



October

Minneapolis, Minnesota U.S.A.

2020

## TCRC 2020 Fall Float Fly

by Steve Meyer

I arrived at Bush Lake at 9:30 AM on Saturday, September 19<sup>th</sup>, followed by my brother with the retrieval boat behind his SUV. Several pilots were at the beach before us waiting for the boat so they could start flying.

You need five things to have float fly: 1) Lake; 2) Good Weather; 3) Pilot; 4) a plane that can float; and 5) a boat to rescue a plane from the middle of the lake after a bad takeoff or landing. The weather on Saturday was a light breeze from the south that they forecast to increase after the noon hour. TCRC Fall Float Fly 2020 was the first major TCRC club event this year due to Covid 19.



**Terry Spletstoeszer and his fleet of float planes at the Fall Float Fly.**  
(Photo by Steve Meyer)

Seventeen pilots flew at this year's event and Terry Spletstoeszer had the first plane in the air. Terry brought four planes to this event -- Goldberg Piper Cub, Timber, a high wing trainer, and a Flite Test Wigeon G-44. Terry flew a lot, but not as many flights as Thaddeus Gorycki flew with his electric E-Flite Timber. Thaddeus set up a charging station to charge his batteries to fly all day.

Timbers were flown by six pilots; it was the most popular plane at the event. Chris O'Connor and his brother Mark flew a newly repainted blue Maule. Chris and I flew our Flyzone Beavers. Julian Bristow's Neptune seaplane had problems getting off the water, but it flew well. Larry Couture's yellow Beaver was the largest plane at the event and the only one I had to rescue with the boat after a poor landing killed the engine. Tim Kepner flew a big Carbon Z Cub, and Randy Pramann had an Ultra Stick and a Skipper. Dave Mansfield brought a Seawind and his 3-channel Flite Test Cub, but a breeze and lack of a water rudder kept the Cub from taking off.

Around 1:00 the wind started to pick up so some of us got our last flights in. Everyone said they had a good day flying. No group picture due to social distancing.

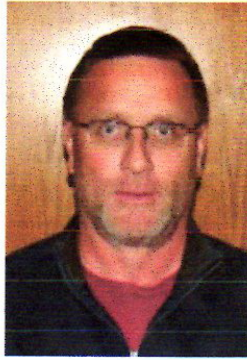
I want to thank Bloomington Park and Recreation for allowing us to use Bush Lake Beach. Also, a shout out to Dave Erickson for the use of his boat. Finally, to the 17 pilots that put on a great show.

See you all at the next Spring Float Fly, and I hope the Covid epidemic is gone or completely under control by then. ☺

**(More Float Fly Pix On Page 3)**

## A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members,

I hope all is well with you and your families. We're going into our 8<sup>th</sup> month of Covid 19 . . . it Sucks! Hopefully, there will be a vaccine sooner than later and we can go about our daily activities without the fear of catching it. I don't think it will ever return exactly like it was before, but hopefully close.

September turned out to be a busy month for TCRC starting with the Fall Float Fly. I was able to stop by for a short time and watch. I would like to thank Steve Meyer for being in charge of the event. We hope to have a spring and fall float fly next year.

The next event was the Swap Meet which turned out to be a success. There were about 40 vendors sellers and another 70 or so buyers. People came from as far away as Detroit Lakes and Deerwood. The people from Deerwood pulled in with a 20-foot trailer full of planes, kits, engines and R/C related items. They have been selling off an estate for a widow. The amount of items they brought to the swap meet was about 15 percent of what they started with. I was told they have sold over \$50K and are not yet finished. I hope that we can build on this event for next year and it keeps growing.

The third event was the season ending CrocktoberFest hosted by Brian Johnson. I know that technically it was in October but the newsletter is late. Everyone is busy and we didn't get it out on time. Brian turned it into a competition event with prizes to be won. I heard there were 5 pilots competing. There were a few members watching and possibly will compete next year.

Also, in October, Sunday the 4<sup>th</sup>, work started on the shelter at the field. As we all know it was starting to look a little crooked with the posts and footings coming out of the ground from frost and running water whenever it flooded. I have been worried that it was going to float away with some of the floods over the last 2 years. With the water table as low as it has been in a few years we were able to get the first 2 footings done. I'd like to thank all those who gave up their Sunday and helped out on this project. The plan is to schedule another workday to continue to replace all the posts. I'll provide the date when available.

There are no flying events on the schedule for the rest of October. But the field is always open for flying. You all know the combination.

The next membership meeting is on October 13 and will be held for the first time in 8 months at Crosspoint Church. I'm not sure if there will be a program but we will have Show & Tell so bring your planes. We will be required to wear masks and practice social distancing according to Minnesota Covid 19 guidelines and Crosspoint Church rules, so please come prepared.

November brings the elections, The Ugly Airplane Contest but not sure about a Banquet as yet, so stay tuned.

Happy Flying!



### For Sale

President Bob Briesemeister 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. 😊

# Pictures From TCRC's Fall Float Fly



**Julian Bristow readies his Neptune seaplane for another great flight at TCRC's Fall Float Fly on Saturday, September 19<sup>th</sup>.**



**This is just one of the six Eflite Timbers that were at the Fall Float Fly. This one had a camera on its starboard wing.**



**Dave Mansfield has his nice electric Flite Test Cub on the water and ready for takeoff at Bush Lake Park at the float fly.**



**Dave Mansfield's Seawind was a great looking plane with really sleek lines. Here it has just taxied in from another flight.**

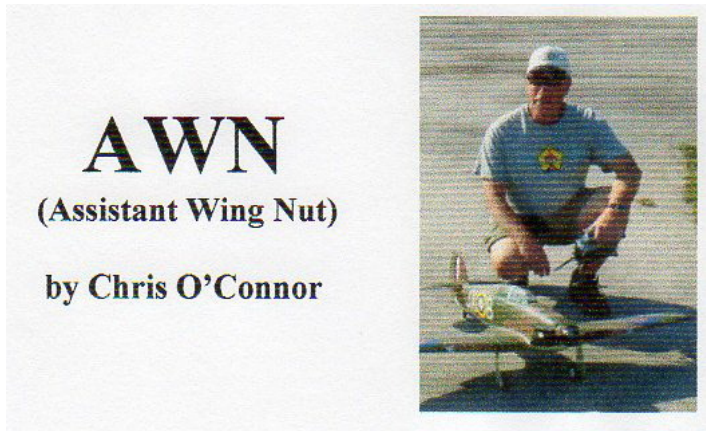


**Terry Splettstoesz lines up his Cub for a takeoff from a beautifully calm Bush Lake. A nice looking Ugly Stik awaits its turn in the sky.**



**This beautiful float plane sits in the calm water after just taxiing in from a great flight.**

Photos by Steve Meyer



# Larry Schlichting

1960 – 2020



The field is in good shape for flying this fall. I hope many of you have been out enjoying the fall weather and doing some great flying. It seems that either the wind has been howling or as calm as can be.

There have been many things going on this year, with repair projects at the field -- thanks to Bob and all the others for pitching in to help.

We have been able to have meetings at the field and do some flying beforehand. There was the second annual TCRC Swap Meet at the fairgrounds a couple of weeks ago. That was another successful event. A number of members and guests participated, with people getting some good deals on models. Last week we had the Season Finale. The day turned out to be better than was expected. Thanks to Brian and his wife for running the event.

Fall is such a nice time to fly with cooler weather and less humidity and wonderful colors. Make sure you try and take advantage of this weather. I'm not one that does winter flying so. I'm hoping the nice weather lasts into November! After that it's building season. Now is the time to start getting ready for that winter project to begin. The last *Model Aviation* magazine highlighted materials you need for your winter project/dream plane.

Also, if this is the end of the flying season for you, then it's time to winterize your plane and all the related equipment. So, safe flying and happy building. ☺

Larry Schlichting passed away on September 13, 2020. Larry was a former member of TCRC and SMMAC.

Aviation was a big part of Larry's life and he passed away in a plane crash in Cottage Grove, Minnesota.

Larry was a member of TCRC for many years, as was his father, Jerry.

TCRC sends its sympathy to Larry's family. ➔

**MNBigBirds.com**

Hawker Hurricane MkII  
Kawasaki Ki-45 "Nick"  
Focke Wulf TA-152H  
Lavochkin La-7  
Grumman Lynx  
ARADO 96B  
Howard Pete  
Mitsubishi Ki-15 "Babs"  
Thomas Morse Scout S4C

**Free! Scale Plan Downloads**



*New!*

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*Composite Parts Available Thru MICKO*



Howard Pete  
1/3 Scale Racer



*New!*

KI-45 DRAGON SI AYER

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- Scale Documentation
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# TCRC CrocktoberFest Held At Jordan Field

by Brian Johnson

The CrocktoberFest 2020 gathering we held on October 3rd at the TCRC main field. The weather began a little chilly at 41 degrees but warmed up throughout the day allowing the pilots and spectators to remove some bulky layers as the day went on. The winds were light and very cooperative throughout the day allowing the fun fly participants to really show off their skills!



**Warm jackets and optional gloves were the order of the morning at the TCRC CrocktoberFest.**  
(Photo by Solveig Johnson)

Open flying began at 10 AM and a mix of fun-fly participants, spectators, and social gatherers quickly began to arrive at the field. Due to Covid-19 concerns we cancelled the usual potluck and instead Ken Waddell provided grilling expertise allowing the attendees to enjoy burgers, brats, and beverages in order to keep folks full and hydrated. Brian's wife, Solveig, came out to help with the scoring and to take pictures. She also brought Brian's back up airplane to the field as his first, an Ugly Stik, became incapacitated before the event even began!

About noon the fun fly portion kicked off with a pilot briefing of the event and participants getting registered. There were only five pilots brave enough to face the potential destruction of their airplanes and the dreaded heckles of their compadres, so everyone

had time for multiple attempts at each event in order to achieve the best score.



**CrocktoberFest chair Brian Johnson holds a pilots' briefing prior to the many flying contests.**  
(Photo by Solveig Johnson)

The pilots included Chad Sulheim flying his Up Roar, Dave Erickson flying his Uglee Stick, Gerry Dunne piloting his Pop Wing, Thaddeus Gorycki behind the sticks of his Timber, and Brian Johnson piloting a Great Planes PT-40 trainer. The planes varied greatly in intended flight characteristics and it was not lost on a few attendees that at opposite ends of the spectrum were Thaddeus with his high tech Timber featuring stabilization and flaps and Brian's ultra-simple approach with his trainer not even having ailerons.

The first event was the dead stick precision landing where pilots would get up to altitude and kill the power and attempt to land as close as possible to a designated target on the runway. Thaddeus's technical approach served him well as he was able to come to a complete stop with the Timber 17' 6" from the target earning him the win. Dave did a heck of a job to get his Stick settled down 34' 3" from the target. Brian and the PT40 very nearly ran past the capacity of the 100-foot tape measure coming in at 92' to come in last. Ultra-simple did not work out so well for that event!

Second was the fastest pass where Chad's Up Roar shined putting up an impressive 82 MPH pass for the radar gun! Second was Dave coming in at 71 MPH with his Stick and third was Thaddeus with his Timber with a 64 MPH pass.

**Continued On Page 6, Col. 1**

# CrocktoberFest

Continued From Page 5



The intrepid pilots posed after the dust had settled from the contests. (Photo by Solveig Johnson)

The third event was the opposite of the fastest pass being the slowest pass where the pilots flew the length of the runway as slowly as possible. The Timber proved to have the slowest flight ability besting even the radar gun flying at less than 10 MPH which would not even register. Second in that event went to Gerry who was able to float down the runway at a nice and easy 13 MPH. Notable was Chad who proved his airplane had the widest usable speed range slowing from a blazing 82 down to just 18 MPH for a rock solid high alpha pass! That was fun to see!

The participants then moved on to the dice take off and loops where the participants rolled a 10-sided die to determine the number of loops they had to execute as quickly as possible. They were timed from the moment the aircraft left the ground (or hand if launched that way) until touchdown. Chad took the event executing 3 loops and getting back down in an impressive 23 seconds. Gerry, Dave, and Thaddeus each had the die working against them having to execute 10, 9, and 10 loops respectively but each able to put on an impressive showing by completing their event in 35 seconds or less! The poor PT40 needed to dive in order to complete a loop so it took Brian 51 seconds to get through just 6 loops.

The last event was the egg drop which again proved the capability of a high-tech plane at the hands of an expert pilot. Thaddeus was able to drop his egg

just 13 feet from the target with the slow flying Timber and his interesting and effective egg drop mechanism. Gerry gets the pucker award for this one as his flying wing weebled and wobbled its way into the air with a Styrofoam cup providing more drag than the rest of the airframe and the egg upsetting the CG in the most hilarious of ways. Somehow both man and machine hung on, both giving well over 110%, to get the egg into the air and drop it a mere 19' 7" from the target for second place. Dave Erickson and his trusty Uglee Stick managed an impressive 28' and Chad came in at just 37' 1" after releasing his egg about 3 times the altitude of any other competitor. Chad used a vertical climb with an elevator blip to release the egg from the cup which let the egg fall almost straight down, a technique that served him well!



A contrast in the approach in doing an egg drop from an R/C airplane. (Photo by Solveig Johnson)

After the events there were some prizes given to the pilots to help kick off building season and open flying resumed.

Thanks to all those who helped put on the event and to those who came out to participate, spectate, and socialize. The event was a great close to the event season (not the flying season!) and best of all a whole lot of fun!

*(A very special thanks to Brian and Solveig Johnson for chairing the event.)* ☺

# Repair Work Initiated On Footings Of Shelter

by Tim Wirtz

At 9:00 AM, eight TCRC'ers showed up at the Jordan Field to get down and dirty with some hard work to replace the footings of the club's shelter.



**The hard-working TCRC crew that started the replacement of the shelter's footings. (Photo by Tim Wirtz)**

This is probably the most important project we will undertake this year. If the shelter is destroyed or floats away, we are not permitted to build a new one. This one was grandfathered in and is allowed as long as it stays standing. We would have done it earlier but have been waiting for the water table to get as low as possible to make the work easier and the concrete more stable when curing.



**The old concrete is removed from one of the posts. (Photo by Tim Wirtz)**

To do the work, a temporary support was installed on one end of the shelter, and then the old footings and post were removed. The hole was then cleaned up and dug a little deeper using a power auger. Bob Breisemeister was as skillful as ever with his Bobcat.



**Even with the Bobcat and power auger, it was hard work for the crew. (Photo by Tim Wirtz)**

Once the hole was ready, the new post was installed, and new footings poured around it.



**Two posts replaced! (Photo by Tom Hall)**

The two posts on one end of the shelter were successfully replaced. We will need to schedule another day to replace the posts on the other end.

Again, thanks to the eight TCRC'ers who put a hard day of toil in to get the shelter repaired. ☺

# Pictures From The TCRC Shelter Repair



After the post and old concrete were removed, the hole was cleaned out with the power auger.



One of the old posts and its concrete after removal from the ground.



The west end of the shelter had to be supported while the two posts were removed.



The crew readies one of the new posts for its placement under the shelter.



Using the power auger to deepen the hole.



The new footing is poured around the post.



## Walt Billett Award Winners

The highest honor a member of TCRC can be given is to be presented the Walt Billett Award. This is given to that members who personifies the purpose of TCRC: "To preserve, encourage and further develop the hobby of building and flying radio-controlled model airplanes."

The award was initiated in 1958, and it has been given every year since for a total of 62 times. There have actually been 65 winners with two people sharing the award three different years.

The Walt Billett is usually presented at the TCRC annual banquet in November. Prior to the announcement of the 2020 winner, I thought I would share a list of all of the previous winners.

1958	William Krawczak	1990	Jim Cook
1959	Robert H. Hansing	1991	Butch Neutgens
1960	Curt Dimberg	1992	David Anderden*
1961	Lee Wells	1993	Jerome & Lawrence Vierling
1962	Red St. Aubin	1994	Brad Spencer
1963	Dick Blazek	1995	Scott Anderson
1964	Red St. Aubin*	1996	Lank Neuman*
1965	Bruce E. Anthony	1997	Dave Erickson
1966	Bruce E. Anthony*	1998	Jim Ronhovde*
1967	James D. Miller	1999	Jerry Hesse
1968	The Ye's	2000	Don Olson
1969	John B. Duncan	2001	Rick Smith
1970	Ted Berman	2002	Dave Andersen**
1971	Jess Farkas	2003	Jay Bickford
1972	Ray White	2004	Conrad Naegele
1973	Lank Neuman	2005	Pat Dziuk
1974	James Q. Taylor	2006	Bill Jennings
1975	John B. Duncan*	2007	John & Kathy Dietz
1976	Hugo Lung	2008	Gerry Dunne
1977	William Altenhofen	2009	Steve Meyer
1978	David Andersen	2010	Mike Timmerman
1979	John Krekelberg	2011	Corey Kaderlik
1980	Lee M. Lippert	2012	Tim Len
1981	Sherwood Heggen	2013	Tim Wirtz
1982	Bruce E. Anthony**	2014	Bob Breisemeister
1983	Chris O'Connor	2015	Jim Cook*
1984	Jim Ronhovde	2016	Larry Couture
1985	John Benson	2017	Conrad Naegele*
1986	Ray Smeija	2018	Dave Erickson*
1987	Ed Meckola	2019	Morgan Larson
1988	Bud Stitt		
1989	Stan Erickson		

\*Denotes Repeat Winner

\*\*Denotes 3 Time Winner

# Heinkel HE-162 Salamander

by Conrad Naegele

The September Mystery Plane was the German Heinkel HE-162.



Popularly known as the 'Volksjäger' or 'People's Fighter', the HE-162 progressed from the drawing board to initial flight testing in the fantastically short time of 69 days! The order request called for a high-performance fighter using a minimum of strategic materials, and be suitable for mass production by semi-skilled labor.

Plans called for a quantity production by January 1, 1946. The first prototype flew on December 1, 1944. Heinkel chief test pilot demonstrated with a low high-speed run, but the starboard wing tore off taking the aileron and wingtip resulting in the plane destroyed and the pilot killed.

The HE-162 featured a one-piece wooden wing. Fuselage had duralumin formers and skin, with a plywood nose. Tail feathers were mixed wood and duralumin. These planes were built several plants. Some planes were equipped with 2-20mm cannon, and some had 30mm cannon, depending on where they were built. Several different engines were used, depending on what was available. Both swept-back and swept-forward wings were tried, but straight wings prevailed.

As far as my references show, none of these novel fighters were ever flown operationally. A total of 116 were built.

The He-162 had a wingspan of 23-feet 7-inches, a loaded weight of 5,940 pounds and a speed of 490 mph. At 19,000 feet it could reach a speed of 522 mph. At full throttle at sea level it had a maximum flight time of 20 minutes. At 36,000 feet it had 57 minutes. The most common engine used was a BMW 003A1 jet that developed 1,760 horsepower. ☺

## 2020-2021 AMA Dues Statements

Most older TCRC members should have received their 2020-2021 dues statements in the mail in September from the Academy of Model Aeronautics. Newer members renew on the anniversary of the month they joined.

AMA 2020 dues are the same as the previous year. They are:

- Adult (19-65) \$75
- Senior (65 and up) \$65
- Under 19 Free or \$15 with *MA*

Your AMA membership gives you \$2.5 million in personal liability coverage, \$25,000 in medical coverage and also a subscription to *Model Aviation* for the year.

To belong to TCRC, you must have a valid membership for the year in AMA.

Please note that AMA also has a Park Pilot membership that has a cost of \$38 per year, but that membership is not valid for membership in TCRC.

To renew your membership in AMA, the Academy gives you four methods: at the AMA website, [www.modelaircraft.org](http://www.modelaircraft.org); by fax at (765) 741-0057; by phone at (800) 435-9262; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2020 AMA dues is December 15 to avoid a lapse in membership services. ☺

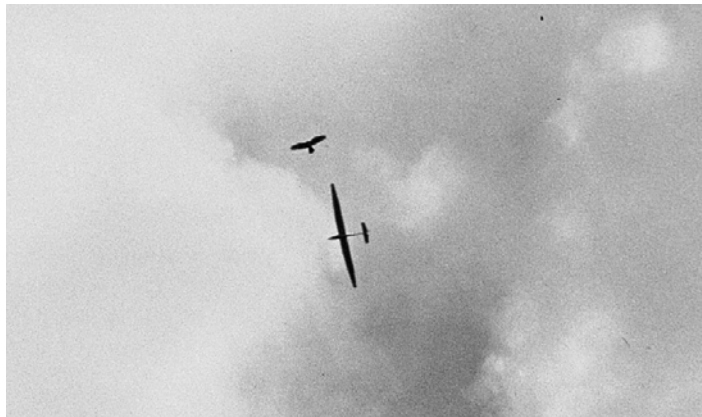
## Borne Free

by David P. Andersen

(Reprinted from *RC Modeler*, November 1977.)

**Pulling on a singing line  
my longwinged craft begins its flight.  
Flex-bent wings groan on  
the old Ford motor's might.**

**True flight begins when  
the silence steals.  
And the air is free  
of gears and wheels.**



**A hawk spirals into the thermal's core,  
upward together and higher.  
One bird of feathers and bone,  
the other of wood and wire.**

**Twisting and turning and  
yearning to be free.  
To cast off the radio's grasp and  
be a bird like thee.**

## Lock The Gate!

It is very important that the gate to the field be kept locked at all times when there is no member present.

It is every member's job to lock the gate when her/she is the last one at the field. It doesn't matter the time of day or how nice the weather is. This simple rule is to keep the gate locked to prevent theft, vandalism, and the unauthorized use of our land from occurring. ☺

# 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. It is very important that every member knows our fire number. ☺

# TCRC Swap Meet Held September 26<sup>th</sup>

TCRC held its annual Swap Meet on Saturday, September 26<sup>th</sup> at the Scott County Fairgrounds. With the uncertainty of being able to plan and hold an event in this the year of Covid 19, the club was not sure how well things would go. Being held outside at the fairgrounds with plenty of space to practice social distancing, TCRC was able to hold the event and satisfy the State's Covid requirements.

According to president Bob, the event attracted about 40 vendors, and there were plenty of R/C planes and equipment to be sold.

It is heartening that the swap meet has been able to grow, especially in this troubled year, and it bodes well for the 2021 Swap Meet scheduled for next September, and for future swap meets. 😊



## THE TCRC FLARE OUT Monthly Newsletter



### \*\*TWIN CITY RADIO CONTROLLERS INC.\*\*

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

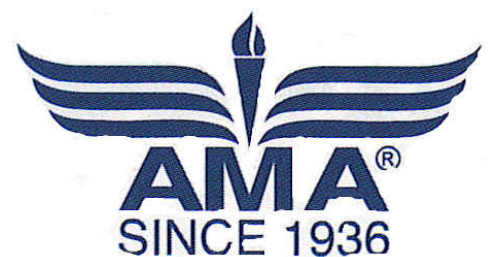
#### 2020 Officers

<b>President</b>	<b>Bob Breisemeister</b> 612-964-8877
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<b>Secretary</b>	<b>Ken Weddell</b> 952-500-3446
<b>Treasurer</b>	<b>Tim Wirtz</b> 952-941-5357

#### TCRC Flare Out

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**Publishers:** Pat Dziuk 952-445-3089  
 & Mike Timmerman 952-496-1631

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



# TCRC Elections November 10<sup>th</sup>

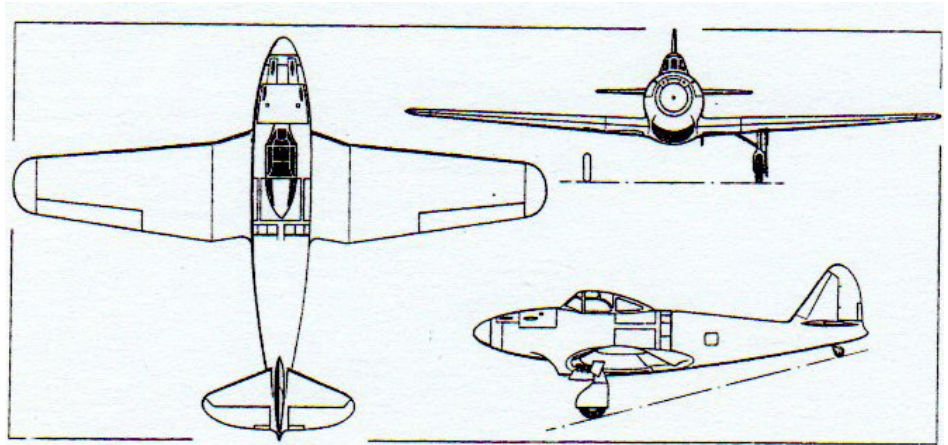
It is already October and the year is racing past. That means that the TCRC elections are only one month away. As usual, the elections will be held at the November meeting, which this year will be Tuesday, November 10<sup>th</sup> hopefully at CrossPoint Church. It remains to be seen however if the Church will start allowing meetings to occur in the building again.

All four of the officer positions are up for election this year plus one of the three at-large board seats. That seat is currently held by Gerry Dunne. However, the board seat held by Doug Elyea will also be up, since Doug will be stepping down because of his busy schedule.

Currently the officer positions are held by Bob Breisemeister, president; Chris O'Connor, vice president; Ken Weddell, secretary; and Tim Wirtz, treasurer. The board seat held by Brian Johnson will not be up for election this year.

The elections will be discussed at the October 13<sup>th</sup> membership meeting. Please consider being a candidate for TCRC office. The club needs you. Be both a voter and a candidate at the TCRC elections on November 10<sup>th</sup>. ☺

# October Mystery Plane



## Calendar

- Oct. 13** TCRC Membership Meeting, 7:00 PM  
CrossPoint Church  
Bloomington  
Masks Required
- Nov. 10** TCRC Membership Meeting, 7:00 PM  
CrossPoint Church  
Bloomington  
Masks Required
- Nov. 10** TCRC Elections
- Nov. 14** TCRC Annual Banquet and Awards  
TBD

## TCRC Apparel For Sale

TCRC's club apparel is available for sale at most membership meetings.

The apparel is pretty nifty looking.

Club treasurer Tim Wirtz has been organizing the order of the club apparel and now has for sale:

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

The dark blue hatbands are to be worn on broad brim straw hats and should look pretty neat.

Tim has plenty of the hats and shirts in an array of sizes. See him at a meeting to get your new TCRC shirt or hat. ☺

**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.**

**TCRCOnline.com  
Use It!**

## Scott Anderson's Westland Lysander Soars Over Owatonna

by Jim Cook

TCRC member Scott Anderson has had a love affair with the Westland Lysander for many years. However, early on it appeared that his love was unrequited!



**Scott taxis his Lysander out at SMMAC field in Owatonna. (Photo by Chris Launer)**

The first time I saw Scott's Lysander was at the TCRC field and he was excited about firing up the Saito FG 90-R3 engine. This was a fantastic 3-cylinder radial and was very impressive to look at. However, the engine was being balky and not running properly.

The next time I saw Scott, he had returned from Indiana after flying at the Air Supremacy Over Goshen fly-in. He had taken the Lysander to the event and taken a few nice flights on it the first day. On the second day, he thought he had enough battery for a flight, but on a landing approach lost battery and put the Lysander in. The deemed the plane unrepairable and thus ended the saga of Lysander #1.

Still in love with this aircraft, Scott purchased a second Westland Lysander, identical to the first. He installed the original Saito R-3 in it, and took it to Owatonna for a planned day of flying. While on landing approach, the Saito blew a cylinder and the plane came in for a somewhat hard landing.

Undaunted, he sent the R-3 back to Saito and they completely replaced the radial.



**Lysander #2 soars over the fields of Owatonna on September 6, 2020. (Photo by Chris Launer)**

Scott drove back to Owatonna and on September 6 of this year proceeded to put 5 or 6 flights on his Lysander. With no problems! So, it wasn't unrequited love, but more of a case of the plane making him earn the love!



**A beautiful DR-1 tries to join up with the V of some migrating geese at SMMAC Owatonna. (Photo by Scott Anderson)**

The weather at SMMAC in Owatonna that week in early September was perfect for flying, and when Scott was not putting another flight on his Westland Lysander, he was busy photographing some wonderful scale planes being put through their paces and streaking over the fields. The photo above just happened to occur as he was watching a giant-scale DR-1 poke some holes in the sky. ☺

# Twin City Radio Controllers



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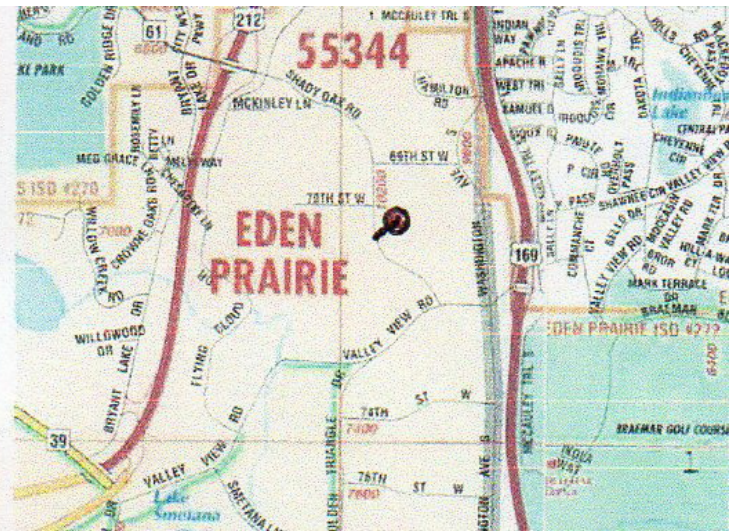
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