



July

Minneapolis, Minnesota U.S.A.

2022

TCRC Meetings At The Field Are Back

by Jim Cook

At the end of May, the TCRC Jordan Flying Field was underwater and it didn't look good for June flying. But the Minnesota River raced off of the area extremely quickly and allowed the club to schedule its June membership meeting at the field after all.



The runways, pits, taxiways and infield were in pretty good shape on June 14th for the Meeting At The Field. (Photo by Jim Cook)

After the River receded, the land dried quickly and allowed the club to cancel the move to the Fairgrounds flying site at the last minute. President Bob had been able to sweep the runways and taxiways a couple of times and the field really looked to be in decent condition.

The water was gone, but the wind was not, and at 5:00 pm the windsock was pretty straight out. But the wind was not daunting enough to deter

Darryl Volk from taxiing out and taking a few flights. Most of the other members present were content to relax in the shelter and enjoy the company of their fellow pilots.

Thad Gorycki decided to do just one flight but took a lawn chair with him out to the flight line. His one flight was a very very long one and lasted until the dinner bell rang.

Chris O'Connor manned the grill and President Bob readied all of the fixings. The great aroma from the grill was enough to even reach Thad out at the piloting station and he finally came around for a nice landing and then headed right for the chow line.

After the meal, the meeting was called to order and a short business session was held.

The maintenance of the field was discussed. The club asked for more volunteers to sign up on the mowing list.

The meeting came to an end. It was great to be back outside at the field for our membership meetings and everyone was looking forward to more throughout the summer.

The August and September meetings are scheduled to be at the field, weather permitting. ☺

A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

I apologize for being late getting my article to press but here it is.

HAPPY INDEPENDENCE DAY!!!!

Many people will say Happy Fourth of July but think about it, the whole world has a Fourth of July. The USA has an Independence Day that happens on the Fourth of July. I hope that you were able to celebrate this special day in the greatest country in the world with the freedoms that our forefathers have fought for so many years ago. Have a hot dog and a beer or beverage of choice and go see some fireworks. My wife and I did last night at the Bloomington Summer Fete, and they were spectacular. Quite a show with music and lots of food trucks.

This has been a windy and rainy spring/summer so finding nice days to fly has been tough, but the forecast is looking better. Cross your fingers.

There was one flying event last month -- the Electric Fun Fly. I want to thank Gerry Dunne and Brian Johnson for putting this event together. I had a conflict and was not able to attend. I heard that Brian had a new paintball gun and people were able to try and hit a flying airplane with paintballs. We are planning on doing this at other upcoming events for a minimal fee.

The membership meeting on July 12th will be held at the TCRC main field at 7pm. The club will again be providing food and beverages at 5 or 5:30. You can come out early to fly or just come for dinner and the meeting. Even if it's not good for flying it's a good way to catch up with fellow members. As always if I need to cancel the meeting due to bad weather there will be an email sent out to the members and the meeting will be moved to Crosspoint Church at 7pm.

"Wings Over Jordan" will be held on July 16th starting at 10am and going until you are done flying. This is an open event to all current AMA members so invite your friends from other clubs. You can bring any type of power that you choose to fly -- Electric, Nitro, Gas even rubber band if you still have one. The TCRC café will be open with concessions at lunch time with the donations going to the club. There might be a chance of a

paintball gun showing up. There will be no camping at the event unless a member wants to stay overnight.

On August 27th TCRC will be holding a Model Aviation Day or MAD event. This event is where TCRC invites people to come and see what R/C flying is all about. We are always looking for help at this event. More to come in the next newsletter.

Don't forget to volunteer to do some mowing!!!!

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.

2022 Officers

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

TCRC Flare Out

Editor James R. Cook 952-200-2030
Publishers: Pat Dziuk 952-445-3089
 & Mike Timmerman 952-496-1631

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

Pictures From The June 14th Meeting At The Field



The wind made its presence know at the June Meeting At The Field.



The pits were not a real busy place at the June Meeting At The Field.



Darryl Volk's plane did not seem to be bothered by the strong winds as he got a few flights in.



Chris O'Connor was the chef extraordinaire serving up brats and burgers to the hungry crew.



Most of the pilots chose to let the wind blow as they relaxed in the shelter at the meeting.



Bob and Chris made a pretty good team as they put the finishing touches on the evening meal.

More Pictures From The Meeting At The Field



Thad Gorycki found a way to relax as he settled in for a long, long flight.



Not only were the runways in good shape, so were the road and parking lot.



The shelter seemed to be the place to be at the Meeting At The Field.



The chow line had plenty of food to let everyone go through a couple of times.



The shelter and the area around it were looking pretty good following the May flooding.



There was plenty of room on the flight line for more pilots to take to the air.



The field is in great shape for flying. The wind has been a factor I think more than anything else. If you remember I talked about the effect of wind or lack of effect on our planes. Just a refresher course, the wind affects us, the humans more than it does the plane. Remember when it's windy we don't see birds tumbling or falling out of the sky. Okay enough on that, go back to last month's column for review.

I thought I might touch a little on our controlling of our plane through the use of the transmitter. Basically, we have adjustments on the transmitter to help in the flying of our models. Obviously before we even leave home make sure that the plane is balanced on the CG. With retracts, you should balance your plane with the gear in the retracted position. Think about it for a moment, if you balance with the gear down ready for takeoff and then once airborne retract the gear you could be having to deal with a tail heavy plane that could be very exciting to get back down in one piece. Also, don't balance out at the field -- too many distractions, and if the wind is blowing, impossible to do. Don't assume that a model already to go is balanced.

Now still at home with the radio on, check to make sure all control surfaces work, come back to neutral, and most importantly go in the correct direction. Nothing worse than having those ailerons going the wrong way! If you notice that you have lots of movement on your control surfaces, from experience you may have a sensitive plane in the air. I have rethought my opinion on expo being turned on in the transmitter. I now run some expo on my elevator and maybe start with some on the ailerons as well, but eventually I take the expo out of the aileron and just decrease the throw on the servo travel. Remember start out small on the adjustments. Watching a plane flying smoothly is far more pleasing to the eye instead of the slamming around and sudden changes in attitudes of your model. Also over controlling is an easy way to get yourself in trouble. I have now set some of my planes up with around 20% expo on the elevator and decreased aileron throws from 80% down to 50% of travel, no expo. There's still enough control to do all the maneuvers you want and be a little smoother at the same time. Finding the correct amounts can take a few flights to fine tune the plane, but in the end it's so much better. For tail draggers, try some expo on the rudder to help with ground handling and on takeoffs and landings. Remember, rudder

controls the yaw of the plane. On takeoff especially, strive to get a straight takeoff roll, not one that starts West and lifts off going North. When you see that, either the pilot just struggled on takeoff, or he or she turned into a spectator. Don't be a spectator while flying, be the one in control.

Make sure you use the trim levers on your plane so the model fly's straight and level or with a slight descent with no transmitter inputs. I prefer a slight descent. The other thing you can do is once back at the pits, you can adjust your linkages on each surface so as to get the trim tabs on the transmitter back to neutral or close.

All right let's go fly and have some fun! ☺



The TCRC Membership meeting on July 12th 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 meetings for August 9th and September 13th are also scheduled to be at the TCRC 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. ☺

Short Singapore III

by Conrad Naegele

The June Mystery Plane was British Short Singapore III.



The Short Brother's design team did much to set the fashion in flying boat design in the mid-thirties and was largely responsible for Britain's pre-eminence in such boats.

The Singapore was the last in a long line of biplane boats. It was the last to employ tandem power plants. Quantity production began in 1935. It was of mixed construction, using wood, fabric and steel tube. The engines were proven Rolls Royce, widely used in British aircraft.

The plane proved completely dependable, and made up much of the flying boat squadrons, mainly in the Far East, and the GB home squadrons. The boat remained until the onset of WWII. A total of 37 planes were built, the last in 1937. It supported a crew of 6 to 7 crew members.

The Singapore was used as a general recon and coastal patrol aircraft. It was powered by four Rolls Royce Kestral 12-cylinder, liquid-cooled engines that developed 4,730 horsepower.

The plane had a wingspan of 90-feet and it had a range of 1,000 miles. For armament it had 3-303-caliber machine guns.

In my research this is the only four engine biplane flying boat found. If you can find another, please let me know. ☺

Calendar

- July 12** TCRC Meeting At The Field, 5:30 PM Dinner
7:00 PM Meeting
TCRC Jordan Field
- July 16** Wings Over Jordan & Camp Out
TCRC Jordan Field
- July** Watts Over Owatonna Will Not Occur in 2022
- July 23** Grassfield Jet Fly Open to all AMA Members
10 AM to 6 PM
- July 23-24** Wings of the North AirExpo 2022
Flying Cloud Airport
Eden Prairie, MN
- July 25-31** EAA AirVenture Oshkosh, WI
- Aug. 3** 3rd Quarter Board Meeting
President's Home
7:00 PM
- Aug. 9** TCRC Meeting At The Field, 5:30 PM Dinner
7:00 PM Meeting
TCRC Jordan Field
- Aug. 27** Model Aviation Day
TCRC Model Air Park

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Hawker Hurricane MkII
Kawasaki Ki-45 "Nick"
Focke Wulf TA-152H
Lavochkin La-7
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Electric Fun Fly Held June 18th At TCRC Jordan Field

by Gerry Dunne

The Electric Fun Fly and Competition was scheduled to be held at the Fairgrounds Flying Site because of the recent flooding of the Minnesota River, but the water had receded much faster than anyone expected, and the Jordan Field was in pretty nice flying condition except for a few wet spots here and there.

Gerry got to the field around 9:00 AM to keep the early birds company. The wind at that time was 10 to 15 mph and as the day progressed, the wind got stronger. Because of the wind, it was decided to just have a fun fly and eliminate most of the planned competitions.



Brian Johnson pilots the Corsair down the runway for the members to do a paintball shoot. (Photo by Gerry Dunne)



Damage to the Corsair from the paintball gun was minimal. (Photo by Gerry Dunne)

Brian Johnson arrived at the field with a small Corsair, and it was decided this plane would be the target for a paintball shoot.

Brian piloted the Corsair up and down the runway at a low altitude as the members present took turns shooting at it with the paintball gun. The plane sustained some direct hits from the paintballs, but the damage was slight. The shootout continued until around 12:30.

The pilots and planes present were: Dave Andersen with a Horizon Timber; Thad Gorycki with a Kingfisher; Darryl Volk with a Bluford and a PA-18; Brian Johnson with the Corsair; and Gerry Dunne with a T-28, Pop-Wing, Chipmunk and Archer.

At 12:30, with the wind still pretty stiff, the pilots called it a day.

Thanks to the members who came out and participated, and thanks to Brian and Gerry for hosting the Electric Fly. 😊

Lock The Gate!

It is very important that the gate to the field be kept locked at all times when there is no member present.

It is every member's job to lock the gate when her/she is the last one at the field. It doesn't matter the time of day or how nice the weather is. This simple rule is to keep the gate locked to prevent theft, vandalism and the unauthorized use of our land from occurring. 😊

Minnesota River Level Report

by Jim Cook

The Minnesota River got back into its banks on June 5th and continued its dropping at a very fast rate such that by the time the June 14th membership meeting was to be held, the entire Jordan Field was free of water and only soggy in a few places. The water had dropped so fast that the June 14th Meeting at the Field was moved back to the TCRC Jordan site instead of being held at the Scott County Fairgrounds site.

Since that time, the River has continued to recede and is currently at 9 feet at Jordan. The TCRC field will have water creep on the eastern end of the field when the River is at 18 feet.

NOAA is not making any projections on the River level at this time, which is a good sign that, barring any large rainstorms in the western Minnesota River bottom, the Jordan Field should remain in good flying condition throughout the summer. ☺

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.

TCRC Online Store

Donate your unwanted RC items and support the club

We have store on eBay, Facebook and Craigslist. We get the best return on eBay but large items or complete airplanes sell better on Facebook Marketplace or Craigslist.

Things you can donate:
Engines, 2.4 GHz Radios, kits, planes.

Contact Brian Johnson at 763-744-6379 with any questions on how to donate.

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Show & Tell



At the June 14th Meeting at the Field, there was one plane for Show & Tell.



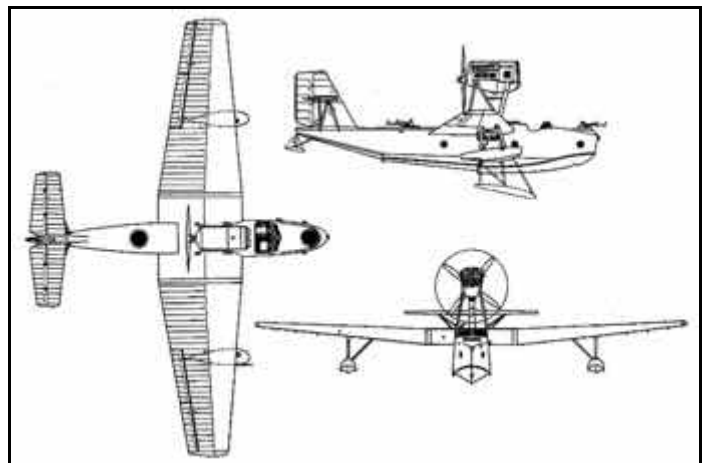
Greg Seewald had a nice looking Sig Fazer at the Meeting at the Field. The plane was done in yellow kote with red trim. This was profile plane and Greg had hoped to do the maiden flight on this night, but the wind was just too strong for a first flight. ☺

A member can have his new or rebuilt airplane appear in the Show & Tell column just by sending a picture of the plane and a data sheet about the plane. (Data sheets can be obtained on the club website, TCRCOnline.com).

Send your pictures and info by texting to Jim Cook at 952-200-2030 or emailing them to him at jimcook888@q.com. Data arriving before the last day of the month should make the newsletter.

Now, you don't have to attend a meeting to show the membership what you have been building.

July Mystery Plane



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All About Our Club

Twin City Radio Controllers



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