



November

Minneapolis, Minnesota U.S.A.

2020

TCRC Meetings Return To CrossPoint Church

Calendar

After more than one-half a year, the TCRC membership meetings have returned to CrossPoint Church.



Members practice social distancing and wear masks at the TCRC October meeting. (Photo by Mike Bellefeuille)

The last time the club met at CrossPoint Church was April 2020. Right after that time Minnesota meeting restrictions went into effect and there had not been an indoor meeting until this month.

CrossPoint Church did impose several requirements for TCRC to be allowed to have a meeting at the church. Those requirements were: 1) that everyone in attendance wear a mask and have it properly situated over the nose; 2) that there would be a limit of 25 members at any meeting; and 3) that social distancing at the meeting be practiced. To help on the social distancing, chairs were placed at proper intervals by the church when the members arrived.

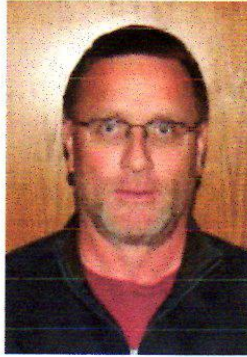
The club did a great job adhering to the church's requirements and everyone present was happy to have the privilege of meeting again. J

- Nov. 10 TCRC Membership Meeting, 7:00 PM
CrossPoint Church
Bloomington
Masks Required
Social Distancing Required
- Nov. 10 TCRC Elections
- Nov. 14 TCRC Annual Banquet and Awards
CANCELLED
- Dec. 2 Joint Board Meeting
Bob Btrreisemeister's Home, 7:00 PM
- Dec. 5 All Season Flyer Finale
TCRC Model Air Park
10-10-10 Rule
- Dec. 8 TCRC Membership Meeting, 7:00 PM
CrossPoint Church
Bloomington
Masks Required
Social Distancing Required
- Feb. 6 TCRC Annual Auction
CrossPoint Church
TBD



A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members,

I find it hard to believe that it's November. Time seems to be moving faster in the year of Covid. The weather has been a little strange with setting a new snow record for October and now with the temps in the 70s. There have been some nice days to fly this Fall, but it looks like the temps are going to drop next week.

The work on the shelter has been completed for this year with 3 more posts being replaced. Tim Wirtz and I finished installing the bracing and reinstalling the cables which are there to hold the roof from floating away in theory. There still are some boards that need to be replaced in the spring along with replacing the bench. I would like to THANK the 15% of the membership who came out to do the work which benefits all the membership. We need more members to step up and volunteer some time and take pride in your field and belonging to TCRC. That 15% is getting tired of doing most of the work.

I would like to thank Doug Elyea and Jim Ronhovde for their work on recreating the ditches to help the drainage on the East side of the field. When we had the backhoe, Brian Johnson and I went out and did a little work on the beaver dam on the North side of the field.

November brings the TCRC elections and the Ugly Airplane Contest. As in every year all executive positions are up for election. All of the executive members have decided to run again this year. There will be 2 at large positions open with Doug Elyea stepping down from his second year of his term. I would like to thank Doug for his years on the board. I'm hoping that he will still be able to help out with maintaining the equipment.

Then there is the Ugly Airplane Contest. This really doesn't need an explanation. Ha Ha!

In the year of Covid the board has decided to cancel the Banquet. This was done for the safety of the members and the staff at Fongs. We are not the only group that has canceled. They have lost 23 banquets so far.

As for the Auction, it is still in limbo again due to Covid.

See you at the membership meeting on the 10th. Bring an ugly airplane or one for show and tell.

Happy Flying!

J

2020-2021 AMA Dues Statements

Most older TCRC members should have received their 2020-2021 dues statements in the mail in September from the Academy of Model Aeronautics. Newer members renew on the anniversary of the month they joined.

AMA 2020 dues are the same as the previous year. They are:

- Adult (19-65) \$75
- Senior (65 and up) \$65
- Under 19 Free
or \$15 with *MA*

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.

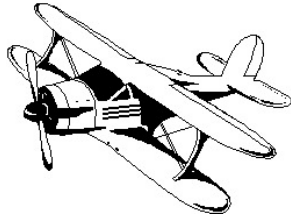
To belong to TCRC, you must have a valid membership for the year in AMA.

Please note that AMA also has a Park Pilot membership that has a cost of \$38 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; 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 2020 AMA dues is December 15 to avoid a lapse in membership services. J

Show & Tell



Back at CrossPoint Church and several neat looking planes appeared at Show & Tell.



Sherwood Heggen showed up with a nifty looking Lanier Citron II ARF. As is more often the case with Sherwood's airplanes, it was from the 1960's. He picked it up at the September TCRC Swap Meet. He added a Super Tigre engine and a radio. The sleek craft had a 62-inch wingspan and weighed in at 6-3/4 pounds. It was done in black and white kote. He put the maiden flight on just a week or so after the swap meet and said it was a great flying airplane.



Sherwood also had a large Cap 20L built from a 1980's Hitec kit. He obtained it from the previous owner in a damaged and worn condition and performed his usual magic in its resurrection. The wingspan was 84-inches and it weighed in at 20-1/2 pounds. The engine was a gas DLE 55. The plane was done in Sig Koverall painted white with blue and orange trim. As of the meeting, the Cap had not had its maiden flight.



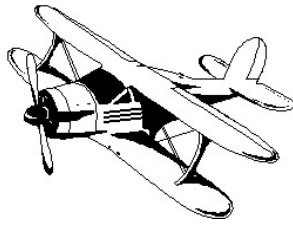
A most bizarre looking aircraft was brought to the meeting by John Berk. He called it a Magnus-Effect Twin Rotor. The plane had no airfoil. John said it gets its lift from the rotation of the rotors creating high pressure/low pressure differentials when they are turning. A small electric motor mounted at a 45-degree angle created the thrust which allowed the air to turn the rotors. Controls are throttle and rudder. Altitude is controlled by throttle. He said it flies with 'no angle of attack' and brought a video to prove that it did indeed fly.



Larry Couture had a plane of his own design at the meeting, called Larry's Folly 3. He said this plane was actually constructed from parts taken from three other planes in his workshop that were there from previous mishaps that had befallen them. The plane had the fuse from a Sig 4-Star, the wing from a UCanDo, and the tailfeathers from a Mayhem. He had powered it with a Saito 100 4-stroke engine, and the covering was done in white, yellow, blue and red kote. The Folly 3 had not flown yet, but he said there was also a Folly 1 and Folly 2 that had also been constructed from other planes, and they had both flown,

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Show & Tell



Continued From Page 3



Joe Neidermayr had another fantastic German warbird at the meeting. It was a Junkers JU-88 bomber that he scratch-built from plans he had made from a CAD program. The plane had a 68-inch wingspan and weighed in at 13 pounds. It was balsa-covered and then had a fiberglass skin applied over the balsa. He painted it with Latex paint. For motors it had twin electric Hobby King G32's that used two 4-cell 2,800 lipos. It had very neat retracts and gear doors that Joe demonstrated at the meeting. It has not had its maiden flights as yet.

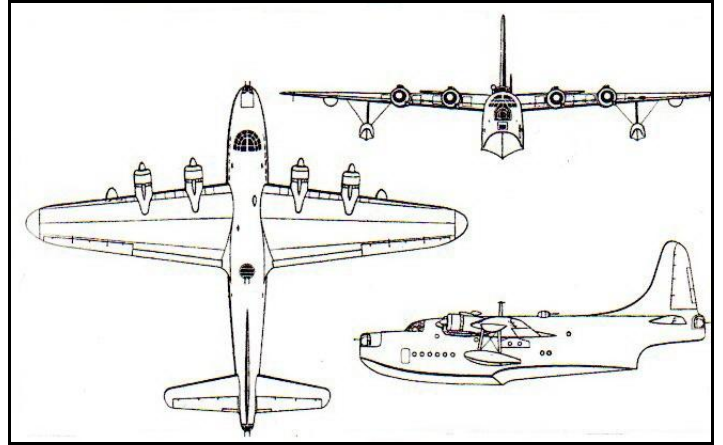


John Dietz had a combat plane that was made from foam poster board and powered with a 2220 electric motor and 3-cell battery. This plane was given to him by combat flyers in Andover, and John is excited about maybe reviving some combat competition at TCRC this next summer.

(Photos By Mike Bellefeuille)

J

November Mystery Plane



More Pictures From October TCRC Meeting



President Bob and Secretary Ken did a good job of social distancing while conducting the October meeting. (Photo by Mike Bellefeuille)



All of the members in attendance were very appreciative of being able to be meeting again. (Photo by Mike Bellefeuille)

AWN

(Assistant Wing Nut)

by Chris O'Connor



November is election month. Have you thought about what you as a member can contribute to TCRC. One of the ways is to run for an officer position or a board member position. I believe that everyone that is a current officer is running again, but I would encourage anyone interested in a position to please run. It's very rewarding.

Also, Sherwood will be having the Ugly Airplane Contest at the November meeting. We all have a plane laying around that has seen better days. Bring it to the contest and see if it can be a winner.

November can also start the beginning of the building season. What are you planning to build or finish? Now's the time to get your building supplies, wood, glue, xacto blades, etc. ready. What's that one plane you have always wanted to build and fly. It's time, it's your time to start. Nowadays we have so many different types of models to have and fly. Don't be afraid to venture out on a model that's new to you. I've read that kits are popular again because of the Covid-19 virus. Also taking an ARF and redoing it to your personal taste is an excellent way to go. National Balsa is a place to get good quality wood and also they cut wood kits for a number of plans. Balsa USA is another great company to get balsa wood and also wonderful kits. Sig Manufacturing is a longtime company, supplying wood, kits, and ARF's. Motion RC, Legend Hobbies, Gator RC are places to get ARF's to build and or kitbash. So many possibilities.

Good luck on your choice. See you at the November meeting. 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.

2020 Officers

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MNBigBirds.com

Hawker Hurricane MkII
Kawasaki Ki-45 "Nick"
Focke Wulf TA-152H
Lavochkin La-7
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ARADO 96B
Howard Pete
Mitsubishi Ki-15 "Babs"
Thomas Morse Scout S4C

Free! Scale Plan Downloads

New!
Hawker Hurricane Mk II
1/4 Scale British Fighter

Howard Pete
1/3 Scale Racer

New!
KI-45 DRAGON SI AYFR

Composite Parts Available Thru MICKO

Andersen Designs

Add'l Extras

- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & More!

Piaggio P-119

by Conrad Naegele

The October Mystery Plane was the Italian Piaggio P-119.



In 1939, the Italian Piaggio Aircraft Company began wondering about developing a fighter plane with a radial engine as a buried power plant, driving an airscrew via a rather long driveshaft. Such an arrangement seemed to provide several advantages, with the heavy engine being on the center of gravity, reduction of drag, and great forward vision.

In 1938, Piaggio requested to build such a plane. However, well more than a year elapsed before the go ahead was granted. Many problems arose, mainly how to cool the engine. This was solved by use of trunks, and a large circular opening level with the wing trailing edge. The fuse was a clean monocoque with flush riveting used. The wing was a two-spar design. With the large radial engine problem solved, flight testing commenced.

The two prototypes completed rather successful testing, and were ready for production, just as Italy surrendered! Now, there are many planes with midship engines that come to mind, some successful, some not. The Curtiss P-39, the Dornier DO 335 (two engines), the Kyushu J7W1 'Shinden', the Northrop XP-56 (voted one of the world's worst planes.) The good ones all had inline, liquid-cooled engines. The not-so-good used air-cooled radials.

The Piaggio P-119 had a wingspan of 42 feet, 7-inches, a loaded weight of 9,020 pounds and an airspeed of 358 mph. J

2020 Ugly Airplane Contest

by Sherwood Heggen

It is that time of year again for the TCRC Ugly Airplane Contest, but don't be disillusioned. Just because you think your airplane doesn't look that bad, read on. If your airplane only has a couple of scuffs and some wrinkled covering, it still can be a candidate capable of winning. **“Throw” it in the car as if you were going flying and bring it to the meeting.** It doesn't have to look like it is falling apart – just used.

All airplanes have some ugly to them, some worse than others, so let the judges decide what is ugly among the entries. If you have been flying this past year, you have an airplane that qualifies for the event. It can be a foamie, ARF or kit/scratch-built, and it must be flyable.

Be a participant and bring your “daily flyer” to the November 10 general meeting and let's have some fun with this.

The winner of the event will receive the coveted traveling trophy, (currently held by Joe Neidermayr), a gift certificate to a local hobby shop, and admiration from your fellow club members.

Let's celebrate less than perfect. Bring that plane to the meeting. J

**Win The Coveted
UAC Trophy!**

It's Over?

By Sherwood Heggen

It is that time of year again. The air is turning colder. The sun is setting too early. The leaves on the trees make a chilling, hissing noise as the wind blows against them and successfully yanks them from their branches. The grass is still green but growing is no longer its ambition. Rather, it is drawing its neck into its shoulders like the humans walking upon it trying to ward off the cold. In other words, the flying season is mostly over.

It is hoped to get in a few more flights and especially test fly the new addition to your flock. The super-duper wonder ARF was ordered last spring, but with Covid and all, delays were inevitable. The virgin model is loaded in the back of the SUV alongside a tried-and-true, well-worn, dependable go-to airplane. The tried-and-true model is brought along for something to fly just in case the maiden doesn't go well.

Arriving at the field, you see no cars, which isn't surprising, since it is late October and the temperature is barely 50 degrees. Small patches of snow lie in shaded areas from an early snowstorm, but the runway is baked clean by the sun. Luckily, while setting up your models for flight, your back is to the warming sun and the wind is moderate out of the northwest. It feels good to not have to wear gloves to keep your hands warm as you will have to do during the upcoming winter. Light elation trickles into your mind as your new model is prepped, started, and carried to the flight line. The sky is a light blue with a hint of clouds

in the northwest. It is waiting to be a perfect background for that new yellow and white model with the black trim.

The anticipation and concern of a maiden flight grows as you taxi downwind. A smooth turn around brings the nose of the model into the wind. It is important to cherish this moment since it might be the last flight of the season. You take it all in for where you are. The pleasure of a beautiful day and high expectations of a positive maiden flight of the new model surrounds your spirit. But now, you hesitate. Did you do everything to make this a flight-ready airplane? Is it balanced correctly? Did you tighten all of the servo arm screws? Did you tighten the wing hold-down bolts? Are the control throws too much or too little? So many nagging, negative thoughts go through your mind. Finally, you affirm that all is ready, and your thumb pushes the throttle stick forward. The model moves forward but veers slightly to the left. Muscle memory kicks in right rudder, and as it speeds up, a bit of up elevator is introduced. The model rises from the runway. Elevator is relaxed and the model starts to descend. Quickly you're on the elevator up trim - more - now a bit more. It is much better but the model is drifting to the left. Is it due to rudder or aileron that is out of trim? Typically, its aileron so a couple of beeps of right trim brings the flight path into shape.

Now it's time to fly the racetrack pattern to get used to how the model feels. Then, rolls, loops, stall turns, and some slow flight gives you the feel of what your model will be when it is truly all trimmed out. You're confident

the landing will be uneventful since the up trim required indicates being a bit nose heavy. The approach is set up and you feel the wind is beginning to pick up out of the northwest, even starting to gust at times. You keep the speed up to accommodate the varying wind speed and head for the runway. Just short of the runway, you chop the throttle, flare a bit and the model is safely on the runway. Now the wind is really starting to blow with a cold front coming in. The wind is strong enough to keep your model from turning about to taxi back. A walk to the end of the runway is necessary to retrieve the model after its successful maiden flight. You notice the sky is clouding over and the sun's friendly warmth has forsaken you. The wind shows no sign of letting up and the joy of being at the field is no longer there. You pack up everything and climb into the warm shelter of your SUV.

A melancholy feeling comes over you as you head for home. Your spirit picks up as you recall how the maiden flight of the new model was successful. Even the landing was a nice one. It will be ready to go next spring. Then you hear the announcer on the radio talking about getting Christmas shopping done early and you just know the flying season is over. The melancholy feeling returns.

But wait. A new season has now begun. It is building season! Pleasant thoughts of being in the warmth of your model-building sanctuary, surrounded by all of your modeling stuff, comes to mind. Maybe this winter won't be so bad after all. There is so much to build before the next flying season. **J**

For Sale



Brand New-In-Box – Never Opened

Multiplex Fun Cub ARF



Price On Box -- \$339

Price Today on eBay -- \$250

My Price -- \$160

This ARF comes complete with 7 servos installed, brushless motor installed, brushless controller installed, flaps, propeller. Floats NOT included. See picture above for complete listing.

Jim Cook

jimcook888@q.com

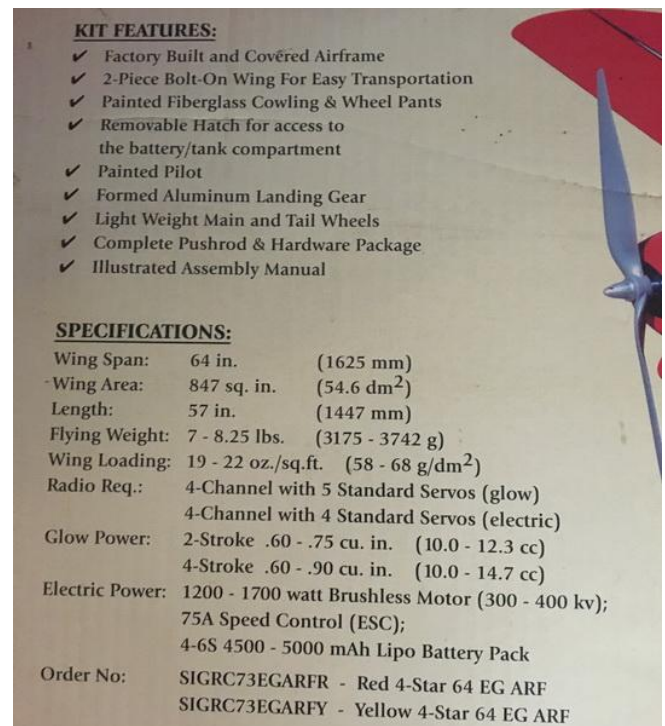
952-200-2030

For Sale



Brand New-In-Box

Sig 4-Star 64 ARF



Price on Internet -- \$229 Price on Box \$189

My Price -- \$95

See picture above for airplane details.

Jim Cook

jimcook888@q.com

952-200-2030



What To Do When Your LiPo Batteries Swell

by Joseph Flynt
(Reprinted from 3DInsider)

Swelling or puffing of batteries is nothing new. If you've ever held on to a laptop or mobile device for two or three years, then you have probably observed how the battery tends to puff up after some time. LiPo batteries, the preferred battery types for drones, are not immune from swelling or puffing. What should you do when your LiPo battery starts to swell up? Is there any way that it can still be saved? Read on to find out.

Is a swollen battery dangerous?

Simply put, yes. It is generally not recommended to continue using a swollen LiPo battery, although it is still possible to use on for a few more times until you get a replacement (this is extremely risky and **should be avoided**). Special care must be taken when charging a swollen LiPo battery. In fact, you **should not** try to charge them. If you must, have it charged away from flammable materials or in a [fire-proof container](#). A swollen LiPo battery is also particularly sensitive to mechanical failure of the casing, so avoid having sort of impact come into it. Never leave charging batteries unattended. Never overcharge them. Only use official chargers and do not assume fireproof containers are foolproof. You should be looking for a replacement as soon as your battery starts to show some swelling. It will only get worse over time, and you can only push your luck so much.

What causes a LiPo battery to swell?

To understand why a LiPo battery (or any other battery, for that matter) swells, we need to understand how its individual components interact to make the battery work. All batteries are made with three basic components: a negative end, a positive end, and an electrolyte solution. Batteries conduct electricity via the migration of ions from the positive

end to the negative end and vice-versa. These ions can travel through the electrolyte solution.

LiPo batteries are distinct from the old-fashioned lithium ion batteries due to their use of a solid polymer electrolyte. Through this solid electrolyte, lithium ions can move between the two terminals of a LiPo battery. A LiPo battery also has polymer separator that keeps the positive and negative terminals from coming into contact with each other.

Batteries swell because of the phenomenon of electrolyte decomposition. As its name implies, this is the process where the electrolyte solution decomposes into its individual components. For most cases, these components include oxygen. In the case of LiPo batteries, the polymeric nature of the electrolyte means that they also tend to produce carbon dioxide (CO²) and carbon monoxide (CO) when they decompose. The production of these gases is what causes the case of the LiPo battery to expand and swell.

There have been a lot of instances of LiPo batteries catching fire while they are plugged in. The chances of a LiPo battery charging fire is even higher once electrolytic decomposition has kicked in, as the oxygen-rich gases are very flammable.

One thing to remember about battery swelling is that it cannot be avoided. Electrolyte decomposition is a naturally occurring process, albeit it should be a slow one. However, improper maintenance of the battery can accelerate the decomposition process.

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Puffed Lipos Batteries

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What should I do with a swollen LiPo battery?

The first thing you should know is that a swollen LiPo battery is a lost cause. You cannot fix it, and you should look for a replacement battery as soon as possible. Once you have decided to stop using your swollen LiPo battery, your next order of business should be to dispose it properly.

Before disposal, it is considered good practice to discharge the swollen LiPo battery completely. This decreases the chances that the LiPo battery will not cause a fire, should its terminals somehow accidentally get connected and form a circuit.

In the past, some battery manufacturers recommended submerging the LiPo batteries in saltwater as a means of discharging them. This method has become heavily contested, as many users have argued that not only was it ineffective, but it was also dangerous. Discharging a battery in saltwater is a very slow process that can take several days to a few weeks. During this time, the saltwater can corrode the aluminum terminals of a LiPo battery, resulting in electrolyte solution leaking out to the water. This is bad news, since battery acids are typically very reactive and toxic.

A safer method to discharge a LiPo battery is by hooking up its terminals to any device that can act

as an electrical load, such as a lightbulb or a resistor with high resistivity rating. If you decide to use a lightbulb, a 20W halogen bulb should allow you to discharge the battery pretty quickly. You can even hook up several bulbs in parallel to speed up the discharging process. You will know when the battery has been completely discharged as soon as the bulb no longer lights up.

Once the LiPo battery has been discharged, you can bring it to the nearest battery recycling facility. You can check online for a battery recycling facility near you. If you can't find one, you can try asking big electronics retailers such as Target or Staples if they provide this service. Most waste facilities can also accept hazardous wastes such as spent batteries. Whatever you do, do not dispose batteries along with your normal rubbish.

Tips to avoid swelling on your LiPo batteries

As we have mentioned, battery swelling due to electrolytic decomposition is a natural phenomenon. LiPo batteries are especially prone to swelling because of their polymer laminate case that replaces the rigid metal cases of older lithium ion batteries. Although this keeps LiPo batteries light and compact, it also does not provide much mechanical rigidity and strength.

If you want to make your LiPo battery last and delay the onset of battery swelling, then here are our best tips:

1. Use quality chargers

If the official charger that comes with your battery or device originally costs \$50, then don't use

a cheap \$5 charger. These chargers may not be rated for the voltage requirements of your device, which can result in overcharging if you're not careful.

2. Don't over-charge or over-discharge

This advice applies to all kinds of rechargeable batteries, whether it's for your drone, laptop, or mobile phone. It is never a good idea to leave the device plugged in when it has already been charged to full capacity. LiPo batteries are typically known to overheat quickly when they remain plugged in, and this can greatly accelerate electrolytic decomposition.

On the flip side, it is also not recommended to discharge a LiPo battery until it is empty. LiPo batteries are usually designed with a cut-off voltage that protects its circuit from being completely cut off. If your LiPo batteries gets drained to its lowest level, it is a good idea to plug it in right away before it discharges even further.

3. Replace old batteries

One obvious sign that a battery is starting to deteriorate is its reduced capacity. If you find that a battery that used to be able to last up to 25 minutes of drone flight can now only last for about 15 minutes, then maybe it's time to stop relying on that battery. In fact, some battery manufacturers recommend that you replace a battery when it can only hold 80% of its original capacity. Replacing your battery with a new one not only gives you the best performance possible, but it also eliminates the risk of using a battery that can fail at any given time.

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Puffed Lipos Batteries

Continued From Page 10

4. Avoid mechanical damage

As mentioned, the flexible polymer laminate case of LiPo batteries help keep them light. However, it offers no physical protection against drops and other impacts. Even a small puncture on the case of a LiPo battery can cause the electrolyte solution to leak out. If you find that your LiPo battery has been physically compromised, then you should stop using that battery. The acidic nature of the electrolytic solution means that they will corrode your electronics. Leaking gases are also easily flammable.

5. Don't store in a hot location

Electrolytic decomposition may be a natural process but keeping your LiPo batteries cool can significantly slow it down. The opposite is also true: allowing your LiPo battery to experience high temperatures will speed up the decomposition process. This means not leaving them plugged in when they are already fully charged, and not leaving them out under the scorching sun.

LiPo batteries naturally heat up when they are used or charged, so you need to give the batteries time to cool down before using or storing them.

Final thoughts

LiPo battery technology has allowed manufacturers to provide a lot of power in such a lightweight

and compact package. However, the high-power density of LiPo batteries comes at a price. They are prone to mechanical damage, catching fire, and premature battery swelling. Caring for your LiPo battery takes a little more care than your typical lithium-ion battery. They should be kept cool, stored in partially charged state, and protected from physical damage.

Once your LiPo battery swells, the best advice is to stop using it as soon as possible. You will also need to replace it soon, as a swollen LiPo battery probably cannot hold much of a charge. Remember to follow proper battery disposal practices once you decide to discard your spent LiPo battery.

(Editor's Note: One last thought: It is very smart and prudent to keep all of your LiPo batteries in a fireproof lock box whenever they are not in use.) 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.

**Get All Of The Up-To-The-Minute Info At
TCRCOnline.com**

TCRC Elections November 10th

It is now November and it is time for the TCRC elections. As usual, the elections will be held at the November meeting, which this year will be Tuesday, November 10th at CrossPoint Church. Remember to bring your mask and to practice social distancing when you come to the meeting.

All four of the officer positions are up for election this year plus one of the three at-large board seats. That seat is currently held by Gerry Dunne. However, the board seat held by Doug Elyea will also be up, since Doug will be stepping down because of his busy schedule.

Currently the officer positions are held by Bob Breisemeister, president; Chris O'Connor, vice president; Ken Weddell, secretary; and Tim Wirtz, treasurer. The board seat held by Brian Johnson will not be up for election this year.

At this time, all of the incumbent officers are planning on running for re-election, as is Gerry Dunne for his board seat. But we want to have other members run for office this year.

Please consider being a candidate for TCRC office. The club needs you. Be both a voter and a candidate at the TCRC elections on November 10th. J

Shelter Repair Completed



The TCRC shelter sports its new posts and foundation after all the hard work of the crew. (Photos by Tom Hall)

It took a lot of manpower and two work sessions, but the TCRC shelter has been renovated.

The concrete foundations under each of the six posts had shifted and risen over the many years and floods that have occurred, and the club made the decision to put in new foundations and posts. This was done by jacking up one end of the shelter, digging down and removing the old concrete, and setting new posts on a new foundation. Then repeating the process for the other.

Thanks to all of the TCRC members who took the time and energy to get this done. A very special thank you to Tim Wirtz for heading up the project. J

Be An All Season Flyer In 2021



The end of the year is in sight, just two months away. And that means you should start thinking about becoming an All Season Flyer in 2021.

To become an All Season Flyer a pilot must put at least one flight on an airplane outside in each month of a calendar year. That means you have to start in January.

In Minnesota, those December, January and February flights can occur in some pretty cool weather.

In TCRC several pilots have a proud tradition of earning their ASF patches. Some have been doing it for more than 10 consecutive years.

Earning an All Season Flyer patch in Minnesota has to be a very daunting experience. However, with the advent of the electric airplanes, it is a lot easier than trying to start a cold glow engine.

If you are interested in becoming an All Season Flyer in 2021, plan on joining the pilots for their January flights. J



Essential Changes To Remote ID Are Urged

By Tyler Dobbs, AMA
Government Affairs director
tylerd@modelaircraft.org

THE AMA JOINED with the Aircraft Owners and Pilots Association (AOPA), the Experimental Aircraft Association (EAA), and Google's sister company, Wing, to send a letter on September 11, 2020, urging the FAA to make essential changes to the proposed rule for Remote Identification (Remote ID) of Unmanned Aircraft Systems (UAS). These stakeholders represent a cross-section of the model aviation, general aviation, and commercial UAS sectors, and share a concern that the current rule is too difficult for everyday hobbyists to comply with and that alternatives are needed.

"The proposed rule will make it nearly impossible for everyday hobbyists to share the skies," the letter states. "They will need to incorporate highly automated equipment into home-built models and implement manufacturing processes comparable to a commercial aircraft. These requirements are infeasible for hobbyists who experiment in their garage, buy material at the local hardware store, and fly in their backyard or the local park."

The letter describes how, if hobbyists cannot comply with complex requirements of amateur-built aircraft, they will be confined to a small number of FAA recognized "identification areas." The FAA only anticipates roughly 2,400 of these sites for the entire US population of 327 million people. The agency has also not proposed any process for renewing or recognizing new areas.

The letter continues, "We urge the FAA to consider alternative approaches that promote safety and security while supporting model aviation. For example, hobbyists could notify their planned flight area to the FAA and other

observers on the ground via smartphone app. Today, drone operators can fly in controlled airspace around our busiest airports by notifying their planned flight area to the FAA through apps. The FAA should be applauded for digitizing these capabilities in an accessible way. That approach is safe, smart, and sensible, and could apply to remote identification."

The letter concludes by urging the FAA to find a path forward that allows everyday hobbyists to easily comply with the Remote ID rule. **Q**

Walt Billett Award To Be Presented At December 8 Meeting

The Coveted Walt Billett Award will be presented to the 2020 recipient at the December 8th TCRC membership meeting.

The award is normally presented at the annual banquet, but because that event had to be cancelled because of the Covid virus, it was decided to make the presentation at the December meeting.

Be sure and attend that meeting and be ready to congratulate the 2020 recipient. **J**

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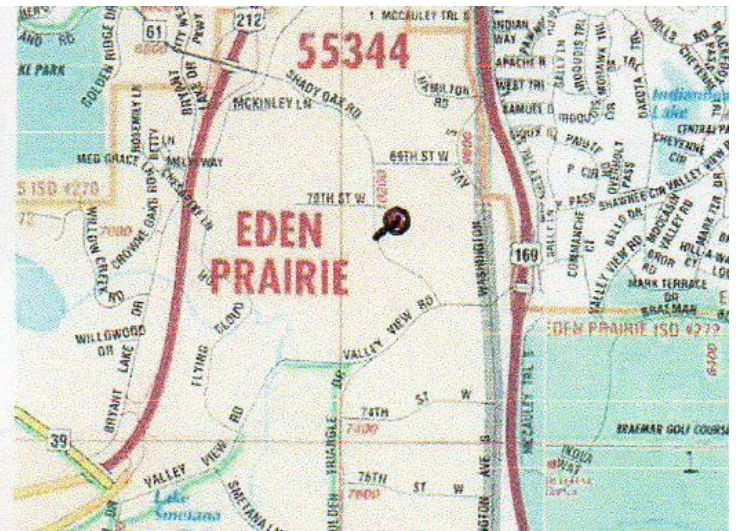
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