



October

Minneapolis, Minnesota U.S.A.

2008

TCRC Fall Float Fly Held September 20th

by Steve Meyer

TCRC held its Fall Float Fly on September 20, 2008 and the weather and water conditions were perfect. Originally we had scheduled the float fly for September 13th, but Bloomington Park and Recreation called me on the Monday before the event and said there may be a small conflict on that date and wondered if we would want to change our event to the next weekend. It seems Hyland Park was holding a used book sale (expecting several thousand people) and they would be using Bush Lake Park for parking overflow and charter bus turnaround. On Tuesday I told the club members about the book sale conflict and they were almost unanimous on wanting to move the event to September 20th. Bloomington okayed the date change and as luck would have it on September 13th the weather was rotten and it would have been a rain out for the float fly.

calm water and blue sky. Dave Erickson pulled into the parking lot at 10:30 with the "retrieval" boat so the float fly could begin. I started the pilots meeting at 10:45. I reminded everyone of the rules and also not to fly over the houses on the northeast side of the lake. One of the spectators raised his hand and said he lived in one of those houses and he and his neighbors were looking forward to the float fly.....good public relations is important. The count on the pilot signup sheet numbered 22 with several people from other clubs, and they all said they look forward to this event. I don't remember who the first pilot in the air was but we flew until 4:00 and most of the time there were 3-5 aircraft boring holes in the sky. The only complaints I heard from the pilots were....."the sun is too bright"....."the water is too calm"....."I don't have enough charged batteries"....."I'm running low on fuel".



The many pilots pose for a group shot at the Fall Float Fly at Bush Lake Park. (Photo by Jon Perry)

I arrived at Bush Lake at 10:00 AM and several pilots were already putting their planes together. The weather was perfect with no wind,

Stan Erickson's giant-scale J-3 Cub was the largest plane and Gerry Dunne, Brian Crosley, and Jaz with their Seawind electrics were the smallest. Larry Couture brought his fleet of aircraft and his model of a Beaver seaplane was a favorite of several pilots that were lucky enough to fly it. I flew my 60-size Big Stick. I had a little trouble getting the plane

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From The Cockpit Of The President

by **Scott Anderson**



I have just returned after spending the last 4 weeks overseas. I missed some really great events this month as well as some excellent flying weather. There are several terrific articles this month talking about these events. (I can't wait to read them!)

Oktoberfest is here!

Perhaps I'm being a little overly optimistic but we're getting some really nice weekend weather here and it's a great time to get out and fly. We can keep an Oktoberfest (festive) spirit in the air (along with our planes!) throughout the month before we start getting the colder air and (forgive the use of the word), snow. Just remember that AMA rules do not allow consumption of alcoholic beverages on site.

Season Finale Event:

The season finale is scheduled for 11 AM Saturday October 18th. The forecast is good (as good as a forecast can be at this writing) and we probably will have many aircraft to offer to the bonfire.

Field Maintenance:

If you've been down to the field you can see that the 'weed' clearing of the eastern acreage has been progressing very well! The clearing now allows long, low approaches to our runways making it much easier for everyone to make perfect landings on the pavement. Bill Jennings has been coordinating the action with Steve Meyer. The costs have been higher than originally anticipated but the results are well worth the expenditure. Details will be discussed at the October membership meeting. Thanks again to Mike, Bill, Larry, and Steve for all the planning and action.

TCRC elections are coming in November. Because of my travel schedule at work, I will not be able to be a candidate for president of TCRC for the upcoming year. We have all four officer positions up for election this year, and one of the three board seats. Please consider running for office or board of the club. TCRC is a great club we need its members to continue to step up and help in its operation.

I look forward to seeing you at the field!



Calendar

- | | |
|----------------|--|
| Oct. 12 | Micro Pylon Racing
Jordan Field
Noon Warm Up
1:00 PM Start
Wayne Rademacher |
| Oct. 14 | TCRC Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington |
| Oct. 18 | Season Finale
Jordan Field
11:00 AM |
| Nov. 11 | TCRC Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington |
| Nov. 11 | TCRC Elections
At the Membership Meeting |
| Nov. 16 | TCRC Banquet
Dangerfield's
Restaurant
Shakopee, 5:00 PM |

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.

TCRCOnline.com

Are You Using It?

Fall Float Fly

Continued From Page 1

to rise off of the calm water. I found out I need a little "chop" on the water surface to make a good takeoff.

Dan Stensby had the loudest plane when his ducted-fan flying boat split the connector between the engine and tuned pipe. A quick repair with a coke can wrap and some zip ties quieted the engine and the plane became one of the fastest planes in the air. The Stream Schneider Sport flown by Russ Hurst was one of the nicest looking planes on the beach.

Under the shade of the trees were almost 40 aircraft waiting to get their floats wet. Some planes like Mike Timmerman's Hanger 9 Sport had 2 floats and some only had one float /or hull like Mike Buzzel's Northstar. David Erickson flew a Seahawk with 3 floats and Morgan Larson's Sea Cruiser used a hull and two floats. Rick Smith brought his flying boat that flew very well until its spin into the lake proving again water is hard and foam flying boats are not.

Those pilots that flew at the Fall Float Fly and there planes were: Steve Meyer, Big Stik 60; Larry Edelmann, Miss Acro; Larry Couture, several planes; Russ Hurst, Stream Schneider Sport; Mike Timmerman, Hanger 9 Sport; Gerry Dunne, SeaWind; David Erickson, Seahawk; Stan Erickson, Giant J-3 Cub; Grayle Leech, Gray Eagle 2; Curtis Beaumont, Blue Seaplane; Morgan Larson, Sea Cruiser II;

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A Beautiful Schneider Sport Ready To Go



Russ Hurst makes a final check before putting his Schneider Sport onto the water and into the air. (Photo by Steve Meyer)

Pilots Enjoy The Shade Of A Tree During A Break In Their Flying



The sun was warm enough to keep the pilots in the shade when they were not on the flight line. (Photo by Jon Perry)

Pictures From TCRC's Fall Float Fly



Dave Erickson's plane takes off of the smooth water at the Fall Float Fly.



The flight line was constantly busy as planes were continually in the air.



Dave Erickson heads back to the pits after another great flight.



Dan Stensby readies his ducted fan for his next flight at the Fall Float Fly.



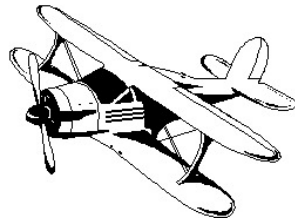
Gerry Dunne fires over his SeaWind as son Gerry Junior lends some moral support.



Several pilots confer about all aspects of float flying during a lull in the action.

Photos by Jon Perry and Steve Meyer

Show & Tell



Stan Erickson had his newest giant-scale plane project at the meeting. This was a Balsa USA Fly Baby kit that was purchased by his late friend Don Martin at Ida Grove, Iowa many years ago. Don had done a considerable amount of the construction but gave it to Stan before he passed away a few years ago. Stan completed the construction and put a Zenoah 2.8 (45cc) gas engine in the plane. He completed it in traditional Fly Baby colors of red and yellow. One of the biggest projects in finishing the plane was replacement of the wire wing supports. The plane weighed in at 25 pounds and had a wingspan of 112 inches. A neat feature of the full-size and the kit was the fact that the wings fold back (see photo on page 6). Stan hasn't flown the plane yet but is looking forward to the maiden flight.



Prolific builder Paul Doyle was back with another electric. This was a GWS ARF Corsair. Paul built this as a back-up for his GWS Zero that he has been piloting in the TCRC Pylon Racing league. Paul had done a very nice job of finishing the Corsair and covering it with fiberglass. He embedded the servos in the wings and put a light green color on the plane with white trim. The underside of the wing was white with gray invasion stripes. The plane was only \$35 and he put an Axe brushless motor in it that swings a low-pitch prop at 12,000 rpm.

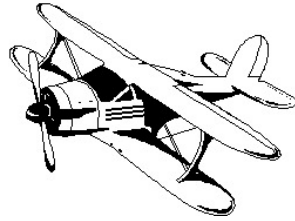


Gerry Dunne also had a GWS Corsair at the meeting. He also built this as a back-up for the TCRC Pylon Racing league. His was done in red with white trim. The wing and stab had sunrays on them. He also put fiberglass on the wing for strength and feels that the plane will be a very good competitor in the fierce competition that has been exhibited in the latest pylon racing.



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Show & Tell



Continued From Page 5

Mike Burk (see picture on page 5) had the prototype of his next combat aircraft. He had attended a combat meet in Wisconsin and 13 of the 14 competitors had several 'flying wings' made of thin foam wrapped around a square wing beam and using arrow shafts to the tail. He will put an OS .15 in this plane but says he hasn't decided on the final size of the wing. His first attempt at this design flew well but was slow in the turn, so he is experimenting in the wing loading and configuration to make a more maneuverable version.



Stan Erickson's Fly Baby with the port wing folded back. (Photos by Jim Cook) ☺

For Sale

NIB GWS Mini Dragonfly Helicopter

Complete with Tx, Rx Batteries
Ready To Fly

Never Flown -- Original Price \$250

Sell for \$125/obo

Jim Cook
952-445-5257

TCRC Fall Float Fly

Continued From Page 3

James Gravelle, Cessna 182; Lauren Belisle, Cavalier and Sunnyboy; Mike Buzzel, SeaWind Electric, SeaWind 90, Northstar and Catalina; Dan Stensby, Grumman Goose and Flying Boat; Brian Crosby, SeaWind; Jaz Cherney, SeaWind; Conrad Naegele, Sparky; Jack Reeves, J-3 Cub and Aerostar; John Halvorson, a float plane; and Rick Smith, an AquaStar and Flying Boat. It was really neat to see all of these pilots from TCRC and other local clubs, and especially neat to see all of the great float planes.



The Catalina taxis in after another nice flight.
(Photo by Steve Meyer)



Stan Erickson's giant J-3 Cub heads to the water.
(Photo by Steve Meyer)

Thanks to Dave Erickson for providing the retrieval boat and thanks to all of the pilots and spectators that came out to enjoy a beautiful day of flying fantastic planes off of the water.

Next spring we do it all over again so build or put floats on a plane and fly with us. Jim, did I mention that the weather was perfect and we missed you? ☺

Ramblin's From The Right Seat

by Steve Meyer



With the weather getting cooler the leaves changing color and days getting shorter fall flying is in the air. Living in Minnesota we get to experience four great seasons of flying and to me the third season of autumn can be the best. The change of season is something I look forward to. We often have some of the best flying weather of the year in the beautiful fall around here, so be sure to get out and enjoy it while you can. There isn't much time left. The fourth season in Minnesota is building season.

With the arrival of October comes TCRC's Season Finale. This year it is scheduled for Saturday, October 18th at the Jordan Field. The grill will be lit and the smell of chili will be in the air. If you plan on coming bring a snack or desert to share. The Season Finale always has lots of wives and spectators and we are usually blessed with nice weather. In addition, it is a great tradition that the "Grim Reaper" makes his appearance to claim those broken and bent airframes. Let's have a great turnout for the TCRC Season Finale.

November also brings with it our annual TCRC elections. If you would like to run for one of the officer positions or have someone in mind that you would like to nominate, please let a board member know. TCRC is your club, and it is what you make of it. If you have not considered it in the past, consider running for an officer or board position this year and adding your efforts and input into making TCRC one of the best clubs in the Midwest.

On Sunday November 16th we will be feasting at the annual TCRC banquet so keep that day open for this fun event.

If you have been out to the field lately you will have noticed a large opening on the east end of the field. The clearing of the extra land will benefit all of us and I want to personally thank Bill Jennings for all the work he has put into this project.

October's program will be on landing gear and building your own servo extensions. Let's see a good turn out for the meeting. ☺

TCRC Elections November 11th

TCRC's elections are just around the corner – to be held at the membership meeting on Tuesday, November 11th.

This year we have the four officer positions – president, vice president, secretary and treasurer – plus one of the three board of director's seats up for election.

President Scott Anderson had a very good and effective year as president, but will not be able run for re-election because of the travel schedule he faces with his career.

VP Steve Meyer has said that he will run for president this year, after having an excellent term as vice president.

As of press time, the editor is not aware who the nominating committee has talked to and proposed for the other positions. More should be forthcoming on a slate of candidates at the October 14th membership meeting.

TCRC is an extremely strong and well run club, and to continue that tradition, needs lots of its members to step up and help to administer in the operation of the club by running for office or board.

If you have been a flying member of the club for at least one year, please consider running for office. Being on the board is very rewarding to the individual and very helpful to TCRC. ☺

Be A Candidate For TCRC Office

Micro Pylon Racing Week #5

by Wayne Rademacher

After a couple delays.....we finely conducted our 5th pylon race. It was a beautiful day, with very light winds. The spectator turn out was fantastic, I believe it was one of the largest showings to date. Many of the spectators volunteered to help with the race; Mike Timmerman was our judge for turn one and Chris O'Conner agreed to keep a watchful eye on turn number two. Many others helped with lap counting. Our president, Scott Anderson accepted the roll as our starting line judge. (More on that in a minute)

With 6 pilots registered to race, the action started at 1:00 in the afternoon. From the start it was very clear that 3 of our racers have figured out the magic to making these little birds really sing. Rick, Paul and Gerry dominated the day, eating up the rest of us like we were standing still. Rumor has it the BP2814-6 from BP hobbies, might be at the heart of these speedy planes. Sorry if I let the cat out of the bag guys.

With the exception of race #2 the day went very smooth. Race#2 turned out to be a bit contentious, as it seems a couple of flyers broke the start line before a zero count, but no foul was called. After a bit of negotiation, the flyers were able to agree on the standings for the heat and move onto the other races.

Only two race planes went down in flames (not really, but it sounds cool). Mike Burk threw a battery during a test flight.....which brought

a quick end to his race day and Kris Hanson hit a pylon ending his dreams of glory on this beautiful day. I don't know for sure but, Kris Hanson will probably win the "Most pylons hit in a season" award this year as he destroyed yet another plane with a direct hit to the pole.

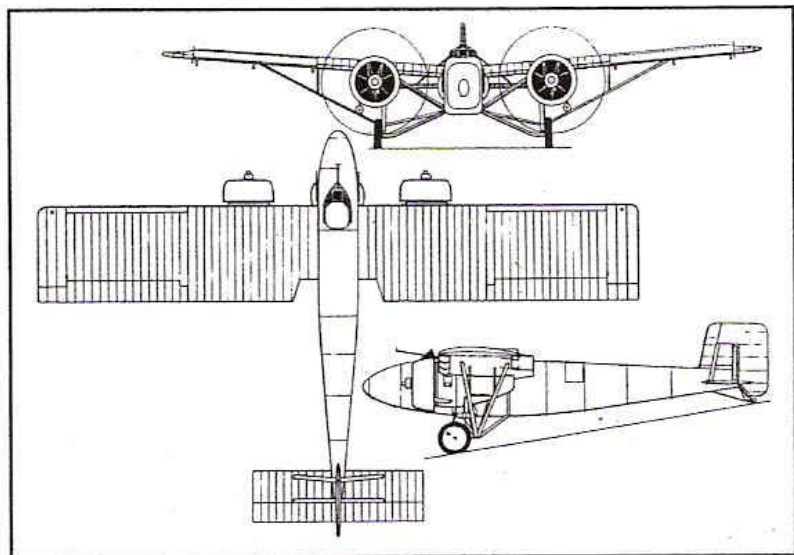
My Corsair continues to struggle; I was down by 3 laps during the last race of the day. Seems I may need to call BP Hobbies and order one of those \$30 motors ;)

The cumulative point totals are getting pretty close and it sure looks like it is going to go down to the last week before we know our champion. After five weeks of competition here are the current standings among the pilots:

Racer	Current Standings						Total Pts.
	#1	#2	#3	#4	#5	#6	
Rick Smith	24	23	21	15	26	0	109
Wayne Rademacher	14	19	15	17	17	0	82
Paul Doyle	0	14	24	28	32	0	98
Mike Burk	15	15	1	0	3	0	34
Kris Hanson	0	15	16	7	11	0	49
Gerry Dunne	0	6	18	22	30	0	76
John Dietz	0	14	4	0	0	0	18
Randy Etken	15	0	0	0	0	0	15
Pat Dziuk	7	1	0	0	0	0	8
Corey Kaderlik	0	0	0	0	0	0	0

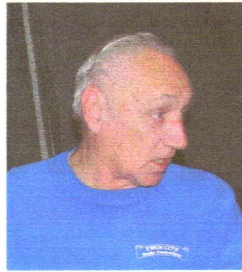
The final race of the season will be held on Sunday, October 12th and that day is promising to be a very interesting one. Why not come on out and see what this micro pylon racing is all about? ☺

October Mystery Plane



Safety At The Field

By Larry Couture



Well here it is the end of September, 2008 and time sure flies when you're flying. The field has been enlarged this month and the view to the East is greatly improved. The brush clearing project was well planned out and we will all benefit from the improved flying conditions on that side of the field.

We had the Fall Float Fly at Bush Lake on the 20th and another pylon race on the 28th. I did attend both.

The Fall Float Fly was great -- a better day could not have been ordered. The lake was like glass and the wind was almost non-existent. The glass on the lake did become a problem for some pilots to get the floats to release, so we did have some strange looking high speed boats racing around on the lake but I do believe that all but one did get off and flying in due time. There were no problems or rule infractions that I know of as we again had a maximum of 5 fliers in the air with a spotter for each and this seemed to work great. The boat was used only a few times but it was needed for those few instances to retrieve the planes.

The pylon guys had many races and a lot of fun with very few mishaps, and only one major crash -- as the plane met the pole but legally he did not cut the corner so no penalty was given. Again each pilot had a counter or spotter and no rules were broken. In between races regular flying took place and it was a great day for flying (I did not crash).

I also did not do any personal demonstrations of safety problems this month so you will all have to do as I say and not as I do (this may sound familiar).

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 stick and on the field travel, and make sure the others hear you and acknowledge you. This is in my opinion the most important rule to follow always as it makes accidents less likely to happen. AND IT SEEMS TO BE WORKING SO KEEP IT UP!!!

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. ☺

Season Finale October 18th

TCRC's last big official flying event (not including the AMA all season flyer events) is the Season Finale and it is scheduled for the Jordan Field on Saturday, October 18th. As of press time it is believed the start time will be 10:00 AM.

Almost every year the club has been blessed with very nice weather for the Season Finale, so there is no reason not to expect excellent weather again this year.

The Season Finale is for members and their families and there is always a great turn out of spouses and children.

The grill is lit and a pot luck lunch is served. Those attending are asked to bring a dish to pass.

This will also be a great time for members and families to see the huge amount of clearing that has been done to the east of the runways, improving flying conditions.

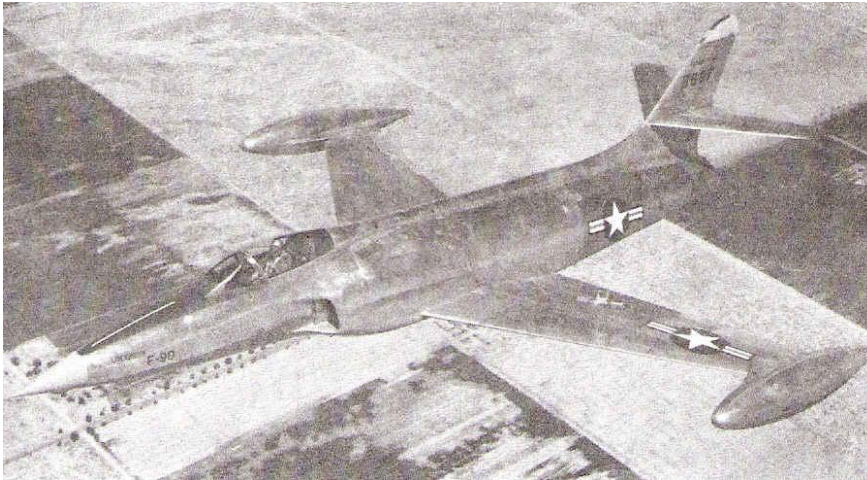
Also a great tradition at the Season Finale is the arrival of the Grim Reaper, who lays claims to those hapless aircraft that have not survived the flying season. Their remains are committed to the bonfire flames and make their final trip into the sky as smoke.

Bring a few planes, a lot of family, a potluck dish, and the desire to have a very enjoyable day to the Season Finale at Jordan Field before the snows of winter arrive to claim the field. ☺

Lockheed X-F90

by Conrad Naegele

The September Mystery Plane was the Lockheed X-F90.



The X-F90 was developed to replace the not so great 'F-80 Shooting Star'. The first flight was made by renowned Tony LeVier on June 6, 1949. The plane was known as the Phantom Fighter since the two units built were never more than test beds.

The two Westinghouse engines were rather weak, only providing 6,200 pounds of thrust, for this 27,000 pound plane. However, for plane #2, short afterburners were fitted, raising the thrust to 8,000 pounds providing 665 mph. Lockheed said that the plane could exceed the speed of sound in a shallow dive, but Tony said he easily slipped past the sound barrier in level flight on several occasions. It was planned to carry 1,665 gallons of fuel, and be fitted with 6-20 mm cannon. None were ever installed, and tip tanks were needed to provide any mileage range at all.

With the onset of the Korean conflict, all further flight testing was cancelled, in favor of production of 'better' fighters, such as the F-86. Now, plane #1 was tested to destruction, and #2 was deposited on the Nevada desert floor, and went through three atomic tests. It was left there and forgotten. A few years ago it was 'discovered' and rescued by the government and sent to Wright-Patterson and restored, not to flying condition but rather to what the museum considered what an atomic-bombed airplane should look like! It should be on display now.

The Lockheed X-F90 had a gross weight of 27,200 pounds, a top speed of 665 mph and a range of 2,300 miles. ☺

AMA Dues Renewal

Every AMA member should have received his/her AMA dues renewal form in the mail in the month of September. The 2009 dues are the same amount as the previous year:

- Regular \$58
- Senior \$48
- Junior \$1

To qualify as a senior, you must be over the age of 65 on or before July 1, 2009.

AMA provides you with three ways to renew your membership:

By sending your payment in with the renewal card in the supplied envelope.

By renewing on the web at www.modelaircraft.org.

By phone by calling 800-435-9262.

Dues payments are due by December 15, 2008 to avoid any lapse of AMA services.

Remember, to be a member of TCRC you must be a member of AMA and supply proof of that membership at the time of your TCRC renewal.

Take the time to pay your 2009 AMA dues today. ☺



TCRC Banquet November 16th

TCRC's Annual Banquet is scheduled for Sunday, November 16th at Dangerfield's Restaurant in Shakopee.

Chairs for the banquet are Steve Meyer and Scott Anderson and they will be putting together the program that will be following the dinner.

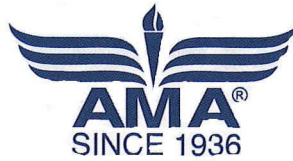
Start time is 5:00 PM for social hour, with hors d'oeuvres and a cash bar. The meal will be a buffet with a beef and chicken entrée and all of the fixings to compliment the main courses. Beverages and dessert will also be served.

At past banquets, Scott has put together a continuous screening of pictures from all of our events for the year that operates during the social hour. Then the year is reviewed by the president. Awards are presented for years of service to TCRC, and a presentation is made to the latest recipient of the Walt Billett Award. Following that will be some kind of entertainment that usually remains unknown until the banquet.

The banquet usually has about 50 members and spouses in attendance and is always a very enjoyable time. Steve and Scott are strongly encouraging the many new members to the club to attend this year with their spouse.

Mark your calendars for Sunday, November 16th and be a part of TCRC Annual Banquet. ☺

AMA Elections



Every AMA member in District VII should have received in September their ballot for the 2009 AMA election, included in their dues renewal notice.

District VII members will be voting on two positions this year:

The first is for National Executive VP. There are two candidates:

- Horrace D. Cain, Texas
- Mart T. Smith, Kansas

The campaign statements of these two candidates are included with the ballot.

The second position is for District VII VP:

- Bill Oberdieck

Bill is the incumbent VP for the district and has held that position for the last several years. He is running unopposed. His campaign statement is also included with the ballot.

The AMA ballot must be postmarked on or before November 14, 2008. The ballot does not require any postage. Please take the time to vote for these two AMA positions and send your ballot in right away. Your vote is important. ☺

New Members

Membership chairman Tom Thunstedt reports that we have had two more new members join the club in September.

Ron Eckerson lives with his wife Judy at 20249 Kensington Way in Lakeville, 55044. Their phone number is 952-469-9417 and his e-mail address is reckerson@frontiernet.net. Ron has been flying off and on over the past eight years and is interested in getting back into flying.

Also joining the club is Ron's son Daniel. They are both learning to fly on a GWS Slow Stick, a 40 Patriot and a low-wing trainer.

When you see Ron and Daniel at a meeting or the field, be sure and introduce yourself and welcome them to TCRC. ☺



TCRC Season Finale

October 18th

Be There!

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

Strange Looking Craft



Here is president Scott with his newest machine – a Smart Car, made by Mercedes. It seems strange that the guy who keeps coming to the field with bigger and bigger aircraft is driving around in such a very small car. I bet he can't get his Giant Stik on floats in there! ☺

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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