules of line of sight will now apply there. With not knowing how long the field will be under water, the April Fools Fun Fly which is on the calendar for April 7<sup>th</sup> may not happen. I'll send an email later in the week with an update.

With the upcoming Spring Float Fly in May the program at the April 10<sup>th</sup> membership meeting will be on float planes. Sherwood Heggen will be doing the presentation and has requested that anyone with a float plane to please bring it to the meeting. Hopefully we can get a big assortment of different types of planes and comments on how they fly.

Coming up in May TCRC has three events planned. The first is the field cleanup and fun fly on the 5<sup>th</sup> of May. There are always things to be spruced up after the winter. Checking out the field equipment, fixing benches, sweeping the runways, raising the gate, and perhaps some painting. We will meet around 9 am and get the work done and then hopefully do some flying.

The second is the Builders Contest at the membership meeting on the 8<sup>th</sup>. This a good way to show off your winter projects. There are three awards to be given out, Scale, Non-Scale and People's choice. If you have any questions please contact Chris O'Connor.

The third May event is the Spring Float Fly at Bush Lake Beach in Bloomington on Saturday May 12<sup>th</sup> from 10 am to 2 pm. Keep your fingers crossed that we have the same great weather we had last year. Contact Steve Meyer with any questions.

For the past few years I have attended the Aeromodelers Swap and Show in Detroit Lake Minnesota. This year it will be held on Saturday April 7<sup>th</sup> at the Washington Square Mall in Downtown Detroit Lakes. There is everything from giant-scale to control-line planes on display.

Bring a plane to show and possibly win a prize. There's a raffle that you can purchase tickets for and of course the swap meet. Contact Paul Johnson with questions 218-846-9939

The TCRC board will be meeting on April 4<sup>th</sup>. If there are any topics or concerns that you think we should address please contact me or another board member.

Think SAFETY and Happy Flying. J

## April TCRC Program

by Sherwood Heggen

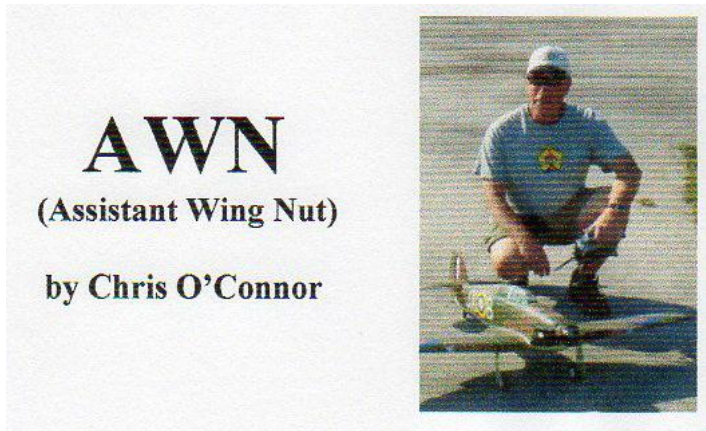
### Understanding Floats

The season for float flying will soon be here. Are you ready? The April 10<sup>th</sup> meeting program subject will be on understanding floats for your favorite model.

For this program, everyone who has an airplane(s) on floats is highly encouraged to bring it. This is not a beauty contest so bring what you have. The idea is to have a time of seeing up close a variety of float planes and be able to talk with the owners regarding how they set them up to fly successfully off the water.

Also, Sherwood Heggen will give a talk on the design, construction, and set up of floats.

Come on April 10th and be a part of this fun evening of getting ready for float flying this summer. J



Spring is officially here which means we will be out at the field flying soon. Although I know some of you have already been flying all winter. One of the topics I thought I'd bring up is on the use of batteries in our models. Many of you are using lipos with the electrics running thru a speed controller and a bec, battery eliminator circuit, which also powers the Rx and servos. What I wanted to bring up was our standard setup of Rx, servos, a switch, and a battery usually nicads or nickel metal hydrides. These have been around for years. A much better alternative to these is A123 batteries. Lithium Nano phosphate, not the flat wafer pack called Life batteries. A123 packs are 2-cylinder shaped cells similar to a C-cell alkaline battery. The disadvantage to nicads or nimh is the memory effect of the cells and especially nimh with very high internal resistance. That means as the demand for power is increased by the load on servos the voltage can drop very fast potentially putting your Rx into a brownout condition. If Rx voltage drops to around 3.5 volts the Rx will lose signal to the Tx, a condition called brownout. One of the things we learned from switching to 2.4 frequency is the Rx is more susceptible to low voltage. So NEVER use 4.8-volt battery pack, always use a 6-volt battery pack.

A123 packs have very low internal resistance so their voltage stays at 6.6 volts. A fully charged A123 is 7.2 volts for a few minutes then it drops to an almost flat line discharge amount of 6.6 volts until the end then it drops fast. I guess that's the down side to A123s. The solution for that is to start with a fully charged pack and monitor your pack by flying a normal flight or two and then recharging the pack back to full and noting the amount of mah (milliamp hours)... you put back into your battery. If you put 550 mah back after 2 flights, then each flight is about 225 mah. So with a 2,500 mah A123pack you can fly about 8 flights safely before recharging. Make sure you have a charger that can charge A123 batteries which on the charger will not say A123, but Life. Not Lipo, or nicad, or nimh. A disadvantage to the flat Life packs is they are susceptible to vibration. The wafers inside are thin. These packs look like Lipo packs.

A very good website to get info on batteries is Hangtime Hobbies. His brand is called NoBS batteries. The two places I would recommend

to get genuine A123 packs are Hangtime Hobbies, or Electro Dynamics. Both are excellent. If you have any questions feel free to talk to me anytime.

Our April program will be on floats and float flying. Our own Sherwood Heggen will be our expert on everything floats. This gives everyone time to get their float plane ready for TCRC's Spring Float Fly in May. Our program for the May meeting will be the Annual Building Contest, consisting of the 2 categories -- Scale and Nonscale. Bring you plane or planes to enter. Remember, new, or 50% rebuild, or if you have entered it in the past but have not won, then those are the ones that are eligible to be entered. More info at the April meeting.

See you out at the field.

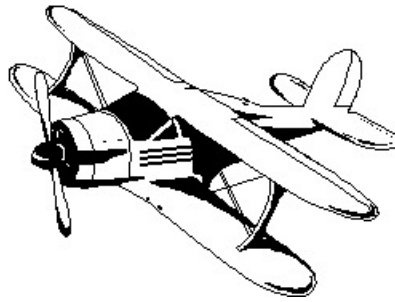
J

## Calendar

- Apr. 1** Flying Season Arrives
- Apr. 4** 2<sup>nd</sup> Qtr.  
Board Meeting  
President's Home  
7:00 PM
- Apr. 6-8** Toledo Air Expo  
Seagate Center  
Toledo, Ohio
- Apr. 7** April Fool Fun Fly  
TCRC Jordan Field  
10-10-10 Rule  
Also TBD for flooding
- Apr. 10** TCRC Membership Meeting, 7:00 PM  
CrossPoint Church  
Bloomington
- May 8** TCRC Building Contest  
CrossPoint Church



# Show & Tell



We had one new airplane at the March membership meeting.



**Sherwood Heggen and his Big Bingo at the March meeting. (Photo by Scott Anderson)**

Sherwood Heggen showed up with his scratch-built ACE R/C Big Bingo. This sleek looking plane was covered with white and black Ultrakote and had a wingspan of 84-inches. It weighed in at 13.5 pounds. The power plant was a Zenoah G26 swinging an 18x6 prop. It also had split flaps. Sherwood said this was a simple plane to build. As for the maiden flight, it is scheduled for this spring, and he is expecting it will be a nice and easy plane to fly.

# TCRC Apparel For Sale

TCRC's new club apparel is available for sale at most membership meetings.

The new apparel is pretty nifty looking.

Club treasurer Tim Wirtz has been organizing the order of the club apparel and now has for sale:

- TCRC Hats \$12.00
- TCRC Hatbands \$5.00
- TCRC Gray Sweatshirts \$18.00
- TCRC Gray T-Shirts \$12.00

The dark blue hatbands are to be worn on broad brim straw hats and should look pretty neat.

Tim has plenty of the hats and shirts in an array of sizes. See him at a meeting to get your new TCRC shirt or hat.



**Andersen Designs**

Andersen La-7  
Built by Jeff Quesenberry

**FREE! Scale Plan Downloads**

ARADO 96B, Focke Wulf TA -152H  
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Kawasaki Ki-45, Lavochkin La-7  
Mitsubishi -"Babs"

**MNBigBirds.com**

**Add'l Extras:**

- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & more...

Composite Parts Available thru...

## deHavilland DHA-3 Drover

by Conrad Naegele

The March Mystery Plane was the deHavilland DHA-3 Drover.



After WWII was over, deHavilland decided it needed a new commercial airplane to replace the aging Dragon biplane, also the Dove. It tasked Australia to design and build such a plane.

The new plane was a 3-engine 8 to 12 passenger tail dragger. Britain still clung to tail draggers -- refer, for instance, the Avro 689, and the 685 York. The new plane, while good, was still never right. In its development, it had three different engines, and three different props!! It started with a Gypsy Major 4-cylinder, then went to 6-cylinder Majors, finally to a 4-cylinder Lycoming engine. It went from 3-blade Rotal variable pitch, to 2-blade fixed pitch, and back to variable pitch again!

Still, the plane was used in a number of roles: passenger plane, Australia's famed Flying Physicians, crop dusting, etc. It did suffer a good number of crashes. One was notable. During a flight over the Bismarck Sea, the left prop disintegrated, one loose blade struck and killed the pilot. A non-pilot passenger took over and ditched the plane. He and three passengers survived!

A total of 50 planes were built, and a number were still on the registry and flying in 2008.

The deHavilland DHA-3 had a wingspan of 57 feet, a gross weight of 6,500 pounds and a speed of 144 mph. The last engines were Lycoming O-360 flat 4-cylinder engines that developed 180 horsepower. J

## 2018 TCRC Dues

With the arrival of the New Year comes the time to renew your TCRC club dues.

The TCRC board of directors met and set the 2018 TCRC dues as shown below:

- Regular \$85.00
- Junior \$47.50
- Social Affiliate \$35.00

Dues invoices were handed out at the December meeting if you were present, or mailed after the December meeting.

Remember, to be a member of TCRC you must be a member of AMA and supply proof of that membership at the time of your TCRC renewal.

Your TCRC dues can be paid to treasurer Tim Wirtz at a meeting or by mailing them to Tim at:

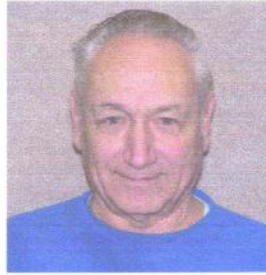
Tim Wirtz  
1511 Emerson Avenue N  
Minneapolis, MN 55411

The TCRC board confirmed the initiation fee for new members or members who had not paid their dues for the previous year. The initiation fee is \$75.

Take the time to pay your 2018 TCRC dues today. J

## Safety At The Field

By Larry Couture



Well here it is March 29th 2018. I am sitting here this morning with the heat on looking out the window at some spots of dirty white snow in my front yard. The computer shows that the field is going into a flood situation for the coming week due to the great weather they had in southwestern Minnesota. Now all that being said I got to write an article on safety and I find that staying home at this time is quite safe as long as I sit in front of the TV and sleep, nothing will happen.

I have returned from my yearly trek to Arizona. I had a great time in Yuma flying with Arizona Dan as most of the guys call him. Their club down there has a great show in late February each year and I try not to miss it, the flying demos are great. I flew my plane a few times and it does not have retracts but I found a way on two landings that I can retract the wheels. The only problem with this is it takes the rest of the day to on un-retract them.

Well now that those days have past I will hope to see you one and all at the field in later April. Now the safety rules for the past auction event were there will be no pushing, shoving, hitting or cussing when you get out-bid for that item you could not live without. Most of you guys did put on your big boy pants and suck it up and dealt with it. So everything went well at the auction and as usual it was a success.

FOR ALL MEMBERS NEW AND OLD:

The rules are printed in the front of the roster and on a large board in the shelter at the field. I suggest that all members should read them from time to time just to refresh the memory. The thing I will always harp about is let your fellow flyers know what you are doing or going to do by LOUDLY ANNOUNCING take offs, landings, dead stick and on the field travel and make sure the other hear you and acknowledge you. In my opinion this is the most important rule or suggestion to follow as it will make accidents less likely to happen and IT SEEMS TO BE WORKING SO LETS ALL KEEP IT UP.

Thought for the day: fly often, have fun and crash less and as usual all landings from which you can fly again are great but not always graceful. J

## AMA Safety Code

by Tim Wirtz

The AMA changed its National Model Aircraft Safety Code for 2018. The Safety Code is now more generalized instead of at the aircraft type level. There is also an accompanying AMA Safety Handbook that speaks to safety rules for each type of aircraft (R/C, Control Line, Free Flight, etc.) We read the National Model Aircraft Safety Code at the March Meeting. I also updated the roster that was sent out in the beginning of March with the new AMA National Model Aircraft Safety Code and the link to the AMA Safety Handbook.

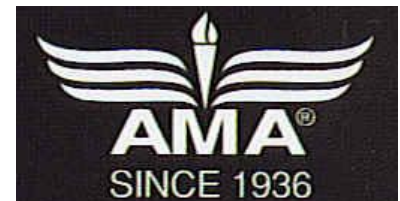
I would encourage each member of the club to read the code and the handbook on their own. I have provided links to each of them below. Safety is and should always be at the forefront of our actions in the hobby. Please take the time to brush up on the AMA rules and regulations.

The National Model Aircraft Safety Code:

<http://www.modelaircraft.org/files/105.pdf>,

The AMA Safety Handbook:

<http://www.modelaircraft.org/files/100.pdf> J



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**THE TCRC FLARE OUT Monthly Newsletter**



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- |                       |  |
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| <b>Vice President</b> | <b>Chris O'Connor</b><br>612-619-5471    |
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**TCRC Flare Out**

- Editor** James R. Cook 952-445-5257  
**Publishers:** Pat Dziuk 952-445-3089  
 & Mike Timmerman 952-496-1631

**Website:** <http://www.tcrconline.com>

**For Sale**

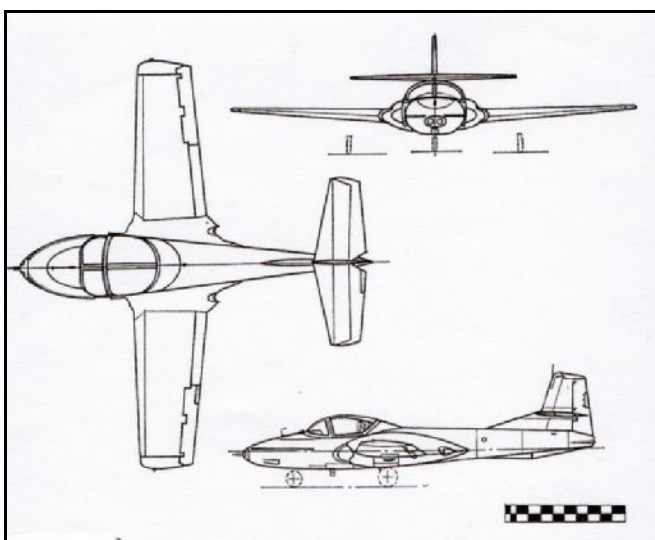
President Bob Breisemeister has some very nice airplanes for sale.

Bob's planes range from small electric ARF's up to 1/3-scale sport planes. Some planes are still in kit form, and some are entirely completed.

The prices of the various planes are very moderate and any one of the aircraft would be a great value for the money.

If you are interested, give Bob a call at 612-964-8877, or see him at a meeting. **J**

**April Mystery Plane**



## Roy Maynard's Beautiful Fouga Jet At The TCRC Meeting



This is another picture of Roy Maynard and his great looking Fouga. This is modeled from the 1950's Fouga CM 170 Magister, a French two-seat jet trainer aircraft. J

# 18304

If someone was 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. J

### New Member

In March Amir BenAly became a member of TCRC. He lives at 1084 Parkview Lane, Victoria 55386. His phone number is 612-845-0616 and his email address is [amirbenaly@icloud.com](mailto:amirbenaly@icloud.com).

Amir has been flying R/C for more than 25 years and currently is flying a Super Scorpion.

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

This brings the 2018 TCRC membership to 113 members. J

## It Must Be April!

by Jim Cook

Sometimes the winter goes by slowly, and sometimes it goes by fastly. This year, at least to your editor, the winter shot by at unbelievable speed.

Mary and I returned home on March 30<sup>th</sup> and set foot on Minnesota soil snow for the first time since Christmas. Well, that's not entirely true. I flew back to Minnesota at the start of February to be a part of our fantastic auction, but only stayed 3 or 4 days before returning to Mesa Arizona for the duration of the winter. And it was a hard thing to do. Every morning I had to get up and shovel huge amounts of sunshine off of our sidewalk!

Larry Couture and his lovely wife Joyce stopped by one night. We had a great dinner together and then played some cards for the balance of the evening.

But now it is April. I am a little disappointed to have to get that darn white stuff on my shoes, and have to remove it from my car, but I have been told by a very reliable source that spring has sprung. So be it! It's good to be back! J

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



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