



July

Minneapolis, Minnesota U.S.A.

2012

Beautiful Planes Compete In TCRC Building Contest

by Jim Cook

The 2012 edition of the TCRC Building Contest was held at the June 12th membership meeting and it attracted some fantastic airplanes.



Judges Chris O'Connor, Scott Anderson, Morgan Larson and Tim Wirtz total the scores at the Building Contest. (Photo by Jim Cook)

Chair for the event was Tim Wirtz and after a short business meeting, the judging of the Building Contest was on.

Tim explained that there were four categories: Scale; Sport/Pattern; Warbird; and ARF. In the ARF category he said that if the builder put in more than 20 hours of construction, it was no longer an ARF.

For judges, Tim enlisted some vast experience from the club as Chris O'Connor, Morgan Larson and Scott Anderson joined Tim as the judges for all of the aircraft.

All of the airplanes entered in the four categories were great looking models and the judges really had a hard task ahead of them in picking the winners. While the judges were perusing the models and giving each entrant thorough examination the other members at the meeting were selecting their own favorites.

After a considerable time the judges met and compared their notes with those of the other judges and determined the winners for each category. First place winners of each division received a blue ribbon and a \$25 gift certificate from either Hobby Warehouse or Big Sky Hobby. Second and third places would receive corresponding ribbons.

In the Scale division, Tim Len took first with a great looking Cessna 182, while Joe Neidermayr took second with his C-130 and Joe also took third with his beautiful Macchi.

In the Warbird division, Steve Meyer took home the blue ribbon with his beautiful SPAD 13, while
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From The Flight Deck

By President Tim Len



Hi Everyone!

Welcome to July 2012. We have several events scheduled for the month of July so don't forget to check the TCRC website for all of the details.

The board has agreed to use the funds from the Jeff Farnum silent action to do some field upgrades. The pits will be black topped where the concrete blocks exist along with the walkway. In addition, the existing taxiways and runways will be sealed and new stripes painted on the runways.

Recently we met with Roger Preston, who owns the land surrounding our field. The discussion was focused on club members walking back in the woods. If you lose your plane back in the woods, please follow a few guidelines:

1. Put on an orange vest (They are stored in the rafters of the shelter.)
2. Call Cory Kaderlik and let him know you are in the woods searching for a downed airplane.

No more than three members at a time should go onto Roger's property in search of a downed plane.

We as a club agree with Roger and we need to manage this. Thanks for your understanding and help.

Tim Wirtz organized the field clean up on June 22, 2012. I would like to thank all the members for their help and everyone for their continuing efforts to keep our field looking great. Thanks Tim for chairing the event.

Paul Doyle organized the pylon races that were held on June 23, 2012. This was my first time participating and I had a lot of fun. Thanks Paul, I'm looking forward to the next pylon races.

We have several events scheduled for July, with Air Expo at Flying Cloud Airport on July 14 and 15, pylon racing at Jordan on July 15th, the Big Bird Fly In on July 21 at TCRC Jordan Field, and Watts Over Owatonna on July 28 and 29. Another busy month.

I look forward to seeing you all at the next monthly meeting. Happy Flying! J

Champion Needed For AirExpo

by Scott Anderson

As we all know we are scheduled to have our booth at the AirExpo this year again. We are scheduled to set up Friday evening July 13th and run through Sunday July 15th.

Unfortunately I am committed to attend my 40 year high school reunion and cannot be available that weekend for the AirExpo.

I need a volunteer to own the event for the weekend. We'll get volunteers to assist but we need a champion who can be there for set-up and tear-down as well as open up each morning.

If we can't get a champion, I'll be forced to call and cancel our future participation in the event. We have been a part of AirExpo for many years now and it will be great if we can continue the tradition. TCRC gets some great PR from the event and we always get a few prospective members from the spectators. J

TCRC Building Contest

Continued From Page 1

Larry Couture garnered second with his Corsair and Loren Temple took third with his nice looking AT-6 Texan.

In the Sport/Pattern division Sherwood Heggen took home the gold with his Aeromaster Bipe and he also took second with his Nomad. John Dietz took third with his Something Extra.

In the ARF division Paul Doyle took the honors with his great looking P:-51 while Loren Temple took second with his Martin Mauler and Joe Neidermayr took third with his beautiful Cirrus.

Tim then gave an award for 'Best of Show' and president Tim Len claimed that distinction with his Cessna 182.

In all, there were 21 planes entered in the four categories with the Sport/Pattern division having ten entrants.

Thanks to all of the TCRC members that brought their great looking projects to the 2012 edition of the Building Contest. All people in attendance really appreciated seeing all of the winter projects that were competing in the contest and every plane was certainly a winner in its own right.

Thanks also to Chris, Scott and Morgan for judging and a really big thank you to Tim Wirtz for organizing and chairing the TCRC Building Contest. J

Best Of Show Winner Well Deserving Of the Award



Building Contest chair Tim Wirtz congratulates Best of Show winner Tim Len at the June 12th meeting. (Photo by Jim Cook)

Sport/Pattern Winners



Sherwood Heggen and John Dietz show off their great looking sport planes that took first, second and third. (Photo by Jim Cook)

Pictures From TCRC's 2012 Building Contest



Paul Doyle, Loren Temple and Joe Neidermayr took the prizes in the ARF category.



Steve Meyer, Larry Couture and Loren Temple were the winners in the Warbird category.



Scale winners were Tim Len and Joe Neidermayr at the Building Contest.



Morgan Larson really got down to all of the detail as he judged two planes in the scale division.



Chris O'Connor judging in the Sport division.



The warbirds getting graded by Scott Anderson.

Veep's Corner

By Chris O'Connor



Almost the 4th of July, what's happening to summer?

Hopefully everyone's been able to get a lot of flying in this month. There's certainly been a lot of activity in TCRC so far.

This month starts out with some field maintenance. We are having the pit area where the paver blocks are located blacktopped, and the runways seal coated. The blacktopping is from money we received from Jeff Farnum's estate. Jeff was only a TCRC member for a short time before he passed away.

Air Expo is on July 15-16 at Flying Cloud Airport. TCRC will be having a booth there. We are in need of volunteers to work at the booth and also planes to put on display. Please say you will help.

On Saturday July 21, TCRC will be hosting our Big Bird Fly In. This is for planes that have a wingspan of 80 inches or more for a monoplane and 65 inches or more for a biplane. It doesn't matter what you have for power. We usually get about 20 planes for the Fly In. Steve Meyer and I will be running the event again this year. This is a sanctioned AMA event. Again we need volunteers to help out on the flight line, or be spotters or just help in some way. We also need someone to run a concession stand. I know Gerry or Tim have done it in the past. So if you would like to volunteer, I'm sure they can give you some tips. The event will start around 10 am and go to about 3 pm. We usually have a field full of big planes.

A week later July 28-29 is another national event held down in Owatonna at the SMMAC field. Watts Over Owatonna is in its 3rd year and is growing fast. This is an all-electric event. All of our members that fly electric should go down and fly. People from all over the U.S. will be there. I know Great Planes is a major sponsor and they bring a lot of their planes for all to see and even fly. In the past many TCRC members have participated, by flying or working the event. Let's see how many we can get there. Tim and Karen Johnson are great hosts.

Also we have our pylon racing events with the T-28's. See Paul Doyle for more info. So much going on, show your TCRC colors and participate.

Calendar

- | | |
|--------------------|--|
| July 10 | Membership Meeting, 7:00 PM
CrossPoint Church
Bloomington |
| July 14, 15 | Air Expo
Flying Cloud Airport
Eden Prairie
Champion Needed |
| July 15 | Pylon Racing
1:00 PM Jordan Field
Paul Doyle |
| July 21 | Big Bird Fly In
TCRC Jordan Field
Chris O'Connor &
Steve Meyer |
| July 22 | Pylon Racing
Rain Date |
| July 28, 29 | Watts Over Owatonna
SMMAC Field
Owatonna, MN |

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.

Big Bird Fly In

July 21st

TCRC Jordan Field

Pylon Racing Gaining Pilots and Excitement

by Paul Doyle

The second race of the T-28 pylon race league proved to be even more exciting than the first with eight racers in attendance. We decided to race in heats of four to minimize the risk of mid-air and mishaps but that did not keep Kris Hanson and Matt Rossini from once again finding each other for an exciting head on collision that they both managed to survive. Oh but the excitement did not stop there when in race 5 club president Tim Len decided to show how the T-28 flies without a battery... unfortunately it flew like a stone but the damage looked minimal and we expect him to be back for the July races!

Just a reminder it's never too late to join in on the fun and the next race date is July 15th, Hope to see you all there!!!



Heading out for another heat.
(Photo by Tim Len)

An asterisk next to a racer's name denotes he was unable to participate in that heat due to a plane difficulty and was awarded last place points.

The 2012 race season will consist of 7 races with racers using their top 5 scores to determine the league champion.

Week 2 Results:

Heat	Tim	Tom	Kris	Mike	Matt	Darryl	John	Paul
1a	3 rd	4 th					2 nd	1 st
1b			2 nd	3 rd	1 st	4 th		
2a		4 th	1 st	2 nd		3 rd		
2b	3 rd				2 nd		4 th	1 st
3a	3 rd			2 nd	4 th	1 st		
3b		4 th	2 nd				3 rd	1 st
4a		4 th	1 st			2 nd	3 rd	
4b	3 rd			4 th	2 nd			1 st
5a	4 th	3 rd				2 nd		1 st
5b			2 nd	4 th	1 st		3 rd	
6	7 ^{th*}	6 th	2 nd	7 ^{th*}	3 rd	4 th	5 th	1 st

Standings After 2 Race Dates

Pilot	Total	Races
Paul	240 points	2
Matt	219 points	2
Kris	213 points	2
Darryl	203 points	2
Mike	202 points	2
John	194 points	2
Curtis	112 points	1
Tim	103 points	1
Tom	101 points	1
Gerry	0 points	0
Rick	0 points	0

Points Scored Week 2

Paul	120	points
Kris	116	points
Matt	113	points
Darryl	110	points
John	106	points
Mike	104	points
Tim	103	points
Tom	101	points

First place is worth 20 points and every position thereafter is one point less.



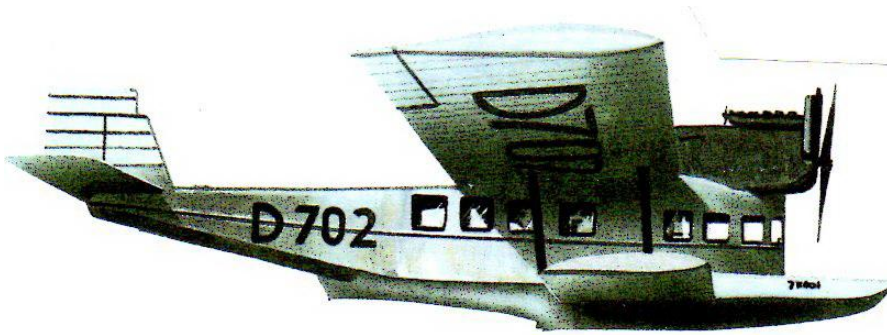
Conferring in the pits.
(Photo by Tim Len)

Remember, the next race date is Sunday, July 15th. Even if you don't come out to fly, come out to watch. This is really exciting stuff! **J**

Dornier Delphin 11

by Conrad Naegele

The June Mystery Plane was the Dornier Delphin 11.

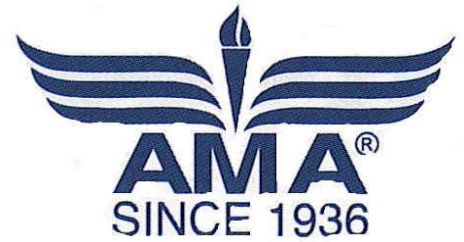


The mid-twenties to early thirties were a hot bed of new airplane designs -- fighters, bombers, and especially transport planes. Some were good, some bizarre. Fortunately most designers were working with clean sheets of paper. In 1920 Dornier, a leader in the transport field, came up with a neat, small flying boat passenger plane, the Delphin. The Delphin evolved into 2 further transports, the Komet and Merkur planes, bigger and faster.

The Delphin was a rather neat 6 to 7 passenger plane, with better than average accommodations for passengers. Pilots were fully enclosed (many transports of the time still had pilots in open cockpits, with passengers inside!) In the Delphin the pilot had a great view, with almost no airplane in sight. The plane had 'sponsens' useful for fuel and as a boarding assist. The plane handled protected open water. It was not particularly long range, but Europe was small, and at that time long range was not that significant. Pilots reported very nice handling. The production run was small, but the plane was the forerunner of many more transports.

The Delphin was powered with a BMW 6-cylinder liquid-cooled inline engine that developed 300 horsepower. It had a wingspan of 56 feet, a gross weight of 5,566 pounds and a speed of 78 mph. It had a service ceiling of 9,800 feet. J

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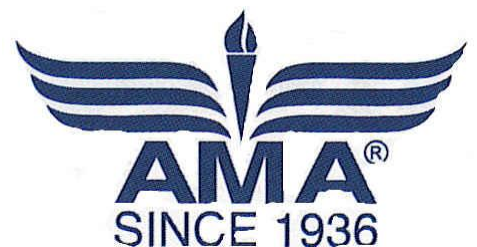
Not Surprising – The sUAS NPRM Release Date has been Pushed Back Again

Rich Hanson

**AMA Government and Regulatory
Affairs**

According to the May update on [DOT's Rulemaking Webpage](#) the projected publication date for the small Unmanned Aircraft Systems (sUAS) Notice of Proposed Rulemaking (NPRM) has been pushed back to October 2012. Sources close to the project speculate that we may not see the somewhat contentious proposed rule until after the 2012 Presidential campaign. My money is on the later...

Though the delay in the release of the NPRM is unfortunate, the advent of the sUAS rule is inevitable. Please continue to check back often for the latest news and updates on the sUAS rulemaking process. Q



TCRC Jordan Field Spruced Up June 22nd

On Saturday, June 23 a group of TCRC members met at Jordan field to do some cleaning up and getting the runways ready for another summer season.



Tim Wirtz runs a sweeper over the runways to remove the dirt that was deposit there by the Minnesota River. (Photo by Steve Meyer)



A few of the guys take a short breather after scrubbing up the floor of the shelter. (Photo by Steve Meyer)

The major task at hand was to remove the silt that was in the pits, on the runways, in the shelter and on the parking lot. The crew came with

shovels, and brooms and all the tools necessary to get the work done. The power sweeper was a great help on the runways.



After the clean-up a few hours of flying was needed. (Photo by Steve Meyer)

It was a nice sunny day and it didn't take all day to get the field into great looking condition. Following the clean-up efforts airplanes started showing up in the pits and very soon in the air above Jordan.

Thanks to all who took the time to lend a hand and make TCRC's Jordan field the beautiful flying site that it is. **J**

Paving And Sealcoating Scheduled For Early July

by Pat Dziuk

Larry Couture reported that field improvements will be done this coming week (July 1st - 6th).

On Monday July 2nd paving will occur in the pits and walkways, and on Thursday/Friday July 5th and 6th sealcoating of the runways will be done. After the sealcoating new stripes will be added.

This field maintenance is being funded by the money raised by the silent auction of the late TCRC member Jeff Farnum. **J**



Mowing Volunteers Needed

We need a member or two to volunteer to mow the south section of the runways at the Jordan field during the week of July 8th to 14th.

Let me know if you can help.

Thanks

Corey Kaderlik

J

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The growing world of first person view model aviation

From Dave Mathewson's Upcoming Model Aviation Column

First person view (FPV) flight involves flying a radio-controlled aircraft while viewing the flight through a set of goggles or with a monitor that simulates the pilot's view as if he or she were sitting in the cockpit. It's hard to describe FPV modeling as a new technology, but in relation to a number of other modeling disciplines it is still considered by many to be in its infancy.

Although there may have been others, the Pilot View FPV system sold by Hobby Lobby is considered by many to mark the beginning of the FPV era in the US. While some were flying FPV by designing and building their own equipment, Pilot View was one of the first off-the-shelf systems that could be bought and installed in a model by the average modeler. It first became available in roughly early 2008.

Since that time, the number of people who enjoy this aspect of model aviation has grown exponentially. Mirroring that growth is the advancement in technology in FPV systems that has resulted in more reliable, easier-to-fly models, making them more attractive to model aviation enthusiasts.

In October 2008, AMA recognized this relatively new form of aeromodeling and, at the encouragement of some of our members, worked to create a policy that would enable those who wanted to fly FPV to do so under the umbrella of AMA's safety programming. In fact, some those members helped us draft our initial policy (AMA Document 550, www.modelaircraft.org/files/550.pdf), which is still in effect today.

AMA tends to move cautiously when addressing new modeling disciplines. It's a philosophy that has been used and followed successfully for decades. AMA works hard to embrace new technologies, but we need to consider the collateral effect anything that we do will have on existing modeling disciplines as well as ensure that any change in direction assimilates smoothly into our liability protection programming.

Since the FAA first began its sUAS regulatory effort in April 2008, we have been cognizant of looming potential regulation of model aviation that will likely become a reality sometime in the later part of 2013. All of this plays a role in every decision we make.

Since the beginning of the year, the AMA leadership has been considering whether or not it's time, after three-and-a-half years, to take a new look at our current policy on FPV flight. As part of the process, we ran a survey in the May edition of *AMA Today*, AMA's online monthly e-newsletter, asking members for their thoughts on the subject.

The response to that survey was more than double the number of responses to any previous one that has appeared in our e-newsletter. The replies told us that many of our members are becoming involved in FPV. Many told us that it was time we took a fresh look at our current policy to see if some of the requirements could be relaxed. There were also responses from a smaller, yet significant number of our members who were concerned that we not do anything that would jeopardize any other facet of aeromodeling.

The AMA Executive Council has agreed that it may be time to revisit FPV. Many of our members have been forthcoming in offering constructive suggestions about what might be done to modify our current policy so that it is more reflective of what is occurring today in the field. These suggestions will be taken into consideration as we move ahead with the review.

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FPV

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Many prominent members of the FPV community have offered their help. We intend to take advantage of their background and expertise as well.

Most recognize that there will be some limitations to whatever changes we eventually make. It's doubtful that we will be able to find a way to assimilate FPV modeling, unfettered and unrestricted, into our current programming as some would prefer we do. What we can do, however, is to work together to find a way that may allow some latitude from what is our current policy so that it will enhance the enjoyment of our members who want to be involved in model aviation through the FPV medium.

As the process evolves, we will continue to keep our members updated on our progress. **Q**



Ready, Set . . . Go! Just before the start of a heat at the pylon racing in June. (Photo by Paul Doyle) **J**







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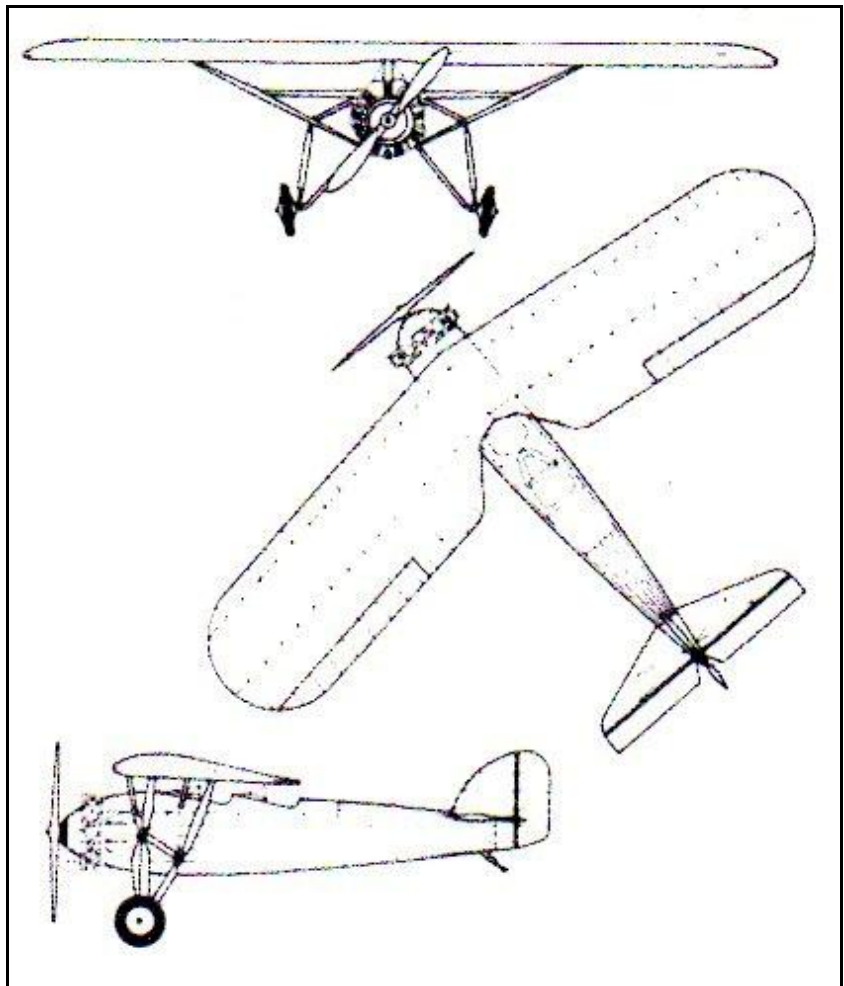






Stop In Today To Find Out 'The TCRC Special Of The Month'

July Mystery Plane



Ready, Set . . . Go! Just before the start of a heat at the pylon racing in June. (Photo by Paul Doyle) **J**

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Getting To The Building Contest



Joe Neidermayr shows how to get your planes to the TCRC Building Contest in style. He packed four exquisite aircraft into the back of his PT Cruiser for the June 12th event. J

THE TCRC FLARE-OUT Monthly Newsletter



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