



December

Minneapolis, Minnesota U.S.A.

2020

TCRC Holds First Ever Virtual Membership Meeting

by Jim Cook

With the high increases of positive COVID-19 cases in Minnesota and Wisconsin, TCRC has temporarily changed its monthly membership meetings to virtual meetings utilizing the Zoom app.

also gave the members a chance to get proficient in logging into a Zoom meeting. Tim Wirtz set up both meetings and acted as moderator.



The Test Zoom meeting had quite a few participants. (Photo by Jim Cook)

The Test Zoom meeting went quite well with 16 or 17 members popping in to get their login procedures down pat.

The regular meeting on November 17th started at 6:30 pm to allow the attendees to get a chance to chat prior to the business meeting. This worked quite well, and everyone seemed quite comfortable with the Zoom meeting. The meeting had 27 members present at its high point.

President Bob called the regular meeting to order at 7:00 pm and routine business reports were given.

The primary business to be conducted was the election of officers and directors for the next

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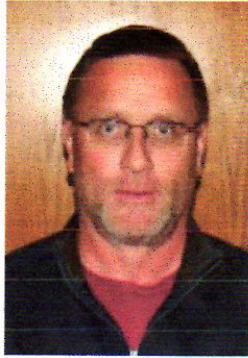
Most of the TCRC'ers that were in attendance via computer at the November 17th membership meeting. (Photo by Jim Cook)

CrossPoint Church, to comply with the recent meeting restrictions changes imposed by the State of Minnesota, lowered the number of attendees allowed to be present at a meeting in the church to 10. This limitation will be in effect until the State of Minnesota feels the virus is under control.

The club decided to have a test run of the Zoom membership meeting and invited all members to attend a virtual meeting on Monday, November 16th so that any bugs that might be encountered could be worked out. This

A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

I find it hard to believe that 2020 is nearing its end. It has been a very strange and different year or at least 10 months dealing with COVID-19. Wearing masks, something called social distancing, restaurants and stores closed and not being able to socialize with friends. Hopefully, we will be able to return to some resemblance of the past once the vaccine is available. Keep your fingers crossed.

Here is a brief year in review:

In February we held the 43rd TCRC auction with much success. The auction is our one-and-only club fundraiser. We had 2 auctioneers volunteer their services. It helped move things along a little quicker.

This past year we were able to use the main field except for a few weeks in the spring. This is a big improvement over the last two years. There was a lot of work done on the field, parking lot and driveway to continue to maintain a great place to fly.

It all started with new culverts installed in May to replace the existing plugged and collapsed ones in the road. This helped with allowing the road to dry quicker and to provide access to the field. The road and parking lot were top dressed with new rock to cover up the silt and mud which will help to stop tracking mud into all our vehicles.

This was the driest year that we have had in many years. As the field dried out it was being consistently dragged to fill in the holes and knock down the high spots that were left from the last two years of flooding. It was a huge improvement from how rough it was. We had to mow weekly this year which we haven't had to do for a few years. With it being so dry, areas that were not accessible in the past were able to be mowed this summer.

In October some of the work that needed to be done on the shelter was done to keep it from floating away. The concrete anchors which were tripping hazards and unsightly were removed. New posts were installed with footings and the roof line was leveled and straightened. Overall, the shelter appearance is better but there are some boards that need to be replaced and also stained. It is stable and I don't think it will float away.

The big pile of silt and mud that was removed from the parking lot and hauled off the runways has been leveled. A much lower berm has been created

that we should be able to mow with a little more work next year. With leveling and also pushing back the pile of silt we recovered about 15 feet of parking lot.

I want to THANK EVERYONE who volunteered their time working on maintaining and improving our flying site this year for benefit of the whole membership.

We were not able to hold many Fun Fly events this year with the field being in the shape it was in as well as the pandemic and the Governor's executive orders. I hope that things will be better next year. On the positive side we did hold 4 membership meetings at the field with doing the best we could to follow the COVID-19 rules. In September we held our 4th Fall Swap Meet at the Fairgrounds. We will continue to have one as it seems to be growing with more vendors and buyers

We did hold one meeting at CrossPoint Church in October before the Governor put new rules into place limiting the size of meetings to 10 people. So, we held our first Zoom meeting in November. It is definitely not the same but a good tool to use until spring. At the November meeting we held our annual elections. The executive board remained the same. One change is the at-large positions is Doug Elyea has stepped down and Jim Ronhovde was elected to take his spot. I want to Thank Doug for his time on the board. I would like to also thank the board for its work over the last year and look forward to working with them in 2021.

The board is going to meet on December 2nd to discuss the 2021 budget and event calendar. We will also discuss the 2021 auction and its effect on the club.

I hope that you have a Merry Christmas and a safe and Happy New Year !!!!!

Happy Flying!



TCRC Virtual Meeting

Continued From Page 1

year. Tim had set up a nice program for the elections, and for each position an on-screen ballot was presented and each member could just check the box by the candidate of his choice and then submit it for tally. This worked quite well. The results of the TCRC elections are presented elsewhere in this newsletter.

Newsletter editor Jim Cook told the members that Show & Tell would be done in the newsletter. To do this a member need only to send a picture and short data sheet on his plane to Jim. He said this could be done by email to him at jimcook888@q.com or by text message to him at 952-200-2030. He said blank data sheets could be gotten from the TCRCOnline.com website. Information and pictures should be submitted up to the last week of the month.

The TCRC annual auction was discussed, and because of the new limitations, would either be cancelled or postponed. That decision will be made at the Joint Board Meeting this month.

Everyone seemed happy with the virtual meeting with very few difficulties occurring. Members without cameras on their computers could still attend. They would be able to see all of the members present and hear and be heard. Their picture would be the only thing missing.

Nathan O'Connor won the prize for the member attending the meeting from the greatest distance – Hawaii! He was quick show everyone at the meeting the view outside his window. The sun was shining brightly (and warmly!) and envy oozed from the screens of the other members.

The December meeting will be held as a Zoom meeting on Tuesday, December 8th, starting at 6:30. Tim Wirtz will send out emails to all members prior to that meeting with the meeting ID and password.

Thanks to Tim for putting in the time to arrange our Zoom meetings and for making it so easy to attend. We will see all of you at the next virtual membership meeting on December 8th. ☺

Calendar

Dec. 2	Joint Board Meeting Bob Breisemeister's Home, 7:00 PM
Dec. 5	All Season Flyer Finale TCRC Model Air Park 10-10-10 Rule
Dec. 8	TCRC Membership Meeting, 7:00 PM Virtual Zoom Meeting
Dec. 25	Merry Christmas
Jan. 1	Happy New Year (It's Got To Be A Better Year!)
Feb. 6	TCRC Annual Auction CrossPoint Church TBD

Be An All Season Flyer In 2021



The end of the year is in sight, just one month away. And that means you should start thinking about becoming an All Season Flyer in 2021.

To become an All Season Flyer a pilot must put at least one flight on an airplane outside in each month of a calendar year. That means you have to start in January.

In Minnesota, those December, January and February flights can occur in some pretty cool weather.

In TCRC several pilots have a proud tradition of earning their ASF patches. Some have been doing it for more than 10 consecutive years.

Earning an All Season Flyer patch in Minnesota has to be a very daunting experience. However, with the advent of the electric airplanes, it is a lot easier than trying to start a cold glow engine.

If you are interested in becoming an All Season Flyer in 2021, plan on joining the pilots for their January flights. ☺

TCRC 2021 Election Held On November 17th

by Jim Cook

TCRC's annual elections were held on Tuesday, November 17th at the club's virtual meeting. The meeting was held via Zoom and it was well-attended with 27 members.

Up for election in 2020 were one-year terms for the four officer positions, a two-year board position, and a one-year board position. Board positions are normally two-year terms, but Doug Elyea was stepping down after one year because of his heavy work schedule, so an election was needed for the remaining year of that position. The only position not up this year was the two-year board seat currently held by Brian Johnson.

Nominations were opened for President and incumbent Bob Breisemesiter was nominated. No further nominations were forthcoming, and the nominations were closed.

Tim Wirth, who was the moderator for the Zoom meeting had an electronic ballot that was then put on the Zoom screen and all attending members voted. Bob was elected unanimously.

The nominations for Vice President were then opened and incumbent Chris O'Connor was nominated. No further nominations for VP were presented. Another electronic ballot appeared on the screen and Chris was elected unanimously to the position.

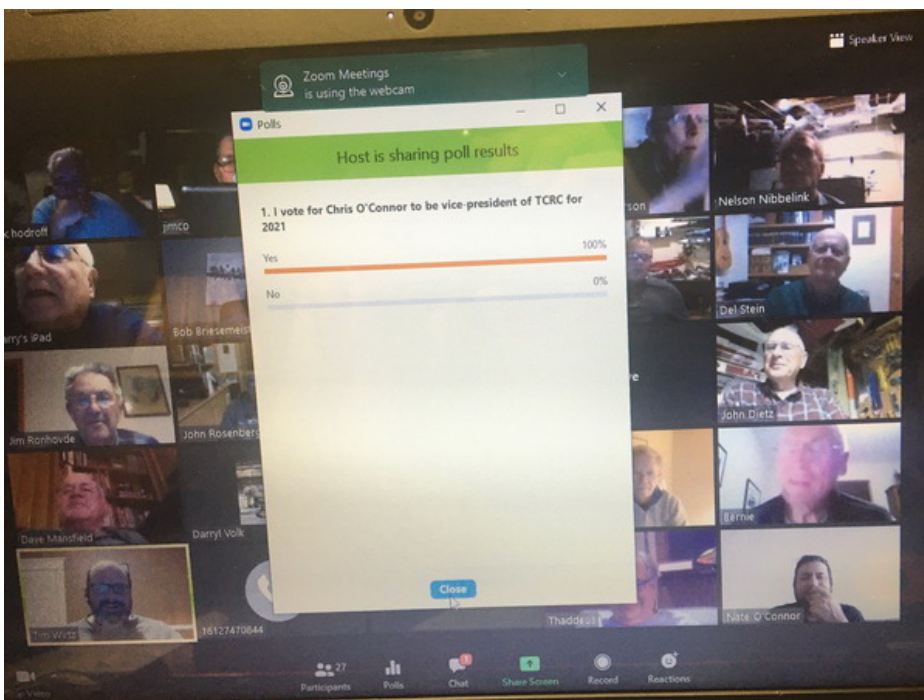
Ken Weddell was nominated for Secretary and no further nominations were made. Everyone voted on the electronic ballot and the results were shown that Ken won with 96% of the vote. (It was highly conjectured that Ken voted again himself.)

For Treasurer, incumbent Tim Wirtz was nominated, and the nominations closed. The electronic balloting showed him winning unanimously.

For the two-year board seat, incumbent Gerry Dunne was nominated and elected unanimously.

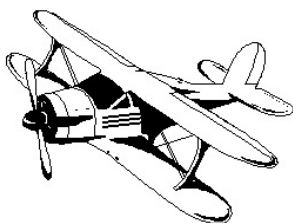
The one-year board seat currently held by Doug Elyea was a contested position. Jim Ronhovde and John Dietz were nominated, and the nominations closed. The two candidates represented better than 70 years of membership in TCRC! After the electronic balloting, Jim barely edged out John for the board seat.

Thanks to all of the newly-elected officers and board members for offering their time and abilities to serve TCRC. Thanks to all of the members in attendance for exercising their voting privilege, and a big thank you to Tim Wirtz for the work done in putting the electronic ballots together, and for moderating the meeting. 😊



An election ballot at the TCRC November Zoom meeting.
(Photo by Jim Cook)

Show & Tell



A member can have his new or rebuilt airplane appear in the Show & Tell column just by sending a picture of the plane and a data sheet about the plane. (Data sheets can be obtained on the club website, TCRConline.com).

Send your pictures and info by texting to Jim Cook at 952-200-2030 or emailing them to him at jimcook888@q.com. Data arriving before the last day of the month should make the newsletter.

Now, you don't have to attend a meeting to show the membership what you have been building.



Mr. Electric, Gerry Dunne just finished building his new DR 1 triplane. He bought the ARF kit about four years ago from an R/C group website. The kit is actually about 12 years old, but it was new-in-the-box for Gerry. The Fokker has a 31-inch wingspan and weighs in at 1.5 pounds. For power he has a Rimfire 400 motor. He has not put the maiden flight on the plane as yet. ☺

Send Your New Plane To Show & Tell!

For Sale

What A Great Christmas Gift!



Brand New-In-Box – Never Opened

Multiplex Fun Cub ARF



Price On Box -- \$339

Price Today on eBay -- \$250

My Price Now -- \$140

This ARF comes complete with 7 servos installed, brushless motor installed, brushless controller installed, flaps, propeller. Floats NOT included. See picture above for complete listing.

Jim Cook

jimcook888@q.com

952-200-2030

TCRC's Walt Billett Award Presented In This Newsletter

by Jim Cook

The highest honor a member of TCRC can be given is to be presented the Walt Billett Award. This is given to that members who personifies the purpose of TCRC: "To preserve, encourage and further develop the hobby of building and flying radio-controlled model airplanes."

The recipient of the award for the year is chosen by the past three winners of the award. In 2020 the award committee consisted of Morgan Larson, Conrad Naegele and David Erickson. The trio met a few times to discuss possible recipients, and then came up with a unanimous decision for the winner of the 2020.

In the past, this award has almost always been presented at the TCRC Banquet in November. However, in this year of 2020 and the presence of the COVID-19 virus, the banquet had to be cancelled, and the November meeting was changed to a virtual meeting, making a physical presentation impossible. Therefore the 2020 award will be presented through this newsletter.

in 1990 when his father Stan put a plane 40 feet up in a tree, it was our award winner that climbed right up into that tree to retrieve Stan's plane.

He can always be found at any TCRC work projects and always put in some hard work at the TCRC auction. He has been a mower, done repair work on the tractors, and can usually be found at the membership meetings.

The recipient always has a lot of planes ready to go and is comfortable flying planes ranging from small electrics to large giant-scale aircraft. He even has an electric ducted fan jet in his fleet. Currently he is in the midst of converting a glow Cessna 310 over to electric.

From the picture and the description, most of you now know that the 2020 winner of the Walt Billett Award is Jeff Tolzmann.

Congratulations, Jeff!



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.



The 2020 Walt Billett Award recipient readies his plane for a flight at the Jordan Field on November 28th. (Photo by Dave Anderson)

The 2020 recipient is a long-time member of TCRC. He loves to fly and can be found at the field when the weather permits, or even if the weather does not permit. While at the field, if someone needs help with a balky engine, or is in need of a spotter, or just needs someone to talk to, our recipient would be there. Dave Erickson related back to the time

Short Seaford Flying Boat

by Conrad Neagele

The November Mystery Plane was the Short Brothers Seaford Flying Boat.



During World War II, the Short Brothers of Belfast, Ireland decided they needed a new flying boat. The 'Seaford' was actually a remake of the existing Short 'Sunderland'.

The new boat was to be more heavily armed, behave better in the water, and have long range. Short redid the tail feathers, increased the wingspan, and deepened the hull. Since the plane was designed for the South Pacific, it needed the range. Two prototypes and 30 planes were ordered by the RAF. The first prototype was not flown until April, 1945, when the war was almost over.

The second proto was loaned to BOAC, for tests as a 30-passenger commercial transport, the passengers to be carried on two decks. The commercial planes were now renamed Solent 2. Early on, because of heavy armament the plane was nicknamed 'The Flying Porcupine'.

Now, in late 1946, the planes returned to the Short Brothers, but since there was little demand for these warplanes, they were eventually scrapped.

The Seaford had a wingspan of 112-feet 9-inches, a speed of 155 mph and a range of 4,800 miles. It was powered by four Hercules 14-cylinder radial air-cooled engines each developing 1,720 horsepower. For armament they had eight 50 caliber machine guns, two 3030 machine guns, plus could carry 4,960 pounds of bombs or depth charges. ☺

2020-2021 AMA Dues Statements

Most older TCRC members should have received their 2020-2021 dues statements in the mail in September from the Academy of Model Aeronautics. Newer members renew on the anniversary of the month they joined.

AMA 2020 dues are the same as the previous year. They are:

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

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

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

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

To renew your membership in AMA, the Academy gives you four methods: at the AMA website, www.modelaircraft.org; by fax at (765) 741-0057; by phone at (800) 435-9262; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2020 AMA dues is December 15 to avoid a lapse in membership services. ☺

Always Wear An Orange Vest To Retrieve A Plane

Every member is reminded to wear an orange vest if your plane goes down in the wooded areas surrounding the runways.

Even though Minnesota deer season for firearms and duck season for firearms end on November 29th, hunting season is NOT over.

Deer muzzleloader season does not end until December 13th and deer archery season does not end until December 31st.

Squirrel season does not end until February 28th. And we do have some squirrelly members!

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! Where an orange vest anytime you have to retrieve an airplane. ☺

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.

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.

2021 Officers

President	Bob Breisemeister 612-964-8877
Vice President	Chris O'Connor 612-619-5471
Secretary	Ken Weddell 952-500-3446
Treasurer	Tim Wirtz 952-941-5357

TCRC Flare Out

Editor James R. Cook 952-200-2030
Publishers: Pat Dziuk 952-445-3089
& Mike Timmerman 952-496-1631

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

TCRC Jordan Field Report

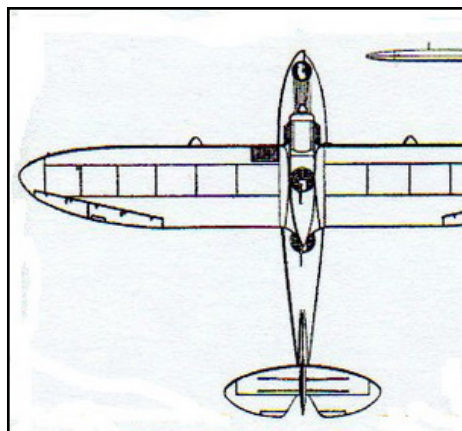
President Bob reported at the November 17th virtual TCRC membership meeting that the fall work projects have wrapped up for the year.

The shelter has had five of its six posts replaced and embedded in new concrete. He felt it was very important that this project got completed this year so the shelter would be safe from river flooding that might occur next spring.

He said there were still boards to be replaced on the shelter itself, and then a good coat of paint applied, but that project would be done in the spring of 2021.

The runways are in good flying condition, the road to the field is in good shape. The area around the runways are clear. The only thing needed now is to have several members get down to the Jordan field and put in a few flights. ☺

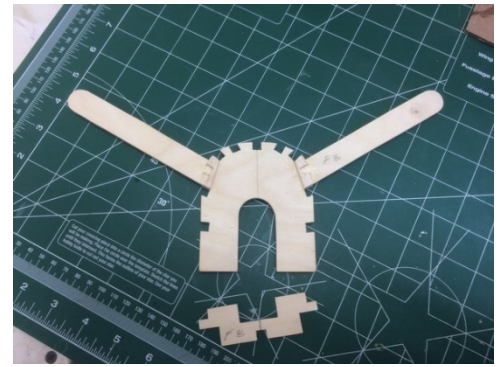
December Mystery Plane



AWN
 (Assistant Wing Nut)
 by Chris O'Connor



We have had some beautiful weather lately. Who would have thought after October we would have a nice November and so far, a nice December? Take advantage of the nice days and calm winds and get some flying in before the white stuff comes. I know some of you are all season flyers, so this makes it hopefully easier to get out and fly. In the meantime, this is a good time to start your winter project.



Looks like a kit.

I have been cutting parts out for a quarter scale V-tail Beech Bonanza. There are no laser-cut parts, so everything is hand-cut. Not such a bad way to go. The best way to replicate the parts from the plan is to get a second set of plans, cut out the necessary ribs and/or formers from the plans, and by spraying some contact cement on the backside of the particular plan, waiting a few minutes for the glue to set then just pressing it onto the wood that you intend to cut. If you don't wait long enough it will be hard to remove the paper from the wood. Then just cut out the part following along the lines, and peel the paper plan off and you have your part. Don't be in a hurry and then all of a sudden you are done. Now you have a kit to assemble. Maybe even a one of a kind.

I've read that because of COVID-19 more kits are being built. It makes the winter go by a lot faster. **HAPPY BUILDING!** ☺

Surviving COVID-19 In Style!



Kirk Hall shows off the latest fashion in COVID masks. This one is a precise match to the cowling of his giant-scale DR-1! (Photo by Scott Anderson) ☺

No Meeting? There Is Still Show & Tell

COVID-19 can prevent you from attending a live TCRC meeting, but it can't stop you from showing off your new airplane at Show & Tell!

Before the last day of the month just send the newsletter editor a picture of you holding your new plane and a data sheet about the plane. It's that easy!

The pictures and data sheets can be text messages to Jim Cook at 952-200-2030 or emailed to him at jimcook888@q.com.

And you don't have to wait until the last day of the month. Get the picture and the data sheet and get it sent to Jim. ☺



MNBigBirds.com *Free! Scale Plan Downloads*

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Losing My Friend

by Sherwood Heggen

It is tough to lose a friend. We met in the mid 1990's through a stranger at the flying field. While chit-chatting briefly with him, I had mentioned that I had always cared for certain qualities in a modeling friend. Later, he introduced me to a perfect match to my needs and we were off to a long term relationship.

R/C modeling was my friend's thing. Connecting to what I was doing was just a natural. Whenever possible, my friend would come along and be part of the day at the field. At home, my friend would find ways to be useful in my shop while working on an airplane. We never had an argument and had a comfortable working relationship.

For years, we got together at the flying field to put models in the air. My friend was consistently there to help provide success to my flights according to my skills. From take-off to landing and everything in between, my friend was there.

Recently, time took its toll. While flying a model with my friend, I noticed a problem in its actions, and I landed the model quickly to see what was the matter. It was obvious and serious. My friend's right gimble was not centering, probably due to a broken spring.

I loaded my friend into the field box for the ride home. Back in the shop, a full inspection revealed that in fact the parts in the right gimble assembly had broken leaving its

centering ability useless. A call to Futaba provided the bad news that there were no parts to correct the problem with this obsolete 72 Mz Futaba T7CAP transmitter.



Losing my friend hurts. Twenty-five years of faithful service is an honorable time of unflinching dependability.

My Futaba T7CAP left behind six orphaned receivers and a number of models for whom it provided guidance. It will rest in an honorable place in my shop until I am no longer around, or a charitable donor shows up to replace its broken parts.

Thank you for your service 72 Mz Futaba T7CAP! Job well done! ☺



Have A Very Merry Christmas!

10 WWII Warbird Facts you Might Not Be Able To Forget

Reprinted from
worldwarwings.com

World War II was the biggest conflict this world has ever seen. From casualties to military production over the course of those six years, the statistics that come up are really unfathomable. For this reason, we wanted to do the first installment of these facts.

Our generation today knows about the basic history of World War II but that's about it. It's not really put into any sort of perspective. WWIIfoundation.org, however, has taken upon themselves to dig into the available facts and statistics provided by the government and compile them into easily understandable facts.

Going through their research, we picked out the first round of really shocking facts and put them on this list for you. Share this with anyone you know and let's keep history alive together.

1. Before World War II, the U.S. manufactured about 3 million automobiles per year. During the next 3 years, only 139 autos were produced as the Office of Production Management was tasked with regulating industrial production for the war effort.

2. During World War II, 276,000 aircraft were manufactured in the US.



3. In total, 43,581 aircraft were lost during the war. Sadly, 1,000 of those were lost simply on their way to the Pacific and European Theaters.

4. Over 14,000 aircraft were lost in the continental U.S. due to accidents. Between training and aircraft malfunctions, that would not be an acceptable number by today's standards. Again, we're talking about putting this in perspective.

5. America averaged 170 planes lost a day from 1942-1945. That's 7 per hour. For three years straight!



6. Between 1942-1945, U.S. planes consumed 9.7 billion gallons of gasoline. That's 5,787 gallons a minute consumed JUST by U.S. aircraft. Now think about tanks, ships, and cars that needed to be fed too!

7. Between 1943-1945, 7.9 million bombs were dropped over

Europe. That's 329,166 per month or 457 per hour on average, non-stop for two years.

8. Also between 1942-1945, 459.7 billion rounds of aircraft ammo were fired. That's about 295,588 per minute or 4,926 per second constantly over that duration. Yes, you read that right!



9. Although some lucky P-51 pilots would be given 30 hours of training, more often than not they'd be given 5, sometimes even 1 hour. Then they were sent off to fight.



10. The 12,731 B-17s produced during the war would extend 250 miles if put wingtip to wingtip. That's the distance from Buffalo N.Y. to Detroit, Michigan. →

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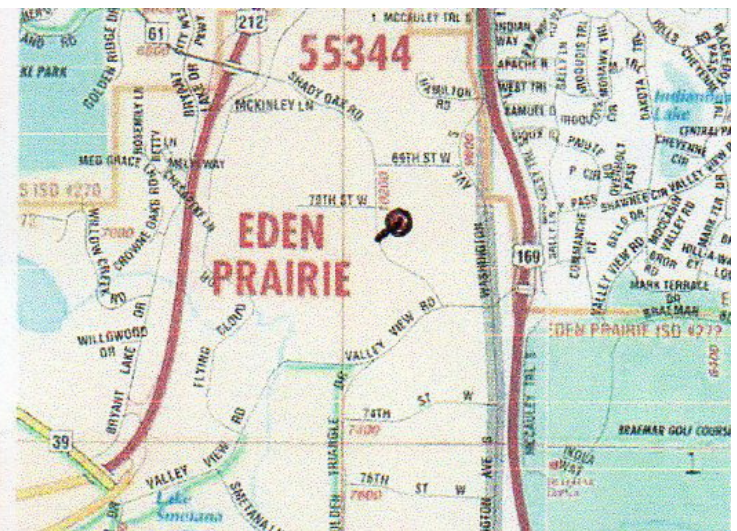
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