

# TCRC Membership Awards

by Scott Anderson

At the March 10<sup>th</sup> TCRC membership meeting, club historian Scott Anderson handed out the membership awards, which are presented to those members who have been a member of the club for an increment of five years. The highlight of the evening was the presentation to Stan Erickson of his 55-Year Membership Award.



The membership awards presented were:

**55 Years**

Stan Erickson

**50 Years**

Ken Duncan



**45 Years**

Morgan Larson



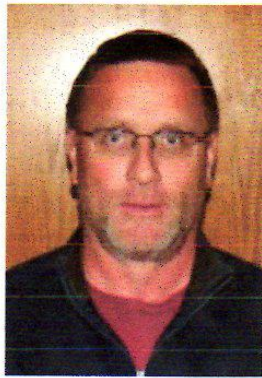
**25 Years**

Don Olson  
Craig Greenwald  
Steve Meyer

Continued On Page 3, Col. 1

## A Note from The Head Wing Nut

By Bob Briesemeister



Hello TCRC Members!

What a great start to the 2016 flying season. With days in the 50s and 60s and even a 70! With the lack of snow the flood potential is low unless we get a lot of rain this spring . . . let's hope not!!

The "April Fools Fun Fly" will be held on Saturday the 2<sup>nd</sup>. This event is open to members and their guests to try and get the cobwebs out of both your new and old airplanes and also yourself. There is no chairperson for this event so come out and fly and bring something to grill if you choose. The forecast was for 35 degrees but now is being forecasted in the 40s . . . let's hope they are right this time!

On May 7<sup>th</sup> we will be doing our "Field Clean Up and Fly In". We will be doing some painting, weed trimming and spraying. Also we will be cleaning out the sheds as well as general maintenance. So please come out and help so we can get done fast and then get a bit of flying in.

At the May membership meeting we will be holding the Building Contest. Chris O'Connor explained the categories and rule changes at the last meeting. If you need a copy, see the rules and entry form elsewhere in this newsletter. If you have other questions, please contact Chris.

The "Spring Float Fly" will again be held at Bush Lake Park on May 14<sup>th</sup> from 10:00 to 2:00. Join us and bring out a float plane, or just come and watch. The chairperson for this event is Steve Meyer. Contact him with any questions.

The board is looking for someone to take over the membership duties for the club. Tim Wirtz stepped up and took them over from the last chairperson but with the duties he has as treasurer, it would be nice to have another person take this on. Please contact Tim or myself for more information.

Spring swap meets are just around the corner. Both Hobby Warehouse and Big Sky Hobby will hold them on the weekend of May 21<sup>st</sup> and 22<sup>nd</sup>.

With the Float Fly coming up, the raffle plane this month is a Hobby Zone Tidewater Float Plane. Retail value is \$200.00. So come to the meeting buy a chance or two, and win yourself a great plane. J

## TCRC Building Contest May 10th

by Chris O'Connor

Attention all TCRC members, the annual TCRC Building Contest is just around the corner. We will be having the building contest at the May meeting at CrossPoint Church.

There is a new format this year and it is designed to take the WOW factor out of certain types of planes with an emphasis on building. Any model that you have built or assembled, kit to ARF is eligible. Besides the 4 categories for the winners there will also be a Peoples' Choice award, an up to 4 additional prizes for people that didn't win in their category. Only one prize per entrant not counting the peoples' choice.

For a full list of the 2016 TCRC Building Contest rules, see page 5 of this newsletter. To enter a model in the contest, see page 6 of this newsletter for the entry form.

SO PLEASE HAVE YOUR PLANE READY FOR THE MAY MEETING AND PARTICIPATE IN THE ANNUAL TCRC BUILDING CONTEST. J

**Enter The TCRC  
Building Contest**

# TCRC Membership Awards

Continued From Page 1

## 20 Years

Mike Cochran

## 15 Years

Alan Boucher  
Thad Gorycki  
Craig Seewald

## 10 Years

Jon Perry  
Ken Corrin  
Jon Hanna

## 5 Years

Roy Aretz  
Bob Breisemeister  
Ben Hocker  
William Hunchis  
Kevin Kavaney  
Kevin McNamara  
David Prchal  
Gerren Steinbach

Congratulations to all of the recipients of the 2016 membership awards.

A big thank you to Scott Anderson who has to maintain all of the records and compile the annual list for the presentations. J

**April Fool Fun Fly  
April 2**

# Yakovlev Yak-3

by Conrad Naegele

The March Mystery Plane was the Russian Yakovlev Yak-3.



When the Germans invaded Russia in 1941, the Soviet fighter (and bomber) inventory was huge, but completely obsolete. Most of the fighters were biplanes, and Polikarpov monoplanes, from the 1920's. The MIG planes were more modern, but lightly armed, and ineffective above 11,000 feet.

Soon a new class of fighters appeared, the Yak series. These planes were rugged, simple to produce, fast, and very maneuverable. The Yak-3, in particular, at 5,800 pounds, could outrun and outfight its main opponent, the ME 109. Making its debut at the battle of Kursk, it proved very quickly to be the premier fighter, and, as it turned out, one of the very best.

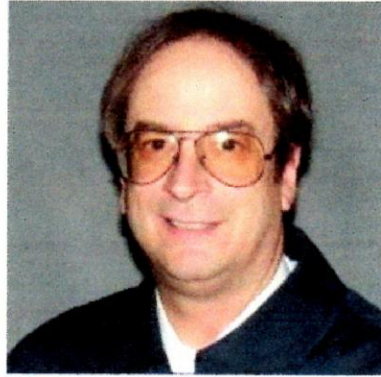
Early post-war testing of Allied and Axis war planes revealed the '3' could easily outperform the ME 109, Fock Wulf 190, and even the Supermarine Spitfire. Unfortunately it was a low level fighter, and performance fell off above about 12,000 to 15,000 feet.

Nonetheless, it was a great airplane, even though fairly lightly armed, it proved unbeatable. It and the great Sturmovic overwhelmed the German Air Force. That and the terrible Russian winters.

The Yak-3 was powered by a Klimov M-105 12-cylinder, liquid-cooled V engine that developed 1,225 horsepower. It had a wingspan of 30 feet, a gross weight of 5,864 pounds, and a speed of 410 mph. It carried one 20mm cannon, and two 12.7mm machine guns. J

# The Right Seat

by Mark Wolf



Hi Everyone!

This month's article is about Normal/Non-Normal.

We settle into normal flight operations and enjoy our models performance. Our in-between flight repair(s), preventative maintenance and pre-flight procedures all contribute to operations that are just that – normal. However, sometimes a situation may arise beyond our control and the normal operation quickly becomes (borrowing a term from full-scale) a 'non-normal' one. Not necessarily an emergency but suddenly we'll need to adjust our pre-planned routine. We need to take some sort of action if we can, and try to minimize any further affect this may have on the remainder of the flight.

Some situations may require immediate action. Others may be more of a nuisance allowing us a little more time to put a recovery plan into effect. Some decisions to be made are easy and some are even made for us. Take your average common engine failure/deadstick approach and landing for example. The engine failure has made the decision whether or not to continue the flight. As dramatic as an engine failure may be, the good news is that for the most part, we still have control of the airplane. We always fly the airplane first and our next decision is just a matter of where we're going to try and set it down.

Battery issues (Tx or Rx), radio signal strength/loss, servo problems and any other assorted issues under the "I don't have it" category also quickly determines what we can or cannot do next. Not too much we can do here but react. Immediate concerns are usually focused on our proximity to the flight line, pits and spectators, and deciding what to do with what little control if any we may have left. As a last resort we might have to intentionally ground it while we can. Structural in-flight failures don't leave us with many options either. Arguably more dramatic than the aforementioned engine failure. The airplane just comes in on a wing and a prayer; sometimes maybe without the wing and sometimes with only the prayer.

Other issues may allow for more time to think and act rather than just having to react. Easier said than done as things can and do happen fast

sometimes. Fly the airplane first and if your hands are full and you need some help, remember to put your spotter to work. That second set of eyes and ears can be a great resource at a time like this. While you concentrate on flying, take advantage of your other 'crew member' and have them reach for those other switches. Whatever the new plan calls for we're trying not to make a bad situation worse.

We don't plan for these things to happen and the situation at hand will influence the steps we need to take to deal with the contingency that now has unexpectedly become part of the flight. There is no standardized (checklist) right or wrong way to deal with it. We usually rely on our past experiences and general rules of thumb to guide us through. None of us wants to lose or damage an airplane. We try to do the best we can and it sure is a boost to our pilot elan when we can successfully deal with an issue we've had in flight. In addition to other suggestions about getting our airplanes ready to fly, it might be normal to consider the possibility of a non-normal event occurrence next time.

Until next time . . . fly safe. J

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

# TCRC Building Contest Rules 2016 TCRC Dues

by Chris O'Connor

The annual TCRC Building Contest is scheduled for the May 10<sup>th</sup> membership meeting. The rules for this year's building contest will be as follows:

1. Entrant must be a current TCRC member to enter.
2. The model can be entered again if the plane didn't win a previous TCRC building contest.
3. Unlimited entries.
4. Manufacturer designation is the official name of the model.
5. Builder of the model rule applies.
6. No flying required.
7. No demonstration of operating functions i.e. flaps, retracts, canopies, doors, etc. is required.
8. No standing by your model during judging.
9. No talking to judges.
10. You do not need to be present to win, but must have an entry form (in this newsletter) filled out by owner previously to the contest.
11. Bending of music wire for simple landing gear doesn't constitute credit for built or designing your own landing gear.
12. One entry per category.
13. Other contestants go into raffle for remaining prizes.
14. Peoples' Choice voted on by **all** persons attending meeting on Building Contest night, including guests.
15. **All** contest entries are eligible to win Peoples' Choice.
16. **Judges decision is final.**
17. Categories are Scale; Non-scale; Foam Scale; and Foam non-scale.

With the arrival of the New Year comes the time to renew your TCRC club dues.

The TCRC board of directors elected to keep the dues the same over the 2015 level:

- Regular \$85.00
- Junior \$42.50
- Social Affiliate \$30.00

Dues invoices were handed out at the December 8<sup>th</sup> meeting if you were present, or mailed on December 9<sup>th</sup>.

Remember, to be a member of TCRC you must be a member of AMA and supply proof of that membership at the time of your TCRC renewal.

Your TCRC dues can be paid to treasurer Tim Wirtz at a meeting or by mailing them to Tim at:

Tim Wirtz  
2422 Downing Avenue  
Shakopee, MN 55379

The TCRC board also held the initiation fee for new members or members who had not paid their dues for the previous year. The initiation fee is \$75.

When you pay your dues you will receive a letter informing you of the new gate code at the Jordan Model Air Park.

Take the time to pay your 2016 TCRC dues today. **J**

**Andersen Designs**  
Andersen La-7  
Built by Jeff Quesenberry

**FREE! Scale Plan Downloads**

ARADO 96B, Focke Wulf TA -152H  
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Kawasaki Ki-45, Lavochkin La-7  
Mitsubishi -"Babs"

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# TCRC 2016 Building Contest Entry Form

Category (circle one) Scale Non-scale Foam Scale Foam Non-scale

Model Number \_\_\_\_\_  
(Check below what applies for each entry)

Plans/Scratch/Make Own Parts: \_\_\_\_\_

Kit/Kit Cutters: \_\_\_\_\_

ARF: \_\_\_\_\_

Modified/Significant Change:  
Structure: \_\_\_\_\_

Outline: \_\_\_\_\_

Undercarriage:  
Designed Landing Gear: \_\_\_\_\_

Built Landing Gear: \_\_\_\_\_

ARF Finish:  
Recover: \_\_\_\_\_

Painted/Flite Metal: \_\_\_\_\_

Panel Lines: \_\_\_\_\_

Surface Detail: \_\_\_\_\_

Finish:  
Covering/Prefinished Covering: \_\_\_\_\_

Painted/Flite Metal: \_\_\_\_\_

Panel Lines: \_\_\_\_\_

Surface Detail: \_\_\_\_\_

# Field Gate Access Code Changed

The access code for the gate at the Jordan field has been changed.

After a TCRC member has renewed his membership for 2016, he will receive a letter informing him of the new code. **J**



## Calendar

- Apr. 1-3** Toledo Weak Signals Air Expo Toledo, Ohio
- Apr. 2** April Fool Fun Fly TCRC Jordan Field 10-10-10 Rule
- Apr. 12** TCRC Membership Meeting, 7:00 PM CrossPoint Church Bloomington
- May 7** TCRC Jordan Field Clean Up & Fly In
- May 10** TCRC Building Contest Chris O'Connor
- May 14** TCRC Spring Float Fly Bush Lake Park Bloomington Steve Meyer

**TCRCOnline.com**  
**You Should Be Using It!**



# 18 Things You Never Knew About The B-52 Stratofortress

By Colin Culter



The B-52's first flight was April 15, 1952 - over 63 years ago.



The B-52 was designed to carry nuclear weapons during the Cold War, but it has only conventional ordnance in combat.



There were huge leaps in aviation happening when the B-52 was being designed, and it went through 6 major redesigns during the 5 year design period. The YB-52 pictured below was the second-to-last major redesign.



A B-52A was used to carry the North American X-15. The X-15 achieved the record for fastest manned powered aircraft, with a speed of Mach 6.72.



There have been 744 B-52s built, but currently there are only 85 in active service, with 9 in reserve.



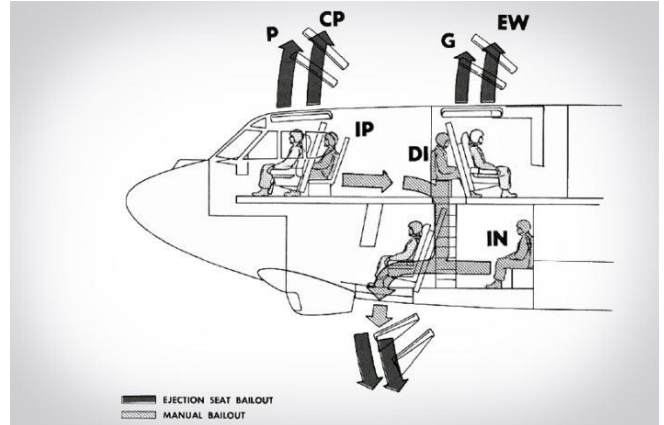
The B-52 can carry up to 70,000 pounds of ordnance, or the equivalent of 30 fully-loaded Cessna 172s.

# 18 Things You Never Knew About The B-52 Stratofortress

7 Through 12



Production ended in 1962, the youngest B-52 is 53 years old.



The jet has a unique ejection system; the lower deck crew eject downward.



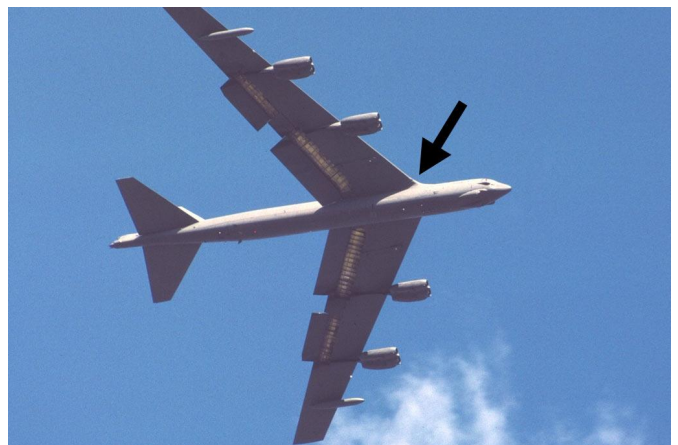
The B-52 is expected to serve until the 2040s. That's over 90 years of service.



In 1964, a B-52 configured as a testbed to investigate structural failures flew through severe turbulence, shearing off its vertical stabilizer. The aircraft was able to continue flying, and landed safely.



The navigator and radar navigator sit in the lower deck of the aircraft. These are the two seats that eject downward.

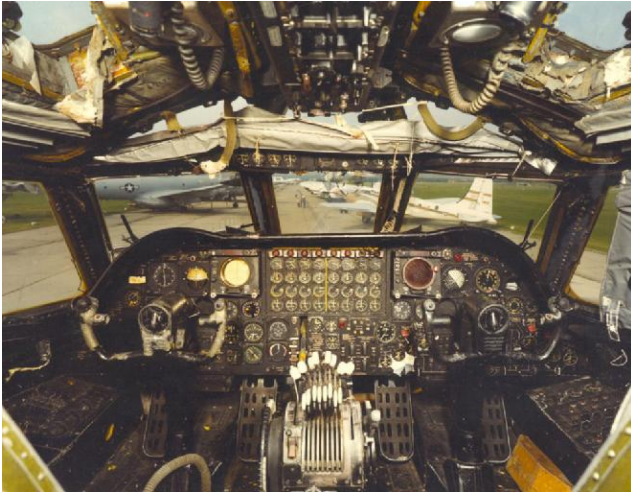


To comply with the SALT II Treaty requirements, cruise missile-capable aircraft had to be identifiable by spy satellites. To comply, the B-52 "G" models were modified with a curved wing root fairing.



# 18 Things You Never Knew About The B-52 Stratofortress

13 Through 18



Early models had cabin temperature problems; the upper-deck would get hot, because it was heated by the sun, while the navigation crew would sit on the cold fuselage floor.



In 1961, a B-52G broke up in midair over Goldsboro, NC. Two nuclear bombs on board were dropped in the process, but didn't detonate. After the bombs were recovered, the Air Force found that five of the six stages of the arming sequence had been completed.



In 1972, B-52 tail-gunner Albert Moore shot down a MiG-21 over Vietnam. It was the last recorded bomber-gunner to shoot down an enemy aircraft.



After the Soviet Union fell in 1991, 365 B-52s were destroyed under the START treaty. The aircraft were stripped of usable parts, chopped into 5 pieces with a 13,000 pound steel blade, and sold for scrap at 12 cents per pound.



During Operation Desert Storm, B-52s delivered 40% of the weapons dropped from the air.



Currently, B-52s cost \$70,000 per flight hour to operate. And while they might be ugly, they're still a pretty amazing and adaptable aircraft.

# Paring Down The B-52 Fleet To Meet Limits of START Treaty

by Jim Cook

*(The following email sent from Stephen Schmidt (Maj Gen (Ret.) USAF to his friend Michael Kirkpatrick, after Kirkpatrick had sent him the article **18 Things You Never Knew About the B-52 Stratofortress**. This email was forwarded to me by my friend Bill Witzig who was a USAF pilot in Viet Nam, flying the C-7A Caribou.)*

Michael, I appreciate you sending me these awesome historical shots of BUFF (*Big Ugly Fat Fellow*, or a variant thereof) time. I've been to those places, flew on every B-52H in the inventory, all rotated now between Minot and Barksdale.



My most surreal BUFF moment, seared into my bomber pilot brain, is buried in the picture above. The sight and the Mad Max sounds . . . from the boneyard. I was a lone bomber pilot wandering in the boneyard wilderness back in the post-Cold War 90s one sweltering day, pondering all those BUFF carcasses shown above, on a trip with the Secretary of the Air Force who was out with the Security Police pedaling sweaty miles on a hot morning "bike ride."

Alone with dust and stillness, seeing all those BUFFS lined up in the sand like that was really hard to comprehend. Steel workhorses of the Cold War put out to bleach their bones in the desert. But worse than the seeing was the sound that stayed with me from that boneyard monument. Once in the morning and once in the afternoon, the keeper of the 13,000-

pound blade would hammer down a BUFF . . . to comply with the START Treaty and Soviet death wish demands. That 13,000-pound blade was in fact a 6-ton monstrous guillotine that, in a split-second, rendered a single eerie felling whoosh, crushing the boneyard silence, hitting terminal velocity, trailed by the chilling crunch of raw, dead bomber steel. That 6-ton guillotine disrespectfully lopped off the cockpit, sliced each wing off at its root, gutted the bomb bay, and took down its tall tail. All in a day's work, they left two more desecrated bone piles for the Soviet satellites to fly over and wink at. Formerly nuclear BUFF carcasses all lined up in sad rows until they could verify each and all of their dead BUFF tails. The spy satellites had to verify that the guillotine's blade had gutted them all. Guillotine men lined them back into their solemn rows each day to bleach the last BUFF out of their bones. Silent sand graves in the desert for the Soviets to count all their kills and give us the nod to steel them back into thousands of razor blades. Cold War horses, lined up with SAC precision even in the desert, pounded into dust. BUFFS gone to blades, not even plowshares.

Thanks for hitting my "Peace thru Strength" MASTER CAUTION reset button. Have a good weekend my friend. 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.

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 & Mike Timmerman 952-496-1631

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# March TCRC Raffle Winner

The March TCRC Raffle was won by Doug Elyea. He took home a Hanger 9 J-3 Cub 40 ARF with a retail value of \$225. A picture was taken at the March meeting but it didn't make its way to the editor in time to be in this newsletter. Doug is a repeat winner, having tasted of victory in the raffle previously.

The raffle prize for the April 8<sup>th</sup> meeting will be a Hobby Zone Tidewater Float Plane with a retail value of \$200.

Chances are only \$5/each and you may enter as many times as you wish. Come to the monthly club meeting on April 12<sup>th</sup> at CrossPoint Church in Bloomington and be the next winner of the TCRC raffle. **J**

# FAA Registration Required To Fly Model Aircraft

As of February 19, 2016, you must be registered with the FAA before you fly any model aircraft outside in the United States.

Registration is for anyone who flies a UAS, regardless whether they are modelers, hobbyists, commercial, etc. If you fly any R/C aircraft within the description, you must be registered.

You must have proof of registration in your possession anytime you are flying an UAS outdoors.

Your UAS must have your registration number on the outside of the aircraft or in the battery compartment.

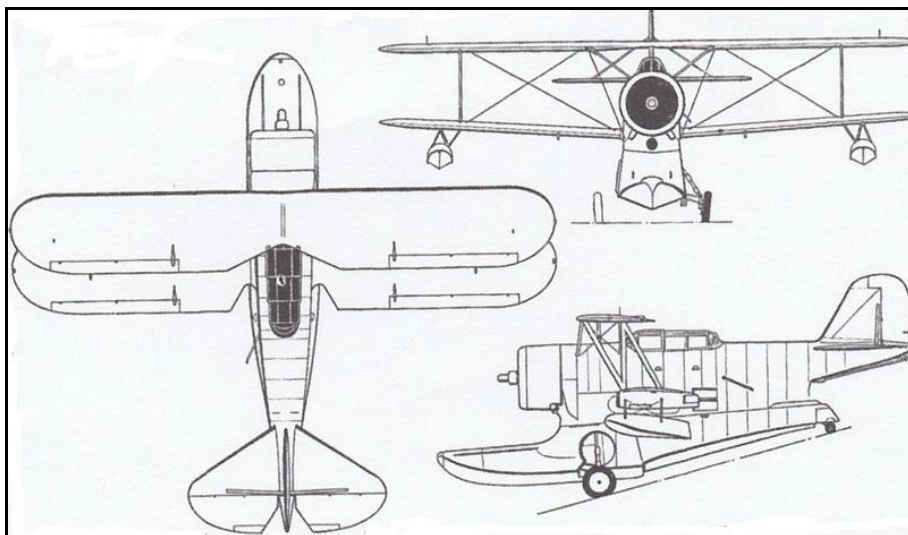
One registration covers all of your aircraft.

If you have not registered, you can go to [faa.gov/uas/registration](http://faa.gov/uas/registration) and follow the steps to register. Cost is \$5.

The penalty for failing to register can be \$27,500 in civil penalties, and criminal penalties could have fines up to \$250,000 and/or imprisonment for up to three years.

If you haven't registered with the FAA and are planning on flying outdoors, please take the time to register today. **J**

# April Mystery Plane



  
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