



August

Minneapolis, Minnesota U.S.A.

2021

# TCRC Runways Get A Facelift

by Bob Breisemeister

With the weather being on our side and the field being dry and accessible for trucks to drive on I spoke with the board to suggest fixing the runways this year. Not that this was the best year financially but again the weather conditions were in our favor.

I reached out to three different paving companies for insight and bids. They all couldn't believe that the runways were overlaid 5 years ago. They all said that the best way to solve the problem was to overlay them and not put a heavy slurry coat on them.



**An aerial view of the total project completed, including the addition of the centerlines on the runways. What a great looking field!**  
(Aerial Photo by Richard Voeltz)

The bids were Plehal Asphalt at \$32K, Northwest Asphalt at \$34.5K and Minnesota Roadways at \$42K. Tim crunched the numbers and said we could do it if we basically used all the funds we had and everything in reserve. These companies are much larger shops than we used last time.

The board met before the last membership meeting and discussed and decided to move forward and chose NW Asphalt. They said that they would knock the price down to \$34K if we swept the runways and had it pour ready as I call it. Also, their time frame was better for getting it done sooner. I also felt that they were easy to work with and came out a second time with the job superintendent to look it over.

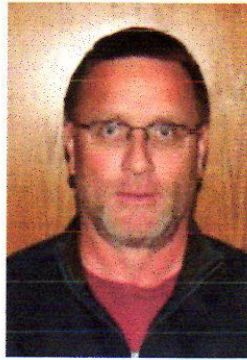
The date was set for the 23<sup>rd</sup> of July which meant we had some prep work to do. We made the walkway 18 inches wider and had to edge and trim the runways, pits and taxiways. I also swept everything twice in order to have a good bond between the old and the new asphalt. The weeds coming through the cracks in the pit lanes were also burned off.

After dropping off equipment the night before the big day I was a bit nervous about doing it on a Friday afternoon, but they assured me it would be fine. They called me that morning and said that they were running late and would be there after 2pm. The salesman and the job soup arrived and moved the paving machine down to the field from the road. The first truck arrived with a load of gravel to dump over the culverts to cushion them from the 17

**Continued On Page 3, Col. 1**

# A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

August is when we usually have the “Dog Days Of Summer” but as warm as it has been it seems like it’s been “The Dog Days “ all summer. At least we are not flooded!

If you have been out to the field in the last 10 days you should have noticed that the runways have been overlayed and stripped, such a huge improvement! I want to thank everyone who helped out with widening the path and preparing the runways so that the work could be done.

This is the month that we are able to mow the Reinvest In Minnesota Land or as we refer to RIM land which is the areas to the east, west and north that are left long until now. With it being so dry we should be able to mow some areas that we cannot usually get to. The only mower that we can use to do this is the New Holland tractor with the brush mower so that we can mow over the small willow trees. There are a few members who have started this task. If you are interested in helping, I can put you in touch with those members.

The August membership meeting on the 10<sup>th</sup> will be held at the field weather permitting. As always, we will be serving food at 5:30 and the meeting at 7. We have been able to have all of the meetings this summer at the field. Hopefully this can continue.

Model Aviation Day (MAD) will be held on the 21<sup>st</sup> of August. This is an open event to anyone who has a current AMA membership. If you are not familiar with this event its where we try to encourage people who are not in the hobby to come and check it out and possibly fly. We will have flight simulators and buddy boxes to make it easier to learn. So, invite someone to come out and fly or just to watch.

The Northern Alliance Fly In for Warbirds and Classics will be held August 12 -14 at the SMMAC field in Owatonna, Minnesota. This event draws pilots from at least ten states and even Canada. There will be around 100 pilots with each having multiple planes totaling over 400 aircraft. These are all giant-scale planes and there will also be some jets. If you have not been to this fly in it is worth the trip to Owatonna.

A couple of housekeeping items. If you empty a gas can or diesel fuel can please go and fill it up. The club will reimburse you if you provide Tim Wirtz the receipt. Also please make sure the gate is locked. To lock the padlock on the gate you need to have the combination set to close the lock. I went to the field the other day and someone made it look like it was locked because they couldn’t push the lock closed. We do not need anyone going down to the field that shouldn’t be there.

Happy Flying!



## 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.

#### 2021 Officers

<b>President</b>	<b>Bob Briesemeister</b> 612-964-8877
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# TCRC Runways Get A Facelift

Continued From Page 1

loads of asphalt at 63,000 pounds each. At first the thought was to load the trucks lighter but with backing the truck with the gravel out to the runway and without sinking in they decided to max out the loads on the trucks.

The rest of the crew arrived to start the process, that's where we had a problem. They backed the tanker truck with the tack coat onto the pit lane which busted through the pavers and sank into the sand base and got stuck. That's where I got nervous and thought that we were going to have trouble. They were able to get the truck out without too much trouble. I removed the pavers that were sticking up and they rolled everything as flat as they could. They moved the paver in and fed it with the bobcat because there was no way to get a truck in there. The plan was to put a fill coat on the pit lane and the low spots on the runways and then start the final coat.

After the low areas were done, they started with paving the east taxiway to be able to tie it into the runway. The best thing is that they were able to get a truck down the runway with no problem. If they couldn't feed the paver with the truck, it would have taken longer and cost more. They did the southeast runway first than the northwest section.

They started paving the northeast to southwest next. That's when the paver wing broke down and I stressed out again. They were able to get a mechanic from the shop and they were back in business 45 minutes later. After that it went smoothly. They did the west taxiway, pit lane and the walkway.

There should be a good 2 inches on most areas and 3 inches on most of the pit lane, so the pavers area hopefully is gone for good. There was about 3/4-load left over and they were going to haul it to the recycle pile. I talked them into laying it in the parking lot to reduce some of the mud we have at times.

Overall, everything went pretty well. They had it under control even when I was nervous. I told them when they said that it would be Friday afternoon that I was told never to buy a truck built on Monday or Friday, especially Friday afternoon. We picked up some beer for the crew and all were gone by 8pm.

The crew from Northwest Asphalt did a great job and were great to work with. Thanks Phil, Dan and the southside crew from NW.

I had A1 stripping put the center lines and shut down lines a week later to dress it up.

More pictures of the paving and the preparation prior to the prepping are on pages 4, 5 and 6 of this newsletter. ☺

## Calendar

- Aug. 4**                    **3<sup>rd</sup> Quarter Board Meeting, 7:00 PM**  
**Bob Breisemeister's Home**
- Aug. 10**                    **TCRC Membership 'Meeting at the Field'**  
**Jordan Field**  
**5:30 PM Dinner**  
**7:00 PM Meeting**
- Aug. 12-14**                **Northern Alliance Military Fly-In**  
**SMMAC Field**  
**Owatonna, MN**
- Aug. 19-21**                **Warbirds & Classics Over The Midwest**  
**Fond du Lac, WI**
- Aug. 21**                    **Model Aviation Day**  
**TCRC Jordan Field**  
**Tim Wirtz & Brian Johnson**
- Sept. 11**                    **Scale Fly**  
**TCRC Model Air Park**  
**Scott Anderson**
- Sept. 14**                    **TCRC Membership 'Meeting at the Field'**  
**Jordan Field**  
**5:30 PM Dinner**  
**7:00 PM Meeting**
- Sept. 18**                    **Fall Float Fly**  
**Bush Lake Park**  
**Bloomington, MN**  
**Steve Meyer**
- Sept. 25**                    **Swap Meet & Fun Fly**



# Pictures From Preparation of Field For Asphalt



The pit area surface had to be smoothed down so that the asphalt would lay flat.



It was a lot of surface area on the runways that had to be swept and readied for the new surface.



Weed eating around the shelter and pits was done and really spruced the area up.



The walkway area connecting the parking lot to the shelter and pits took a lot of work.



Mark Wolf did a great job painting the shelter.



The chainlink fence got some work also.

# Pictures Of TCRC's New Runways Paving



**A parade of trucks loaded with lot blacktop go around the west side headed for the runways.**



**Putting the asphalt on the east side of the pits using the bobcat so the subsurface is not damaged.**



**The crew using the surfacing equipment laying down the west side of the pits.**



**The paving equipment really did a great job of laying down a smooth layer of blacktop.**



**Paving the sidewalk by the shelter.**



**A huge thank you to President Bob!**

# Pictures Of TCRC's New Runways



The new blacktop on the eastern pits showing the new sidewalk joining them.



Looking down the runway from the west side showing how nice and smooth the blacktop is.



The new strip of asphalt along the north side of the parking lot and adjacent to the shelter.



A picture of the runways taken from the northwest corner also showing the western taxiway.



Mark Wolf finishing up the shelter painting.



A view from the spectator fence of the runways.

# Wings Over Jordan Attracts Lots of Beautiful Airplanes

by Tim Wirtz

I arrived about 8:30 and set up my tent and got my planes ready. The morning was gorgeous, with a light wind and the blue sky we were familiar with before the Canadian wildfires.

Bob Briesemeister arrived about 9:30, after picking up the food and we were the only ones there until nearly 10:30, when people started to arrive. In total, there were about twenty pilots and probably double that number of planes, from Cox .020 and .049-powered little ones all the way up to large gassers. Brian Johnson brought a few planes, including his new Sig Wonder, and he and I tried to fly our Wonders together until his motor came loose and he had to land early.



**There were some great looking wings over Jordan on July 17<sup>th</sup>.  
(Photo by Scott Anderson)**

Shawn Dwyer and Cullen Dwyer came and cooked lunch for everyone after a minor grill mishap (grill fire) with the first round of brats and burgers. Their help was greatly appreciated by all, not least of which me.

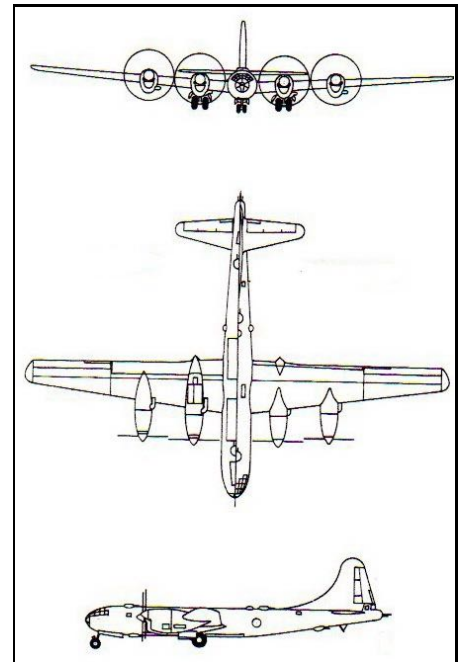
After lunch, the wind picked up considerably, becoming gusty and variable. On a couple of flights, I took off one direction into the wind and landed in another direction, again into the wind. The wind contributed to a couple of crashes, one of them being Cullen's small Hellcat. It got away from him and then crashed into the woods towards the river. The pilot, in the cockpit, survived but the rest of the plane is still out there.

People started packing up around 2:30 as the wind was still strong. All but a couple of pilots were gone by 3:45, when Bob and I packed it up.

I'd like to thank Bob for chairing this event and for his hard work that day, working to prep the field for the upcoming paving. While everyone was flying, he was working to spray the weeds and clean other areas to make the paving go smoothly later in the week.

See page 8 of this newsletter for more photos from Wings Over Jordan. ☺

## August Mystery Plane



**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.**

# Pictures From TCRC's Wings Over Jordan 2021



There were a lot of spectators at Wings Over Jordan and they made themselves comfortable.



When the planes were in the air our visitors really enjoyed the many flights.



The pits were a bustle of activity as the pilots readied their planes for another flight.



Gerry Dunne put lots of nice flights on his P-51 at Wings over Jordan on Saturday, July 17th. Scott Anderson does a great job of catching his warbird as it soared over the field.



Another great action shot at Wings Over Jordan.



Scott Anderson lends his expertise in the hand launch of Brian Johnson's .049 Cox Cessna. The early light winds helped this effort.



# AWN

(Assistant Wing Nut)

by Chris O'Connor



Except for the heat, this has been a wonderful summer for flying, no flood, and now new runways. Thank you Bob for getting the runways done! Great job! Hopefully most of you have been able to take advantage of the new runways. If not come early for our August meeting and enjoy flying and some hotdogs or hamburgers for dinner, then the meeting.

There's an event that's coming up in a couple of weeks at the SMMAC field in Owatonna. TCRC members participate in the event along with controlling the flight line for the three day fly-in. This year should be more busy than last year with around a hundred pilots flying and in excess of 300 giant scale warbirds and jets. If you have never seen this fly-in, it's worth coming to Owatonna. The show runs from Thursday August 12, through Saturday August 14. There will be food but bring a chair and an umbrella for some shade. Anyone that has a giant-scale warbird or classic is welcome to register and participate in the fun. If you are not comfortable flying in front of a lot of people or having multiple planes in the air at the same time, you should maybe hold off flying, but at least come watch.

Like all these events there's a pattern everyone must fly, basically an oval racetrack-type pattern either left or right hand turns. Sometimes we get people saying that they can't land from their left or right. Usually that's before they takeoff, so they end up not flying or waiting until after 5pm when the show is over and it's less hectic and not as controlled. We always remind all the pilots that this is not your typical day at the flying field. Flying in events like this isn't the same pressure as a contest, but still can be a little stressful, but that's not necessarily a bad thing. It keeps you very focused and gives you a challenge which is good for everyone.

One thing that's required is to have a spotter with you at all times when flying. That person is your second set of eyes and should not be just a spectator, but active member of the flight. Watching all that goes on around the field, plus keeping an eye out for planes around your pilot's plane and also making sure no one is cutting you off trying to land when you are. So, a spotter's job is more important than you might think.

The next week a number of us are going to Fond du Lac, Wisconsin for the same type of fly-in, only a little busier and a very large and wide open flying field. The biggest group is usually from Minnesota. The runway is all grass, and the area is a rectangle about 1400-feet long and about 400-

500-feet wide. There will be around 130-150 pilots and 500-600 giant scale warbirds, jets, and classics. Five hours away, but a great event to witness or participate in.

So, if not one of these events, then maybe something else. It's fun to go to other fields to fly.

That's it for now. Enjoy flying! ☺

## 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. ☺


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**Twin City Radio Controllers**


# Model Aviation Day

**August 21st, 2021 at the TCRC field in Jordan, MN**

**Come see what the world of Model Aviation is about!**

**10 am to 4 pm**

Many different types of aircraft—Scale, aerobatic, sport.  
 Demonstration flights  
 Try flying for yourself on Flight Simulators and Training Aircraft with experienced pilots




**Concessions**

- Brats
- Burgers
- Hotdogs
- Chips
- Soda/Water

**R/C Pilots with Current AMA Membership welcome to fly**

Contact Info:  
 Tim W. (952) 297-5226



Instructions to Main Site	Miles
Head South on US-169 toward Jordan	0.0
Turn RIGHT onto County 9 at the traffic signal in Jordan	0.3
Turn LEFT onto County 37/E 190 <sup>th</sup> St	0.6
Turn RIGHT on Beaumont Ave. Beaumont Ave becomes Beaumont Way. Go straight through the four way stop.	0.9
Turn LEFT at the yield sign onto W Sioux Vista Dr	0.1
Turn Right onto the gravel road at the signs for TCRC and proceed down to the parking lot.	0.3

# How To Take The FAA TRUST for Drone Flyers

Anyone who flies a uas (Unmanned Aircraft System) must take The Recreational UAS Safety Test.

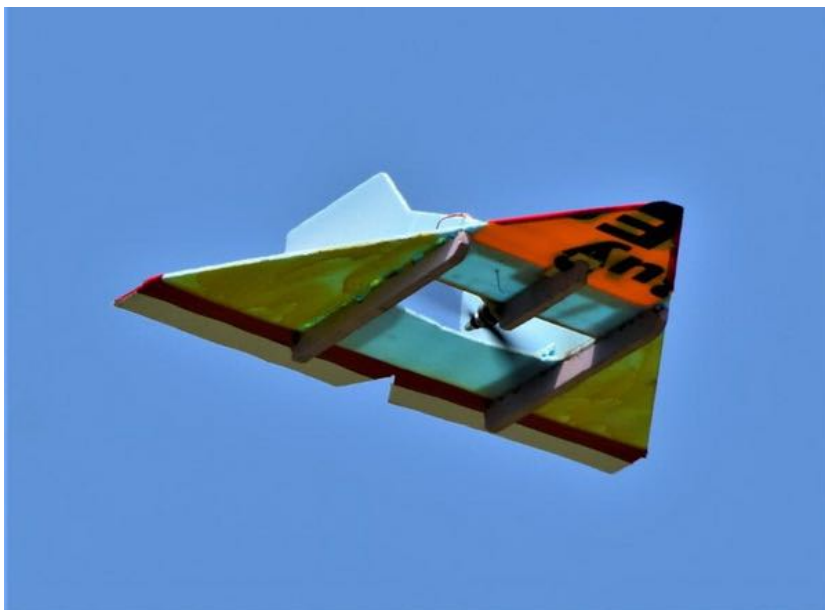
To take the test, go to:

Modelaircraft.org

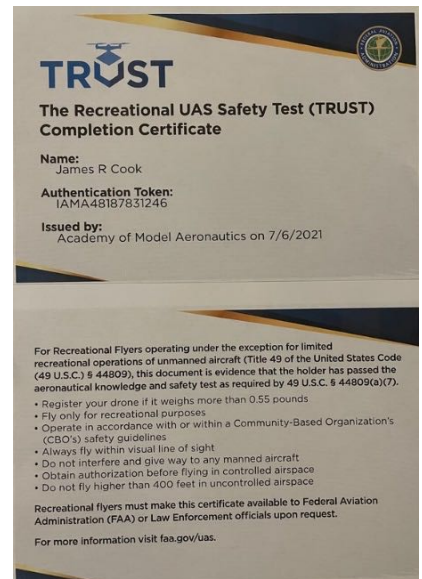
In the search bar type in 'TRUST' The first item in the list will be 'The Recreational UAS Safety Test (TRUST)'. Click on it. Click on 'Take the test'. Click on 'Start' in the yellow bar.

The test is comprised of four sections. The reader is given information for the first section, and then must answer seven multiple choice or true/false questions. The reader is then given information for the second section and must answer six more questions. Section three has five questions and section 4 has five questions.

After completing the test, you are asked to print a copy of your Completion Certificate. 😊



**Jim Ronhovde's Delta-Wing at Wings Over Jordan**



# Bich-20 Pionyer

by Conrad Naegele

The July Mystery Plane was the Bich-20 Pionyer.



This plane was designed and built in 1937, intended to be in the category of the Piper Cub and Aeronca type civil aviation planes.

This attractive little plane was rolled out September 1937, first flown in 1938. It was tested extensively, including sustained banks at 35 degrees, and it proved stable in all maneuvers. It had a landing speed of 28 mph.

The plane was basically all wood, with ply on the leading edge. Various airfoils were tested. It ended up with a delta fuse wing. Trailing edge controls used inboard elevators, and outbound ailerons. The canopy hinged on the left side. The top of the fuselage and the plexiglass canopy formed the front of the fin.

The first engine was an 18 horsepower two-cylinder four-cycle, but the designer decided it was too small, so it was re-engined with a 20 horsepower two cylinder. All known records indicate that this small plane was successful on all aspects of handling and flying!

The Pionyer was a single-seat sport plane with a wingspan of 22-feet 8-inches, a weight of 388 pounds, a loaded weight of 633 pounds, had a speed of 103 mph and a range of 199 miles. The final engine was a 20-horsepower Aubier-Dunne two-cylinder, two-cycle powerplant that was liquid cooled.



## New Members

In July, TCRC gained another new member.

Bob Christensen lives at 305 6<sup>th</sup> Avenue NW in New Prague, 56071. His phone number is 952-290-0311 and his email address is [patbobc@bevcomm.net](mailto:patbobc@bevcomm.net).

Bob has been flying for 30 years and is a former member of TCRC. His current planes include an EFlite Turbo Timber and a Valiant 10 cc.

When you see Bob at a meeting or the field, introduce yourself and welcome him to TCRC.

Currently the club's membership stands at 97. 😊

# 18304

If someone were injured at the TCRC flying field and you had to call 911, what would you tell the operator for the location of the emergency? You would tell the operator the fire number for our field: 18304.

For safety reasons, it is very important every member knows our fire number. Hopefully, we will have the fire number prominently displayed in the shelter at the field in the very near future. 😊

**MNBigBirds.com**

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

*Free!* **Scale Plan Downloads**



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



Howard Pete  
1/3 Scale Racer



*New!*  
KI-45 DRAGON SJ AYFR

**Andersen Designs**

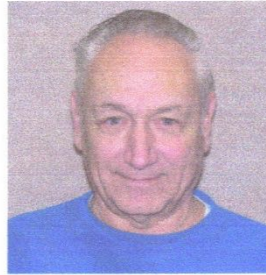
*Add'l Extras*

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

Composite Parts Available Thru MICKO

# Safety At The Field

By Larry Couture



Here it is the end of July, 2021 and it for sure it's summer as the temps are in the high 80's and 90's.

The field is in great shape and has new blacktop on the runways, taxiways, pits and sidewalk and also a large pad in the parking lot. If you haven't been there you're missing some great flying on a new field and the only problem is the heat so be prepared to take it easy and not get over heated.

There have been no injuries at the field this month that I know of but that does not mean that we are perfect, but it means we all have been careful so let's keep it up. Many things can cause an incident but the most common is not being aware of what you and others are doing so please stay alert always.

The rules are printed in the front of the roster and on a large board in the shelter (it is there now) at the field. I suggest that all members should read them from time to time just to refresh the memory. The thing I always harp about is let your fellow flyers know what you are doing or going to do by LOUDLY ANNOUNCING take offs, landings, dead stick and on the field travel, and make sure the other hear you and acknowledge you. In my opinion this is the most important rule or suggestion to follow as it will make accidents less likely to happen. IT SEEMS TO BE WORKING SO LETS ALL KEEP IT UP.

Thought for the day: 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, stay cool and have a fun summer. Winter will come again maybe.

NOTE: LARRY'S HANGER is now open and in use if you stop by, we must maintain the 6 foot rule but I will serve coffee if wanted and there are chairs for seating. ☺

**Safety Always Comes First!**

**TCRCOnline.com**  
**Are You Using It?**



The TCRC Membership meeting on August 10<sup>th</sup> will be held at the Jordan Model Air Park

The grill will be on and dinner will be served at 5:30 PM. The meeting will start at 7:00 PM. Bring a plane and get some flying in before enjoying a dinner on the club and then attending the membership meeting.

The membership meeting for September 14<sup>th</sup> is also scheduled for the Jordan field, weather and water permitting.

In case of bad weather the meeting will be at its normal time of 7:00 PM at CrossPoint Church in Bloomington. ☺

## Always Wear An Orange Vest To Retrieve A Plane

Every member is reminded to wear an orange vest if your plane goes down in the wooded areas surrounding the 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! Where an orange vest anytime you have to retrieve an airplane. ☺

# Twin City Radio Controllers



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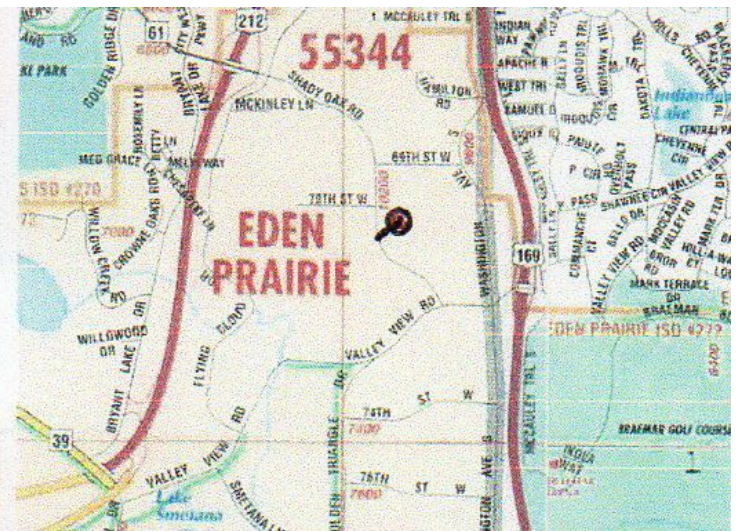
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