



The 2020 Covid 19 Corona Virus

by Jim Cook

What a time we are living through! Seeing the world and the United States beset with a pandemic that has attacked our country and forced all of us to stop almost everything we do and hunker down in our homes for the last month and one-half. All non-essential work has ceased, and a very large number of Americans are out of work. Owners of small businesses have seen their cash flow cease to exist and are questioning if they will be able to revive those businesses once we can venture back out into the world.

But this is the United States, and we are Americans! We will win this battle, and I think we will come out of this even stronger than we were before. We are seeing the daily new cases and the daily deaths decrease each day now. With those decreases we are seeing the States start to reduce the restrictions we have abided by over these past weeks and slowly the economy should start to return. Not to normal -- at least not for some time -- but again, we are Americans, and we will find our way back.

One very important thing to remember as we emerge out of our homes, however, is that the Corona Virus is still out there. It has not magically gone away. The human body is a wondrous thing. It has the ability to fend off and defeat viruses and bacteria that it encounters. And it has the ability to make antibodies that specifically attack a particularly bad entity such as the Corona Virus. But the key word here is 'encounter'. To make the antibodies, the body needs to be exposed to that virus. When you get a vaccine for an infective agent, you are injected with a virus or bacteria that has been killed or rendered harmless. The body encounters that altered agent and makes its antibodies. Then, if you are later exposed to a virulent form of that agent, the antibodies exist and they eliminate the virulent form.

But we are months away from having a vaccine for the Corona Virus. So, what do we do?

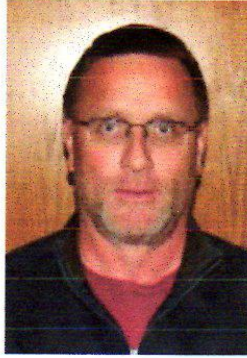
You enter back into the world cautiously. Wash your hands as often as possible. You continue to practice social distancing. You eliminate those circumstances where you could be exposed to any kind of concentration of the virus. With enough time I think your body will be exposed to very low levels or a non-virulent form of the virus and it will begin to build the antibodies. With enough time your body's defenses should be able to defeat the virus even without the vaccine. But when the vaccine is available, be sure and get it!

Luckily, our radio-controlled airplane hobby can lend itself easily to social distancing. When we are at the flying field it should be pretty simple to fly and to keep reasonable distances with the other pilots. When we start having meetings again, give some space for yourself. Luckily, if the weather holds and restrictions are eased our next meeting will be at the Jordan field on June 9th, so again distancing should be easier.

Let's all be smart and do what we need to do so that we can enjoy our wonderful hobby for many more years to come. **J**

A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members,

With the continuing stay at home measures and social distancing I hope everyone is doing well. After the Governor relaxed the rules for outside activities a few weeks ago the Scott County Fairgrounds agreed to let us fly at the Fairgrounds as long as we practice the social distancing rule. Please continue to fly there but if you are asked to leave by law enforcement or Fairground's personnel, please leave and let me know so I can follow up with their management. TCRC will not pay your bail or fines! HA HA! I don't foresee any problems, but you never know.

With the continuing Covid19 pandemic, CrossPoint Church is not allowing any meetings at the church. The May membership meeting and building contest will be cancelled. Moving the meeting outside at the field or Fairgrounds may be a possibility but the weather in May is always iffy. If the May meeting is going to happen, I will send out an email. As in the past the June, July, August and September meetings will be held at the TCRC Jordan flying field.

We held out for as long as we could, but the City of Bloomington is closing the beaches which forces us to cancel the Spring Float Fly. In my conversation with the city, there is a possibility of holding it at a later date. Stay tuned for updates.

The dry weather this spring has helped the Minnesota River level to continue to drop. Plans are being made to start cleaning up the TCRC main flying field. One of the first things will be replacing the collapsed and plugged culverts and creating new ditches on the driveway. The road and parking lot will be regraded and the runways scraped and swept. We also need to keep monitoring the beaver dams. The shelter will need to be cleaned out and power-washed, and new footings poured. There will be a lot of work to be done. When there is an official cleanup day I will let everyone know.

If we have an average rainfall this summer, we should be able to use the field more than in the last two years. Let's hope that will be true. J

New Member

In April, TCRC gained a new member.

Jim Bledway lives at 7609 Great Plains Blvd. in Chanhassen, 55317. His phone number is 612-710-9753. His email address is jimbledsaw@gmail.com.

Jim is new to the hobby and does not have any planes as yet.

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

2020 TCRC Handbook And Roster Completed

by Tim Wirtz

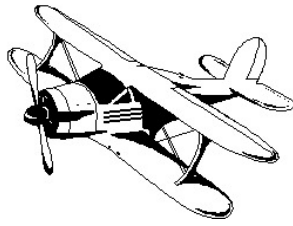
The latest edition of the club's Handbook and Roster was emailed to every member of TCRC near the end of April.

Please review the roster to be sure that your information is correct. If not, please email Tim and he will make the corrections.

As always, you can find the latest version in the 'Member Only' section of the TCRC website, TCRCOnline.com

Stay safe, stay healthy and happy flying (once the Stay At Home Order is lifted)! J

Show & Tell

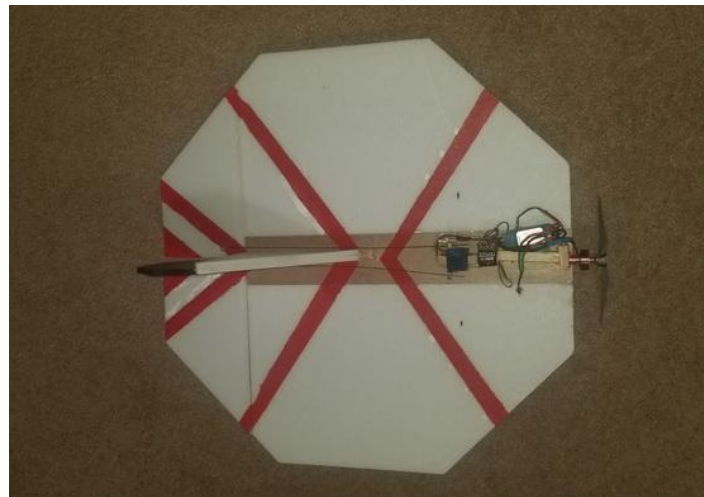


Welcome to TCRC's Virtual Show & Tell. With us still shut down for the Corona Virus pandemic, this is a way for you to still showcase your newest airplane endeavors. Gerry Dunne took president Bob's suggestion to send pictures of your newest creations to the editor with some info, and we all get to see those aircraft in this column.

HiMac motor and has a 1,000 mah lipo 3-cell battery as its power source.



Gerry's third plane he is showing is a Neopolitan bipe that he purchased at the TCRC annual auction about 3 years ago. He just got around to building the Neopolitan and it is powered with a 400 Electrify motor and a 3-cell 1,500 mah lipo battery.



Gerry's first plane (electric of course) is called a Mamba and looks like a flying stop sign. This is a German-made kit that he purchased at TCRC's auction this past February. It is powered with a 40-watt motor and runs on a 2-cell battery.

Gerry did not say whether any of these aircraft have had their maiden flights as yet. Thanks, Gerry for sharing your new airplanes with us. J

TCRC Apparel For Sale

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

The 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. J



This plane is a Nighthawk that Gerry won at one of TCRC's raffles held at the membership meetings a year or so ago. This plane is fitted with a 110-watt

Curtiss XP-31 "Swift"

by Conrad Naegele

The April Mystery Plane was the Curtiss XP-31 "Swift".



The first Curtiss monoplane fighter to be built was offered to the Army in 1932, in competition to the new Boeing P-26 "Pea Shooter".

The plane had a fully enclosed cockpit, full-length leading edge slats, and large slatted trailing edge flaps. However, performance was poor, and the engine was replaced by a V-1570 Curtiss Conqueror inline engine that developed 600 horsepower.

As small as it was, performance remained poor due to its weight. Ready for combat, it weighed 4,143 pounds. Speed was only 208 mph. This was slower by more than 50 mph to the Boeing P26! This was somewhat academic however as the Air Corps had already ordered the P-26 into production! Exact number of Curtiss prototypes manufactured is unknown.

The Curtiss XP-31 had a wingspan of 36 feet, a combat-loaded weight of 4,143 pounds and a top speed of 208 mph. For armament it carried two cowl-mounted 30 caliber guns in the fuselage blister. J

TCRCOnline.com

Are You Using It?

Calendar

- May 12 TCRC Membership Meeting, 7:00 PM
CrossPoint Church
Bloomington
CANCELLED
- May 12 TCRC Building Contest
Chris O'Connor
CANCELLED
- May 16 Spring Float Fly
Bush Lake Park
Bloomington
Steve Meyer
CANCELLED
- May??? Jordan Field
Clean-Up
TBD
- June 9 TCRC Membership Meeting At The Field
5:30 PM Dinner
7:00 PM Meeting
Hopefully Will Occur!
- July 18-19 Wings Of The North
AirExpo,
Flying Cloud Airport
CANCELLED

Lock The Gate!

It is very important that the gate to the field be kept locked at all times when there is no member present.

It is every member's job to lock the gate when her/she is the last one at the field. It doesn't matter the time of day or how nice the weather is. This simple rule is to keep the gate locked to prevent theft, vandalism and the unauthorized use of our land from occurring. J

AWN
 (Assistant Wing Nut)
 by Chris O'Connor



I hope everyone is well and finding things to do at home. I find that model airplanes have been a great way to pass the time. This would also be the best time to start a plane that you have only dreamed of. Lots of uninterrupted time to start a new project.

Looks like this spring so far is going to be on the dry side for a change. Yeah! So possibly more flying will happened this year.

Many events have already been cancelled or are in limbo. I know our Spring Float Fly is cancelled because Bloomington has closed all beaches. I believe the Fairgrounds are open for flying. I was able to get out last weekend in Owatonna and fly. It felt good to be out and exercising the thumbs. Like riding a bike, you just never forget.

So, as you are flying why not try something new while you are at it. Doesn't have to be a complete routine. Start with a loop. Simple? Remember you just don't pull up, start with a certain altitude and heading and then when you are centered start by pulling up, let's make it a big loop, then you can introduce some aileron or rudder, if need be. You know that unused control on the left side of your transmitter that moves side to side. As you are past the top try reducing throttle a little, that makes it easier to get around on the backside. As you are getting ready to level out, don't do it too early, you should be finishing at the same altitude and heading that you started at. If you watch, many pilots get nervous and pull out to soon. So, make sure when you start the loop you are at a comfortable altitude. I know many might say I'm just out here to have fun, we all are, but by trying to perfect some simple maneuvers you are in fact increasing your skill and most importantly you are flying the plane and not just reacting to what the plane is doing. So, learn to control the plane, not have it control you.

One last thing is when you are coming into land try and get in the habit of doing the same type of approach every time, it makes your landing a lot easier. Remember when you are on the lower side of your throttle and airspeed curve the elevator controls your speed and the throttle controls your descent. So, if you are landing and notice you are going to be short, don't give elevator because you are slower and initially you may stop your descent, but you may also stall, because you

just lost airspeed. Instead just add a little power and notice the plane stops descending, then get back off the power and continue to come in and land. That elevator and power concept is hard to picture, but trust me, if you are landing a full size plane and pull elevator because you are short of the runway that could produce a stall and that's not good. It's happened many times.

Happy flying. Have fun. J

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.

2020 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

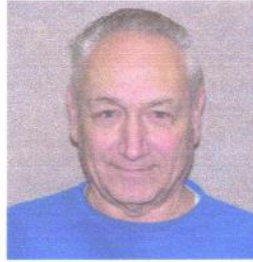
- Editor** James R. Cook 952-445-5257
Publishers: Pat Dziuk 952-445-3089
 & Mike Timmerman 952-496-1631

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



Safety At The Field

By Larry Couture



Here it is the end of April, 2020, and it looks like spring. The snow is gone and the grass is green and its coming close to needing mowing. That being said your winter building projects should all be complete and ready to fly. The field at the Fairgrounds is open and being used by a few members but due to the pandemic the rules for 6-foot separation between each should be followed. Dan and I have been there a couple of times and that seems to be working so let's keep it up.

The rules for the home field are to be used at the Fairgrounds field but with much with more caution because there are no fixed areas by fences for control of the areas for pitting and flying.

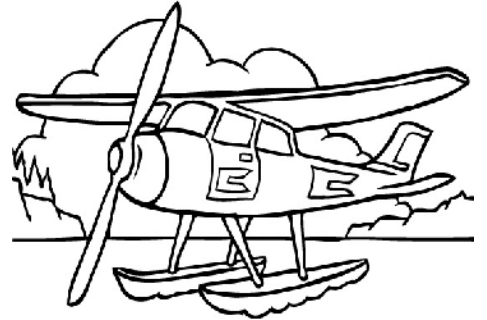
The rules are printed in the front of the roster and on a large board in the shelter at the Jordan field. I suggest that all members should read them from time to time just to refresh their memories. The thing I will always harp about is let your fellow flyers know what you are doing or going to do by 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. 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. So, stay warm and have a fun summer. It will come again, maybe.

NOTE: LARRY'S HANGER is now open and in use. If you stop by, we must maintain the 6-foot rule, but I will serve coffee if wanted and there are chairs for seating.

TCRC Spring Float Fly May 16th CANCELLED

by Steve Meyer



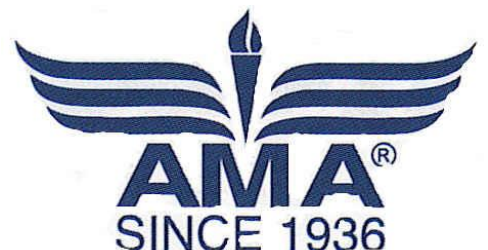
TCRC's annual Spring Float Fly is cancelled because Bloomington closed the beach at Bush Lake due to the Coronavirus.

We hope to have the TCRC Fall Float fly in September if we are allowed to. J

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.

Safety Always Comes First!

**Social Distancing Is Still Important!
Be Smart And You'll Be Healthy**



This WWII ace scored kills from every Axis country – and the US

(Reprinted From wearethemighty.com)



Army Air Forces Lt. Col. Louis E. Curdes got a piece of every original signatory to the Axis Pact: Germany, Italy, and Japan. If that wasn't outstanding enough, it's how he got an American flag kill mark on his fuselage that earned him a place in military history — and maybe even the Distinguished Service Cross.



It's not a mistake. The young, 20-something pilot earned every single one of his kill marks. He joined the Army Air Corps in 1942 at the age of 22 to fly planes against the Nazis. By 1943, he was a hotshot lieutenant scoring three kills against Nazi Messerschmidt Bf-109s, the workhorse of the German *Luftwaffe*, in his P-38 Lightning. That was ten days into his first assignment. Within the next month, he notched up two more kills, earning fighter "ace" status.

In August of that year, he ran into an Italian Macchi C.202 and shot that one down. Unfortunately, that was his last combat kill over Europe. He was shot down by Nazi pilots over Italy and captured by the Italians, resigning himself to spending the rest of the war in a POW camp. But that didn't happen. Italy capitulated a few days into Curdes' internment.

Curdes was then sent to the Philippines and put behind the stick of the new P-51 Mustang fighter, going up against talented Japanese pilots. He was quickly able to shoot down a Japanese recon plane near the island of Formosa. His hat trick was complete, but that's not where the story ends.

He and his plane, "Bad Angel," were fighting over Japanese-held Bataan when his wingman was shot down over the Pacific. Soon after, he saw a C-47 transport plane, wheels-down, headed to land on the Japanese island. When he was unable to make radio contact, he tried to physically wave the transport off, but came up empty. So, rather than allow the American plane and

Continued On Page 8, Col. 1

Ace Pilot Louis Curdes

Continued From Page 7

its crew to be held prisoner by the Japanese, he used the option left: He shot them down over the ocean. Curdes skillfully took out one engine and then the other without blowing the entire cargo plane to bits. He was able to bring the C-47 down just yards from his downed wingman.

Curdes returned to the site the next morning as an escort to an American "flying boat." The pilot, crew, and its human cargo were completely intact.

Among the passengers he shot down was a nurse Curdes dated just the night before, a girl named Valorie — whom he later married.

The story was rewritten by Air Force Col. Ken Tollefson in his book *US Army Air Force Pilot Shoots Down Wife*.

Internet legends say that he was awarded the Distinguished Service Cross for downing the unarmed cargo plane, but his citation was so ordered for actions while in the European Theater.

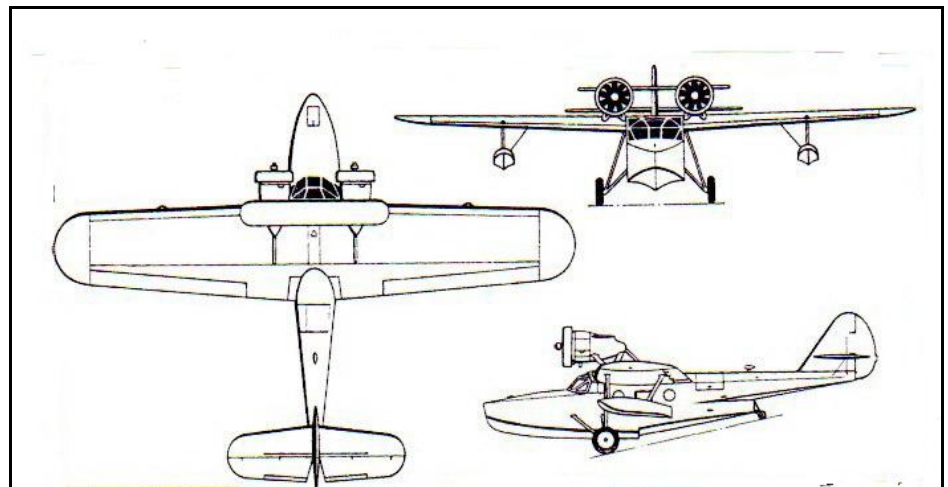
He still wins the best "How I Met Your Mother" story of all time, though.

Louis Curdes' P-51 named "Bad Angel" is in the Pima Air and Space Museum in Tucson, Arizona. J



Louis Curdes' P-51 "Bad Angel" where it resides at the Pima Air and Space Museum in Tucson, Arizona.

May Mystery Plane



MNBigBirds.com Free! Scale Plan Downloads

Hawker Hurricane MkII
Kawasaki Ki-45 "Nick"
Focke Wulf TA-152H
Lavochkin La-7
Grumman Lynx
ARADO 96B
Howard Pete
Mitsubishi Ki-15 "Babs"
Thomas Morse Scout S4C

New!
 Hawker Hurricane Mk II
 1/4 Scale British Fighter

Composite Parts Available Thru MICKO

Andersen Designs

Howard Pete
 1/3 Scale Racer

New!
 KI-45 DRAGON SI AYER

Add'l Extras

- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & More!

Twin City Radio Controllers



HOBBY

HOBBYZONE

Check us out! 952-941-1866
info@hobbyzone.com

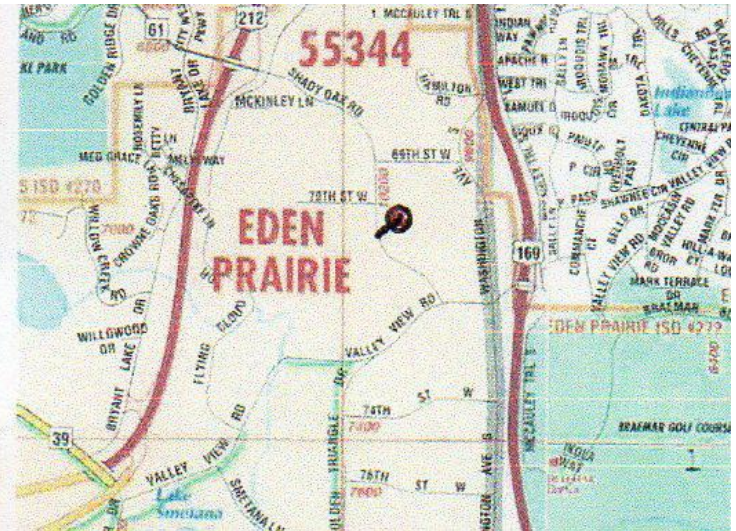
7171 Shady Oak Road
Eden Prairie, MN 55344

Monday - Friday	10AM - 5:30PM
Saturday	10AM - 4PM
Sunday	Closed

Most in-store prices are 5% - 10% OFF
online prices. Plus, every month we
select two popular items at 15% OFF!

www.hobbyzone.com

ZONE



BIG SKY HOBBY™

Great products, expert advice.

Open Monday thru Saturday, 10 am - 6 pm

Have Special Orders or Questions?

Contact: Jeremy@BigSkyHobby.com

