



July

Minneapolis, Minnesota U.S.A.

2013

Building Contest Attracts Neat Planes

by Jim Cook

Tim Wirtz chaired the TCRC Building Contest again this year. It was moved to the Tuesday membership meeting since Tim was in India for its regularly scheduled time.



Chair Tim Wirtz explains the various categories in the Building Contest to the members. (Photo by Jim Cook)

This year Tim had changed the categories which were now: ARF; Sport/Pattern; Scale; Scratch-Built; and Unlimited. He explained that an ARF had to be in the ARF category. The Unlimited class was for those planes that had a lot of time and money invested in them. He also intro-

Continued On Page 3, Column 1

TCRC Jordan Field Report

Nature played a cruel trick on TCRC by making it appear that there would be no water on the TCRC Jordan field in the year 2013. The NOAA site which tracks River level showed that the water would not come within 4 feet of the TCRC field. But then a really big rain arrived in June and it quickly swelled the Minnesota River and flooded the flying sight, in a matter of 3 or 4 days.

At press time the River had reached its crest on June 30th and the entire field was covered with River. That condition is currently scheduled to continue until on or about July 7th. It is hoped that this short duration while the River is on the field will cause very little damage to the grass and deposit very little silt on the runways.

Until the Jordan Field is flyable again, the club has been given permission to fly at the Scott County Fairgrounds site, with the exception of July 4th and 5th.

Once the River has receded the club will need to schedule a short clean-up day. This will be announced after the field is dry. **J**

From The Left Seat

By Corey Kaderlik



Hey fellow members,

Well June was an interesting month. Thanks to all of the volunteers that helped get us caught up on all of the field maintenance. Driveway was opened up and pushed some of the trees back. Also looking for volunteers to pick up the logs that were left behind.

Then we had our fun fly camp out. Pat D., Cush H., Kris H., Corey K., and families camped out. What a beautiful weekend with great temps. Saturday was an excellent turn out with spectators and model flyers, about thirty-five people total. The day was put into intermission for an hour to let the rain pass by but shortly resumed again. Sunday morning woke up to water creeping up on the field. Everyone put a few more flights on and then packed up for home. If you did not make it out this year plan on next year, you don't know what you are missing. The air field is a very quiet and beautiful place in the early morning and at night.

Then came the floods which finally came and has put us out for a while and may not let up for another week. This means that when the water finally recedes we will be looking for volunteers to help in the clean-up efforts. The board and the website will notify you of this date.

Scott County Fairgrounds is now our current flying site. I finally contacted the new management and received the OK to use the parking lot as usual. Just not during independence weekend and the Scott County Fair weekend, which is at the end of July. We will need to mow at the fairgrounds to make the runways useable.

I have not received any input on the TCRC Banquet from anyone as far as why you do or do not attend. Please contact me to help the board increase participation this year.

Big Bird Fly In -- we currently do not have a coordinator for this event and may have to cancel, pending on field conditions and if someone steps up to the plate.

Well that's it for this month. Happy flying!

J

Calendar

Every Friday **Dome Flying**
Golf Dome
Long Lake
9:00 PM to Midnight

July **AMA Nats**
Muncie, Indiana

July 9 **Membership**
Meeting, 7:00 PM
CrossPoint Church
Bloomington

July 20 **Big Bird Fly In**
Jordan Field
Chairman Needed

July 21 **Pylon Racing**
12:00 PM Practice
1:00 Race Time
Paul Doyle
Kris Hanson

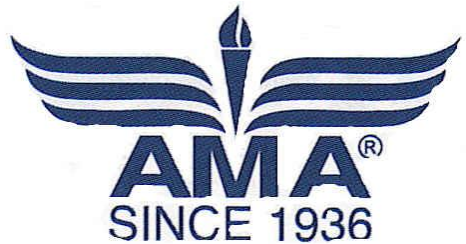
July 29-Aug 4 **EAA AirVenture**
Oshkosh, Wisconsin

Aug 2-4 **Wisconsin Fun Fly**
Siren and Rice Lake
Wisconsin
Jim Cook & Bill Sachs

Aug. 17 **AMA Model Aviation**
Day

Aug. 18 **Pylon Racing**
12:00 PM Practice
1:00 Race Time
Paul Doyle
Kris Hanson

Aug. 24 **TCRC Model**
Aviation Day
Jordan Field



Building Contest

Continued From Page 1

duced the judges for the event: Bob Breisemeister, Corey Kaderlik and Jim Lundquist.

The members with planes then had to decide in what category to place their entrants. As it turned out, the Scale category did not have any planes in it while other categories had many entrants.

The judges were diligent in their task to rate each plane. After considerable deliberation, the winners were announced:

ARF

- 1st: Jim Ronhovde with his Twinstar
- 2nd: Tim Wirtz with his Supersport

Sport/Pattern

- 1st: Tim Wirtz with his Pageboy
- 2nd: Joe Neidermayr with his FlyCat

Scratch-Built

- 1st: Conrad Naegele with a FlyBaby
- 2nd: Sherwood Heggen with MiniMambo
- 2nd: Joe Neidermayr with a Dornier 217
- 2nd: Conrad Naegele with Lorelei

Unlimited

- 1st: Larry McCormick with his P-47

The final award was for Best Of Show and that went to Larry with his P-47.

Each winner in a category was given a \$25 gift certificate donated by Hobby Warehouse.

Thanks to all of the members who entered the contest, to the judges and a special thank you to Tim Wirtz for chairing the event. **J**

The Judges Were Really Tough At The TCRC Building Contest



Corey, Jim and Bob study their score sheets after judging all of the entrants in the Building Contest. (Photo by Jim Cook)

Best Of Show At The BC



Tim Wirtz congratulates Larry McCormick for his Best of Show award for his beautiful P-47. (Photo by Jim Cook)

Pictures From TCRC's Building Contest



Tim Wirtz congratulates Jim Ronhovde for winning the ARF category with his Twinstar.



Conrad Naegele took top honors in the Scratch-Built category for his Fly Baby.



Tim Wirtz collected first place with his Page Boy in the Sport Pattern category at the BC.



Joe Neidermayr's Dornier 217 attracted a lot of attention by the members.



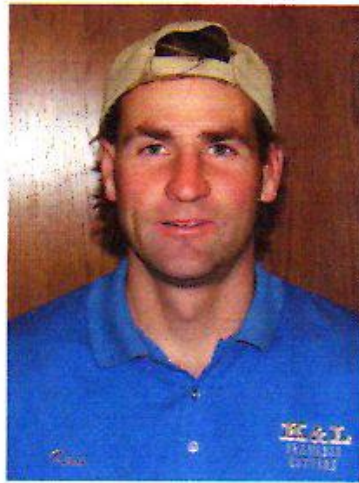
A close up of the nose of Joe's Dornier 217.



Admirers of Larry's P-47.

Veep's Corner

By Kris Hanson



At the end of the 5th event we added up all of the points and came up with a tie for 2st place. So we put all off the events in a cap and had my son draw one out. He pulled out the barrel roll, so the pilot in the tie that scored the highest in that event was declared the winner. The final standings were:

- 1st Place: Nick
- 2nd Place: Kris
- 3rd Place: Dave

The competition fun fly was held on June 22nd at the Jordan Field. The bad storm the evening before may have stopped some pilots from showing up but 8 flyers did show up and also 2 spectators. The weather on that Saturday was perfect with some clouds, no rain and a very slight breeze.

We held 5 events and one overtime event. The flying started at 10:30 with the 1st event being a deadstick accuracy landing. I was able to pull a 1st in that event hands down. (If you know me you will know why.)

The 2nd event was an egg drop. A helpful hint is to watch your plane, not the egg.

The 3rd event was the most number of loops in one minute.

The 4th event was a limbo. It was important to watch out for the poles on the sides.

The 5th event was the most number of barrel rolls in 30 seconds.

Everyone had a great time and it was decided that the next competition fun fly will be held in the fall. So check your calendars and keep reading the newsletter and website to find out the date.

Thanks to all who came out to enjoy this competition fun fly on a beautiful June day. J

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TCRC Camp Out and Fun Fly Held June 14 and 15

by Kris Hanson



First arrivals Pat Dziuk and Corey Kaderlik take choice spots for camping at the TCRC Camp Out and Fun Fly. (Photo by Pat Dziuk)

We had great weather for the Camp out and Fun Fly held June 14th and 15th at the Jordan Field.



Emmy Dziuk and Logan Kaderlik enjoy a beautiful evening around the camp fire. (Photo by Corey Kaderlik)

I went down to the field at 10:30 PM or so to drop off my camper. There was already two families there enjoying a cool, calm Saturday night. I loaded up the trailer full of planes, woke up the kids and drove to Mayer where we met up with more pilot friends and we all headed for Jordan.

The morning was beautiful and I flew my Pan Am airliner a lot. My Stop Sign plane was flying great 3-D also. A flying witch my dad used to fly got some flights. He flew it back in the 90's and I was the one who helped get it into the air. The witch flew just as I remembered it until 5 minutes into the flight when the engine died and down the old girl came.

When evening came we cleaned up and showered and then to the campfire for beer and sparklers. I taped some to my Mini Champ. (Note to self: Remember where the fence is!) The real night flying came when I put my AeroStar 40 into the air.

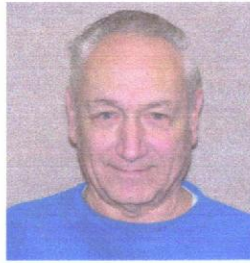
Sunday morning we woke to find carp swimming on the field as the Minnesota River started its encroachment on the runways. The kids had a blast chasing the carp.

If you have never been to a Camp Out and Fun Fly, you are missing a good time. Plan on attending the next one. **J**



Safety At The Field

By Larry Couture



(Editor's Note: Larry wrote this article for the June newsletter and I didn't get it in time for that issue.)

Well it's the end of May and the rain and wind will not seem to stop but it appears the field may not flood. The weather turned nice on a few days and the turn out at the field on those days was fair, but they happened mostly during the week thus making it hard for the ones that have to still work for a living. (some benefits for us retired folks!) For those that did not get to the field you missed the first great days of flying this year.

There are a number of new members in our club and at this time I would like to welcome them and hope that everyone does the same when you see them at the field. All the rules are on the large board in the shelter along with a fire bottle and a first aid kit. I request that all members read the rules and learn or know where everything is for rapid use in case of an emergency.

Now if all the rules are followed to the letter of the law and everyone makes sure that his equipment never fails or that all flights end with perfect landings, then none of this equipment or knowledge thereof would be needed, but that is not going to happen in the real world that we are in.

So instead we must practice and use the rules every day that we fly. I think that the best thing we can all do is **LOUDLY** tell everyone and **WAIT FOR A RESPONSE** when we taxi out, takeoff, make touch-and-goes, low fly-bys and last but not least landings or for sure the dead stick landings which by there need take preference over all other movements.

Those flying electric models I have found by trial and error that having the prop on the motor in the shop when working or setting up the model is not a good idea as that motor can seem to start at will and your fingers seem to find the prop end first. Therefore many band aids should be close by or my solution is to **LEAVE THE PROP OFF!!!**

As usual all landings from which you can fly again are great but not always graceful so fly often and keep the rubber side down. **J**

TCRC Membership Report

by Bernie Gaub
Membership Chair

TCRC Membership count now stands at 106 members. Four members were added last month and the July 2013 TCRC Roster and Roster Data documents have been uploaded to the web server. These documents should be accessible from the Members Only section of the TCRC web page.

If membership activity declines, as is expected, further updates of these documents may not occur monthly. As a minimum, there will be two more versions of these documents – end of the normal flying season and year end wrap-up.

Regarding photos, we do not have photos of these members:

Roy Aretz
Daniel Armstrong
Marvin Boote
Brian Brastad
Tom Carlson
Mike Cochrane
Daniel Dahlman
Curtis Elkin
Dick Erlandson
Lea Foli
Aaron Glass
William Hunchis
William John
David Johnson

Continued On Page 11, Col. 3

Armstrong Whitworth "Ensign"

by Conrad Naegele

The June Mystery Plane was the British Armstrong Whitworth "Ensign".



In 1934 Britain decided that all first class mail would be sent by air. Imperial Airlines determined they needed larger land planes as the current Short flying boats (water only) were too limited.

The first AW 27 was ordered in September 1934 -- first order 2 planes then 12 more. Constant changes in design resulted in the first production plane to fly in January 1938. Flight testing showed the plane was alarmingly underpowered with the Armstrong Siddely radials. The plane was of course all-metal, very cleanly designed, pressurized and had fully retractable gear. It was 'modern' in every sense, except for the underpowered engines. No other suitable engines were available at that time. At the outbreak of the war, eight of the planes were reconfigured for tropical climates.

Two of the Ensigns were abandoned in Paris at the outset of the war and captured by the Germans and re-engined with Daimler Benz DB601A's, 1,100 horsepower 12-cylinder inverted VEE engines and flown to the end of the war. At about the same time -- 1941 -- the Ensigns were re-engined with Wright Cyclone R1820 14-cylinder radials of 950 horsepower. As replacement engines then became scarce the planes started being scrapped. The last one, the "Eddystone" was returned from Cairo, Egypt in 1946 and junked.

JOKE: Co-designer Ed to co-designer Elmer, "You want these to be tail draggers? What about ground loops?" (The fuse was 111 feet long.)

The Ensign was a 40-seat commercial airliner with a wingspan of 123 feet and a gross weight of 55,500 pounds. It had a speed of 205 mph and a range of 860 miles. J

MVRC Losing Flying Field

Minnesota Valley R/C Club of Shakopee will be losing its flying site by the ADC buildings in the Shakopee industrial park soon now.

The Emerson Company is moving into the ADC area and will be building where the club currently flies.

MVRC has been looking to buy a new flying site for many years now but has not been able to find a suitable piece of land. Q

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

Wisconsin Fun Fly August 2-4

by Bill Sachs and Jim Cook

The time for the 5th Annual Fun Fly is just around the corner – August 2nd, 3rd and 4th and the hosts of the event, Bill and Sue Sachs and Jim and Mary Cook are promising fantastic weather again this year.

The Wisconsin Fun fly kicks off at 11:00 AM on Friday, August 2nd 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. If you haven't been there before or need directions, give Jim Cook a call at 952-200-2030.

The Friday portion of the WFF is a float fly off of beautiful Viola Lake. Prior to the start of the flying a potluck lunch is served to

the pilots and spouses, with the grilling meat provided by Jim and Mary. Immediately after the lunch it's down to the dock for an afternoon of float flying and camaraderie.

Around 3:30 the pilots start packing up and then will caravan the 40 miles to the Rice Lake Best Western Motel to check in. (Phone number 715-234-7017). This is the same motel we used in 2012.

Following a little rest, the entire group heads to Hungry Hollow where the Rice Lake Model Airplane Club has its field. There are several nice buildings on the site with plenty of room for everyone. A potluck meal will be served and if the pilots want to put in a few evening flights, they will be able to. Cocktails and fellowship will continue until its time to retire, and then it's back to the motel for the remainder of the evening.

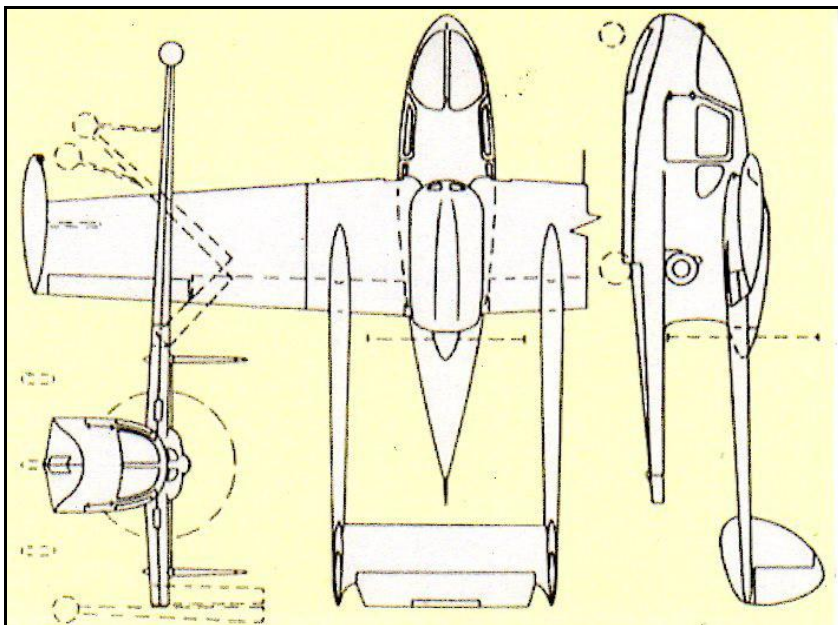
8:00 AM Saturday everyone will have breakfast at the Rice Lake Family Restaurant before the guys head for Hungry Hollow for a day of flying and the women head for a day of shopping and leisure, if they chose not to go to the field and watch the flying. The pilots will bring beverages and snacks to pass for a lunch break. Then it's more flying for the rest of the day.

Saturday dinner will be held at a new location – the Microtel Inn in Rice Lake. We will have food catered in to a private room. Bill is currently working on the menu and will let everyone know the price as soon as he knows.

Sunday morning is breakfast at the Norski Nook in Rice Lake, and then the group can either put a few more flights in at Hungry Hollow, or head for home if they are too exhausted from all of the fun and adventure of the previous two days.

If you haven't attended a Wisconsin Fun Fly it is about time that you should visit our neighboring state and enjoy the great flying conditions Wisconsin has to offer. If you are interested, give Bill a call at 715-354-9561 or Jim at 952-200-2030. J

July Mystery Plane



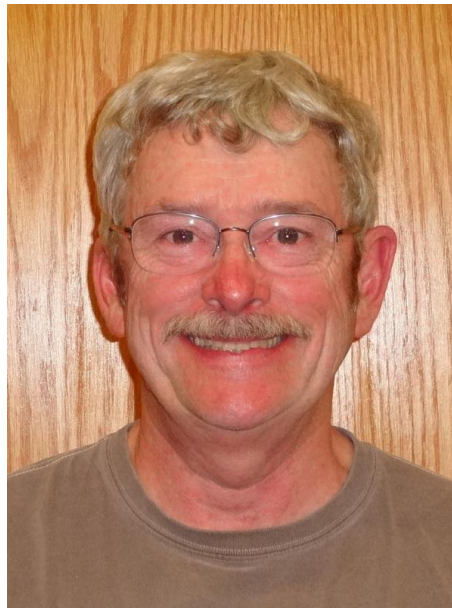
TCRC meets every month on the 2nd Tuesday at 7:00 PM in Fellowship Hall of CrossPoint Church located on the southeastern corner of the intersection of 98th Street and France Avenue in Bloomington. Guests are welcome to attend these meetings.

New Members

Three new members joined TCRC in June.



Greg Seewald lives at 16845 Lyons Avenue in Prior Lake 55372 with his wife Rochelle. Their phone number is 612-554-2374 and his email address is taiji40@hotmail.com. Greg has been flying R/C for about 20 years and currently is flying a Yak 54 and several other aircraft.




Larry McCormick lives with his wife Patricia at 5895 Lower 182nd Street W in Farmington 55024. Their phone number is 651-463-3677 and his email address is patlarry@charter.net. Larry is a former member of TriValley R/C and his plane won the 'Best of Show' at the TCRC Building Contest in June, which was the day he joined the club!



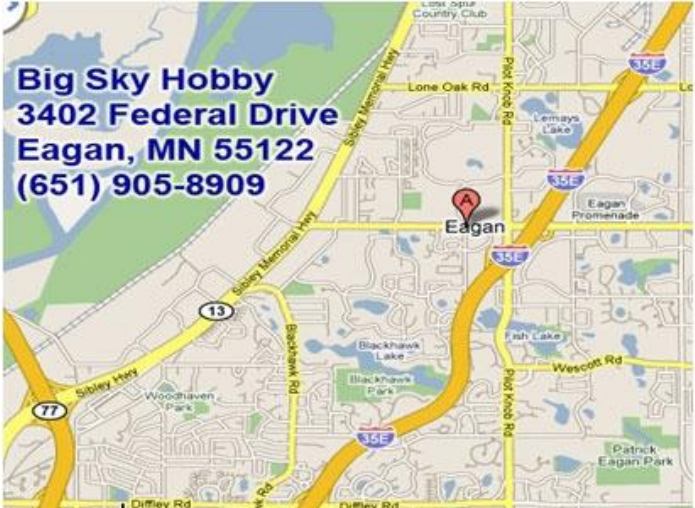
Steve Simons lives with his wife Barb at 11745 Runnel Circle in Eden Prairie 55347. Their phone number is 952-944-3901 and his email address is simons6796@aol.com. Steve is new to R/C and currently has a Sensei Trainer.

When you see Greg, Larry and Steve at a meeting or the field be sure and introduce yourself and welcome them to TCRC. J



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Crash Etiquette

While bent over your model tweaking the needle valve, too often you hear, "I ain't got it!", followed by a low frequency thump. Usually several expletives will be inserted, some used imaginatively. A hand-crafted masterpiece of airframe miniaturization crammed with state-of-the-art electronic equipment, and powered by an exquisitely machined engine is no more. The pilot who is frequently the builder/owner has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot's glow plug battery. Similarly, you probably shouldn't ask if he's finished with the clip.

Any equipment related reasons for the crash you hear are, by definition, reasonable. Pilot error is too rare and sensitive to suggest, so don't say, "That's odd, I haven't had any problems on that frequency today," until at least an hour after the crash. Offer to help go look.

Don't say "It sounded like it hit something solid." Note that most lost models are found and returned. Don't ask if he has his name and phone number on the model, or wonder out loud if the model hit a house or a car.

If it looks like more than enough people have volunteered to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn't pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for anything worth salvaging.

Whatever you do, don't hold a postmortem on the spot. The pilot probably doesn't want to discuss:

- Battery condition
- Poor construction
- Pilot error
- Used rubber bands
- Fuel tank capacity
- Light blue covering
- Model selection vs. pilot skills

As best you can, avoid speeches, sound supportive, and look appropriately grave. You'll want the same consideration someday.

(Reprinted from the Long Island Radio Control Society, NY) J

Pylon Racing Is Fun!

Stop Down To See It

TCRC Membership Report

Continued From Page 7

Kevin Kavaney
Tom McMahon
Kevin McNamara
Wesley Moeding
Sam Rosenberg
Mateo Rossini
Vito Rossini
Peter Stapleton
Gerren Steinbach
Dave Varner
Stan VonDrashek
John Withrow

If you wish to help us in this area, please take a photo using any camera (an iPhone makes an excellent device) *in the horizontal position* and email it to me. A vertical position photo produces an image which is not compatible with the Badge generation.

I recently received a postcard from DeLoria Barron announcing 'A Service In Remembrance' for her late husband, Tom Barron. Tom was a TCRC member for many years who passed away late last year. It will be held on August 10, 2013 at the United Methodist Church (301 Varner St N) in Jordan at 1:00 pm. DeLoria invites us to attend and share your memories of Tom and the TCRC experience. J

Editor, Jim Cook
@ Flare Out Publisher
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Shakopee, Minnesota 55379

What If They Field Is Flooded?



Stan Erickson sent this picture to the editor to show what he does when a little water gets on the Jordan field. However, this was at the start of the flood. There is considerably more water at Jordan now and it will continue until about July 7th.

THE TCRC FLARE-OUT Monthly Newsletter



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