



October

Minneapolis, Minnesota U.S.A.

2010

Pilots Treated to a ‘Cool’ Fall Float Fly

by Steve Meyer

After all the rain we have been getting this year I was crossing my fingers for good float flying weather on Saturday, September 18th for the TCRC Annual Fall Float Fly at Bush Lake Park in Bloomington. As it turned out the rain clouds moved out by early morning giving us blue sky and a light breeze from the north with the temperature in the upper 50’s so it was a good day for float flying.



The intrepid pilots that partook of the 2010 Fall Float Fly at Bush Lake Park. (Photo by Steve Meyer)

Arriving at Bush Lake beach at 9:15 AM I started to set up the sign-in area and unload my airplane. Larry Couture’s van pulled into the parking lot at 9:30 followed by Dave Erickson and his son with the ‘retrieval’ boat. By 10:00 the lot was full of cars and Dave had unloaded the boat so we could start the event. I held the pilot’s meeting at 10:15. I reminded everyone of the rules and also not to fly over the houses on

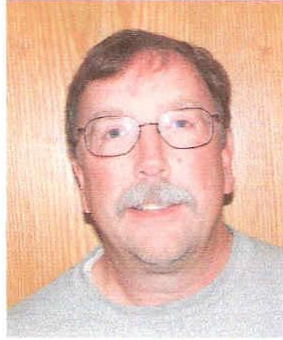
the northeast side of the lake. The count on the pilot signup sheet numbered 14 with several people from other clubs, and they all said they always look forward to this event. I think the weather threat that morning kept some other pilots away from the float fly. I believe the first plane up was Rick Smith’s little SeaWind electric.

Soon the beach was full of pilots waiting their turn to take off and we kept 3-5 aircraft in the air all day. Larry Couture was the first (but not the last) pilot that needed the retrieval boat. I needed the boat twice myself due to a temperamental engine that will definitely not be on my float plane next year! Curtis Beaumont found out Simple Sticks don’t land well when the rear of the floats become disconnected from the rear of the plane. These are just a few of the people who needed Dave’s boat and I want to thank him for bringing it to all our float fly events these past years.

The largest plane at the event again was Stan Erickson’s ¼-scale Piper L-4 warbird on floats, and the SeaWinds of Rick Smith and Tim Len were the smallest. Gerry Dunne was able to log about 15 flights alternating between his electric Aqua Cat and Aero Pro. Sherwood Heggen’s spectacular flying Sport-
Continued On Page 3, Col. 1

Ramblin's From The Left Seat

by President Steve Meyer



Flood Warning: Rains dump 8-10 inches of water in southern Minnesota. As I am typing this article the Minnesota River has risen to 32 feet in Jordan and for the third time this year TCRC field is under about 12 feet of water. I want to thank Pat Dziuk for moving all the tables and benches to high ground before the field flooded.

If you didn't get to our September membership meeting you missed a good program by Mike McClain. The topic this month was building electric models using foam board. There are a lot of foam board airplane kits but Mike showed us how we can go online to get plans and scratch build our own kits. A foam kit is an easy way to get into RC flying quickly and economically.



Mike McClain shows the membership how to do their own foam airplanes at the September meeting. (Photo by Jim Cook)

On September 18th fifteen of us got our bottoms wet at the TCRC Fall Float Fly at Bush Lake. The weather forecast may have kept some pilots away but those of us that attended the event flew all day. I want to again thank Dave Erickson for supplying the much needed retrieval boat.

Remember the elections are being held at the November 9th meeting and if you want to run for one of the (4) officer or (1) board member positions let me know.

The fall TCRC annual banquet is being held on Saturday, November 13th at the Timberlodge Steak House Bloomington in the Southtown Shopping Center. This year you will again get to choose your own food off the menu. We have room for about 42 people in the room they give us. This is always a fun event so plan to be part of that fun and sign up at the October or November meeting.

The TCRC Season Finale is scheduled for Saturday October 16th so I hope the water is off the field by then. Looking at the National Weather Service projection, I don't think that will happen however. If we are fortunate enough to hold the Season Finale at Jordan we'll have chili, hotdogs, and a bonfire with 'some-mores' along with a lot of good flying so bring the family. We will keep the membership posted on the status of this event via the website. Autumn is the prettiest time of year to fly so come out and enjoy the Jordan field.

A final note: If you have to use full power to taxi your plane you might want to check if your landing gear is down. **J**

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.

Fall Float Fly

Continued From Page 1

master was built from a 25-year-old kit and featured custom floats. The Spacewalker of Larry Sorenson (MVRC) was on the water all day. Dave Erickson flew his mono-floated Sea Hawk so fast that the covering was coming off the float. Morgan Larson's Sea Cruiser 2 reminded me of a flying boat from the thirties and forties. Mike Timmerman had his homemade trainer on floats. Tim Len also flew an electric E-Flite Taylorcraft and DHC-2 Beaver. After dunking his Stick float plane, Larry Couture flew a large nitro-powered Beaver. Along with his Sealane and Simple Stick Curtis Beaumont brought a small electric boat and a larger nitro boat and both were very fast. Scott Anderson installed some 'invisible' floats on his small electric F4F Wildcat and used it to strafe the beach and he also showed us how to safely 'ditch' a plane on the sand.

The last flight of the day was flown by Jack Reeves (MVRC), an RC pilot in his mid 80's. His health had kept him from flying most of the summer but he wanted to 'maiden' a foam airplane called a Slo Buddy, and he showed us 'young' pilots how it's done. Sadly the plane nosed over on landing and shorted out the electric speed control ending his float flying for the day, but he still had an electric P-38 in the trunk of his car.

Thanks to all who came down to be a part of the Fall Float Fly. Now you can plan what to bring to the Spring Float Fly in May. **J**

Traffic On The Water



Nice Take-Off!



Another Nice Take-Off!



(Photos by Steve Meyers)

Pictures From TCRC's Fall Float Fly



Curtis Beaumont decided not to wait for the retrieval boat on this flight.



Andrew Timmerman captains the retrieval boat to pick up an errant aircraft.



Sherwood Heggen points out the 'No Wading' sign to Curtis Beaumont after his retrieval.



The piloting area was a pretty busy place all day at the Fall Float Fly.

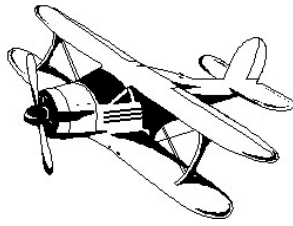


Larry C's J-3 Cub glides down for a nice landing.



Spacewalkers look great everywhere!

Show & Tell



It always fun to see the new planes that arrive at the meetings for Show & Tell.

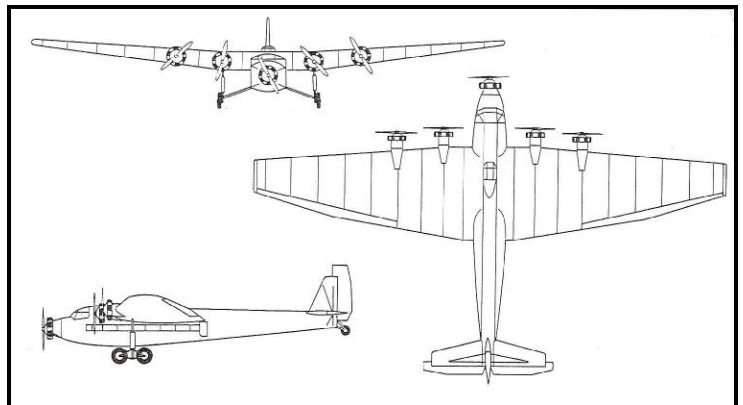
Gerry also had a Carl Goldberg Tiger 400 electric ARF. This plane was done in yellow kote with white trim lines and a red/white striped rudder. It had a Supro motor in it which gave it unlimited vertical climb. He said it flew well and was quick with speeds around 85 mph.



Gerry Dunne continued his campaign to replenish his airplane fleet. This was a ParkZone electric ARF of an F4F Wildcat. The foam plane was done in a light blue with white underwing and was pretty nice looking. It weighed in at 30 ounces. Gerry said it was a 'crash version' kit and cost \$75, which did not include any of the electronics. He has put 10 to 12 flights on the plane and said it was a nice flyer but somewhat slow around 75 mph.

Larry Couture had a good looking World Models Japanese Zero ARF. The plane was done in a kote of dark green with red 'meatballs' on the fuse and wing, and with a black cowl. The underside of the plane was gray. It had mechanical retracts and also flaps, and was powered with an OS 60 2-stroke engine. Larry said it hadn't flown yet, but that the first flight was imminent. J

October Mystery Plane



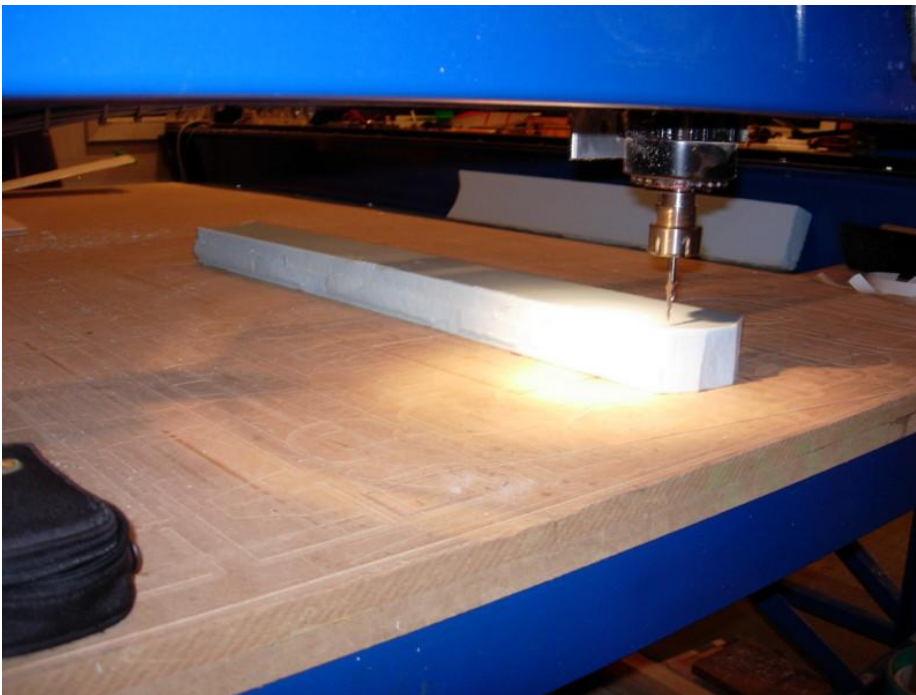
The Co-Pilot's Report

by VP Wayne Rademacher



The Minnesota River flood waters are predicted to crest today (9/30), putting our field well underwater once again. I guess one shouldn't complain, but it would be nice if we didn't see 100-year flood levels every couple years ;) The good news in all this late season flooding is that it has got me excited about finishing my float plane project.

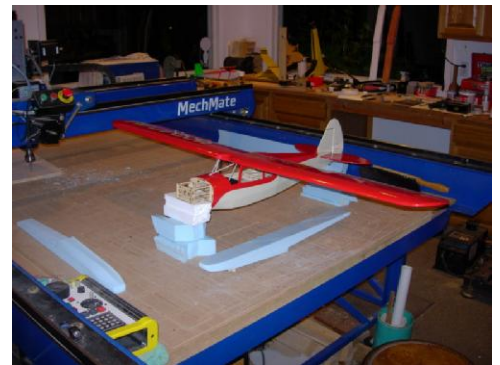
At the last TCRC auction, I sold many of my airplanes, one of which was my AcroPro on floats. My thinking was to replace the AcroPro with something a little more scale, but retain the same gentle handling characteristic as my Acro. I purchased a Pilot1 Stinson from Hobby Lobby for this purpose, but later decided to build a Super Cub instead. Aside from the J-3, the SuperCub has to be one of the most recognizable bush planes made to date.



**The cutting of the floats for my Super Cub using my CNC router.
(Photo by Wayne Rademacher)**

This SuperCub is a perfect candidate for float conversion; it flies great, has lots of wing area and looks really cool. The floats I have made in the past have been cut from white foam using a band saw, which means they had flat bottoms and were not very realistic. For this project

I wanted the floats to be more scale, something like an Edo float. To get this project started, I sat down with a pencil, paper and Andy Lennon's famous design manual "*Basics of R/C Model Aircraft Design: Practical Techniques for Building Better Models*". I used Andy's information to calculate the proper float geometry for this plane. From there, I created the CAD files (including the bottom design) required to drive my CNC router.



Mock up of floats on plane.

The floats are made from blue foam (Home Depot). Although this foam is more rigid than the white stuff, it still requires a coating of epoxy and light fiberglass (.5oz) to withstand the wear and tear of regular use.



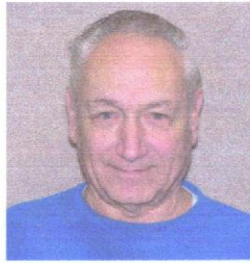
The finished floats.

Overall I am pleased with the results, hopefully the floats work as well as the ones made with a band saw J

That's it for this month, see you at the meeting. J

Safety At The Field

By Larry Couture



Well here it is the end of September, 2010. For those that really care the river level is 32.8 feet which is 14.3 feet above the runway. Good for scuba diving. Not so much for flying airplanes.

I was at the Fall Float Fly at Bush Lake on Saturday, September 11th, and for those that thought the weather was going to be bad they sure were wrong as it was a great day and a lot of flying took place. Everything went very well and most everyone used a spotter and that helped a lot. The turn out was not as good as it could have been but the date did conflict with the Tri Valley fly-in.

We did not have a frequency board but the majority of the flyers were on 2.4 and there seemed to be no conflict with any of 72 mg flyers present, (just dumb luck).

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 stick 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. ☺

TCRC Banquet
Saturday, November 13th

2011 AMA Dues Statements

All TCRC members should have received their 2011 dues statements in the mail in September from the Academy of Model Aeronautics.

AMA 2010 dues have not changed from the previous year. They are:

- Adult (19-65) \$58
- Senior (65 and up) \$48
- Under 19 \$1
or \$15 with *MA*
- Additional family \$30

Your AMA membership gives you \$2.5 million in personal liability coverage, \$25,000 in medical coverage and also a subscription to *Model Aviation* for the year.

To belong to TCRC, you must have a valid membership for the year in AMA.

Please note that AMA also has a Park Pilot membership that has a cost of \$29.95 per year, but that membership is not valid for membership in TCRC.

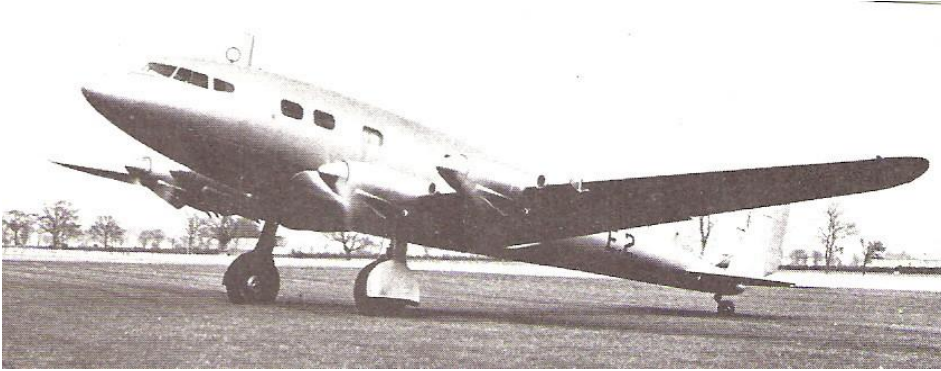
To renew your membership in AMA, the Academy gives you four methods: at the AMA website, www.modelaircraft.org; by fax at (765) 741-0057; by phone at (800) 435-9262; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2010 AMA dues is December 15 to avoid a lapse in membership services. J

deHavilland DH91 Albatross

by Conrad Naegele

The September Mystery Plane was the deHavilland DH91 Albatross.



Designed by A. E. Hagg to Air Ministry specifications, for a transatlantic mail plane, the Albatross was both aerodynamically and esthetically one of the outstanding commercial aircraft of the pre-war era. Of wood construction, it introduced the balsa/plywood method of construction, later used so successfully on the very well known wartime 'Mosquito'. It also featured a one-piece cantilever wing, later used on the ill-fated 'Comet'. Modern touches included constant speed props, and electrically-controlled landing gear.

The prototype had twin fins mounted at mid-span, and first flew on May 20, 1937. Testing revealed the twin fins did not work, so the tail was redesigned with endfins, with unbalanced rudders and trim tabs. The gear also did not work as planned. Designers detected a flaw in the fuselage which could cause the fuse to break in two. Design continued, faults corrected, but then, instead of being intercontinental, it was used for a London-to-Iceland route. At the start of WWII, the planes were transferred to the RAF.

Although actual service was short, the Albatross was entirely successful and contributed to further design and ideas especially post-war. Disregard the Comet, as that is an entirely different story!

The deHavilland Albatross had four deHavilland Gypsy 12-cylinder radials for power that each developed 525 horsepower. It had a wingspan of 105 feet, a gross weight of 29,500 pounds and a cruising speed of 210 mph. It could carry 22 passengers and had a crew of 4. J

TCRC Banquet November 13th

by Steve Meyer

Saturday, November 13th is the date of TCRC Annual Banquet. This year, the event will again be held at the Timberlodge Steakhouse in the Southtown Center, 7989 Southtown Center, Bloomington, MN 55431.

The Timberlodge will be furnishing a private room to the club for the event. Start time is 5:00 PM for cocktails and dinner will be served around 6:00 PM.

This year, as we did last year, those in attendance will be ordering off of the menu.

The room holds 42 people so we need you to sign up early. The banquet is always well attended with members and spouses enjoying a great meal. In addition the club will have a program and, of course, good entertainment.

Sign up will be at the October and November meetings and also by calling president Steve Meyer or VP Wayne Rademacher.

Plan on attending the TCRC annual banquet on Saturday, November 13th at the Timberlodge Steakhouse in Southtown Center in Bloomington. J

TCRCOnline.com

Use It!

AMA National Elections

Every current member of the Academy of Model Aeronautics should have received a 2011 AMA Election Ballot attached to their 2011 Dues Statement.

In 2011, the position of District VII VP is not up for election. However, the position of President is. The incumbent president is Dave Mathewson, and he is running for re-election in 2011. Dave is running unopposed for that position. The ballot has a space to vote for Dave, or to write-in a candidate for that position.

To have your ballot count in the election, it must be postmarked no later than November 12, 2010.

Take the time to complete your ballot and be a voice in the operation of your AMA.
J

Vote Today!

TCRC Elections November 9th

The annual TCRC elections are just around the corner. This year, the president, vice president, secretary, treasurer and one board seat are up.

The elections will be held at the November 9th membership meeting at CrossPoint Church. President Steve Meyer is hopeful that all of the incumbent officers and board members will run again this year, but he is also hopeful that several other members will decide to become candidates.

Consider becoming a candidate and taking part in the leadership of our great club. If you are interested in running, let Steve or another board member know as soon as possible.
J

Be A Candidate For TCRC Office

New Tractor Work Area

Jim Ronhovde and Jon Perry put in a nice area to work on the tractors in September.

The new area is made of brick and sits up by the tractor sheds. Unfortunately the editor does not have a picture of the workspace but it is very well done.

Now, when the mowing deck has to be removed or other maintenance needs to be done, the members will have a nice level area to work on.

Thanks to Jim and Jon for their hard work. ☺



Another spectator at the Float Fly. (Picture by Steve Meyer)

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Jordan Field Report

by Jim Cook

As everyone is aware, the Minnesota reacted to the huge amounts of rain that occurred at the field and to the west, and again flooded the Jordan field.

This is the 6th 'century flood' that has occurred since 1993, and the second of this year.

As we go to press, the river crested at Jordan at 33.2 feet, making this flood the second highest ever in Minnesota history, only bested by the flood of 1965 which crested above 35 feet. The Jordan flying site floods at 19 feet.

The National Weather Service has been making projections and it appears that the field will be covered with water for most of October, and after the water has receded, the surface will need to have some time to dry. The scheduled Season Finale at the Jordan Field almost certainly will not be able to be held. Please watch TCRCOnline.com to get up-to-the-minute updates. ☺



President Steve readies his Stick for another flight at the Float Fly.

Calendar

- Oct. 12** TCRC Membership Meeting, 7:00 PM Fellowship Hall CrossPoint Church Bloomington
- Oct. 10** Micro Pylon Racing Jordan Field Noon Practice 1:00 PM Start Paul Doyle
- Oct. 16** Season Finale Jordan Field CD Corey Kaderlik
- Nov. 9** TCRC Elections Membership Meeting, 7:00 PM Fellowship Hall CrossPoint Church Bloomington
- Nov. 12** Deadline To Vote For AMA President
- Nov. 13** TCRC Banquet Timberlodge Steakhouse, 5:00 PM Southtown Shopping Center Bloomington
- Dec. 15** AMA Dues Deadline To Insure No Service Interruption



New Member

Andrew Timmerman became the newest member of TCRC in September.

Andrew is the son of TCRC member Mike Timmerman and lives with his mother and father at 1193 Polk Street in Shakopee, 55379. Their phone number is 952-496-1631.

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

Andrew becomes the 102nd 2010 TCRC member. J

TCRC Apparel Order

At the September meeting it was said that several members were interested in purchasing TCRC hats, shirts, etc.

Tim Wirtz has been researching the possibility of ordering TCRC apparel and hopes to put an order together at some time in the near future.

If you are interested in purchasing a TCRC hat or shirt, give Tim a call and let him know what you are interested in. ☺

Lipo Battery Safety Tips

- Make sure your charger is set up to charge Lipo batteries
- Charge packs at 1C (1,000 mAh pack should be charged at 1 Amp)
- Use a balancer or balance charger to make sure all your cells are equal.
- Do not discharge your packs below 3.0 volts per cell.
- Discharging your packs 80% or less during a flight, will help them to last longer.
- Store Lipos partially charged.
- To dispose of a Lipo battery, discharge it fully then place it in a bucket of salt water for one week.
- Do not leave your damaged or bad packs at the field.

(Reprinted from *Plane Talk News*, newsletter of the Des Moines Modelaires, Ankeny, Iowa, Duane Vierling, Editor.) ☺

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TCRC's website is one of the best in the country among R/C clubs. It contains all of the up-to-the-minute news and reports on what is happening at our flying site and at our meetings. It also contains links to many other sites within the hobby that are useful to modelers.

Webmaster Pat Dziuk does a great job of maintaining this site and deserves a big thank you for all of his time and effort he invests to make it the great site it is. Thanks Pat! ☺

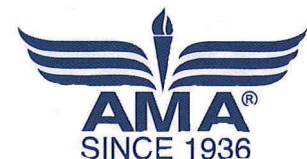
Battery Connectors For Electric Planes

by Duane Vierling

There are quite a few options of battery connectors for electric planes. I started with Deans plugs and while on the smaller lipo packs these work fine, I always found that they were difficult to unplug. Soldering the plugs on larger wires was also problematic and the shrink tubing has a tendency to pull away while unplugging.

I came across the XT60 plugs from Hobby City (Hobby Haven carries them now) and I read quite a bit of information about them. I've started to use them on some of my newer packs and I have had some good results . . . Soldering on them is relatively easy. Shrink tubing works well, as well because each plug has a small recess for the tubing to slip into to provide better protection. And these plugs seem to be quite a bit easier to unplug. I know, this could be a can of worms that I just opened. I did look at the EC3 and the EC5 plugs as well, and there are power poles, and other. I'm slowly switching all of them to the XT60 plug. Another nice feature is that they appear to be quite a bit cheaper than the EC3, EC5 and Deans plug.

(Reprinted from *Plane Talk News*, newsletter of the Des Moines Modelaires, Ankeny, Iowa, Duane Vierling, Editor.) ☺



Pay Your 2011 TCRC Dues Today

Editor, Jim Cook
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1177 Polk Street
Shakopee, Minnesota 55379

A Great Day At The Fall Float Fly



Tim Len gets ready for another flight with his beautiful Seawind at TCRC's Fall Float Fly at Bush Lake Park in Bloomington. Both Tim and Rick Smith had Seawinds at the fly-in and the two aircraft looked great both on the water and in the air. (Photo by Scott Anderson). ☺

THE TCRC FLARE-OUT Monthly Newsletter



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