

# Float Fly Pilots Undaunted By Rain

by Jim Cook

Saturday morning, May 10<sup>th</sup> was in the 50's, gray and overcast. The weatherman had promised rain for all day, but that prediction didn't stop a lot of TCRC pilots from heading for Bush Lake Park in Bloomington for the annual TCRC Spring Float Fly.



**Most of the pilots and their planes that flew at the TCRC Spring Float Fly at Bush Lake Park. (Photo by John Dietz)**

CD for the event Jim Cook arrived at the Park around 10:30 to find about 5 or 6 pilots already present and assembling their planes. Assistant CD Dave Erickson showed up with the retrieval boat and frequency board about 15 minutes later. At 11:00 AM Jim called a pilots' meeting

and discussed the flight pattern, start-up area, and went over several safety requirements before declaring that the pool was open.

First into the air was Wayne Rademacher with an electric, just beating out Gerry Dunne and Rick Smith for that honor. Gerry did take the first official retrieval honors though on the same flight as his electric Seawind failed to become airborne.

Several other flyers quickly followed the first flights. Steve Meyer, Bob Nestaval and Dan Stensby had their planes in the sky and pleasing the large number of spectators that had arrived. Several of them were other TCRC members that became spotters and pit assistants. The wind was out of the south and gave the water a nice chop such that take-offs and landings were works of art.

Jim Cook and Morgan Larson were just getting their planes ready when it became apparent that there was considerable moisture in the air. A light drizzle had started and lasted for 5 or 10 minutes before disappearing. This became the norm for the day with periods of dry followed by mist and drizzle, and then back to dry. It allowed the pilots to continue to get in lots of flights without become soaked.

**Continued On Page 3, Col. 1**

# From The Cockpit Of The President

by **Scott Anderson**



It's sure taking it's time, but I think that summer is upon us! We've had some great flying events this past month and have many more planned for June.

## Here's a short recap of what we did before the Memorial Weekend:

- We had a terrific **Giant Scale Program** at the May meeting hosted by Steve Meyer and Chris O'Connor (I wish I could have been there!). See Steve's report in this issue.
- The following Saturday Jim Cook and David Erickson hosted the **TCRC Spring Float Fly at Bush Lake Beach**. See his report in this issue! It was rainy but I still got a chance to put up the old Great Planes Giant Stick on floats. There were a lot of pilots that were giving great demonstrations of a huge variety of aircraft that could be fitted with floats.
- The next Saturday the TCRC Model Air Park submerged under the Minnesota River so we held our first **Just for Fun "SPAD Gnat Combat Meet** at the Scott County Fairgrounds. See my report in this issue.
- Sunday many of us met at the **Sky Hobbies Swap Meet** to swap stories and money.
- That same Sunday Wayne Rademacher hosted the first of the **Micro Pylon League Races** at the Scott County Fairgrounds. See Wayne's report in this issue
- Saturday May 24<sup>th</sup> I met Larry Couture at the recently emerged TCRC Model Air Park to find that the **Building Contest** has been postponed until the June Meeting. (Some people just don't like a little wind!)
- We had the **Field Clean-Up** on Saturday May 31<sup>st</sup>. Thanks to all who were there to make the site presentable!

## We have a big slate of events planned for June!

- The June 8th Membership meeting will have the 2008 TCRC Building Contest as its program. Bring your NEW aircraft and enter it in one of the categories. You could be a big winner!
- Flag Day on Saturday June 14th should be fun with Bill Jennings' Flag Day Invitational Event. See Bill's article in this issue for more information!
- The weekend of June 27th, 28th, and 29th promises to have calm winds and fair skies as it will be Gerry Dunne's Annual **Electric Fly-In Camp-out** at the TCRC Model Air Park. See Gerry's article in this issue for details!

I missed the May meeting and will miss the June meeting due to travel commitments at work. I'm sorry I did not get to see the great programs and terrific Show & Tell. I did get a chance to finish my Great Planes Giant Ultimate Bipe. It is an ARF kit. I have it powered by a BME-50cc engine, (4) DS821 servos in the ailerons, (1) DS8611A servo for rudder, (2) HS5945 digital servos for the elevators, a Futaba S3003 servo for throttle and another for the engine choke. The white and red molded composite propeller and the large Tru-Turn polished spinner really set it off! I'm hoping to fly it before the June meeting.

We had some terrific flying sessions at the Scott County Fairgrounds while the TCRC Model Air Park was "under irrigation". Between flights of the SPAD Gnats for Combat and the heats of the Micro Pylon League a couple of pilots took the opportunity to get up and do some flying. TCRC Treasurer Mike Burk was out with his 3D nitro aircraft having a great time. The only other pilot getting more flight time was our newest members Cushing & Benjamin Hamlen with Cush's 3-ch electric.

Cush had also brought his .52 powered Hobbico trainer in order to get 4ch training for his son Benjamin and himself. Cush is flying a Spektrum 7 system that requires a Spektrum or JR buddy box. He's had some great training flights with Rick Smith the previous weekend and I was able to work with him on landings after the combat meet was over. The Hamlens are quick studies as they have both spent a lot of time on the Great Planes Flight Simulator practicing. They have

**Continued On page 11, Col. 3**

# Spring Float Fly

Continued From Page 1

VP Steve Meyer had done a considerable amount of work meeting with the Bloomington Park officials and obtaining a permit for the Spring Float Fly. Even though TCRC has been holding this event twice a year at Bush Lake Park for the last 20 or 25 years, the club had never gotten an official sanction to fly there. In addition, he had also contacted AMA and gotten an extension of the AMA insurance to cover the float fly at Bush Lake Park. A big thank you to Steve for getting this done in time. Below is a copy of the Bush Lake Park Permit.

<b>city of bloomington, minnesota</b> Community Services Department Parks and Recreation Division		Number 8400 <b>FACILITY/PARK USE PERMIT</b> <small>See Back for Conditions of Use</small>	
Applicant: Steve Meyer Street: 8724 Valley View Place City/Zip: Chaska, MN 55317 Date(s): Saturday, May 10, 2008 Park/Facility: East Bush Lake Park, on the beach Activity: Radio Control Airplane event	Phone: 763-484-5877 Estimated Attendance: 100-150 Open to Public: <input type="checkbox"/> Y <input type="checkbox"/> N Time(s): 11:00 am - 5:00 pm Fees: Rental per hour/event: \$ _____ Field: _____ Attendance per hour: \$ _____ Other per hour: \$ _____ Other: _____	Return By: _____ Date Issued: _____ <b>CHARGES (INC- No Charge)</b> FEE: \$ 27.00 DEPOSIT: \$ _____ OTHER: \$ 3.00 (Tax) <b>TOTAL: \$ 30.00</b> DATE PD: _____ CHECK # _____	Facility: <input type="checkbox"/> Bandshell <input type="checkbox"/> Field <input type="checkbox"/> Park Building <input type="checkbox"/> Picnic Shelter <input type="checkbox"/> Skating Rink <input type="checkbox"/> Tennis Court <input type="checkbox"/> Other: _____
<b>CONDITIONS REQUIRING AUTHORIZATION</b> <input type="checkbox"/> Amplified Music <input type="checkbox"/> Food/ Beverage Licenses <input type="checkbox"/> Scuba Diving <input type="checkbox"/> Pony Rides, Moonwalks, etc. <input type="checkbox"/> On-Street Parking <input type="checkbox"/> Extended Hours <input type="checkbox"/> Other Conditions <input type="checkbox"/> Special Maintenance		<b>AUTHORIZATION</b> Park Maint. Sup. _____ Police Dept. _____ Fire Marshal _____ Env. Health _____ Licensing _____ Other _____	
<b>SPECIAL NOTES:</b> Spectators are welcomed, but the event is not publicized as a spectator event.		<b>FINAL ACTION</b> <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Not Approved COMMENTS: _____ _____ _____	
<b>LIABILITY:</b> The Permit Applicant, by signing and accepting this Permit, agrees to reimburse the City of Bloomington for any damages to City property by any participant or public involved and agrees to defend, hold harmless, and indemnify the City, its officials, employees and agents for and against all liability for injury or death of any participant or public involved. Any damages to facilities or equipment shall be reported immediately.			
I hereby certify that I am an agent for the above named Applicant and am authorized to assist in their request for authorization of the rules and regulations of the City of Bloomington, Parks and Recreation Division.			
Violations of Park Ordinances are misdemeanors punishable by a maximum fine of \$1,000 and 90 days in jail and can result in revocation of permit or arrest. City of Bloomington functions have priority over community activities and all permits shall be revocable by the City of Bloomington.			
<b>PERMIT MUST BE ON USER'S PERSON AND AVAILABLE UPON REQUEST.</b> <small>1500 West OrdShawnee Road • Bloomington, MN 55431-3007 • 952-862-8877 • FAX: 952-563-8715 • TTY: 952-562-8740</small>			

# Spectators Modeled The Appropriate Float Fly Attire



The Float Fly brought out both young and old spectators, prepared with umbrellas, to watch the planes. (Photo by Jim Cook)

# Engine Starting Area For Safety



Pilots were not allowed to start their engines in the pits, but rather had to move to the 'starting area'. (Photo by Jim Cook)

The retrieval boat used this year was not TCRC's. The club boat had developed a leak and has seen better days. David Erickson brought his boat and its nice performance showed the membership that it is probably time to get a new retrieval boat very soon.

Continued On Page 4, Col. 1

## Spring Float Fly

Continued From Page 3

Safety officer Larry Couture was present as both a pilot and in his official safety position. He approved the 'engine starting' area which put the spectators behind the airplanes when they were being fired up. It was also required that there be a spotter in the piloting area while planes were in the air.

The pilots and planes that flew at the Spring Float Fly were as follows: Gerry Dunne, SeaWind and Sandbird; Stan Erickson, 1/4-scale J-3 Cub; Bob Nestaval, Goldberg Trainer; Larry Couture, Mariner; Wayne Rademacher, PCTO 32 electric; Steve Meyer, Big Stik; Jim Cook, Midwing and Alpha 60; Scott Anderson, GP Giant Stik; Dan Stensby, Magic, Sea Fan and 1/12<sup>th</sup>-scale Grumman; Dave Erickson, Seahawk; Rick Smith, Twin Bobcat, SeaWind and Aquastar; Morgan Larson, Sea Cruiser 2; Mike Ferretti, Superstar 40; and Kris Hanson, 40 Trainer.

Mike Ferretti was the only pilot not from TCRC. He is a member of Northwest R/C. The prediction of rain kept other clubs away this year.

Flying continued until about 1:15 PM when the drizzle became more of a rain and the pilots decided they had cheated Mother Nature about all they were going to on this day.

Thanks to all of the pilots and spectators that came down to enjoy the event. Special thanks to Steve Meyer for his permit work, and to Jim Cook and Dave Erickson for acting as CD's. ☺

## The Nice Looking Retrieval Boat Wasn't Too Busy This Year



Dave Erickson retrieves Kris Hanson's Trainer using his boat which he loaned to the club. (Photo by Jim Cook)

## A Big Stik Is A Great Float Plane



Steve Meyer's Big Stik makes its landing approach at the Spring Float Fly. (Photo by Jim Cook)

# Pictures From TCRC's Spring Float Fly



**Dan Stensby's planes are always a treat to see at any event, on floats or otherwise.**



**Rick Smith and his Twin Bobcat show how to make a smooth landing at the Float Fly.**



**If your car is not big enough, Rick Smith shows you can still get your plane to the Float Fly.**



**Dan Stensby's twin-engine Grumman makes a nice landing approach.**



**Dan Stensby was well spotted.**



**Wayne Rademacher's electric has a nice landing.**

# Micro Pylon Racing Debuts At TCRC Fairgrounds Field

by Wayne Rademacher

We held our first pylon race on Sunday May 18th at the Scott County Fairgrounds. After scoping out the field, we decided the parking lot posts #2 and #4 were the perfect distance apart so they become our pylons for the day. The other consideration for the day was the wind . . . although we had clear skies; the wind was a force to be reckoned with.

Five racers showed up on Sunday: Rick Smith (Zero); Randy Etken (P51 Mustang); Mike Burk (ME109); Pat Dziuk (P51 Mustang); and Wayne (Crash) Rademacher (Corsair). Conrad and Jon worked the corners, keeping a watchful eye for pylon cuts, while our new members Cush and his son Benjamin officially started each race.



**The contestants were just waiting for the start of the first heat at TCRC's first Micro Pylon Race. (Photo by Wayne Rademacher)**

Mike Burk was the first guy to get a plane into the air. Even with the wind, his flight was well-controlled and not too effected by the wind. Next up was Rick Smith; he threw his GWS Zero into the air and had no problem flying the course. After seeing Rick's plane fly, we all knew we were in trouble.....it was fast and very smooth.

At the pilot's meeting, we discussed and agreed on the race rules for the day. With input from Randy Etken (expert pylon racer), it was decide we would race (6) 10 lap heats, with 5 pilots in each heat. Turns

out the 5 pilots and a 10 lap race was just perfect, everyone had plenty battery charge to complete each race.

The first race of the day got off to a rocky start for yours truly . . . I crashed my Corsair on take-off and sat the race out. All other pilots successfully got into the air and navigated the pylons lap after lap. The race concluded with Randy 1<sup>st</sup>, Rick in 2<sup>nd</sup>, Mike taking 3<sup>rd</sup> followed closely by Pat who crossed the finish line in 4<sup>th</sup>.

After some quick repairs, my Corsair was back in the air by the 3<sup>rd</sup> race. It was fun to see all the flyers improving race after race. By the 5<sup>th</sup> race, all the planes were running very close together . . . in fact, on the last lap, the planes were bunched up and crossed the finish line one right after another.

I personally found the 6<sup>th</sup> race to be the most exciting heat of the day for me. Rick and I keep battling for position; we swapped lead position multiple times in the race. We both flew very hard, never once backing off the throttle. Coming into each pylon turn fast, I laid the Corsair on edge and pulled the stick back hard. Trying to extract every ounce of power that little plane could give. On the last lap, I could see Rick just to my right. . . I knew my pylon turns had to be perfect or he would have the upper hand. Exiting the first pylon, I was able to gain a little distance on Rick, but knew he was on my tail. Rounding the final pylon, Rick was again off to my right and starting to pass me. My lap counter Randy, instructed me to dive . . . so I did, the little extra speed gained in the dive was just enough for me to pass the finish line in 1<sup>st</sup> place, only a few feet in front of Rick. **Wow, what a race!!**

**Continued On Page 7, Col. 1**

# Micro Pylon Racing

Continued From Page 6

We were able to get in all six of the heats, and after the dust settled from this first Micro Pylon Racing, the standings were:

Racer	Heat						Total Pts.
	#1	#2	#3	#4	#5	#6	
Rick Smith	3	4	5	5	4	3	24
Randy Etken	4	3	4	1	3	DNS	15
Mike Burk	2	2	3	4	3	2	15
Wayne Rademacher	DNS	DNS	2	3	5	4	14
Pat Dziuk	1	1	1	2	1	1	7

This was the first race of many scheduled for the season. New things for the next race:

- A generator and 12V power supply will be provided, so bring your chargers and keep those cells a peaked.
- Grilled hot dog's and pop after the race.
- Hopefully more racers J

Agreed upon race changes moving forward:

- Since we are racing for points, everyone agreed to throw out one race at the end of the season. This way you can miss a race or crash J and not be knocked out of the point's race.
- Planes must fly with cowls & canopies attached . . . unless damaged due to a crash or other mishap.
- Air horns will be used by the corner judges to signal pylon cuts.
- The race start count down will end with an air-horn blast to signal start of race.

I want to thank the racers and everyone who helped to make the day a complete success. We hope to see more racers and observers at our Next scheduled race on June 8<sup>th</sup>.

Over and out.



## Be A Pylon Racer On June 8

# 3rd Annual Invitational Fun Fly

by Bill Jennings

On Saturday, June 14th, we'll hold our third Invitational Fun Fly with a few changes from last year's event. In addition to inviting RC pilots from Owatonna and MVRC to come back again, we're also extending an invitation to any local club member who would like to fly our airspace. As usual, this event is open to all categories of RC planes, from small foamy electrics to giant scale. There will be special event flyers at both local hobby stores advertising the event, so we're hoping to attract a crowd and see some beautiful airplanes.

We'll start one hour earlier than usual at 10:00 a.m., with a pilot's meeting at 9:45 a.m. The food tent will be opened around noon with the customary hot dogs and brats, baked beans, chips and cold pop. There will be a charge for the concessions, but at "break-even" prices. This will be an excellent opportunity to meet some pilots from other clubs and to see some different planes operating from our runways. Who knows? We may attract some new members. I plan to have some application forms ready, just in case... A cancellation, if necessary, will be posted by 8:30 a.m. on the TCRC website.

Let's have a good turnout of TCRC members to welcome the pilots from our neighboring clubs. I'm sure our guests will be bringing some great looking planes to fly the skies of Jordan!



# Pictures From TCRC Pylon Racing And Combat



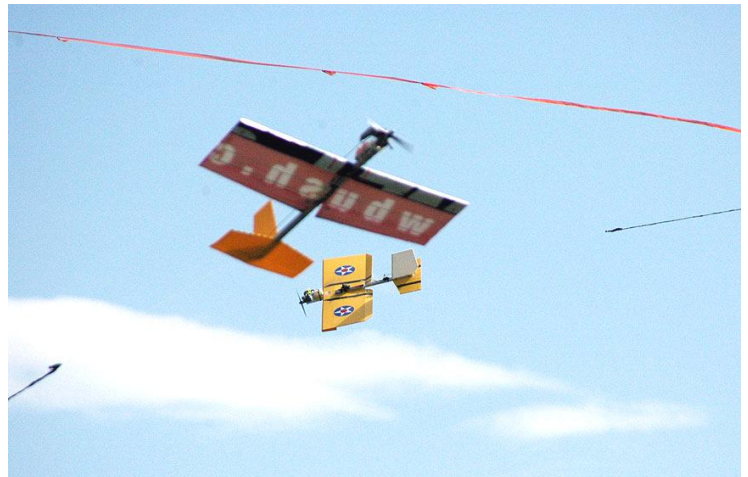
The corner judge watches a group of racers take a tight turn around the pylon.



Rick Smith gets ready to launch Scott Anderson's combat ship into the air.



Rick Smith's Zero was a tough competitor in every one of the 6 heats at the pylon race.



The action was hot and heavy at the TCRC Combat Meet at the Fairgrounds.



The racers cruise home after a pylon heat.



Doug Stahlke readies his ship for another flight.



# SPAD Gnat Combat?

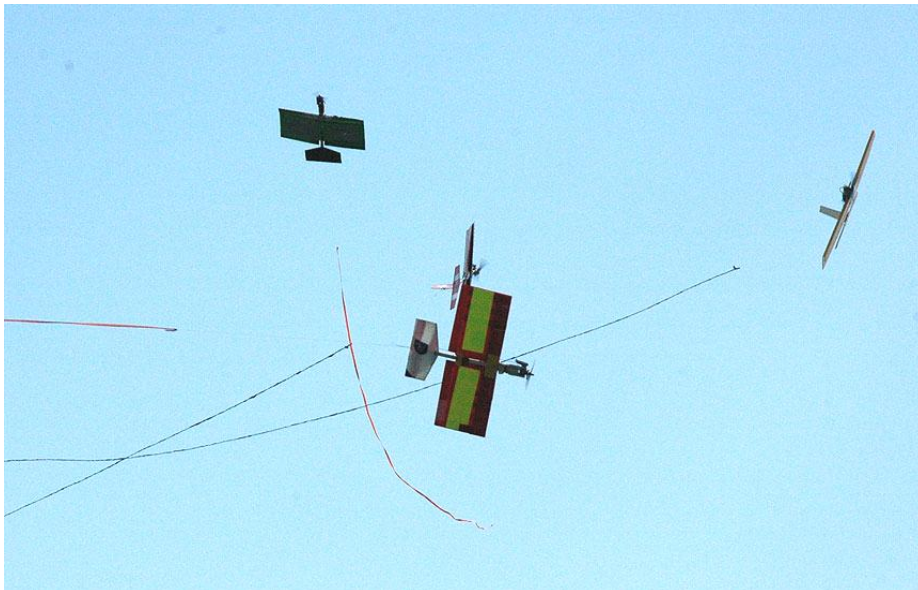
by Scott Anderson

What the HECK is a SPAD Gnat?

A **SPAD** is a 'Simple Plastic Airplane Design' as defined by SPAD inventors Dean Tuinstra and Collin McGuinness from Wichita, Kansas. These guys figured a way of quickly designing, building and flying RC aircraft from simple low cost materials, most notably 2 mm & 4 mm thick Coroplast (corrugated plastic sign material). The guys have created dozens of designs ranging from small combat models to stand (way) off scale and posted them FREE on their web site. They are also avid combat pilots!

The SPAD Gnat is a small .15 powered (bushed-stock engines only!) one-design aircraft that costs very little to build and is very durable. Common power is an OS .15 LA RC swinging an 8x3 Master Airscrew Prop using 30% nitro helicopter fuel.

The objective is to launch within a 90 second window and dogfight 4 to 10 other SPAD Gnat's in order to cut as many streamers as possible within the 5 minute combat window. This is quite a challenge as the Gnat is speed limited flying yard sign rather than a snarling speed demon!



**Four SPADS mix it up in a really small airspace at the Fairgrounds during TCRC's 1<sup>st</sup> SPAD Gnat Combat. (Photo by Scott Anderson)**

We gathered at the Scott County Fairgrounds Saturday May 17<sup>th</sup> as the TCRC Model Air Park was unavailable as it was being resurfaced by the Minnesota River. TCRC Pilots included Mike Burk, Scott Anderson, and Rick Smith. We were engaged by 6 additional combat pilots from

neighboring clubs in the area who have been flying Gnat combat every Wednesday evening for years! We were at a serious disadvantage!

The 'Old German' Doug Stahlke of Grassfield RC arrived at the Fairgrounds Friday after 3 pm and scoped out the site while setting up his camper. He tells us that the Fairgrounds support team was exceptionally helpful and very interested in seeing the event.

Doug's group had special starting stands set up to make it easy to start the Gnats and launch them. They clearly had us outclassed and outgunned. Where Rick Smith, Mike Burke & I each had one Gnat, the Dunkirk Squadron had as many as 5 Gnats each (Just in case!). Visiting pilots included: Doug Stahlke, Jerry Cornish, Bill Hemple, Bill Geiple (from Milwaukee), and Bob Savage.

The TCRC Gnats lost the battle of attrition. Mike Burk's plane was out before the 1<sup>st</sup> round. Rick Smith lost his Tiger Shark Gnat to a mid-air in the early rounds. The only TCRC Gnat left in the combat was my yellow winged jalopy. My OS.15 FP was running old 10% fuel and was having a doggy time. Sometimes I was lucky just to stay in the air! Later in the meet the plane was flying better when I noticed Mike Timmerman watching intently. In the middle of the round I handed him the transmitter and told him to take over! Mike did a great job diving and banking slapping streamers across the wing and watching them slide away. Finally he was targeting a streamer when he failed to notice a third plane targeting him! CRACK was the sound as the third plane T-boned my Gnat and both fell from

**Continued On Page 10, Col. 3**

# Ramblin's From The Right Seat

by Steve Meyer



Well the water is down so let's go flying.....after we clean up the field and runways.

Our Spring Float Fly was a success although the weather could have been a little dryer. I want to thank Jim Cook and David Erickson, The City of Bloomington, and the pilots. Remember the Fall Float Fly is only a few months away.



**Mike Robin explains the joy of flying a BIG airplane during Chris O'Connor's program at the May meeting. (Photo by Jon Perry)**

I want to thank Chris for his program on giant scale airplanes at the last meeting. I think we all know the passion he has for the larger model so if you want to build something a little BIGGER and you have any questions, Chris may be the one to get the answers from. I have been flying bigger planes for several years and BIGGER do seem to fly better. Large planes are not for everyone and that's ok but if you do get the itch to build one, try it..... you might like the challenge. I also want to thank the people that brought the display models.

Speaking of LARGER models on July 12<sup>th</sup> Chris and I will be hosting the annual TCRC Big Bird Fly-in. The aircraft do not need to be scale but they do need to be BIGGER (Senior Kadet, Senior Telemaster, Spruce Goose). We will talk more about this fly-in at the next meeting. Even if you do not fly bigger planes, we will need ground support help at the fly-in.

In June we have two events to look forward to: Bill Jennings is championing the TCRC Flag Day Invitational Fly-In on June 14<sup>th</sup>, and Gerry Dunne is championing the TCRC Electric Fly-In & Camp-out on June 28-29<sup>th</sup>. More information is in this newsletter and at the next meeting.

The building contest will also be at the next meeting so instead of a program bring those new models and show them off. ☺

## SPAD Gnat Combat

Continued From Page 9

the sky. What a GREAT Mid-Air! Mike was not sure what to say but I told him it was the best mid-air I've seen in a long time! We walked over to the pieces and found the aluminum channel fuse had a 90 degree fold. Other than a couple of servo arms, there was no other damage. Total cost of the repair: (1) aluminum channel \$1.50, (1) fuel tank \$3.95, and (2) servo arms. It was well worth it!

We'll be planning more Gnat Combat Meets at TCRC this summer as well as driving up to the Dunkirk site for a rematch! Join us! ☺

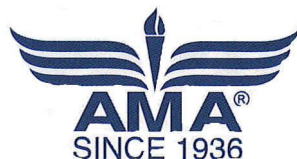
# The 2008 Sky Hobbies Swap Meet

by Scott Anderson

Sunday May 18<sup>th</sup> was a beautiful morning to get up early and be outside. That's what several hundred modelers thought as they converged on the Sky Hobbies parking lot for the Annual Spring Swap Meet. The event is supposed to start at 8 AM but everyone knows to be there before 7 AM in order to get the best deals!

I counted nearly 50 sellers working out of the back of their cars & trucks. Jeremy Steinmueller and his team had a grill going as well as donuts and coffee. The deals were happening right and left with ready-to-fly aircraft, engines, unfinished projects and mystery bags and boxes. I met two sellers that had driven down from Fargo so they could get better prices.

At times it looked as if it were a TCRC meeting with so many members walking the meet or selling their goods. Sky Hobbies clearly benefited from the crowds. They had many people walking in the store and buying accessories, fuel and other goodies. Everyone had a great time and got at least one terrific deal. We look forward to the next swap meet! ☺



## Calendar

- |                    |  |
|--------------------|--|
| <b>June 8</b>      | <b>Micro Pylon Racing</b><br>Jordan Field<br>Noon Warm Up<br>1:30 Start<br>Wayne Rademacher    |
| <b>June 10</b>     | <b>TCRC Membership Meeting, 7:00 PM</b><br>Fellowship Hall<br>CrossPoint Church<br>Bloomington |
| <b>June 10</b>     | <b>Building Contest</b><br>CrossPoint Church<br>After the Meeting<br>Jay Bickford              |
| <b>June 14</b>     | <b>TCRC Flag Day</b><br>Invitational Fly-In<br>Jordan Field<br>Bill Jennings                   |
| <b>June 28, 29</b> | <b>TCRC Electric Fly-In &amp; Camp Out</b><br>Jordan Field<br>Gerry Dunne                      |
| <b>July 12</b>     | <b>Big Bird Invitational Fly-In</b><br>Jordan Field<br>Chris O'Connor & Steve Meyer            |
| <b>July 13</b>     | <b>Micro Pylon Racing</b><br>Jordan Field<br>Noon Warm Up<br>1:30 Start<br>Wayne Rademacher    |

## From The Cockpit Of The President

Continued From Page 2

been practicing flying and landing in stronger winds and it showed the next weekend where both Cush and Benjamin were able to take-off, fly, and land on the runway in winds that kept all the other members away from field. I expect that both will be able to abandon the buddy box soon and join the rest of us as full flying members. Congratulations Cush & Benjamin! Keep up the practice!

Cush and Benjamin are very representative of so many of us who have joined TCRC to learn how to enjoy and share the excitement of this sport of building and flying radio controlled aircraft. I hope to see the day where an older Benjamin will be a part time instructor for new members!

Speaking of new members, (I was, wasn't I?) I understand that we may be picking up more members this summer as some of our sister clubs are having difficulties with landlords and development encroaching on their current sites. We welcome all RC pilots who are interested in joining TCRC and flying at the TCRC Model Air Park. Please read the membership section of our website and our field rules. All members must be current members of the Academy of Model Aeronautics.

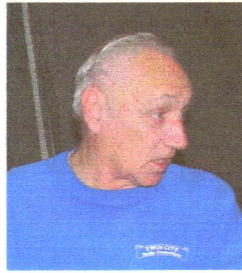
I have to get back to the shop and finish work on updating my Mini Ultra-Stick electric so I can fly it to-morrow! I'll see you at the field! ☺



**This Is What  
Makes TCRC A  
Great Club!**

# Safety At The Field

By Larry Couture



Well here it is June of 2008 -- time sure flies when your having fun. Our field has been under water so all flying has been done at the fair grounds. Dan and I have been there a couple of times. Dan found out that the hill at the fairgrounds grabs airplanes. Now everyone is thinking, "What hill?" Well picture flying inverted on a low pass when the south to north rise in the ground grabs the airplane. Dan did find a nice replacement at the Sky Hobby Swap Meet however. I also found a few good planes at the swap meet.

I did get out to be a spectator at the combat meet. From time to time the planes rained from the sky ( they call that a mid-air and not a cut). The flyers all wear hard hats at the flight line and that flight line is very well marked on the ground. From time to time I didn't hear nothin' and I saw less. But all-in-all there were no mishaps and everyone had a great time and whoever had the most steamer cuts won, (I do not know who that was).



**Scott Anderson digs out safety helmets for the competitors and spotters at the combat meet. (Photo by Scott Anderson)**

I did not get to the pylon race but I understand they had a ball and no mishaps occurred. I did hear that the pylon judges were not wearing hard hats and I think that they should from now on, and I have couple of helmets that I will get to Wayne before the next race.

I and a few others were at the field for the buildings contest that was changed to the June meeting night, which we found out later. The water has left the field and it will need a bit of loving care in the near future. The beavers have made a dam in the drainage ditch again and Roger Preston and his buddy were on the way down there to burn them out and remove the dam. I left before he returned so a don't know if it's all been taken care of. If it is this should let the rest of the water on the east end of the field drain off better. The field is very usable at this time so I hope the wind gives up soon and we can all go flying.

There is always one thing I like to harp about and that is, "Let your fellow flyers know what you are doing, or going to do by LOUDLY ANNOUNCING take offs, landings, dead sticks and on the field travel." And make sure the others hear you and acknowledge you. This, in my opinion, is the most important rule to follow always as it makes accidents less likely to happen.

Thought for the day: Fly often, have fun and crash less, and as usual all landings from which you can fly again are great but not always graceful, so keep the rubber side down. ☺

**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.**

## Building Contest June 10<sup>th</sup>

The Building Contest scheduled for Jordan Field May 24<sup>th</sup> was postponed and now will be held after the TCRC membership meeting on June 10<sup>th</sup>.

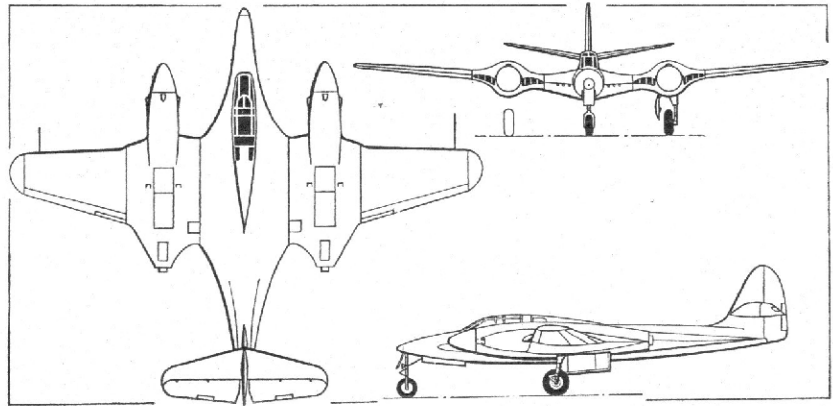
There are five categories this year: Trainer; Sport/Pattern; Scale; ARF; and the newest category, Small Electric. This category will include any electric plane up to about the size of a .20-sized glow plane, or about 3 pounds.

The winner of each category will receive a gift certificate from Sky Hobby, and there will be an additional prize for Best of Show.

CD for the event this year is again Jay Bickford. If you have questions concerning one of your planes give him a call.

Let's see a huge number of entrants in the 2008 edition of the TCRC Building Contest. ☺

## June Mystery Plane



## Electric Fly And Camp Out June 28 and 29

by Gerry Dunne

It's hard to believe but June is here and the TCRC Annual Electric Fly and Camp Out is just around the corner.

As CD, I am planning on being at the Jordan Field on the afternoon of Friday, June 27<sup>th</sup> and leaving Sunday afternoon.

We will have an Electric Fly all day Saturday, and after it gets dark we will try some night flying also. Bring some glow sticks or other means to illuminate your plane. If you haven't flown at night, you are in for a treat.

Let's see a big turn out for the Electric Fly, and let's see a bunch of campers of Friday and/or Saturday night. ☺

# Wow!

*JUNE Special!*  
**E-Flight BLADE CP-PRO**  
**RTF RC Helicopter**  
**Only \$139.99**  
*w/copy of this ad*  
*Valid until 7/1/2008*

**Best Prices & Selection!**

# Sky Hobby

**7144 Chicago Ave. S, Richfield, MN**

**Store Hours:**

**10-7 M - F**

**10-6 Saturday**

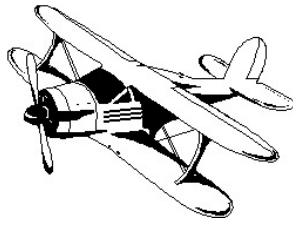
**Closed Sundays**

**612-861-5587**

Jeremy Steinmueller-Proprietor



## Show & Tell



The planes just keep showing up at the meetings.



Paul Doyle is being as prolific as Gerry Dunne when it comes to electric planes at Show & Tell. He had an orange Russian MIG 15 ducted fan that looked very sharp. This was an ARF from Alpha and had already flown. Its speed was about 120 mph!



Paul also had a nice looking electric A-4 that was done in USAF white and trimmed in orange. This was also an Alpha ARF and had not flown yet.



Mark Wolf had his 1/4-scale J-3 Cub that was constructed of spruce instead of balsa. Structurally it was complete but the fuse still needed covering. It will be completed with Stits fabric and paint. The power plant is a Quadra 35. The landing gear was Robert scale, and he also has the hardware for conversion to floats.



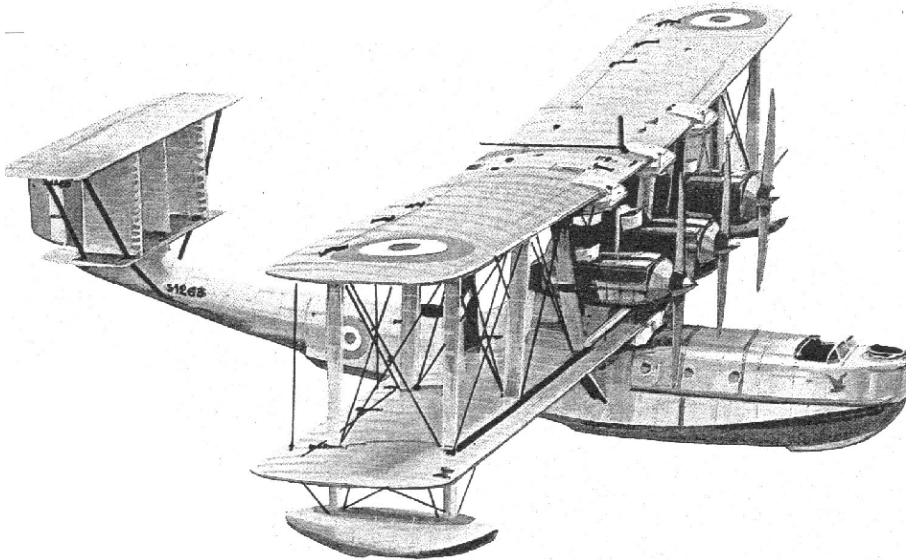
Mike Robin had his scratch-built 30% Edge 540 done in Greg Poe scheme. The plane had a red fuse trimmed in deep blue and the wings had a matching color scheme. The covering was Monokote. The power plant was a 4.6 Spears twin-cylinder with a D&B ignition system. Mike had the plane at the meeting also for Chris O'Connor's program on giant scale. ☺

(All photos by Jon Perry)

## Blackburn Iris

by Conrad Naegele

The May Mystery Plane was the British flying boat, the Blackburn Iris.



A British flying boat 'tween the wars' was designed to Air Ministry specification 11-24. The Iris was a 3-engine biplane of all-wood construction, and first flew on June 19, 1926. It was soon undated to feature an all-metal fuselage, and an enclosed pilot station, and larger engines. The Mark 11 now had two tractor and one pusher engine, but was still rather underpowered. The Iris was the largest flying boat in the RAF fleet. A note of interest: it had a 30-foot biplane tail, and 14-foot wood props!

The Iris was constantly reconfigured, and had several engine combos. Armament was fairly heavy, and the Mark V featured a 37mm 'cow' gun (Coventry Ordnance Works) as well as a variety of machine guns and bombs. The final model, the Mark VI, was renamed as the 'Perth' and was a successful long-range plane. A total of 4 Perths were built, but were in the process of being phased out, and the last of the Iris/Perth planes crashed on takeoff in 1935. The series was then replaced by the new Short series flying boats.

The Iris had a wingspan of 97 feet, a gross weight of 38,000 pounds and at the end of the series, was powered with 3 Rolls Royce 12-cylinder inverted liquid-cooled Buzzard engines that developed 825 horsepower. It had a maximum speed of 132 mph and a range of 470 miles. ☺

## New Members



Tim Wirtz became a member of TCRC at the May meeting. Tim lives with his wife Izumi at 2422 Downing Avenue, Shakopee, 55379. Their phone number is 952-941-5357 and his e-mail address is [wirtzit@earthlink.net](mailto:wirtzit@earthlink.net). Tim has been flying for 28 years and currently has a Twinstar and a GWS Zero.



Cushing Hamlen and his son Benjamin also joined in May. Cushing lives with his wife Laura at 6820 Wooddale Avenue, Edina, 55435. There phone number is 612-812-8764.

Please welcome Tim, Cush and Ben to TCRC when you see them at the field or a meeting. ☺

**TCRC Building Contest At The June Meeting**

Editor, Jim Cook  
@ Flare Out Publisher  
1177 Polk Street  
Shakopee, Minnesota 55379

## Sky Hobby Swap Meet Action



Rick Smith and Morgan Larson of TCRC admire a beautiful scale aircraft while at the 2008 Sky Hobby Swap Meet. There was a huge turnout from area clubs and there were lots of bargains to be had. ☺

### 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.

#### 2008 Officers

President	Scott Anderson
	952-934-1471
Vice President	Steve Meyer
	952-448-5877
Secretary	Jon Perry
	612-822-9612
Treasurer	Mike Burk
	952-220-5555

#### TCRC Flare-Out

Editor	James R. Cook	952-445-5257
Publishers:	Pat Dziuk	952-445-3089
	& Mike Timmerman	952-496-1631
Website:	<a href="http://www.tcrconline.com">http://www.tcrconline.com</a>	