



November

Minneapolis, Minnesota U.S.A.

2022

# Rain Doesn't Stop Crocktoberfest 2022

by Brian Johnson

The official season finale Crocktoberfest came early this year, taking place on the first day in October. The day started off with temps in the low 50s and a light drizzle that made me wonder if we were going to get any participants at all. No fear! Our club members persevered and braved the weather to come out and have a good time!

We had the highest turnout for the flying events since I have taken over the event having nine registered pilots willing to show off their flying skills for the crowd for a chance to win ammunition in the form of paint balls to hopefully bring down the Corsair who -- has earned her keep as a fleet fighter and has since been relegated to target duty. More on that later....

In addition to the nine registered competitors, we had over ten pilots there for the open flying, a few guests, and a whole lot of teamwork from the club members to set up and pull off the event. I want to extend a special thanks to President Bob who once again bestowed upon us his culinary skill making sure everyone had burgers and dogs to their hearts content. We had all the sides and refreshments so if anyone left hungry or thirsty it was their own decision!

In return for the turnout the weather gave us a break by clearing up mid-morning and with temps rising to the low 70s early afternoon before once again bringing on the drizzle to shut things down for good about 3 pm.

For the events I chose things that could show off the pilots' skills without putting undue risk for the airplanes, in an attempt to encourage folks to participate who may not have an airframe they are willing to part with. The three events were a dead stick landing where a pilot kills their engine when instructed to do so by a judge and then glides down to a stop as close as possible to a target at the center of the runway; rolls in a single pass where pilots simply had to execute as many rolls as possible in a single pass before turning in the

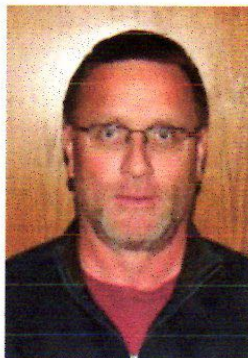
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**Chris O'Connor shows everyone how it's done in the dead stick landing. (Photo by Dick Voeltz)**

## A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

Happy November! It's election season both nationally and for TCRC. I can't wait for all the political ads to be over. With the church being a polling location, our normal meeting room will be used for that purpose. Our meeting will be moved to a smaller room in the back of the church.

As I said the TCRC elections will be held at the November 8<sup>th</sup> membership meeting. All of the incumbents will be running for re-election along with one at large seat. Feel free to throw your hat into the ring on Tuesday night.

There have been a few nice days to fly in the last couple of weeks, but it is looking like they will be coming to an end very soon. We finally had a little rain but with the drought the deficit is still around 10 inches. The field is in a high fire risk so please do not have any bonfires until we get more rain or snow.

Deer hunting season is now open. There is a new group of hunters renting Roger's property to the north of the TCRC flying field. They did inform me that they will be hunting for the next two weeks. They have their own lock on the gate for access to the property. I asked them to bring back any airplanes that they might come across.

The main event this month is the annual TCRC Banquet on November 19<sup>th</sup> at Fong's in Prior Lake. The cost will be \$30.00 per person for appetizers and dinner. Cocktails will be available. The doors will open at 5 pm with dinner between 6 and 6:30. As always there will be table games and TCRC Jeopardy. You will be able to win tickets for playing and for the door prizes. As always, there will be door prizes for the ladies in attendance also.

One of the neighbors found a Foam Wing airplane in the farm field at the top of the hill. It is up in the rafters of the shelter. Please try and keep your flights north of the shelter over the flying field as to not upset our neighbors.

Happy Thanksgiving!

## 2022-2023 AMA Dues Statements

Most older TCRC members should have received their 2022-2023 dues statements in the mail this month from the Academy of Model Aeronautics. Newer members renew on the anniversary of the month they joined.

AMA 2022 dues are the same as the previous year. They are:

- Adult (19-65)        \$85
- Senior (65 and up) \$75
- 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 either the print or digital *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](http://www.modelaircraft.org); by phone at (765) 287-1256; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2022 AMA dues is December 15 to avoid a lapse in membership services. ☺



# Crocktoberfest Pilots Lined Up To Await A Turn At Trying To Down The Corsair

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pattern to go around; and lastly a two-minute touch and go contest which is just as it sounds.

Overall, we saw some great flying skills and a lot of creativity from the participants to get their scores as high as possible! It was all in fun and at the end of the contest Darryl Volk was the big winner taking first in two events and second in the third for first overall, so he had the most ammunition to send after the Corsair!

After the contest there was a break to tally everything up and for open flying before the main event. My biggest goal for the day was to see someone shoot down the Corsair with a paintball gun! If you have not seen one of our paintball events, you are really missing out! It is very exciting for both spectators and participants and there is not a lot more satisfying than seeing the plane come by followed by three or four solid thumps from the paintballs contacting the airframe and watching parts fall from the sky as the airplane fights onward.

The Corsair fought valiantly and had to be refueled three times to allow for everyone to get through their ammunition while taking many hits and sustaining much damage. We even had one of our guests take a few shots courtesy of a donation from one of the participating members (we have the best members!) The rudder had been shot off, there were holes everywhere, and even covering beginning to separate from the airframe and still the little plane

Continued On Page 4, Col. 1



**Dan takes aim at the target Corsair while onlookers cheered when a paintball made contact. It was exciting on the flight line. (Photo by Darryl Volk)**

## The Corsair Seemed To Be Unstoppable No Matter How Many Hits It Sustained



**Brian Johnson pilots the Corsair in for another close pass. A little thing like missing its vertical stabilizer and rudder didn't seem to bother the game little plane in the least. (Photo by Darryl Volk)**

## Crocktoberfest

Continued From Page 3

soldiered on until once again Darryl stepped up to take care of business landing a kill shot that penetrated just in front of the landing gear block taking out some critical sheeting at the wing root which allowed the wing to twist enough to cause an immediate nose down into the runway and in an instant all was quiet on the western front.

A great time was had by all, and I really appreciated all of the help and participation! My plan is to continue to grow Crocktoberfest in the coming years and continue with the event based fun fly for our season finale, so please give me any suggestions you have to make the event more fun and interesting!

Hopefully, we will see many more contestants at the 2023 edition of TCRC's Crocktoberfest.

Thanks to Brian Johnson for putting together a great event. 😊

## TCRC November 8<sup>th</sup> Membership Meeting

The November 8<sup>th</sup> TCRC Membership Meeting will be at CrossPoint Church at 7:00 PM, but because the Church is an election site, the club will be meeting in a different room than usual. 😊

## You Didn't Even Need To Be A Member Of TCRC To Take A Few Shots At The Corsair

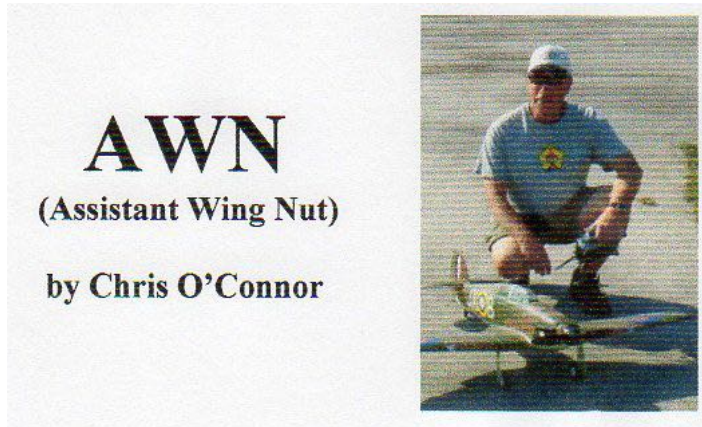


**Brian Johnson brings the target plane into range so that a guest at the Crocktoberfest could shoot several paintballs as it cruised by. (Photo by Darryl Volk)**

## At Long Last The Feisty Little Corsair Bit The Dust After Sustaining Many Direct Hits



**Darryl Volk proudly displays the Corsair after his shots brought her down. (Photo by Brian Johnson)**



Seems like it's been a busy fall, trying to go flying in between such strong winds. We as a club are growing with new members each year. When the big warbird event goes on down in Owatonna there's about 5-6 TCRC members that run the flightline down there, and I'm one of them. So, I'm always thinking about safety -- especially flying giant-scale. We have our own very good safety officer in our club, Larry Couture, who talks about safety a lot, but I thought just as a constant reminder I would do the same thing. With all the new members I thought this would be a good topic this month.

These are some of the things that I've seen this past summer and fall:

One is NO TAXIING IN THE PITS. I know it's nice to just start and go on our new smooth pit area, but what if you get distracted, ( happens to all of us ) and take your eyes off your plane and accidentally bump the throttle, the plane springs forward and hits someone, or another plane. Another scenario would be some kind of radio glitch. Two good reasons not to do this.

Speaking of starting, use the starting bench's if available and have someone hold your plane is a good idea. We do this so automatically but think how dangerous our plane is with that spinning propeller out front.

Speaking of that, there's the issue of that spinning prop . We've all seen awful pictures of what props do to people. Be very cautious around spinning props! Remember Jim Miller, whose arm got in the way of a giant scale spinning prop. He was cut all the way to the bone and severed his artery. If Jim was by himself, you can imagine what could have happened. When you want to rev up your engine take a few seconds to move around to the back of your model before doing that and make sure no one is in front or at right angles to the prop -- what if it came off or broke.

We've all done it, but good habits keep people safe. Next, as Larry always says call out when you're coming on the runway and you're landing. Remember, landings take priority.

And come out on the runway to takeoff, going the same direction as everyone else. DON'T use the taxiway for takeoff. Are we in such a hurry we can't spend the extra 10 seconds to do it correctly. Even when you're the only one in the air take the time to do it RIGHT!

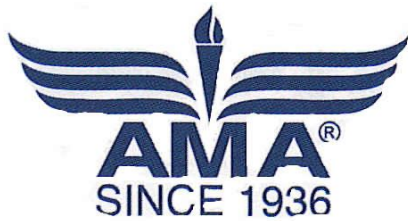
Speaking of being the only one flying, use the buddy system, wait for someone else to be at the field before you start flying. If you get cut badly by a spinning prop and no one is there to help, that could be disastrous, remember Jim Miller. And thinking that I'm careful and that only happens to other people, that's the wrong attitude to have.

The other big thing I see is when multiple planes are in the air and everyone is heading in every different direction, that's a midair waiting to happen. When you're the only one up, go ahead and fly every which way, but as soon as two people are in the air we should be flying a racetrack oval pattern for safety. That way with planes that are hard to hear you don't end up with someone coming out of nowhere the opposite direction. Using an oval-type pattern is just common courtesy to your fellow flyers.

Some may think that this is no fun with too many rules -- it really isn't, most is common sense. There's always that oops moment, but less of them the better. Practice good habits when just a few are out at the field and it then becomes very easy. Remember SAFETY, SAFETY, SAFETY! It can't be said too many times!

Okay that's it! Go have some fun, let's fly! ☺

**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.**



## FAA Publishes MOC For Remote ID

By Tyler Dobbs

Director of Government Affairs  
Academy of Model Aeronautics

*(Reprinted from Model Aviation,  
Volume 48, Number 11)*

On August 11, 2022, the FAA published to the Federal Register the Accepted Means of Compliance; Remote Identification of Unmanned Aircraft. This document approves the acceptance of a means of compliance (MOC) related to the FAA's Final Rule on Remote ID for companies that manufacture UAS and/or Remote ID broadcast modules. The FAA Administration has accepted the ASTM International F3586-22 recommendations, with a few additions that were not included in the report. This FAA-accepted standard is one way that manufacturers can comply with the requirements for producing standard Remote ID unmanned aircraft and Remote ID broadcast modules.

The FAA's Final Rule on Remote ID stated that manufacturers must begin producing UAS with built-in standard Remote ID starting September 16, 2022. However, on

September 8, 2022, the FAA extended the manufacturers' compliance deadline to December 16, 2022.

Although some important deadlines will be coming in 2022, it is important to remember that AMA members and other UAS users who are not operating at an FAA-Recognized Identification Area (FRIA) have until September 16, 2023, before they are required to comply by using one of the three FAA-approved methods.

- Standard Remote ID: Flying an aircraft with a manufacturer built-in Remote ID transponder.
- Broadcast Module: Purchase an aftermarket module to add to your existing aircraft.
- FRIA: Fly at a FRIA without standard Remote ID or a broadcast module.

AMA will continue to update its members regarding Remote ID requirements, including the upcoming FRIA application process, as updates become available.

The complete Accepted Means of Compliance; Remote Identification of Unmanned Aircraft can be read at the Federal Register or AMA Government Affairs blog.

If you have any further questions or concerns, contact Government Affairs depart. at (765) 287-1256 or [amagov@modelaircraft.org](mailto:amagov@modelaircraft.org). →

## TCRC Annual Banquet November 19<sup>th</sup>

The TCRC Annual Banquet is back and is scheduled to be held starting at 5:00 PM on Saturday, November 19<sup>th</sup> at Fong's Restaurant in Prior Lake at the intersection of Highway 13 and County Road 21.

The cost is \$30/person, and the meal will of course be Chinese cuisine served buffet style.

The banquet is always a very enjoyable time with TCRC members and their families coming together to partake of a great meal, and indulging in camaraderie with both old and new friends. In addition to the program of reviewing the previous year's events, attendees will play TCRC Jeopardy as well as other games. The club has spent \$1,100 on some really great raffle prizes. The TCRC Banquet is something you do not want to miss!

Let Bob Briesemeister know you will be attending the banquet when you are at the November 8<sup>th</sup> membership meeting.

Mark your calendars and plan on being a part of the fun at the TCRC Banquet on Saturday, November 19<sup>th</sup>. 😊



# Vickers 123

by Conrad Naegele

The October Mystery Plane was Vickers 123.



At the end of 1925, believing that the time was ripe for a new fighter, with a liquid-cooler engine, and Rolls Royce had a suitable powerplant, Vickers began work on the 123.

Now, the Rolls Royce engine was not ready so a Hispano Suiza 12-cylinder engine was obtained and used. The plane was all-metal, with fabric skinning on all the control surfaces (even being all-metal, designers still relied on fabric to cover the metal!)

The plane had equi-span wings and was quite heavy. It provided a small cabane. The Rolls engine became available in 1927, and was quickly fitted. It proved to be a good choice. At that point the plane was called the Model 41. At this time, the number of planes built is unknown, but it flight tested very nicely. Records do show about ten were in service. The plane remained in service until the early 30's.

The Vickers was a single-seat fighter with a wingspan of 34-feet, a loaded weight of 3,300 pounds and a speed of 149 mph. The engine was a Rolls Royce FX1 12-cylinder Vee developing 510 horsepower.

Vickers was not a large company like Supermarine or Hawker, but over time produced over 25 successful fighter planes! ☺

# TCRC Elections November 8<sup>th</sup>

It is now November and it is time for the TCRC elections. As usual, the elections will be held at the November meeting, which this year will be Tuesday, November 8<sup>th</sup> at CrossPoint Church.

All four of the officer positions are up for election this year plus one of the three at-large board seats.

Currently the officer positions are held by Bob Breisemeister, president; Chris O'Connor, vice president; Ken Weddell, secretary; and Tim Wirtz, treasurer. Gerry Dunne holds the board seat that is up for election. The board seats held by Brian Johnson and Jim Ronhovde are not up for election this year.

At this time, all of the incumbent officers are planning on running for re-election, plus the incumbent in the board seat. But we want to have other members run for office this year.

All members attending the meeting, either by being at the meeting, or by being present via Zoom will take part in the elections.

Please consider being a candidate for TCRC office. The club needs you. Be both a voter and a candidate at the TCRC elections on November 8<sup>th</sup>. ☺

**MNBigBirds.com** Free! Scale Plan Downloads

**Andersen Designs**

**New!**  
Hawker Hurricane MkII  
Kawasaki Ki-45 "Nick"  
Focke Wulf TA-152H  
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**Be A Candidate And  
A Voter  
At The TCRC  
Elections**

# Calendar

- Nov. 8 TCRC Elections  
CrossPoint Church  
Bloomington, MN
- Nov. 8 TCRC Membership Meeting, 7:00 PM  
CrossPoint Church  
Bloomington, MN
- Nov. 8 Ugly Airplane Contest  
CrossPoint Church
- Nov. 19 TCRC Annual Banquet, 5:00 PM  
David Fong's
- Dec. 3 All Season Flyer Finale  
Jordan Flying Field  
10-10-10 Rule
- Dec. 7 Joint Board Meeting  
Bob Breisemeister Home, 7:00 PM
- Dec. 13 TCRC Membership Meeting, 7:00 PM  
CrossPoint Church  
Bloomington, MN
- Feb. 4 TCRC Annual Auction  
CrossPoint Church  
Bloomington

# Ugly Airplane Contest November 8<sup>th</sup>

by Sherwood Heggen

It is that time of year again to bring out the best of your worst to compete in the Ugly Airplane Contest.

There is nothing difficult about it. There is no practicing to do and no entry fee. The prize is a gift certificate and a traveling trophy passed down from the previous year's winner. The most difficult thing to do is bring an airplane to enter just as if you were taking it to the flying field. Throw what you have in the car and bring it. It is the easiest contest ever!

Any airplane that is flyable and shows some use from the past is a candidate to win. It doesn't have to be one flight from being terminal. Any airplane that has scuffs and scraps, oil soak (or electron soak), dings and dents in the foam, repair evidence, or just has been flown hard should be entered. It is an easy way to be given a \$25 gift certificate if your airplane is selected as the winner.

Multiple entries are allowed. We'll see you at the contest on Tuesday, November 8<sup>th</sup>. ☺

**Ugly Is In The Eye  
Of The Beholder!**

## 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.

### 2022 Officers

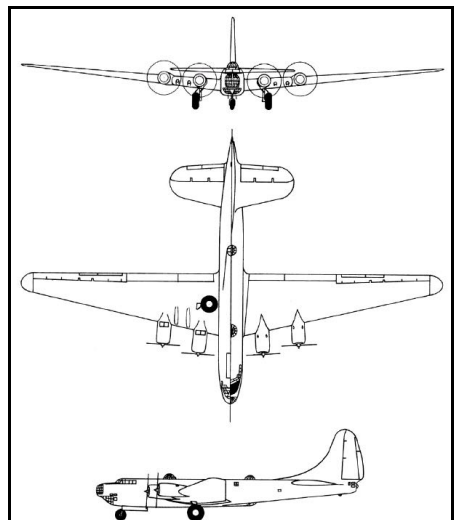
- President** Bob Breisemeister  
612-964-8877
- Vice President** Chris O'Connor  
612-619-5471
- Secretary** Ken Weddell  
952-500-3446
- Treasurer** Tim Wirtz  
952-941-5357

### 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>

# November Mystery Plane



## 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 he/she is the last one at the field. This simple rule is to keep the gate locked to prevent theft, vandalism and the unauthorized use of our land from occurring. ☺



## TCRC Meetings Continue To Offer Virtual Attendance

Now that summer is over and so are the 'meetings at the field', TCRC takes its monthly membership meetings back inside to CrossPoint Church.

And while it is great to be able to get out and attend the monthly TCRC meetings, there are times when we just can't. And if that is the case, and you still have access to your phone or ipad or laptop, you can still be at the meeting via Zoom.

Tim Wirtz acts as host, sets up the Zoom meeting, and furnishes the link to all members prior to the meeting.

At the TCRC physical meeting, Tim has his laptop there and sets up a camera so those in the Zoom meeting can see those in attendance.

So, there is really no excuse why you can't make it to the monthly TCRC membership meetings! ☺

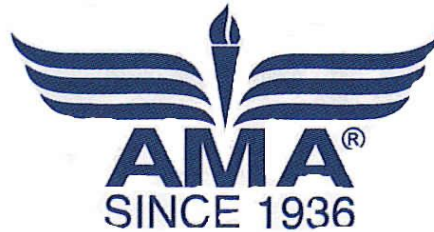
## Minnesota River Level Report

by Jim Cook

The Minnesota River level at Jordan has been at 4 feet and has held constant at that level for over a month now. This is very good news to TCRC and its Jordan Flying site.

The TCRC field will have water creep on the eastern end of the field when the River is at 18 feet. ☺

## AMA Election Ballot



All AMA members should have received their election ballot in the mail enclosed with their AMA dues renewal notice.

In 2022, incumbent Ama President Rich Hanson is again running for that position.

Also running for AMA President is Randy Cameron, who is currently the AMA Executive Vice President.

I believe that the November issue of *Model Aviation* will have campaign statements from each of the candidates.

Our District VII does not have an election for VP of the district in the year 2022.

AMA election ballots must be postmarked no later than November 10, 2022 to be counted. Check out the candidates and mark and return your ballot today. ☺

**TCRC Banquet  
November 19th**

## Show & Tell Data Form

Bringing a plane to the TCRC meeting for Show & Tell?

If you are, be sure to go to the club website TCRCOnline.com and print out a blank Show & Tell Data Form. Fill this out and make sure it gets to the newsletter editor, Jim Cook so that the correct information shows up about your new airplane in the newsletter.

Also, if Jim is not at the meeting, make sure someone takes a picture of your new masterpiece and emails the picture to Jim also. If he is not at the meeting, you can have someone take a picture of the completed form and email that picture to him also. ☺

## Always Wear An Orange Vest To Retrieve A Plane

Hunting season is back in Minnesota and the land in and around our flying field in Jordan has lots of hunters in the fields now.

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

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

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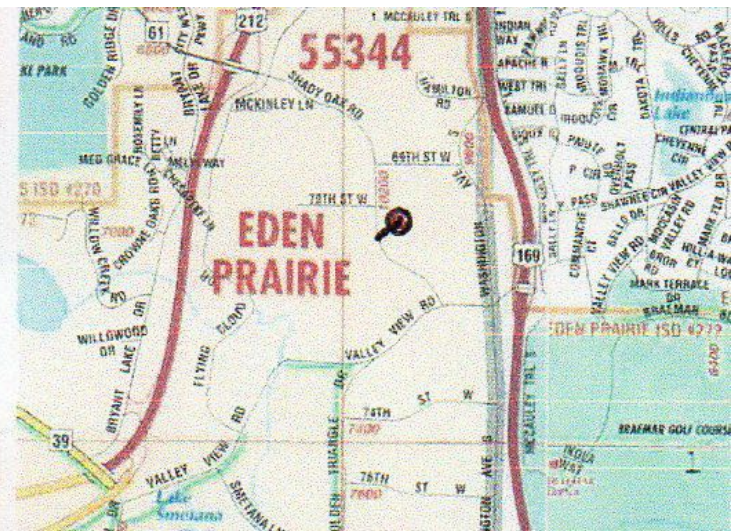
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