

# Flying At Owatonna

by Scott Anderson and Chris O'Connor

We had a great day flying big warbirds down at the Southern Minnesota Model Aircraft Club (SMAAC) field in Owatonna on Sunday. There were about 12 guys down there each taking turns flying, so you had the sky to yourself.

It was just a warm up day preparing for the Northern Alliance Military Fly-In coming on August 9<sup>th</sup> thru 11<sup>th</sup>.

Steve Meyer test flew his Spad and found some serious trim issues with the elevator. After a very scary take off Steve was able to save it and bring it down safely. After some adjustment, it flew like a trainer.

Jeff Quesenberry was putting flights on his huge 100-pound Spitfire. Jeff had engine trouble on his 2nd flight and had a forced landing in a field. The Spitfire will require some time in the shop for repairs.



Scott Anderson's P-51's sharing space in the pits at SMAAC.  
(Photo by Scott Anderson)

Scott Anderson brought out his Top Flite Giant Scale P-51D's for test flights and some support from the guys. The red-tail flew well but the yellow-tail captured P-51 needed a few more tweaks in the shop but it will be ready for the next event!

Chris O'Connor put a few flights on his trusty giant-scale P-51 which he has put about 230 flights on. That Mustang is an awesome flying machine.

But the plane that we all were waiting to see fly was Chris' magnificent T-34. This plane was built and detailed to Top Gun quality. It took about three years to build. With that in mind the first flight was a little nerve racking. Everything on the plane was checked and triple checked. All machine screws had locktite put on them. The CG was checked with a CG balancer. The engine was run and set at home not at the field, so no distractions. All batteries charged, radio range checked, and most importantly, all surfaces moved in the correct direction and returned to neutral. I had someone else also check the servo travel to make sure it was correct. Even with all that I still overlooked a couple of items. One was that my right flap was a little higher at neutral than the left flap which caused a right turn on takeoff.

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# From The Left Seat

By Corey Kaderlik



Hello fellow members,

June and part of July left us water logged but soon after our July monthly meeting the water had receded and shortly after a cleanup was on the way. Thank you to all members that put in many hours to get the field back into top shape. Afterwards there were many people flying and using our field the way it was meant to be.

I would like to remind everyone that signed up to mow to check the schedule so that the mowing does not get out of hand.

Unfortunately the Big Bird Fly was canceled because we could not find a coordinator this year. We will have to try again next year.

Model Aviation Day is approaching soon, so consider helping out as this event shows the public what we are all about. Please contact Scott Anderson if you would like to help at this event.

See you all at the next meeting on Tuesday, August 13th that will be held in room 211 due to a conflict in scheduling.

# TCRC Pylon Racing Report


by Paul Doyle

The second race of the TCRC Pylon Racing League on July 21st turned out to be a beautiful day but only two racers, Veto Rossini and myself, showed up at the field?

With the Spring and Summer we've had I was surprised when I showed up at the field at 12:30 pm only to find that the gate was locked and not a single pilot was to be found. Fortunately right about the 1 pm start time Veto showed up and we made the best of a gorgeous day though it would have been a lot more fun with more racers!

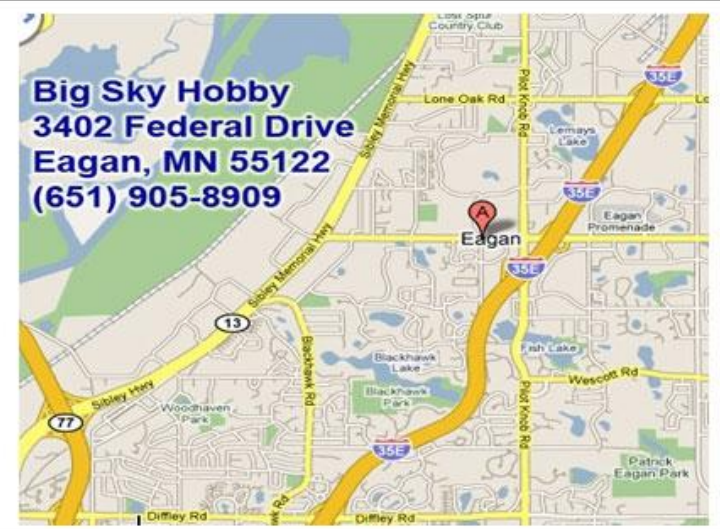
The next race is scheduled for Sunday August 18th and hopefully we'll have a better turnout. So I encourage you all to come out and enjoy the day, weather permitting. This is Minnesota after all! J

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Not severe though. I also had a climb in the plane which was manageable, and the last thing was my access panel came unlatched just as the plane broke ground. All fairly minor things. The T-34 is the most complex plane I have ever had, so the majority of systems preformed perfectly. All in all a good first flight rewarded with a very nice landing.



**Chris O'Connor's T-34 cruises in for a nice landing at Owatonna.**  
(Photo by Scott Anderson)

After a couple of trips around the pattern, the nerves calmed down. One thing that I recommend is to have a helper next to you, brief him before the flight as to what switches are what and have him do the trim tabs for you, so you can just fly the plane. Reducing the work load is always good. Set up your Tx the same on all your planes so you can find retract and flap switches by feel. I usually make my first flight about 5-6 minutes long. I then come down and check the complete plane over for anything that may come loose. All good nothing lose!

At home I repaired and painted the access panel and now it is secured with screws as well. The wing incidence was changed slightly on the left wing panel by raising the trailing edge. Now both flaps match. Finally a little downthrust was added. The second flight was even better, and the pilot more relaxed. I had one glue joint on a gear door attach fail, that has been it. The plane is very fun to fly and at 49 pounds is not affected at all by a 15-18 mph wind. With 4 flights on the plane, the long building process was well worth it. It is also a nice feeling of accomplishment to tell someone you built the whole thing and not just assembled it and to see it fly.



**Steve Meyer hold the T-34 as Chris prepares for take-off.**  
(Photo by Scott Anderson)



**Landing approach for the T-34.**  
(Photo by Scott Anderson)

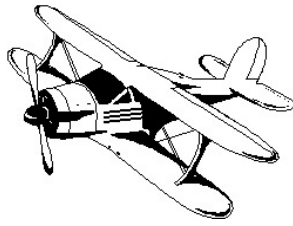


**A more relaxed Chris in the pits after the flight.**  
(Photo by Scott Anderson)

Finally a thank you to Steve Meyer for being my co-pilot. 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.**

## Show & Tell



Two nice airplanes showed up at the July membership meeting.



Larry Couture had a nice looking AT-6 Texan that was from an ARF kit. It had a wingspan of 57 inches and a weight of 69 ounces. It was done in yellow USAF trainer colors and was powered with a 3648 electric motor. The plane also had mechanical retracts. Larry said the kit was of good quality. As of the meeting the Texan had not had its maiden flight.



Sherwood Heggen had a nice looking Ultra Sport 40 which was built from a Great Planes kit. This plane was a no sale at the 2011 TCRC auction and Sherwood ultimately became the owner. He stripped the covering from the model and discovered many construction flaws and errors. He put a considerable amount of time into the plane and the finished product was great looking. It was done in white Sig Koverall and had red and black trim. It was powered with an OS 46 2-stroke engine and weighed in at 6-1/2 pounds. The wingspan was 55 inches. Sherwood said the maiden flight was uneventful and needed little trimming. He was very happy with all of the flight characteristics. J

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## Nardi FN 333 Riviera

by Conrad Naegele

The July Mystery Plane was the Nardi FN 333 Riviera.



The Nardi amphibian flying boat prototype first appeared in September, 1952, a luxurious touring model. It was a high-wing cantilever monoplaner, with the cabin on the forward part of a single-step hull. Water stabilization was provided by a pair of floats that retracted into the wingtips. A novel design in that the floats remained in the water all the time that the wings were folding, providing considerable support, especially while docking. Two slender booms, with vertical rudders, supported the tail feathers. Of all-metal construction, the prototype was powered by a 145 hp Continental engine. It was, of course, a pusher.

Originally, three prototypes were developed, but since Nardi was a small company, production was done by Savoia-Marchetti. The first production model was flown in 1960. By then, it had a revised tail unit, a larger 4-seat cabin, and waterproof wells for the tricycle gear. It now had a larger engine, an IO-470. However the novel folding wings and tip tank arrangement were deleted. In 1960, an Italian pilot set several FAI altitude and speed records, for its class (I wonder how many planes there were in that class?)

The majority of the planes were sold to the U. S. A total of 30 planes were built. A comparable airplane was the well-known Republic Sea Bee.

The Nardi flying boat carried 3-4 passengers, had a wingspan of 34-feet and a gross weight of 3,274 pounds. It had a speed of 177 mph and a range of 400 miles. J

## Model Aviation Day August 24th

The 2012 Model Aviation Day has been scheduled for Saturday, August 25<sup>th</sup> at the TCRC Model Aircraft Park in Jordan.

Model Aviation Day is open to the public. COME JOIN US in the excitement and thrills of flying radio-controlled aircraft! Not only will you see these aircraft perform exciting maneuvers across the sky, but you will get a chance to try your skills at flying on a computer simulation, and then, actually FLY an aircraft YOURSELF! Demonstrations and discussions will be held on checking out and preparing an aircraft for flight by experts! Pilots will be flying all day! Food and soft drinks will be available onsite.

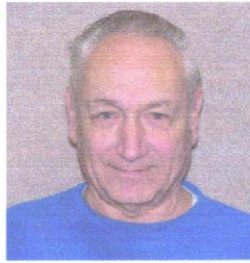
This is a great event designed to let the people in our area know what our hobby is all about and to give them a chance to experience what it is like to take the sticks of an R/C airplane. We need our members to bring some of their neat looking aircraft that can be used in static display, but also to be seen in the air doing flying demonstrations. We need members to help with the static display, the flight simulators, concessions, and to be available to answer the questions of our neighbors about this great hobby of ours.

Scott Anderson is the champion for Model Aviation Day and he is promising great weather for the event! J

**We Need Your Help  
At MAD!**

## Safety At The Field

By Larry Couture



Well here it is again the end of July. The field is no longer flooded and it's in good shape for flying. The weather has been windy but on a few days we have been flying. I hope to see more field use in August so I will just REPEAT the following info for safe field use.

There are a number of new members in our club and at this time I would like to welcome them and hope that everyone does the same when you see them at the field. All the rules are on the large board in the shelter along with a fire bottle and a first aid kit. I request that all members read the rules and learn or know where everything is for rapid use in case of an emergency.

Now if all the rules are followed to the letter of the law and everyone makes sure that their equipment never fails or that all flights end with perfect landings, then none of this equipment or knowledge thereof would be needed, but that is not going to happen in the real world that we are in.

So instead we must practice and use the rules every day that we fly. I think that the best thing we can all do is LOUDLY tell everyone and WAIT FOR A RESPONSE when we taxi out, takeoff, make touch-and-goes, low fly-bys and last but not least landings, or for sure the dead stick landings which by there need take preference over all other movements.

As usual all landings from which you can fly again are great but not always graceful so fly often and keep the rubber side down.

PS another safety tip for you electric guys! Make sure that your esc is of the proper size or larger. If it I too small it shorts out and the plane she go crash. J

## Fall Float Fly September 28

by Steve Meyer

Just two short months until we get our feet wet at TCRC's Fall Float Fly.

The float fly is scheduled at Bush Lake Park in Bloomington on September 28<sup>th</sup> this year so the weather and fall colors should add to the experience.

This is always a well-attended event with lots of TCRC members joining with members from many other Twin City R/C clubs and doing several hours of float flying with some very great looking planes. There are also usually many very appreciative spectators that come to enjoy the flying.

If you haven't tried float flying now is the time to get a plane ready for the Fall Float Fly at Bush Lake on September 28<sup>th</sup>.

I hope to see you all there this year. J

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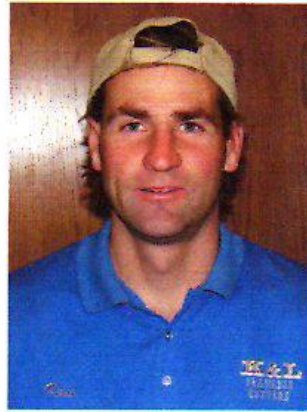
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# Veep's Corner

By Kris Hanson



Well, in late June the Minnesota River climbed up on field and forced us to fly at the Scott County Fairgrounds for a couple of weeks. It's nice to have a back-up field. But the water is long gone now, and you members were quick to get the runways back in shape and now the field is in great shape again.

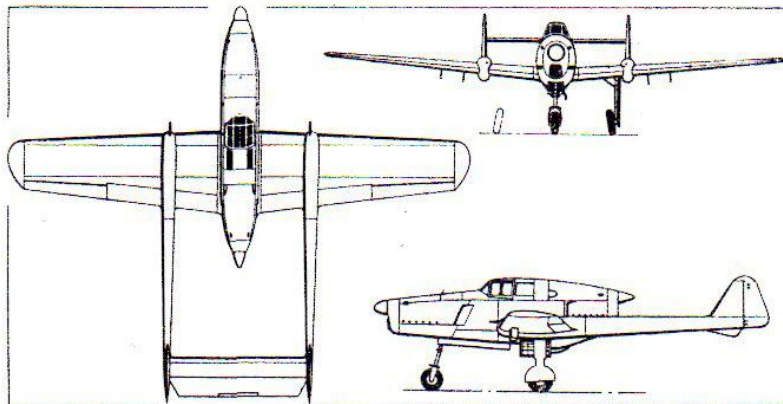
How about that summer! I can't believe it's Fair time already. I have been so busy with work, that the last time I flew was the Competition Fun Fly June 22 that we held at TCRC's Jordan field. That is bad for me, I need my stick time! It calms me and I can't wait for Model Aviation Day to come. It is scheduled for August 24<sup>th</sup>. My family will be camping at the field all that weekend. I will bring about 20 airplanes and I plan to fly all of them at least once to get the dust off and flush the tanks. Some of the planes that I am going to bring are: 747 Pan Am; the 4-engine B-17; the flying car; Shamu, the flying whale; my parachute plane for the kids to try; and of course I will be night flying also. MAD usually gets a lot of our neighbors and other people who are interested in our hobby, and I think our club has a lot to show them. It should be a great day.

I am hoping to bring my family and even some of my neighbors to enjoy MAD and see what this hobby is all about, and maybe we can get a bunch of you guys to think about camping also. We will see you at MAD.

## Calendar

- Every Friday    Dome Flying  
Golf Dome  
Long Lake  
9:00 PM to Midnight
- July 29-Aug 4    EAA AirVenture  
Oshkosh, Wisconsin
- Aug 2-4          Wisconsin Fun Fly  
Siren and Rice Lake  
Wisconsin  
Jim Cook & Bill Sachs
- Aug. 2-4          WATTS Over  
Owatonna Fly In
- Aug. 9-11        Northern Alliance  
Military Fly In  
Owatonna, MN
- Aug. 13          Membership  
Meeting, 7:00 PM  
CrossPoint Church  
Bloomington
- Aug. 17          AMA Model Aviation  
Day
- Aug. 18          Pylon Racing  
12:00 PM Practice  
1:00 Race Time  
Paul Doyle  
Kris Hanson
- Aug. 24          TCRC Model  
Aviation Day  
Jordan Field

## August Mystery Plane



# Never Forget Doolittle's Raiders

On **Tuesday**, in Fort Walton Beach, Florida, the surviving Doolittle Raiders gathered publicly for the last time.

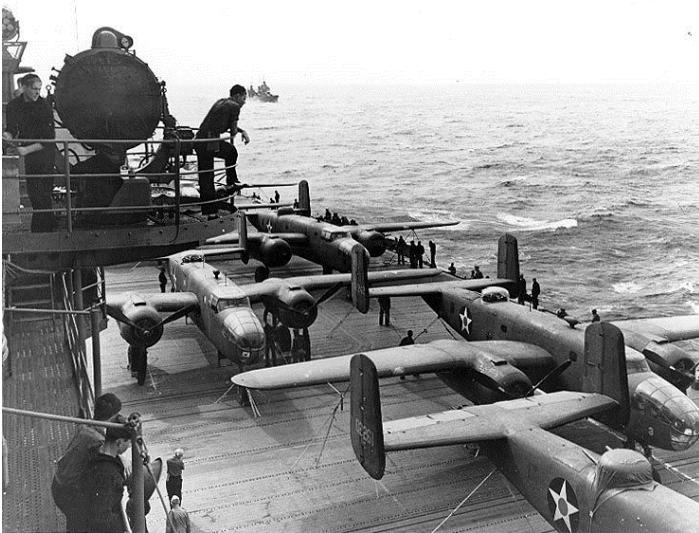
They once were among the most universally admired and revered men in the United States. There were 80 of the Raiders in **April 1942**, when they carried out one of the most courageous and heart-stirring military operations in this nation's history. The mere mention of their unit's name, in those years, would bring tears to the eyes of grateful Americans.

Now only four survive.

After Japan's sneak attack on Pearl Harbor, with the United States reeling and wounded, something dramatic was needed to further the war effort.

Even though there were no friendly airfields close enough to Japan for the United States to launch retaliation, a daring plan was devised. Sixteen B-25s were modified so that they could take off from the deck of an aircraft carrier. This had never before been tried -- sending such big, heavy bombers from a carrier.

Photo # NH 53293 B-25Bs parked on board USS Hornet during the Doolittle Raid, April 1942



The 16 five-man crews, under the command of Lt. Col. James Doolittle, who himself flew the lead plane off the USS Hornet, knew that they would not be able to return to the carrier. They would have to hit Japan and then hope to make it to China for a safe landing.

But on the day of the raid, the Japanese military caught wind of the plan. The Raiders were told that they would have to take off from much farther out in the Pacific Ocean than they had counted on. They were told that because of this they would not have enough fuel to make it to safety.

And those men went anyway.

Photo # NH 64472 LtCol. Doolittle & Capt. Mitscher with USAAF crews aboard USS Hornet, April 1942



They bombed Tokyo, and then flew as far as they could. Four planes crash-landed; 11 more crews bailed out, and three of the Raiders died. Eight more were captured; three were executed. Another died of starvation in a Japanese prison camp. One crew made it to Russia.

The Doolittle Raid sent a message from the United States to its enemies, and to the rest of the world: We will fight. And, no matter what it takes, we will win.

Of the 80 Raiders, 62 survived the war. They were celebrated as national heroes, models of bravery. Metro-Goldwyn-Mayer produced a motion picture based on the raid; *“Thirty Seconds Over Tokyo”*, starring Spencer Tracy and Van Johnson, was a patriotic and emotional box-office hit, and the phrase became part of the national lexicon. In the movie-theater previews for the film, MGM proclaimed that it was presenting the story “with supreme pride”.

Beginning in 1946, the surviving Raiders have held a reunion each April, to commemorate the mission. The reunion is in a different city each year. In 1959, the city of Tucson, Arizona, as a gesture of respect and gratitude, presented the Doolittle Raiders with a

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# Never Forget Doolittle's Raiders

Continued From Page 8

set of 80 silver goblets. Each goblet was engraved with the name of a Raider.



**The Raiders over Japan**

Every year, a wooden display case bearing all 80 goblets is transported to the reunion city. Each time a Raider passes away, his goblet is turned upside down in the case at the next reunion, as his old friends bear solemn witness.

Also in the wooden case is a bottle of 1896 Hennessy Very Special cognac. The year is not happenstance: 1896 was when Jimmy Doolittle was born.

There has always been a plan: When there are only two surviving Raiders, they would open the bottle, at last drink from it, and toast their comrades who preceded them in death.

As 2013 began, there were five living Raiders; then, in February, Tom Griffin passed away at age 96.

What a man he was. After bailing out of his plane over a mountainous Chinese forest after the Tokyo raid, he became ill with malaria, and almost died. When he recovered, he was sent to Europe to fly more combat missions. He was shot down, captured, and spent 22 months in a German prisoner of war camp.

The selflessness of these men, the sheer guts ... there was a passage in the Cincinnati Enquirer obituary for Mr. Griffin that, on the surface, had nothing to do with the war, but that emblemizes the depth of his sense of duty and devotion:

When his wife became ill and needed to go into a nursing home, he visited her every day. He walked from his house to the nursing home, fed his wife and at the end of the day brought home her clothes. At night, he washed and ironed her clothes. Then he walked them up to her room the next morning. He did that for three years until her death in 2005."

So now, out of the original 80, only four Raiders remain: Dick Cole (Doolittle's co-pilot on the Tokyo raid), Robert Hite, Edward Saylor and David Thatcher. All are in their 90s. They have decided that there are too few of them for the public reunions to continue.

The events in Fort Walton Beach this week will mark the end. It has come full circle; Florida's nearby Eglin Field was where the Raiders trained in secrecy for the Tokyo mission. The town is planning to do all it can to honor the men: a six-day celebration of their valor, including luncheons, a dinner and a parade.

Do the men ever wonder if those of us for whom they helped save the country have tended to it in a way that is worthy of their sacrifice? They don't talk about that, at least not around other people. But if you find yourself near Fort Walton Beach this week, and if you should encounter any of the Raiders, you might want to offer them a word of thanks. I can tell you from firsthand observation that they appreciate hearing that they are remembered.

The men have decided that after this final public reunion they will wait until a later date -- some time this year -- to get together once more, informally and in absolute privacy. That is when they will open the bottle of brandy. The years are flowing by too swiftly now; they are not going to wait until there are only two of them.

They will fill the four remaining upturned goblets and raise them in a toast to those who are gone. **J**

## SMAAC Mourns Passing of Karen Johnson

As many of you have heard we lost our club's First Lady, Karen Johnson in a tragic car accident while she was on vacation with her family. Our hearts are heavy and our prayers are with the entire Johnson family during this difficult time. After talking with Tim and the family we all felt that Karen would want our events to go on as planned. We will be moving ahead with WATTS Over Owatonna and The Northern Alliance Military Fly ins. We invite everyone to come and honor Karen as we celebrate her love of everyone in the hobby at these events.

*(Reprinted from the SMAAC Watts Over Owatonna web page)*

## New Members

Andrew Fry became TCRC's newest member. Andrew lives at 6232 11<sup>th</sup> Avenue S in Richfield, 55423. His phone number is 570-412-1395 and his email address is [drewfry@gmail.com](mailto:drewfry@gmail.com). Andrew starting flying R/C this past year and currently has a Piper Super Cub.

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



## Fall Float Fly Date Changed

Steve Meyer reports that the Fall Float Fly has been changed from its normal date to September 28<sup>th</sup>, 2013. This became necessary because of a conflict with another park event.

The Fall Float Fly is held at the Bush Lake Park in Bloomington. Be sure and mark your calendars with the date change. J

## Model Aviation Day

August 24th

TCRC Jordan Field

We Need You And Your Airplanes!

## THE TCRC FLARE OUT Monthly Newsletter



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Steve Meyer takes a close look at his SPAD before putting it into the air at Owatonna. (Photo by Scott Anderson)