



TCRC 2018 Spring Float Fly

by Steve Meyer

The weathermen tried to scare us by predicting rain on the weekend, but they were wrong again and Saturday was a great flying day. Pilots were anxious to get back in the air after the snowiest April on record. Twenty pilots brought over forty airplanes to TCRC Spring Float Fly on Bush Lake.



important rule is to keep it over the lake. I wanted to keep the number of planes in the air at a comfortable number, so recommended a maximum of 5 and to check radio frequencies with others flying if on 72mhz. Engine startup and safety procedures were also discussed.

Cooler temperatures and cold water kept our normal beach crowd to a minimum this year. Light wind out of the southeast allowed us to fly all our aircraft. Spectators enjoyed 3-5 airplanes in the air all day long and many asked when we would be back.

Glen Hagfors little Cub was the smallest and Dave Erickson's yellow Cub was the largest at the event. Sherwood Heggen received the "oh darn award" for not bringing the floats for his giant-scale Spacewalker. This year as always "sport" airplanes outnumbered the "scale" aircraft. The boat was kept busy with flip overs and stalled engines, but I did not see anyone "crash" this year.

Lots of pilots were on hand for the TCRC Annual Spring Float Fly at Bush Lake Park. (Photo by Steve Meyer)

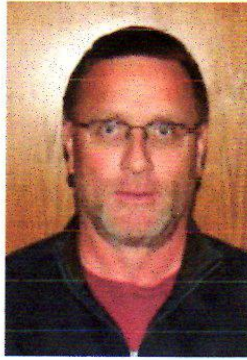
When I arrived at 9:30 Jeff Tolzmann and Dave Erickson had the retrieval boat in the water and other pilots were arriving. Jeff was the first pilot in the air that morning flying one of his sport planes he had put floats on. Pilots continued to arrive and at 10:00 am I had a pilots' meeting where I discussed rules of flying at Bush Lake. The most

I want to thank Jeff and Dave for bringing the retrieval boat again and all the guys who carried the boat in and out of the lake. I look forward to September 22, 2018 for the TCRC Fall Float Fly. Put floats on a plane and join us at the lake.

(More Float Fly Pix on Page 3 & 4)

A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members

I was trying to be optimistic in my May article that we would soon be out of flood stage. I'm happy to say that we are down to 18 feet and it looks like a steady decline of the river level and not much rain in the forecast.

I want to thank the members who came out on Saturday to start cleaning up the field and around the sheds. I stopped out at the field on Friday to drop off my trailer with a tank of water. At that time the shelter was dry but when I arrived Saturday morning the water level went up about 6 inches putting water in the shelter but the runways were still mostly dry. Saturday started out dry but the rain came at around 10. That didn't stop the volunteers who came prepared with rain gear. We were able to power wash the ceiling and all of the shelter except for the floor. Most of the crew worked on sweeping and shoveling the runways which are ready to use. Another group did some clean up and mowing around the sheds. There is still some cleaning and work to be done including building some new benches that were froze in when the flooding started and floated downstream. Lunch was provided when the work was finished. Again, I want to THANK everyone who came out in spite of the weather.

The plan is to still have the June 12th membership meeting at the field. TCRC will provide dinner starting around 5:30 and the meeting at 7. If there is a change I will send out an email. All of the summer meetings will be held at the field when weather permits.

There is one event in June which is the "Electric Fun Fly" on Saturday the 16th starting at 10 a.m. This is an open event for current AMA members so invite your friends from other clubs. Contact Gerry Dunne with questions.

Wings over Jordan will be July 14th and 15th with a Swap Meet and camping and is open to all types of aircraft. More information in next month's newsletter or contact Bob Briesemeister.

For those of you who haven't heard Hobby Warehouse has decided to close. There is someone interested in purchasing the business so keep

your fingers crossed. Currently they are doing some discounts on items in the store so check it out.

Happy Flying and remember safety first. 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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Website: <http://www.tcrconline.com>

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.

Pictures From TCRC's Spring Float Fly



A great lift off from the calm waters of Bush Lake at the TCRC Spring Float Fly.



A last minute electrical adjustment before putting this plane into the air over Bush Lake.



Getting help tweaking the engine before a flight at the Spring Float Fly



Checking out the control surface throws before a flight at Bush Lake.



The retrieval boat is always needed when an engine dies after landing, or before takeoff.



TCRC'er Julian Bristow readies his neat looking float plane for another flight.

More Pictures From TCRC's Spring Float Fly



Taxiing in over the smooth water of Bush Lake after another great flight.



A nice looking Delta-wing plane on the beach after a successful flight and landing.



Admiring a good looking float plane in the pits at the Spring Float Fly.



Thad Gorycki does a last minute check on his plane before taking a flight.



Two pilots take their planes back to the pits of great flights and uneventful landings.



All the planes did not fly off of two floats. The plane in the foreground only had a center float.

TCRC Annual Building Contest

by Chris O'Connor

Our annual TCRC Building Contest was held at the May meeting. The sad part was there were only eight planes entered, and although they were all very nice, it was still only eight airplanes for the event that usually has twice that or more entered.

We had 3 categories, Scale and Non-Scale and People's Choice. We had asked Dan Knack and Steve Hefty of Rich Valley RC to be the judges for the event. They came a good distance to give us a hand and did a great job in the judging.



Dan Knack and Steve Hefty give a thorough exam to an entrant in the TCRC Building Contest. (Photo by Jim Cook)



Chris O'Connor congratulates Joe Niedermayr for winning People's Choice. (Photo by Jim Cook)

The winner in scale was Joe Niedermayr with his JU52, and this plane also went on to win the People's Choice award. In addition to the prestige of winning the Building Contest, Joe received two \$25 gift certificates to Hobby Warehouse.



Steve Meyer admires Dave Mansfield's sport float plane which was the winner of non-scale. (Photo by Jim Cook)

Dave Mansfield's great looking Simple Sea Plane took the non-scale event and he also won a \$25 gift certificate to Hobby Warehouse.



After the three awards were presented, two 'participation prizes were awarded. Those builders who were not winners were entered in a drawing and Ken Weddell and Sherwood Heggen were the lucky winners of \$25 gift certificates to Hobby Warehouse.

Let's start planning now to have a big turnout for next year's building contest. It will be held at the May meeting. Enter your plane and be a participant. It's fun. **J**

AWN

(Assistant Wing Nut)

by Chris O'Connor



So far this spring has been a challenge to go flying with TCRC's main field flooded. Many may use our alternative field, lakes, or other clubs' fields.

Wherever you are flying, I hope you are enjoying the start of our flying season. Make sure your equipment is ready for the new season. Make sure your batteries are charged. I say that and many may say I know, but more crashes come from batteries not charged or failing or switches failing -- the 2 most common causes of crashes.

There has been a question on batteries, what to use, where to buy. I can try and cover some of that now. While there are many choices of batteries, I think the 2 main ones are A123's and Lipos. We used to use nicads and nickel metal hydride and some still probably do, there are better choices now. First everyone should be using at least 6-volts batteries or higher. Do not use 4.8 volts. Those were the 4 cell nicads or nickel metal hydride. The modern 2.4 ghz radios can have an issue called brownout where if using 4.8 volts and you have enough voltage drop from servos running at the same time your voltage could drop to around 3.1 volts causing you Rx to lose signal for a moment or longer resulting in a crash. Nicads come in 4-cell or 5-cell, but they are older technology and suffer from cell memory and have to be cycled at least yearly to get rid of this memory. Lots of times they only last 1-3 years. This goes for nickel metal hydride as well along with having a high internal resistance. The problem with a high resistance is that with a demand of voltage from multiple servos, especially digital ones, your voltage may drop to dangerous levels and cause a brownout of your Rx resulting in a crash when you did your best to monitor your batteries.

The newer Lithium batteries do not have that high internal resistance problem. Most everyone knows about Lipo's. The one big factor to be careful with Lipos is they can cause a fire. Be sure to monitor your Lipos while charging. If using Lipos in a plane that doesn't have a way to drop the voltage, you need to use high voltage servos.

The batteries that are the most user friendly are A123s or a LIFE battery. These are two different batteries, but similar in properties. A123s are Lithium Nano Phosphate and LIFE batteries are Lithium Iron Phosphate. Confused yet!!!! A123 batteries are 2 cells, each one is a

cylinder shape about a C-size and total voltage is 6.6. The Life pack is a wafer style battery similar in looks to a Lipo, but same voltage as an A123 pack. Both of these do not have the fire hazard that Lipos have and you don't need high voltage servos. I have read that the wafer style pack is more susceptible to vibration, no personal experience of that. I use A123 packs. I have used them for about 6 years now with excellent results. I know my son Nathan uses them along with Steve Meyer and most of the guys that fly giant-scale. A good place to buy A123s is Electro Dynamics. They are in Michigan and their service is outstanding. You can get stuff from them in about 3 days. The other place is called Hangtime Hobbies out east, New York area. About a week to get stuff from. Both places make their own battery packs and do an excellent job. Go to Hangtime Hobbies website to get all the info you would ever need on batteries. Hope that helps a little.

Safe flying.

J

Calendar

- | | |
|-----------------|---|
| June 2-3 | Discover Aviation
Anoka County Airport
Blaine, MN |
| June 12 | TCRC Meeting At The
Field 5:30 PM Dinner
7:00 PM Meeting |
| June 16 | Electric Fly In (Open)
TCRC Model
Model Air Park
10 AM Gerry Dunne |
| July 10 | TCRC Meeting At The
Field 5:30 PM Dinner
7:00 PM Meeting |

2018 Top Gun

by Chris O'Connor

I attended Top Gun this year in Lakeland Florida May 3-7. This is about my 6th time going to Top Gun. It's the premier scale event in the country with people from all over the world attending.



My kind of plane! A 34 % T-34! (Photo by Chris O'Connor)

I always go to see my friend Tim Len, past TCRC member and also president, fly at Top Gun. This year Tim did not fly, being in between planes at the moment. So he was more relaxed and enjoyed just hanging out. We also saw Scott Anderson and past member Rick Smith who now lives in Florida.



Rick Smith, Chris O'Connor, Tim Len and Scott Anderson at TopGun. (Photo by Scott Anderson)

There are a few guys that we know that fly so it was fun to watch those guys. I also got to talk to Mark Frankel whom I have gotten to know, because he designed the 1/4-scale T34 that I fly. So not surprisingly my favorite plane there was a 36 % T34. WOW, that's big! It has a 135-inch wing span, weighs 125 pounds and has a 4-cylinder oppose Kolm 4-stroke engine. It flies unbelievably well. I think that plane won Team Scale this year.



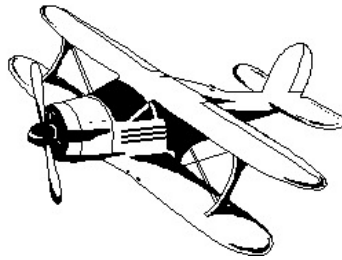
Rick and Scott enjoying the Florida sunshine at Top Gun. (Photo by Scott Anderson)

A new event that was fun to see was called Young Guns. The kids were between 10 and 15 years old and they all were very good flyers.

Top Gun is always an enjoyable event to go to and it is well worth it to see such fantastic airplanes and skilled pilots. J



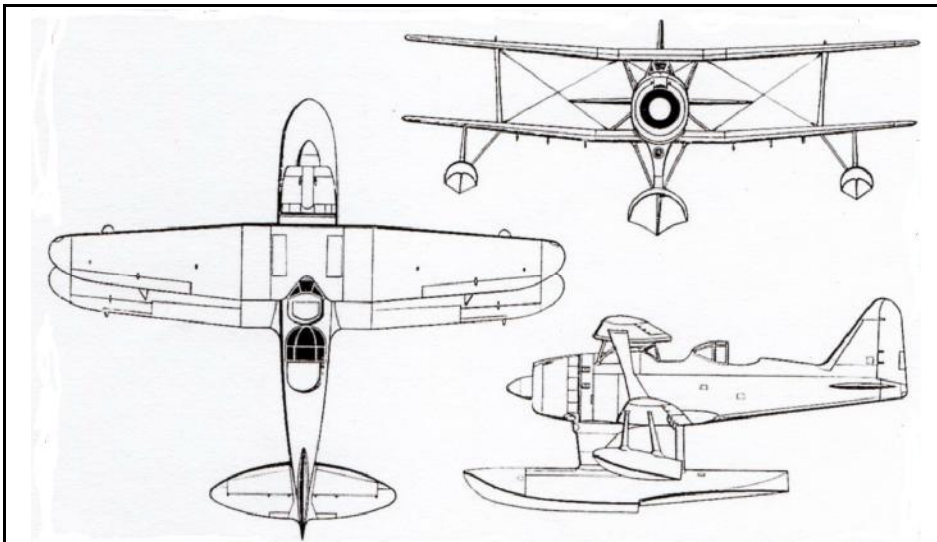
Show & Tell



Chris O'Connor had a neat looking ducted fan ARF at the May meeting.

The plane was a T-45 Goshawk from Motion R/C. It was of foam construction and done in Navy white and red. It was electric powered and Chris said it would have a 3-minute flight time. J

June Mystery Plane



Don't



Forget!

The TCRC Membership meeting on June 12th will be held at the TCRC Model Air Park in Jordan, weather and water 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 July 10th, August 14th and September 11th are also scheduled for the Jordan field.

In case of bad weather the meeting will be at its normal time of 7:00 PM at CrossPoint church in Bloomington. J

Shirley Anthony Pays A Visit To TCRC Wives



Shirley Anthony joins Janice Ronhovde, Kathy Dietz, Joyce Couture, Mary Cook and Norma Naegele at Perkins on Wednesday, May 2nd. (Photo by Jim Cook)

The first Wednesday of every month, several of the wives of the Bald Eagles – those TCRC members and friends that are retired – meet at Perkins Restaurant on the corner of 494 and France Avenue, for breakfast.

In the month of May, Shirley Anthony joined the women for breakfast. Shirley is the wife of the late Bruce Anthony, who was a long-time member of TCRC, a good builder, and great R/C pilot.

Shirley was the picture of health and said she thoroughly enjoyed getting out to see the women. J



Kathy Boucher Enjoys The TCRC Building Contest



Kathy Boucher gives the once over to a Spacewalker which was entered into the Building Contest. (Photo by Jim Cook)

TCRC member Alan Boucher asked his wife Kathy if she would be interested in going to the TCRC Building Contest that was going to be held in conjunction with the regular May membership meeting.

To Alan’s surprise Kathy said she would love to go to the building contest, and so she did.

It’s great to see the spouses of our members coming to the field and to a meeting to see what our hobby is all about! J

Well Dressed Member



Short SC-7 Skyvan

by Conrad Naegele

The May Mystery Plane was the Short SC-7 Skyvan.



The Skyvan had its origins in an earlier plane, the rather unsuccessful Miles Aerovan. The concept was taken by Short Aero, with a radically overhauled design. The high aspect ratio prototype was flown with 4-cylinder Continental engines, but it was quickly determined that power was lacking, and it was reengined with Astayou-2 turboprops. That proved to be the answer.

However the Astayou turbos still did not have satisfactory power for hot and humid conditions, so it was again reengined, now with Garrett turbos which met service in almost all weather conditions, and, incidentally, new American buyers!

The Skyvan was of unusual design, and in addition, was homely. However it proved to be an easy flyer, and extremely versatile. It was used as a cargo plane, a simple passenger plane, and was especially used for skydiving, and for para-military service. It saw considerable use in

the Viet Nam conflict, by the U.S. Air Force. In all a total of 149 were built. And today a substantial number are still in use.

The Skyvan had a wingspan of 40 feet 11 inches and a gross weight of 12,555 pounds. It had a top speed of 202 mph and a range of 700 miles. J

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. J

18304

If someone were injured at the TCRC flying field and you had to call 911, what would you tell the operator for the location of the emergency? You would tell the operator the fire number for our field: 18304.

For safety reasons, it is very important every member knows our fire number. Hopefully we will have the fire number prominently displayed in the shelter at the field in the very near future. J

TCRC Field Clean Up Held On June 2nd

After the Minnesota River's lengthy stay on the TCRC Flying Field in May, it finally receded leaving silt and debris on the runways, shelter and parking lot.



The high pressure wands were used on the rafters and sides of the shelter and by the end of the day the shelter was looking pretty good.

Thanks to all who took the time to bring the Jordan Field back to a usable state.

Photos by Mike Robin. There are more photos of the clean up efforts on page 12. J



TCRC Apparel For Sale

TCRC has club apparel for sale at most membership meetings.

Club treasurer Tim Wirtz has the following:

- TCRC Hats \$12.00
- TCRC Hatbands \$5.00
- TCRC Gray Sweatshirts \$18.00
- TCRC Gray T-Shirts \$12.00
- Hat Bands \$5.00

A clean up crew descended on the field on Saturday morning, June 2nd, armed with a huge tank of water, high pressure cleaners, a power sweeper and lots of energy.

There was still a little water on the floor of the shelter, but the pits and runways were fairly dry.

The power sweeper did a great job on the runways, bringing them to flyable condition by the end of the day.



More Pictures From The Field Clean Up



The clean up crew pauses from the work for a quick picture.



There was a lot of silt and dirt to be removed from the runways and pits.



The runways start to look pretty good after a few passes of the sweeper.



The swath made through the silt by the sweeper is pretty obvious.



High pressure action in the rafters of the shelter.



The shelter starts to look pretty good.

Photos by Bob Breisemeister

Andersen Designs

Andersen La-7
Built by Jeff Quesenberry

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