

Wonderful Weather Awaited Wisconsin Funflyers

by Jim Cook

Friday, August 5th was the opening day of the 3rd Annual Wisconsin Fun Fly and the weather was fantastic. At 10:30 AM when the guys and gals started arriving at Jim & Mary Cook's lake place in Siren, Wisconsin, the temperature was in the low 80's, the skies crystal clear and the wind non-existent.



Mary Cook greets some of the arriving pilots at her Siren, Wisconsin lake home. (Photo by Jim Cook)

By 11:00 AM, everyone had arrived and they gathered on the Cook's deck for a potluck lunch. Jim and Mary served the grand old Wisconsin tradition of brats and kraut for the main course and everyone enjoyed the cuisine and the company.

Those in attendance were John and Kathy Dietz, Conrad and Norma Naegele, Jim and Janice Ronhovde, Bill and Sue Sachs, Stan and Sharon Erickson, Larry and Joyce Couture, Morgan Larson, Don and Ruth Olson, and Jim and Mary Cook. In addition, Greg Strohmeier and Butch Boehler from the Birchwood flying group came to enjoy the meal and the flying.

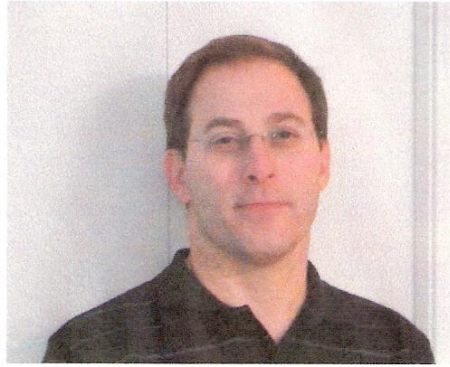
The ladies stayed on the deck while the guys headed for their cars and trucks to unpack the planes and gear, which they promptly loaded into any of the three golf carts Jim had to get the planes down to the lake. The scene at the lake shore was water smooth as glass and not a boat to be seen anywhere. In a matter of minutes one plane after another lifted off of the lake and into the clear blue sky for some great float flying. The planes ranged in size from Conrad's electric Sparky all the way to Stan's giant-scale L-4. Don Olson, a long-time former member of TCRC who now lives in Florida brought a glow-powered speed boat and he enjoyed making some waves on the calm waters.

There were no major mishaps but during the course of the afternoon a few of the planes needed some minor repairs before they could fly again.

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From The Flight Deck

By President Tim Len



Hi Everyone!

As I'm sure you are all aware the Jordan field is finally open for flying.

I was unable to attend the field clean up, as I was out of town, but I must say everyone who participated did a great job, thank you all for your hard work. It is greatly appreciated by all.



The building crew was pretty well organized as they put together the new flying benches. (Photo by Tim Len)

There was a good turnout at the field to help with building the new airplane benches. We built four new benches, it was a good morning with everyone working together.

Model Aviation Day will be held at the field on September 10, 2011 so don't forget to come out to the field and bring a plane! You can fly or static display your models.

A few upcoming events, Hobby Warehouse is holding a swap meet on Saturday, September 17, 2011 and Big Sky Hobby is having a swap meet on Sunday, September 18, 2011. Stop by and check them out!

Don't forget to view the 'In the Air' article in the latest monthly addition of the Model Aviation to stay informed.

Fly safe and looking forward to seeing many of you soon.

Model Aviation Day September 10th

The 2011 Model Aviation Day has been rescheduled for Saturday, September 10th in order to give Mother Nature more time to allow the Jordan field to dry out.

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

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

Scott Anderson is the champion for Model Aviation Day and he is promising great weather for the event! So come by a part of TCRC's Model Aviation Day on Saturday, September 10th at the Jordan flying field.

J

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Wisconsin Fun Fly

Continued From Page 1

Jim's pontoon served as the retrieval boat and it did make a lot of trips to bring back a few stalled aircraft.

Jim Ronhovde had a plane with a camera hanging from the right wing and he endeavored to shoot some aerial views of the action. The success of the aerial photo op was questioned by all when it was rumored that the only picture of clear quality was of a fish looking into the camera lens.

The ladies came down to the lakeshore later in the afternoon to see their aviator husbands soar through the air and triumphantly return to shore. The pilots flew late into the afternoon until finally at 4:30 they realized that they needed to pack up and head for Birchwood, Wisconsin and part II of the WFF. This they did and then a caravan of cars and trucks headed the 40 miles to the Birchwood Motel for a short rest and recuperation.

The early evening found the troop arriving at Bill and Sue Sachs' house and another round of friendship, food and fun. Several more members and spouses of the Birchwood flying club came to join the TCRC group and the party went into the later hours of the evening.

Bright and early Saturday morning everyone met at the restaurant for a hearty breakfast and then the guys and some of the gals headed to Bill's beautiful Birchwood flying field.

Continued On Page 4, Col. 1

Enjoying The Great Wisconsin Brat Tradition



The group enjoyed a great meal before heading for the lake and some float flying. (Photo by Jim Cook)

Relaxing By The Water



There were very few lulls in the flying activity at the lake, but it did happen occasionally. (Photo by Jim Cook)

Wisconsin Fun Fly

Continued From Page 3

Again the weather was perfect: bright sunshine, blue skies and almost no wind. The field was in great condition although the last visitors had been a flock of geese which were now out in the field past the runways. The TCRC'ers had their fleet of nice looking planes and they were joined by the planes from both the Birchwood Flying Club and the Rice Lake Flying Club. Again the planes ranged from small electric scale planes to huge Extra's brought by the Rice Lake guys. The sun was warm and most everyone could be found sitting under tent shelters when they were not on the flight line. Bill started the morning with a brief pilots' meeting and then the flying was constant from 9:00 AM until 12:30 with lots aircraft enjoying perfect flying conditions.

At 12:30, a few clouds appeared out of the west and promptly started dumping a considerable amount of water on the field and its residents. Everyone scampered under the various shelters to wait out the downpour. The wait extended to about 2:30 as 3-1/2 inches of water fell from the skies. Near the end of the rain the wind came up and each shelter had several guys holding onto the structure so it would not be blown down. Finally, as the sun returned to the field, it became apparent that additional flights would have to be made with floats on the planes in place of wheels. So the guys packed up the planes, equipment and shelters and headed back to the Birchwood Motel.

Back at the motel it was warm showers and a quick rest before a nice dinner and drinks in one of Birchwood's excellent restaurants.

Sunday morning found the group back for a great breakfast and then everyone said their goodbyes before heading back to the Twin Cities.

Thanks to all of the TCRC'ers and their spouses for making the trip, thanks to the Birchwood Flying Club and the Rice Lake Flying Club for sharing their field and time, and a very special thanks to Bill and Sue Sachs and Jim and Mary Cook for sharing their homes and for making the 3rd annual Wisconsin Fun Fly a great success.

The 4th annual Wisconsin Fun Fly is already being planned and the tentative dates are August 3rd, 4th and 5th, 2012. J

Calendar

- | | |
|----------|--|
| Sept. 13 | Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington |
| Sept. 17 | Fall Float Fly
10:00 AM
Bush Lake Park
Bloomington, MN
Steve Meyer |
| Sept. 17 | Hobby Warehouse Swap Meet |
| Sept. 18 | Big Sky Hobby Swap Meet |
| Sept. 10 | Model Aviation Day
Jordan Field
Scott Anderson |
| Oct. 8 | Season Finale
10:00 AM
Jordan Field
Corey Kaderlik |
| Nov. 8 | TCRC Elections
CrossPoint Church |



TCROnline.com
Are You Using It?

Pictures From The 2011 Wisconsin Fun Fly



Friday night at Bill and Sue Sachs' place for food, friendship and fun.



Stan Erickson brings his giant-scale L-4 on the smooth waters of Lake Viola.



Saturday morning brought breakfast in Birchwood before another day of flying.



Greg and Jim of the Birchwood Club get some pointers from Bill and Jim R.

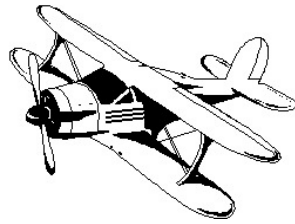


Jon Perry watches John Dietz do some flying.



The aftermath of a Wisconsin afternoon rain.

Show & Tell



A couple of nice looking planes showed up at the August TCRC membership meeting.



Curtis Beaumont had a nice looking Hobby Shack Super Sport Trainer at the meeting. This electric plane had a 32" wingspan and weighed in at 24 ounces. It was done in red Ultrakote and was powered by an electric motor and 3-cell 2,200 mah lipo battery. It had 3-channels and Curtis had already flown it a few times. He said it flew great and was fast, but he really did miss the rudder.



Tim Len had his very nice F9F Panther that was an ARF from Fei Bao. It was hard to believe this was an ARF. The quality of workmanship was impressive. The fighter was done in U.S. Navy blue and had very nice detail. It had an 82-inch wingspan and is slated to weigh 27 pounds when completed. The plane arrived with retracts installed, pneumatic breaks and a great looking cockpit. The plane can either be fitted with a turbine, or a ducted fan. Tim went through the virtues of each system and although he implied that he hadn't made his selection of which way to go, I think it is a really pretty good bet he is going to put a ducted fan into the Panther. Tim plans to complete the plane this winter and have the maiden flight next spring. J

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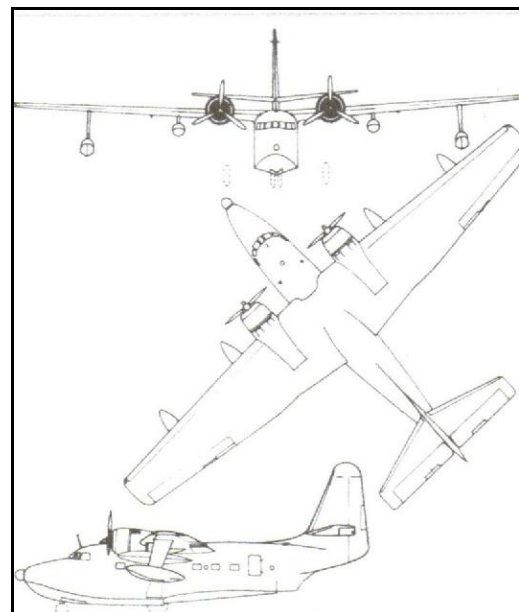
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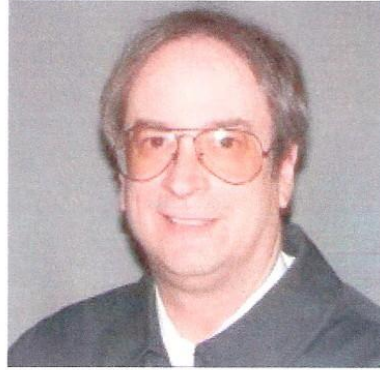
Stop In Today To Find Out 'The TCRC Special Of The Month'

September Mystery Plane



Veep's Pre-Flight

by Mark Wolf



Weight And Balance

From the smallest and lightest indoor free flight type of airplanes weighing just a few grams to the largest giant-scale types at the upper limits of the AMA weight class, all of our aircraft have weight. It's something that we just cannot avoid but it is something that we can and have to manage.

We strive to keep our airplanes as light as possible without sacrificing strength. The basic airframe structure has to be able to support itself. Building from a set of plans, one can find the different materials or choices to be used for construction. Most kits also provide the necessary items to complete the basic airframe. The ARF's have all the major components (fuselage, wings, tail, etc.) already built up, covered and ready to assemble. The ready-to-fly types have just about everything taken care of and can get you in the air quickly. The recommended power range is also suggested. Specifics can be found on the plans or in the assembly manuals.

Now we can have some fun -- or frustration. Modification(s) – I don't think there's a modeler who has built or assembled an airplane yet without changing or modifying something on it. Hidden among those modifications and changes may be some additional weight which may affect the airplane's performance. With the variety of power options available, that engine installation is a prime example. A higher powered motor or other than specified engine installation may require additional strength (weight) in the firewall/engine compartment area. Landing gear, fixed or retractable, may need additional support to the attaching structure (weight). Adding some scale details (weight) such as cockpits, pilot figures, or other items add to the overall aircraft weight. A few possible examples; there may be more. As the airplane ages it may tend to gain some additional weight and what about repairs? We usually add a little extra materials and adhesive (weight) when making a repair to the structure. The grams add up to ounces, the ounces add up to pounds, and the gross weight of the airplane increases.

Our radio system components also have weight but we can't fly without them. Servo placement and fuel tank locations can be somewhat limited. However, speed controllers, air tanks, switches, batteries, other accessories, etc. may be located to a more favorable location for determining the center of gravity; using their weight to our advantage.

Once the airplane is complete it must balance at the specified CG location to fly. If not, we'll have to add some ballast (weight) as required – a necessary evil. Depending on your type of flying there is usually some flexibility to move the CG slightly forward or aft of the recommended location. Forward CG limits locations are usually determined by the landing characteristics of the airplane. Aft CG limit locations are determined for the most critical maneuver or operation.

Most of our models are over-powered and weight reduces the flying ability of an airplane. Some examples: Longer takeoff and higher takeoff speed, reduced rate of climb, reduced cruising speed, reduced maneuverability, higher stalling and landing speeds. Proper balance of the airplane however needs to be addressed before that first flight. Comply with these two important design parameters will assure satisfactory performance of the aircraft. Build and assemble straight, strong and true. Fly safe.

We have a nice program for the September meeting. See the preview on page 9.

Until next time . . .

J

Clean Up Crew Puts Jordan Field Into Great Flying Condition

by Jim Ronhovde

Clean up day had some hearty individuals that came despite a drippy weather start. About 11 individuals managed to come to contribute their time and talents to help the field to look better. More pits clean up was performed. The shelter had sanding and redwood stain applied below the roof line inside and out. Fence repair was touched on and patio blocks re-set to level walkways over drain tiles.



The guys pose by the newly-painted shelter at Jordan Field.
(Photo by Jim Ronhovde.)

Tim Wirth prepared lunch and served beverages. A table was retrieved and the frequency boards brought down. More power washing of benches chairs and shelter was done. Cleanup up and review of signs for replacement was handled.

A very special thank you to Andrew Timmerman, a junior member for his hard work for at least 3 trips down to the field for volunteering this week. He knows how to work.

After the clean up event drew to a close, airplanes began to appear in the air and all commented on how great it felt to be flying at home!

A few days later found more volunteers working to get the Flying Park in great shape. A lot of terrific progress is being made. Now we

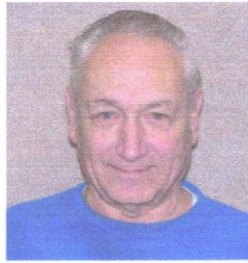
need busy hands to do a bunch of detail work to organize, clean, paint, install the transmitter impound and frequency control boards as well as other tasks such as dead tree removal. Some out-field debris needs to get picked up and our signs need cleaning and reinstallation.

The fantastic news is that the runways are now swept for a third time and are pleading for airplanes to use them. The pits have been scraped and swept and are coming along really nicely. Pit stands were being brought down as I left in the afternoon. **J**



Safety At The Field

By Larry Couture



Well here it is the end of August and the field is not under water! The Fairgrounds field, which was used as our back-up flying site for such a long time this year is now closed to flying since Jordan is open. Now that is something to feel great about and I want to see everybody out there taking advantage of our again beautiful flying field. As there is no place like this place around this place . . . A lot of thanks is due to all the guys that helped in the clean-up and repair at the field and it sure looks great. It seems the old saying of 'git 'er done' sure did work as so many members pitched in to remove the remnants of the Minnesota River 2011 flood from the field.

FOR ALL MEMBERS NEW AND OLD:

The field rules are printed in the front of the roster and on a large board in the shelter at the field, along with no smoking signs. I suggest that all members should read them from time to time just to refresh the old memory.

With the amount of flyers that we hope will be at Jordan for the remainder of the year, we have to remember that all maneuvers must be called out loudly and a response be heard before making them. This seems to have kept our field accident-free in past years so let's keep it up for the balance of this year. I will get a first aid kit in place shortly and I know that the fire bottle is back in the shelter now. You should make sure you know where they are just in case they need to be used while you are at the field.

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. Just try to keep the rubber side down and maybe on the runway. J

AMA Elections Coming In November

The Academy of Model Aeronautics will be having its national elections in November. TCRC is in District VII and our district VP spot is up for election in 2011.

Our long time incumbent District VP Bill Oberdieck is being challenged by Tim Jesky. Take the time to review their campaign statements and plan on voting on the ballot you will receive with your AMA Dues Renewal. J

September TCRC Program Preview

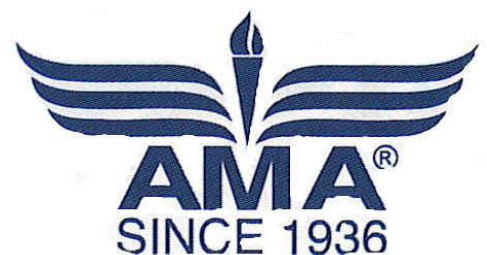
by Mark Wolf

We've waited almost all summer for the flood waters of the Minnesota River to subside. Now that the TCRC Model Airpark flying field is open, there's only a few weeks before our scheduled Fall Float Fly at Bush Lake Park in Bloomington. Flying an airplane off the water with floats is different than flying off of land. Our program for the September TCRC meeting is about floats and float flying. Here's the program highlights:

- Float Design Parameters
- Construction Materials
- CG Considerations
- . . . and more

Some of you have already flown off the water at the Wisconsin Fly-In and you're all set. If your schedule permits, join us at the next club meeting for the floats and float flying program and get ready for the Fall Float Fly. We'll have a few sets of floats to look at too! J

**It's Great To Be
Back In Jordan!**



TCRC Fall Float Fly September 17th

Fall is here and that means it is time for the TCRC Fall Float Fly which is scheduled for Saturday, September 17th at Bush Lake Park in Bloomington, Minnesota.

Steve Meyer is the chair of the FFF and the start time is set for 10:00 AM. The float fly is for any pilot that holds a valid 2011 AMA card and shows up at Bloomington with a plane on floats. Traditionally, pilots from several clubs around the Twin Cities come to TCRC's event and there are always some great planes to be seen soaring over Bush Lake. It is also a great spectator sport and lots of people stop by to watch the flying.

So now is the time for you to put a set of floats on one or two of your favorite aircraft and plan on being at Bush Lake Park on Saturday, September 17th for the TCRC Fall Float Fly. J

**Come To The Fall
Float Fly**



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September 10th, 2011

11:00AM-3:00PM
TCRC Model Air Park
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COME JOIN US in the excitement and thrills of flying radio-controlled aircraft! Not only will you see these aircraft perform exciting maneuvers across the sky, but you will get a chance to try your skills in flying on a computer simulation, and then, actually FLY an aircraft YOURSELF!

Demonstrations and Discussions will be held on checking out and preparing an aircraft for flight by Experts! Pilots will be flying all day!

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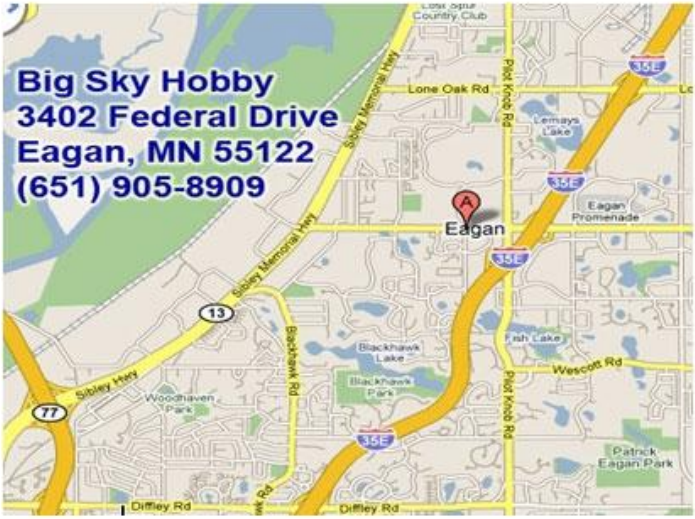
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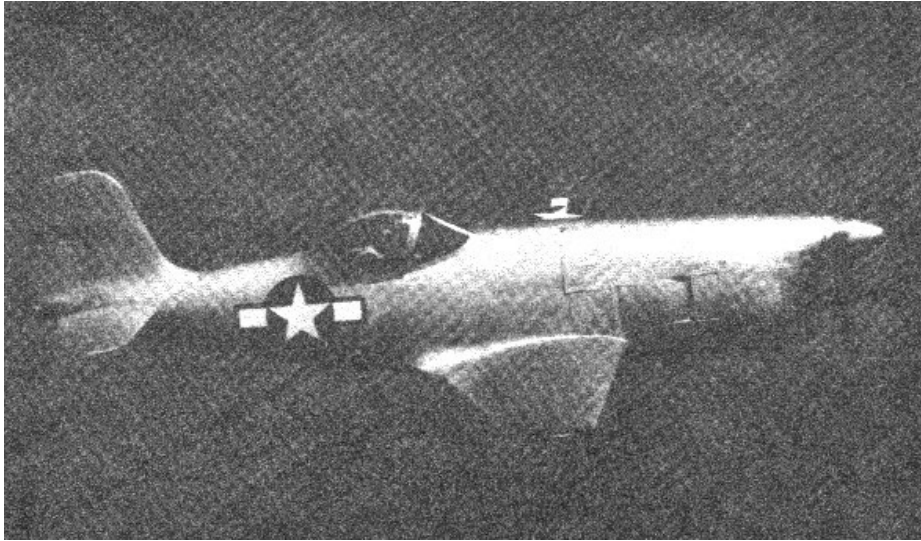


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Bell XP – 77

by Conrad Naegele

The August Mystery Plane was the Bell XP-77.



As WWII wore on, Allies and Axis alike were experiencing increasing shortages of strategic metals, and all looked to ways to produce fighters and bombers of less strategic material, mainly wood.

The Bell XP – 77 was an attempt to solve two problems – shortage of light alloys and believe it or not, the appearance of the highly maneuverable Japanese Zero-sen, a fast, nimble fighter. Use of wood was not new, dating back to 1903, but the American fighters were getting heavier, affecting both speed and agility (consider the final weight of the P-47 N, for instance, 20,700 pounds!). Bell proposed the P-77 basically all wood, a projected speed of 410 mph, with 2 cannons and 2 machine guns. Bell planned on a supercharged 12-cylinder Ranger engine. When the engine did not become available, the initial run of 25 planes used a ‘stock’ engine of 500+ horsepower. Even with that engine, the 77 attained 330 mph. Unfortunately the engine was too rigidly mounted and caused considerable vibration.

Testing continued. Prototype 2 was destroyed when the pilot attempted an Immelman turn, and fell into a flat inverted spin, could not recover and crashed. Further evaluation revealed that the plane did not really have a future, with current fighters already in production. The plane did meet its design specs, weighing in at 3,583 pounds gross weight. Except for the one crash, pilots reported decent handling, very light on the controls. Only two were built.

The XP-77 had a wingspan of 27 feet 6 inches and a range of 550 miles. J

TCRC Elections Coming Up

November may seem a long way away but the way the summer shot by, it will be here before we know it.

November brings the TCRC elections, which this year will be held on Tuesday, November 8th at the regular membership meeting.

Six of the seven board seats are up for election this year -- the four officer positions and two of the three board seats.

Several of the incumbent board members have indicated that they would run again for office this year. President Tim Len is very hopeful that many other club members will consider becoming a candidate for office this year and that every position will have at least two candidates.

Consider becoming a candidate for a TCRC position and becoming part of the leadership of our great club. If you are interested in running please let any board member know as soon as possible. Be a candidate at the TCRC elections on November 8th. 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.

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A Warbird's Maiden Flight



Rick Smith holds Scott Anderson's Zirola P-40 as he runs up the engine. Rick and Dave Anderson talked Scott into getting the first flight on this beautiful plane. Scott reports that the plane flew well but he went through \$62 in props by the end of the day. **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.

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