



October

Minneapolis, Minnesota U.S.A.

2022

TCRC 2022 Fall Float Fly Held On A Beautiful Day

by Steve Meyer

I arrived at Bush Lake Park beach in Bloomington a little past 9:00 in the morning. The weather was perfect with no wind and glass-smooth water, the forecast said the wind would increase in the afternoon. There were about a half dozen pilots waiting for Mark Wolf and I to get the boat in the water so we could start the float fly. At 10:00 I had a quick pilots' meeting to go over the flying rules of the event.



The pilots at the Fall Float Fly at Bush Lake Park paused in their flying for a quick photo on the beach with their planes.
(Photo by Steve Meyer)

Dave Mansfield's hand launched Cub was the first plane in the air that morning. Dave also flew his Seawind and foam HU-16 Albatross seaplane. Chris and Nate O'Connor's Beaver was the first plane to take off of the water. They also flew a Maule several times during the day. Mark O'Connor also flew a Maule. The largest planes were Carbon Z Cubs flown by Jim Lundquist, Tim Kepner, and Mike Robin. Tim also

had an Ugly Stick with a .90 ci engine. The smallest plane was Darryl Volk's UMX Turbo Timber but the plane he flew the most was an FMS Super Cub. I flew my Fly Baby twice and my Timber six times.

The Timber model type was the most popular airplane at the event flown by five pilots. Mark Wolf flew his Beaver for the first-time off water. A Beaver was also flown by Julian Bristow. Jeff Tolzmann and Tom Young flew nitro engine powered sport planes that were very fast. Terry Spletstoezer brought his old Trainer and a Flyzone Tidewater. Ken Weddell and Joe Niedermayr also flew Tidewaters. Delano Stein had a good-looking E-Flite Air Tractor on floats. A Husky and mini-Polaris were flown by Scott Thompson. In all over 20 pilots flew at the event.

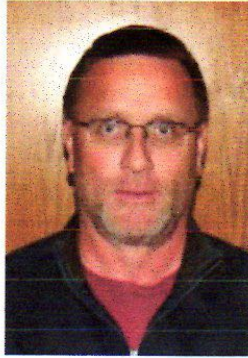
We quit flying around 1:30 as the wind increased. During the event we always had 3-6 airplanes in the air delighting all the spectators.

I want to say a special thanks to Mark Wolf for supplying the retrieval boat this year and to all the pilots that flew their planes at the 2022 Fall Float fly.

I hope to see all of you at the Spring Float Fly in May 2023. Here is hoping for another perfect day. ☺

A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

Welcome to the Autumnal Equinox or Autumn or Fall. Whichever you want to call the third season. Let's call it "Fall". I have always liked Fall with moderate temperatures and the trees changing to some spectacular colors. Unfortunately, winter is just around the corner. We have had some great flying weather in the past few weeks with it as dry as it has been this year. So, get your flights in while the weather is nice.

It was a busy month for TCRC with the holding of four events in a row. We had flyable weather for all of the events. I want to thank Scott Anderson for heading up the Scale Fly. Due to a conflict, I was not able to attend this event, but I heard everyone got all the flying in that they wanted.

I was able to stop by the Fall Float Fly at Bush Lake Park with Millie, my year old Soft Coated Wheaton. The event was very well attended with great flying conditions. Steve Meyer did a great job as the chair for this event.

The Swap Meet was the next weekend. I was out of town, so Jeff Tolzmann helped out with running the swap meet and fun fly. I was told that we had about 25 people or vendors selling items and another 25 or so buyers. TCRC will keep holding a spring and fall swap meet with the hope it will grow in size.

Crocktoberfest was held on October 1st. The weather forecast was for no rain. There was not any rain at the field but some members drove thru some downpours on the way to Jordan. The rain might have hindered some members from coming. Things started out slowly but there were 8 or 9 pilots that flew in the competition part of the event. Brian Johnson again had the paintball gun out and finally the Corsair went down.

I want to thank Scott, Steve, Jeff and Brian for stepping up to be in charge of these events.

Along with the four events the last membership meeting at the flying field was held on the 13th of September.

The meetings will move to Crosspoint Church starting on October 11th at 7pm. I will not be grilling but there will be a program and Show & Tell. Bring those projects completed or not.

November brings the TCRC Banquet on the 17th at David Fong's Restaurant in Prior Lake. It's a nice way to wind up this year's flying season. There will be prizes to win and games to play. More details to follow in the November newsletter and at the meetings.



Bob and Millie at the Fall Float Fly.

It is hunting season. Remember to put on an orange vest if you go into the woods to retrieve an airplane. With the people who lease the land to the north and the State Park property to the west there could be hunters out there. Please be careful!

I hope to see you at the meeting on October 11th.

Happy Flying!



Pictures From TCRC's Fall Float Fly



The Fall Float Fly chairman Steve Meyer's great looking Fly Baby got a couple of nice flights off of the smooth water of Bush Lake.



Mark and Chris O'Connor were on the flightline at the Float fly a lot of the time.



A fleet of Carbon Z Cubs at the Float Fly. These planes were piloted by Mike Robin, Jim Lundquist and Tim Kepner.



Mark Wolf brought a couple of nice planes to the Fall Float Fly. This is his Beaver, but he also put a few flights on his Maule.



Darryl Volk had the smallest plane at the event. Here he is with his UMX Turbo Timber.



Sherwood Heggen doesn't miss too many float flies. Here he is getting an assist from Nate O'Connor and moral support from Julian Bristow.

More Pictures From TCRC's Fall Float Fly



One of the Carbon Z Cubs gliding in for a landing.



What would it be to have a float fly and not have a Big Stik flying over the water? Tim Kepner's Stik in traditional colors heads in for a landing.



Dave Mansfield had a very beautiful and graceful Seawind at the Fall Float Fly.



Bush Lake Park is an ideal place to have a float fly. The sandy point offers the ability of pilots to fly from it no matter what the direction of the wind.

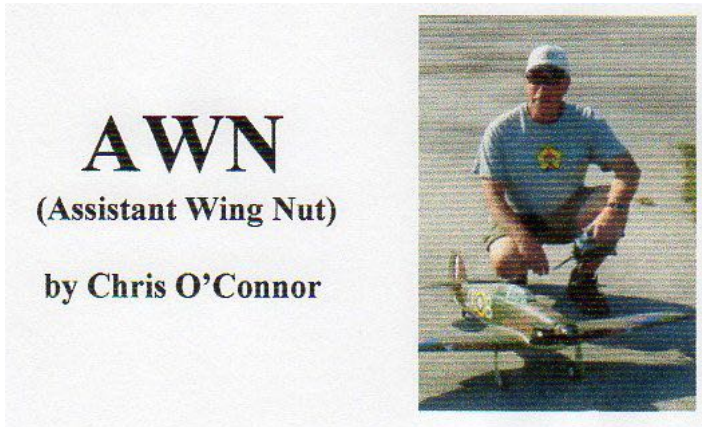


Father/son team of Chris and Nate O'Connor took turns putting lots of flights on their Beaver.



Mike Robin poses with his Carbon Z Cub right before another great flight.

Photos by Steve Meyer



“Flaps -- What’s All The Flap About?”

Why are we so scared to use flaps, it’s there to really help us when we land or takeoff. Ask yourself this question, how come full-size planes never hesitate to use flaps for takeoff and landing. Granted, a number of our models don’t have flaps at all, but when they do we should take advantage of them.

The advantages of flaps are that they can increase lift allowing you to takeoff slower and also land slower. Along with lift comes drag. At some point the more flap you put out the less lift and more drag. So, using partial flap gives you more lift for takeoff and then with full flaps you get more drag than lift allowing you to land slower, consequently a shorter takeoff roll and also a shorter landing roll. On takeoff this can mean an increase in climb performance, and for either takeoff or landing a LOWER STALL SPEED!

When deploying flaps they are changing the shape or camber of the wing. Because flaps put an increase structural load on the airframe, we want to extend them at a slower airspeed, not at full speed. You may notice that as flaps start to come out the plane will climb, that’s increasing lift, but as they become fully deployed the plane slows even more and you don’t notice this big increase in lift. So maybe with 10-15 degrees of flap you need to program in a little down elevator and at full flaps you may not need any at all. Each model is a little different. Also, a tip is to deploy your flaps slower, it may help your plane not to balloon so fast, and if putting up your flaps on a go-around, put them up slowly so you don’t lose that extra lift all at once so close to the ground.

There are four types of flaps

- Plain
- Split
- Slotted
- Fowler

Plain flaps, like what most of our models have, give you some increased lift at partial flaps and more drag with full flaps allowing you to make steeper approaches without gaining airspeed. An example would be a Cub coming down steeper and able to land slower and shorter.

Split flaps were seen on warbirds and some general aviation aircraft, a Hawker Sea Fury or a Cessna 310. Split flaps only come out on the bottom trailing edge and give a little more lift than plain flaps and a lot more drag.

Slotted flaps are seen on many jets, small to large, and some general aviation planes. As the flaps came down a slot opens up between the top leading edge of the flap and the bottom trailing edge of the wing allowing air to flow across the top of the flap for increased lift and drag at full deployment. These flaps also increase the camber of the wing.

Fowler flaps are seen on large or jumbo jets, they are more complicated because as they come out they also extend back increasing the wing area. At the first stage they give lots of increase in lift and end with more lift and lots of drag.

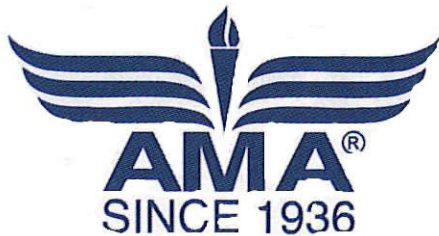
That’s a quick example of each type, so when flying your models and wanting to takeoff in a shorter distance use partial flaps like 10-15 degrees. Land shorter and slower use 30-40 degrees, but remember with full flaps comes more drag so you have to use a bit more power. Without an airspeed indicator it’s hard to see, but trust me you will land slower.

I hope that helps a little. You do not have to be scared of those flaps.

Happy flying!



AMA Election Ballot



All AMA members should have received their election ballot in the mail enclosed with their AMA dues renewal notice.

In 2022, incumbent Ama President Rich Hanson is again running for that position.

Also running for AMA President is Randy Cameron, who is currently the AMA Executive Vice President.

I believe that the November issue of *Model Aviation* will have campaign statements from each of the candidates.

Our District VII does not have an election for VP of the district in the year 2022.

AMA election ballots must be postmarked no later than November 10, 2022 to be counted. Check out the candidates and mark and return your ballot today. ☺

TCRC Meetings Continue To Offer Virtual Attendance

Now that summer is over and so are the 'meetings at the field', TCRC takes its monthly membership meetings back inside to CrossPoint Church.

And while it is great to be able to get out and attend the monthly TCRC meetings, there are times when we just can't. And if that is the case, and you still have access to your phone or iPad or laptop, you can still be at the meeting via Zoom.

Tim Wirtz acts as host, sets up the Zoom meeting, and furnishes the link to all members prior to the meeting.

At the TCRC physical meeting, Tim has his laptop there and sets up a camera so those in the Zoom meeting can see those in attendance.

This has worked well and the members appreciate having the option to attend a meeting when it is inconvenient to be there physically.

So, there is really no excuse why you can't make it to the monthly TCRC membership meetings! ☺

TCRC Elections November 8th

It is already October and the year is racing past. That means that the TCRC elections are only one month away. As usual, the elections will be held at the November meeting, which this year will be Tuesday, November 8th at CrossPoint Church.

All four of the officer positions are up for election this year plus one of the three at-large board seats. The board seats held by Brian Johnson and Jim Ronhovde are not up for election this year. The board seat held by Gerry Dunne is up for election this year.

Currently the officer positions are held by Bob Breisemeister, president; Chris O'Connor, vice president; Ken Weddell, secretary; and Tim Wirtz, treasurer.

As of this time, the editor is not aware of any incumbents or nominees being proposed for election.

The elections will be discussed at the October 11th membership meeting. 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 8th. ☺

Focke-Wulf FW 159

by Conrad Naegele

The September Mystery Plane was the German Focke-Wulf 159.



This plane was one of the singularly few single-seat monoplanes of parasol configuration to feature retractable landing gear. The plane, designed by Kurt Tank was of all-metal construction, with a monocoque fuselage.

The first of three prototypes flew in 1935, and had a Junkers Jumo engine that developed 610 horsepower. It crashed early in its flight-testing program when its landing gear failed. The second prototype was refitted with hydraulic landing gear. It was fitted with two machine guns, and a new engine. Flight tests were OK. The third proto was flown, with more armament, and again, a larger engine. However, it provided marginal performance.

The plane was slated for use in the Spanish civil war, but another of Kurt Tank's planes – the new ME 109, was used and was far superior to the FW 159. The role of the ME 109 in WWII is well known. The FW 159 was one of Mr. Tank's very few failures.

The FW 159 had a wingspan of 40-feet 8-inches, a weight of 4,860 pounds, and a speed of 230 mph. The final prototype used a Jumo 210 engine that developed 730 horsepower. The final armament was two 20mm cannon and two 7.9 machine guns. ☺

TCRC Membership Meeting

2nd Tuesday of Every Month, 7:00 PM

CrossPoint Church in Bloomington

Also Available Via Zoom

2022-2023 AMA Dues Statements

Most older TCRC members should have received their 2022-2023 dues statements in the mail this month from the Academy of Model Aeronautics. Newer members renew on the anniversary of the month they joined.

AMA 2022 dues are the same as the previous year. They are:

- Adult (19-65) \$85
- Senior (65 and up) \$75
- 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 either the print or digital *Model Aviation* for the year.

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

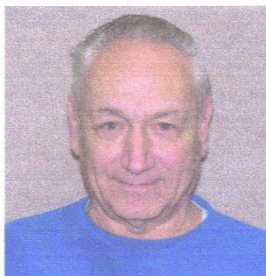
Please note that AMA also has a Park Pilot membership that has a cost of \$38 per year, but that membership is not valid for membership in TCRC.

To renew your membership in AMA, the Academy gives you four methods: at the AMA website, www.modelaircraft.org; by phone at (765) 287-1256; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2022 AMA dues is December 15 to avoid a lapse in membership services. ☺

Safety At The Field

By Larry Couture



Bad news fall has come and winter is close behind. That means that we have cool weather clothing on which is loose and has strings in many places. That being said when the motor is running it is turning at many rpms. If it grabs some loose article, it wraps it up with extreme speed and then it starts cutting other things that may begin to bleed, and that is not good. So, it's time to be careful (*Actually it is ALWAYS time to be careful!*) and check the type of clothing you are wearing and please do not have anything with strings or is very loose or baggy.

That all being said just remember that you tell all others your intent as to taking off, landing, going on the field and when you have a dead stick and need to land, which in this case is very important and has priority over all else. Doing these simple things at all times has kept our field very safe and free of accidents all this year, and I thank all members for your help.

It also is the time of the year at which we all see that it's time to build something for next year. I know that I do go overboard with this; but I have more fun than all the rest of you do. Know if you do, please be careful when using any power tools or Exacto knives and keep a close supply of band aids.

When flying, have a great time and keep the rubber side down and all landings from which you can fly again are great but not always graceful.

See you at the field or meetings. ☺

Safety Always Comes First!

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.

2022 Officers

President	Bob Breisemeister 612-964-8877
Vice President	Chris O'Connor 612-619-5471
Secretary	Ken Weddell 952-500-3446
Treasurer	Tim Wirtz 952-941-5357

TCRC Flare Out

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& Mike Timmerman 952-496-1631

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

**TCRC Meetings
Are Back At
CrossPoint Church**

MNBigBirds.com

**Free! Scale Plan
Downloads**

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



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- Construction Articles
- Scale Documentation
- Paint Masks & More!

Pictures From TCRC's Scale Saturday Fly-In



Brian Crosley's A-10 soaring over Jordan.



Spectators at the Scale Saturday had a great view of the pits and the flightline.



Layne Johnson had some fantastic flights with his Bell helicopter.



Joe Neidermayr has done lots of scale planes, especially German ones. Here is FW 190 heads in for a nice landing at Scale Saturday.



There were some really beautiful aircraft at Scale Saturday for all to enjoy.



Joe Neidermayr's C130 in Coast Guard colors looked fantastic at Scale Saturday.



TCRC member Mike Robin's granddaughter Callie takes the sticks of Mike's plane at the Fall Float Fly while daughter Katie looks on.

Show & Tell Data Form

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

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

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

For Sale

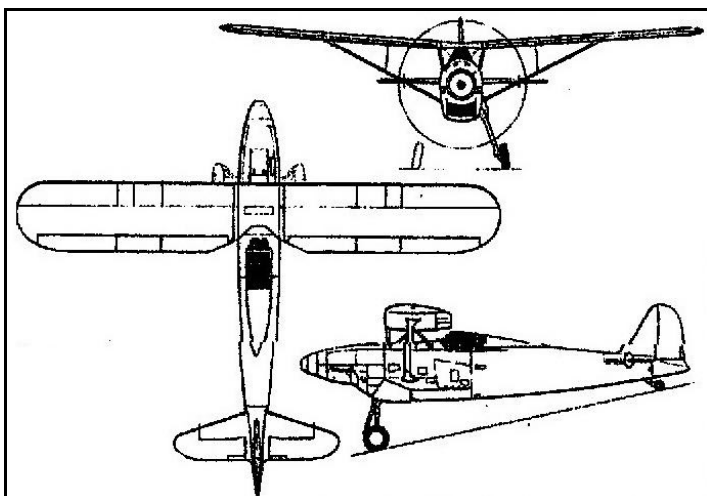
President Bob Breisemeister has some very nice airplanes for sale.

Bob's planes range from small electric ARF's up to 1/3-scale sport planes. Some planes are still in kit form, and some are entirely completed.

The prices of the various planes are very moderate and any one of the aircraft would be a great value for the money.

If you are interested, give Bob a call at 612-964-8877, or see him at a meeting. 😊

October Mystery Plane



This Corsair Is A Sitting Duck For This Hunter!



Brian Johnson pilots the Corsair in really close for the paintball gun contestants. Jim Ronhovde gets it all on film. Brian's luck ran out as the Corsair was finally taken down by friendly fire. (Photo by Steve Meyer)

Sometimes You Don't Even Need The Retrieval Boat!



TCRC always has a retrieval boat ready at the float fly for those times there is an errant aircraft on the water. But this pilot was crafty enough to have his oops nice and close. (Photo by Steve Meyer)

Calendar

- Oct. 1 **Crocktoberfest
Season Finale
TCRC Jordan Field
Brian Johnson**
- Oct. 11 **TCRC Membership
Meeting, 7:00 PM
CrossPoint Church
Bloomington, MN**
- Nov. 8 **TCRC Elections
CrossPoint Church
Bloomington, MN**
- Nov. 8 **TCRC Membership
Meeting, 7:00 PM
CrossPoint Church
Bloomington, MN**
- Nov. 8 **Ugly Airplane Contest
CrossPoint Church**
- Nov. 19 **TCRC Annual
Banquet, 5:00 PM
David Fong's**



Always Wear An Orange Vest To Retrieve A Plane

Hunting season is back in Minnesota and the land in and around our flying field in Jordan has lots of hunters in the fields now.

Every member is reminded to wear an orange vest if your plane goes down in the wooded areas surrounding the TCRC runways.

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

Be safe! Wear an orange vest anytime you have to retrieve an airplane. 😊

Kenwood Isles Condo

by David Andersen

Are you older than 55 years and ready to downsize but you are reluctant to move because you will lose your shop? Consider a Kenwood Isles senior condo at 28th and Hennepin in Uptown.

When I moved to Kenwood Isles I gained an even bigger shop. It has a floor mounted drill press, disk sander, a floor model band saw and many other power and hand tools. It has an activated charcoal air filter to contain paint fumes. I share the shop with others who do artwork or furniture repair or painting.



I do most aircraft assembly on a drafting table in my bedroom. I do some razor cutting and water-based gluing in my bedroom but scroll saw parts cutting, sanding, painting and fibreglassing are performed in the shop. There's a hardware store and paint shop across the street, and next door is a YWCA and public library. Four grocery stores are within walking distance. An art supply store is a short walk to Lyndale, and Hub Hubby can be reached by bus or a 15-minute drive. I sometimes go a week without using my car.

Kenwood Isles has dinner meals served 5 nights per week and lots of social activities for seniors. It's only two blocks from beautiful Lake of the Isles.

When people ask about the airplane in my underground garage stall, I say that when I go to the airport I bring my own plane.

I would love to have another modeler as a neighbor. If you might be interested in living in a senior condo in Uptown google "Kenwood Isles units for sale," or contact me at davidpandersen76@gmail.com. ☺

TCRC Annual Banquet November 19th

The TCRC Annual Banquet is back and is scheduled to be held starting at 5:00 PM on Saturday, November 19th at Fong's Restaurant in Prior Lake at the intersection of Highway 13 and County Road 21.

The banquet is always a very enjoyable time with TCRC members and their families coming together to partake of a great meal, indulge in camaraderie with both old and new friends, to see a recap of the club's 2022 events, and to be a part of some fun games with nice prizes for the winners.

Mark your calendars and plan on being a part of all the fun at the TCRC Banquet on Saturday, November 19th. ☺

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.



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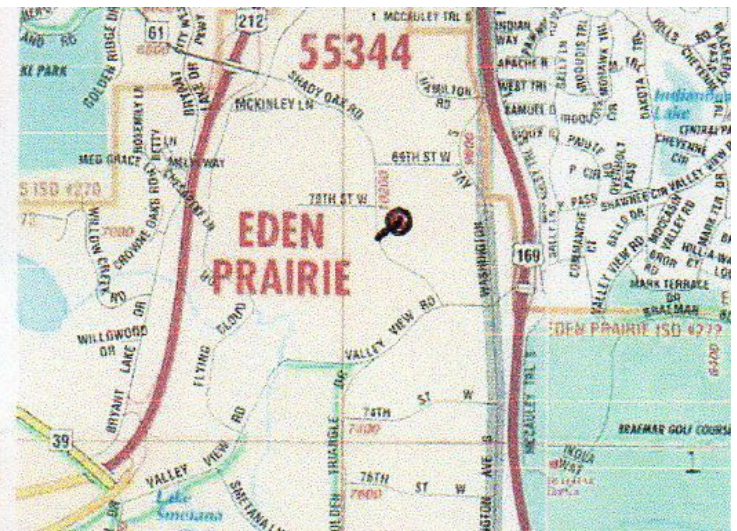
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