



June

Minneapolis, Minnesota U.S.A.

2020

Getting The Jordan Field Back Into Shape

by Jim Cook

2020 has been a really rough year for everyone, with the Corona Virus, the long shut down of business and the social distancing, and then the riots and looting in Minneapolis. Things have got to start getting better, and a good way to start is to reclaim our Jordan Field.



Dragging and leveling of the area around the runways has been started by TCRC members. (Photo by Bob Breisemeister)

Work did begin on the in early May. Critical projects necessary were to make the road to the field passable by removing trees and debris deposited by the flood, replace the culverts in the road, and then to get the surface graded.

A backhoe was brought in and Tim Wirtz, Brian Johnson, Curtis Beaumont, Dick Voeltz and Bob Breisemeister tackled the replacement of the culverts.

Bob had his Bobcat there and got the road and parking lot graded and cleaned of trees and debris.

John Dietz and Jim Ronhovde got to work on the grading on the outfield, and that really improved the looks and condition of the land, as shown in the picture to the left.

Brian Johnson started work and breaking down he beaver dams that can cause water to remain on the eastern side of the field.

These work sessions got interrupted by the heavy rains that came later in May which did bring the River back to the field.

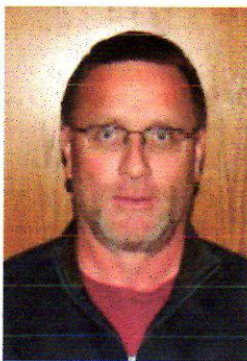
But now the River has dropped back down below our flood stage. As of press time it was at 12.5 feet and projected to continue dropping. The big storm that was to hit in early June actually went to the east of us, so its rain should not affect the River level.

Another session is scheduled for Saturday, June 13th, so we can continue to reclaim our field. J

(More photos on page 3)

A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members,

These are very different times we are living in right now. With the Covid 19 and the shelter-in-place and the senseless death of George Floyd, and riots and protests that have followed, it has changed life as we knew it. The governor has been slowly lifting the restrictions that we have been living under. You can go out to dinner as long as you sit outside and remain at the proper social distance. I desperately needed a haircut. My dog could get her hair cut but I couldn't. I was finally able to get it cut last week so I no longer look like Shaggy from Scooby Do.

It's been a windy spring and had been fairly dry until we had May showers recently. I thought the saying was April showers bring May flowers. What do May showers bring? Flooding? With that said the Fairgrounds have been getting used quite regularly by club members. Please don't be afraid to ask if you see someone flying that you do not know if they are a member of TCRC. We do pay rent in order to use the Fairgrounds as our alternative flying site. You need to be a member of AMA and TCRC in order to fly there. Basically, you have to pay to play.

We have been doing some work at the TCRC main field. New culverts have been installed on the road/driveway leading down to the field the first week of May. The road and parking lot had been graded and the runways swept. Members were in the process of dragging and leveling the grass parts of the field and then the heavy May rains brought flooding it again.

The water has receded, and things are starting to look pretty good. There is still a lot of work to do but I'm optimistic that we will be able to fly there soon. I will send out an email when the next clean-up date is set. Just be prepared to get dirty.

I would like to thank Jim Ronhovde and John Dietz for grading and dragging the field. Also need to thank Tim Wirtz, Curtis Beaumont, Brian Johnson and Dick Voeltz for helping with the culverts. Brian was also able to work on removing the beaver dams and sweeping the runways.

There are things that can be done if you have some time to spare.

The June membership meeting has been moved to the 16th of June at the Scott County Fairgrounds at 7 pm. We will be serving some food at 5:30 or so. Bring a plane and a mask if you are so inclined. **J**

Calendar

- June 13** Jordan Field Clean-Up, 9:00 AM
- June 13** Electric Fly-In TCRC Jordan Field CANCELLED
- June 16** TCRC Membership Meeting At The Fairgrounds 5:30 PM Dinner 7:00 PM Meeting
- July 14** TCRC Membership Meeting At The Field 5:30 PM Dinner 7:00 PM Meeting
- July 18-19** Wings Over Jordan Fly-In and Camp Out TCRC Jordan Field TBD
- July 18-19** Wings Of The North AirExpo, Flying Cloud Airport CANCELLED



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.

Pictures From May TCRC Field Clean-Up



Tim Wirtz works with the backhoe to replace the culvert in the TCRC entrance road.



Bob Breisemeister did a good job with his Bobcat on the TCRC road to the field.



The flood water had left some pretty big trees on the field and the roadway.



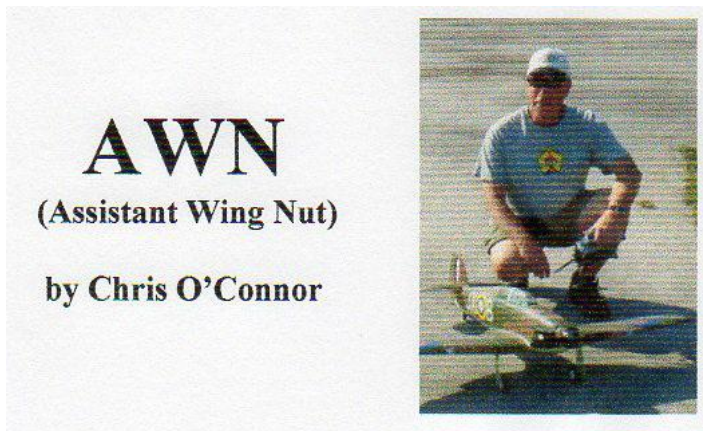
Brian Johnson and Tim Wirtz take a break from the action at the field clean-up.



Some of the crowd at the auction.



Water for cleaning on Bob's trailer.



A couple of thoughts that come to mind with the beginning of the flying season. I witnessed these incidents and thought this would be a good reminder to check things over before you fly.

First one is make sure your control surfaces are not just moving, but actually going in the correct direction. This person just replaced his aileron servos and assumed that all standard servos travel the same direction. He didn't even think that they could be going the other direction. Well they were traveling the opposite way, and so just checking to make sure they worked, and not going the correct way, he took off and unfortunately when the plane dropped the right wing he gave it the correct response on the aileron, but with the ailerons reversed, disaster happened just after takeoff and an airplane was destroyed. He was surprised and not expecting that changing servos would cause such an issue. It's easy to do, have a surfaced reversed and not realize it. I have done it before. So, I always double and triple check everything before each flight that the surface works and goes back to center, but that it also goes in the correct direction. On a new plane I give the transmitter to someone else and have them check everything also. Hopefully, that only happens once to a person.

The next issue is if you are having trouble keeping your plane tracking straight down the runway and you can't seem to get it straight, don't just gun it and hope that once you are in the air everything will be alright, it usually isn't. Planes don't just fix themselves once they are airborne. Bring it back to the pits and figure out what's going on before risking your plane. Usually what happens is disaster strikes and now you have a repair job to do or worse, need a new plane.

Just a couple of observations that I have seen at the flying field. Check and double check your airplane before getting airborne. That doesn't take near as long as a repair job does.

That's it for now. Happy and safe flying.

Jordan Work Session June 13th

by Bob Breisemeister

We dodged a bullet with the Tropical storm going east of Minnesota. Some work has already been done at the main field but there are still things to get done. On Saturday morning, June 13th we are going to do some work more at the field:

Power washing the shelter and benches; Sweeping and blowing off the runways (If you have a gas or battery-powered blower please bring it.); Moving equipment down to the field; Cleaning up the top area so we can move in a container; Fixing benches; Tearing down and repairing the fence; Dragging the field; Working on the Beaver dams; Digging ditches for drainage; and many other tasks.

Be prepared to get dirty. We will have to maintain social distancing. If you do not feel comfortable with being around people or are at a greater risk for catching Covid 19, please feel free to stay home. I understand.

I am planning on being at the field at 9 am. Hopefully, we can get a lot of these things done so we can get back to flying at the TCRC Jordan field. J

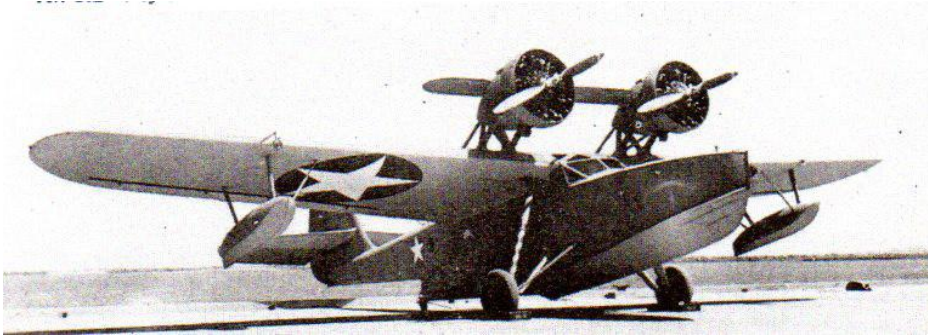


J

Douglas Dolphin RD-4

by Conrad Naegele

The May Mystery Plane was the Douglas Dolphin RD-4.



The Dolphin was first produced in 1931 by Douglas without a specific government contract. It was an eight-passenger commercial amphibian. However, in 1932, the Army Air Corp ordered a number of these planes, powered by a 350 horsepower R-975 radial engine.

This plane featured a 2-spar wooden wing, with metal-framed slotted ailerons. It had a monocoque hull, and the undercarriage was folded manually once the plane was in the water. It could then not be retracted! A number of planes were ordered, and both Douglas and the Army commenced re-engining the plane.

In 1936 and 1937, four of the planes were retrofitted with stainless steel wings, and one was fitted with a fixed nose wheel. Tweaking continued, and again new engines of various horsepower were installed, all radials. Somewhat limited production continued.

This popular, easy-to-fly plane was used in many roles – command utility transport, air and sea rescue. Today only one model is known to exist.

The Dolphin had a 60-foot wingspan, a gross weight of 9,530 pounds and an air speed of 135 mph. The engine most used were two 540-horsepower 9-cylinder Pratt and Whitney R1340 radials. A total number of airplanes manufactured was 58. **J**

Orv Schneewind Passes Away



Former member Orv Schneewind passed away on May 27th.

Orv was a longtime member of TCRC and was present at almost all of the club meetings and events while he was member. If help was needed, he was always ready to pitch in. Orv was soft-spoken and his smile was ever-present.

The members of TCRC offer their sympathies to Orv's wife and family in his passing. **Q**

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. **J**

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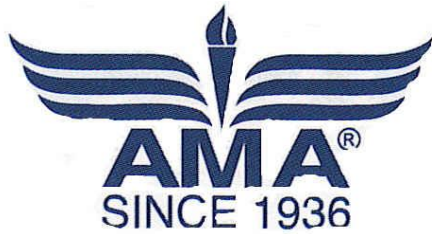
New! Composite Parts Available Thru MICKO

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Add'l Extras

- In Flight Videos
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AMA NATS

As of this date, the 2020 Outdoor NATS is still scheduled to take place at the International Aeromodeling Center, in Muncie, Indiana.

Some AMA special interest groups could decide to cancel their contests because of the coronavirus. Please continue to monitor AMA's social media outlets and website for updates.

We are still accepting registrations, and a final decision on the NATS will be made by June 10. The registration deadline for the NATS has been extended to June 12. After that, late fees apply. 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.

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Vice President	Chris O'Connor 612-619-5471
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Treasurer	Tim Wirtz 952-941-5357

TCRC Flare Out

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Publishers: Pat Dziuk 952-445-3089
& Mike Timmerman 952-496-1631

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

New Member

In May Steve Leitgen became the club's newest member.

Steve lives at 7324 Bush Lake Drive in Bloomington, 55438. His phone number is 612-817-6863 and his email address is sleitgen@gmail.com. Steve has been in the hobby for 24 years and currently is flying sailplanes.

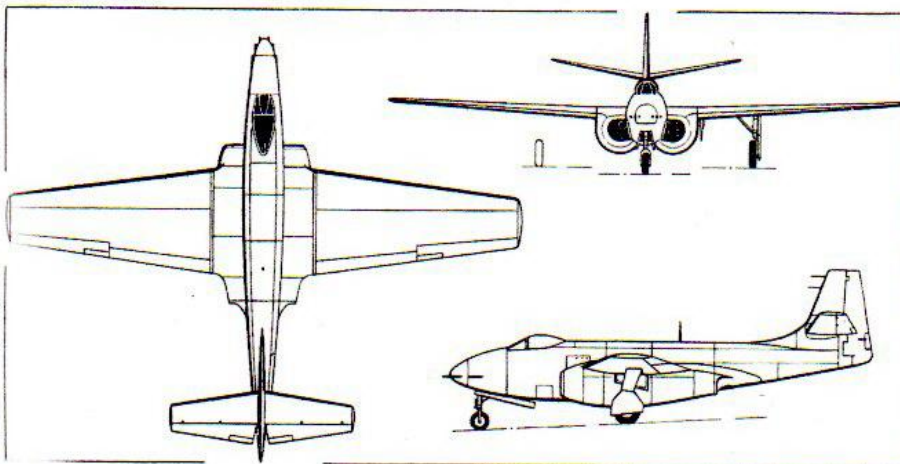
When you see Steve at the field or at a meeting, be sure and introduce yourself and welcome him to TCRC.

According to treasurer Tim Wirth this brings the club's membership up to 93 members. J

Former AMA President Bob Brown

AMA has lost a man who loved the hobby and worked for many years to see it grow and preserved. Bob Brown, who served as AMA president from 2012 to 2016, passed away **May 14** at age 75. In his lifetime, Bob served as an AMA District III associate vice president and vice president, traveled to Capitol Hill to advocate for the hobby, helped establish AMA Headquarters in Muncie, Indiana, chaired an FAI subcommittee, and was a member of the FAI Executive Committee. His honors include being inducted into the AMA Model Aviation Hall of Fame in 2006, being inducted into the National Miniature Pylon Racing Association Hall of Fame, and receiving the FAI Aeromodeling Gold Medal. Q

June Mystery Plane



A Tale of A Disabled WWII Ace

by George Winston

It made sense that most RAF pilots would be superstitious when one considered how many things could go wrong. But if Wing Commander Douglas Bader was a superstitious man, given the portents, he likely wouldn't have gone up the day he went down. The takeoff from RAF Tangmere in Sussex hadn't been easy, one of his three squadrons got lost over the Channel, and his Spitfire's speed indicator malfunctioned.



Bader sitting on his Hurricane, as commanding officer of No.242 Squadron after the Battle of France

His squadrons crossed the French coast at 30,000 feet and sneaked up on a dozen Messerschmitt 109's flying about 2,000 feet below. Bader radioed his men, picked his target, dove and missed so badly he was in danger of ramming it, forcing him to jerk up on the stick and rudder as his Spitfire dovetailed into the depths.

Angry and alone, he flattened out at 24,000 feet, and was about to climb to rejoin the rest of his squad when he saw six more Messerschmitt's aimed and angled the other way. This time he was alone, and his better judgment told him there was too much danger in engaging, but fortune favors the bold, as they say, and he launched himself into combat. Bader blew two of them out of the sky before the others turned on him. Rather than turn and run, he steered his Spitfire between the first two, and felt something hit him. The nose of his plane dipped, and Bader pulled back on the stick so hard it broke off in his hands. Behind him, his fuselage, tail and fin were gone, courtesy of a Messerschmitt propeller. He was going down.

Bader had lost both of his legs in a pre-war flying accident, and one of his prosthetic legs got caught on something in the plane on the way out, and he found himself in the peculiar position of being dragged behind his Spitfire as it plummeted to the earth. His leg snapped free, and his parachute opened at just enough altitude to ensure he wouldn't die. Next, he woke up in a hospital in St. Omer surrounded by astounded German doctors who had never seen a one-legged pilot before.

Other soldier's experiences as prisoners of war run from the sanguine to the horrifying, but for Bader, it sounded almost pleasant. His peculiar complication had drawn the attention of high ranked Nazis. They found his legs, and then he was invited to have tea with General Adolf Galland, and even to sit in a Messerschmitt. He thought about escaping in the plane. He'd have dinner at the mess that night and then go home to his wife, Thelma. Maybe they would go dancing. Ultimately, he was glad he didn't, because what he didn't know was that he was being covered by a German officer with a loaded pistol.

Finally, Wing Commander Bader got his chance to escape. He'd made connections during his time at St. Omer and slipped out under the cover of night to rendezvous with a safehouse en route to safety with the Resistance, but it was not to be, and the Nazi's promptly showed up and hauled him back. He tried his best to exonerate the people he was staying with and failed. They dragged him back to St. Omer and took his legs from him. The Germans weren't taking any more chances. But even

Continued On Page 8, Col. 1

Douglas Bader -- Disabled WWII Ace

Continued From Page 7

without his legs, he proved to be a pain in the side of the Germans.

They bounced him around between prisoner of war camps after repeated escape attempts before finally tiring of his candor and throwing him, alongside other repeated escapees, into the impregnable fortress at Colditz, where he was liberated by the Americans in 1945.

His story was immortalized in Paul Brickell's 1954 book, *Reach for the Sky*, and made into a film in 1956. In comparison, his postwar life was idyllic and charming. He returned to his job in the oil industry, was knighted in 1976, and passed away in 1982, at age 72. Q

18304

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

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

For Sale

President Bob Breisemeister has some very nice airplanes for sale.

Bob's planes range from small electric ARF's up to 1/3-scale sport planes. Some planes are still in kit form, and some are entirely completed.

The prices of the various planes are very moderate and any one of the aircraft would be a great value for the money.

If you are interested, give Bob a call at 612-964-8877, or see him at a meeting. J

TCRC Apparel For Sale

TCRC's club apparel is available for sale at most membership meetings.

The apparel is pretty nifty looking.

Club treasurer Tim Wirtz has been organizing the order of the club apparel and now has for sale:

- TCRC Hats \$12.00
- TCRC Hatbands \$5.00
- TCRC Gray Sweatshirts \$18.00
- TCRC Gray T-Shirts \$12.00

The dark blue hatbands are to be worn on broad brim straw hats and should look pretty neat.

Tim has plenty of the hats and shirts in an array of sizes. See him at a meeting to get your new TCRC shirt or hat. J

Don't



Forget!

The TCRC Membership meeting on July 14th, August 11th and September 8th are scheduled as 'Meetings at the Field' at the club flying site in Jordan, weather and water permitting.

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.

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

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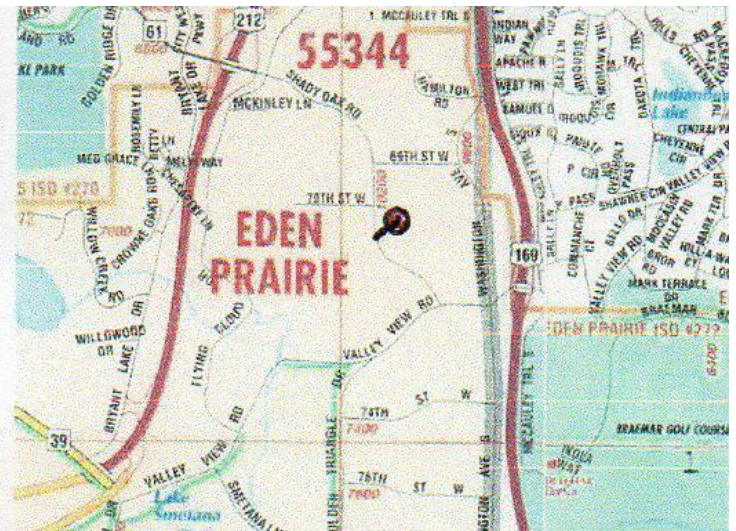
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