



June

Minneapolis, Minnesota U.S.A.

2010

Great Weather and Planes At The TCRC Building Contest

by Tim Wirtz

The 29th of May was a wonderful day for the TCRC Building Contest with light to moderate winds and clear skies and warm temperatures.



Chairman Tim Wirtz goes over the Building Contest rules with the members at the Jordan Field. (Photo by Steve Meyer)

Folks were already at the field when I showed up at 8:30. People began entering their planes in the contest categories about 9:15 and everyone present seemed really eager to participate. After the pilots' meeting at 10:00 we gave the contestants about 30 minutes to get their planes spiffed up and entered before the judges began their work.

The categories seemed to fit the planes on hand and the rules worked well. The change in the ARF rule appeared to be well accepted by the contestants. The rule stated that if an ARF took less than 25 hours to assemble, it could only be entered in the ARF category. If it took longer

than 25 hours to assemble, then it could be entered in one of the three other categories.

We had a total of 13 planes entered in 4 categories. Members brought everything from small, electric powered warbirds and sport planes to large scale aircraft and ARFs. It really was an accurate representation of the state of the hobby. There were scratch-built planes, kits, retooled and 'improved' ARFs and out-of-the-box ARFs. There were electric, glow and gas planes.

The winners for the categories were:

Scale

Joe Niedermayr with his beautiful, scratch-built and designed Beechcraft Staggerwing, complete with retracting gear, detailed cockpit and light system. Joe spent a lot of time on this plane and it showed.

Warbird

Tim Len with his growling 'improved' Hanger 9 ARF P-51 Mustang. This bird featured an opening air scoop under the wing that Tim built himself, variable pitch propeller and many extras that Tim put into the plane.

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Ramblin's From The Left Seat

by President Steve Meyer



David Wigley's Westland Wyvern earned him Mr. Top Gun honors. (Photo by Steve Meyer)

Nine pilots braved the wind and cold to take part in TCRC's Spring Float Fly at Bush Lake Park in Bloomington. Many of the spectators could not believe how well we could fly in such windy conditions. Many of the pilots flew more than one airplane and someone was in the air most of the day. I was the only one to suffer a totaled plane... due to battery failure. Thanks to the retrieval boat personnel for recovering the expensive parts of my errant aircraft. Now I have to find a new float plane for TCRC's Fall Float Fly in September.

The spring cleanup was held on May 15th and mud was the order of the day. The field was soggy due to heavy rains the previous week but by Saturday the runways were drying out although the infield and around the shelter was still wet. A good group of guys started early and by the time I got there around noon the silt had been removed from the pits, runways, and from under the shelter. Mowing dandelions would still have to wait because the ground was just too soft. With most of the clean up done we were able to start flying shortly after lunch.

A special thank to Tim Wirtz for taking over the club treasurer position. Tim was also the champion of the building contest which was held on a very gorgeous Saturday at the end of May. This year I look forward to a new batch of aircraft flying out at TCRC field.

The TCRC Open House is being held on Saturday June 12th. This event is open to anyone with a current AMA membership to fly at TCRC Jordan field. We will have a relaxed day of flying and fellowship. On June 20th there will be a pylon event at the field for electric GWS WWII Warbirds. The last weekend of June will be Gerry Dunne's Electric Fly-In and Campout held at the field.

Earlier this month I spent a few days at Frank Tiano's Top Gun 2010. This is an invitational event for scale RC airplanes. The pilots are judged on their airplanes static appearance and flight performance, with the latter score being the average of the top three of the four flight rounds. Points are given and there are winners in several categories (Team, Masters, Expert, Pro-Am Pro and Pro-Am Sport) The top score in either Master or Expert is awarded the title of Mr. Top Gun and this year the winner was David Wigley with his Westland Wyvern. These models represent a phenomenal amount of work, and it is all the more remarkable that they are built to fly.

I went down to Florida on crutches due to a muscle pull in my left leg the day before my flight and spent the first day at Top Gun on them. By the next day the muscle had relaxed and I was able to hobble around without the crutches as long as I sat down once in awhile and watched airplanes flying.....works for me. Coming home I thought about all the fantastic scale airplanes I have seen at our local events and how many of them could be or have been Top Gun contestants. I encourage everyone to build a scale airplane to enjoy, and if you want to compete there are several scale contests held throughout the area. Check out Scale Flyers of Minnesota at www.mnbigbirds.com for all the local events. To see my Top Gun photos go to http://www.youtube.com/watch?v=bROFGtLW_A4 and enjoy.

Honor Veterans. Fly the Flag. ☺

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 Building Contest

Continued From Page 1

ARF

Wayne Rademacher took the first place ribbon with his Stinson. This beautifully crafted ARF turned many heads when he brought it to a past meeting. With the grass under the wheels, one could imagine it on a grass strip airfield in a bygone era.

Sport/Pattern

Tim Wirtz brought the Sure Shark which he showed at a previous meeting. This plane was built from Dave Wood's short kit, wings covered in Solartex and body fibreglassed and painted. Though originally designed around an .049 power plant, Tim had a 2212-10 motor in it making 180 watts on a plane that weighs just under one pound.

Best Of Show

Best of show went to Joe Niedermayr for the Beechcraft Staggerwing. It truly was deserving of the award.

I also had a special award that I hoped I wouldn't need to give out. That was the Re-Kit award. It consisted of a bottle of Medium Set CA glue. Unfortunately, I had to award it to George Toon after he crashed his (or his son Koby's actually) hi-wing trainer. If this plane isn't repairable, then at least they can use the glue on their next one.

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Best Of Show At The TCRC Building Contest



Joe Niedermayr's nifty looking Beechcraft Staggerwing.
(Photo by Steve Meyer)

First Of The Warbirds



Tim Len took first place honors in the warbird category with his Hanger 9 P-51. (Photo by Steve Meyer)

TCRC Building Contest

Continued From Page 3

I personally want to thank Jon Perry, Steve Meyer, Rick Smith, Jim Ronhovde and Pat Dziuk for judging the competition today. They did an excellent job and ensured a fair contest. Also, thanks to Gerry Dunne for bringing the food and drinks. As usual, his hot dogs were the best in town. Thanks also to all the participants. There would be no contest if not for you

If you have any comments or suggestions for next year's TCRC Building Contest, please let me know. I appreciate any ideas you might have. ☺

A Big Smile For A Very Beautifully Done Aircraft



Tynan Thunstedt displays the 2nd place red ribbon he got for his very good looking WWII trainer. (Photo by Steve Meyer)

Calendar

- May 29 **Building Contest & Fun Fly**
Jay Bickford
Rain Date – June Meeting

- June 8 **TCRC Membership Meeting, 7:00 PM**
Fellowship Hall
CrossPoint Church
Bloomington

- June 12 **TCRC Open House & Fly In**
Jordan Field 10 AM
Steve Meyer
952-448-5877

- June 20 **Pylon Race**
Jordan Field
Noon – Practice
1:00 PM Start

- June 26, 27 **Electric Fly In & Camp Out**
Jordan Field

Sport/Pattern Blue Ribbon Winner



Tim Wirtz took home first place honors in the Sport/Pattern category with his Sure Shark. (Photo by Steve Meyer)

Pictures From TCRC's 2010 Building Contest



Stan Erickson's L-4 was a great competitor in the warbird category.



Wayne Rademacher took a ribbon for his nice looking Stinson at the Building Contest.



It was a great day to have a good looking plane to fly at Jordan for the Building Contest.



The judges at the Building Contest had quite a few years of building experience.



Conrad always has at least one plane in the BC.



When are the judges coming?

Weather Doesn't Stop The 2010 TCRC Spring Float Fly

by Steve Meyer

Neither wind nor rain nor sleet nor gloomy cold of day stays these pilots at TCRC's Spring Float Fly in the second week of May. (My apologies to the U.S. Postal service)

When I pulled into the Bush Lake parking lot in Bloomington at 9:30 am I was greeted by Dave Erickson and his dad, Stan, and a 10-15 mph wind from the north pushing a lot of cold 50-degree air. Dave had brought the retrieval boat and Stan was unloading his quarter scale L-4 Cub and we all went down to the beach to check the wind and the wave direction. We decided a little wind and cold would not stop us from having a float fly so the event was a go (who says the postal service gets to have all the fun in poor weather?) Shortly several more pilots joined us on the beach. At 10:00 am as the pilots were getting their aircraft together we held a short pilots' meeting and discussed the flight pattern, start up area, and went over several safety concerns.



All of the participating pilots at the Spring Float Fly were dressed for the weather conditions that prevailed. (Photo by Steve Meyer)

Rick Smith with his electric Seawind was the first airplane into the air after a very short two wave takeoff run. He declared the flying to be a little "bumpy" but flyable. After his plane nosed over on landing due to a large wave Rick was also the first to use the retrieval boat.

Looking over the beach I noticed the other pilots setting up their aircraft. Rick Smith brought along an electric Aquastar and Seawind;

Terry Spletstoezer from Crow River RC Club was setting up a Hanger 9 Cessna; and James Gravelle also had a Cessna 182 on floats; Larry Sorenson's float plane was a Spacewalker that flew as well as it looked; Curtis Beaumont brought a Fly Baby, Twister, and a Sealane which were all in the .40-.60in glow fuel engine size; Dave Erickson brought his single float Seahawk to the event again; Gerry Dunne brought an electric Aqua Cat and Aqua Pro which he elected not to fly because the wind had become too strong to fly such light aircraft; Larry Couture said it was too cold to fly the airplanes he brought which were a Beaver and Mariner; I brought my Ugly Stick again this year, as a 32 dollar TCRC auction buy it's a perfect float plane.

The cold wind off the water made it a challenge for many of us to keep our hands warm, gloves were worn between flights. Curtis flew with a Transmitter Mitten that kept his hands warm while controlling his airplanes in flight. During some of the flying we experienced "scale" hail in the form of sleet.

Taking off and landing were the only tricky parts of flying at the event. Once in the air all of the planes flew quite well. The retrieval boat was kept busy fetching aircraft with dead engines or nose-overs due to the wind and chop on the water. I flew my Ugly Stick 2-1/2 times because during the third flight my receiver battery quit and I found out how hard water is when hit at full speed. I want to thank the people in the retrieval boat for their speedy response to my crash and for picking up all my airplane parts floating in the water. This crash was the worst mishap of the day.

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Spring Float Fly First Into The Air On A Blustery Saturday At The Spring Float Fly

Continued From Page 6

After several good flights Stan Erickson's L-4 had a float come loose which caused a nose over on landing and the tearing off the bottom of the Cub where the floats attach, but he said it would be repaired rather quickly.

There were quite a few spectators that stopped to watch RC float planes fly in blustery weather. The number of pilots was down this year due to the weather but all that flew had a good time. Flying continued until 1:30 when the pilots started packing up and the boat was pulled from the water.

Thanks to all the pilots that braved the weather conditions to fly, and to all those members who didn't fly but still came to watch and lend a hand. A special thanks to Dave Erickson for supplying the retrieval boat again.

The Fall Float Fly is scheduled for Saturday, September 18th at Bush Lake Park and the weather man promises much better weather. ☺

Gluing On Canopies

Before gluing on your airplane's canopy, put a small hole in some obscure place to allow air circulation under the canopy. This will keep the canopy from popping off in the summer when the air inside expands, or from collapsing in the winter when the air shrinks.

(Reprinted from the newsletter of the Beachmasters RC Club, Ocean Park, California.) J



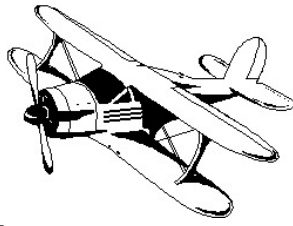
Rick Smith and his electric Seawind weren't daunted by the wind, waves and temperature at Bush Lake. (Photo by Steve Meyer)

The Weather At The Spring Float Fly Didn't Bother Curtis



Curtis Beaumont controlled his float plane from inside a Transmitter Mitten at the Spring Float Fly. (Photo by Steve Meyer)

Show & Tell



by Scott Anderson



Joe Niedermayr showed his Multiplex AcroMaster (from Horizon Hobbies) on floats. It weighs in at 1-3/4 pounds and has a 450 W motor. Joe say's it rolls very quickly and is very sturdy. He's crashed it 4 times prior to the meeting!



Pat Dziuk showed his E-Flite Pulse 25 set up with an E-Flite 35 motor he runs on a 4-cell 3300 mAh LiPo that produces 800 W of power. It weighed in at +4 pounds and was a great value.



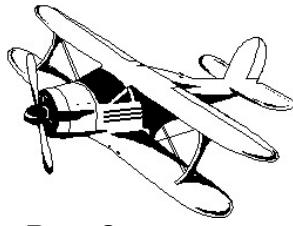
Gerry Dunne showed his GWS AT-6 painted in 'Daytona' yellow. It weighs in at 25 ounces and has a tiny little 350W motor package. For painting, Gerry recommends FROG masking tape from Menards that works well and does not lift the first layer of paint off the foam.



Gerry also showed his GWS Zero built up for the micro-pylon racing season. It weighs in at 20 ounces with the batteries and is powered by an undisclosed Turnigy motor.

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Show & Tell



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Tim Len showed his new E-Flite Pitts S12. It weighs in at 4 pounds and has a Master Airscrew 12x8 3-bladed prop for realism. The motor package puts out 850 watts at 65 amps with an 80A ESC. Tim said he gets about 2 turns per second roll rate and really enjoys it!



Conrad Naegele brought in his electric sport flyer he had scratch-built from an R/C magazine. It has a 2210-30 motor (Huh?) and weighs in at 17 ounces. Conrad says he's looking forward to having Jim Ronhovde test fly it for him and he's really proud of the Red & Blue covering (I think he was joking?).



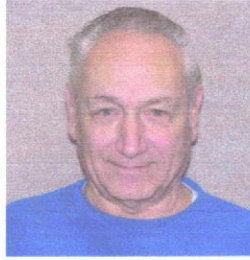
Tim also brought in a new E-Flight F86 ARF powered with a 70 mm electric ducted fan. He



Mike Burke brought in some stuff he was looking to get rid of. He gave away a 60-sized Swamp Buggy and a SPAD airplane built from campaign signs. J

Safety At The Field

By Larry Couture



Well here it is the end of May, 2010. I am sitting here this morning the day after the building contest, looking out the window at another sunny day. For those that really care the river level is 13.2 feet. That equates to 5.0+ feet of water under the field leaving the field high and dry. The field is now opened, cleaned and ready for flying.

The building contest and the flying afterwards were great and the food was FREE. A new category was added to the building contest called re-kitting. For those not knowing this concept it is also called crashing. I myself know it very well and from time-to-time use it to free up gear for new projects. The first recipient of this new building contest category was George Toon.

During the day of field cleaning there was an incident where one member fell down and had a bad oweee, and was taken to the hospital and then driven home. I want to thank all those that helped. I now want to set up a new rule where no one is allowed to fall down at the field because it causes others to be concerned and helpful, so thank you one and all and no more falling PLEASE. All other rules are still in place, and just once in a great while I have to remind someone about one personally. So I thank everyone for doing what works as I so often preach. (as follows) !!!

FOR ALL MEMBERS NEW AND OLD: (same old harp but it's working)

The field rules are printed in the front of the roster and on a large board in the shelter at the field, along with no smoking signs. I do suggest that all members should read them from time to time just to refresh the memory. There is always one thing I like to harp about and that is let your fellow flyers know what you are doing or going to do by LOUDLY ANNOUNCING take offs, landings, dead sticks and on the field travel, and make sure the others HEAR you and ACKNOWLEDGE you. This is in my opinion the most important rule to follow always as it makes accidents less likely to happen. AND IT SEEMS TO BE WORKING SO 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. J

2010 TCRC Open House

by Steve Meyer

On June 20th TCRC is having an Open House. On that day we are inviting anyone with a current AMA membership card to come enjoy a relaxing day of flying at our field in Jordan. I, Steve Meyer / president@tcrconline.com will be championing this event.

We have a club that is over 50 years old and we want to show others what a fine flying facility we have. The event will be open to any RC plane or helicopter. Flyers will again be in the local hobby stores to advertise the event. The Open House will start at 10:00 am with a pilots' meeting at 9:45 am. Concessions will open around noon and will feature hot dogs, chips, pop/water and maybe some kind of dessert. I need someone to help with the concessions for this event. We hope to have a lot of new visitors and some may even become new members of TCRC. Let's have a good turnout of TCRC members to welcome our guest flyers and spectators to this year's TCRC Open House.

Event cancelation due to weather will be noted on our website at www.tcrconline.com by 8:30 the morning of the event.

We'll see you in Jordan at TCRC field on June 12th. J

**Come To The TCRC
Open House June 20th**

Lost Airplane At Jordan Field

Curtis Beaumont lost his Sig Hog Bipe this past week at the Jordan field. It is a .60-sized biplane -- blue and yellow starburst patterned, with an OS 91 four stroke engine on it. If anyone is in the vicinity of the area below and finds it, I would love to have at least the engine back. Maybe the batteries too (they were my first LiFePo4 batteries).



If you find the plane, my phone number is 612-991-8693.

Thanks!

J

Twin City Radio Controllers Open House **JUNE 12TH** **2010**

At TCRC's Jordan Field 10am-4pm



Spectators Welcomed



All Pilots with a current AMA membership are welcomed to fly.

Two asphalt runways 40' x 300' each.

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Questions: Steve Meyer 952-448-5877 / president@tcrconline.com

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Micro Pylon Racing 2010

by Paul Doyle

Hello fellow TCRC pilots! May marks the start of the new pylon race season and I wanted to update the membership with this season's race schedule. New pilots are always welcome and if you need more information or advice on setting up a race plane please don't hesitate to ask myself or Gerry Dunne and we can help get you started!

2009 rules still apply in this year, and the only changes will be that battery packs are limited to 3s lipo's up to 2250 mah, and we are extending the length of the course to 400 ft by moving the left pylon further away from the piloting station.

May 23rd
12-1 pm practice
1 pm race start

June 20th
12-1 pm practice
1 pm race start

July 25th
12-1 pm practice
1 pm race start

August 22nd
12-1 pm practice
1 pm race start

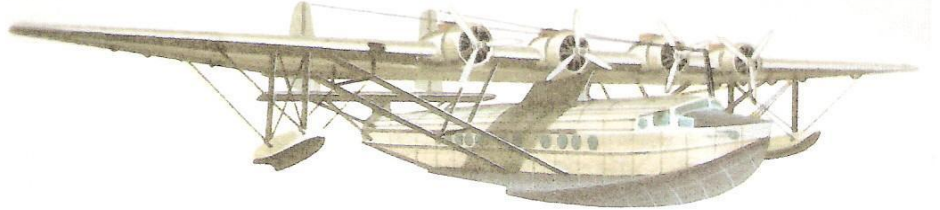
September 19th
12-1 pm practice
1 pm race start

October 10th
12-1 pm practice
1 pm race start

Sikorsky S-42

by Conrad Naegele

The May Mystery Plane was the Sikorsky S-42.



In August 1931, Pan American Airways issued a requirement for a 'new' type of flying boat, needed for the emerging transatlantic service. It called for a crew of 6, accommodations for 12 to 14 passengers, and a range of 2,500 miles. After the prototype was flown, PAA ordered 10 S-42's, and at the same time, 5 Martin 130 models.

The S-42 was modeled loosely on the previous S-38, a well-proven twin-engine flying boat. The new S-42 was a parasol wing, a high set braced tail with twin vertical rudders and, of course, radial engines. It was a rather conventional construction, a combination of metal and fabric. Wings were braced directly to the hull and had two stabilizing tip floats. The hull was a proven design, perfected by earlier Sikorsky designs.

Primary service was to be between Miami, and Rio de Janeiro, and later, across the Pacific to New Zealand. The trip to New Zealand took 5 days!! The S-42 attained neither the required speed nor the range. It was then put in service for 'short hauls'. It was a dependable flyer, with luxurious accommodations. It was phased out in favor of the Martin flying boats. These were the famous 'clippers', most notably the China Clipper.

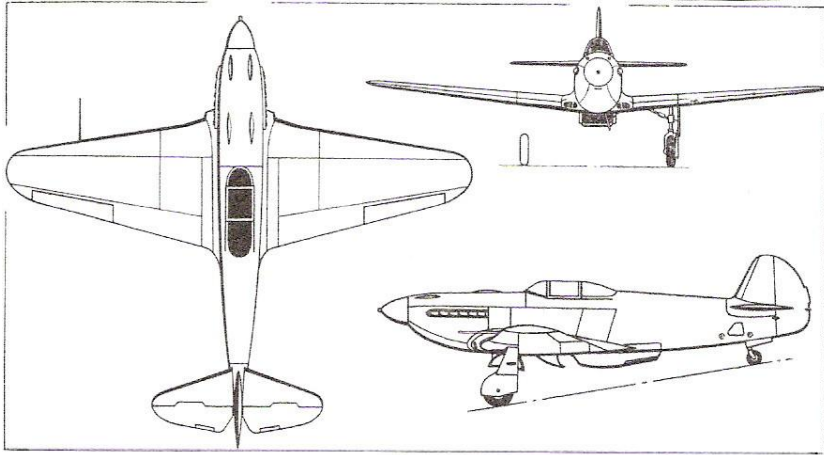
The Sikorsky S-42 was powered by 4 Pratt and Whitney 9-cylinder air-cooled radial engines developing 750 to 800 horsepower. It had a gross weight of 38,000 pounds, a cruising speed of 140 mph and a range of 750 miles. J

Rain & extreme wind date for pylon racing will be the following weekend unless it's a holiday weekend.

I look forward to seeing you all at the field this summer and remember, spectators are always appreciated! J

Join The Fun At The Monthly Pylon Racing!

June Mystery Plane



Jordan Field Ready For Action

Field Maintenance chair Corey Kaderlik scheduled a 'field clean up' for Saturday, May 15th. A large contingent of members showed up with brooms and shovels and lots of energy and set in to remove the evidence that the Minnesota River had spent some time on the flying site. (See picture to the left.)

The heavy rains from the previous week still had the grass areas fairly wet, so no mowing was preformed.



Jon Perry starts in on the removal of the silt from the pits. (Photo by Steve Meyer)

The crew started by removing the silt that had been deposited on the runways and in the shelter and in the pits. The new frequency boards built by Mark Wolf and Chris O'Connor were also installed.

By noon the Jordan field was looking good enough for flying and so the entire crew did just that! They put away their clean-up tools and got out their flight boxes and filled the pits with their airplanes. It wasn't long at all before the sky was full of beautiful aircraft.

Thanks to all who came down to make the Jordan Field beautiful again. J

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Stop In To Find Out What The June Special Of The Month Is

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One Last Flight At The Float Fly



President Steve poses with his Big Stik on floats at the chilly Spring Float Fly at Bush Lake Park, before putting it up for its last flight. It was literally the plane's last flight as a battery pack failure resulted in the plane going into the water at a high speed. J

THE TCRC FLARE-OUT Monthly Newsletter



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Purpose: To preserve, encourage, and further develop the hobby of building and flying radio controlled model airplanes.

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