



June

Minneapolis, Minnesota U.S.A.

2005

Threatening Weather Doesn't Delay TCRC Building Contest

by Jim Ronhovde

A dreary wet forecast for the May 7, 2005 Building Contest may have deterred some participation in the day's events, however the Co-hosts, Jay Bickford and Jim Ronhovde, consulted on the weather maps, radar, forecasts and a nose out the window and then determined the event was a GO. A quick post to TCRCOnline.com set the day into motion and the weather forecasts proved correct. A mid-morning sprinkle gave way to an acceptable mid-day overcast and the fun was on. About two dozen TCRC members took in the contest that had seven contestants display their models in three different categories.



The winners of the Sport/Pattern category of the BC were Dave Maurer and Sherwood Heggen. (Photo by Jay Bickford)

Jordan Field Closed Again

The rainy weather of May brought the Minnesota River out of its banks again on May 15th, and flooded the TCRC Jordan Field. This occurs when the river reaches a level of 18 feet at Jordan.

According to the predictions of the National Weather Service, the river will remain above the 18-foot flood mark until Saturday, May 28th.

The club was quick to open the Fairgrounds flying site. Stan Erickson had the tractor there and mowed the field on May 20th. He reported that it was in nice shape for flying.

The water over the field came in gently and should go out gently and it is not anticipated that it will cause much of a clean-up problem. It appears the June 4th scheduled clean-up will be perfectly timed to put Jordan back in tip-top shape.

Hopefully all of the members will get a chance to fly at the Fairgrounds flying site if the weather improves, before the club reopens the Jordan field. ☺

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From the Left Seat

by Jay Bickford

This has been a rather eventful spring for TCRC. Or maybe it would be more appropriate to say "uneventful." Due to the poor weather and flooding at the main TCRC Flying Field in Jordan (we have been under water twice so far this spring), we have had to cancel the Spring TCRC Float Fly at Bush Lake in Bloomington, as well as Gerry Dunne's Electric Night Flying event. The one event we were able to hold, the Building Contest on May 7th, was almost called off due to bad weather; but Jim Ronhovde decided at the last minute to hold it in spite of the weather forecast. In the end, this turned out to be a good call and the event came off well enough, although we just barely got it in between the rainstorms. Those that were brave enough to fly (and there were quite a few) had to put up with 25 to 30 mph winds and some very choppy air to "git 'er done."

Speaking of the building contest, as mentioned earlier, it did turn out to be a nice event in spite of the rain and wind; and I wanted to thank everyone that came out and participated. Special thanks go out to Jim Ronhovde for hosting the event and providing the food. Of course, what would a building contest be without airplanes? There were some great looking planes at the event, including Dave Maurer's "Best of Show" Sig Four Star 60, finished in blue and white UltraCoat, with a touch of red trim. Dave also dressed up his plane with a great looking TCRC logo and other decals made out of some very innovative "laser jet" compatible water slide decal material that he found on the internet. If you are interested in trying out some of this material on your next project, just go to <http://www.papilio.com/index.html>, and order some today.

Just prior to the building contest event at 9:00 AM on May 7, a large group of TCRC volunteers showed up at the field for a field clean up day. Gerry Dunne brought out his 4-wheeler and trailer, and the rest of us loaded it full of sticks that were left over from last year's tree trimming project. I didn't keep track of how many times we filled the trailer, but I'll bet it was at least 6 to 8 times. We all got wet in the light drizzle that was present most of the morning, but the

field looks much better now. It is also now much safer to mow. Thanks guys for all your help!



Some of the TCRC clean-up crew loading up another trailer full of wood. (Photo by Pat Dziuk)

As many of you know, I have been traveling quite a bit lately. Of course, wherever I travel, I like to visit the local hobby shops and check out what's going on with the indigenous R/C flying scene. One such event happened two weeks ago when I visited Hobby Wholesale located in Edmonton, Alberta, Canada. I was able to get directions to a couple of local flying fields; and while I was in the shop, of course I had to take a look around. What I found were some of the best prices I have ever seen anywhere on Hitec servos and receivers. Add to that the instant 20% discount we get for buying with US dollars, and you get a real bargain. How does \$19.19 USD (\$23.99 CND x .80 current USD to CND exchange rate) sound for a Hitec HS-56HB servo? Or say \$12.79 USD for a Hitec HS-55 servo? Or what about \$43.99 USD for a Hitec Electron 6 receiver? With bargains like this, I couldn't pass them up; so I bought a handful of servos and a receiver for my next project. The best thing about it is that they ship to the US via Canada Post (the USPS takes over at the border), so we can all get these same bargains again and again. If you are interested, check out their web site at <http://www.hobbywholesale.com>.

Well, that's it for this month. Here's hoping to see you at the field. For flying, not fishing that is . . . ☺

TCRC Electric Fun Fly June 18th

Building Contest

Continued From Page 1

The entries: Tiger Shark by Gerry Dunne JR; Tiger Moth GWS, Great Planes Slinger, Zagi XT Twin by Gerry Dunne; P51 Miss America, Arco Princess, Mariner 40 by Larry Couture was the ARF Class. Big Stick 40 and Sig Four Star 60 by David Maurer; and 4 Star 40 by Sherwood Heggen were in Sport/Pattern Class. J3 Cub by Scott Johnson; Super Decathlon by Morgan Larson were Scale Class.

The TCRC members were handed score sheets on which they would score a one-to-ten value for each model. Contestants did not score their own entries. The scores were tabulated and averaged to determine the winners. Hobby Warehouse \$25 Gift Certificates were for 1st place and Best of Show. Ribbons were given to 1st, 2nd, and 3rd.

The winners: ARF sweep by Larry Couture 1st -- P51, 2nd -- Mariner 40, 3rd -- Arco Princess. Sport/Pattern 1st -- David Maurer with Sig 4 Star 60 and 2nd - Big Stick 40, 3rd -- Sherwood Heggen with 4 Star 40. Scale 1st -- Scott Johnson with J-3 Cub, 2nd -- Super Decathlon by Morgan Larson. Best of Show -- David Maurer's Sig 4 Star 60.

Flying and lunch rounded out the event. The collapse of a rain shelter ground peg that put a dent in Dave's plane was a breath-taking moment and we hope it did not seriously damage his model. Our thanks are given to the determined contestants that made the day a great success. An interesting scoring note showed that kit and scratch built models generally out-scored the ARF's. ☺

Larry Made A Clean Sweep In The ARF Category



Larry Couture took 1st, 2nd and 3rd in the ARF category of the TCRC Building Contest. (Photo by Jay Bickford)

Some Nice Scale Ships At The BC



Morgan Larson's Decathlon and Scott Johnson's J-3 Cub took top prizes in the Scale category. (Photo by Pat Dziuk)

Pictures From The 2005 TCRC Building Contest



Some of the great looking planes under their protective canopy at the TCRC Building Contest on Saturday, May 7th.



Dave Maurer watches the judging of his Big Stik 40 which took 2nd place at the TCRC Building Contest.



Jay Bickford and Jim Ronhovde total their scores after the judging at the BC.



Everyone took time out for some great food after the judging at the BC.

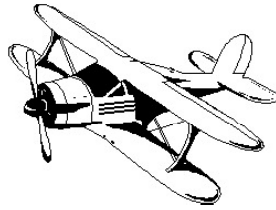


Electrics made a big showing at the 2005 TCRC Building Contest.



Scott Johnson puts some last minute finishing touches on his J-3 Cub prior to judging.

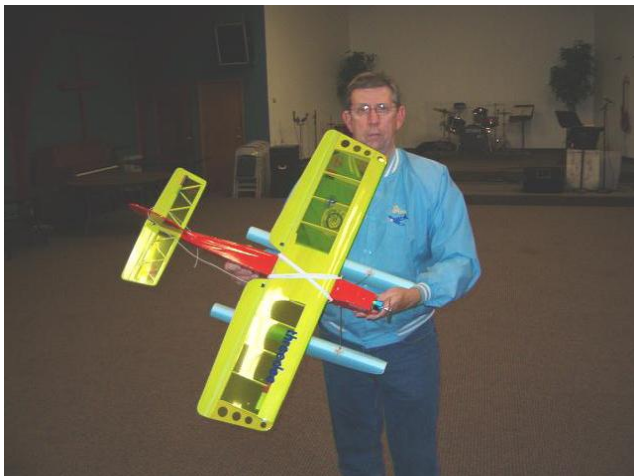
Show & Tell



A couple of more planes showed up at the May 10th regular meeting.



Morgan Larson had another plane from time gone by. He had a very nice Great Planes Super Decathlon that he and Bud Stitt had purchased in 1990. The plane was done in red Ultrakote with white sunrays on the wings and stabs. He had an OS 46 FX 2-stroke engine on it and used a Pitts muffler. Morgan said the kit was nice and the plane went together well. He had not flown the Decathlon yet and had heard that it could be a little squirrely. He had hopes it would fly in the very near future.

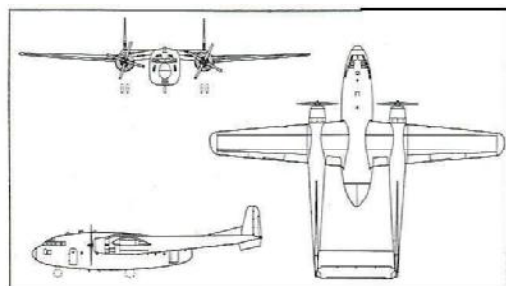


Jim Cook returned with the ThreeDee electric stick he had at the April meeting. Since the last meeting he had added floats to the plane and was planning on its maiden water flight at the TCRC Spring Float Fly. Based on the length of the fuse, he had determined he needed 22-inch floats. He was not able to find any floats of that size that were light enough for an electric. Using the internet he found FoamFloats.com that made a pair of 22-inch floats that only weighed 2 ounces. Installation was easy, using the main gear as the means to connect to the front of the floats, and bending a small wire that came with the kit for the rear connection. The plane with engine, battery, floats and all weighed in at only 24 ounces. He felt that it would have plenty of power to jump off of the water and was eager for the Spring Float Fly for its first flight.



Dave Maurer had several examples of decals he had made from a special plastic film he purchased. He had obtained a high-resolution picture of the TCRC logo and made that logo into a decal. He had displayed this decal on his award-winning plane at the TCRC Building Contest. For more information give Dave a call. ☺

June Mystery Plane



2005 TCRC Mowing Schedule

For the week of...

May 8	Orv Schneewind	Runway edges
May 15	Stan Erickson	Runway edges
May 22	Conrad Naegele	Runway edges
May 29	Rick Smith	Runway edges and north section
June 5	Jay Bickford	Runway edges and south section
June 12	Gerry Dunne	Runway edges and north section
June 19	Dave Andersen	Runway edges and south section
June 26		Runway edges and north section
July 3	John Dietz	Runway edges and south section
July 10	Conrad Naegele	Runway edges and north section
July 17	Rick Smith	Runway edges and south section
July 24	Pat Dziuk	Runway edges and north section
July 31		Runway edges and south section
August 7	Dave Andersen	Runway edges and north section
August 14	Stan Erickson	Runway edges and south section
August 21	Conrad Naegele	Runway edges and north section
August 28	John Dietz	Runway edges and south section
Sept 4	Jay Bickford	Runway edges and north section
Sept 11	Orv Schneewind	Runway edges and north section
Sept 18		Runway edges and south section
Sept 25		Runway edges and north section
Oct 2	Gerry Dunne	Runway edges and south section
Oct 9	Mike Timmerman	Runway edges

North Section = all of the grass north of the runways.

South Section = all grass south of the runways, including the infield, pits, shelter, parking lot, overflow parking lot and road edges as needed.

Runway Edges = at least 20 feet around the runways plus 80 feet off the end of each runway.

All mowing is as needed. Use whichever machine you prefer. In the case of flooding or excessively soft ground, mowing for the scheduled week may be skipped.

When the active field is the fairgrounds, mowing applies to the entire field as needed.

Choose any day of the week to mow, but late in the week is preferred. Don't mow where flying is taking place. Flying takes priority over mowing.

In case you cannot mow on the scheduled week, please exchange places with another member, or find a replacement and/or call Jay Bickford.

You are responsible for fuel. Send fuel receipts and other expenses to the treasurer for reimbursement.

Thanks for you help.

Mow Meister: Jay Bickford, 952 890-5678

Crew chief responsible for large tractor maintenance: Jim Ronhovde, 612 922-5319

Crew chief responsible for small tractor maintenance: Don Olson, 952 443-2035

From The Co-Pilot's Seat

by Gerry Dunne

Hi TCRC'ers!

"Rain, rain, go away and back again some other day!!!" I think we are all saying this after the month of May! We lost our Spring Float Fly on May 7th because of rain. We lost our Night Flight Fright on May 14th because of rain. I was the CD for the Night Flight and I was unhappy that I had to call it off, but the weatherman said rain and lightning, and with that long, metal antenna at the end of our transmitters, it could have gotten really interesting.

We still have our Electric Fly coming up on Saturday, June 18th. I am the CD for that also, and I am almost promising that it WON'T get rained out. Start time is 10:00 AM. If you have an AMA card and an electric airplane, by all means we should see you on Saturday, June 18th. We will have lots of fun flying, and I will be trying my hand at the grill around noon, so you can plan on some hotdogs and brats. I think this is the third year we have held the electric fly, and you all know how big electrics are becoming. I am expecting a nice crowd at the TCRC Electric Fly.

For programs, June will have Dave Maurer doing a demo on the trim on his latest plane, and for the July meeting, I will be doing a program on night flying lights, and on night flying. See you there!

Well, that's all for now, so fly safe and try to land on the wheels. ☺

Flight Benches Built

by Pat Dziuk



Mike Timmerman and Pat Dziuk took advantage of the lousy weather Saturday May 14th to build serial number 1 and 2 of the TCRC Flight Benches as part of this year's field improvement projects. Serial number 1 has one side table on the right and a transmitter holder on the left. We modified serial number 2 by adding two side tables (one on the right and one on the left) for more accessory space.

A patent pending hold down staking system was also designed along with the towing option to allow the tables to be towed to high ground during flooding periods via the tractor's three point hitch. We plan on delivering the first two to the field sometime over the next week or so. They will be stored up by the shed until the water recedes. Tractor tow testing will also be conducted at that time.

Feedback is encouraged. The plan is to build 2 to 3 more of these depending on available field improvement funds after we receive some feedback on the design. The cost is running about \$100 per bench. Feedback can be sent to board@tcrconline.com.

Since the original writing of this article, Pat and Mike did receive feedback to make all of the benches with the two side tables and to have the transmitter holder installed also.

Thanks to Pat and Mike for taking the time to design and put together these great additions to our Jordan flying site. ☺

Calendar

- June 4** **Jordan Field Clean-Up**
10:00 AM,
Orv Schneewind, CD
- June 14** **TCRC Membership**
Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- June 18** **Electric Fly**
10:00 AM
Jordan Field
Gerry Dunne
- June 18-19** **SIG Father's Day**
Fun Fly
Montezuma, Iowa
641-623-5154
- July 23-24** **Wings Of The North**
Air Show
Flying Cloud Airport
Scott Anderson
952-934-1471

Jordan Field Re-Opens

Jay Bickford visited the main flying site in Jordan on Monday, May 30th for an inspection. The flood waters are now down and the field is usable again.

Jay moved the frequency board from the Fairgrounds site and changed the signs to reflect that the Fairgrounds site is now closed and the Jordan field is now open.

There is some silt on the runways which can be removed on Saturday, June 4th which is our scheduled clean-up day. Start time is 10:00 AM. Bring your brooms and shovels and let's get Jordan looking good. ☺

V. L. Pyorremysky (Whirlwind)

by Conrad Naegele

The May Mystery Plane was the V. L. Pyorremysky.



When Finnish forces resumed hostilities with Russia as an ally of Germany, the Finns regained ground lost in the Russo-Finnish armistice of 1940. By 1941 the Finn's warplanes were mostly gone – although they did make great use of our Brewster Buffalo fighter – so when Russian fighters improved by 1942 (the Lacachkin LA5 for example) Finland obtained 30 ME BF 109G planes from Germany, and finally 132 more but it was not enough. Consequently the state aircraft factory started work on their own ME 109's. However, they were basically all wood.

Finland had unlimited high quality lumber and skilled woodworkers. Therefore, the Pyorremysky (Whirlwind) projects started. Single spar wood wing, plywood-covered, metal framed fabric-covered control surfaces, rear fuselage of pine and plywood, fixed tail surfaces all were wood. Front of fuselage was welded chrome-molly steel tube with detachable metal panels.

Although no production run resulted, the prototype proved extremely maneuverable and the airplane possessed an outstanding rate of climb. Only 6 examples were finished but by this time, the war was winding down. This was sort of just like a big model!

The Whirlwind was powered with a DB 605 12-cylinder inverted V liquid-cooled engine that developed 1,475 hp. It had a wingspan of 34 feet, a gross weight of 7,280 pounds and a maximum speed of 440 mph. It had a 20 mm cannon and 2-12.7 mm machine guns and carried 2 440-pound bombs. ☺

Windows

Need windows for your airplane? Here is an easy way. Try cutting your windows out from a green, blue, or clear water or soda bottle with a pair of scissors. It will dress up your airplane and give it a streamlined look.

(Reprinted from *The Wright Flyer*, newsletter of the Wright County Flyers, Monticello, Minnesota, Jean Davids, Editor.) ☺

Hobby Warehouse

7120 Chicago Ave. S. Richfield MN 55423

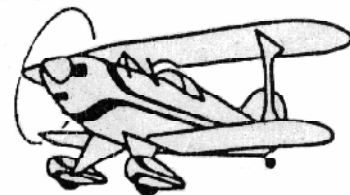
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UPPER MIDWEST SCALE MASTERS QUALIFIER

Saturday July 16th at 8AM.

***Sponsored by Tri Valley RC and the
Scale Flyers of Minnesota.***

July 16th is the date for this premier scale event at Tri Valley RC in Rosemont Minnesota. Registration starts at 8AM and flying at 9AM.

Pilots will be competing in Fun Scale 520 Sportsman/Expert combined 513 and Team Scale 522. The top 30% in Sportsman/Expert and Team Scale will qualify for the Scale Masters being held October 13th – 16th in Phoenix Arizona.

This is an AMA sanctioned event with Plaques awarded to the top three finishers in each class. There will be no entry fee. Lunch and beverages will be available for a nominal fee.

If you have never entered a scale contest but would like to give it a try, Fun Scale 520 is a great way to get started in scale contest flying. All you need is a sport scale model of any real aircraft. There will be no static judging for Fun Scale. Your model does not have to be of a specific aircraft. You will be judged for flying only.

Please contact contest director John Baligrodzki at 651-779-0434 or at baligrodzki1@yahoo.com for more information.

We are in need of flight and static judges for this event. If you would like to help or know someone who would, please contact John B.

In case of rain or high winds this event will take place on Sunday July 17th.

The Scale Flyers of Minnesota and Tri Valley RC look forward to seeing you at this event!

Annual Electric Fly June 18th

TCRC's 3rd Annual Electric Fly will be held at the Jordan Field on Saturday, June 18th. Start time is 10:00 AM.

CD for the event is Mr. Electric himself, Gerry Dunne. Gerry says that all that is needed to partake of this event is an AMA card and an electric airplane. Gerry is also promising great weather and says that it will NOT be rained out.

There will be brats and hotdogs on the grill around noon cooked by Gerry for all in attendance.

Originally Gerry had planned for this to be both an electric fly and a camp out, but since he will be returning from the west after a week of camping on the Friday before the event, he feels he will be 'camped out' on Saturday.

So, get your batteries charged and plan on being a flyer at TCRC's Electric Fly on Saturday, June 18th at the Jordan Field. ☺

Weather Cancels TCRC Events

The terrible weather of May caused the cancellation of the Spring Float Fly on the 14th and the Night Flight Fright on the 21st. CD for the Float Fly Jim Cook said that the event cannot be made up because of the opening of the Bush Lake Park. CD for the Night Flight Gerry Dunne says that event may be rescheduled later in the summer.

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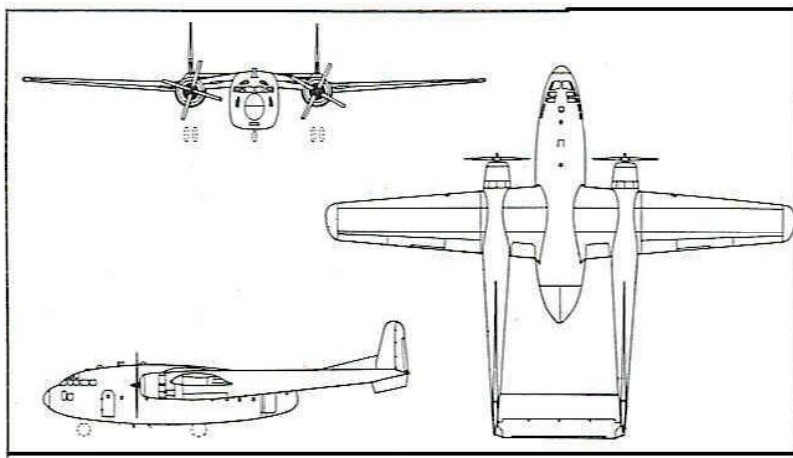
Jordan Field Gets A Pick Up



On Saturday, May 7th an hour before the start of TCRC's Building Contest, several members of the club braved the cool drizzle of the morning to put in some labor picking up the branches that were piled north of the runways. Gerry Dunne had his snowmobile trailer present and the crew of 10 filled that trailer many times before the job was done.

Thanks to all who came out that early to spruce up the field. ☺

June Mystery Plane



Jordan Field Clean-Up June 4th

The Jordan flying site re-opened Monday, May 30th, after flood water from the Minnesota River had sat on the field for two weeks.

TCRC president Jay Bickford inspected the field and felt that although it was soggy in spots, that it was flyable.

The timing of the re-opening was very fortunate since the club had scheduled a Jordan field clean-up for Saturday, June 4th.

Jay noted that there was some silt on the runways and taxiways that needed to be swept away.

Orv Schneewind is the scheduled CD for the clean-up and start time is 10:00 AM. Bring your brooms, shovels, etc. and also a plane or two. Hopefully we can all get in a few flights after the work is done. Hopefully the June weather will be much better than the May weather that caused the flooding in the first place.

Plan on being at the TCRC Jordan field on Saturday, June 4th so that we can get the runways back into great shape. ☺

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.

Discharge A Pack All The Way Down?

by Larry Sribnik

Should you ever discharge a pack all the way down?

The short answer is . . . DON'T! Now for the why:

When you connect a pack to a charger, you connect the plus positive, form the charger to the plus positive, of the pack.

If you run a pack all the way down and one of the cells reaches zero before the rest of the cells in the pack (and it will most of the time), how is it connected in the circuit? It's connected plus to minus because the cells are wired in series in the pack. The result is that the rest of the cells in the pack will now start to charge the zero cell backwards because it's connected plus to minus rather than plus to plus as it should be for charging. The end result is that you reverse the polarity of that one poor cell and ruin it.

Now, this can't happen if you just put a pack on the shelf and let it self-discharge over a long period of time because there's no complete circuit. The pack isn't plugged into anything.

Likewise, it can't happen to a single cell that you run all the way down because it isn't the running down to zero that does the damage. It's the remaining cells in a multi-cell pack that turn into a

backwards charger if one cell is run all the way down that does the damage.

I've been telling people this for 20 years but I still see people running their packs down after every flight. I've given up trying to explain it to them because the attitude usually is "Everyone else is doing it." I was happy to see that Bob Kopski in his *Model Aviation* column a few months ago told people that he finally came to the conclusion that you shouldn't run a pack down after flying.

When you're done flying, let the pack cool off until it's just barely warm to the touch and then either put it back on the charger or go home.

(From *The Altimeter*, newsletter of the Clarksburg Model Aviation Club, Bridgeport, West Virginia, Richard Rader, Editor.) ☺

Sandpaper – Getting Down To The Nitty-Gritty

From www.woodshopnews.com

The world of abrasives for woodworking has expanded extensively in the past decade, and today there are more sandpaper grits and backings available than ever before. Deciding what to use on any project is often a challenge, so here is a brief primer on what to consider.

Today's sandpapers actually contain almost no sand and very little paper. The most widely used abrasives are a series of man-made and natural minerals, each with its

own particular characteristic and use.

1. Aluminum oxide is a tough, aggressive sanding tool that starts sharp and stays sharp. It is manufactured in a wide variety of hardness.
2. Silicon carbide is black, shiny, and harder than aluminum oxide. When used to sand wood, it loses its edge more quickly.
3. Ceramics make tough, aggressive abrasives that keep their sharpness for a long time and are good for taking off a lot of stock in a hurry.
4. Garnet is the granddaddy of abrasives and the only remaining natural mineral used to sand wood. Garnet doesn't scratch as badly as other abrasives, making it ideal for finish sanding.

Along with these traditional 'sandpapers' there are many other materials available such as steel wool and synthetics made in abrasive sheets. Traditional steel wool must be coated with oil by the maker to prevent rust while synthetics don't. Steel wool and synthetics are sold in similar coarseness grades from 0000, the finest, to 0, the coarsest.

And finally, remember the project determines the backing weight needed for the abrasive. Powerful machines like belt sanders demand heavy cloth backings, while lighter use such as sanding by hand or using a finish sander, need lighter-duty backing such as paper.

(Reprinted from *Servo Chatter*, newsletter of Anoka County Radio Control Club, Coon Rapids, Minnesota, Stan Zdon, Editor.) ☺

Editor, Jim Cook
@ Flare Out Publisher
1177 Polk Street
Shakopee, Minnesota 55379

Quite A Pilot!!



Dave Andersen went all out in the scale detail of his big Grumman Lynx that went to the Toledo Expo in April. This is his pilot direct from Axel's in Germany. Dave said the price tag was \$300! ☺

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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