



October

Minneapolis, Minnesota U.S.A.

2012

TCRC's Fall Float Fly A Fabulous Event

by Steve Meyer

TCRC members and friends got together on September 15th at Bush Lake Park in Bloomington to experience the 2012 Fall Float Fly. The weather this year was clear but with a 10 mph breeze from the south. The 13 pilots that attended the event did not have any problem with the wind that might have kept this year's attendance down.



The pilots pose on the beach of Bush Lake after a great day of flying.
(Photo by Steve Meyer)

Pilots started to arrive at the beach at 9:15 am and by 9:40 there was enough manpower to carry Dave Erickson's retrieval boat down to the water. We all worried that we wouldn't have a retrieval boat when Dave couldn't get the motor to start. After 20 minutes of rope tugging and "verbal encouragement" Dave, Curtis Beaumont, and Rick Smith were

able to get gas through a plugged carburetor and the engine started. The pilot meeting started at 10:05 am and Steve Meyer listed all the safety rules that needed to be followed in order to fly at the event. Airplanes started to cover the grass under the trees and by 10:15 Dave Erickson had the first flight of the day with his trusty Sea Hawk .

Dave's boat was kept busy all day retrieving stalled float planes. Steve Meyer and Curtis Beaumont sustained the most damage to their aircraft. Two things you need for a float fly are water and a boat. We want to give Dave a big thank you for bringing the much needed boat.

The pilots and planes that flew this year were: Steve Meyer with his ill-fated Paulistinha, Jon Perry with a foam T-28 on floats, Morgan Larson brought his trusty Sea Cruiser II, a Sportmaster was flown by Sherwood Heggen, Curtis Beaumont found out how hard water is when he put his Sig Sealane in out by the point (he also brought 2 very fast RC boats), Rae Richardson brought a Great Planes 60 Cub, Terry Spletstoeester also flew a Cub on floats, a trainer on floats, and his new twin engine sport plane, Dave Erickson's speedy Sea Hawk literally tore the floats off the wing tips (Dave said it might be the Hawk's last float fly). Several

Continued On Page 3, Col. 1

Veep's Corner

By Chris O'Connor



Note: With President Tim Len being transferred to Florida, Chris O'Connor is now both President and VP for the remainder of the year.



TCRC secretary Scott Anderson, president and VP Chris O'Connor and treasurer Tim Wirtz preside at the September meeting.
(Photo by Jim Cook)

For some of us, flying season is starting to come to the end, and building season is already on the way. This fall has been excellent for flying. I think it's the best flying weather. I think everyone is doing a good job of flying safely. I know I was at the field last Saturday with about 8 or 9 guys, from trainers to 3D to warbirds, and everyone did a good job of flying a pattern, announcing takeoffs and landings, and showing common courtesy to all.

I was unable to attend the Fall Float Fly at Bush Lake on September 15th, but I understand it was well attended and everyone had a good time.

Our Season Finale is slated for Saturday, October 13. Come out and do some flying and bring a snack to share. I hope the weather is good.

The end of October, means the start of the monthly Minnesota Scale Fliers meetings on the last Friday of the month thru March. Whether you have a scale plane or not, there are always some beautiful models to see and techniques to learn. The meetings start at 7:00 pm.

Remember that TCRC has its annual election of officers at our November 13th meeting. If you haven't been an officer, ask yourself why not, it's fun and rewarding and it's not that hard. Please consider a position for the coming year.

Our October program will be anyone that wants to bring or mention something new; i.e. do a review of a kit, radio, charger, engine, etc. Let's see how many reviews we can do.

We'll see you at the October meeting. J

Visit TCRC Facebook

Scott Anderson reminds all TCRC members and club friends that TCRC now has a Facebook page.

The web address for that page is:

<http://www.facebook.com/#!/tcrc.mn>

Take the time to visit this site and give it a thumbs up. J

Fall Float Fly

Continued From Page 1

pilots brought multiple aircraft and the spectators enjoyed seeing the variety. Joe Niedermayr's Cub, Acro Master, Beaver, and PBY were all small electric aircraft. Larry Couture and Dan Olberg flew several sport models and Rick Smith flew his Icon A5 while his Cub did not fly because of the wind (but it looked good on the beach). Mike Burk brought his fleet of racing air boats for anyone to try pylon boat racing.

We quit flying about 2:30 pm and put the boat back on the trailer. The spectators all commented on how much they enjoyed the flying. I hope some of the RC pilots that just watched would put floats on something and try it next year. Float flying is a part of the hobby that you need to experience..... and your next chance will be at the Spring Float Fly at Bush Lake, Plan on being there in the spring. J

The Retrieval Boat Saw A Lot Of Action At The Fall Float Fly



Dave Erickson and Curtis Beaumont head back in after retrieving Curtis' plane after an errant landing. (Photo by Steve Meyer)

A Rough Water Landing Is Softer Than A Rough Ground Landing



A J-3 Cub cartwheels in the water but the damage to the plane was still minimal. (Photo by George Toon)



Pictures From The 2012 Fall Float Fly



TCRC'ers enjoyed the flying, the sunshine and the friendship at the Fall Float Fly.



A J-3 Cub touches down for a nice landing on Bush Lake on a beautiful day.



The pits at the Fall Float Fly were full of great looking planes.



The flight line was a very busy place at the Fall Float Fly.

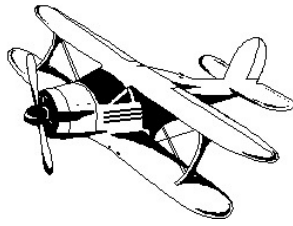


Taxiing in after another great flight.



A float plane in the air is a great sight.

Show & Tell



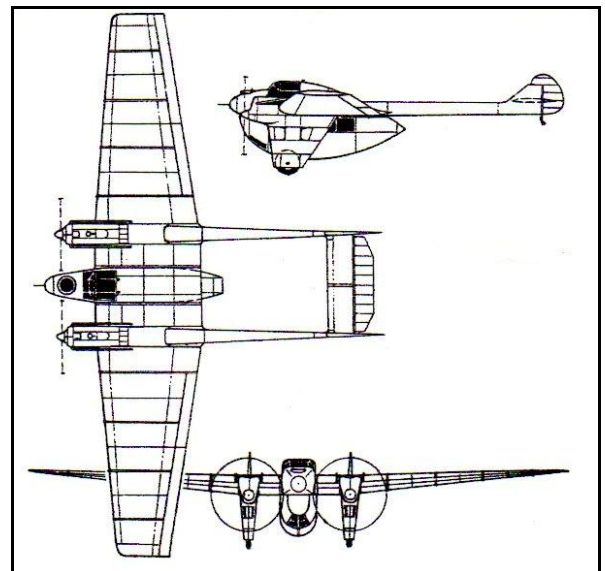
Wayne is selling the stands to any TCRC'er that is interested. Price is \$90. If you are interested give Wayne a call or see him at the next meeting.



For the September Show & Tell Wayne Rademacher had a nifty airplane stand that he manufactured on his fantastic CNC machine at his house. When Wayne makes something on his CNC he never only makes one, and this was the case with this flight stand. As shown in the picture below the stand folds down into a very compact piece of equipment for easy handling and storage.

Prolific builder Joe Neidermayr had another plane at the September meeting. Actually it was a bald eagle. The Eagle is an ARF manufactured by BP and had a 55-inch wingspan. This foam kit was done in traditional bald eagle colors and weighed in at one pound. It was powered by a Turnigy electric motor. Joe has two maiden flights on the eagle. The first ended in a crash and Joe had to change the CG to make it airworthy. I imagine it would be pretty neat to see it soaring over the Jordan field. J

October Mystery Plane



TCRC's Scale Saturday Attracts Some Beautiful Aircraft

by Scott Anderson

TCRC added an event to its already-busy calendar this year called Scale Saturday, where flyers from across the region are invited to join us for the day to fly and show their scale models of full size aircraft. The event was widely publicized through the Scale Flyers of Minnesota and many pilots from clubs around the region expressed interest in coming.



A giant-scale Edge 540 from Anoka soars through the clear skies of the afternoon at TCRC's Scale Saturday. (Photo by Scott Anderson)

That lasted until Saturday arrived. The weather fronts came through and we had cool weather, low clouds, wind and rain. The rain stopped early in the morning and we were still able to salvage some great flying!

Cory Kaderlik and his family had camped at the field the previous evening and they had a nice warm fire for pilots and spectators who were chilled by the dampness. Tim Wirtz had returned from spending the summer in Bangalore, India and managed the Flare Out Café to feed us so Gerry Dunne could get some flying in.

In spite of the weather we had a good turnout including 3 pilots from Anoka who flew their 100 cc class Aerobats in an impressive display from our runways. We flew from 10 am until after 5 pm and Cory and his family continued after that.

Ironically the weather on the following day (Sunday) was warm, sunny & calm. We'll try to schedule better weather for next year!

Special thanks to Gerry Dunne, Tim Wirtz and Cory Kaderlik for lending a hand to make the event very enjoyable! J



Gerry Dunne returns after a great flight. (Photo by Scott Anderson)



A beautiful Fokker D-VII heads out for a turn in the sky.



The spectators at Scale Saturday saw some great flying. (Photo by Scott Anderson)

Pylon Racing Packed With Pilots for Week #4

by Paul Doyle

Race week 4 proved to be the most exciting race weekend to date with TWELVE pilots split into two heats of six at the start; unfortunately it was also the week of the mid-air with more collisions than usually occur in a season eliminating four aircraft from being able to complete the remainder of the day. Week four also proved to be our most competitive with 5 different pilots taking home at least one first in their respective heats and the top four scores of the day were within 5 points out of a possible 120 points. All of this adds up to be what I consider the best pylon season we've had at TCRC and we still have 3 race dates left!

Just a reminder it's never too late to join in on the fun and the next race date is Sept 16th and we will also have a make-up race on Sept 30th. Hope to see you all there!!!

Week 4 Results:

RACERS

Heat	Tim	Tom	Kris	Mike	MattR	Darryl	MattT	Paul	Curtiss	Gerry	Rick	Loren
1a		4 th		3 rd		5 th	6 th			2 nd	1 st	
1b	5 th		1 st		3 rd			2 nd	4 th			6 th
2a		5 th	1 st	2 nd		4 th				3 rd		6 ^{th*}
2b	4 th				3 rd		6 th	2 nd	1 st		5 th	
3a		6 ^{th*}		3 rd	2 nd	4 th	5 th	1 st				6 ^{th*}
3b	4 th		1 st						2 nd	3 rd	6 ^{th*}	
4a	4 th	5 ^{th*}		3 rd	2 nd		5 ^{th*}		1 st			5 ^{th*}
4b			3 rd			4 th		2 nd		1 st	5 ^{th*}	
5a		5 ^{th*}	4 th		2 nd	3 rd	5 ^{th*}	1 st				5 ^{th*}
5b	4 th			3 rd					1 st	2 nd	5 ^{th*}	
6	4 th	8 ^{th*}	1 st	7 th	3 rd	5 th	8 ^{th*}	2 nd	6 th	8 ^{th*}	8 ^{th*}	8 ^{th*}

4th Race Point Total

Racer	Points
Paul	116
KrisH	115
Curtiss	111
MattR	111
Gerry	107
Mike	105
Darryl	101
TimL	101
Rick	96
Tom	93
MattT	91
Loren	90

Season Points Total

Racer	Points
Paul	475
Matt R	443
Kris	437
Mike	396
Darryl	304
Tom	288
John	286
Curtiss	223
Gerry	213
Tim	204
Rick	198
Matt T	91
Loren	90

Number of Races

4
4
4
4
3
3
3
2
2
2
2
1
1

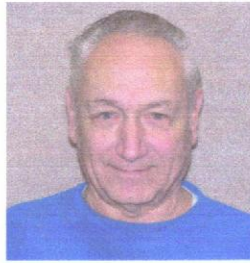
First place is worth 20 points and every position thereafter is one point less.

An asterisk next to a racers name denotes they were unable to participate due to a plane difficulty and were awarded last place points.

2012 Race season will consist of 7 races with racers using their top 5 scores to determine the league champion.

Safety At The Field

By Larry Couture



Well here it is the beginning of October the weather has been great but due to change as it is that time of year. The field is in great shape and the mowing for this year is all done.

We have a lot of new members and the one complaint that I am hearing is we are not posting our cards on the board when we're at the field. Now this is a rule that has been around for a long time but since 2.4 transmitters came along we seem to have forgotten to call everyone's attention to this rule. **NOW LET'S ALL GET WITH THE PROGRAM (AS I WILL BE WATCHING)!!!!!!!**

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. Now the adage goes that rules are made to be broken but in this case breaking the rules can lead to an accident and maybe serious injury, so please do not follow or believe in that old adage.

The thing I like to harp about is: Let your fellow flyers know what you are doing or going to do by **LOUDLY ANNOUNCING** take offs, landings, dead stick, on the field or anything else you can think of that they may need to know, and wait for their **ACKNOWLEDGEMENT** to you.

In my opinion this is the best way to keep our flying site accident-free which it has been for a long time so let's keep it up.

I want everyone that goes to the field to know where the Fire Extinguisher, (red bottle with pin and trigger), First Aid Kit (clear plastic case with cross on it) and Vests for going into the woods for retrieval (blue case with VEST on front). These are all hanging on the **NORTH WALL** of the **SHELTER**. Your knowledge of where they are could expedite a faster solution to a problem or an accident. The vests are very much needed at this time because it's the hunting season for our neighbors.

Fly often, have fun and crash less, and as usual all landings from which you can fly again are great but not always graceful so keep the rubber side down. **J**

2013 AMA Dues Statements

All TCRC members should have received their 2013 dues statements in the mail in September from the Academy of Model Aeronautics.

AMA 2013 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; 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 2013 AMA dues is December 15 to avoid a lapse in membership services. **J**

Ryan PT-22

by Conrad Naegele

The September Mystery Plane was the Ryan PT-22.



When the U.S. embarked upon the massive expansion of the Army and Navy air forces in 1940-41, three companies – Ryan, Stearman and Vultee – were designated to produce the standardized primary and basic trainers upon which the new flying personnel were to receive their training. The Ryan aeroplane for this program was the PT-22, one of a series of low-wing trainers built by the company for the Army. The first of the series was the PT-16, a militarized version of the Ryan S-T which, in turn, was the aeroplane with which T. Claude Ryan re-entered the aircraft manufacturing business in 1922 after a six year absence.

The Ryan S-T was a low-wing monoplane with external wire bracing to the top of the fuselage and to the main undercarriage legs. Open cockpits in tandem had dual controls and duplicated basic flight instrumentation. Construction was of metal throughout. Until 1939, all Army primary trainers had been biplanes.

The success of trials with the Y1PT-16's which were used at the Ryan-operated school at San Diego during the latter months of 1939, led to a further contract in 1940 for 40 of a basically similar model designated the PT-20. During 1941 the Menasco engine was discarded by the Army in favor of the Kinner R-440 radial. The installation of the new engine in the Ryan trainer, in a streamlined nose fairing with projecting, uncowed cylinder, resulted in the Model ST-M.

The advent of the Army-Navy trainer standardization program coincided with the development by Ryan of a more powerful variant, the ST-3, with a 160 horsepower Kinner R-540-1 engine. Orders for this new model, designated the PT-22 and named Recruit under the World War II practice of applying popular names to military aircraft, totaled 1,023, all placed in 1941. These were delivered without the wheel spats

used on earlier models, and also without the complete main leg fairings, but were otherwise identical with the PT-21. The PT-22's went into service at civilian-operated schools throughout the country.

Production of the PT-22 ended in 1942. In that year, Ryan was asked to investigate the production of a version of the trainer constructed of non-strategic materials. The resultant design, the ST-4, was virtually a new aeroplane, and was built almost wholly of plastic-bonded wood. Five examples were delivered to the Air Force in 1942-43 as YPT-25's. While the S-T was all metal, with the Menasco inline engine, the PT-22 was of mixed construction.

In 1948 a friend and I bought a PT-22 at University Airport. It turned out it had a cracked wingspar so no license. Taxied it about 25 hours than took it apart and towed it to Southport and bought another one for \$400. Flew it a lot. It was mildly aerobic but fuel was too much for us so we sold it in 1950. Great fun!

The PT-22 had a wingspan of 30 feet, a gross weight of 1,600 pounds, a speed of 128 mph and a range of 350 miles. 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.

Calendar

- Oct. 9 Membership Meeting, 7:00 PM
CrossPoint Church
Bloomington

- Oct. 13 Season Finale
Jordan Field
Corey Kaderlik

- Oct. 14 Pylon Racing
Noon Practice
1:00 PM Jordan Field
Paul Doyle

- Oct. 21 Pylon Racing
Rain Date

- Nov. 13 TCRC Elections
CrossPoint Church

- Nov. 17th TCRC Banquet
Timberlodge
Restaurant
Southtown Center
5:00 PM

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A beautiful giant scale Fokker D-VII soars over the clear skies of Jordan at Scale Saturday. (Photo by Scott Anderson)

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TCRC Elections Coming Up

Summer is over and fall has arrived. October will be gone very shortly.

November brings the TCRC elections, which this year will be held on Tuesday, November 13th at the regular membership meeting.

Five of the seven board seats are up for election this year -- the four officer positions and one of the three board seats.

With president Tim Len being transferred by the FAA to Florida, his seat is obviously in need of a candidate.

VP Chris O'Connor has asked every TCRC member to consider becoming an officer or a member of the board in 2013. The club has many members that would be excellent candidates for a club position.

Consider becoming a candidate for a TCRC position and becoming part of the leadership of our great club. If you are interested in running please let any board member know as soon as possible. Be a candidate! J

TCRC Banquet

The annual TCRC Fall Banquet is fast approaching.

Where: Timberlodge
7989 Southtown Ctr
Minneapolis, MN 55431

When: Saturday, November 17

Time: 5:00 PM

Menu: Dinner Menu

The club will again utilize the Timberlodge's great menu and have everyone just order what they would like to eat.

The TCRC banquet is always a fun-filled event and well attended by members and spouses.

If you and/or your spouse are planning on attending the banquet, please let VP Chris O'Connor know so we can make the proper reservations at Timberlodge.

Plan on attending TCRC Annual Banquet on Saturday, November 17th at the Timberlodge Steakhouse in the Southtown Center in Bloomington. J

TCRC Season Finale October 13th

by Corey Kaderlik

TCRC will be having its traditional Season Finale at the Jordan field on Saturday, October 13th.

The event starts at 10:30 a.m. Plan on having pot luck lunch at 11:30am. Bring down your entire family and a hot or cold dish to pass. Don't forget your planes either. Weather permitting it should be a great day and lots of fun.

Hope to see you all there.

P.S. I may be a little late as it is the Minnesota pheasant opener. J

TCRC All Season Flyers

With the coming of cold weather most R/C modelers but there planes up in the rafters and start thinking about what to build for next spring but not everyone!

TCRC has a large number of pilots that are All Season Flyers. That is, they put at least one flight in outside every month of a calendar year. Winter flying is great with calm air and bright skies. Start thinking about putting a set of skis on a plane or two and be at Jordan when the snow flies to find out how much fun it is to fly all year round. J

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Float Flying Is Great!!!



Rick Smith launches his SeaWind for another good flight at the Fall Float Fly at Bush Lake. TCRC has been holding float flies at Bush Lake for many years and it is always a fun time. (Photo by Steve Meyer)

THE TCRC FLARE-OUT Monthly Newsletter



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