



July Minneapolis, Minnesota U.S.A. 2014

Father Hennepin Days Rainy But A Big Success

by Tim Wirtz

The first Father Hennepin Radio Control Event is now in the history books. It was a success beyond the expectations of the sponsors and, frankly, me. Gerry and I agreed to champion this event when we were sought out by the City of Champlin last year. We hoped we could create a safe, fun and educational event for the Father Hennepin Festival. It turned out to be all of those.



The TCRC tents over the displays. (Photo by Jim Ronhovde)

The night before the event, a group of us gathered down at the flying site to set up tables, chairs and to test out the flying field. The City put up two 20' x 40' shelter tents and had 10 picnic tables under the shelter tents for us to use. We dedicated one tent to show planes and one to spectator use and simulators. We did whatever setup we could and then

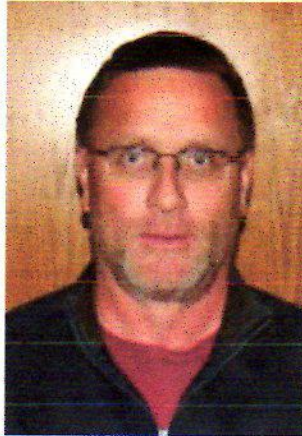
flew on the nicely mowed and rolled field until storms forced us to go home.

The day of the event our set up crew got there about 8:30 and we finished setting up the necessary equipment such as speakers, microphone, computers with flight simulators and the pits area tents. The city came down with barricades and placed them so that the field and pits area would be safely separated from the spectators. The weather wasn't particularly cooperative and it rained or drizzled until about 11:30. By around 10:30, there were several club members there with (this is a guess) at least 25 planes for show and another 15 to fly. We even had a turbine for show that the pilot, Peter Stapleton, graciously started up later in the day to let people hear the distinctive sound of a turbine. In all, more than 25 members showed up to fly or help out and we had plenty of volunteers. One of the best things about the event was that there was never a moment when we didn't have at least one plane in the air. This kept the audience enthusiasm up, which wasn't easy to do with the dark threatening sky.

Some of the features of the show were: Bob Glass's big Super Cub. He flew it many times, once dropping a parachute jumper and once dropping a nerf whistle bomb. It was quite a sight to see. Kris
Continued On Page 3, Col. 1

A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

It's hard to believe that it is already July and we have not been able to fly at our field for most of June. I went down to the field when the water was at its highest and saw a man with a beard wandering around. He asked me if I knew how big a cubit was because he was told to build a large boat. On the serious side, I know that not flying at the field is an inconvenience to most of us but the people who have water in their basements and yards are in a bigger hardship than us not being able to fly.

I want to thank the members who came down to the field to get it ready for the first flood and also for those who worked so hard to clean it up for 2 days of flying just to have it flood again. I hope that we will be cleaning it up the week of the 14th for the last time this year. With the amount of water I think that it will take a lot of people to get it back into shape. The field will not re-open until the work is done and it is safe to fly. If the field is ready by the weekend of July 19th & 20th we will have a club flying day to celebrate.

I want to thank Tim, Gerry and all the members who came to fly and help out at the Father Hennepin Days. The weather was not the best but fun was still had by all. From the feedback received from the city of Champlin, we should be invited back!

With the cancellation of the Electric Fly-In and the Wings Over Jordan, our next event at the Jordan field is the Model Aviation Day on August 23rd. Let's put a good effort into making this event a big success. There will be more information on the event as it draws closer.

As you all should be aware, the FAA came out with new rules for FPV and unmanned aircraft on June 23rd. AMA has some concerns on some of the rule changes. As a member of AMA and a modeler you can voice your opinion to the FAA. This has to be done within 30 days of the ruling. When the final changes are confirmed, the club will post the changes at the field and on the website.

Finally the raffle plane for the July 8th meeting is an Acro-Wot MKII by Flyzone. It is transmitter ready and ready to fly in 30 minutes. Retail value is \$190.00. Remember \$5.00 per raffle chance.

See you at the meeting.

J

Calendar

- July ???** Help Your Buddy Fly
Wednesday Nights
Jordan Field
Start Date TBD
- July 8** TCRC Membership Meeting, 7:00 PM
CrossPoint Church
Bloomington
- July 7 to Aug. 7** AMA NATS
Muncie, Indiana
- July 19** Field Clean-Up???
- July 25** Deadline to Comment On FAA Model Aircraft Rule
- July 25-27** Watts Over Owatonna
SMMAC Field
Owatonna, MN
- July 28 to Aug. 1** EAA Air Venture
Oshkosh, Wisconsin
- Aug. 1-3** Wisconsin Fun Fly
Siren and Rice Lake
Wisconsin
Bill Sachs & Jim Cook
- Aug. 8-10** Northern Alliance
Military Fly-In
SMMAC Field
Owatonna, MN
- Aug. 23** Model Aviation Day
TCRC Model
Aircraft Park



Father Hennepin Days Display

Continued From Page 1

Hansen came out with many planes, including his STOP sign, big 747 and a trainer plane that he used to do a candy drop for the kids. The kids loved it, the drop was perfect but, unfortunately, the engine quit right after and the plane crashed into the trees. It was recovered but was severely damaged. Jim Ronhovde brought out the flying witch and delighted the kids twice with it. The flight simulators were a big hit and were always in use. I let three kids fly my big Alpha trainer on the buddy box. All had huge smiles when they finished.

By about 3 pm we started to get some down drafts and planes that had been landing smoothly all day were suddenly getting slammed into the ground. There were a few broken landing gears but nothing major. The wind continued to pick up and, by closing time 4:00, everyone was ready to call it a day. The crew cleaned up and packed up everything in about 45 minutes and we were done. The representative from the city was very happy at the outcome of the show and asked if we would do it again next year.

This wouldn't have been possible without the help of everyone who set up, helped out, spotted for pilots, flew, answered questions from spectators and brought planes for show. I thank you all and appreciate all the work you did. I'd like to tell Charlie, the representative from Champlin, that we will be there next year too. J

TCRC Had Lots OF Help At Father Hennepin Days



TCRC members brought their skills to Father Hennepin Days.
(Photo by Jon Perry)

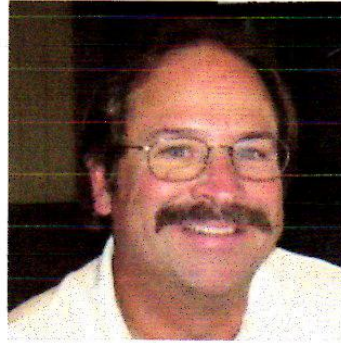
There Were Planes of All Kinds For The Spectators To See



Chairman Tim Wirtz estimated that there was more than 25 airplanes on display. (Photo by Jon Perry)

Wingman

by VP Mike Robin



Hello Everyone.

As I write this column our field is underwater and has been for most of June. Although we have an alternate field to fly on, it would sure be nice to have our main field open again so we can fly our larger airplanes. Hopefully, we will not get any more record rainfalls this year, so the TCRC Airpark can dry out and everyone can fly the rest of the year without interruption.

My event on July 19th, "Wings over Jordan", has been canceled due to the projected river level being at flood stage the week of the event. Since it was to be an open flying event for all AMA pilots, I felt it necessary to cancel early so everyone could make other plans for that date.

One hot topic that affects all of us is the latest FAA Interpretive Rule for Model Aircraft, which was published on June 24th. Although, one of the current TCRC Officers told me that he will not discuss this matter with the board, and seemed to think it does not affect our club, I totally disagree with him. The notice is labeled "immediately effective", and the language is directed to all RC pilots.

Instead, I encourage all members to read the following news release:
http://www.faa.gov/news/press_releases/news_story.cfm?newsId=16474

In the notice, the FAA restates the law's definition of "model aircraft," including requirements that they may not interfere with manned aircraft, be flown within sight of the operator, and be operated only for hobby or recreational purposes. The agency also explains that model aircraft operators flying within five miles of an airport must notify the airport operator and air traffic control tower.

The FAA reaffirms that the Act's model aircraft provisions apply only to hobby or recreation operations and do not authorize the use of model aircraft for commercial operations. The notice gives examples of hobby or recreation flights, as well as examples of operations that would not meet that definition. There are 17 pages in the document, which you can download here:

http://www.faa.gov/about/initiatives/uas/media/model_aircraft_spec_rule.pdf

The AMA is not very happy with the current situation and is planning to oppose the FAA. The AMA's response to this latest FAA

interpretation can be downloaded here:

<http://www.modelaircraft.org/files/FAAInterpretiveRule.pdf>

The AMA wants all of its members to respond to the FAA. See below: *(Editor's Note: AMA's request for all members to respond is included in this newsletter on pages 6 and 7.)*

<http://www.modelaircraft.org/files/AcademyofModelAeronauticsencouragesmodelingcommunitytorespondtoFAAinterpretation.pdf>

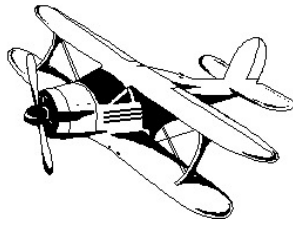
As many of you know, I have been keeping a watchful eye on the AMA and FAA with regards to their positions affecting our hobby and will continue to do so. I will also send updates to all club members and board members, so that everyone is informed as to what the FAA and AMA are doing that affects our club so you can make informed decisions for yourself.

I will be out of town on July 8th, and so I will miss the membership meeting. There will not be a program.

On July 25-27, the SMMAC will be hosting the annual Watts Over Owatonna all-electric Fly In. I plan on attending and encourage the TCRC members to charge the batteries on your electrics and join me in having three days of non-stop fun. The event attracts hundreds of pilots from the surrounding area and will provide us with a much needed break from the local soggy conditions.

Hopefully, the TCRC runways will rise above the murky depths soon after this event. **J**

Show & Tell



More neat planes showed up at the June meeting.



Jim Ronhovde had a Drifter ES9908 at the June meeting. This plane was a white foam ARF and had a 37-inch wingspan. Jim had equipped it with an onboard camera and he used the Father Hennepin display and flying demonstration as its test flight for aerial pictures. One of his pictures he shot can be found elsewhere in this newsletter. He said the plane was a little quicker than he had suspected.



Sherwood Heggen had another 'blast from the past' with a neat looking Super Kaos that he scratch-built from plans. It was covered with glass cloth and painted white with red trim using Rustoleum. It had a 59-inch wingspan and weighed in at 7 pounds. The power plant was an RJJ (Kraft) 61 glow 2-stroke. Sherwood has already put the maiden flight on the plane and said it flew quite well, as is expected from the 40-year-old design. He felt that the Kaos remains today a superior aircraft for both sport or contest.



Pedro Restrepo had a very nice looking P-51 Mustang 40 which he built from a Hanger 9 ARF kit. Pedro had won this plane at the TCRC Banquet the previous November. The plane was done in silver with olive green trim and a light blue rudder. The covering was Ultrakote. It had a 56-inch wingspan and weighed in at 7.3 pounds. The power plant was an ASP-S52A ABC engine. It was equipped with electric E-Flite retracts and also had flaps. As of the meeting Pedro had not had its maiden flight.



Prospective member Joe Selzler had a very nice Great Planes Siren glider which he had named Condor. It had a white wing with blue fuse and red and blue trim. The plane was powered with an electric motor on the nose. As of the meeting the plane had not had its maiden flight. J

TCRCOnline.com

Are You Using It?

AMA TODAY

Academy of Model Aeronautics Newsletter

Response Needed to FAA Model Aircraft Rule

AMA's Areas of Concern Regarding the FAA Interpretive Rule for Model Aircraft

On Tuesday, June 24th AMA issued a member alert expressing concern over some provisions in the FAA's interpretation of the [Special Rule for Model Aircraft](#) established by Congress in the FAA modernization and Reform Act of 2012. In that alert, we let members know that we would be following up with today's alert that explains AMA's concerns in greater detail.

We need you to take action now and respond by July 25, 2014 to the FAA Interpretation of the Special Rule for Model Aircraft that was released June 23, 2014. The Academy has reviewed the rule and is extremely disappointed and troubled by the approach the FAA has chosen to take in regards to this issue. [FAA's Interpretive Rule](#)

To help you respond to the FAA, we have outlined AMA's major concerns in the bullets below. A more in-depth explanation of our concerns can be found at [AMA's Concerns](#)

- Throughout the rule the FAA takes great latitude in determining Congress' intentions and in placing tightly worded restrictions through its "plain-language" interpretation of the text.
- The FAA uses the plain language doctrine to create a regulatory prohibition of the use of a specific type of technology.
- FAA's overreaching interpretation of the language in the Public Law is evident in the rule's interpretation of the requirement that model aircraft be "flown strictly for hobby or recreational use."
- Although the FAA acknowledges that manned aviation flights that are incidental to a business are not considered commercial under the regulations, the rule states that model aircraft flights flown incidental to a business are not hobby or recreation related.
- The rule overlooks the law's clear intention to encompass the supporting aeromodeling industry under the provision of the Special Rule, "aircraft being developed as a model aircraft." The rule's strict interpretation of hobby versus business puts in question the activities of the principals and employees of the billion dollar industry that supplies and supports the hobby.
- The Public Law states that when model aircraft are, "flown within 5 miles of an airport, the operator of the aircraft (must) provide(s) the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation. However the rule indicates that approval of the airport operator is required. Although it is understood that making notification to the airport and/or ATC will open a dialog as to whether the planned activity is safe to proceed, there is no intent in the law that this be a request for permission on the part of the model aircraft pilot.
- The Interpretive Rule establishes new restrictions and prohibitions to which model aircraft have never been subject. This is counter to the Public Law which reads, "The Federal Aviation Administration may not

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Response Needed to FAA Model Aircraft Rule

Continued From Page 6

promulgate any rule or regulation regarding a model aircraft or an aircraft being developed as a model aircraft,...” if established criteria are met.

- The Interpretive Rule attempts to negate the entire Public Law by stating, “Other rules in part 91, or other parts of the regulations, may apply to model aircraft operations, depending on the particular circumstances of the operation. This in and of itself makes model aircraft enthusiasts accountable to the entire litany of regulations found in Title 14 of the Code of Federal Regulations, something that was never intended by Congress and until now never required by the FAA.

How to Respond to the FAA.

All AMA members, family and friends need to take action now to let the FAA know that this rule significantly impacts the entire aeromodeling community and that this community is resolute and committed to protecting the hobby.

There are four methods to submit a comment. Emailing your comment is the fastest and most convenient method. All comments must include the docket number FAA-2014-0396. [Tips for submitting your comments.](#)

Email: Go to <http://www.regulations.gov>. Follow the online instructions for sending your comments electronically.

Mail: Send Comments to Docket Operations, M-30; US Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

Hand Delivery: Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: (202) 493-2251.


DEADLINE TO COMMENT: On or before July 25, 2014 

F-16 Drone

by Jim Lundquist




It would appear that time and technology will soon have a great many aircraft pilot positions placed on the *endangered specialties* list. The above picture is a full-size F-16 drone! Please note the absence of a pilot. Even more impressive is a 4 minute Boeing video that can be found on the web showing the above plane taking off and flying a mission without the benefit of a pilot on board.

Thousands of planes that were graveyard bound, with costs in the hundreds of millions, now can be used as never before. These F-16 aircraft have been in the boneyard at Davis-Monahan Air Force Base, Tucson, AZ for 15 years and are now being used as drones! 

Pylon Racing On Hold

Chair for the Pylon Racing League Gerry Dunne reports that the 2014 season is currently on hold.

Gerry says that a combination of high water and too few interested pilots has forced him to postpone or cancel the remainder of the season. He said this could change if sufficient interest is generated in the not too distant future. 

**Make Your Comments About The
FAA Model Aircraft Rule Today!**

TCRC Jordan Field Report

by Jim Cook



Photo of the road to TCRC's Jordan Field taken at the first bend of that road. (Photo by Jim Ronhovde)

As of press time, the Minnesota River at Jordan has receded to 27.4 feet, down from its crest above 33 feet in late June. The National Weather Service has projected that the River will continue to recede and it is hoped that it will be below 18 feet somewhere around July 14th.

The Jordan runways begin to flood when the Minnesota River at Jordan rises to 18 feet. As of today (July 2nd) there is still in excess of 9 feet of water over the runways.

This is the 9th 'century flood' we have experienced since 1993! The 2014 edition will rank as the 3rd highest flood of the Minnesota River at Jordan when all of the statistics are calculated. At its crest, the 2014 flood came within 2 feet of the all-time flood level of 35.1 feet which occurred in 1965.

When I moved to Minnesota in 1969, I never witnessed the Minnesota River flooding or any of the bridges across the River closing because of high water until 1993. That was a time frame of 24 years without the inconvenience of a flood. Now we have had 9 such floods in the next 21 years, with two of those floods occurring in the same year. (In 2011, the River hit century flood levels in both the spring and the fall.)

Hopefully going forward we will enter a 20-plus year period of no floods as we did in the 70's and 80's.

Once the field emerges from its flooded condition, we will have some work to do to remove any silt that might have been deposited on our runways, and do some clean-up of the shelter, fences and grounds. The TCRC board will be monitoring the field situation and will schedule the clean-up as soon as they feel the field is ready.

While the field is closed because of high water the club will be using its alternative flying site located at the Scott County Fairgrounds.

Having our beautiful flying site flood, seemingly every other year right now, is very frustrating. But because it is located in the flood plain and is actually zoned for aircraft, it can never be taken away from us. Also, all of the land surrounding our field can never be developed and we will never see any housing encroach on our borders. To me, this future longevity far outweighs the inconvenience of flooding, even at the current frequency we have seen over the last years.

So, grab a plane and go to the Scott County Fairgrounds for a flight or two, and in a couple of weeks, after a little clean-up, fix-up, paint-up, we will be back in business at the beautiful TCRC Model Aircraft Park in Jordan. J



New TCRC Shirts And Hats For Sale

by **Tim Wirtz**

A new batch of shirts and hats arrived in time for the June meeting. This time we got some gray T-shirts as well as the traditional blue ones. We also printed the TCRC Crest smaller and over the left chest instead of large and across the back of the shirt as before. This should make the shirts cooler than previous ones. I ordered Large, XL and a few 2XLs. The hats are the same embroidered ones that we have done in the past. I didn't order any polo style shirts this time. Shirts and hats are \$10.00 each and I will bring them to the July Membership Meeting.



Member Jim Lundquist models the new gray TCRC logo T-shirt. (Photo by Jim Cook)

On a separate note, I am thinking of doing a special order of button down shirts in blue denim color with the crest embroidered on left chest. If you are interested in this, email me or see me at the

Wisconsin Fun Fly August 1-3

by **Bill Sachs and Jim Cook**

The time for the 6th Annual Fun Fly is just around the corner – August 1st, 2nd and 3rd, -- the hosts of the event, Bill and Sue Sachs and Jim and Mary Cook are promising fantastic weather again this year.

The Wisconsin Fun fly kicks off at 11:00 AM on Friday, August 1st at the lake home of Jim and Mary Cook in Siren, Wisconsin. This is less than a very easy two-hour drive north of the Twin Cities. If you haven't been there before or need directions, give Jim Cook a call at 952-200-2030.

The Friday portion of the WFF is a float fly off of beautiful Viola Lake. Prior to the start of the flying a potluck lunch is served to the pilots and spouses, with the grilling meat provided by Jim and Mary. Immediately after the lunch it's down to the dock for an afternoon of float flying and camaraderie.

Around 3:30 the pilots start packing up and then will caravan the 40 miles to the Rice Lake Best Western Motel to check in. (Phone number 715-234-7017). This is the same motel we used in 2013.

Following a little rest, the entire group heads to Hungry Hollow

meeting. Since this is a special order, I will need to have a certain number of interested members and have payment up front. I will have more details at the July membership meeting. **J**

where the Rice Lake Model Airplane Club has its field. There are several nice buildings on the site with plenty of room for everyone. A potluck meal will be served and if the pilots want to put in a few evening flights, they will be able to. Cocktails and fellowship will continue until it's time to retire, and then it's back to the motel for the remainder of the evening.

8:00 AM Saturday everyone will have breakfast at the Rice Lake Norske Nook Restaurant before the guys head for Hungry Hollow for a day of flying and the women head for a day of shopping and leisure, if they chose not to go to the field and watch the flying. The pilots will bring beverages and snacks to pass for a lunch break. Then it's more flying for the rest of the day.

Saturday dinner will be held at Adventures Restaurant in Rice Lake. I believe we will be ordering off of the menu at Adventures unless Bill and Sue say otherwise.

Sunday morning is breakfast at the Rice Lake Family Restaurant, and then the group can either put a few more flights in at Hungry Hollow, or head for home if they are too exhausted from all of the fun and adventure of the previous two days.

If you haven't attended a Wisconsin Fun Fly it is about time that you should visit our neighboring state and enjoy the great flying conditions Wisconsin has to offer. If you are interested, give Bill a call at 715-354-9561 or Jim at 952-200-2030. **J**

Polikarpov PO2

by Conrad Naegele

The June Mystery Plane was Polikarpov PO2.



This plane occupies a unique place in the world aviation history book, as you shall see.

The prototype appeared in 1924, built specifically to achieve economy in repair and maintenance. The wings comprised four identical, interchangeable, with thick airfoils, and square wingtips. The control surfaces, aileron, rudder and elevators, were also interchangeable. Originally the plane flew very poorly. The plane was redesigned, and became, a very easy handling, maneuverable biplane. The 'new' prototype first flew on January 27, 1925. It was put into mass production. At this point, it was simply the UTC.

By 1941, when Germany invaded Russia, 3,000 UTC's had been produced. By this time, so many uses had been seen that it was as if the plane had been made of 'silly putty', and was so adaptable to changing. Bomber, air ambulance, fighter, float plane, etc. etc. Of particular note was its use by the renowned 'Night Witches', lady pilots who flew, mainly at night over the invading Germans in terrible winter conditions, in open cockpits, some pilots flying as many as 18 missions per night. But that's another whole story.

After the death of Nickolai Polikarpov in 1944, in his honor, the Russian government renamed the UTC the Polikarpov PO2. In all this time, the plane was re-engined. In all, there were about 40 different 'Marks'. Now, in 1954 production ceased, and about 40,000 had been produced, all basically the same plane. Only one other plane exceeds

this production period, the Lockheed C-130, which has been in constant production from 1954 to the current time. However, only 4,585 have been produced. There are a great many PO2's flying today.

The Polikarpov originally had a 5-cylinder, 100 horsepower radial engine, which was moved up to a Wright Cyclone 9-cylinder R-1820 radial engine. It had a wingspan of 37 feet 5 inches, a max weight of 2,045 pounds and a speed maximum of 170 mph. It carried 2 bombs and a 7.7 mm machine gun. J

Wings Over Jordan Cancelled for 2014


by Mike Robin

Unfortunately, chair Mike Robin has been forced to cancel the July 19th Event "Wings Over Jordan", due to the flooding of the TCRC Model Air Park flying field in Jordan.

Based on the current forecast, the field is likely to remain flooded into the week of July 13th. Since the event was to be open to all AMA members, he is announcing the cancellation early, so everyone will have time to make other plans for that date. J

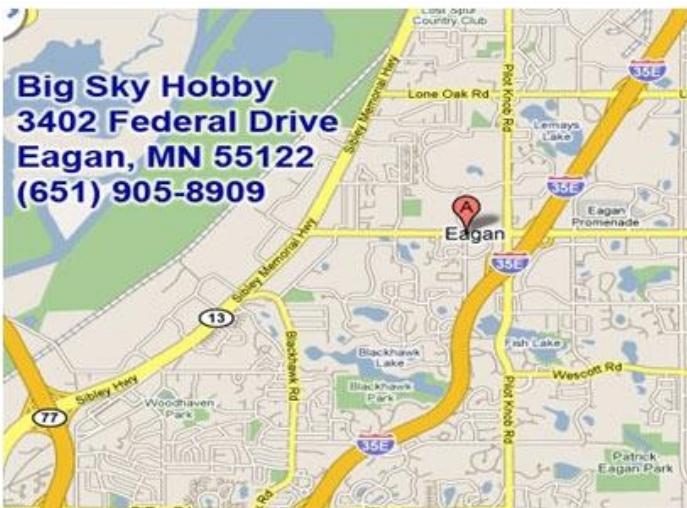
**July Meeting Raffle Prize:
FlyZone Acro-Wot MK II**

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Electric Fly & Camp Out

The Electric Fly and Camp Out that had been scheduled for June 21 at the TCRC Model Air Park in Jordan was forced to be cancelled because of the high water on the field from the Minnesota River.

Chair for the event Gerry Dunne made the call as soon as the River flood level predictions indicated that the club was going to experience another 'Century Flood'. J

June Raffle Winner




Lucky Larry Couture claimed the June raffle prize at the membership meeting. He was pleased to take possession of the Matrix 40 Extreme 3-D ARF that was up for grabs.

The raffle was instituted this year and members at the meeting can buy chances to win the nice plane that is always the prize. Chances are \$5 apiece and members can buy as many as they desire.

Come to the July meeting and try your luck at the TCRC Raffle. 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.

2014 Officers

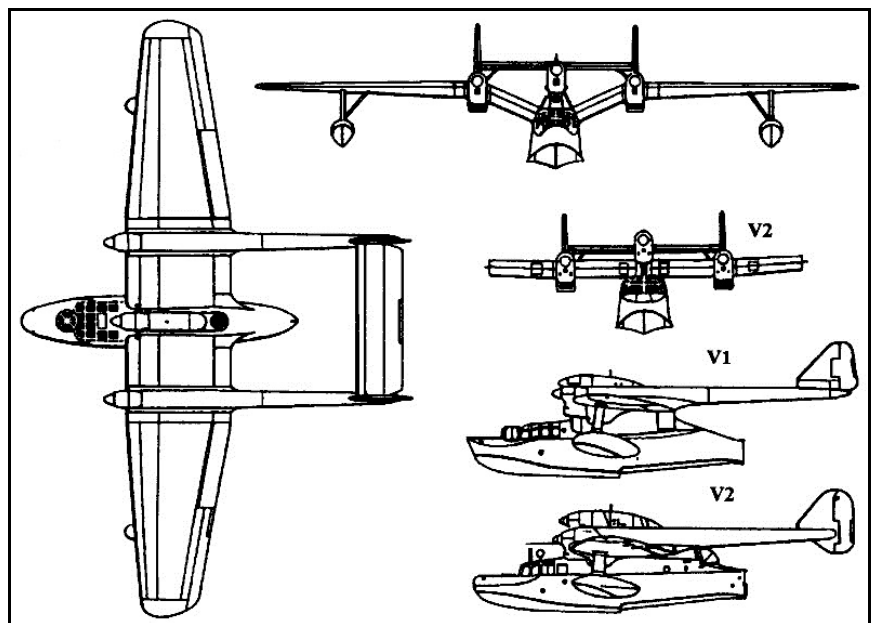
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July Mystery Plane



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.