



June

Minneapolis, Minnesota U.S.A.

2023

TCRC Building Contest At May 9th Membership Meeting

by Chris O'Connor

It has been a long tradition to hold a Building Contest for the TCRC members, and for the last many years that contest has been held in May. Quite a few years ago the Building Contest was held at the flying field and usually flew that same day, though not required to. More recently it has been held indoor at the regular membership meeting.

categories became less and less clear. It was at that time that Chris decided to have no categories. In addition, he gave the job of judging the entrants to all of the members in attendance. Each member, using whatever criteria they wanted to, would choose that plane that they liked the best.

This year there were four airplanes entered in the competition from four builders – Joe Neidermayr, Sherwood Heggen, Larry Couture and Steve Meyer. After all of the people in attendance gave the four aircraft very close scrutiny, and the dust had settled, Larry Couture's Decathlon was proclaimed the winner of the 2023 edition of the TCRC Building Contest.



Larry Couture poses with his winning plane, a giant-scale Decathlon kitted by Great Planes. (Photo by Tim Wirtz)



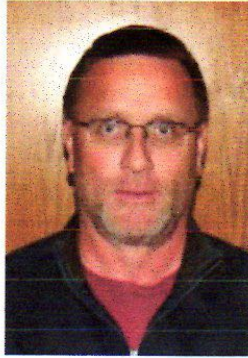
Chris O'Connor presents Larry with his gift certificate for winning the 2023 Building Contest. (Photo by Tim Wirtz)

Chris O'Connor was again the chairman of the Building Contest and decided to have the same format as he had last year – only one winner. In past years, there had been many categories – Scale, Pattern, Trainer, ARF, Best of Show, etc. but over time, the criteria separating the different

Besides bragging rights, Larry received a nice gift certificate to the hobby shop for his victory. Congratulations, Larry! ☺

A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

Welcome to summer!! The temperature has been in the 90s -- does that make it summer? Summer solstice is on the 21st of June -- is that the official start of summer? The 1st of June is the meteorological start of summer, so when is the start of summer? Is it when you have to turn your air conditioning on in your house or when the water is warm enough to swim in one of Minnesota's 10,000 lakes? It could be after you have gone to your last graduation open house, or you have to mow the lawn every week. Maybe it is when you get your first mosquito bite sitting around a campfire telling tales about flying that afternoon. How about it is when the summer membership meetings are held at the TCRC flying field?

Starting on Tuesday June 13th and all membership meetings in July, August and September will be held at the flying field, weather permitting. TCRC will provide dinner starting around 5:30 with the meeting at 7pm. You can make a day of it by coming early to fly or just for dinner and the meeting. Just remember to bring bug spray, the mosquitos are going to be bad this year with all the standing water.

Unfortunately, the Spring Float Fly was a bust with the wind and rain. We will be having a float fly in the fall hopefully with better weather. Thanks, Steve for your efforts.

The spring swap meet was held on May 20th at the Scott County Fairgrounds due to the TCRC main field being flooded. There were about 20 to 25 vendors/people selling airplanes and other items related to our hobby and 40 or so buyers. I would like to see both the spring and the fall swap meets grow. TCRC promotes them on the website, Facebook and sending the information to hobby stores and R/C clubs. If you have any ideas, please let me or the board know.

TCRC is bringing back "Help Me Fly Night" on Mondays. There are a lot of members flying on Mondays that can help, this is not only for beginners. If you are looking for help learning to fly, need help with tuning an engine, having trouble with your new ARF, or having someone maiden a new airplane this is a chance to get some help.

The "Electric Fun Fly and Competition Fun Fly will be held on June 17th. There will be a chance to shoot the paint ball gun at a flying airplane. Contact Gerry Dunne with any questions.

Pat Dziuk the TCRC webmaster has decided to step down as our webmaster at the end of the year. Pat has been in this position as long as I have been a member of TCRC, which is over 12 years. Thank You Pat for your efforts over the years. We have a couple of members that have shown interest in this position.

TCRC has an event scheduled for every month through September. You should be able to find the dates on TCRC event calendar on the website.

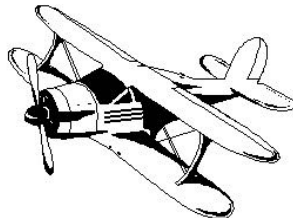
The TCRC main field is not under water anymore and will take some hard work by our members to get back into the great flying field we all know it is. The runways dry out much faster than the driveway, parking lot and of course the rest of the area. If you drive on the road too early, it will tear it up because it is so soft underneath the class 5 rock which is saturated from being under water for so long. I walked in a few days ago to check things out. There is over a half of an inch of silt/ mud covering everything and almost impossible to walk on without falling. Before the road can be graded there are some logs and trees that have to be removed to allow access to do the rest of the work. The plan is to see if it is dry enough on Monday the 5th or Tuesday the 6th to start working on it. Pray for no more rain in the Minnesota River Valley.

Please note, Dan Olberg's Funeral will be held at Morris Neilson Funeral Home in Richfield on June 14th at 11:00 am with visitation at 10 am. There will be a lunch after the service at the VFW in Richfield and burial at Fort Snelling at 2pm.

Good flying!



Show & Tell



The TCRC Building Contest was held at the May 9th membership meeting, so there was only one plane for Show & Tell.



Sherwood Heggen had a Plato III on display. It was also entered in the Building Contest. The plane had a round wing that measured 30-inches. Sherwood had seen the plans for this aircraft in a 1960 *American Modeler* magazine when he was 14. At that time he had neither the money nor the experience to build it. But he saw the plans in the same magazine this past year and decided it was time to build it. It was done in white with black trim and weighed in at 2-3/4 pounds. He had a .15 OS Max engine on it. As of the meeting he had not yet put the maiden flight on this intriguing airplane.

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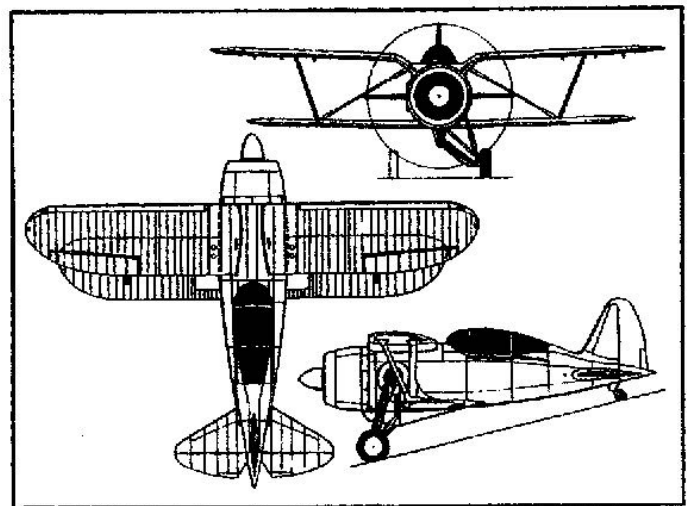
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June Mystery Plane



AWN (Assistant Wing Nut)

by Chris O'Connor



So far this spring has been a challenge to go flying with TCRC's main field flooded. Many may use our alternative field at the Scott County Fairgrounds, lakes, or other clubs' fields.

Wherever you are flying, I hope you are enjoying the start of our flying season. Make sure your equipment is ready for the new season. Make sure your batteries are charged. I say that and many may say I know, but more crashes come from batteries not charged or failing or switches failing -- the two most common causes of crashes.

There have been questions on batteries -- What to use? Where to buy? I can try and cover some of that now. While there are many choices of batteries, I think the main choices are A123's, LiFe and Lipos. We used to use nicads and nickel metal hydride and some still probably do, but there are better choices now.

First, everyone should be using at least 6-volts batteries or higher. Do not use 4.8 volts. Those were the 4 cell nicads or nickel metal hydride. The modern 2.4 ghz radios can have an issue called brownout where if using 4.8 volts and you have enough voltage drop from servos running at the same time your voltage could drop to around 3.1 volts causing you Rx to lose signal for a moment or longer resulting in a crash. Nicads come in 4-cell or 5-cell, but they are older technology and suffer from cell memory and have to be cycled at least yearly to get rid of this memory. Lots of times they only last 1-3 years. This goes for nickel metal hydride as well, along with having a high internal resistance. The problem with a high resistance is that with a demand of voltage from multiple servos, especially digital ones, your voltage may drop to dangerous levels and cause a brownout of your Rx resulting in a crash when you did your best to monitor your batteries.

The newer Lithium batteries do not have that high internal resistance problem. Most everyone knows about Lipo's. The one big factor to be careful with Lipos is they can cause a fire. Be sure to monitor your Lipos while charging. If using Lipos in a plane that doesn't have a way to drop the voltage, you need to use high voltage servos.

The batteries that are the most user-friendly are A123s or LIFE batteries. These are two different batteries, but similar in properties. A123s are Lithium Nano Phosphate and LIFE batteries are Lithium Iron Phosphate. Confused

yet!!!! A123 batteries are 2 cells, each one is a cylinder shape about a C-size and total voltage is 6.6. The Life pack is a wafer style battery similar in looks to a Lipo, but same voltage as an A123 pack. Both of these do not have the fire hazard that Lipos have, and you don't need high voltage servos. I have read that the wafer style pack is more susceptible to vibration, no personal experience of that. I use A123 packs. I have used them for about 10 years now with excellent results. I know my son Nathan uses them along with Steve Meyer and most of the guys that fly giant-scale. A good place to buy A123s is Electro Dynamics. They are in Michigan and their service is outstanding. You can get stuff from them in about 3 days. The other place is called Hangtime Hobbies out east, New York area. About a week to get stuff from. Both places make their own battery packs and do an excellent job. Go to Hangtime Hobbies website to get all the info you would ever need on batteries. Hope that helps a little.

The River has gone down and the field is drying out. The club has scheduled its first 'meeting-at-the-field' on June 13th at the Jordan Field! Hopefully we will see you there! ☺

TCRC Spring Float Fly 2023

by Steve Meyer

Due to the weather forecast for Saturday, May 13th, forecasting rain and wind, I was forced to cancel the event.

The Fall Float Fly is scheduled for Saturday, September 16th. I am hoping for much better weather and seeing all of you at Bush Lake Park in Bloomington. ☺

Bristol 123

by Conrad Naegele

The May Mystery Plane was the English Bristol 123.



The type 123 was built as a private venture. The issue date of July 1930. It called for a 695 Rolls Royce Goshawk steam-cooled engine. Constructed of high-tensile steel, with fabric-covered wings, rear fuselage and tail assembly, the 123 carried an armament of four fuselage-mounted 7.7 mm Vickers machine guns.

The plane was first flown on June 12, 1934. Flight testing was delayed by difficulties with the engine cooling system. The cooling system and a few other minor problems were soon solved rather quickly, but then the 123 was found to suffer from lateral instability at high speed.

Some effort was made to eliminate the rather alarming shaking, without much success, and it was decided to abandon further work on the otherwise successful airplane.

The single-seat fighter Bristol 123 had a wingspan of 29-feet 7-inches, a combat weight of 4,737 pounds and a speed of 236 mph. It was powered by the Rolls Royce steam-cooled inline engine. ☺

Beginners' Night To Be Held Every Monday

by Tim Wirtz

Several members have asked about having a Beginner' Night at the field to help some of the newer members learning to fly, to looking to improve their flying skills.

After considering on what night to host Beginners' Night, the board of directors decided on designating every Monday as Beginners' Night.

Monday has consistently had the most people flying, including those with vast experience and training skills. Obviously, a good time for Beginners' Night.

Beginners' Night is not just for those learning to fly, but a time for those pilots looking to improve their skills or work on new aerial maneuvers. Also, a time for a pilot who has recently completed a new plane but is reluctant to do the maiden flight by himself. Also, a time to get advice on structural or electronic components or installations.

TCRC has had Beginners' Night in the past, and they were always well-attended, and successful.

If you are a beginning flyer, a flyer with a year or so experience, a seasoned veteran, a flight instructor – Monday is the night for you.

Let's see some great turnouts for Beginners' Night every Monday. This should be a great time! ☺

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Minnesota River Gives Up Its Hold On Jordan Field

by Jim Cook

After a frustrating April and May that saw the Minnesota River rise to flood stage, start back down again, and then rise to major flood stage because of heavy rains to the west that drained into the Minnesota River basin.

ON May 28th, the Minnesota River finally receded back to 18 feet at Jordan, which is the level at which the TCRC flying site starts to flood. The River had crested more than 12 feet higher than that earlier in the month, but then started a slow but steady decline.



The runways, taxiways, pits, shelter, parking lot and road are free of the Minnesota River. (Drone photo by Dick Voeltz)

The River has continued that decline, and as of press time the level was at 14.5 feet. The National Weather Service (NOAA) has not made any projections on the River level past the current date, but there has not been any significant rain to the west in the Minnesota River Basin, nor is there any significant rain predicted in the near future, so it is very reasonable to assume that the level will keep dropping.

Although the field is free of water, the road, parking lot and infield are still moist and soft and must continue to dry out.

The TCRC board of directors however is very optimistic and has scheduled the June 13th ‘meeting-at-the-field’ and the June 17th Electric Fly and Competition at the Jordan Flying Site.

There is considerable work that needs to be done to get the Jordan Field back to flying status. President Bob has tentatively scheduled Monday and Tuesday, June 5th and 6th as clean-up evenings, weather permitting. Plan on coming out on those two days and pitching in to get the runways, pits and shelter clean.



The shelter and paved parking lot strip are free of water. (Drone photo by Dick Voeltz)

It’s great to have our field back. Now after some elbow grease, we will get it back to flying condition.

Hopefully, for the rest of the year, the weather and rain patterns will not be excessive and the Minnesota River will stay within its banks. 😊

**Help Clean Up
Jordan Field June 5th
and 6th**

TCRC Spring Swap Meet Well Attended At Fairgrounds

TCRC continues to hold its Spring and Fall Swap Meets and they seem to be growing.

On May 20th, the club held its Spring Float Fly at the Scott County Fairgrounds, since the Jordan Field still had the Minnesota River residing on it.



The vendors had a nice set-up area at the Scott County Fairgrounds. (Drone photo by Dick Voeltz)

President Bob chaired the Spring Swap Meet and reported that there were 20 to 25 vendors and 40 or so potential buyers at the event. He wants the swap meets to continue to grow and asks if you have any ideas on increasing these events, to let him know. 😊



Larry Couture and Ken Weddell relax at the Fairgrounds after a few flights. (Photo by Scott Anderson)

Calendar

- June 5,6 Jordan Field Clean-Up
- June 13 Meeting At The Field
TCRC Jordan Field
5:30 PM Dinner
7:00 PM Meeting
- June 16-17 Minnesota Jets
SMAAC Field
Owatonna, MN
- June 17 Electric Fly-In &
Competition
TCRC Jordan Field
Gerry Dunne
- June 23-25 AMA National
Fun Fly 2023
Muncie, IN
- July 6-31 AMA NATS
Muncie, IN
- July 13-15 Air Supremacy
Over Goshen
Goshen, IN
- July 15 Wings Over Jordan
& Camp Out
TCRC Jordan Field
Bob Breisemeister
- July 22-23 Wings of the North
AirExpo
Flying Cloud Airport
Eden Prairie, 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.

**THE TCRC FLARE OUT
Monthly Newsletter**



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TCRC Flare Out

Editor James R. Cook 952-200-2030
Publishers: Pat Dziuk 952-445-3089

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



The TCRC Membership meeting on June 13th will be held at the Scott County Fairgrounds, because of the recent high water at the Jordan Field.

The grill will be on and dinner will be served at 5:30 PM. The meeting will start at 7:00 PM. Bring a plane and get some flying in before enjoying a dinner on the club and then attending the membership meeting.

The membership meetings for July 11th, August 8th and September 12th are scheduled to be back at the TCRC Jordan field, weather and water permitting.

In case of bad weather the meeting will be at its normal time of 7:00 PM at CrossPoint Church in Bloomington. ☺

**Show & Tell
Data Form**

Bringing a plane to the TCRC meeting for Show & Tell?

If you are, be sure to go to the club website TCRCOnline.com and print out a blank Show & Tell Data Form. Fill this out and make sure it gets to the newsletter editor, Jim Cook so that the correct information shows up about your new airplane in the newsletter.

Also, if Jim is not at the meeting, make sure someone takes a picture of your new masterpiece and emails the picture to Jim also. If he is not at the meeting, you can have someone take a picture of the completed form and email that picture to him also. ☺

18304

If someone were injured at the TCRC flying field and you had to call 911, what would you tell the operator for the location of the emergency? You would tell the operator the fire number for our field: 18304.

For safety reasons, it is very important every member knows our fire number. Hopefully we will have the fire number prominently displayed in the shelter at the field in the very near future. ☺

**Always Wear An
Orange Vest To
Retrieve A Plane**

Hunting season is over in Minnesota but it is still a very good idea to wear an orange vest if you go into the woods.

If your airplane does go down in the woods, the orange vests are quite close. The orange vests are stored in the rafters of the shelter and easy to reach.

Bee safe! Wear orange! ☺

Lock The Gate!

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

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

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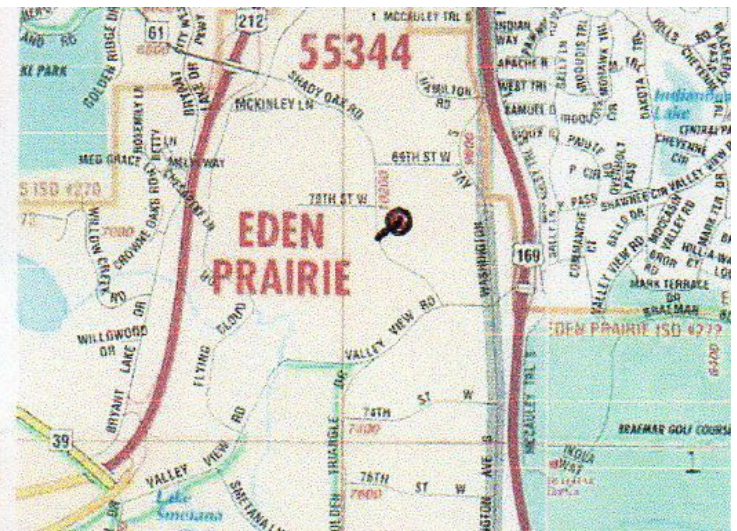
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