



September

Minneapolis, Minnesota U.S.A.

2010

Model Aviation Day 2010

by Scott Anderson

This was our 11th annual Model Aviation Day (MAD 2010) where we open the field to friends and neighbors and give them a chance to see many of the specialties our members excel at in this hobby.

The day started out well with Gerry & Keira Dunne setting up the Flare-Out Cafe and Pat Dziuk, Mike Timmerman and others setting up the PA system and display area. The weather was promised to be warm and sunny with winds from 15-25 mph from the south. The weather arrived as promised and our members showed their starch by keeping three or more planes in the air through-out the day. Flight training was provided by George Toon and Mike Timmerman. George had an unfortunate accident earlier in the day while flying his B-25 and lost perspective and naturally the aircraft as well. After serious searching George dedicated his time to providing a quality flight experience for several visitors including the young men in the pictures. George's B-25 was later located by a fellow TCRC'er who spent the weekend camping on the field and flying every free moment.



'Riding' on Mike Burk's FPV plane. (Photo by Scott Anderson)

Mike Burk provided the most unusual experience for visitors. He gave rides in his FPV electric airplane. He did this by placing instrumented hoods over the potential rider and connecting them to the First Person Viewer (FPV) data link from his airplane. Mike would then take off and fly in such a way to give the 'riders' the experience of flying and a view of the field and spectators. Scott added a little extra entertainment by flying an electric F4F in front of the FPV aircraft. What a great experience! Thanks again Mike!

There was a great static display of planes of all sizes and types – electric, glow and gas, trainers, warbirds, pattern ships – provided by many TCRC'ers, and there were even more planes that were constantly in the air demonstrating what R/C is all about.

We had about 15 visitors this year, far less than previous years. It is unfortunate this event was scheduled on the first weekend of the Minnesota State Fair and the Renaissance Festival. Perhaps next year we can have it earlier in the year to draw new members into the flying season.

Thanks to all of the members and family that came out and made the 2010 edition of Model Aircraft Day a great success. J

Ramblin's From The Left Seat

by President Steve Meyer



It seems like only a short time ago that I started writing about the summer flying season and now it's the end of August and the "summer" flying season is almost over. Now is the time for us to think about the "fall" flying season when the winds are less, the air is cooler, and the trees turn to red and gold. You need to get to the field every chance you get to enjoy this time of year and I hope to be joining you.

The start of the fall flying season is the TCRC Fall Float Fly held at Bush Lake in Bloomington. This year the float fly will be held on Saturday September 18th starting at 10:00am. The float fly is open to any RC pilot with an AMA membership. Spectators are also welcome. If your float plane only comes out for these events you need to give it a good preflight check over. I lost my float plane to a battery failure at the Spring Float Fly.

put it on your calendar for next year because it's the biggest RC flying event in Minnesota. The following weekend I travelled to Fond du Lac, Wisconsin with Scott Anderson, Chris O'Connor, and Nathan O'Connor to take part in Wisconsin's largest RC flying event "Warbirds and Classics over the Midwest". This event was kind of bittersweet to me because I crashed my DR1 Tri-plane on Friday and I could only watch on Saturday. A lot of pilots were grounded on Saturday due to airplane damage when the wind from a storm on Friday night dropped the "circus" tent storage hanger on about 50 aircraft. The last event of the summer was "Model Aviation Day 2010" held on the last weekend of the month and championed by Scott Anderson. The wind was a little gusty but I was able to fly my Spacewalker about five times. I counted about 25 pilots at the field and there were a lot of spectators to watch them fly.

Now is the time to start thinking about the November election for club officers. If you want to contribute more to the running of the club you need to get your name on the ballot for President, Vice President, Secretary, Treasurer, or board member.

I look forward to seeing you at the field this fall. **J**



**SMMAC members at the Northern Alliance Military Fly-In.
(Photo by Steve Meyer)**

This August was a busy flying time for TCRC members. The field has remained dry after our very wet spring so a lot of our members are using it every chance they get during the week as well as on the weekends. Several TCRC members (Chris O'Connor, Nathan O'Connor, Tim Len, and I) were again asked to run the flight line at the "2010 Northern Alliance Military Fly-In" at the Southern Minnesota Model Aircraft Club in Owatonna. This three-day event had 100 pilots and over 150 large warbirds, and if you didn't get there this year, try to

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 MAD 2010



The static display area had lots of neat aircraft from all parts of our hobby.



Kris Hanson and kids had a great day talking about flying R/C airplanes.



A giant-scale J-3 Cub and F4U Corsair were only two of the big birds that flew at MAD.



Spectators enjoyed the action in the pits and in the air on a great day for MAD.



A beautiful B-25 warbird is readied for a flight at the 2010 MAD.



Activity in the pits was constant as planes were in the air all day at MAD.

Wisconsin Fun Fly Features Fantastic Weather

by Jim Cook

In 2009 at the first ever Wisconsin Fun Fly, the weather was unseasonably terrible! Not so in 2010! Friday, August 6th as the TCRC contingent arrived at Jim Cook's lake home in Siren, Wisconsin, the sun was shining brightly, the temperature was in the 80's and it was a glorious day.



Most of the TCRC group enjoy the sun on the Cook's deck before heading to the lake for some flying. (Photo by Jim Cook)

Start time was 11:00 AM and the group gathered on Jim and Mary's deck to prepare for a lunch of brats and lots of potluck surprises before the guys headed down to Viola Lake for an afternoon of float flying while the women enjoyed the sun and friendship on the deck.

The guys loaded their planes and equipment in three golf carts for the trip to the lake where the sound of glow engines was soon heard. First into the air was the co-host of the Wisconsin Fun Fly, Bill Sachs, with his SeaMaster. There was a light wind from the west which gave the water a nice ripple for easy take-offs and landings. Bill's SeaMaster was a seasoned aircraft and made the first flight smooth and uneventful. Bill was followed by Larry Couture with his scale aircraft and it easily utilized the lake also. From then on, there was always at least one airplane in the air and the sound of several others getting ready to fly.

Every plane that came to the float fly portion of the Wisconsin Fun Fly did indeed take to the air over the lake. Pilots that put in flights were: Stan Erickson, John Dietz, Bill Sachs, Morgan Larson, Larry

Couture, Conrad Naegele, Jim Ronhovde, Jim Cook and Butch Neutgens. The planes ranged from small electrics of Conrad's to Stan's giant L-4 and everything in between. Jim Ronhovde had a newly designed aerial photo plane to shoot the event from the air, and its first and only flight of the day proved to be a success and the camera yielded nice shots of the shoreline.

Later in the afternoon, the ladies made an appearance at the lake to witness some of the flights and encourage their spouses in those endeavors. Flying continued until about 3:30 when it was time to pack everything up and head to Birchwood, Wisconsin for the second portion of the event. Again the golf carts proved very helpful in getting all of the gear back up to the cars and trucks.

Bill and Sue led the caravan of cars east and south for the 45 minute trip to Birchwood where the group checked into their motel to clean up and rest before heading to the Sachs' homestead and dinner and drinks, and a relaxing evening around the campfire with the Birchwood and Rice Lake group of flyers.

Saturday morning the group arrived at the Birchwood Café for a great breakfast and last minute plans before heading for the beautiful Birchwood flying field. The weather continued to be perfect – sunny, with wispy clouds and a light breeze right down the runway.

Larry Couture was first into the air and was quickly followed by every other pilot. The Rice Lake flyers brought some really big aircraft and showed that they could fly with the best.

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Wisconsin Fun Fly

Continued From Page 4

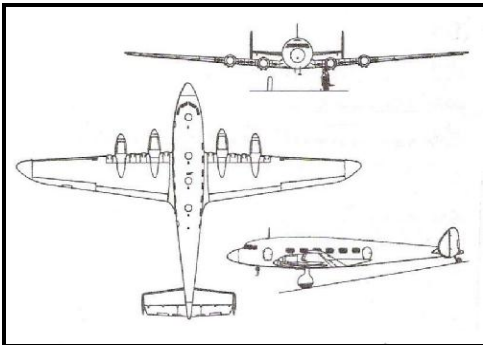
I believe every plane that came to the field flew at least once, and again they ranged from small electrics to big gas machines. Jim Ronhovde had repaired his photo op plane and got more pix – aerials views of the Birchwood field. There were plenty of sticks of every size, and good looking scale planes that flew. Jim Cook had resurrected his Simitar from the moth ball fleet and showed it was still a fun plane to fly.

The weather stayed great until it was time to clean up and get ready for rest and recuperation before heading for the Birchwood Restaurant.

Sunday breakfast ended this year's Wisconsin Fun Fly, but the 2011 edition has already been scheduled for the same weekend.

Thanks to Bill & Sue and Jim & Mary for a great time. J

September Mystery Plane



The Big And The Beautiful Has A Graceful Take Off



Stan Erickson's L-4 takes another flight over Viola Lake.

Lots Of Pilots and Planes Enjoyed The Weather At Birchwood



The Wisconsin Fun Fly pilots pose with about a third of the planes that flew on Saturday in Birchwood. (Photos by Jim Cook)

Pictures From TCRC's Wisconsin Fun Fly



Some of the ladies admire Mary Cook's flowers at her siren cabin.



Larry Couture was the first pilot on the flight line at the Birchwood portion of the Fun Fly.



Getting the planes to and from the lake was pretty easy with the golf carts.



The pits were packed with cars and airplanes at the Birchwood field.



Some of the Rice Lake pilots at the Sachs' house.



The morning started with breakfast in Birchwood.

The Co-Pilot's Report

by VP Wayne Rademacher



I had the pleasure of attending two great events this month; the Northern Alliance Military Fly-In at Owatonna, and the MAD event at our field. I even talked my wife into going to the Owatonna event....we had a great time. She was most impressed with the Corsair flown by Brian O'Meara, commenting on how the engine sounded just like a full sized plane. Of course this was the perfect opportunity for me to make the following statement; "Honey, I agree with you, it does sound real, perhaps I should build an airplane like this." I am not sure my wife understands that just the engine in Brian's plane (5-cylinder Moki) costs \$5K. I guess I had better talk through the costs with her, before starting a project of this scale. Although Brian's Corsair was cool, there were many other aircraft on display and in the air that were built with unbelievable size and precision. It's hard to imagine how many hours these craftsman must put into their machines.

We saw many TCRC members at the fly-in; in fact a number of our club members actually worked the event. I guess I shouldn't be surprised; the TCRC membership is some of the best around. All-in-all it was a perfect day; the weather, conversation and of course, the food. Fun was had by all.

Model Aviation Day (MAD) was the second event I attended this month. After a summer with a bum leg, I was really looking forward to this event. My hope was to put a plane in the air and get a little stick time. Since my last flight was early summer (May), I wasn't sure I even remembered how to fly. With some help from my fellow flyers (George and Noah Toon), we logged a successful flight with a Mini Ultra Stick....I guess I do still know how to fly. For the most part the weather gods cooperated, providing us with lots of sun, reasonable temperatures and a little wind....OK, lots of wind. But this didn't seem to deter our TCRC pilots; many braved the windy conditions logging flight after flight.

Not sure of the exact attendance, but it looked to be a good turnout. It was also good to see a lot of wives and kids, because without their support, most of us would find it hard to justify the time and money we invest into our hobby.

This month's program features "Scratch building with Depron foam" by Mike McLain. Mike comes to us from the MRCHA group located in Bloomington. He has significant scratch-building experience using Depron foam, I expect we will all benefit from Mike's techniques and expertise. One of the finished aircraft examples is an F35 jet with a (4) servo, vectored thrust system that Mike developed. I know he is bringing the F35 to the meeting and, with luck, he may bring others.

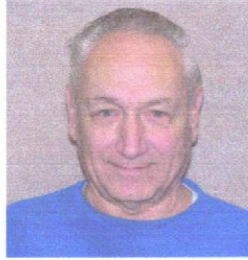
That's it for this month, see you at the meeting. J

Calendar

- | | |
|------------------|---|
| Sept. 5-6 | Labor Day Camping
At The Field
George Toon |
| Sept. 19 | Micro Pylon Racing
Jordan Field
Noon Practice
1:00 PM Start
Paul Doyle |
| Sept. 14 | TCRC Membership
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington |
| Sept. 18 | Fall Float Fly
10:00 AM
Bush Lake Park
Bloomington
CD Steve Meyer |
| Sept. 19 | Micro Pylon Racing
Jordan Field
Noon Practice
1:00 PM Start
Paul Doyle |
| Oct. 16 | Season Finale
Jordan Field
CD Corey Kaderlik |

Safety At The Field

By Larry Couture



The Safety Item for this month will be: *Did you check your plane before take off?*

When you fly with a commercial airline if you watch closely you see the pilot walking around the airplane and inspecting it. The reason for this is that he is going to get in the plane and fly and he does not want to crash or have problems.

That being said it seems that our planes should be carefully inspected so that a loose or malfunctioning part does not cause a crash. It takes just a few minutes to check all hinges, moving surfaces and electronics before take off. I know for a fact that if I had done this more often and better I would have a few less crashes on my record because they were not all pilot error. Just think of how many times in conversation you have heard some one say the crash was because of equipment, broken hinge, faulty servo etc. This may have been found by a good inspection before take off. So I am all for inspection, inspection and more inspection.

I was at the war birds fly in Owatonna and if you did not make it you sure missed the best flying event in our area. I was there on Saturday and the weather was great along with the planes and flying. They used spotters on all flights and the ground control worked perfect all day long. Our field has been using the shout-and-listen system and it also has been working great so let's keep it up.

I was also at MAD at TCRC's Jordan field on Saturday and the weather was windy and warm but a lot of flying did take place, and everything went very well with the shout-and-listen system. The wind was very shifty which made takeoffs and landings sometimes in opposite directions but all worked well and no mishaps occurred.


As usual all landings from which you can fly again (after inspection) are great but not always graceful, so keep the rubber side down. J

Fall Float Fly September 18th

TCRC's annual Fall Float Fly will again be held at Bush Lake Park in Bloomington on Saturday, September 18th.

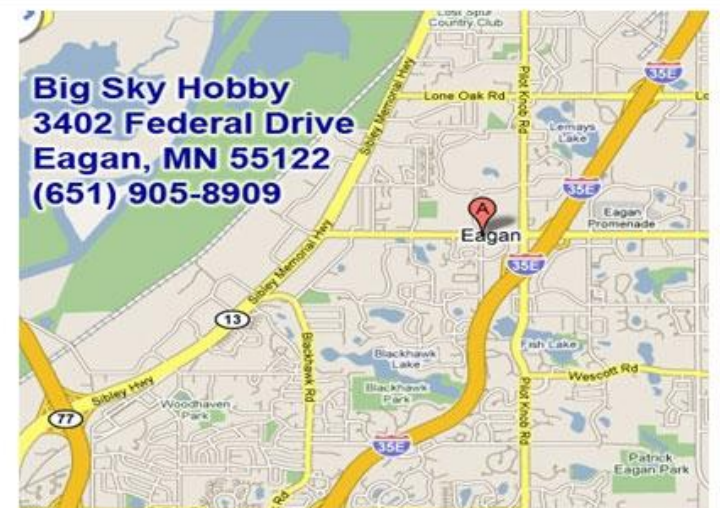
Start time is 10:00 AM. Chair for the event is Steve Meyer, and he said the event is open to any pilot with a valid 2010 AMA membership card.

Get the floats onto a plane and be at Bush Lake on September 18th. J



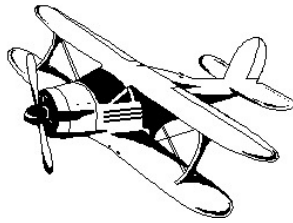
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Show & Tell



Only a couple of planes at Show & Tell this month, but they were very interesting.



Tim Len had a great looking electric T-6 Texan. This was an ARF from World Models and was done in bright yellow with black trim. The kit came with mechanic retracts installed and the kit without electronic gear cost \$89. The plane had a 44-inch wingspan and weighed just over two pounds. Tim had added a dummy radial engine in the cowl and also painted his prop silver and it looked pretty sharp. The power plant was an E-Flite 480 motor. When asked whether he needed a voltage regulator to control the power to the six servos in the plane, he said that his battery and speed controller set-up allowed each servo plenty of energy. The plane had not flown as yet.



Bernie Gaub had a Hobbico Nexstar Mini at the meeting. He has watched the parade of electric aircraft in the club, and decided it was time for him to purchase his first one. The high wing ARF was white with red trim on the fuse and wings and had a 44-inch wingspan. It had a Super Tigre 400 electric motor and fully loaded weighed 25 ounces. Bernie has flown it 4 times. The plane had trainer-flares on the trailing edge of the wing, and also slats on leading edge. It only took Bernie two flights to realize both were causing erratic flight. After removal, the plane flew well. He said it is simple to fly, quick and easy, but the quiet was hard to get used to. When asked if he was now going to scrap all of his glow planes and become an electric nut like Gerry Dunne, he said very quickly, "No!".

Labor Day Camping

by George Toon

Last year the Toon's spent labor day camping at our field. We had a blast and plan on doing it again this year, weather permitting.

Anyone interested in joining us?

For those that do not know the boys, they are Noah, age 11 and Koby, age 8. Noah is a solo pilot and Koby is working through lesson 2 on my basic flight instruction plan. Primary activities will be lots of flying. Other activities will include at least one RC car and some soccer balls. Might even bring the dog for an afternoon outing.

If you are interested in spending some time at the field on Labor Day, give me a call or drop me an email.



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Stop In Today To Find Out 'The TCRC Special Of The Month'

Jim Miller Day August 4th

by Chris O'Connor



Jim Miller Day was a big success. I want to thank everyone that showed up to support Jim and partake in all of the flying. The weather was great with temps in the mid 80's and winds around 10-12 mph. The event was sponsored by Age Well Home Health Care and Village Shores where Jim lives. This was a make-a-wish type event for Jim. He had asked that he be able to fly a model airplane again. So with a buddy box and my P-51 Mustang Jim was able to try flying again. He was so excited and very pleased to be able to take the sticks. To top off the event KARE 11 was there to film the entire event. Boyd Huppert interviewed a number of members and spent nearly two hours at the field. He was impressed by TCRC's flying field.



As of August 30 the program still has not aired, they will inform us when it will be on. I'll let everyone know so you can watch. It was my pleasure to be able to help Jim fulfill his wish, and ironic that 40 plus years ago he helped me learn to fly, as well as many others in TCRC. Once again thank you to everyone that made this event very special. J

Armstrong-Whitworth A. W. 15 Atalanta

by Conrad Naegele

The August Mystery Plane was the Armstrong-Whitworth A. W. 15 Atalanta.



In the early 30's Imperial Airways put forth a request for a new four-engine airliner, primarily to service the opening of South Africa for commercial service.

As a complete breakaway from the traditional biplane airlines, and to meet exacting performance figures, AW designed the 15, a high-wing cantilever monoplane, with four engines mounted on the leading edge. The plane featured a rather unique short, low-drag landing gear, with the oleo leg, radius rods, and axles all within the fuselage. All metal, it had fully enclosed accommodations for three crew, and nine to seventeen passengers. (Keep in mind some planes still put the crew in outside cockpits!!)

The plane first flew on June 6, 1932, right about the time of the emergence of the Douglas DC. A total of eight 15's were built. One crashed, two wore out, and the last five were handed over to the Indian Air Force in 1944. Successful in their small niche, they were not a monetary success.

The Armstrong-Whitworth 15 was powered by four Armstrong Siddely 10-cylinder radial engines, each developing 340 horsepower. It had a 90-foot wingspan, a gross weight of 21,000 pounds, a speed of 118 mph and a range of 640 miles. J

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Jim Ronhovde's Photo Op

At the Wisconsin Fun Fly, Jim Ronhovde unveiled his latest plane which was meant to be a platform for carrying a digital camera aloft for aerial shots of the area around the pilot.



Aerial view of the lakeshore at Jim Cook's cabin. The pilots can be seen at the bottom left of the photo.



Aerial view of the south side of the Birchwood flying site.



Jim and his electric photo plane. (Photo by Jim Cook)

Jim made the plane from Styrofoam with three floats. At the float fly portion of the Wisconsin Fun Fly, it flew for the first time. The motor on the plane was mounted behind the wing such that the camera would have a clean view. The digital camera was a \$25 purchase from Checker Auto many years ago, and was mounted on the front of the plane such that photos would be of what the plane was approaching. This proved to be a problem at the lake, since the wind was blowing into the shore and thus the plane, even at low throttle, was still approaching fairly fast. Jim did get some shots off, but ultimately the plane stalled and spiraled into the water.

Jim was undaunted by this first flight. By Saturday morning, the plane had been repaired and was ready to go at Birchwood. The motor still had some water in it, and had to sit out in the sun for awhile before it would operate properly. Jim had now changed the camera such that it shot photos from the right side. Again, on the first flight of the day, Jim got a few shots off before the plane stalled and went in.

Jim had the repaired plane at the August meeting, and said he will perfect its operation. **J**

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All Ages Enjoy Our Hobby



Jim Miller and several residents of the Age Well Home Health Care and Village Shores enjoy a day at the Jordan Field on August 4th as Jim was granted his make-a-wish to again be able to take the sticks and fly an R/C airplane. (Photo by Scott Anderson)

THE TCRC FLARE-OUT Monthly Newsletter



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