



April

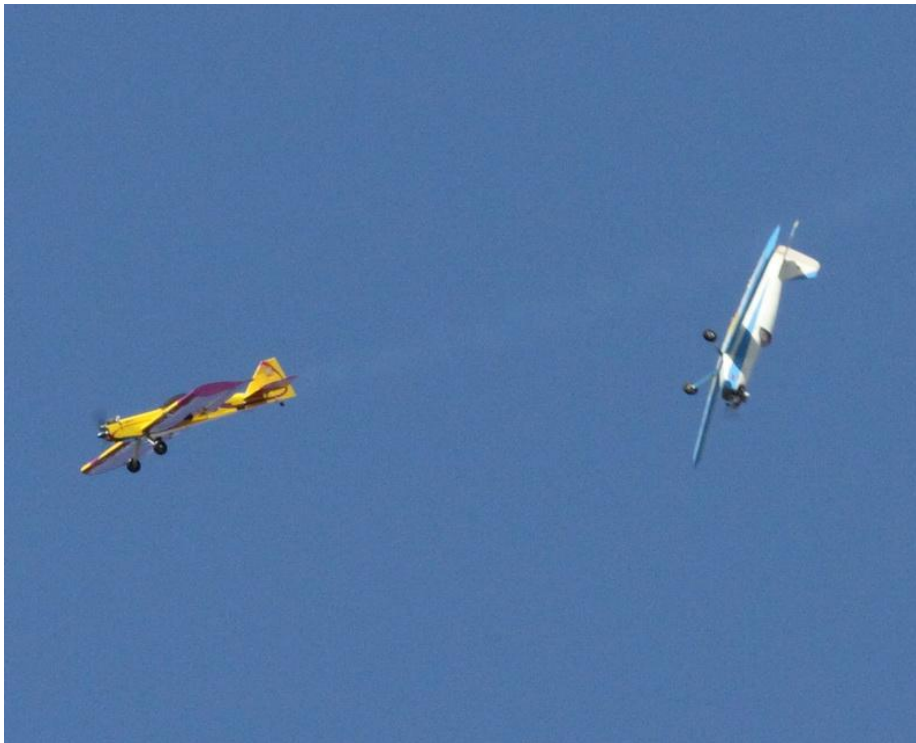
Minneapolis, Minnesota U.S.A.

2011

Winter Flying Can Really Be Enjoyable

by George Toon

George Toon and Dave Erickson decided to spend a day of rest visiting a neighboring flying field during day 1 of the spring break. The neighboring field was a pretty good idea since TCRC's Jordan field was not available as the Minnesota River reached onto the runways quite early this year.



Noah Toon and Dave Erickson's planes chased around the sky at the Rice County Flyer's field. (Photo by George Toon)

Noah Toon's school mate Armando Garcia joined Dave and George at the Rice County Flyers nice runways and Armando got to enjoy his first time ever taking the sticks and flying an R/C plane. He got

instruction from George and Noah, and did a pretty good job putting the plane through its paces.

The day started on the chilly side with the temp around 33 and a breeze in the 10 mph range. But the sun started to warm thing up and the flying got a lot more exciting. Armando put in four training flights and Noah, George and Dave put in lots of individual flights.

The highlight of the day was when Noah and Dave decided to put on a mock dog flight, and they really did keep in pretty close proximity. It was really enjoyable to watch.

Flying continued late into the afternoon until the guys started packing up their planes around 3:30.

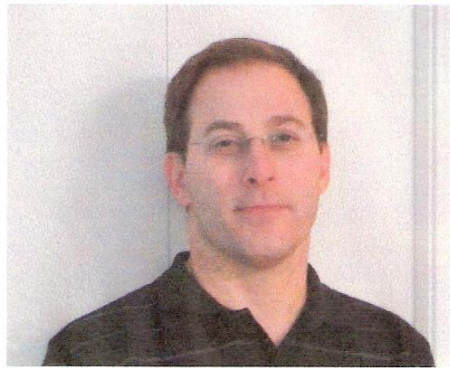
Thanks again to the Rice County Flyers for hosting the pilots from TCRC. J

Fairgrounds Flying Site Open

For the next three or four weeks, the Scott County Fairgrounds will be the official flying site for TCRC. The Jordan Field is closed because of high water and will remain so for most of April. Take the time to stop out to the Fairgrounds for a flight or two. J

From The Flight Deck

By President Tim Len



We are now into the month of April and many of us are looking forward to spring as we will begin another season of flying.

I'm sure that most of you are in the final stages of your winter projects or you are getting close to completing them. This year especially will be a great flying season, as I have had the chance to witness many of our club members' new projects and/or new planes. I'm sure many of you are looking forward to our first day at the TCRC field, as we patiently wait to see the new planes fly and patiently wait for the flooding to be over.

As far as winter projects go, I'm currently working on the Hangar 9 Corsair and looking forward to getting it completed before the field opens.

As a reminder, don't forget to inspect all of your aircraft after they have been in storage over the winter, to ensure all are in working order and safe for flight. Check out your batteries also.

The latest news in aero modeling is in the April issue of Model Aviation on Page 19. Don't forget to read it, as it looks like some good news.

I am looking forward to meeting new TCRC club members and some of our current members so don't forget to attend our monthly meetings.

I am going to my first ever trip to Toledo, Ohio for the Weak Signals R/C Expo this week. I am told that this is by far the biggest and the best of the R/C events held in the United States. Jim Cook and I will be leaving on Thursday afternoon and driving to Ohio. We plan to be at the door bright and early on Friday morning for the opening. I am really excited about being able to see all of the displays and all of the people that manufacture airplanes, engines, accessories, etc. for our hobby. I hope I am taking enough money! We are going to meet up with Chris O'Connor, Mark Wolf and Steve Meyer on Saturday morning. Those guys go every year.

See you all at the next meeting

Let Your Voice Be Heard!



The Academy's Government Relations Website (www.modelaircraft.org/gov) is where you can learn about issues facing your organization in regards to the regulation of aeromodeling. It's also where you can find out who your federal representatives are and how to write to them.

Let our government know where you stand. What could be more American?

-- *Model Aviation* Staff

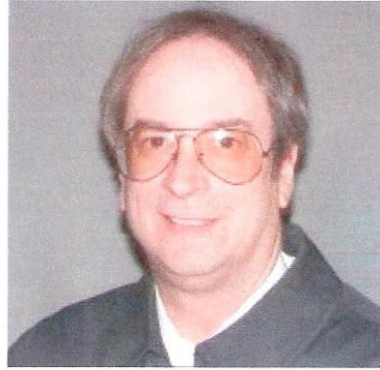
J

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.

J

Veep's Pre-Flight

by Mark Wolf



Toledo

Toledo -- a city in northwestern Ohio on the southwest end of Lake Erie. The site of the annual Toledo R/C Expo. The 57th annual Toledo Weak Signals R/C Expo runs this year on April 1st, 2nd and 3rd. Held in downtown Toledo at the Seagate Centre, the Expo provides an opportunity to see most of the latest in R/C equipment first hand. From kits to radios, engines, motors, batteries, speed controllers, chargers, plans accessories and more. There really is (as the advertisement reads) so much to do, so much to see, so much R/C! Just about everyone company that is into R/C is at Toledo. For more information, visit www.toledoshow.com.

Most manufacturer representatives are on hand to provide information about their products. Most of the items on display are available for purchase at the show or you can usually place and order and have the item(s) shipped to your door. It's like a great big hobby shop, all under one roof.

Numerous completed models of all types and sizes are on display which compete for cash prizes in several categories. You might be able to find and talk to some of the builders. Most are prepared to answer questions about their models and share information about what they've built and how they built it. There are also several short symposiums conducted throughout Friday and Saturday which cover a variety of topics. You can always pick up a modeling tip or two.

There is an electric indoor flight competition, the TNT Electric Tournament of Champions (e-TOC), an auction Saturday evening, and hundreds of vendors with many, many items for sale at the upstairs swap meet. There is a lot to see, and the time goes by pretty fast. You usually come home with something new and begin plans to attend again next year.

Typically the model magazines will provide an article about the Expo in a future issue. That same Toledo Show website will also feature the competition results, and post many pictures of the weekend

activities. Usually a small TCRC contingent attends for a day or two, so watch for a follow-up report in an upcoming issue of the *Flare Out*. Better yet, make this the year that you decide to experience the Toledo first hand.



Thanks to Gerry Dunne for putting on the program at the March meeting. 'Mr. Electric' discussed motor/battery/ESC packages for all sorts of electric airplanes. J

Calendar

- | | |
|-------------------|--|
| Apr. 1,2,3 | Toledo R/C Expo
Toledo, Ohio |
| Apr. 2 | April Fools' Fly-In
Jordan Field
10:00 AM |
| Apr. 12 | Membership
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington |
| Apr. 16 | Shop Tour, 1:00 PM
Scott Anderson |
| Apr. 29 | 2nd Quarter
Board Meeting
7:00 PM
Gerry Dunne |
| May 7 | Jordan Field Clean-Up
& Fun Fly |
| May 14 | Spring Float Fly
Bush Lake
Bloomington, MN |

March Shop Tour

by George Toon

Saturday March 12th found the host of the next shop tour out and about at the scheduled start time of 1:00 PM. He had missed the meeting right before the tour and forgotten this was the date for his shop tour. Fortunately Gerry Dunne had an updated cell number and reached me in time to save the day.



The visitors to George's shop had a great time talking about everything R/C. (Photo by George Toon)

Nevertheless everyone had a splendid time talking about the projects delayed and the repairs to be completed before the flying season. One hot topic of conversation was the auction-acquired Robbe CAP 21 that came out of the estate. The CAP 21 will be named 'Snap 21' and will be powered by the attached Quadra 42 engine, which is still running rough even after a couple tanks of fuel. Steve Meyer reported the carburetor parts are readily available at most small engine repair shops as the Quadra motors used commonly available carburetors.

Another topic of conversation was the storage and the racks desired to get the overflow planes off of the floor. The all-to-often needed wing rack was one of the final topics of the day and at the writing of this article has been completed.

Thanks to all that stopped by for a tour of my shop. J

**It's Time To Get Your Airplanes
Ready For The Flying Season!**

Minnesota River Claims Jordan Field

by Jim Cook

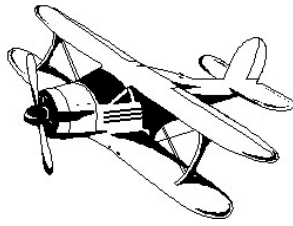
The almost record snowfall that Minnesotans either enjoyed or endured, depending on your viewpoint, caused the Minnesota River to rise quite early when the snow started to melt this spring, and the waters climbed onto the runways of TCRC's Jordan flying site.

The River crested at 31.8 feet in Jordan on March 29th, and is now very slowly dropping back down. This is the 7th 'century flood' that has occurred on the Minnesota River since 1993. Current projections show that the Jordan Field will probably be under water for most of April, but hopefully will finally leave in time for the scheduled clean up session that is currently planned for May 7th.

TCRC's alternate flying site is the Scott County Fairgrounds, and a few members have already availed themselves to the skies over that site. Take the time to take a plane or two to the Fairgrounds and put in some airtime until the Jordan field can become high and dry. J



Show & Tell



by Scott Anderson

Here are the planes that showed up at the February and March meetings.



Steve Meyer showed his World Models 71" span 'Paulistina P-56'. It is powered by an OS-70 Surpass 4-stroke swinging an APC 13x6 prop. Control is using his Futaba radio with the XPS 2.4 GHz conversion. Steve expects to perform the maiden flight after the snows have melted and the weather warms up.



Sherwood Heggen showed a rebuilt Rascal 40 that Ken Corrin had written off after a crash. Sherwood

had rebuilt it from the parts as if it was a 'jigsaw puzzle' and it looks great. It's powered by an OS.46 swinging a 12x5 prop.



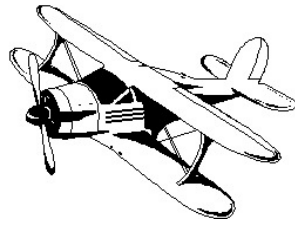
Gerry Dunne exhibited his new A10 Warthog ARF from Nitro Planes. It has a span of 38" and weighs in at 33 ounces. Naturally it is an EDF model w/(2) 40 A BSC's running from a single 2200 mAH battery. No flight information yet.



Joe Niedermayr had a couple of models. The first was his Beech Stagger Wing rebuild. He built this aircraft last year and it had a total of 5 flights on it before it was reduced to parts. Joe discussed his tests in using a gyro to help stabilize the yaw axis. He tells us that his taxi test was interrupted by a parked car. We expect to hear more in the coming months! Joe also showed his L-39 Albatross ARF EDF from Hobby King. It cost \$165 but did not have instructions or plans. Joe added retracts, a 'Park Flyer Plastics' cockpit and a 70 mm fan with an E-Flite motor. It pulls about 690 watts over a 60 amp

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Show & Tell



Continued From Page 5

controller on 4 cells set up as a 2 x 2 configuration. It weighs in at 60 ounces.



Larry Couture had a terrific looking 60” span Cherokee from Great Planes. He has powered it with a Saito FA62 4-stroke turning an 11x4 prop. It is controlled by his Spektrum DX7 2.4 GHz radio and he expects to get the maiden flight ‘in the spring’.



Kris Hansen showed his original Klingon ‘Bird of Prey’ that was a converted flying wing slope soarer. Kris got the inspiration from a Star Trek Movie. The BOP is powered by an electric motor and has ‘Warp Drive’ consisting of an Estes rocket motor that can be fired in flight. We’ll be looking forward to the Federation’s flight analysis once Kris has launched it this spring!



At the March meeting, Joe Neidermayr had a very nice Fun Club Multiplex on floats. The plane was done in white with red trim and had a 55-inch wingspan. It weighed in at 2.9 pounds and was powered with an electric motor using a 3-cell lipo 2,100 mah battery. Joe has flown it off of the snow and said it was mild and forgiving and would be a good trainer. **J**



75th AMA Anniversary
July 14th - 17th 2011
AMA Headquarters | Muncie, Indiana

If you haven’t been to our AMA National Flying Site in Muncie, Indiana, 2011 might be the year to do it. AMA is celebrating its 75th anniversary. **J**

Senator Inhofe Champions AMA Cause

On February 19, Senator James Inhofe (Oklahoma) successfully sponsored Bill S.223 in the Senate with an amendment specifying a "Special Rule for Model Aircraft," which provides an exemption from regulation for models that operate within the following parameters:

- Are flown specifically for recreational, sport, competition, or academic purposes.
- Are operated in accordance with a community-based set of safety guidelines within the programming of a nationwide community-based organization.
- Are limited to 55 pounds or fewer unless certified through a design, construction, inspection, flight test, and operational safety program that is administered by a community-based organization.

"On behalf of our 140,000 members, I want to thank Senator Inhofe for helping to preserve model aviation," said AMA President Dave Mathewson. "With the Senator's help, we hope model aviation will continue to provide that impetus for future generations of engineers, pilots, and astronauts."

Mathewson also expressed appreciation for Chairman Jay Rockefeller and Ranking Republican

Yakolev Yak-4

by Conrad Naegele

The March Mystery Plane was the Russian Yakolev Yak-4.



Intended originally as a high speed reconnaissance aircraft, the Y-22 prototype was powered by two 960 horsepower M-103 engines, and first flew on February 22, 1939. A two-seat low-wing monoplane with wood wings, a fuselage of mixed construction, the Y-22 had a retractable tail wheel and main gear. It featured a twin fin and rudder assembly. The design had almost perfect contours, with long and carefully streamlined nacelles into which the main gear retracted. The dual canopy was completely flush. Two guns were provided.

Shortly after testing was completed, the M-103 engines were replaced by M-105 engines of 1,050 horsepower, and twin main wheels were fitted, and under-wing fittings provided for an additional 1,000 pounds of bombs. The revised aircraft now had lower performance, due to significant added weight, but still went into production. About 400 were produced, and then it turned out that they were not particularly successful and during the early months of the German invasion suffered considerable losses. That, combined with the fact that the Russian Air Arm never really liked the plane, caused it to disappear from the front line inventory.

The Yak had a wing span of 47 feet, a gross weight of 11,563 pounds, a speed of 329 mph and a range of 964 miles. **J**

Kay Bailey Hutchinson's assistance in shepherding the bill with the model aircraft provision through the Senate. As of this writing, the bill has moved to the House of Representatives.

(Reprinted from *Model Aviation*, April, 2011) **J**

TCRCOnline.com
Are You Using It?

Latest News on the FAA Situation

by Dave Mathewson, AMA
President

AMA continues to work hard to preserve the future of model aviation, just as the FAA continues to work toward regulating model aircraft. The pending regulations — really intended to focus more on the commercial, public-use small Unmanned Aircraft Systems (sUAS) that want to assimilate into the National Airspace System (NAS) — will most likely have some impact on model aviation. In fact, while the FAA bylaws cannot tell us exactly what will be in the proposed rule, they have told us it will include some restrictions that modelers are not going to like.

As you know, AMA has an internal workgroup that has been developing a set of standards for aeromodeling that, once adopted by the FAA, will allow modelers who operate within the standards some latitude from the restrictions in the (default) rule.

Developing our standards has been nearly a two-year process and once completed, will be vetted through the entire model aviation community for comment before they are sent to the FAA for consideration. The members who make up our workgroup come from a diverse modeling background and bring an incredible amount of knowledge

and expertise to the table. They have worked countless hours on our members' behalf (www.modelaircraft.org/aboutama/govcontact.aspx).

Since the regulatory effort began, we have been asking our members to be aware and engaged in its progress and to be prepared to react when the time is right. That time is here. The proposed rule will be released as a Notice of Proposed Rule Making (NPRM) later this year. Although the original release date was scheduled for June, it now looks like it's been pushed back until late July or early August.

AMA has developed a multipart strategy to deal with this impending regulation. The first part, working with the FAA to develop standards to allow modelers latitude from the rule, has been the most visible — until now. The March issue of *Model Aviation* magazine, which you should have received in the last couple of weeks, outlines phase two of our plan. In this phase, we're asking our members to reach out to their elected representatives and tell them about the positive aspects of model aviation, its value as a family recreational activity, the value as an educational tool, and the fact that model aviation is a perfect stepping stone for our children that can lead them to careers in aviation and aerospace. We want to point out that unnecessary regulation of model aviation can have a serious negative economic impact on an entire industry that supports what we do. In short, we need to educate our federal representatives, and

this needs to be done in advance of the release of the NPRM.

All of this is outlined in detail in *Model Aviation* magazine as well as on a special section of the AMA Web site at www.modelaircraft.org/gov. There you will find background information on the entire process and learn more about AMA's team working on your behalf. There is also an area that will provide some suggested text that you may use to automatically draft a letter to your representatives along with a way to identify who those representatives are.

The third phase of our plan will be an additional campaign in response to the NPRM, if necessary. Since we won't know exactly what the NPRM will contain until it's released in the Federal Register, we won't know how to react to it until then.

What we all need to do today is to visit the AMA Web site and draft a letter to Congressional representatives to let them know about all the positive aspects of model aviation and the potential harm that overly onerous regulations may cause to a viable recreational and educational family activity. As Leader Members and club officers, I'm asking that all of you please inform your membership and modeling friends of the importance of becoming involved. Ask them to send a letter to their representatives. It will only take a few minutes to help preserve the future of an activity that we all enjoy.

See you next time ...

J

New Members

The past month brought three new members into the club.

Roy Aretz lives at 20377 Iberia Avenue in Lakeville, 55044. His phone number is 952-469-8461 and his e-mail address is side20@frontiernet.net. Roy has been flying R/C for about six years now.

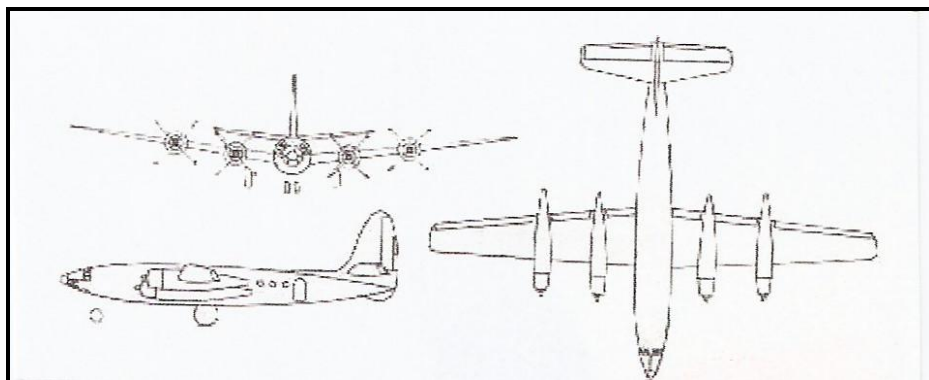
Jim Sogla lives at 897 Shinlee Lane in Shoreview, 55726. His phone number is 651-233-6074 and his e-mail address is j.jimbo@q.com. Jim is new to R/C and currently has an E-Flite CX2 and a Parkzone Radian.

Terry Foster lives with his wife Mary at 105 Crabapple Lane in Tonka Bay, 55331. Their phone number is 952-474-1638 and his e-mail address is terry@thefosters.org. Terry has been in the hobby for many years and currently has a 35% Extra 300 and seven electrics.

When you see Roy, Jim and Terry at a meeting or the field be sure and introduce yourself and welcome them to TCRC. J

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April Mystery Plane



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TCRC Meetings Attracting Lots of Members



The monthly TCRC meeting which is held on the second Tuesday of every month really gets a large number of club members to come and see all of the news and the really great programs.

THE TCRC FLARE-OUT
Monthly Newsletter



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