



October

Minneapolis, Minnesota U.S.A.

2013

## Scale Saturday Is A Very Nice Success!

by Scott Anderson

It was a PERFECT FLYING DAY! That's the only way I can properly describe how nice it was last Saturday, September 21<sup>st</sup>, 2013. It coincided with the Autumnal Equinox and the last day of summer. The skies were blue with light clouds. The sun was warm and the winds were gentle. What is the likelihood of all of this happening on a day that we had scheduled an open Scale Fly-in? Not likely, but it happened!



The pits at Jordan Field were full of some great looking aircraft.  
(Photo by Steve Meyer)

We had approximately 32 pilots join us for a noncompetitive day of flying and sharing. I believe the prize for the most airplanes would have to be split between Larry Couture and Joe Niedermayr. It looked like they had 20 airplanes just between the two of them!

Tim Wirtz brought a small grill, hot dogs, brats, chips, soda and water so everyone would be able to keep flying without going hungry. The

members and guests truly appreciated Tim's efforts and we want to thank him again!

Dave Andersen demonstrated his beautiful Howard 'Pete', and Chris O'Connor flew his Top Gun quality T-34 Mentor several times throughout the day. Steve Meyer flew his 1/4-scale Piper Super Cub and Bob Glass flew his 1/3<sup>rd</sup> scale World Models Super Cub ARF. Bob dropped a large stuffed pilot figure from the Super Cub on several flights allowing the figure to make a soft parachute landing on target in the X of the field.

Former TCRC member Geoff Barber and Jimmy Buzzeo drove in from Willmar, Minnesota to spend the day with us. Geoff and Jimmy are spending most of their free time performing product evaluations and writing their reviews for RC Universe and other periodicals.

Brandon Archer from 3M RC spent the day flying his collection of customized electric aircraft. He's driving a small sedan but he was able to fit (3) fully assembled aircraft inside. My personal favorite is his version of the old ParkFly F4U Corsair that he completely covered with thin plastic panels to simulate the aluminum panel construction of the full sized aircraft! His cockpit detail would make a giant-scale builder envious.

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

# From The Left Seat

By Corey Kaderlik



Well the end of the year is almost here. Hope you are all getting down to your beautifully manicured field and getting some useful flying time. Some of us have been waiting for that wind to stop blowing. Sunday Jeff Tolzmann and I could not wait anymore and decided to give it a try. Sure enough two airplanes went home needing some repairs. So hurry up and take that extra day off from work and enjoy these last few beautiful days of fall before old man winter starts banging down the door.

I have to mention that I appreciate each and every one of you that volunteer your valuable time to the club to maintain and manage a beautiful place for all of us to enjoy. Every time I use the field I take a moment to think of those who helped make my day of flying possible and more enjoyable. Words cannot express my gratitude to you all.

The TCRC banquet is almost here. I am changing things up this year. We are going to hold the banquet at David Fong's Restaurant in Prior Lake, Minnesota on November 16th 2013. We will be serving buffet-style with three appetizers and five regular dishes to choose from. The cost will be \$25.00 per person. This is also a great time to bring down that special someone and show them what we are all about and where or what you have been doing all summer. Please if you have any pictures to share send them to Scott Anderson our current TCRC historian so we can display all of the great times we all have had this year. Maybe even pictures of the planes that met their end. See the banquet flyer appearing elsewhere in this newsletter.

The Season Finale is scheduled for October 12<sup>th</sup>, 2013 this year. This is where we as a club come together to enjoy each other's company and the company of our family, and fly model airplanes together before the end of the year. Those that plan to come should bring a dish to pass for POT LUCK LUNCH starting at noon. Hope to see you there.

Elections are right around the corner. They will be held on the November 12th meeting. Please consider running for a position if you

have not already done so. The opportunity is much worth the reward. All the officer positions and two of the three board seats will be up for election this year.

That's the way the airplane flies for now. See you all at the October 8th meeting at Cross Point Church in Bloomington. J

## Ugly Airplane Contest

The October TCRC meeting is one that you don't want to miss!

We will be holding the 2<sup>nd</sup> Annual Ugly Airplane Contest after the business portion of the meeting on October 8<sup>th</sup>.

According to Contest Director Sherwood Heggen, the rules of this prestigious contest are basic:

The airplane must be considered ugly and must be in flying condition. It doesn't matter how it got ugly. Ugly can be a result of being battle-worn, sloppy building, numerous repairs, etc.

Pretty simple, huh? Judges will determine the ugliest flyable airplane and a gift certificate from a local hobby shop will be awarded to the winner.

There is no shame in owning an ugly airplane. So, proudly bring your ugly airplane and enter the contest. Even ugly should be recognized in a positive light!

This is for real! Let's fill the meeting room with ugly and have some fun. J



## Scale Fly-In

Continued From Page 1

Dave Erickson was able to rush over after work to fly his new Great Planes Fokker DR-1 DriDeker. Dave had found it collecting dust in the corner of an old stuffy hobby shop and was able to negotiate a nice price. He built it and test flew it in one week.

Larry Couture and Ken Corrin ran a tight flight line requiring all pilots to get a spotter and limiting a maximum of 4 planes in the air at any time. Larry started out the day with a mandatory pilots meeting and greeting from TCRC. Ken spent most of the day at the flight line supporting the pilots and reminding them of the safety rules if they happened to forget.

New Pilot Bill Kuhlmeier (AMA 1000135) had seen the flyer in the hobby shop and came to check out the club and his new Piper Cub. Steve Meyer and Gerry Dunne were kind enough to look over Bill's aircraft and help him get it into the air. I hope we'll be seeing more of Bill and his grandson over the next year!

Steve Meyer surprised event director Scott Anderson with a special birthday cake topped with Scott's favorite aircraft. The cake was shared with everyone at the event and left us all with a smile and a sugar buzz!

In summary, this was a fun event where members and friends got to show and fly their scale aircraft on a beautiful summer's day! We'll put it on the schedule again for 2014! **J**

## A Beautiful T-34 Mentor Soared Over The Runways In Jordan



Chris O'Connor's fantastic giant-scale T-34 Mentor was in the air a lot at the Scale Fly In. (Photo by Scott Anderson)

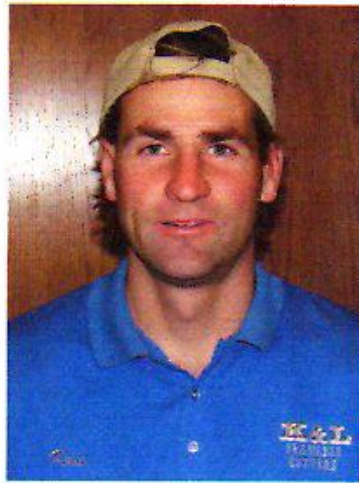
## Dave Andersen And 'Pete'



TCRC member Dave Andersen fires up his scratch-built Howard Pete at the Scale Fly In. (Photo by Steve Meyer)

# Veep's Corner

By Kris Hanson



Fall has arrived and TCRC continues to be very busy. Here is what we have coming up:

1. Membership meeting on Tuesday, October 8<sup>th</sup>.
2. Season Finale at the Jordan Field on Saturday, October 12<sup>th</sup>.
3. Last day of Pylon Racing on Sunday, October 13<sup>th</sup>.
4. TCRC Banquet at David Fong's in Prior Lake on Saturday, November 16<sup>th</sup>.
5. Winter

The last item on the list is coming on way too fast. What are you doing in getting ready for winter, from an R/C standpoint?

This is what I do. First of all I have to store my planes. That is probably a little more of a problem for me than you since I currently am flying 32 different aircraft. Mine are stored downstairs in my main room, on the walls and on the ceiling. Centerpiece for that storage is my giant Pan AM 747. This plane becomes my light over my pool table. It sits right over the table and then I string lights on it. Works pretty good.

Engine and battery maintenance is also a big scheduling problem. I try to make sure the engines are well lubricated and cycle the batteries on 2 to 3 airplanes a week. I just get done about the time winter is over.

Most of you either take on a big building project for the winter, or try to fly every month to continue your All Season Flyer status. I try to do both.

I do not take on a big building project. Instead, my building project is to repair all of the planes that were damaged during the past flying season. This turns out to be a major building project.

Concerning winter flying, when I go out to the fish house on the ice to do some fishing, I usually take a plane or two with me. If the fish aren't biting, I can be content doing some winter R/C.

The bottom line to the advent of winter is get your planes maintained and stored, and then start building or winter flying or both.

One last note: At the September meeting, elections were discussed and president Corey said he would not be running this time. After briefly discussing the idea I have decided/been persuaded to run for president of TCRC in November. By all means let's get more candidates so our club continues to be the great club it is.

I'll see you at the October meeting. Put as many flights in as you can before winter arrives. **J**

## TCRC Season Finale

Saturday, October 12<sup>th</sup> is TCRC's Season Finale at the Jordan Flying site.

The Season Finale is a time for the members to get their spouses and family down to the field to see a little bit of flying and to partake of a great meal and camaraderie on a beautiful fall day.

Arrive in mid-morning and settle in for a day of flying, food and fun. The meal is POT LUCK, so families should bring a dish to pass. Lunch will start at noon. In past years, the Season Finale has offered those in attendance with a nice smorgasbord of entrees, salads, and desserts that made your mouth water.

The weatherman has already promised great weather of bright, sunny skies, modestly warm fall temperatures, and only a very slight breeze.

So, pack up a plane or two into your car, load up the family and come on down to Jordan and plan of having a good time. **J**



## Are You Safety Conscious At The Field?

When we held our Wisconsin Fun Fly in August and my good friend Bill Sachs was injured when a starting stand tipped forward allowing the prop to catch his right hand, this caused me to reflect on my safety habits.

I have been in the sport of R/C for over 25 years and have been using glow engines ranging from .15 to 1.20 in size during that time frame. I have never been injured during that time.

When I witnessed the stand tipping and catching Bill's hand, and how quickly it occurred, it made me realize that we must do everything we can to practice safety at the field at all times.. Bill did nothing wrong and was still injured.

When a glow engine is idling, the prop is turning between 1,500 and 3,000 rpm. Compare this to a lawn mower. At full throttle, the blades are turning in the neighborhood of 3,000 rpm. And those blades are surrounded by a heavy metal shield. Our props are not! We must respect that spinning prop at all times!

Everyone should have a safety game plan that he/she follows while at the field. I do have a game plan. Here are three points that I follow when I am flying at the field:

1. Wear proper clothing. Twice I have caught myself at the field wearing a hooded sweatshirt that had drawstrings on the hood. NEVER DO THIS! When you are in front of that engine starting it, those drawstrings can be drawn right into the prop and bring that prop right into your chest and neck. It is not safe just to tuck the drawstrings into the shirt, they can still be pulled into that prop. I have also seen pilots wearing hats that had drawstrings hanging down from neck. NO DRAWSTRINGS!!!!

2. I make it a point to never start an engine at the field if nobody else is there. If I am alone, I will not fly. Any accident involving a propeller is going to result in loss of blood. If you are alone and an accident occurs, you may not be able to get to medical help before it is too late. I treat R/C flying is same as I do Scuba diving. You use a buddy system. If your buddy isn't there you do not go alone.

3. Stay out of the prop arc and make sure nobody else is in that prop arc. If a prop is thrown by the engine, or breaks, the pieces become lethal missiles.

There are other parts of my safety plan involving all aspects of a flight from set-up, pre-flight check, starting, taxiing and flying, but these are three good rules of mine I want to share with everyone else.

No matter how safety conscious you are, today start trying to be even safety conscious! J

## TCRC Elections November 12<sup>th</sup>

TCRC elections are next month and 6 of the sever board positions are up for election.

All four of the officer positions are up. For president, Corey Kaderlik announced at the September meeting that he would not be running for president. Kris Hanson, current VP has decided to run for president after some discussions with other members. With Kris running for president, that leaves his VP position open. Secretary Bob Breisemiester has announced he will run for secretary again. Treasurer Tim Wirtz has also announced that he will seek re-election to this position.

TCRC has three board seats. Two of those are up for election. The incumbents in those seats are Paul Doyle and Larry Couture. As of press time it was not known if Paul and Larry would seek re-election.

The only board seat not up for election is currently occupied by Gerry Dunne, who was elected last year.

Give some time to think seriously about running for an officer position or a board seat for the next year. TCRC is a great club and it needs your leadership to keep it great. Be a candidate in November. J



**Safety Is Not Optional!!!**

## TCRC Banquet November 16<sup>th</sup>

Saturday, November 16<sup>th</sup> is the date of TCRC's Annual Banquet. This year the club is moving the event to a new location: David Fong's Restaurant in Prior Lake.

The banquet is designed to have TCRC members and their spouses to attend to have a really great meal, and then to have some time to socialize and enjoy the quieter side of our hobby.

Fong's, well known for its Chinese cuisine, will be providing a buffet-style meal which will include 3 appetizers and 5 entrees to choose from. Price will be \$25/person.

The banquet starts with cocktails at 5:00 PM and then dinner at 6:00. Following the dinner, the attendees will see the TCRC year in review, meet the incoming and outgoing board of directors, see the presentation of the Walt Billett trophy, and a relaxing program/entertainment after dinner.

The banquet is always a very enjoyable affair, and it allows member of the club to meet the very important spouses of those members and to take the time to relax and enjoy the social part of our hobby.

We really want to see a lot of the new members make it to the banquet. In 2013 we have taken in 23 new members, and really hope a good number of them can make it to the auction.

The banquet will be discussed at the October 8<sup>th</sup> meeting, and pres-

## Burnelli CBY-3

by Conrad Naegele

The September Mystery Plane was the Burnelli CBY-3.



The Burnelli CBY-3 "Loadmaster" was an unconventional transport aircraft designed by US engineer Vincent Burnelli, built in Canada by the Canadian Car & Foundry. The CBY-3 "lifting body" was evolutionary, since, in effect, the whole body was an airfoil. This has been done before, with some success. The plane was intended for bush operations in Canada and Alaska.

Only one prototype was made. The one-off twin boom all-metal taildragger underwent extensive testing, and despite a completely trouble-free test program, failed to produce any orders. No one knows why, although some sources hint of a conspiracy and/or politics may have been involved.

In 1955, the prototype was sold in the US, as N17 N and Burnelli modified the plane to carry 20 passengers, and 41 sled dogs plus supplies to the north pole. Trip cancelled, and the plane was then regularly flown to Central and South America. Along the way, the P&W 1830 engines were replaced by R-2600's. In 1964 the CBY-3 was retired, and sent to the New England Air Museum, in Connecticut. Since that time, the museum has started a complete restoration.

The CBY was a twin-engine cargo plane with two 1830 Pratt & Whitney 14-cylinder radial engines that each developed 1,200 horsepower. It had a wingspan of 85 and ½ feet, a gross weight of 27,000 pounds, a speed of 237 mph and a range of 1,025 miles. **J**

ident Corey will want to get a head count as to those planning on attending.

Let's see a really great turn out for this year's Annual Banquet on Saturday, November 16<sup>th</sup>. **J**

# Calendar

- Every Friday    **Dome Flying  
Golf Dome  
Long Lake  
9:00 PM to Midnight**
  
- Oct. 8            **Membership  
Meeting, 7:00 PM  
CrossPoint Church  
Bloomington**
  
- Oct 8            **Ugly Airplane Contest  
After Membership  
Meeting  
CrossPoint Church**
  
- Oct. 12          **Season Finale  
Jordan Field  
Pot Luck Lunch  
At Noon**
  
- Oct. 13          **Pylon Racing  
12:00 PM Practice  
1:00 Race Time  
Paul Doyle  
Kris Hanson**
  
- Nov. 16          **TCRC Banquet  
5:00 PM  
David Fong's  
Prior Lake**

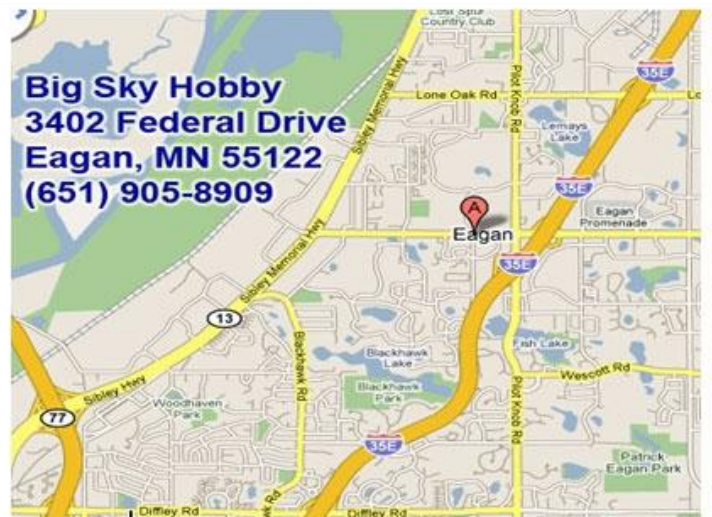


## TCRC 2013 Banquet!

- **Who?**
  - YOU! The members of TCRC who want to gather to support your new officers & review the past year
- **Where?**
  - Fong's Restaurant & Event Center
    - Hwy 13 & County Road 21
    - 4770 Pleasant Street SE, Prior Lake, MN
    - [www.fongspriorlake.net](http://www.fongspriorlake.net)
- **When?**
  - Saturday Nov. 16<sup>th</sup> Social @ 5pm, Dinner @ 6 pm
- **How Much?**
  - \$25/person Payable on-site
  - We need a minimum of 40 people attending for this rate
- **Contact:**
  - To get a rough count, please send your reservations to Corey Kaderlik at [kaderlik@frontiernet.net](mailto:kaderlik@frontiernet.net) by Nov. 7<sup>th</sup>.



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## New Members

The club took in four more new members in September, bringing the total membership to 113. The four new members are:

Scott Coyer and his wife Jelene live at 1726 12<sup>th</sup> Avenue in Shakopee 55379. Their phone number is 952-445-8829 and his email is [scottc39@msn.com](mailto:scottc39@msn.com). Scott has been flying R/C for 5 years and his current planes include a Kantana, an Extra and an Escapade.

Chris McLaren and his wife Christine live at 12535 50<sup>th</sup> Avenue N in Plymouth 55442. Their telephone number is 763-242-0930 and his email address is [cmclaren17@gmail.com](mailto:cmclaren17@gmail.com). Chris has been flying for 10 months and currently has a Parkzone Spitfire. He says that as soon as he masters the Spit he will move on from there.

Donald Broen lives with his wife Nancy at 119 Shoshoni Trail

in Apple Valley 55124. Their phone number is 651-344-8323 and his email address is [don@petromark.biz](mailto:don@petromark.biz). Don has been flying R/C for 20 plus years and currently pilots a 1/4-scale Spacewalker, a Stinson foamy, and 8 other assorted aircraft.

Wayne Fisher and his wife Jane live at 4344 Brook Avenue in St. Louis Park 55424. Their phone number is 952-926-3980 and his email address is [wrfishe@q.com](mailto:wrfishe@q.com). Wayne has been away from the hobby for 23 years and now is getting back in. He has been using a simulator and really feels pretty good about his flying. He says that when he first flies at the TCRC field he would like to have another member look over the plane and stand by as he clears the cobwebs from his thumbs.

When you see Scott, Chris, Don and Wayne at a meeting or the field, be sure and introduce yourself and welcome them to TCRC. J

## Final Pylon Racing To Be October 13<sup>th</sup>

by Paul Doyle

Well race fans the season is down to the final race for the T-28 pylon race league on October 13<sup>th</sup>, and while first and second place look to be secured up after September's races, the battle for 3rd has three pilots within a couple of points of each other and should make for an interesting finale!

Come on out to the Jordan field on Sunday, October 13<sup>th</sup> to catch the pylon racing action. Practice starts at noon and the first heat starts at 1:00 PM.

We're looking forward to seeing you all out at the field. J

## Come See Pylon Racing

# CONTROL

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# FREAKS RC

2365 W. Wayzata Blvd Long Lake 55356

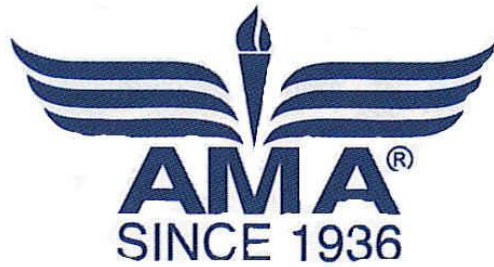
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When you renew your 2014 membership, you will have three options to receive *Model Aviation* magazine.

If you are an AMA member who already receives *Model Aviation* magazine, by default you will continue to receive each issue in the mail for 2013. To receive *Model Aviation* digitally for the remainder of the 2013 year, you must first enroll in one of the options listed at the website listed: <http://www.modelaviation.com/digital#sthash.RyYf6YiY.dpuf>. J

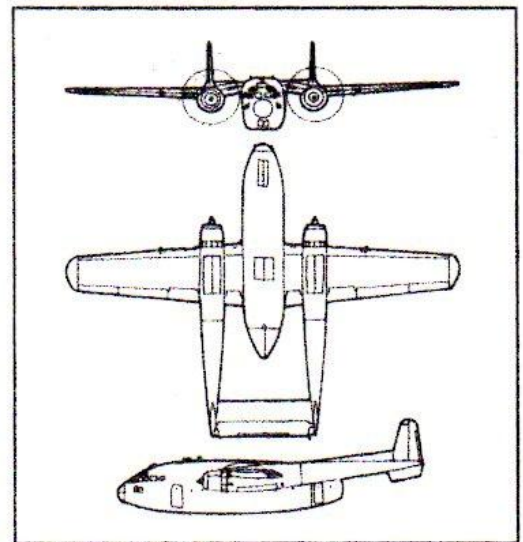
# Fall Float Fly Cancelled

Chair for the Fall Float Fly that was scheduled for Saturday, September 28<sup>th</sup> was forced to cancel the event because of rain and high winds. Steve Meyer said this was the first time he had to cancel a Float Fly in several years.

The Float Fly is always held at Bush Lake Park in Bloomington. J

**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.**

# October Mystery Plane



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

## A Birthday Surprise



At the Scale Fly-In on September 21 Scott Anderson was presented with a birthday cake. Steve Meyer perpetrated the surprise and Scott was caught completely off guard. The sky blue cake had a model of Scott's absolutely favorite airplane, an F4U Corsair. (Photo by Steve Meyer)

### THE TCRC FLARE-OUT Monthly Newsletter



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

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