



June

Minneapolis, Minnesota U.S.A.

2021

# TCRC Spring Float Fly 2021 . . . Perfect Day!

by Steve Meyer

I could not have asked for a more perfect weather day. Perfect temperature, calm wind from the south, and blue sky.

When I arrived at 9:30 am Dave Erickson was getting ready to put the retrieval boat in the water. There were several pilots already setting up and preparing to fly.



**The many pilots at the Spring Float Fly pose for a picture during a perfect day for flying. (Photo by Scott Anderson)**

Pilots continued to arrive and at 10:00am I had a pilot's meeting where I discussed rules of flying at Bush Lake. The most important rule is to keep it over the lake so if you go down it can be retrieved easier. I wanted to keep the number of planes in the air at a comfortable number, so recommended a maximum of 5-6 in the air at one time. Also be sure to verbalize your intentions (taking off, landing, etc.) and suggested that

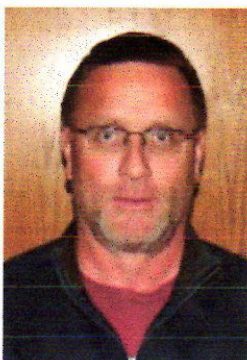
having a "buddy" watching you was a good idea. An extra set of eyes on a busy day makes end results more positive.

The first pilot in the air was Chris O'Connor with his Flyzone Beaver. Throughout the day we had a total of 20 pilots registered flying and over 30 airplanes. We always had 3-6 planes in the air until 2:30 pm. I flew my Fly Baby and Flyzone Beaver. Terry Spletstoeszer and Tim Kepner each flew the largest (Carbon Z cub) and the smallest airplane (Tidewater). Terry also had a Twin Otter and FliteTest Grumman. First time float flyer Ken Weddell also had a Tidewater. Chris and Mark O'Connor flew a pair of Maule float planes. Sherwood Heggen had a sad discovery of finding a mouse had made a nest in the wing of his Sportmaster using the balsa ribs for bedding material, so he borrowed Mark's Maule to fly. Jeff Tolzmann piloted his overpowered Hobbico 60 with a borrowed transmitter (his had shorted out). Tim Wirtz flew the Texas Twin. Julian Bristow modified his Seamaster hull so it would take off of the calm water. Dave Erickson brought four planes this year, Seahawk, Seadancer, Sealane and a Turbo Timber. Thaddeus Gorycki had his Timber on a buddy box and that allowed some spectators to fly radio-controlled float plane. The

**Continued On Page 3, Col. 1**

## A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

They say the unofficial start of summer is Memorial Day. . . . whoever 'they' are. May was like being on a roller coaster with temperatures ranging with lows in the 20s and highs reaching into the 80s for a few days. The first week of June sounds like it is going to be summer-like weather with some 90 degree days. I like 75 and low humidity but I'll take what we can get as long as it does not include heavy rain. Let summer begin!

We had a few events happen in May starting with the clean-up weekend which I mentioned in the May newsletter. Again, I'd like to thank the members who helped with the fence and the pavers in the shelter and walkway. We still might try and do some other maintenance at the field this summer, so stay tuned.

Next was the membership meeting at the field. The weather was great, and the meeting was well-attended with the club providing burgers, chips and beverages. It was nice to be outside instead of sitting in the church when it was a beautiful bluebird day. The rest of the summer meetings will be at the TCRC flying field, weather permitting.

The Spring Float Fly was held at Bush Lake in Bloomington on May 15 and the weather could not have been better with light winds and 75 degrees. A big thanks to Steve Meyer for being the go-to person for this event. Hopefully, we can have the same weather in the fall.

With the lack of the annual auction because of COVID, TCRC had decided to try and fill the void and hold a swap meet at the Scott County Fairgrounds on May 22<sup>nd</sup>. It was well attended with buyers and about 25 sellers and vendors. TCRC will be holding their 5<sup>th</sup> annual fall swap meet at the Scott County Fairgrounds the last weekend of September. See you then.

June Events:

The membership meeting will be held at the field weather permitting on June 8<sup>th</sup>. TCRC will again be supplying dinner. If someone is so inclined to bring dessert that would be great. Along with the normal

business part of the meeting we will be holding our annual building contest. If you have any questions, please contact Chris O'Conner.

The Electric Fun Fly will be held at the TCRC main field on Saturday June 12<sup>th</sup>. This is an open event for anyone that is a current AMA member. Flying will begin at 10 and go till around 2. Gerry Dunne is the contact person for this event.

Dwayne Murphy, a former member of TCRC and Minnesota Valley R/C Club passed away on Saturday May 29<sup>th</sup>. Dwayne always attended the TCRC auction as well as swap meets and was a frequent customer at Hobby Warehouse. TCRC sends its sympathy to Duane's family. If I hear of any service details, I will pass them on.

Get out and enjoy the warm weather and get some flying in. ☺

# 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. ☺



## Spring Float Fly A Perfect Day

Continued From Page 1

Timber float plane was the most common plane at Bush Lake this year and different models of it were flown by several pilots. Ali Reda was the last to fly and he also had a Timber.

I want to thank Dave Erickson for the retrieval boat and Scott Anderson for the great pictures of the event. I hope to see all of you at the Fall Float Fly on September 18. Mark your calendars now. It will be here before you know it! Here is hoping for another perfect day. ☺



Aerial photography has become a fantastic tool to use. The retrieval boat heads out to pick up a float plane that lost power.  
(Photo by John Qaz)



The TCRC Membership meeting on June 8th 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 July 13<sup>th</sup>, August 10<sup>th</sup> and September 14<sup>th</sup> are also scheduled for the 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. ☺

## It Was Not Only A Great Day To Fly, It Was Also A Great Day To Take Pictures!



Coming in for a landing over the waters of Bush Lake presented a good photo op. (Photo by Scott Anderson)

# Pictures From TCRC's Spring Float Fly



The pits at the Float Fly were full of neat planes.



The retrieval boat always seems to be a necessity at the float fly.



Chris O'Connor pilots his beautiful Beaver over the calm waters of Bush Lake as he prepares to gently touch down.



Bush Lake Park is perfect for the Float Fly.



You didn't have to be a pilot to enjoy the fantastic day at the Spring Float Fly. Just relaxing and watching the action was very enjoyable.



The flight line at the Float Fly was full of a lot of pilots and a lot of smiles.

# More Pictures From TCRC's Spring Float Fly



**Gerry Dunne taxis out for another nice flight.**



**Steve Meyer holds a pilots' meeting to discuss safety rules for the Float Fly.**



**Pedro Restrepo heads out to the flight line with a sleek looking float plane and a really big smile at the Spring Float Fly.**



**Tim Wirtz taxis off of a lake of glass and lifts off for another great flight.**



**A great delta-wing plane taxis in at the Float Fly.**



**John Qaz catches another plane touching down at Bush Lake from his airborne plane. The lines at the right are from his propeller.**

# Even More Pictures From TCRC's Spring Float Fly



**Chris O'Connor pilots his Maule on a low pass over Bush Lake during one of his many flights.**



**The Mini SeaCruiser's takeoff over the glassy waters of Bush Lake really made for a great photo.**



**Steve Meyer's Fly Baby got a lot of good flights in at the Float Fly.**



**A Catalina heads out for a smooth takeoff from Bush Lake.**



**Evidently the pits extended into the water.**



**On such a beautiful day there were always several planes in the air at the same time.**

# AWN

(Assistant Wing Nut)

by Chris O'Connor



I hope everyone has been able to get some flying in this spring. I think this is one of the first times that I can remember the field not being flooded. Make sure you take advantage of that. The field is looking good with the shelter almost done and a new pilot fence up.

At the June 8th meeting, hopefully at the field, but if it's raining at the church, we will have our annual building contest. This year it's going to be very simple. Everyone is a judge, and you vote on your favorite plane by any criteria you want, best finish, best covering, best wow factor – you're the judge. There will be a gift certificate for the winner. So come to the meeting with your model, have a snack, and enjoy a nice evening at the field.

At our swap meet, I was listening to Jeff tell us how popular model kits have become. That's exciting to hear, maybe we will see some new models at the field. I know the ARFs and especially so, and the foam electric planes are very popular and in plentiful supply at the field. I even have my share of the foam electrics. Have to stay up with the times. Most of the foam models are actually very nice, good paint jobs, lots of details, and really fly very well. Not as good as the slightly heavier balsa models, and nowhere near as good as the giant-scale. I know not everyone has the room or wants to spend more money on giant-scale, but if you ever do decide to try a bigger model you won't regret it.

Now let's talk about weather forecasts. We know how it seems that the weather is always changing, and it is. And how many times do we say they are never correct? Well, just a few clues on how some of us interpret the forecast. This is only from my and Steve Meyers' experience. First when I started flying full-size planes a number of years ago, I was told that a forecast is only really good 6-12 hours out. So, keeping that in mind the weatherman does a pretty good job. I have found the two that work for us is the aviation forecast on the TCRC website, US Airnet, and going to NOAA and scrolling down to National Weather Service which will show the entire US. Then you click on the part of a state you are interested in, then click further and you will get conditions at the nearest airport. So, using Minnesota, then chose Twin Cities area you can get conditions at Flying Cloud, Crystal, Minneapolis International and so on. It will tell you the temp, winds, sky condition, etc. and what time those conditions were observed. Being that Steve and I fly giant-scale we go to a flying

field in the Owatonna area. A longer drive so we want to make sure that it's going to be good for flying once we get there and not a bust. We average about 90% favorable during the season. Okay, how or what do we look at. The first thing is precipitation, no sense going if you're going to get wet. After that are the winds and the direction. If it said winds to 5 mph, or 5-10 mph, that's pretty good. If it said 10-15, doesn't sound too bad but almost all the time it will be at the upper end and most always gusty. So that means 15-17mph with gusts to 20mph or higher. So, wind 17 mph with gust to 22mph doesn't sound all that fun. That is still doable depending on the direction. With a WNW runway in Owatonna if the wind is west or northwest that might not be too bad, but from the south that's another story. Now we are dealing with a complete crosswind which can be very challenging and unless you really need to fly or prove you can fly in those conditions, maybe not going to that particular place this time but flying from a field that gives you less crosswinds. Every plane has a max crossing component that it can handle including full-size.

The other forecast is the aviation forecast found on the TCRC website on the left side. It's more detailed than the NOAA one and it only goes out like two and one-half days. So more accurate. That one gives wind at different times along with wind gusts, temp, dew points. Lots of good info. So, we use these, and they have been fairly accurate for us. Try it. You might just be surprised at how good the forecast really is. Just make sure to check the day before to make a go-nogo decision.

See you at the field!



# Dornier DO-10 (C-4)

by Conrad Naegele

The May Mystery Plane was the Dornier DO-10 (C-4).



The Dornier DO-10 was conceived as a multiple role aircraft, capable of accepting a variety of liquid-cooled inline engines, of 600 to 750 horsepower, suitable for both wheel and float gear. This was a tandem two-seat parasol monoplane, all-metal with fabric skinning (why?). The plane was flight tested in several versions, light bomber, recon seaplane and fighter.

All versions were fitted with various Hispano-Suiza 12-cylinder engines, but also with Rolls-Royce Kestral, and a 650 horsepower BMW engine. One DO-10 was fitted with a tilting engine mount to raise the engine 15 degrees to improve the angle of attack.

While the plane was not a success it went into limited production. The number of planes manufactured is not known.

The DO-10 had a wingspan of 49 feet 2.5 inches, a weight of 5,820 pounds and a speed of 193 mph. It was designed and test flown in 1931.

The most used engine was the Hispano-Suiza 12-cylinder inverted V liquid-cooled engine developing 750 horsepower. ☺

**MNBigBirds.com**

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Kawasaki Ki-45 "Nick"  
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## 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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Editor James R. Cook 952-200-2030  
Publishers: Pat Dziuk 952-445-3089  
& Mike Timmerman 952-496-1631

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

# Beer, Brat & Airplane Sale

Friday, June 11<sup>th</sup>

5 PM

10420 Aquila Circle

Bloomington, MN 55348

612-964-8877



# Pictures From TCRC's June Meeting-At-The-Field



**Butch Neutgens decided to get back into the action after a long flying hiatus.**



**Thad Gorycki had a nice Extra that he put some flights on at the Meeting-at-the-Field.**



**A new member to TCRC with this fantastic Airbus 380 ducted fan aircraft.**



**Brian Johnson and President Bob relax and enjoy watching the flying.**

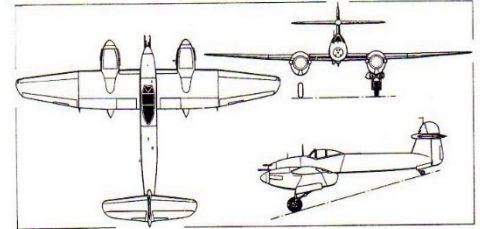


**Getting back into flying after a 15-year layoff.**



**Sherwood Heggen and his Taylorcraft.**

# June Mystery Plane



## Calendar

- June 8**            **TCRC Membership  
‘Meeting at the Field’  
Jordan Field  
5:30 PM Dinner  
7:00 PM Meeting**
  
- June 8**            **TCRC Building  
Contest  
Jordan Field**
  
- June 11**          **Beer, Brat & Airplane  
Sale, 5 PM  
10420 Aquila Circle  
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612-964-8877**
  
- June 12**          **Electric Fly-In  
TCRC Model Air  
Park, Jordan, MN  
Gerry Dunne**
  
- June 18-19**      **Minnesota Jets  
SMMAC Field  
Owatonna, MN**
  
- July 13**           **TCRC Membership  
‘Meeting at the Field’  
Jordan Field  
5:30 PM Dinner  
7:00 PM Meeting**
  
- July 24-25**      **Wings of the North  
AirExpo 2021  
Flying Cloud Airport  
Eden Prairie, MN**



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

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**2021**

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Owatonna, MN

# The Wind Whisperer

by Willie Flissom

Flying model airplanes has been in my blood since I was a little boy. Dozens of airplanes and almost as many crashes have left me confronting the same problem when flying – dealing with the wind. Everyone enjoys a cooling breeze on a hot day or a steady wind for sailing or flying kites. However, wind and model airplanes don't always seem to see eye to eye.

And now, I am going to tell you a story about the wind that you might find hard to believe, but it really happened, and I am still amazed.

It was 1963 when I was a teenager. My rudder-only airplane with no throttle control, which was also my only airplane, was very difficult to fly in any wind. You might know that rudder-only airplanes are designed with positive stability. That allows them to climb under power and recover from a roll attitude due to positive incidence and a lot of dihedral in the wing. When flying in a strong wind, the inherent slow model airspeed and wind speed are in conflict with each other with the wind often winning. It is not a good idea to let the model get sideways to the wind or let it get downwind because it will be a struggle to get back upwind. With no way to control the power, the model needs to be put into a turn to keep it from climbing. Attempting any turns will only force it further downwind aggravating the problem. With the engine running

until it is out of fuel, the model could be a half mile downwind very quickly. After the engine finally quits, it could be a long walk to retrieve the model, if it can be found at all amongst houses, trees, cornfields, and the like.

So here is what I want to tell you. One warm summer morning, I met up with my friend Fred who had been assisting me in the challenging process of learning to fly. With his help, my walks to pick up my model after the engine quit were getting shorter each flight as long as the wind wasn't blowing. We met out in the country where there was a lot of open grass land alongside a gravel road. I brought my little Cox 049 powered Lil' Esquire and Fred had his deBolt Champ with a "huge" K&B 19. Fred was good flyer, but he wasn't anymore fond of the wind than I was. The wind had started to come up and Fred was grumbling about having to deal with the wind, but he was going to fly anyway. He fired up the K&B, flipped on the switches, and hand launched the Champ into the wind. The engine ran well, the radio continued working through the flight, and his walk downwind to retrieve his model wasn't too far, so it was counted as a successful flight.

Now it was my turn, but I hated flying in the wind. "Why do you worry?" I heard a voice behind me say. I turned and saw a kindly gentleman standing there. "Start your model and go fly. The wind is not in control. You are," he said. I hesitated but his voice was so reassuring, I got my model ready, started the engine, flipped on the switches, and launched the Lil' Esquire into the wind. Fred and I hoped for the best as it flew straight

ahead in a gentle climb while the gentleman stood beside me. I tried a couple of turns which went well. A big circle to the right and then to the left went well. I lost my concentration on the flying and soon found the flight was in trouble. I felt a hand touch my shoulder and a voice said "believe". "Believe?" I asked. "Believe what?" "Believe you can" the voice said. The flying soon became less complicated to me finding a confidence I had not had before. The engine quit and I made a nice approach and landed the Lil' Esquire a few steps away. I turned to the gentleman to express my appreciation for his encouragement, but he was nowhere to be seen. I asked Fred, "Where did that guy go?" "What guy", Fred asked. "I didn't see any guy." "Of course, you did. You had to have seen him. He was standing right beside me." "There was no guy," Fred retorted. "But he was here, he talked to me and had his hand on my shoulder. I just flew in the wind because of him." "You're crazy", Fred said shaking his head. "I'm going up again."

This was a day of change for me. I now knew if I believed hard enough, I could overcome what stands in my way. And I owe it all to this gentleman. I think I know who he was. He was the Wind Whisperer. ☺

**TCRC meets every month on the 2<sup>nd</sup> Tuesday at 7:00 PM in Fellowship Hall of CrossPoint Church located on the southeastern corner of the intersection of 98<sup>th</sup> Street and France Avenue in Bloomington. Guests are welcome to attend these meetings.**

## For Sale

### Global Hobby ARF P-47 Thunderbolt

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[Jimcook888@q.com](mailto:Jimcook888@q.com)

## For Sale

### Alpha 60 High Wing Float Plane

**\$100**

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4 Servos Installed  
Ready to Fly, Just Add Receiver and Battery



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Jim Cook  
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## For Sale

### 60-Size or Equivalent Swept-Wing Pattern Ship

**\$100**

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Fuse and Wing Seem to be Fiberglass  
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Very Sleek and Solid Airplane



This Aircraft Looks Like Something  
Sherwood Hegen Would Own And Fly!

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# TCRC Swap Meet

by Bob Breisemeister

I arrived at the Scott County Fairgrounds at 6:30 am and to my surprise I was the first one there. I dropped my trailer off and went to the TCRC field to pick up tables, supplies and the TCRC trailer filled with the airplane estate that we were selling for Bernie and Betty from Rochester. More on that later. Brian Johnson came down to help me hook up the trailer and grab some tables. We went back to the field, and I was still surprised that no one was there not even Jeff Tolzmann who usually is looking in your vehicle in the dark. Usually, people show up at the crack of dawn even if it says 8am. Brian and I started to set up when Ken Weddell arrived to help. By now Jeff had shown up so it was officially a swap meet. HAHA!



**Bernie's Planes.**



**(Photos by Bob Breisemeister)**



**A great aerial shot of the TCRC Swap Meet taken from a camera on a Timber Cub. (Photo by Thad Gorycki)**

We started with removing the estate items from the trailer. There were around 50 items that I had picked up the week before. All of the items had been logged in and priced on the afternoon of the Spring Float Fly by Tim Wirtz, Ken Weddell and myself so that they were ready to go. Items ranged from \$1.00 to \$175.00.

Sellers and buyers slowly started to arrive throughout the morning. There were members from other metro area clubs and as far away as Detroit Lakes and Mason City Iowa. In all we had around 25 sellers/vendors and 100 buyers. There were good deals to be found with two airplanes selling for \$850.00.

As for the estate, the club is getting half of the proceeds. We sold about half of the items and will have the rest for sale at the next meeting. As of right now the club has made over \$600.00.

By 11 O'clock most everyone had left so we picked up and went home. That's about normal for a swap meet unless the weather is good for flying. It was a bit windy so the only plane in the air was Thad Gorycki's Timber taking a few pictures.

Reminder: The TCRC AUCTION will return Saturday February 5<sup>th</sup>, 2022.

Happy Flying!



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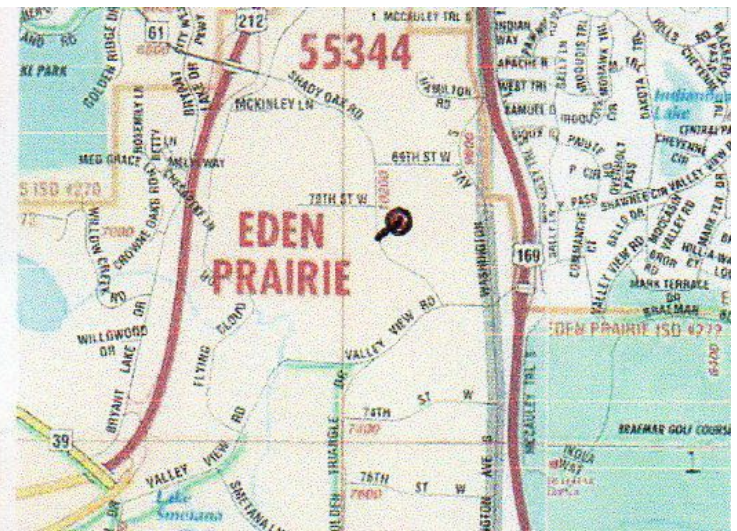
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