



November

Minneapolis, Minnesota U.S.A.

2010

# Fall Field Clean-Up

## November 6<sup>th</sup>

by Corey Kaderlik

The third flood of the year has departed and left TCRC with a mess on its flying site to clean up again.

I was out at the field today installing part one of two for the impound lot and frequency board. I should hopefully have the rest done later this week. I also installed the orange snow plow posts to mark the corners and driveway for our snow plow driver.

The field is still looking a little bit wet and muddy, and the pavement and walkway areas need to be scraped down and broomed off so that they can dry better before a hard frost. Also we need people to clean up around the two storage sheds and tidy that area as it is looking a bit trashy. We need to organize the things that we are keeping and make a throwaway pile to haul from the site later. We also need to line up the trailers and equipment that belong to TCRC and figure out what to do with the excess old equipment that is no longer used (old mower deck, trailers, old rotted tables, etc.).

To accomplish all of this, a Fall Field Clean-Up day has been scheduled. The date is Saturday, November 6<sup>th</sup> and the start time is 10:00 AM. I apologize for the short notice, but winter is on its way. The weather forecast is for sunny skies with a high of 51 degrees. So, perfect fall weather to get the job done. **Everyone's help is needed!**

Things to bring:

- **Brooms**
- **Flat shovels to scrape mud**
- **Wheelbarrows to haul mud and dirt**
- **Proper footwear (boots)**

- **Possibly a change of clothes**
- **Water and brushes for cleaning**
- **An airplane to fly (only after work is completed)**
- **Something to drink**
- **Anything else you can think of that might be needed**

Thanks in advance for being part of the Fall Field Clean-Up, and thanks all for a great year. **J**

## Calendar

- |         |   |
|---------|---|
| Nov. 6  | <b>Fall Field Clean-Up<br/>10:00 AM</b>   |
| Nov. 9  | <b>TCRC Elections<br/>Membership<br/>Meeting, 7:00 PM<br/>Fellowship Hall<br/>CrossPoint Church<br/>Bloomington</b> |
| Nov. 12 | <b>Deadline To Vote<br/>For AMA President</b>   |
| Nov. 13 | <b>TCRC Banquet<br/>Timberlodge<br/>Steakhouse, 5:00 PM<br/>Southtown<br/>Shopping Center<br/>Bloomington</b>       |
| Dec. 15 | <b>AMA Dues Deadline<br/>To Insure No Service<br/>Interruption</b>  |
| Feb. 12 | <b>TCRC Auction<br/>CrossPoint Church<br/>Bloomington, MN</b>   |

# Ramblin's From The Left Seat

by President Steve Meyer



Editor's Note: TCRC's illustrious president had a total knee replacement in the month of October and is somewhat incapacitated during his recovery period. His *Ramblin's From The Left Seat* column will not be done for this month.

# TCRC Elections

by Pat Dziuk

The annual TCRC elections are next week. This year, the president, vice president, secretary, treasurer and one of three board seats are up for grabs. The elections are held at the regular membership meeting on November 9th.

As discussed at the October membership meeting Pat Dziuk will not be seeking re-election to the secretary position and Steve Meyer and Wayne Rademacher have expressed interest in having somebody step forward to fill the president and vice president positions. Current treasurer Tim Wirtz was not present to indicate if he is willing to consider running again for treasurer.

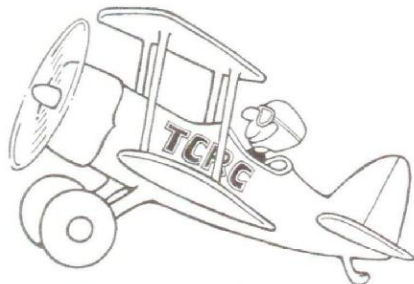
Only one board seat is not up for election this year. The seat held by Gerry Dunne is up for election.

The current officers and board of directors are hopeful that several other members will decide to become candidates for office so that there is competition for each position.

Consider becoming a candidate and taking part in the leadership of our great club. If you are interested in running for one of the officer positions or board seats, let Steve or any another board member know as soon as possible.

Let's see lots of candidates and lots of voters at the November 9<sup>th</sup> TCRC elections.

J



## TCRC'S 35<sup>TH</sup> ANNUAL AUCTION

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# The Co-Pilot's Report

by VP Wayne Rademacher



Wow, what a nice end to the season, 22 days of above average temps, and lot's of calm weather. I know our field was flooded for much of this time, but hopefully everyone found a spot to make a few flights. I am sure those with park flyers or other small electrics found plenty of stick time at local parks and schoolyards.

I do not have much to report on flying events since last month, as you know, our Season Finale was cancelled because of high water. The good news is our annual banquet is just around the corner....be sure to mark your calendars for Nov. 13<sup>th</sup>, the date of this year's banquet. The banquet is really fun; it provides an opportunity to meet with your fellow flyers and their spouses, and get to know them away from the airfield.

We do have an important event happening in November....elections. No, not the political elections scheduled for Nov 2<sup>nd</sup>, I am talking about the TCRC elections to be held Nov 9<sup>th</sup>. Unlike the political elections, the TCRC elections are not typically associated with wild claims from one candidate or the other. Our elections are sane, civil and fun. In fact, the TCRC elections have a unique problem, we have plenty of qualified candidates, but no one wants to run for office. Of course in the political elections, everyone wants to run for office, but very few are qualified J

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

## 2011 AMA Dues Statements

All TCRC members should have received their 2011 dues statements in the mail in September from the Academy of Model Aeronautics.

AMA 2010 dues have not changed from the previous year. They are:

- Adult (19-65) \$58
- Senior (65 and up) \$48
- Under 19 \$1  
or \$15 with *MA*
- Additional family \$30

Your AMA membership gives you \$2.5 million in personal liability coverage, \$25,000 in medical coverage and also a subscription to *Model Aviation* for the year.

To belong to TCRC, you must have a valid membership for the year in AMA.

Please note that AMA also has a Park Pilot membership that has a cost of \$29.95 per year, but that membership is not valid for membership in TCRC.

To renew your membership in AMA, the Academy gives you four methods: at the AMA website, [www.modelaircraft.org](http://www.modelaircraft.org); by fax at (765) 741-0057; by phone at (800) 435-9262; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2010 AMA dues is December 15 to avoid a lapse in all of the membership services. J

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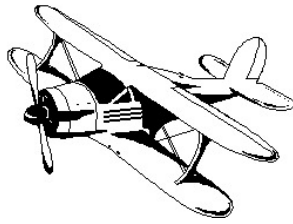
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## Show & Tell



While the River was up, it must have allowed some of the members to finish up some building projects, as more nice planes showed up at the October meeting.



Joe Neidermayr had a very nice Stinson Reliant that he had scratch-built. This plane was currently totally white with only red on the horizontal stab. He said he will be adding details to the plane when his graphics arrive. The Reliant had working flaps and an electric motor powered by a 3-cell lipo. With that configuration it weighed in just over three pounds. Joe flew the plane and said it had a quick take-off and was pretty fast in the air. He then changed to a 2-cell battery and felt it was much easier to fly.



Wayne Rademacher had his float plane which exhibited the new floats that he designed and made on his CNC machine. The float detail was fantastic! The plane was a Pilot 1 Super Cub. The plane was an ARF and had a cream-colored fuse with red covering on the wings and tail. The plane with floats weighed in at 3 pounds. He has already tried the plane off of water and said it takes off and flies well, but tends to nose over on landing, so he will be lengthening the floats.



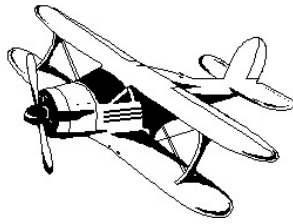
Mark Wolf had a great looking 1/4-scale J-3 Cub that he assembled from a Balsa USA kit. It was covered using Stits light fabric and done in the 1946 OEM J-3 yellow. He had Robart landing gear and it was powered with a Quadra 35 gas engine. The cockpit detail was extraordinary. Mark is planning the maiden flight for next spring.



**Detail of the dashboard and cockpit in Mark's J-3.  
(Photos by Jim Cook)**

**Continued On Page 5, Column 1**

# Show & Tell



Continued From Page 4



Gerry Dunne had a great looking P-51 that was an ERC ARF and done in US military silver with a red rudder. The plane had a 57-inch wingspan and was complete with flaps and retracts. It weighed it at four and 1/2 pounds. The prop was an impressive 14x9 4-blade and Gerry felt the flying speed would be around 65 mph. This plane had yet to have its maiden flight but knowing Gerry, that would occur pretty soon.



Gerry also had a Park Zone Typhoon ARF. This 3-D plane was white with red/black trim and he said it was very underpowered with its current engine and

battery combination. This of course will change in the very near future also.

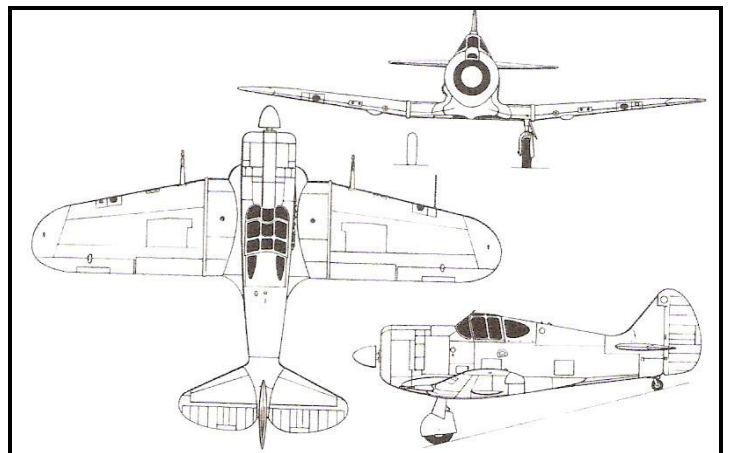


Mark Wolf's great looking J-3 Cub gets a lot of scrutiny at the meeting.



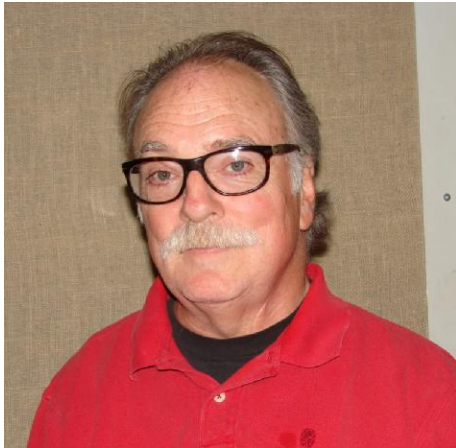
Great engine detail on Mark's J-3 Cub!

## November Mystery Plane



## New Member

At the October Meeting, Jeff Farnam became TCRC's newest member.



Jeff lives at 3035 Humboldt Avenue S. in Minneapolis and his phone number is 612-822-8487. His e-mail address is [jrfarnam@msn.com](mailto:jrfarnam@msn.com).

Jeff is an experienced flyer and has been in the R/C hobby for many years.

When you see Jeff at a meeting or the field, be sure and introduce yourself and welcome him to TCRC. J

## AMA National Elections

Every current member of the Academy of Model Aeronautics should have received a 2011 AMA Election Ballot attached to their 2011 Dues Statement.

In 2011, the position of District VII VP is not up for election. However, the position of President is. The incumbent president is Dave Mathewson, and he is running for re-election in 2011. Dave is running unopposed for that position. The ballot has a space to vote for Dave, or to write-in a candidate for that position.

To have your ballot count in the election, it must be postmarked no later than November 12, 2010.

Take the time to complete your ballot and be a voice in your AMA. J

## Vote Today!!!

## Tri-Valley Field Dismantled

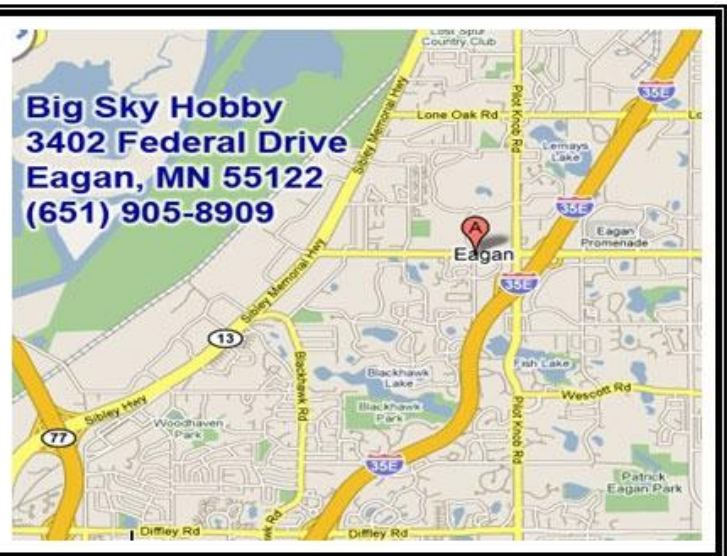
It was reported at the October 12<sup>th</sup> TCRC meeting that the Tri-Valley Flying field in Rosemount, Minnesota is being dismantled this month.

Tri-Valley has enjoyed flying on the land owned by the University of Minnesota for many years. The field had a 400-foot paved runway, a nice shelter and large parking lot. The runways and parking area are being dug up and plowed under and the shelter removed.

The land was not zoned for development because it needed a long-term clean-up to meet MPCA requirements. The clean-up has been done over two decades and now the land has been rezoned. Tri-Valley was alerted to the upcoming zoning change and was aware that the flying site would have to cease operation in the near future. L

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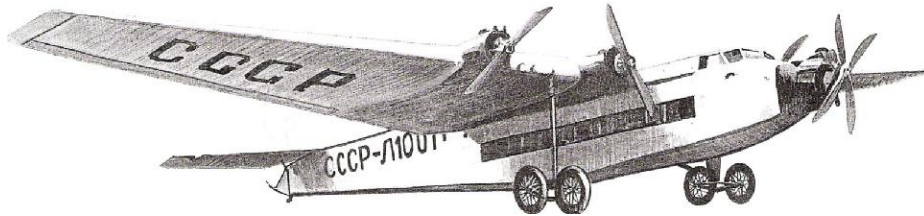
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## Tupelov Ant – 14 Pravda

by Conrad Naegele

The October Mystery Plane was the Russian Tupelov Ant-14 Pravda.



OK guys, when is the last time you saw a 5-engined commercial transport?

During the early 30's, very large transports were very much in favor in the Soviet Union. Fifteen years after the appearance of the first 'giant', the Sikorsky 'Ilya Mourometz', the Union decided it needed a large transport with long range (remember this was in the late 20's) and large passenger capacity. The result was the Ant-14. Designed by young Andrei Tupelov, the 14 was all-metal, powered by 5 engines, and could carry up to 36 passengers, with a respectable range of 621 miles.

The plane first flew on August 14, 1931. While it was a passenger plane, as it turns out, it was used mainly for state propaganda purposes! However it was used rather extensively in the Arctic and Siberia on research, while fitted with skis. Only one unit was produced, and strangely ended up in a Moscow square where it was fitted out as a cinema! Andrei Tupelov went on to design many well known airplanes. The Ant-14, when it went into service, preceded the well known Douglas DC-1 by two years. It was faster, had a longer range, and carried three times the passengers!

The Ant-14 had a wingspan of 132 feet 7 inches and a gross weight of 38,780 pounds. It was powered by 5 Gnome-Rhone 9-cylinder radial engines, each of which developed 480 horsepower. It had a range of 600 to 750 miles.

# TCRCOnline.com

## The Best Darn Website Period.

## TCRC Banquet November 13th

by Steve Meyer

Saturday, November 13th is the date of TCRC Annual Banquet. This year, the event will again be held at the Timberlodge Steakhouse in the Southtown Center, 7989 Southtown Center, Bloomington, MN 55431.

The Timberlodge will be furnishing a private room to the club for the event. Start time is 5:00 PM for cocktails and dinner will be served around 6:00 PM.

This year, as we did last year, those in attendance will be ordering off of the menu.

The room holds 42 people so we need you to sign up early. The banquet is always well attended with members and spouses enjoying a great meal. In addition the club will have a program and, of course, good entertainment.

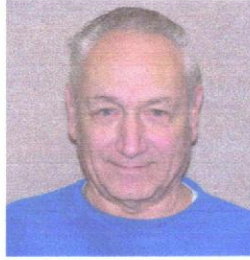
If you are planning on attending the TCRC banquet and have not made a reservation yet, give president Steve and veep Wayne a call as soon as possible and let them know that you will be going to the banquet.

Plan on attending the TCRC annual banquet on Saturday, November 13<sup>th</sup> at the Timberlodge Steakhouse in Bloomington.

### Don't Miss The 2010 TCRC Banquet

## Safety At The Field

By Larry Couture



Well here it is the end of October, 2010. For those that really care the river level is 15.99 feet which is 2.5 feet below the runway, but the sticky gooey muck is left and may not dry before freeze-up.

Dan and I flew over at the Fairgrounds site on and off during October and only had two other flyers there on one occasion. Not the greatest place to fly but much better than none. I hope a few others used the area but I don't know any to name.

The weather has changed from summer to winter so building new airplanes for next season or getting ready for winter flying is now on the agenda. Winter flying means putting on skis for snow-covered runways. This is the time when I have to agree that electricians are nice (start every time with no hassle). Glow engines start hard and can freeze your hands from air blast if they do start. Whichever you use remember that prop can grab a loose fitting coat or jacket so be very, very careful and avoid any mishaps with clothing or fingers.

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

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!!!**

November means its time for the TCRC elections. We have all four officers' seats up and two of the three board seats to fill. That means we need a minimum of 6 TCRC members to step forward and run for a place on the board. We need you to consider being a candidate for election. Take the time to think about running for office and come to the November meeting as both a candidate and a voter.

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**

## Tips & Tricks

### Don't cut that wire!

When your cell count gets too high for your speed control's BEC and you want to disable it, cut the positive (red) wire that runs from the speed control to the receiver. If you cringe at the thought of cutting the wire on your expensive speed control, here is a simple solution: buy a short servo extension and cut its positive wire. Plug the servo extension between the speed control and the receiver; now, if you want to use the BEC in another installation, just omit the extension!

### Plugged CA Applicators

The long, thin CA applicator tips work great, except when they're clogged or gummed up with dried glue. After you've finished using them, soak them in acetone; they will be clean and will last forever. This will even work for tips that have dried CA on them, and it works great on spray-can nozzles too.

### Paint Detail

Make a little pile of fine lead pencil dust, then smudge this onto your model with a finger. This makes very realistic exhaust and gun soot marks. Seal with a spray of matt varnish. You'll get more control if you use a soft dry brush to apply the soot marks.

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



## Tech Tip

by Tyler Riley

Continuing on a bit with electrical planes and systems, the world of electricity is shocking (some pun intended). With multiple battery types, multiple motors, esc's, receivers, transmitters, LED's, servos, etc. it makes it difficult to know what to choose and if the power supply will be adequate or too much.

Recently, I purchased a lipo Tx battery to replace my stock battery. It lasts tremendously longer between charges which is what I was after. However, the Tx was only rated for a certain amount of voltage. Several online sources stated that the increase in the voltage was not a problem because per their expert opinions there were already components in the Tx that were rated for higher voltage. However, I didn't feel comfortable with taking a chance with my expensive transmitter.

Therefore, I soldered two 1N4001 diodes into my power lead of my battery.

One diode would reduce the applied voltage by 1 volt, which brought it into the safe amount of power. However, if the diode should ever fail, the Tx would shut down . . . not something desired during flying. Therefore I soldered two diodes in parallel so that if one should fail, the other should maintain power to the Tx. This wasn't hard to do and total time was about 10 minutes. If you are not familiar with diodes, you can purchase a diode from

[www.nasa.gov](http://www.nasa.gov) or the US government for approximately \$257. Or you can go to Radio Shack and get them for less than a dollar.

One item to note is that the diode is directional, so it must be wired in the correct direction. However, once soldered and the battery won't work . . . resolder with the diode turned around! Don't forget to shrinkwrap around the diode(s) so that you don't get a short circuit.

Now, you might be tempted to use diodes to regulate batteries for your receivers in your aircraft . . . BEWARE! Diodes constantly reduce the voltage, while regulators allow the voltage to bypass the regulator once the voltage equals the regulated amount. Therefore regulators are still the way to go if you use a lipo in your nitro or gas aircraft. With that said, I am planning on using a diode to regulate a 2-cell lipo to a 1-cell receiver in one of my micro planes, but should I hit the LVC then there is usually enough juice to glide it back. Your nitro or gas may not be so lucky if LVC is hit!

Using diodes has other uses as well for our aircraft. If you feel like adding LED's to your vehicle, some LED's have voltage limits and diodes would work well to step down the input power so that the LED's are not burned out quickly. There are of course LED systems available to purchase and some are perfect solutions, but some may not be to the scale or amount of LED's that you need. Radio Shack also sells multiple LED's with different outputs, pulsating, and directional LED's.

I've been using my transmitter pack for several months now and I've only had to recharge it a couple of times. In the past with my standard pack, it would need to be recharged every couple of weeks, if not more. The lipo also charges significantly faster, so I can even plug it in while driving to the field if it is low and have it charged by the time I arrive. While the pack has some expense to it, it may just be the ticket you need to fly more and charge less.

*(Reprinted from Plane Talk News, newsletter of the Des Moines Modelaires, Ankeny, Iowa, Duane Vierling, Editor.)* J

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

## Nice Warbird!!!



Scott Anderson's giant-scale F4U Corsair soars through the skies above the Rich Valley R/C Club in Hastings, Minnesota. RVRC had its End of Season Fly-In and Scott made the journey to fly the club. J

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

## That Plane Is As Big As I Am!



Scott Anderson shows his beautiful Corsair to Ron Hilmer and his five-year-old neighbor Jack at the End of Season Fly-In for the Rich Valley R/C Club of Hastings, Minnesota. Jack loves to watch flying and thoroughly enjoyed the flights of Scott's Corsair. J

### THE TCRC FLARE-OUT Monthly Newsletter



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