



July

Minneapolis, Minnesota U.S.A.

2020

TCRC Jordan Flying Field Operational

by Jim Cook

The intrusion of water from the Minnesota River was very short lived and now the TCRC Flying Site is back in business. The water was on the runways such a short time that there was very little silt deposited. However, a tree managed to get lodged on the road to the field temporarily blocking access. That has since been removed.



Dave Erickson was not to be stopped from flying by a mere tree on the roadway. (Photo by Bob Breisemeister)

There is still a lot of work to be done at the Jordan field, but the shelter, pits, runways, and surrounding land is fairly dry. The club hopes to have 'class 5' added to the roadway and parking lot very soon, which will go a long way in eliminating mud after a rain.

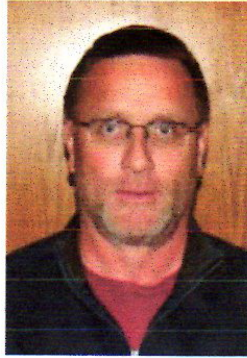
The 'meeting at the field' was scheduled to be held at the Jordan site on July 9th, but threatening rain caused the meeting to be rescheduled for Tuesday, July 21st. As of press time we are still on target for having this to occur. Flying all day and dinner from the grill at 5:30 pm. The business meeting will be held at 7:00 pm. However, if we have inclement weather, we will NOT be able to hold the meeting at CrossPoint Church since the church has not opened the building back up for meetings.

The River is at 10 feet and continues to drop rapidly. Our field begins to flood above 18 feet, so the future looks bright at this time that we will be able to use the field all summer from this point on.

So, get back into that flying mode. We will see you at the 'meeting at the field' on Tuesday, July 21st. ☺

A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members,

I'm hoping that this newsletter finds you and your family in good health as everyone has to work through this epidemic/Covid 19. Social distancing and or wearing a mask seems to help in slowing the spread on the disease. Hopefully, they will be able to come up with a vaccine that will stop the spread in a reasonable time frame.

Heavy rain a few weeks ago sent the Minnesota River over its banks again and onto the flying field. It turned out to be a short-lived flood this time. Thank God! Being it was not flooded long there was not much silt on the runways, but the driveway was again blocked by a big log. Hopefully, we will get it cut up so it will not happen again. I want to thank Tim for helping me move up the equipment at 6 am as the River rose so quickly we had about 12 hours to get it done.

Every time the road or parking lot gets wet either from flooding or just rain the silt between the rocks turns to mud and makes a mess. I am in the process of having Class 5 rock hauled in to cover up the mud so that we do not track it on our shoes and tires. Keep your fingers crossed.

The pad for the container has been made. We need to level in some timbers to set it on and have it delivered so that we can leave the trail mower on the tractor.

With all the dragging that has been done most of the holes have been filled and the grass and weeds are starting to take root. This means we need people to mow every week. Please volunteer to help mow. If you need to learn how to run the equipment please ask and I or someone else can teach you how to run the mowers. There is a lot of other tasks that need to be taken care of. If you have some time to help out let me know and I can meet you at the field and give you some direction.

With the field in disarray and also Covid 19, we are going to cancel Wings Over Jordan this year. Hopefully, we will be able to have MAD in August. We will be holding the Swap Meet in September at the Scott County Fairgrounds.

We will also continue to hold the membership meetings at the field thru September as Crosspoint Church is still not allowing meetings, only Sunday services at limited capacity.

The field is flyable so go out and punch some holes in the sky. 😊

Calendar

- July 12 -- Aug. 5** **AMA NATS**
Muncie, Indiana
- July 21** **TCRC Membership Meeting At The Field**
5:30 PM Dinner
7:00 PM Meeting
- July 18-19** **Wings Over Jordan Fly-In and Camp Out**
CANCELLED
- July 18-19** **Wings Of The North AirExpo, Flying Cloud Airport**
CANCELLED
- July 24-26** **AMA National Fun Fly**
Muncie, Indiana
- July 20-26** **EAA AirVenture Oshkosh, Wisconsin**
CANCELLED
- Aug. 6-8** **Northern Alliance Military Fly-In**
Owatonna, MN
See this newsletter For Event Info
- Aug. 11** **TCRC Membership Meeting At The Field**
5:30 PM Dinner
7:00 PM Meeting
- Aug. 22** **Model Aviation Day**
TCRC Jordan Field
TBD





Recreational Flyer Registration Renewals

The Federal Aviation Administration (FAA) has important registration information for drone recreational flyers whose registration was automatically extended until December 12, 2020.

Your registration expires in 180 days and you can now renew it in your [FAADroneZone](http://faadronezone.faa.gov) dashboard (faadronezone.faa.gov):

- Once you click ‘renew’ the process is the same as when you initially registered.
- Once you have renewed, to print an updated registration card: Login to the [FAADroneZone](http://faadronezone.faa.gov), select the Recreational Flyer Dashboard and select Print.

How much does it cost to renew a registration?

\$5 through the FAADroneZone.

Why Was My Registration Extended?

The National Defense Authorization Act for 2018 restored the FAA’s registration rule with respect to model aircraft and recreational flying. If you registered prior to December 12, 2017 and did not request to have your registration information deleted, the FAA extended the expiration date until December 12, 2020, which is three years from the rule restoration date. If you

requested a refund of registration fees, you would have had to re-register again after December 12, 2017. Therefore, your expiration date would now also be December 12, 2020, or later. At this time you can retain your registration number.

Questions?

Contact UAShelp@faa.gov

(Editor’s Note: I followed the instructions and renewed my registration in about 3 or 4 minutes, including printing my new registration card. The website is well organized and very easy to use.) 😊

For Sale

President Bob Breisemeister has some very nice airplanes for sale.

Bob’s planes range from small electric ARF’s up to 1/3-scale sport planes. Some planes are still in kit form, and some are entirely completed.

The prices of the various planes are very moderate and any one of the aircraft would be a great value for the money.

If you are interested, give Bob a call at 612-964-8877, or see him at a meeting. 😊

TCRC meets every month on the 2nd Tuesday at 7:00 PM in Fellowship Hall of CrossPoint Church located on the southeastern corner of the intersection of 98th Street and France Avenue in Bloomington. Guests are welcome to attend these meetings.

THE TCRC FLARE OUT Monthly Newsletter



TWIN CITY RADIO CONTROLLERS INC.

Purpose: To preserve, encourage, and further develop the hobby of building and flying radio controlled model airplanes.

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

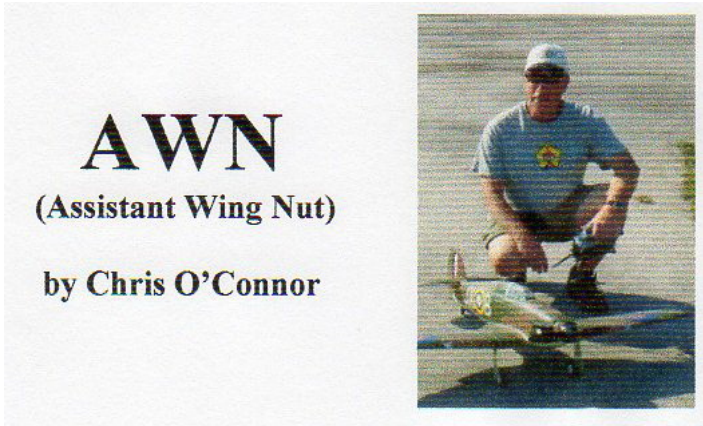
Editor James R. Cook 952-445-5257
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& Mike Timmerman 952-496-1631

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

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. 😊



FAA UAS Symposium

Are you in the drone business or simply have a passion for flying drones? The [5th Annual FAA UAS Symposium](#) is coming to you this summer through two remote episodes: July 8-9 and August 18-19. We want to connect with YOU on the critical technology challenges and innovative solutions that are advancing safe drone integration.

Engage with FAA, business and other global technology leaders during presentations, breakouts and virtual networking to help shape the future of [UAS integration](#).

**FAA UAS Symposium
Episode I
July 8-9, 2020**

Don't miss discussions on: Global collaboration, airspace integration, Unmanned Traffic Management (UTM), STEM, UAS type certification and operational approvals, LAANC, analytics and Artificial Intelligence and DroneZone updates.

**FAA UAS Symposium
Episode II
August 18-19, 2020**

Be part of the latest conversations on: Drone Integration Pilot Program (IPP), TFRs and assistance for public safety, emergency operations, airport UAS detection and response plans,

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Half the year is over! I hope everyone is well.

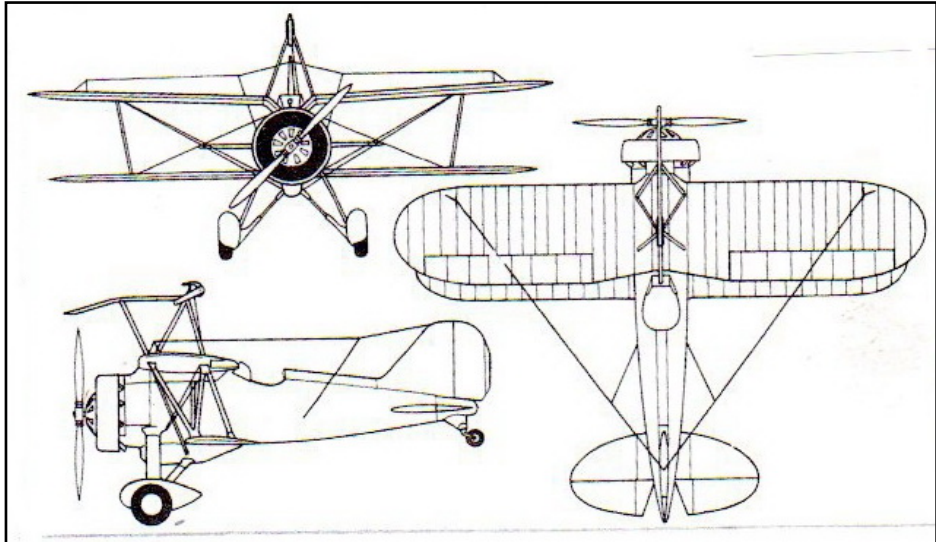
Have all of you been building and flying? I know this summer has been a challenge with COVID 19 around. With so many distractions it's nice to be able to get out and fly. I know it takes my mind off of everything except my plane and the graceful movements it makes up in the sky. Just watching planes fly is so magical. I have flown foamys, pattern planes, sport planes, scale and giant-scale. My favorite is giant-scale. The larger planes just seem to fly so much better. They seem to not be affected by the wind as much, and appear to have a more solid feel in the air.

I find that I like challenging myself every time I fly by making the model appear as realistic in the air as possible. I find that sometimes that's not as easy as you think.

My tip for flying this month is gentle. Don't just yank and bank! Use a little finesse -- look at it as a ballet in the sky.

Enjoy flying and see you at the field.

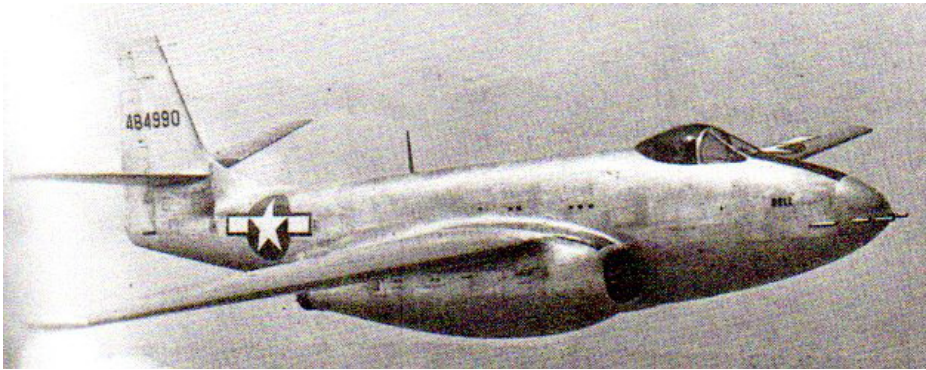
July Mystery Plane



Bell XP-83

by Conrad Naegele

The June Mystery Plane was the Bell XP-83.



One of the most serious problems with early jet fighters was limited operational radius, which limited their tactical use. One of our early jets, thought to overcome this fault, was the XP-83. A contract was let, and work commenced in March, 1944.

This plane used the basic configuration of the earlier Bell P-59 'Airacomet', which was basically a failure. Like the earlier plane, the engines were designed close to the fuse, and did not take up space in the fuse, allowing for larger amounts of fuel. Also, an advantage was there was no asymmetrical force involved in case of single engine loss. This arrangement provided 957 gallons of fuel. Also, provision was made for two 250-gallon drop tanks.

Contract was let for two prototypes in July, 1944, and the first plane flew on February 25, 1945. But as seen in many instances, the XP-83's performance simply did not equal or exceed the performance of the many fighter planes already in production and fighting around the world.

Another Curtiss plane was the XP-77, a fighter made of wood, and other non-strategic materials, with 520 horsepower 12-cylinder ranger engine, also was a failure.

All this did not reduce the splendid records of the P-39 and P-40, so well-known in all theaters of war in WWII.

The Bell XP-83 had a wingspan of 53 feet, a speed of 522 mph and a range of 2,050 miles with two drop tanks. The engine was a GE J-33 Turbojet developing 4,000 shaft horsepower. Armament were 6 50-caliber machine guns and two 2,000-pound bombs. One proposed package called for twenty 50-caliber machine guns! ☺

FAA UAS Symposium

Continued From Page 4

authorizations and waivers, handling drone complaints, real world operations and accident investigations.

More highlights:

- Drones are here for good. Explore the positive uses of drones from public safety to infrastructure and package delivery.
- Connect with the drone community and network online with your peers from around the world.
- Learn about drone businesses and discover success stories.
- Safety propels innovation. Learn how safety concerns generate new UAS capabilities.
- Get your questions answered by the experts at our virtual FAA UAS Support Center and during the how-to sessions!

Register [today](#). Follow us on social media for the latest drone news. We hope you will join us this summer!

To register, go to faauas.auvsi.net/registration

The cost of a one-day pass for Episode II is \$150. →

Northern Alliance Military Fly-In

August 6-8, 2020
Owatonna, Minnesota
(Reprinted from namflyin.com)

EVENT INFO

August 6-8, 2020

NAMFI is about all Military Aviation. During the hours of 9 am to 5 pm, this is a giant-scale event. Classic non-military aircraft (pre-1960) will be allowed but they must be giant scale with a wingspan of 80 inches or more for monoplanes or 60" for biplanes, any turbine-powered military jets are allowed. After 5 pm we welcome warbirds of all sizes so bring the park flyers for some morning and evening fun!

The event will start on Thursday at 9 am and run till Saturday at 5 pm. You are more than welcome to come early or stay late. There will be a pilot meeting at 9 am each day followed by open flying. We are working to secure a food vendor for lunch; however, nothing is confirmed as of this writing. Our event website and NAMFI Facebook page will be updated to reflect the most current information.

Due to the COVID-19 Pandemic, we will be changing a few things to be compliant with Minnesota and Federal guidelines:

- The event is limited to AMA members and their guests. We are not opening the event to the general public.
 - Per Minnesota guidelines, masks are not required for an outdoor event however social distancing will be required both on and off the flight line.
 - Please separate your tents a minimum of 6 feet from your neighbor. A SMMAC club member will be available to assist you and answer any questions you may have
 - At this point we are unsure whether food and beverage will be available onsite.
 - We will have a 40×40-foot storage tent available again this year.
 - We will be opening registration shortly but at this time we are not accepting payments online.
 - The registration fee at the event will be \$40.00.
1. NAMFI is a pilot-friendly, non-competition event. Our goal is for everyone to have an enjoyable time. No pilot is more important than another. If we all keep this in mind the odds are in our favor that everyone will enjoy the event.
 2. NAMFI is an AMA sanctioned event. This means to fly you must be an AMA member (MAAC is also accepted). During

open flying, we will maintain a racetrack pattern with the direction being dictated by the winds.

3. All pilots must be registered and wear their pilot badge. Pit crew will be allowed to assist without registering but they must be accompanied by the pilot when in the pits.
4. Spotters are strongly encouraged. There will be many people at NAMFI and to help with pilot safety and communication we encourage you to grab a spotter when flying. Remember a good spotter will keep track of what other airplanes are doing and not focus on your airplane.
5. 72mhz is allowed. There is a frequency board in place for the 72mhz flyers, however, there will be no impound. We will have a frequency sign-up sheet for those using 72mhz to help with any channel conflicts. SMMAC will not be held responsible for any issues with using a radio on 72mhz. Please be sure to use the frequency board and watch for frequency conflicts.
6. The flight line will be managed until 5 pm. After this, pilots can still fly but will need to manage the pattern by communicating with other pilots.
7. Pets – It is best to leave Fluffy or Butch at home. However, if you must bring your pet it must be on a leash and monitored by a responsible person at all times. Nobody likes to listen to a pet that is left tied up and alone or step into a mess it made. ☺



The Toledo R/C Exposition Announces The End of an Era

by Rick Lederman and Jim Skolmowski
Co-Directors, The Toledo Show

For the Toledo Week Signals that era lasted 65 years, longer than many of us are old. The particular feature of our era? Of course, the Toledo Show, our contribution to the R/C community. That show, ingrained in our DNA as it flowed through our bloodstream. Our mantra? Always produce a quality show for our guests and exhibitors. Over that last few years we worked hard to create new excitement and new experiences for our show goers, to breathe new life into the show and to provide a quality experience. It is no secret that R/C modeler demographics, shopping methods and the way we gather information have changed forever. With these forces, acting against the show, The Toledo Weak Signals no longer feels we can produce a quality show.

We can write volumes here about the show, the wonderful memories, and close friends made, the fun ideas shared, cool events and on and on. We will leave it to you to share your experiences and memories through social media and as otherwise appropriate. Our FB page is of course Toledo Show and we look forward to reliving those amazing years through our and your wonderful memories.

Of course, we want to express a heartfelt thank you to those who made our show amazing. To our ever-loyal guests, our exhibitors, the AMA, and of course the membership of the Toledo Weak Signals.

Toledo Weak Signals pledges to continue to contribute to the R/C community, to work to keep it strong and support it in any way within our power. Our committee and our club spent many hours producing our show and we are committed to channeling those efforts right back into the hobby. Keep your eyes and ears open as our club is already planning for events and programs to support and grow our hobby. →

MNBigBirds.com

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

Free! Scale Plan Downloads

Composite Parts Available Thru MICKO

Andersen Designs

Add'l Extras

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

Don't



Forget!

The TCRC Membership meeting which was moved a week later because of rain is scheduled on July 21st and will be held at the TCRC Flying Site in Jordan, weather permitting.

The grill will be on and dinner will be served at 5:30 PM. The meeting will start at 7:00 PM. Bring a plane and get some flying in before enjoying a dinner on the club and then attending the membership meeting.

The meetings for August 11th and September 8th are hopefully scheduled for the Jordan field, weather and water permitting.

In case of bad weather, the meeting will NOT be held at CrossPoint Church until that time that the Church starts to open the building to meetings again. ☺

Twin City Radio Controllers



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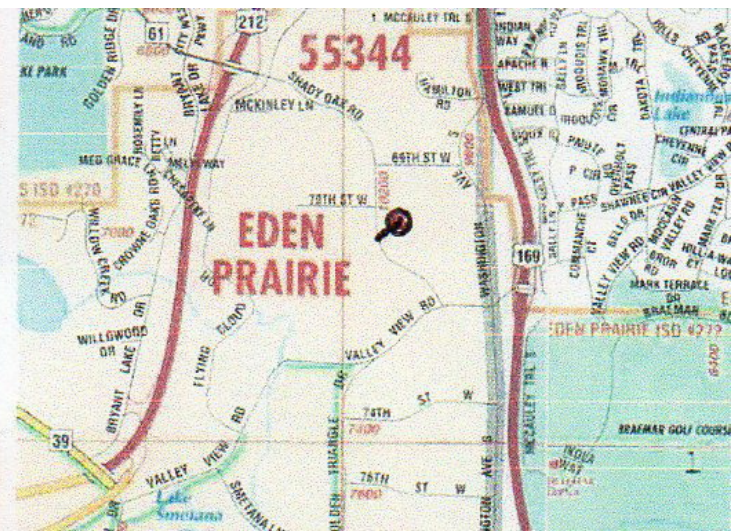
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