



May Minneapolis, Minnesota U.S.A. 2010

April Fools' Flyer Small But Enjoyable

by Corey Kaderlik

The April Fools' Flyer was scheduled for Saturday April 3rd. However this day found the Jordan Field closed because of the inundation of the Minnesota River, and the weather sunny but very windy.



The participants (not including Jeff Tolzmann) at the 2010 April Fools Flyer. (Photo by Jeff Tolzmann)

Despite the wind Jeff Tolzman and I headed out to the alternative flying site at the Scott County Fairgrounds to get some flights in for the day.

While on our way we first stopped to see if we could get the door on the tractor shed to close better after being damaged by a wild turkey a few days before. We managed to bend it back into shape to keep more of the elements out and also any small intruders, but it was obvious the door would need replacing in the very near future.

We arrived at the fairgrounds at 11:00 AM to find we had the field all to ourselves. I put my Mini UltraStick in the air for a windy flight. The made the flight adventurous and a lot of fun.

Shortly after my first flight, George Toon and his two boys Koby and Noah showed up to do some flying also. The wind did not seem to bother any of them either.

After a few more flights Jeff and I decided to pack it up and head for home around 12:30 PM. George and his boys didn't want to waste the sunny weather and stayed to get several more flights before calling it an afternoon. J

Ramblin's From The Left Seat

by President Steve Meyer



TCRC field was hit hard this year by an almost record high river crest near 32 feet. The water level is now below 18 feet, and the field is starting to dry off. We need to move field cleanup to May 15th to allow for the field and parking lot to dry. After water this high we may have a few surprises (logs) deposited on the field. We will want to be careful when we remove them so we don't scar the field.



A picture of the shelter at the TCRC field taken by Curtis Beaumont as the water receded. He did some float flying at the field before the water was completely gone.

I want to thank Corey Kaderlik and his crew for the replacement of the garage door on the shed after it was damaged this spring by an errant turkey. Corey may still be looking for volunteers to mow the field this summer so contact him if you can help out. Our flying site is one of the best in the metro area and I am proud of all the members' hard work to keep it that way.

It's time to get our float planes ready for **TCRC Spring Float Fly** on Saturday May 8th at Bush Lake Park in Bloomington. I want to encourage any TCRC member who has not flown off water to install a

set of floats on an airplane and come out to the lake. It is a lot of fun and you will see some really neat airplanes.

Thanks to Pat Dziuk the new 2010 TCRC Membership Handbooks are out. You will find all of the TCRC club rules and information inside and a picture roster of all of the 2010 club members.

Finish that new winter airplane project because the **2010 TCRC Building Contest** is on May 29th. If you have something new you've built, now is the time to show it off. If the weather doesn't cooperate then the contest will be at the June meeting.

Dave Anderson has put out an event calendar for the local RC clubs on the www.mnbigbirds.com web site. Dave is the best scale-model designer in our area and many of the events involve scale models. If you have the time I encourage you to check out some of these events.

Remember to double check control surface directions and have some other person look over your new plane before you fly it. **J**

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.

**TCRC Spring
Float Fly May 8th**

River Recedes From Jordan Field

The Minnesota River has completed its 2010 journey (hopefully) onto TCRC's Jordan flying field. The club has been without the site for several weeks now, but is looking forward to getting the field spruced up during the scheduled Field Clean-Up on Saturday, May 15th so that our planes can again be seen soaring over our land.



TCRC's Jordan Field after the flood waters receded in April. This aerial shot was taken on April 27th.



An aerial view of the Jordan Field taken on April 19th, just 8 days before the photo above.

Darryl Volk, a TCRC member, took aerial photos of the Jordan field on April 19th and again on April 27th and sent them to club webmaster Pat Dziuk. Those photos are shown to the left.

In recent years, the River has found its way onto our runways almost annually. It is an inconvenience to our flying, but it is because of this proximity of the River to our land that the surrounding land will never be developed, as happens with most flying sites around the country. We are zoned for the flying activity that we do, and we own the land that has our runways. This certainly gives our longevity and future as an R/C flying site a very bright outlook.

The club does contract every year with the Scott County Fairgrounds, located just a couple of miles from our main field, so that we can have a flying site during those times that the River exceeds its banks.

Hopefully we will see you back on the Jordan field very soon.

Thanks to Darryl for taking the time to get the aerial shots of our field. **J**



The Co-Pilot's Report

by VP Wayne Rademacher



Finally, the flood waters have receded. According to firsthand accounts and aerial photos, we have a lot of cleanup to do, to bring our field back to its full glory. I did stop by the field during the flooding and was amazed how different everything looked with all that water. It was hard to imagine how many zillions of gallons of water covered the field.

With this fantastic spring we are having, I hope everyone has had a chance to exercise their thumbs a little with a few flights. I have been to the fairgrounds a couple of times and seen some familiar faces....not a lot, but a few. For those that haven't crossed the electric line yet....I will remind you that parks and other open spaces make for great flying sites. You can usually find a suitable spot within a couple miles of your house. So, come-on over to the electric side and have some fun!

We have a number of club events scheduled for this month; hope we see some good attendance:

Spring Float Fly - Saturday May 8th at Bush Lake Park

The annual Spring Float Fly is scheduled for Saturday May 8th. It will be held at the Bush Lake Park in Bloomington MN. All area pilots are welcome to attend and fly as long as they show their current 2010 AMA card. A rescue boat will be on hand. Pilots meeting will be held at 10:00AM with flying to start shortly there after.

Field Clean up – tentatively scheduled for Saturday, May 15th

Building Contest and Fly-In -- May 29th. Jordan Field -- 10:00AM
Pilots meeting -- CD - Jay Bickford

Personal project update;

Some of you looked at my latest project at the April Fools' Fly held on the 3rd. It is my second attempt at a gyrocopter. The gyro is very well designed and a solid performer in capable hands...the key word being "capable". It is a .60 sized aircraft that was constructed from parts that were cut using a CNC router. The design comes from a European gentleman; I purchased the plans directly from him.

Now back to the "capable" part. After the confidence of 2 mildly successful flights at my house, I headed to the fairgrounds to show my new skill. The conditions weren't perfect, but what the heck; I am a gyro pilot! I proceeded to crash it in front of the folks at the April Fools' Fly. (Wait, it gets better) The damage was minimal, so it was made flight worth that evening. After waiting multiple days for the wind to subside....I headed back to the fairgrounds for another go. The conditions where perfect, so I put her back into the air. Once again, losing control and crashing nose first into the field. (see what I mean about capable)

The gyro is nearly rebuilt and I am full of confidence.....what could possibly go wrong!

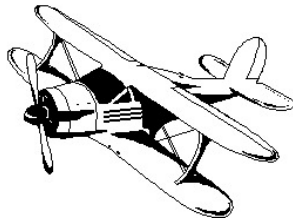
That's it for this month, see you at the meeting. ☺

Building Contest May 29th

You know when the weather warms up and the grass starts to turn green the TCRC Building Contest can't be far behind.

This year the Building Contest will be held on Saturday, May 29th at the Jordan flying site. All of those wondrous winter projects are now emerging from the shops and getting their wheels on the runways, and they all can be entered into one of the many judging categories. Winners in each category receive a \$25 gift certificate and, of course, bragging rights for the next year. Enter your plane in TCRC's Building Contest on May 29th. ☺

Show & Tell



More neat planes showing up at the membership meetings.



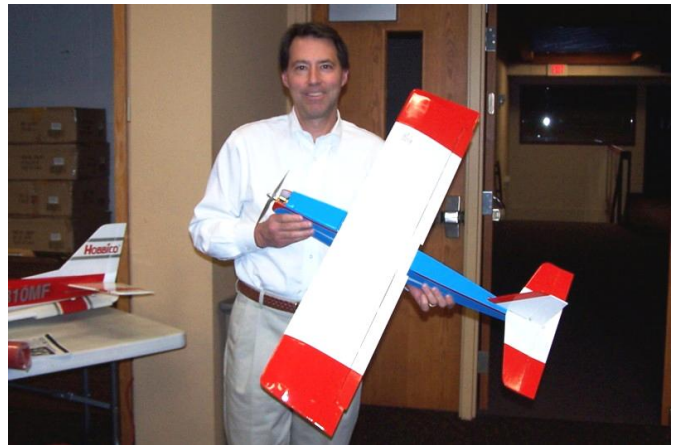
Gerry Dunne continued his shop restocking with a neat looking Aero AquaCat which was a foam ARF electric done in Navy white with red wing tips. It was twin-tailed and had a rear prop, but was not a pusher. He had a BP 2212-6 motor and a 6x4 prop. He said it flies well and was anxious to see it blast off of the water at the Spring Float Fly.



Tim Len had a very nice looking eFlite Taylor Craft 450 ARF that had a red and white fuse and white wings and tailfeathers with red trim. It was powered with a BP 1300 KV brushless motor with a 2,100 mah lipo battery. The Taylorcraft weighed in at 32 ounces and Tim said it flies very gracefully.



Richard Patch had a beautiful Folker D7 electric ARF manufactured by Electrify. It had red wings and a red nose and white fuse and tailfeathers, and German crosses. It was set-up with a stock motor and as of the meeting had not flown yet.



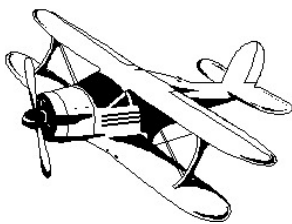
Cush Hamlen had a high wing plane he scratch-built from plans in *Fly RC* magazine. It had a blue fuse and white wings with red wingtips and matching tailfeathers. It was powered with a BP 2312 brushless motor and had a wing loading of 10.1 oz/ft².



Tim Wirtz had a Sure Shark done from a kit by Dave Wood, from RC Universe. This low-wing plane was

Continued On Page 6, Column 1

Show & Tell



Continued From Page 5

covered in Solartex and painted with a yellow fuse and red wings and tail. It was powered with a 2808 brushless motor with a 3-cell 1,300 lipo battery.

compartment complete with luggage, and working retracts. It used a 4-cell lipo battery and weighed in at 5-1/2 pounds.



Jon Perry had a glow-powered ARF Goldberg Anniversary Cub done in red, white and blue sunray colors. He had modified the original plane in many ways and said it will fly with an OS 91 4-stroke engine.



Joe Neidermayr had two planes at the meeting. The first was a great looking ARF electric T28 Mentor by Parkzone. This foam plane was done in Navy white fuse with red nose and a white wing with red wingtips. Joe had added working retracts to the Mentor.



Curtis Beaumont had a nice looking Electrify ARF L39 Albatross. This foam plane was done in white and blue camouflage and was powered with an Electrify Ammo motor. As of the meeting it had not flown yet.



Joe also had an electric Beechcraft Staggerwing biplane that he scratch-built from a 3-view he enlarged on his computer. The plane was done in yellow and had working lights, a detailed cabin, a luggage

Hobby Shop Swap Meets

Both Hobby Warehouse in Richfield and Big Sky Hobby in Eagan are having their annual swap meets in their parking lots on Sunday, May 23rd from 8:00 AM until noon.

Jordan Field Clean Up To Be May 15th

by Corey Kaderlik
Field Manager

The water at the Jordan field has finally receded. This has made a muddy slippery mess with plenty of silt deposited everywhere. The grass areas are very wet and muddy, as is the parking lot.

For this reason the Jordan field is still **Closed** at this time, but we will open it for flying as soon as we possibly can.

Please continue to use the Scott County Fairgrounds site until further notice.

We have scheduled Saturday, May 15th as the official Jordan field clean up day.

We will need a good turn out of members on that day to get the field back into good condition.

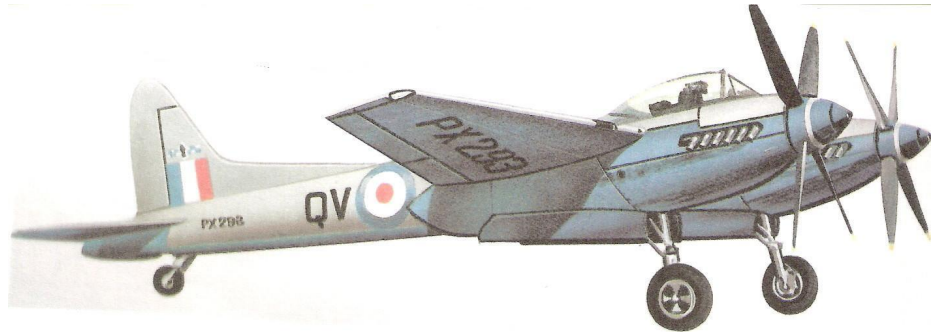
Please bring:

- Shovels
- Push Brooms
- Leaf Blowers
- Water for washing
- Rakes
- Gloves for yourself
- Anything that would help cleanup the area

deHavilland DH 103 Hornet

by Conrad Naegele

The April Mystery plane was the deHavilland DH 103 Hornet.



The DH103 was a mid-war fighter designed to provide the British with a long-range high-speed airplane to oppose the newer Japanese warplanes. It was planned at the outset to operate in the Pacific theater of operations.

It was rather closely based on the splendid deHavilland Mosquito; and being that, it was primarily all wood with a balsa core. However the wings were primarily metal. It, of course, used the great Merlin V-12 engines, and handling was declared excellent. The original model was a rather spare plane, but many models, with significant improvements followed. First deliveries were not made until April, 1945, and by the time it was certified for combat, the war was over.

Since the pressure was off, this rather elegant fighter proceeded to be modified including photo recon, and the Royal Navy requested and got a shipboard version which was successful also. There were also several 2-seat night fighter models produced.

The Hornet was finally phased out in 1955. It was the last piston-engined fighter of the RAF. A total of 391 of all Marks were produced.

The deHavilland Hornet had a wingspan of 45 feet, a gross weight of 17,700 pounds and a range of 2,500 miles. Its primary armament were 4 20 mm cannons. **J**

Start time will be 9:00 AM. If we get enough members helping out we will probably have time to do some flying afterward, so bring a plane or two also.

Thanks in advance for helping to get our field back to the beautiful flying site that it is. **J**

Battery Shorts, How They Occur

by Red Scholefield
Anoka County RC Club
Coon Rapids, Minnesota

A short develops in a NiCd when conductive particulates bridge the separator or the separator itself deteriorates to the point where it allows the negative and positive plates to touch.

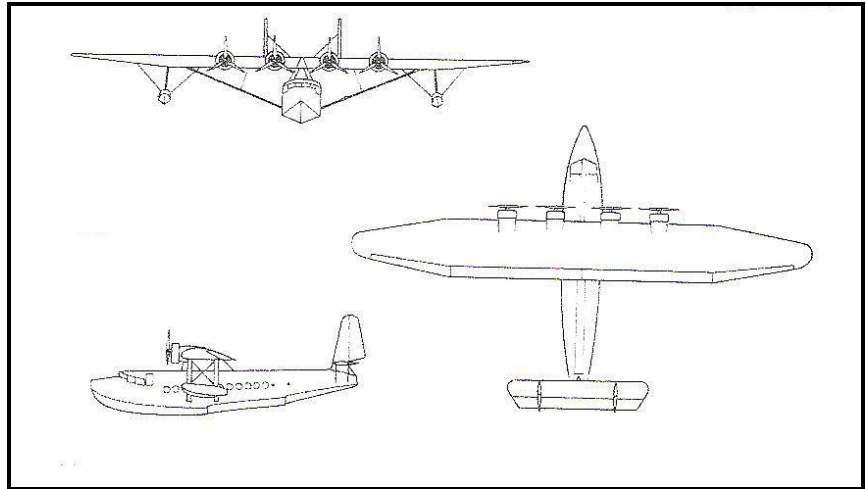
Rarely does the short occur all at once but rather building up a very small conductance path termed 'soft shorts'.

In a charged cell the energy in the cell will blow away any short as it tries to develop. You've heard about 'zapping' cells. The cell actually zaps itself before the short can develop. Only in cases of severe overcharge at high rates when the cells heat up significantly, can the separator melt down to the point where the plates contact each other (hard short). In this case the energy in the cell then dumps and we have what is referred to as a hot steamer, the electrolyte boils, nylon in the separator melts down and is forced by the steam through the vent.

On some occasions the vent is clogged by the molten nylon separator and becomes inoperative causing the cell to rapidly disassemble. So under normal circumstances a cell maintained at some state of charge is much less likely to short than a cell that is completely discharged.

It should be noted however, that the self-discharge increases rapidly

May Mystery Plane



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in cells where there is a short building (high resistance-soft short) because of separator deterioration and/or cadmium migration. One other shorting mechanism is a manufacturing defect where the positive or negative collector tab bridges the opposite plate. These usually fall out before the cells are shipped or assembled into batteries.

(Reprinted from *The Wright Flyer*, newsletter of the Wright Flyers R/C Club, Monticello, Minnesota, Jean Davids, Editor.) **J**

TCRC Building Contest

May 29th

A Day At the Auction

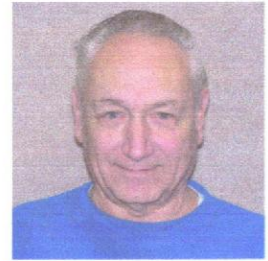
by Leo Davids

Again this year I spent the day (Saturday, February 6th) at the great upper Midwest RC auction that is hosted by the Twin Cities RC club in their Bloomington CrossPoint Church location. Last year, their first auction in the CrossPoint facilities, I had pre-registered by e-mail and got a seller number of 146. this year my pre-register number was 238. So I shouldn't have been surprised that they had way more things to sell. The magnitude of items boggles the mind. I'd have bought a steak dinner for anyone that bet me that the auction could finish by 5 PM.

There weren't many more bidders than last year so with many more items to sell, it seemed the hard financial times make the auctioneer's work a lot more challenging starting with low openings and \$5 increments to get some semblance of spirited bidding. Auctioneers Cook, Anderson and Kurschner were the heart of a great team that I'm sure even the noted Winston Churchill would have observed that – "never have so few sold so much for so many." In the end, I think that they were able to wrap up the auction within about an hour of last year's finish time. The time and effort that the TCRC Club members put into this event is just amazing. (Editorial – if our Congress could work together like this, I think they could go a long way toward solving the nation's Health Care System problems.)

Safety At The Field

By Larry Couture



Well here it is the end of April, 2010. I am sitting here this morning looking out the window at a sunny day. For those that really care the river level is 17.4 feet. That equates to 1.0+ feet of water under the point at which the field floods leaving the runways high and (dry)? The field is now closed for float flying. For now we still will have to fly at the Fairgrounds flying site.

The Board of Directors has set a date of Saturday, May 15th for field cleanup. A lot will need to be done and the more members that show up the sooner and with less effort the job will get done, so I hope to see you all there. I am sure that lots of flying will begin when the work is all done so bring your planes, roll up your sleeves and let's do some working and playing.

FOR ALL MEMBERS NEW AND OLD: (same old harp but it's working)

The field rules are printed in the front of the roster and on a large board in the shelter at the field, along with no smoking signs. I do suggest that all members should read them from time to time just to refresh the memory. There is always one thing I like to harp about and that is let your fellow flyers know what you are doing or going to do by **LOUDLY ANNOUNCING** take offs, landings, dead stick and on the field travel and make sure the others **HEAR** you and **ACKNOWLEDGE** you. This is in my opinion the most important rule to follow always as it makes accidents less likely to happen. **AND IT SEEMS TO BE WORKING SO KEEP IT UP!!!**

Thought for the day: Fly often , have fun and crash less, and as usual all landings from which you can fly again are great but not always graceful. **J**

From our club I saw a few members, namely Wayne VanDenBoom, Ken Storie, and Buzz Plante. They and anyone else with some cash to spend could get some great deals on planes, engines and radio gear. If you were a seller, you might have had to swallow a bit hard but the alternative would be seeing your former pride and joy collecting dust and hanger rash for another year.

(Reprinted from *The Wright Flyer*, newsletter of the Wright Flyers R/C Club, Monticello, Minnesota, Jean Davids, Editor.) **J**

Wisconsin Fun Fly Dates

The scheduled Wisconsin Fun Fly has had its dates changed. The Birchwood Motel did not have enough rooms available for the dates published in the TCRC Annual Calendar of Events.

The new dates for the Wisconsin Fun Fly are from Friday, August 6th until Sunday, August 8th.

The event will start around 11:00 AM on Friday, August 6th at the lake home of Jim and Mary Cook in Siren, Wisconsin (less than 2 hours drive from the Twin Cities). We will have a pot luck lunch and do a huge amount of float flying off of Jim's dock.

Around 3:30 PM, the group will pack up and head for Birchwood, Wisconsin (40 minutes from Jim's place), and check into the Birchwood Motel (715-354-7706). In the early evening, the group will

head for the house of Bill and Sue Sachs for an evening of snacking and drinks.

Saturday morning, following a great breakfast in Birchwood, the pilots will head to the beautiful flying site in Birchwood while the spouses head for other environs. Flying will continue all day, and in the evening, a great dinner at a Birchwood restaurant.

Sunday morning there will be breakfast, flying and farewells.

Already, these members have signed up: Conrad and Norma Naegele, Butch and Judy Neutgens, Larry and Joyce Couture, John and Kathy Dietz, Scott Anderson, Stan Erickson, Bill and Sue Sachs, and Jim and Mary Cook.

There are still some rooms available at the Birchwood Motel, but they may disappear in the near future. If you are thinking about going, get your reservation in.


Bill absolutely promises much better weather than last year, and no crashes!

Let Jim Cook (952-445-5257) and jimcook888@q.com or Bill Sachs (715-354-9561) and bsachs@skcable.com know if you are interested in being a part of the 2nd Annual Wisconsin Fun Fly. J

AirExpo 2010 July 17 and 18

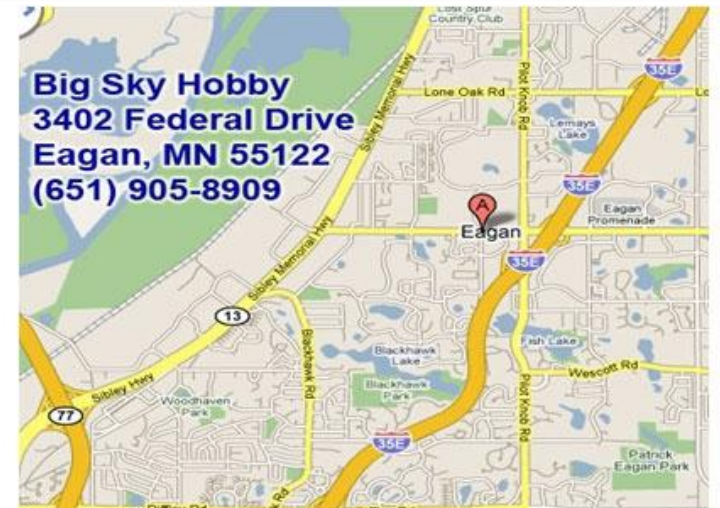
Scott Anderson reminds all TCRC members that the 2010 AirExpo will be held on Saturday and Sunday, July 17th and 18th at Flying Cloud Airport.

TCRC has had a booth and display area at the Expo over the last few years. Mark your calendars now so you do not miss the 2010 event. Let Scott Anderson know if you are interested in helping in the booth. That will get you free tickets for all of the Expo events. J



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2010 TCRC Rosters Printed

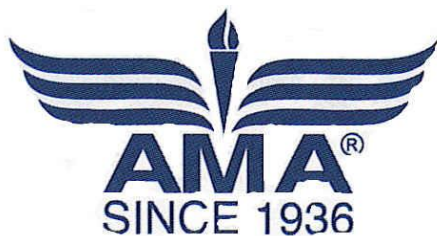
The 2010 edition of the TCRC Roster has been printed and was distributed to all members in attendance at the April 13th regular meeting. Those not in attendance should have received them in the mail after that meeting.

If you are a paid member of TCRC and have not received your 2010 Roster, give Pat Dziuk a call at 952-445-3089 or contact him at pdziuk@gmail.com.

The TCRC Roster not only has a listing of every member, including a picture, but also has directions to the field with map, field layout, alternate flying site layout, TCRC field rules, AMA safety code, a listing of approved frequencies, and even a section of R/C related web links.

The entire 2010 TCRC Roster can be found on the club's website, TCRCOnline.com under the 'members only' section. If you do not know how to access that section, ask any club officer.

Thanks to Pat Dziuk and Mike Timmerman for all of the time and effort they have put into maintaining and publishing the TCRC Membership Roster. J



Turkey Damages Shed Door

On March 31st, either a very nearsighted or a very confused turkey flew into the small tractor shed door at the Jordan field. This caused considerable wear-and-tear on the turkey (now deceased) and destroyed the shed door.

Field director Corey Kaderlik was called by Bill Jennings and told of the damage that evening. Corey made the trip out to Jordan to inspect the damage. He indicated that he found a pile of feathers in front of the shed, and a very bent and deformed door.

Corey found a replacement door at Home Depot and the club agreed to pay the \$204 for the new door. With the help of Jeff Tolzmann the door was replaced on April 16th.

Thanks to Corey and to Jeff for the quick work done to find a replacement and get it installed on our tractor shed. J

Calendar

- May 8 Spring Float Fly
Bush Lake Park
Bloomington
10:00 AM
- May 11 TCRC Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- May 15 Jordan Field Clean Up
9:00 AM
- May 23 Hobby Warehouse Swap Meet 8 – Noon
Hobby Warehouse
Parking Lot, Richfield
- May 23 Big Sky Hobby Swap Meet 8 – Noon
Big Sky Hobby
Parking Lot, Eagan
- May 29 Building Contest & Fun Fly
Jay Bickford
Rain Date – June Meeting



Larry Couture put out a pretty nice spread for those guys who attended the last shop tour of the year on April 27th. (Photo by Scott Anderson)

Editor, Jim Cook
@ Flare Out Publisher
1177 Polk Street
Shakopee, Minnesota 55379

Snow, Then Water. What Next?



This picture was taken at the March All Season Flyer. It wasn't long after the picture was taken that the snow was gone, replaced by lots of water. Now the water is gone and it is going to be replaced by green grass and lots of pilots flying beautiful airplanes. J

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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