



June

Minneapolis, Minnesota U.S.A.

2022

TCRC Spring Float Fly Windy But Wonderful

by Steve Meyer

Arriving at Bush Lake shortly after 9:00 am I was greeted by several pilots. While waiting for the retrieval boat they were debating how to fly in a breeze coming from the west. Bush Lake beach is a peninsula so we would be landing along the south side of the peninsula. After the boat arrived, we had a quick pilots' meeting about the rules of flying at the lake. The local weather report hinted that the wind would increase after lunch, so I encouraged the pilots to take advantage of the current conditions and get flying.



All of the pilots at the TCRC Spring Float Fly were eager to fly.
(Photo by Steve Meyer)

Darryl Volk was the first pilot in the air with his FMS Super Cub. This airplane was a very good flyer although it did flip over once when the wind caught it on landing. Chris O'Connor's Flyzone Beaver was the next plane

off the water. Mark Wolf and Julian Bristow also brought their Beavers. Mark's plane even had a paddle lashed to the float strut in case it needed to be paddled to shore. I flew my new Timber that was a door prize at the fall banquet. Thanks Bob! Turbo Timbers were flown by Randy Pramann and Dave Erickson. Ken Weddell brought a Tidewater to the event.

The gray Northstar that David O'Hara flew looked like something from Star Wars. David's second aircraft was a red and black Big Stick. Tim Kepner's 85-inch wingspan electric Carbon Z Cub was the largest plane at the event. A large nitro-powered Great Planes Spacewalker was flown by Larry Sorenson. The very fast Sporty plane flown by Tom Young had a float mount come loose causing a "wet" landing. We flew until shortly after lunch when the wind made it too difficult to fly.

I want to thank Tom Young for supplying the retrieval boat this year. Thanks to all the of the pilots that flew in the breeze, you made it a good float fly event again this year. A special thank you to the people that helped me load batteries and launch my Timber (I'm getting a new hip in June).

I hope to see all of you at the TCRC Fall Float Fly in September. It will be here before we know it! ☺

A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

June is here but you wouldn't think so with the temperatures in the 60's, and on the two days it was warm there were thunderstorms with torrential downpours which of course flooded the field. With the Fairgrounds Field available some members have been flying there on the days when the weather is favorable for flying.

As I said the field is flooded but the water is receding and hopefully it will dry out and we can clean it up soon. We flooded a few weeks ago and the field had to be closed, the water reached close to 21 feet on the river gage which puts the field under by 3 feet. When the field floods it backs up from the east and with only 3 feet of water it is minor flooding. There was some cleanup of the mowed grass from cutting the RIM land last fall on the runways. But unfortunately, the rains came, and we had to close the field for a second time. This time the river rose to 26 feet which puts the water depth on the field to 7 feet. When it gets that deep it enables the river flow across the field from west to east bringing in debris and sediment to clean up. When it is dry enough, I will set up a cleanup day.

There are three benches and a porta-potty at the Fairgrounds, and we are trying to keep up on the mowing. Even though we are not flying at the field we need to mow and maintain the mowing on the driveway and shed area.

Events in May:

The Spring Float Fly was held at Bush Lake Park in Bloomington. It was a bit breezy but there was still a good turn out and many flights were made. I have to thank Steve Meyer for being the lead on this event as always. TCRC will be having its Fall Float Fly on September 17th.

TCRC held a spring Swap Meet on May 21st. The hope was to hold it at the field but with it underwater I moved it to the Fairgrounds. It is only the second time we have held a spring swap meet so it is a work in progress. TCRC will be holding a Fall Swap Meet on September 24th at the main field. Keep your fingers crossed.

Things to do in June:

Hopefully, there will be a field clean-up date published soon. I will send out an email when conditions are dry enough.

The June membership meeting will be held at the field on the 14th if conditions allow. If not, it will be held at the Fairgrounds. As always if it is raining it will move to Crosspoint Church at 7pm. TCRC will be providing food and beverages around 5 or 5:30 and the meeting at 7.

June 18th is the Electric Fun Fly and Competition Fun Fly starting at 10am. This event will be held at the Scott County Fairgrounds. It is an open event to AMA members. Please contact Gerry Dunne with questions.

Happy Flying!



New Member

In May, Brett Nelson became the newest member of TCRC.

Brett lives at 7601 W. 101st Street, # 107 in Bloomington, 55438. His phone number is 612-889-9571 and his email address is blynam61@me.com. He has been flying for about 2 years.

With his membership, the club is now at 103 members.

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

Pictures From TCRC's 2022 Spring Float Fly



The performance of a knife-edge at water level really takes a steady hand on the sticks!



Mark Wolf's Beaver came prepared with added paddle if needed to get the plane back to shore.



The Balsa USA Northstar of David O'Hara looked really great on and off the water.



The float planes in the air entertained the spectators at Bush Lake Park.



There were lots of neat looking airplanes in the pits for all to enjoy at the Spring Float Fly.



Bush Lake Park is an ideal venue for TCRC's Float Fly with a great sandy peninsula.

Photos by Steve Meyer

More Pictures From TCRC's 2022 Spring Float Fly



Chris O'Connor gets an assist from Sherwood Heggen as he takes another flight.



With the wind creating some currents and gusts, Tim Young's retrieval boat got a little work out rescuing planes that didn't make it back to shore.



A last minute tweak or two for the Cub before it took to the skies for another flight.



If the pilots were flying their airplanes, they were talking about them.



Ken Weddell readies his nice looking Tidewater for another flight off the water.



Another hard maneuver to master at the Spring Float Fly was the inverted taxi.



Is it just me, or is the weather just really bad? Rain, cold, and wind and more wind. It just doesn't stop, so maybe we have to learn to live with it. The wind does make for a challenge at times to fly and if it's too much of a crosswind it can be almost impossible to fly. Full-size planes have what's called a maximum crosswind component where there is more crosswind blowing sideways than the pilot has rudder control to counteract that force. So full-size can't just land and if they miss the runway, we'll that's all right -- it's not all right!

We for the most part can just land. So, what I mean by crosswind component and rudder authority is that with a crosswind when a plane is landing or taking off the wind is not trying to roll the plane upside down, it's how much rudder you have to use to maintain a flight path in line with the centerline of the runway. On final the plane is crabbing into the wind, so the nose is pointed away from the centerline to maintain a flight path to the runway. What the pilot does just before touchdown is gives some rudder input to point the nose straight down the runway. Imagine if you had the wheels at an angle to your direction and tried to land that could cause problems on the wheels, gear, airframe

Now back to the rudder input, once the nose is lined up with the center the wind is going to cause the plane to drift sideways in relation to the runway. To counteract this the pilot must input some aileron towards the direction of the wind so the plane maintains a direction of flight in line with the runway in order to make a safe landing. Upon touchdown the main landing gear on the upwind side will touch first before the other and then the nose gear last.

On our models it works the same way, but obviously not as critical as in full-size. If you think about it, it makes sense. I've heard people say that the crosswind tried to blow or roll my plane over. REALLY! If that were the case, then birds would be constantly rolling as they are flying around. Also, why would the wind only do that on landing and not any other time. What you are seeing when landing is wind turbulence close to the ground bouncing your plane around.

Now once you are in the air, notice how fast your plane goes downwind verses upwind. For us we see our plane's speed as groundspeed, we are not seeing airspeed. Those two are different unless there is no wind at all. So, the airspeed of a plane is the same going either upwind or downwind. Trust me, it is. Remember if you have telemetry and your GPS is giving you a speed, that's groundspeed. To get airspeed you need a pitot tube with ram air entering into the tube.

Okay, now believe me when I say this: That on a windy day you are going to land and you are flying downwind and make a turn to base leg or a 180 to land and you turn maybe a little steeper so you don't get blown or drift too far away and the plane appears to stop in the air and then you lose control, and it drops out of the sky. It's an optical illusion, you didn't stop you just stalled the plane because you didn't have enough speed in the turn, because you made such a steep turn, probably close to, if not a 90 degree bank your stall speed increases as the bank angle increases. ITS TRUE!

If you think about this, it does make sense, the plane reacts differently to the wind when on the ground and gravity is in effect, compared to once it's in the air.

At the meeting we can have a discussion on that subject of wind.

Remember, next meeting is our first 'meeting at the field' for this year. Unfortunately, it will be at the Fairgrounds, not our main field, but it will still be great to be outside! See you there! ☺

Bleriot 110

by Conrad Naegele

The May Mystery Plane was the French Bleriot 110.

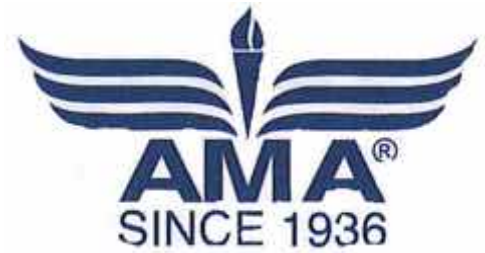


In the late 20's and 30's, all nations were obsessed with fielding long-range record-setting airplanes. These countries included Russia, the United States, France and Great Britain, to name a few.

Russia was the leading long-distance record-setting country, but strangely, France was not far behind. One particularly French plane was the Bleriot 110. This plane was constructed of 'modern' up-to-date methods and materials. One feature was its rather enormous wingspan of 86-feet! It was largely empty inside, to provide room for large fuel tanks. First ready for service in 1930, it did set many long-distance records. In August 1933 it flew from New York to Raged, Syria, non-stop, a distance of 5,656 miles in 55-hours and 30-minutes.

The number of 110 airplanes built has been lost to time, but many such planes were one-of-a-kind built for one reason only.

This long-range monoplane had a wingspan of 86-feet and 11-inches, and a loaded weight of 15,980-pounds. It was powered by a Hispano-Suizo 12-cylinder liquid-cooled engine that developed 600 horsepower. Its range was 6,585 miles. ☺



Calendar

- June ??? TCRC Jordan
Clean-Up and Fly-In
Date TBD
- June 11 Discover Aviation
Days 2022
Anoka County. Airport
Blaine, MN
- June 14 TCRC Meeting At The
Field, 5:30 PM Dinner
7:00 PM Meeting
Scott County
Fairgrounds
- June 16-18 Windy City Warbirds
& Classics
St. Charles, IL
- June 17-18 Minnesota Jets 2022
SMMAC Field
Owatonna, MN
- June 18 TCRC Electric Fly
& Competition
Fairgrounds Field
10 AM, Gerry Dunne
- July 12 TCRC Meeting At The
Field, 5:30 PM Dinner
7:00 PM Meeting
TCRC Jordan Field
- July 16 Wings Over Jordan
& Camp Out
TCRC Jordan Field
- July 23-24 Wings of the North
AirExpo 2022
Flying Cloud Airport
Eden Prairie, MN

MNBigBirds.com Free! Scale Plan Downloads

Anderson Designs

Hawker Hurricane MkII
Kawasaki Ki-45 "Nick"
Focke Wulf TA-152H
Lavochkin La-7
Grumman Lynx
ARADO 96B
Howard Pete
Mitsubishi Ki-15 "Babs"
Thomas Morse Scout S4C

New! *New!*

Howard Pete
50 Scale Plan

Add'l Extras

- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & More!



Spring Swap Meet Held May 21st

by Bob Breisemeister

The TCRC Spring Swap Meet was held on May 21st at the Fairgrounds because the field was underwater. TCRC started this last year with the absence of a spring swap meet after COVID.

With the TCRC Auction being held in April and only a few weeks after, the swap meet was not as large as last year. There were about 50 people in attendance with 18 people/vendors selling their items. Members showed up from other clubs and some traveled from 200 miles away.



The vendors lined up along the edge of the runway at the Scott County Fairgrounds. (Photo by Bob Breisemeister)

Swap meets are very different than the auction. You are able to find many small items that are not at an auction. Sometimes you can dig through a box and find a treasure like the pilot you have been looking for or a doodad or a thingamabob. You are able to hold and look at the item and not have to make a quick decision when bidding. You are able to haggle with the person selling and possibly purchase an item for less. You can create a relationship with the vendors and, who knows, they might have something you want that they did not bring. Both ways of buying and selling items are fun. One is fast and spur-of-the-moment, and the other is more cautious and calculating. You can purchase everything from a giant-scale airplane to a small electric foamy.

Many engines were sold along with radios, servos, covering, balsa and other items associated with the hobby. At the swap meet we allow cars, trucks and boats, in addition to all of the airplane stuff.

TCRC will be holding a Fall Swap Meet on September 24th. Hopefully, it will be at the main field with flying available. Come out and see what treasures you can find. ☺

TCRC Electric Fly To Be Held June 18th

TCRC will be holding an Electric Fly on Saturday, June 18th. It was originally scheduled for the club Jordan Flying Field, but it has been moved to the Scott County Fairgrounds flying site because of the high water.

By that date the Minnesota River should have left the Jordan field, but it is not expected to be in flying condition at that time.

Gerry Dunne and Brian Johnson are chairing the event, but more information is not available yet as to the flying event other than the start time is scheduled for 10 am.

More information will be available by the June 'meeting at the field' on June 14th, which will also be held at the Fairgrounds.

Plan on doing some electric flying on Saturday, June 18th at the TCRC Electric Fly. ☺



TCRC Online Store

Donate your unwanted RC items
and support the club

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

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

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

**THE TCRC FLARE OUT
Monthly Newsletter**



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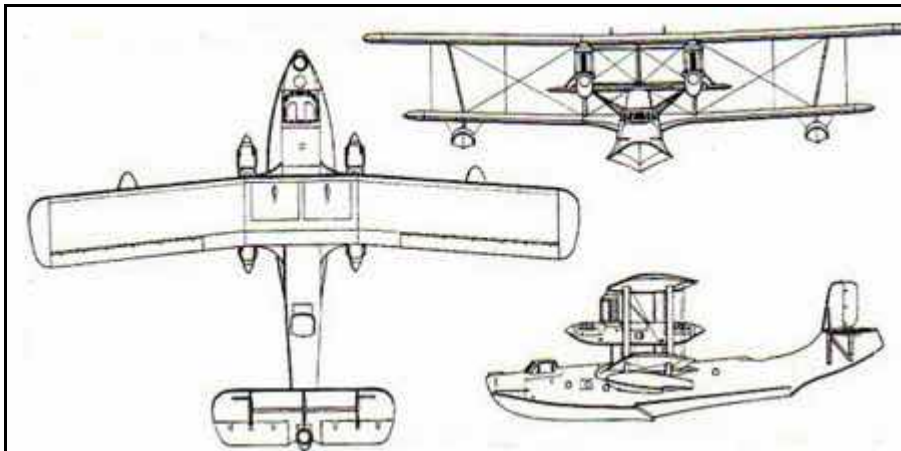
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June Mystery Plane



Lock The Gate!

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

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

Minnesota River Flood Report

by Jim Cook

TCRC's Jordan Flying Field is currently underwater, caused by the heavy rains that have occurred to the west in the Minnesota River basin.



Water on the edge of the road heading to the field.
(Photo by Bob Breisemeister)

As of May 30th, the River at Jordan was at 21.1 feet, which is 3-feet about our flood level. According to the National Weather Service the River at Jordan had crested on May 24th at 24.96 feet, which is 7-feet about our flood level.

Since the crest on May 24th, the Minnesota River has steadily dropped and is projected to reach 18-feet on June 5th. 18-feet is the level at which we start to flood.

Right now, that steady decline is supposed to continue after June 5th,

barring no heavy rains to the West, that are currently not in the forecast.

After the water recedes from our field it will take a week or so before we are able to get the field back in shape and in flyable condition.

Further updates will be given at the membership meeting and on the website, TCRCOnline.com. ☺

2022 TCRC Building Contest

by Chris O'Connor

We had six airplanes entered in the TCRC Building Contest, which was held at the May 10th membership Meeting. All of the entrants were very nice models.

The judging has changed a little so that everyone present gets to be a judge. There are no fixed criteria on what the judges use, to make their evaluations. They can use best built, best finish, most favorite, best craftsmanship, etc. With not as many planes entered as in the past, this seems the fairest way to go.

This year's winner was a beautiful Taurus, a model from the 60's, built by a master builder -- Sherwood Heggen.

Congratulations Sherwood on a job well done. Thanks to all of the builders that entered a plane in the contest, and thanks to all the members who judged the entrants and pick a winner.

Hopefully, next year's edition of the TCRC Building Contest will be even bigger! ☺



The TCRC Membership meeting on June 14th will be held at the *Scott County Fairgrounds*, because of the recent high water at the Jordan Field.

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 12th, August 9th and September 13th are scheduled to be back at the TCRC Jordan field, weather and water permitting.

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



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.

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