



July

Minneapolis, Minnesota U.S.A.

2011

Hanson Family Fun Fly and Campout

by Pat Dziuk

The annual Hanson Family Fun Fly and Campout was held at Kris Hanson's Family Fun Farm in Mayer due to the TCRC Air Park continued flooding.



**The pilots relax and enjoy a great weekend at the Kris Hanson farm.
(Photo by Pat Dziuk)**

Pat Dziuk and his daughter Emmy were the first to arrive on Friday afternoon June 24th. We proceeded to setup our camper, mow the field and then get on with some flying. Kris Hanson stopped by for a little bit but was soon off to work a limo gig for the evening. It wasn't long before a couple members of the Crow River RC Aeromodelers club arrived. The two members were Terry Splettstoesz and Jim Gravel.

They brought along an assortment of planes to fly including the new Stryker which was wickedly fast and Terry handled it well. We had a great time flying and exchanging flying stories. Around 9:30 after the sun went down I flew a few night flights with my Slow Stick decked out with over 150 LED lights.

On Saturday morning I took advantage of the perfectly calm weather to fly some Park Zone micro airplanes like the Mustang, Sukhoi and T-28. Kris came out and we readied the runways by mowing them shorter and putting down some vinyl for runways for the electrics.

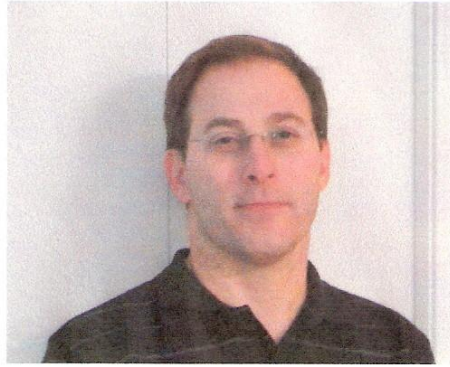
By mid-morning Morgan Larson joined us with a glow plane which we allowed him to fly since he made the trip out. Shortly afterwards more members started to arrive: Kris Hanson, Morgan Larson, Gerry Dunne, Jon Perry, Mike Burk, Stan Erickson, Dan Olberg and my friends from Crow River – Terry Splettstoesz and Jim Gravel.

The weather remained cloudy but with light to moderate winds ranging from 5 to 15 mph throughout the day. Electric planes filled the air and were pretty much nonstop until late in the afternoon. A number of maiden flights were performed including ones from Gerry Dunne

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From The Flight Deck

By President Tim Len



Hi Everyone !

We are now into the summer flying season and the weather is on our side for a change and that is a good thing! Hopefully the cool temperatures are gone now until fall, and also hopefully, the spring water that has been hanging around our field will finally ebb and allow us to get back to flying at the Jordan field.

There are a couple of events coming up this month that I would like to remind everyone about. Check your schedule and see if you can attend:

- TCRC will be exhibiting at the AirExpo 2011 on July 16 and July 17 at Flying Cloud Airport in Eden Prairie. (See the article in this issue of the *Flare Out*.) Contact Scott Anderson for more details and to volunteer both your time and an airplane or two.
- Watts over Owatonna 2011 is July 29 – July 31

I do have some news on NPRM (Notice of Proposed Rule Making) for SUAS. It has been postponed, or I should say pushed back to fall and we will not hear anything until next year.

I'm currently trying to get the Top Flight Cessna 310 up for the maiden flight this month. This has been a great project and I am really looking forward to seeing it in the air.

VP Mark Wolf has a great program lined up on giant scale for the July meeting, so make it a point to come on Tuesday, July 12th. I am sure you will enjoy Mark's presentation.

Be safe out there, get some flying in, and I look forward to seeing many of you at our next club meeting. J

July Program Preview

by Mark Wolf

Giant Scale Models

Scale model aircraft (those which look like miniatures of full size airplanes) always seem to be a popular subject. There are many different full size aircraft that can be modeled and we all have our favorites. Civilian, military, jets or helicopters, these subjects can provide a challenge to replicate in a flying model. From the basic airframe shape to the many numbers of details or features which may be added to complete its final form, there is a lot to do. Making that model even bigger (giant scale) presents some additional concerns.

We'll take a look at giant scale models and some of these unique considerations. Here are the July program highlights:

- What's Available (selected)
- Structural Considerations
- Material Selection
- Modifications
- Power Plants
- Accessories
- Electrical Systems

There's a lot to accomplish and it's a real challenge to put it all together. Make some room in your workshop. These models take up some space. Time to get started. If your schedule permits, join us at the July TCRC membership meeting for the presentation of the Giant Scale Models Program. ☺

**Come To The July 12th Membership
Meeting To See A Great Program**

Hanson Fun Fly

Continued From Page 1

with a P-51 and Jon Perry with a foam Cub.

There were no major crashes but a few interesting take offs. Mike Burk's first person video flying was a big hit with the members and some other guest out at the farm. Mike had his video goggles setup for him to fly and had a spare set for others to "take rides".

Around 1:30 my daughter Emmy reminded me that I promised to take her swimming in the newly enclosed pool. The Hanson's have really done an excellent job with the pool. The building could give some hotel pools a run for their money. We enjoyed the pool again in the evening.

Around 3:30 the pilots started to head home one by one leaving the field to Emmy and myself again. Around 6:30 Kris and I started to fly some glow planes. We flew until dusk when we had a bonfire for the kids (Luke, Emily and Emmy). The kids roasted marshmallows and chased after fireflies. Kris and I put on a few flights with our night flyers lighting up the sky before getting the kids off to bed around 11:30 – don't tell my wife I let Emmy stay up that late.

Emmy and I woke up around 7:30 Sunday morning and proceed to break camp because some rain was headed our way and we didn't want to deal with drying out the pop up camper.

I would like to personally thank our hosts Kris Hanson, and his parents – Dave and Eddie for letting us use their awesome flying site. ☺

FPV Flying or Mosquito Nets?



Mike Burk takes his FPV plane up for a spin and gives a free 'ride' to one of the kids at the Hanson Fun Fly. (Picture by Pat Dziuk)

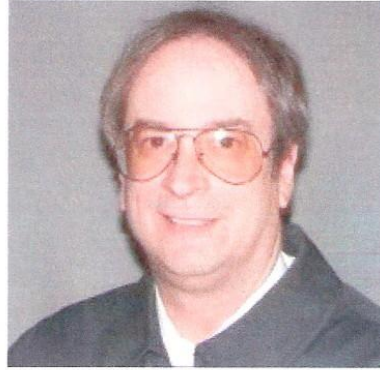
Pat Brought Plenty of Aircraft To The Hanson Family Fun Fly



Pat Dziuk poses with the aircraft he brought for the weekend. (Photo by Pat Dziuk)

Veep's Pre-Flight

by Mark Wolf



P.I.C. – Pilot In Command

'Pilot In Command' means the person who 1) has final authority and responsibility for the operation and safety of the flight; 2) has been designated as pilot in command before or during the flight; and 3) holds the appropriate category, class and type rating, if appropriate, for the conduct of the flight. The FAA regulations (full scale) clearly define who that person is and what responsibility that person has.

We're the ones who decide when our aircraft are ready to fly and when we may fly (weather permitting), who is going to do what (in the case of a student trainee/buddy box situation) and the AMA Turbine Waiver (demonstrated proficiency) requirement to operate those aircraft; is similar to the full scale airplane category, class/type rating.

The AMA National Model Aircraft Safety Code (published each month in AMA *Model Aviation* magazine) outlines our model flying responsibilities along with any specific local flying site rules. After spending countless hours building, installing components and adjusting the controls in preparation to fly; it comes down to our piloting skills for a safe flight. We are the P.I.C.'s.

As the P.I.C. with each flight we gain more experience, confidence and work to use that experience to improve our piloting skills. Therein lies the challenge. The typical flight seems simple enough. Apply take off power, lift off, fly around, execute various maneuvers and then land. The basic skills; but we'd all like to improve our flying performances. How about correcting for that crosswind after takeoff instead of drifting downwind, to ensure a straight climb out from the runway? Holding a straight constant heading and/or altitude during that fly by or positioning those aerobatic sequences or 3D maneuvers right at what's called 'airshow center'. Getting ready for the approach and landing again correcting for wind drift (remember the traffic pattern?) not too fast or not too slow. There's some aspect of each flight that may present a challenge to improve upon. The pilot in command is responsible for it all. Airmanship skills remain competent with practice and proficiency.

Positioning your airplane where you want it to go, when you want it to and completing a flight safely is a rewarding experience. Have fun with whatever type or style of flying you're interested in. So, on the next flight, land on the runway and while you're at it, set her down on that centerline within the first 1/3 of the runway length. You're the P.I.C. – Pilot In Command – and you can do it.

Until next time.



Calendar

- | | |
|-------------------|----------------------------------------------------------------------------------------------|
| July 12 | Membership Meeting, 7:00 PM Fellowship Hall CrossPoint Church Bloomington |
| July 16-17 | Wings Of The North Air Expo 2011 Flying Cloud Airport Scott Anderson |
| July 29 | 3rd Qtr. Board of Directors Meeting Gerry Dunne |
| July 29-31 | Watts Over Owatonna Fly In Owatonna, MN |
| Aug. 5-7 | 3rd Annual Wisconsin Fun Fly Bill Sachs & Jim Cook |
| Aug. 13-14 | Northern Alliances Fly-In Owatonna, MN |
| Aug. 27 | Model Aviation Day Jordan Field Scott Anderson |

TCRC Building Contest Held At June 14th Membership Meeting

by Tim Wirtz

The TCRC Building Contest was held at the June meeting, since the Jordan field is still under the influences of the Minnesota River.



Judges Morgan Larson, Pat Dziuk, John Dietz and Gerry Dunne really take a close look at an entrant. (Photo by Tim Wirtz)

We had a good turnout and there were 16 planes competing in the four different categories: Scale, Warbird, ARF, and Sport/Pattern. There were many fine planes in all the categories. The most popular category this year was Sport/Pattern. Those of you who remember last year's contest might remember that Warbirds and ARFs dominated last year. This year, as with last, ribbons were handed out to the top three contestants in each category and the winner of each category also received a \$25 gift certificate to either Sky Hobby or Hobby Warehouse. There was also a Best of Show prize - a \$25 gift card to Hub Hobby.

The judges were Gerry Dunne, Pat Dziuk, Jon Perry, John Dietz and Morgan Larson, and they took their job very seriously as they examined the planes in the various categories.

The winners of each category were:

Sport/Pattern

1. Sig Stratus - Sherwood Heggen
2. Live Wire (plans built)- Conrad Naegele
3. Sterling Mambo Special – Sherwood Heggen

ARF

1. Hangar 9 Paulintina 56 – Steve Meyer
2. Fun Star - Larry Couture
3. Cessna 182 - Joe Niedermayr

Scale

1. Piper J3 Cub - Mark Wolf
2. Stinson Reliant – Joe Niedermayr (only two entries)

Warbird

1. T-28 Trojan - Joe Niedermayr
2. Albatross - Joe Niedermayr (only 2 entries)

The Best of Show award went to Sherwood Heggen for his Sig Stratus. It really was a magnificent build.

Then, as last year, there was a special prize that I gave out based on something I presumed to be special. The prize consisted of some epoxy and some CA glue. Last year it was the 'Rekitting' award and it went to George Toon after he had an accident with his son's plane. This year it was the 'Builders' prize and I gave out this award to Conrad Naegele for his plans-based building. There are very few people who build from plans anymore, although

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TCRC Building Contest You Really Don't Have To Be Big To Be Beautiful!

Continued From Page 5

in the beginning of the hobby, that was the only way to build. I have done it and know what a unique set of challenges it provides. I wanted to honor Conrad for his work and continuing to show us how it's 'done'.

As always, I listened to your comments and suggestions and will be making some minor tweaks to the Building Contest next year. I want to thank all of the judges for the hard work and for their fine job in determining the winners.

I hope more members will participate in the contest next year. It is a lot of fun. Maybe next year we can actually hold the BC at the Jordan field and get to see some of these beautiful aircraft take to the skies.

Editor's Note: A very special thanks to Tim for taking the time to chair this event, and to review the categories and fine tune how a plane could be entered in one of the categories. ☺

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.



Conrad Naegele's nifty little Live Wire built from plans received Tim's special 'Builder's Prize at the BC. (Photo by Tim Wirtz)

Always A J-3 At The BC!



Mark Wolf's J-3 Cub took first in scale. (Photo by Tim Wirtz)

Wisconsin Fun Fly August 5th, 6th and 7th

The 3rd Annual Wisconsin Fun Fly is just around the corner – August 5th, 6th and 7th.

The Wisconsin Fun Fly kicks off at 11:00 AM on Friday, August 5th at the lake home of Jim and Mary Cook in Siren, Wisconsin. This is less than a very easy two hour drive north of the Twin Cities. We will start off with a potluck lunch with the grilling meat provided by Jim and Mary. Remember, this is the Wisconsin Fun Fly so for sure there will be brats and kraut! Immediately after the lunch it's down to the dock for an afternoon of float flying on beautiful Viola Lake.

Around 3:30, the pilots will start packing up and then caravan the 40 miles over to Birchwood, Wisconsin where most everyone will check into the Birchwood Motel. (Phone number 715-354-

7706). If you are just getting around to deciding to go on this grand event and find out that the Birchwood Motel is full and overflowing, you can still stay at Jim's place on the lake. He has plenty of space available if necessary.

Following the check-in at the motel, the group will meander over to Bill and Sue Sachs' house for an evening of friendship, snacks and drinks.

Saturday morning starts with a hearty breakfast at a Birchwood restaurant and then on to the pristine flying site that has been developed by Bill Sachs. The spouses will probably make a token visit to the airfield before heading for other areas of interest in the Birchwood environs. Flying will continue all morning and afternoon until the last pilot is finally satisfied that he has gotten sufficient airtime and can take a break for the rest of the day.

Saturday evening will be dining at a fine Birchwood restaurant and maybe a drink or two.


Sunday morning brings another breakfast and then morning flying until everyone heads for home.

The weatherman has decided that he has been far too hard on TCRC'ers this year, and so is promising excellent flying weather all three days!

As of press time, it is believed that 8 or 9 couples have planned on attending the Wisconsin Fun Fly and have made reservations. If you are interested in being a part of the 3rd annual Wisconsin Fun Fly, give Jim a call at 952-200-2030 or Bill a call at 715-354-9561, or they can be contacted by e-mail at jimcook888@q.com or bsachs@skcable.com respectively.

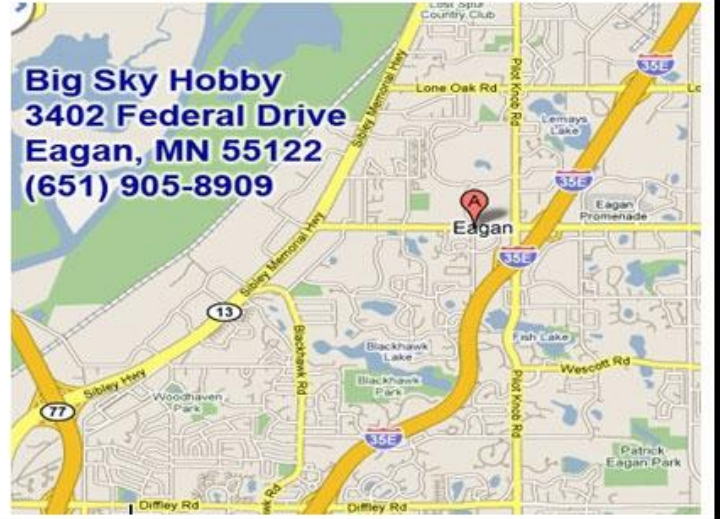
This will be a great year for the Wisconsin Fun Fly. Let's see lots of pilots and spouses visiting our neighboring state on Friday, August 5th through Sunday, August 7th. ☺

**Be A Part Of The
Wisconsin Fun Fly**



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TCRC Exhibit At AirExpo

by Scott Anderson

TCRC has again been invited to have a display booth at the Wings of the North AirExpo at Flying Cloud Airport on July 16th and July 17th.

TCRC will be providing **FREE PASSES** to volunteers who are willing to spend a morning or afternoon to talk airplanes while being surrounded by full size warbirds and classic aircraft! It just doesn't get any better than that!

Be at the Tuesday (July 12th) TCRC meeting to get your pass!

I have put up a sign-up roster BELOW so you can reserve your slot.

We need aircraft for display. We always have a couple of members who have hidden treasures in your shop. Here's a chance for you to exhibit them for thousands of people in a secure aviation friendly environment! **You do not need to be present to exhibit.** We only ask that you deliver the aircraft to the Expo Site by 6:00 PM on **Friday** evening and pick them up Sunday afternoon after the show closes. How easy can it get!

How can you get in on this? Please feel free to e-mail Scott Anderson/Gerry Dunne with your preferences for staffing the display and telling us what aircraft you are willing to display.

We look forward to hearing from you.

AirExpo Exhibit Schedule

Friday July 16 -- 4 PM-6 PM Set Up

Gerry Dunne
Steve Meyer

Saturday July 17 -- 8 AM - 1 PM (We need at least 2 members per shift)

Gerry Dunne
Steve Meyer
OPEN

Saturday July 17 -- 12:30 PM - 5:30 PM (We need at least 2 members per shift)

Gerry Dunne
Steve Meyer
OPEN

Sunday July 18 -- 8:00 AM- 1:00PM (We need at least 2 members per shift)

Steve Meyer
OPEN
OPEN

Sunday July 18 -- 12 PM - 5:30 PM (We need at least 2 members per shift)

Steve Meyer
OPEN
OPEN

Display Aircraft Signed Up Gas, Glow, Electric – All Sizes

Gerry Dunne - Anything electric!

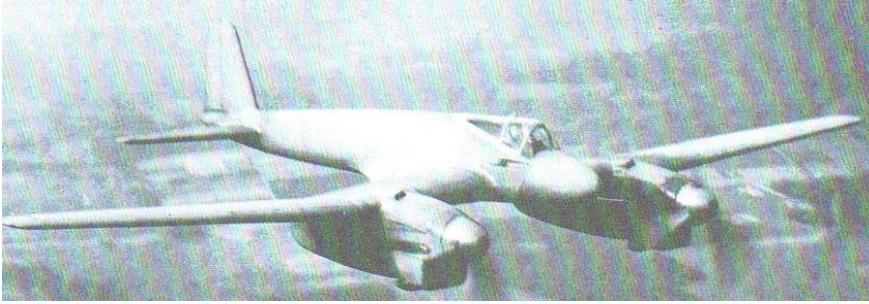
We need your aircraft!!!

So, get those neat looking planes shined up, and plan on being a part of the 2011 Wings Of The North AirExpo at Flying Cloud Airport in Eden Prairie on Saturday and Sunday, July 16th and 17th. The weather looks like it will be magnificent! ☺

Focke-Wulf FW-187

by Conrad Naegele

The June Mystery Plane was the German Focke-Wulf FW-187.



Kurt Tank proposed this fighter as a private entry into the developing fighter market in 1936. It was based on the availability of the then new DB 600 engine. The actual designer was Obering Blazer. Of all-metal construction, the FW 187 had an exceptionally narrow fuselage, so small that many of the necessary engine instruments had to be placed on the inboard side of the engine nacelles, where the pilot could see them. The plane had full-span flaps, and each main gear had two wheels. Now, the DB 600 engine did not show up on time so Jumo 210 (680 horsepower) were used, and on the first test hop, only 325 mph was attained. Not bad, but far short of the expected 400 mph. Still not bad for the mid-30's! Changes were made; two machine guns were installed below the cockpit. The 3rd prototype was a two-seater, and at the 6th revision, the DB 600 engines were installed and 400 mph was seen. This is what Kurt wanted in the first place.

In late 1939, the plane, now with four cannon, and easily attaining 395-400 mph, was not accepted for production, but was instead used for self-protection of the Focke-Wulf factory, flown by in-house pilots! By this time the 187 was a very formidable fighter plane, fast and heavily armed. As in so many instances, politics got involved. If put into production, with the really great DB 600's, it would have undoubtedly been one of the best, like most of Kurt Tank's efforts.

The FW-187 had a wingspan of 50 feet, a gross weight of 11,023 pounds and a top speed of 400 mph with the DB 600 engines. ☺

Jordan Field Dry By July 15th?

To all TCRC'ers, it seems that the spring flood of 2011 of the Minnesota River just won't end. Actually, people all over the country are getting pretty tired of flooding, be it the Minnesota River, or the Red River, or the Mississippi River.

But there may be light at the end of the tunnel. Current projections indicate that the Minnesota River will drop below its Jordan flood stage around July 15th.

That being said, the field still has to dry out before we can clean it up and start to fly on it. Hopefully we can reclaim the Jordan flying site before August 1st.

Meanwhile, TCRC has been utilizing its alternate flying site at the Scott County Fairgrounds and will continue to do so until Jordan becomes available.

Several members of the club have been doing a great job of keeping the Fairgrounds runways mowed and ready for flight.

The Scott County Fair opens on July 27th and runs through July 30th. Obviously TCRC will not be able to utilize the Fairgrounds flying site during that time. Hopefully, that will just about be the time the Jordan flying site will be ready for action. Let's plan on it!!! ☺

TCRCOnline.com

You Should Be Using It!



A Perfect Day For Flying At The Fairgrounds

by Ken Corrin

Thursday June 16th turned out to be a perfect day for flying. I headed out to the TCRC alternate flying site, the Scott County Fairgrounds. It was sunny and warm and the winds were 10 to 15 mph.



**Ken enjoys the change to fly on a beautiful summer day.
(Photo by Ken Corrin)**

I got the tractor out and mowed the runways. When I finished up, Dan Olberg had arrived and was practicing some 3-D maneuvers. With the freshly mowed grass, the field was great for take offs and landings, and I put in several flights on my aircraft.

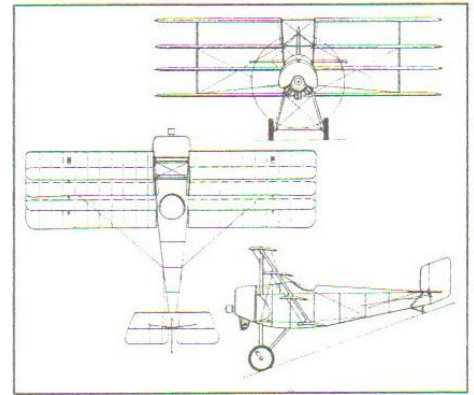
Our Jordan flying site was still a little damp (and still is today!) so it was nice to be able to fly at the Fairgrounds.

Editor's Note: Stan Erickson left a message on the website that he mowed the Fairgrounds flying site at the end of June, so conditions should be great there as we head into July. ☺



**This Is What
Makes TCRC A
Great Club!**

July Mystery Plane



EAA/AMA Sign Partnership

EAA and the Academy of Model Aeronautics (AMA) signed a Memorandum of Understanding (MOU) in Oshkosh on May 24, pledging to work collaboratively on programs and initiatives to expand participation in aviation. The MOU, signed by EAA Chairman/President Tom Poberezny and AMA President Dave Mathewson, calls on the two organizations to collaborate on youth engagement efforts; pursue opportunities to work together at the local level by encouraging AMA clubs and EAA chapters to work together and promote participation in aviation; and actively encourage their members to participate in each other's activities, including EAA AirVenture Oshkosh and the annual AMA Expo. "We look forward to beginning this relationship with AMA," Poberezny said. Working together will also provide added value for both EAA and AMA members, especially for those who want to participate in aviation in new ways." ☺

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STOP IN TODAY TO FIND OUT 'THE TCRC SPECIAL OF THE MONTH'

Lipo Safety

Warning to anyone new to RC and Lipo batteries

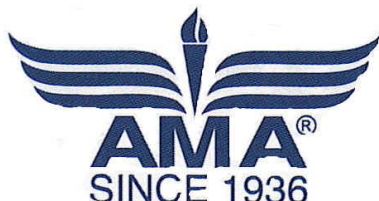
This is just a 'be careful' with Lipo batteries. This is a great hobby and is a lot of fun. But some batteries can be right down dangerous. Here are a few good rules:

- Never charge a lipo in the plane.
- Always charge the lipo at the rate it states to be charged at.
- Always use the right charger, as in don't use a nicad charger to charge a lipo.
- Do not drop a lipo.
- Do not leave a lipo in a hot car.

75th AMA Anniversary
July 14 - 17, 2011
 International Aeromodeling Center | Muncie, IN

The AMA's 75th Anniversary Celebration will be a four-day, fun-fly extravaganza packed full of fun. Including flying activities, workshops, a semi-formal gala, pool party, NASA exhibit, a half-scale Hughes H1 racer in flight, and much, much more, including a free, commemorative pilot hat.

If you've never been to the International Aeromodeling Center (IAC) and National Model Aviation Museum this is your chance to see all that the IAC has to offer aeromodelers on its 1,100-acre campus, and fly with friends and members from all over the country. For a full calendar of IAC events this season, go to Modelaircraft.org. ☺



A lipo pack on fire!



The result of charging a lipo in your car and not being there.

Reprinted from <http://www.wattflyer.com>

from ☺

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But Is He Flying Safely?



TCRC Safety Officer Larry Couture puts his plane through its paces at the Hanson Family Fun Fly while he gets moral support from some other TCRC'ers. The event was held on June 24th, 25th and 26th in Watertown and was enjoyed greatly by all in attendance. ☺

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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TCRC Flare-Out

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