



October

Minneapolis, Minnesota U.S.A.

2007

Fall Float Fly Features Fantastic Flying

by Jim Cook

TCRC's Fall Float Fly was held on Saturday, September 15th at Bush Lake Park in Bloomington and it was a great event with about 25 pilots and 40 airplanes.

CD Jim Cook arrived at the park around 10:30 to find about 10 or twelve pilots getting their float planes ready to go. The sun was shining brightly and the temperature was in the 60's. A wind was out of the south and ranged from 10 to 15 mph which put a nice chop on the water.

pattern, safety rules and to remind all that a 2007 AMA card was necessary to fly.

First into the air was Rick Smith with an electric, just ahead of Wayne Rademacher with another electric. Even though the wind was present, lots of electrics got into the air for several flights throughout the day. With the wind paralleling the shore, several planes had their port wings catch in the breeze before they could turn into the wind, and consequently get flipped over. This happened with both electrics and glow planes when the wind gusted.

Gerry Dunne captained the club retrieval boat as usual, and he did take several trips onto the lake to retrieve a stalled aircraft, but the day was pretty uneventful from an accident standpoint with no plane being lost at sea.

The pilots that flew at the Float Fly included: Gerry Dunne with his electric Blue Bird and Sand Bird; Ray Richardson of MVRC with his J-3 Cub; Brian Crossley and Jaz Cherewan with an electric Sea-Wind; Lauren Belisle, a Cavalier; Larry Couture, a composite; Jim Miller, a Kougat; Rick Smith, an Aquastar, Funtana and Twin Bobcat; Jim Cook, an Alpha 60 and a mid-wing; Dan Stensby, a SeaFan, A Stick, and



The first few flyers gathered in preparation for the pilots meeting at the Fall Float Fly. (Photo by Jim Cook)

By 11:00 AM, about 20 flyers were present and Jim held a brief pilot's meeting to review the use of the frequency board, the flight

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The President's Hangar

by Bill Jennings

As I begin to write this column, the wind is at 25 mph gusting to 37 mph - definitely not a good flying day. I mention this because I'm disappointed to be missing the pattern practice flying session scheduled for today. There is only one practice session left of the four scheduled this year by our resident expert, Chris O'Connor. The final session will be held as a part of the Season Finale event to be held on Oct. 13th. The challenge for me will be to continue practicing the skills learned this year through the fall and winter so they won't be forgotten. Okay, I'm finally forced to admit to myself that the summer flying season has ended this year. It's time to think about Fall and Winter flying!

This year has really been a great year for flying. The field flooding lasted only a few weeks this year, and the drought conditions earlier in the year provided some extra benefits. There were more sunny days available to fly, and the field mowing crew got a break! The Skills Improvement Days provided an opportunity for everyone to focus on better flying, and encouraged a few members who hadn't flown for years to start coming out to the field again.

Good news: There will probably be a return of the Model Building Workshop this year, and there may also be a few Workshop

Tours, if there are enough volunteers. Several members have suggested the club provide an opportunity for flight simulator practice over the winter. If there's enough interest, it's a possibility that something can be arranged.

There will be a few additional Bylaw changes proposed at the next meeting. You know what they say about opening up the can of worms? Actually, it's apparent that the Bylaws have been patched with band-aids for a long time. Earlier this year we embarked on a major revision process to not only remove the patches, but to complete some long overdue changes. But, it seems that the ideas for positive changes and the ensuing discussions have lasted for a major portion of this year! I'll probably not be the only one to enjoy seeing this latest chapter come to an end.

There are several events to look forward to this month: On Saturday, October 6th probably the last of the "Giant Scale Saturday" events of the year will be held at SMMAC. Our October membership meeting on October 9th will hold a few surprises as the last of our 50th Anniversary celebrations. Let's make this year one to remember, as we pass over the threshold to the next 50 years! This is a celebration you'll not want to miss. Our last scheduled flying event of 2007, the Season Finale, is scheduled for October 13th. It would be great to have a large member turnout to help us bring to a close another great year of flying events.

Looking ahead to November, we'll be holding our annual Election meeting on November

13th. Mark your calendar and plan to attend this meeting. It's important to exercise your right to vote for the new officers and Board members for next year. This meeting will be closely followed by the Annual Banquet on November 17th. Both of these events are publicized separately in this newsletter edition.

In the meantime, I hope to see you at the field! ☺

Tom Thunstedt New Membership Director

by Bill Jennings

At its most recent meeting, the TCRC Board voted unanimously to appoint Tom Thunstedt as the new Membership Director. Tom will be responsible for processing the new and renewing membership applications and for maintaining the membership database records for the club. Other duties include ensuring that all individuals applying for, or renewing a membership are current AMA members. Tom's records will also be used to print the annual Membership Roster. Membership Application forms can be accessed and printed from the website by clicking the Join Our Club link on the Home page.

Thanks, Tom, for volunteering to take on the duties of this important new role! ☺

**The Programs Are
Great At The
Meetings!**

Fall Float Fly

Continued From Page 1

a couple of other of his own design; Steve Meyer, an Ugly Stick; Morgan Larson, a Sea Cruiser III; Jack Reeves, a J-3 Cub; Mike Ferretti, a SuperStar; Scott Johnson, a Twister; Sherwood Heggen, a Sportsmaster; Wayne Rademacher, an electric high-wing; Jayme Johnson of St. Cloud, a Puddle Master; Stan Erickson, a giant-scale J-3 Cub; Dan Olberg, a Stingray; Mike Bellefeuille, a J-3 Cub; Scott Anderson, a Giant Stick and a PBY; Brian Schuchard of Grassfield, an E-Flite Ultra Stick 25e, a Cheapass, and Jeff Hagel of Grassfield with a Cheapass.

Scott Anderson and Stan Erickson shared honors for the largest planes with Scott having a very nice Giant Stick and Stan having his giant J-3 Cub. Both put lots of flights on these aircraft and they looked great in the air and on the water.

Gerry Dunne had the smallest plane with a float plane with a wingspan in the 12 to 14-inch area. Gerry used his discretion and decided the wind was just too much for this little bird so it remained grounded for the event.

The wind continued all day but did not deter most of the other electric pilots. Brian Schuchard's electric Ultra Stick 25 and Brian Crossley's electric SeaWind were great performers and had many flights. Wayne Rademacher's high-wing was also quite graceful off of the water and into the air.

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There Were Some Really Big Planes At The Fall Float Fly



Scott Anderson with his Giant Stick. (Photo by Scott Anderson)

And Some Really Small Ones!



Gerry Dunne and his nifty little 'Catalina-type electric airplane at the Fall Float Fly. (Photo by Jim Cook)

Fall Float Fly

Continued From Page 3

Lots of other TCRC members showed up to help out the other pilots and to enjoy watching the action. They were joined by a good number of spectators from the area that were pretty impressed looking at the planes in the pit area and watching the many flights from the water.

From 11:00 until mid-afternoon there were almost always 3 or 4 planes in the air constantly. Finally right after 2:30, Wayne Rademacher put his electric in the air for his final flight of the day, and that brought to a close to the 2007 edition of the TCRC Fall Float Fly. Thanks to all of the pilots who came out for a few flights, and thanks to the members that stopped out to enjoy watching the flights and lending a hand in the pits.

Remember, the TCRC Spring Float Fly is scheduled for Bush Lake Park on Saturday, May 10th. Mark your calendars and plan to be a flyer on that date.

For those of you who don't have a plane on floats, it is hoped that we will have a program at the TCRC meeting in December or January on 'Foam Cutting of Floats', and actually cut several sets of floats of different sizes that will be given to members so they can get their planes ready for the Spring Float Fly. ☺

**Be A Pilot At The
Spring Float Fly!**

Gerry Dunne Was The Captain Of The Retrieval Boat



Gerry Dunne heads back to the beach with a giant J-3 Cub and an electric Sea Wind that stalled on the water. (Photo by Jim Cook)

This Electric Loved The Water!



Brian Schuchard's E-Flite Ultra Stick 25e seemed to be right at home on the water. (Photo by Jim Cook)

Pictures From TCRC's Fall Float Fly



Scott Anderson's Giant Stick was a beauty in the air at the Fall Float Fly.



Dan Stensby had a very interesting collection of float planes that got a lot of air time.



When the guys weren't watching the flights they were talking about them.



Steve Meyer admires Scott Anderson's Giant Stick as it soars over Bush Lake.



Brian Crossley's Sea Wind taxis out for a flight.



Dan Stensby's Stick flew well and often.

From The Co-Pilot's Seat

by Chris O'Connor

Still lots of good flying left. Don't miss out. Just a reminder, **REMEMBER WHAT FREQUENCY YOU ARE ON, AND CHECK AND INFORM FELLOW MEMBERS AT THE FIELD THAT YOU ARE ON THE SAME FREQUENCY. DO THIS IN ADDITION TO PINNING OUT YOUR FREQUENCY ON THE BOARD. HAVE FUN AND BE SAFE!!!! COURTESY GOES ALONG WAY.**

I have been trying to provide a program for each meeting that is informative and enjoyable. Hopefully I have met that goal. As for the program last month on 3D flying, I apologize that the program didn't happen. This month's program will be a little different in that it will not be about building or tips on building, but rather a party, a celebration of TCRC's 50th anniversary. We will have cake and pop and some door prizes, so plan on attending and have fun! The meeting in November will be our election night and the program will be given by Dave Schwantz (he doesn't know it yet). Speaking of the election, if you are interested in running for a position please contact, myself, John Dietz, or Scott Johnson. This is a great way to get to know your fellow members better and it is very rewarding. Let's keep TCRC moving forward!



A gorgeous day at the Fall Float Fly on September 15th brought out a lot of members to both watch and to fly. (Photo by Jim Cook)

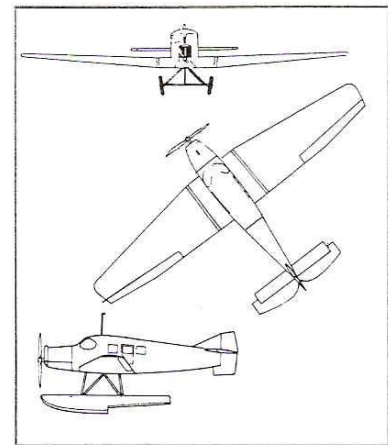
The activities are starting to come to an end, and I hope that you were able to participate in a few of them. Although I couldn't make it to the

Fall Float Fly at Bush Lake, I understand the weather was great and the turnout even better!

The aerobatic practice days are a good way to improve your flying skills. Learn to control your plane the way you want and not just reacting to what your plane is doing. As you read this article another practice day has passed, but you still have a chance to try one more time in October. On October 6th is the last giant-scale Saturday at the SMMAC field in Owatonna. Even if you don't have a giant-scale plane, come down and fly whatever you have. Tim Johnson has made one of the best flying fields in the country. Still time to participate. **GET INVOLVED, IT'S FUN!!!!!!**

Remember, bigger flies better! ☺

October Mystery Plane



**TCRC 50th
Anniversary Party At
The October 13th
Meeting**

TCRC's Jordan Field Is For All Types of Flyers

by Jim Cook

TCRC's flying site is one of the best in Minnesota and can accommodate all types of flyers and aircraft – beginners, experts, fast planes, park fliers, 3D, helicopters, ducted fans, etc. However, when the field is busy, it is hard for all of these types of pilots and planes to be in the air at once. A heli pilot hovering over the center of the runways can be an obstruction for the pilot who is doing touch-and-goes. A fast ducted fan can be a big distraction to the beginning pilot on a buddy box. How can each of these pilots get meaningful flight time and not be a problem for another type of pilot?

This same question arises at clubs all across the United States. Some clubs deal with it by having designated flying areas and times for different types of flyers – a segregated area for 3D and heli's, scheduled beginner's days, etc. When the question was discussed at the September 11th regular meeting, those types of solutions were discussed, and there were lots of pluses but also a lot of minuses for segregation and scheduling.

Having a designated 3D/Heli area either to the southeast of the runways or to the southwest was discussed. The problems associated with the area to the southeast were twofold: 1) It put planes up in the air close to our nearest neighbor's house and barn, and he has already indicated that it creates a problem for his horses; and 2) it creates a safety issue since the planes and helicopters would actually be somewhat behind the main piloting stations. The area to the southwest has the same safety issue but does not have the problem associated with the neighbor. However, it still violates our field rules because we are flying south of our runways.

Concerning the beginners being distracted by the faster, noisier planes, scheduling also had its pluses and minuses. Thursday afternoon is already designated a 'skills improvement' time. However, this is not just for beginners. A 3D pilot might be working on improving his hover, a pattern flyer might

be working on his turn-around maneuvers. To try and have scheduled days for this type of flying or that type of flying seems far too restrictive.

So, what is the answer?

At the discussion at the September meeting, one of the more interesting proposals to solve these problems was simply to use communication and common sense. What does this mean?

On a day when there are only two or three pilots at the field, it's likely that no problem exists. However, with 10 or 12 pilots, there could be a big problem. Maybe that group has a heli flyer, a couple of 3D pilots, 3 beginners on buddy boxes, 3 electric flyers and 3 speed demons. How do we keep everybody happy and in the air?

If the pilots make it a point to be aware of each others needs, the problem goes away. When the student pilots are up, the jet set needs to know that they can be a big distraction to the novices. Likewise, the beginners should try to take their flights at the same time and know that the faster pilots are waiting for their turns. The 3D guys and chopper pilots need their time over the center of the runways, but if they try to coordinate their flights, the other types of pilots could wait for the runways to clear.

This informal scheduling could work without help, but if there are a lot of pilots at the field, one of the more-seasoned veterans could help with the communication among the groups to make things work smoothly.

TCRC doesn't need stringent rules and tight field scheduling to keep all of its pilots in the air and satisfied. The key is that each pilot should be aware of the needs of the other pilots present and respect those needs. Communicating with each other goes a long way in understanding what needs to be done to make the flying what it should be – FUN! ☺

**Be A Candidate For Officer
or Board At The TCRC
Elections November 13th**

TCRC Elections Are Just Around The Corner

by Bill Jennings

It's not too early to start thinking about the annual TCRC elections to be held at the November membership meeting. With several officers not running for re-election and two Board terms ending this year, candidates must be established well in advance of the election meeting. I remember back in 2004, when there were NO candidates for either the secretary or treasurer positions until the night of the elections! The future of this club is too important to have the selection of the leadership become a "spur of the moment" event.

A three-member Nominating Committee has been appointed to ensure that we have a full slate of qualified candidates in time for the elections. The committee members are – Chris O'Connor, John Dietz, and Scott Johnson. According to the current TCRC Bylaws, one must be a "Qualified Member" to run for an office. A Qualified Member is defined as anyone who has been a member for at least a year, and has flown an RC aircraft during the preceding calendar year at least once between the months of January and June and again between the months of July and December. One should reference the recently revised bylaws posted on the website for the precise wording. These are minimal requirements that are met by most of the current members.

If you would like to learn more about the responsibilities of a particular position, contact the person currently holding the office or a member of the committee. Job descriptions are also posted on the website in the "Members Only" section. If you would like to serve the club as an officer or Board member, be sure to let one of the committee members know of your intentions, as soon as possible. The election meeting is only one month away! ☺

What TCRC Means To Me

I joined TCRC in 1967, when I was only 15, and thought how neat these R/c planes are. Still do!!!

My friend Steve Killian and I grew up in Prior Lake and Steve's dad worked at the glass plant in Shakopee. Steve told me that a group of guys flew R/C planes in the field behind the glass plant and that we should go out there. We did. So Steve, my brother Mark and I would go out there almost every weekend and watch with awe, hoping to do this someday. We didn't have our driver's license yet, so my mom would drive us out there every weekend and stay with us, and then once we finally joined the club and started flying, she would drop us off and come back at the end of the day to take us home. My mom was awesome! She is the one that helped us get started and also to get us into TCRC. The guys out there were so helpful and always willing to lend a hand. Jim Miller, Bruce Anthony, Hugo Lung, Lank Newman, Larry Couture, Stan Erickson, Lee Grafelman, etc., had a big influence on each of us. My

main mentor was Jim Miller -- he's the one that really helped me, along with Bruce and Hugo. Back then everyone flew mode 1, it was a natural transition from reeds to proportional. That's why some of us still fly that way. TCRC always had a major contest every year in August. Aerobatic flying was the norm back then. I credit those early years for my skills I have today. Also my building skills developed, and there was no such thing as ARF's. I lived and breathed R/C and still do. One of the best hobbies around! I have seen many changes in the hobby and many changes in TCRC. I have flown at the three fields TCRC used, two of them owned by TCRC. That was a major accomplishment to buy our first field.

The greatest gift TCRC has given me is all the friends that I have grown up with and still know, and can say that they are some of my best friends ever.

The most important reason TCRC means so much to me is that because of Jim Miller, now my father-in-law, I met my best friend, his daughter Lynn, and we have been married for 33 years. She has always supported my hobby, and still loves to come out to the flying field with me -- how lucky is that! I look forward to many more years.

Thanks TCRC for being there!

-- Chris O'Connor ☺



Installing Control Horns

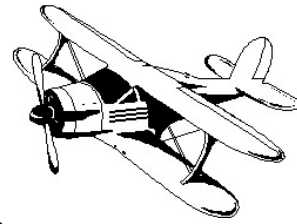
by John Neilson

Your airplane is done and covered and now we have to put holes into that perfect job you've done. That's not bad because the horn and base will cover them. But, now we have to take a small, fine-head Phillips screwdriver and struggle getting those little self-tapping screws to bite on the back. It will happen, the driver slips off and a third hole is in your covering. Here is the tip and kind of input we can all use. Simply take a piece of cardboard, or plywood if you wish to make it permanent, trace the outline of your horn, trim it out, place over the horn and you have eliminated that possible third hole!

(Reprinted from the newsletter of the Sun Valley Fliers, Phoenix, AZ.) ©

**October 1 means
Building Season has
arrived!**

Show & Tell



Only one plane at the September 11th meeting.



Mike Burk had another 3D electric at the September meeting. This was an ARF from RC Hot Deals called the BRC Hornet. It was a profile plane done in yellow Depron with black trim. Mike had purchased this plane at Toledo Expo last April. It was powered with an E-Flite motor and a 900 mAh lipo battery. The plane weighed in at 9.7 ounces without the battery and right around 12 ounces with the battery. He had modified it slightly by placing bamboo skewers in the leading edge and a carbon fiber strip on the bottom. With the electrical set-up he got about 12 minute flights and the plane would do a vertical climb at half throttle. ©

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SAFETY AT THE FIELD

by Larry Couture

The safety item for this month is No. 15 in the TCRC Field Rules:

“Pilots shall announce their intentions LOUDLY for take-offs and landings. Dead stick landings have precedence over powered landings. All landings take precedence over take-offs.”

This seems simple enough but the key here is that the other pilots hear you and acknowledge your intention. So let's all get a bigger voice and better hearing when being a pilot at our field.

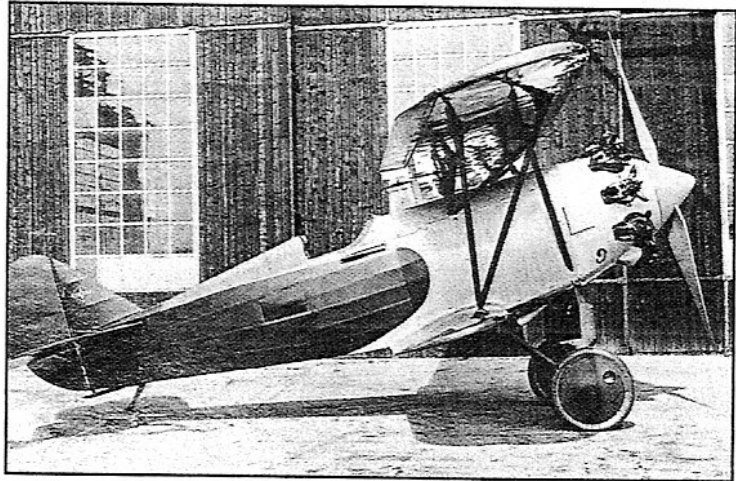
Now if you haven't noticed it is becoming cooler and jackets and sweaters are the new dress code. Here is a tip from the horse's mouth: Make sure jackets and sweaters are buttoned or zipped when starting your engine as it tends to pull loose fabric into the prop and that sure can spoil the garment in a hurry and scare the you-know-what right out of you, and I have a jacket to prove that. So please be careful and keep all your clothing, fingers and toes intact, you will like that much better.

It is my understanding that at future club events the CD will have a flight controller and an impound controller which will eliminate some of the past problems when larger groups are at the field. It seems that with just a small group there are no problems as they all seem to communicate with one another much better.

Arado SD 1

by Conrad Naegele

The September Mystery Plane was the German Arado SD 1.



In 1923 the German air ministry, although not having the authority to do so, under the restrictions of the Versailles treaty, ordered a new fighter plane program. The Arado group fielded, in 1925, their entry, the Arado SD1. Relatively advanced for the period, it was designed by Walter Rethel, who had considerable experience with Fokker, who was doing very well in the 20's and 30's.

The SD 1 was a single-seat sesquiplane (a plane with the lower wing with less than 50% area of the top wing) of mixed construction. The fuselage was welded steel tube, light alloy skinning to the cockpit, and fabric aft. Wings were wood covered with mahogany, and provided ailerons only on the top wing. V-plan interstruts, with no conventional flying wires. A 9-cylinder Jupiter radial engine was fitted. Provision made for 2-7.9mm machine guns.

This was one of the first fighters under contract, and was done clandestinely. Two prototypes were flown on October 11, 1927, but flight tests revealed very poor low-speed handling. Further tests proved the plane to be structurally unsound. Work was stopped and Arado moved on to the SD-2, the SD-3, etc. It was not until 1938 that a really good Arado was made. Arado went on to produce many very successful models – including the Arado 234 jet bomber of WWII.

The Arado SD 1 had a wingspan of about 28 feet, a gross weight of 2,712 pounds, and a speed of 171 mph. ☺

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

Season Finale October 13th

As the 'normal' flying season comes to a close, it is heralded by TCRC's Season Finale. This event has become a great tradition for all of TCRC's pilots to bring their families out to the Jordan Field to watch them put in their last few flights for the year and to enjoy the friendship and company of the other pilots' families.

Mike Timmerman is again the CD for the Season Finale and the start time will be 10:00 AM. He has promised that his wife Sheri is going to make a huge pot of her famous chili, which will be served right around noon. Those members partaking of the event are asked to bring a side dish or dessert to accompany Sheri's chili. Even if you are not planning on flying, you sure don't want to miss this feast, so make sure you have Jordan on your calendar that weekend.

In conjunction with the Season Finale, Chris O'Connor has scheduled his last day of Pattern Practice for those members who have been honing their flying skills and learning some neat flying maneuvers.

Mike says no other official flying events are scheduled, so there should be plenty of airtime for a pilot to put some flights on his planes before he prepares them for winter storage.

Bring the family to Jordan on October 13th and be a part of the TCRC Season Finale. ☺

Calendar

- Oct. 6 SMMAC
Giant-Scale Fly
Owatonna, MN
- Oct. 9 TCRC Membership
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- Oct. 9 TCRC 50th
Anniversary Party
At The Meeting
- Oct. 13 Season Finale
10:00 AM
Jordan Field
Mike Timmerman
- Oct. 13 Pattern Flying
Practice Day
Jordan Field
Chris O'Connor
- Nov. 13 TCRC Elections
- Nov. 13 TCRC Membership
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- Nov. 17 TCRC Banquet
Dangerfield's
Restaurant, 5:00 PM
- Nov. 27 TCRC Joint
Board of Directors
Meeting



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.

GLAD Press 'N Seal

Glad Press 'N Seal plastic wrap makes a great masking medium for spray painting. It is sticky on one side and will stick to itself, or the item you want to paint. It is much easier to work with than paper because it clings to the surface without lifting the paint off when removed.

(Reprinted from Flightline, newsletter of the Casper Airmodelers Association, Casper, Wyoming.) ☺

TCRC Annual Banquet

by Bill Jennings

It's time to start making plans to attend the TCRC Annual Banquet. This year's banquet will be very similar to the event held last year – same time, same place, same delicious food, same casual atmosphere, same spectacular entertainment! The Banquet will be held at Dangerfield's in Shakopee, on Sunday, November 17th, starting at 5:00 p.m. Mark your calendars now to reserve the date.

This affair is traditionally organized and co-hosted by the club president and vice president, and will be the last official duty for both, as they each complete their two years in office. Last year's event achieved nearly double the attendance of previous years. We're hoping for a similar turnout this year. Check next month's newsletter for additional details and a registration form. ☺

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Who Needs A Retrieval Boat?



Scott Johnson decided to save the retrieval boat crew's time and energy as he walked out to his stalled Twister at the Fall Float Fly at Bush Lake on Saturday, September 15th. (Photo by Jim Cook) ☺

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.

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