



October

Minneapolis, Minnesota U.S.A.

2018

2018 TCRC Fall Float Fly Well Attended

by Steve Meyer

After major rain and wind earlier in the week dumped over 5 inches of rain on Minnesota, Saturday, September 22nd was much quieter and nicer. The wind was 7-10 mph from the south on a sunny cool day. Dave Erickson arrived with the retrieval boat shortly before 9:30 followed by several other pilots. Glen Hagfors flying an Apprentice electric and Terry Spletstoeszer with a Thunder Tiger trainer on nitro were in the air before the boat was in the water. After more pilots arrived we were able to carry the boat to the water and get the event started officially.



Most of the pilots and pilots' assistants took time to get a nice group shot at the TCRC Fall Float Fly. (Photo by Steve Meyer)

Pilots continued to arrive and at 10:00am event director Steve Meyer had a pilots' meeting where the rules and flying pattern at Bush Lake were discussed. The most important rule was to keep the plane over the lake so if the pilot had to go down it could be retrieved easily. Steve

wanted to keep the number of planes in the air at a comfortable number, so recommended a maximum of 5 and to be sure and check radio frequencies with others flying.

Although it was breezy spectators were treated to 24 pilots flying all day. The largest aircraft was Sherwood Heggen's giant-scale Sig Spacewalker and the smallest was again Glen Hagfors UMX Carbon Cub. Larry Sorenson also flew a 1/4-scale Great Planes Spacewalker with a 4-cylinder engine.

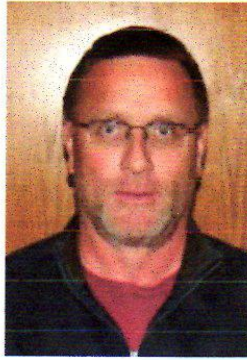
Thaddeus Gorycki had batteries on the charger all day as he put multiple flights on his Timber. Later in the day he got out the buddy box and several spectators were able to fly his Timber. Chris and Mark O'Connor and I flew our Flyzone Beavers until we ran out of batteries.

Scott Anderson flew his little Sport Cub until the wind dunked it on landing. The TCRC retrieval boat was kept busy due to the wind flipping planes. Stan Erickson and Dave Erickson flew a Sea Cruiser and Sea Hawk. Brothers Joe and Josh Van Nolman flew an electric E-Flite Maule M-7 that many pilots commented how nice it flew.

Some of the other aircraft names at the event were Seawind, Tide
Continued On Page 3, Col. 1

A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members

Where did the summer go? Fall has officially arrived on September 22nd and the temperatures are starting to show it. But there is definitely some great flying left this year. With the main field closed you can fly at either alternate flying site.

Before the latest heavy rains that flooded the field, we were able to use it for about 6 weeks and were able to catch up on the mowing. We also had some time to tear apart 3 beaver dams near the field and within days could notice a difference in the water table. I need to thank Jeff Tolzmann, Tim Kepner, Dick Voeltz, Dan Olberg and Chad Sulhiem for helping me dismantle the dams. Those beavers are relentless though and they started working on rebuilding the very next day. When the water recedes, we will have to get back out and work to dismantle them again.

The flood forecast predicted the field would flood again so the decision was made to cancel the scale fly. The water didn't get to the flood stage until Monday but the ground water was very high and the parking lot was soft so was probably the right decision.

I was out of town for the Fall Float Fly on the 22nd but I was informed that it was well-attended with 30 pilots and spectators.

On the 29th TCRC held its 1st Official Swap Meet. It had to be moved to The Scott County Fairgrounds due to the flooding which worked out to be a great location.

The Season Finale is on the calendar for October 6th. It will be held at Stocker Field due to an event at the Fairgrounds. In order for this event to be held and be a success we will need someone to step up and be in charge. Please contact me if you are interested.

The next membership meeting will be held on October 9th at Crosspoint Church. Don't forget to bring an airplane to show.

The annual elections will be held at the November 13th membership meeting along with the Ugly Airplane Contest. The plane must be flyable. It can be ugly from use, crashes, repairs or just a poor build.

Mark your calendars for the TCRC Banquet on November 17th to be held again at Fong's in Prior Lake. More information to follow in November newsletter. **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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TCRC Fall Float Fly

Continued From Page 1

Water, Neptune, Slo Stick, Polaris Ultra, Twin Star, Sea Master, Turbo Bushmaster, J3 Cub, and Jon Perry even put floats on his T-28.

Flying continued into the afternoon with all pilots enjoying a great day. Around 3 pm or so the group started to pack up.

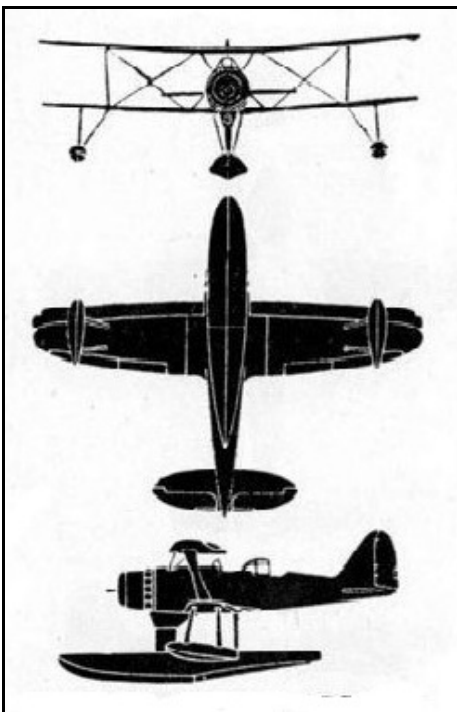
I want to thank Dave Erickson for providing the retrieval boat. Also, for the men who helped carry it in and out of the lake. I hope to see all of you at the Spring Float Fly next year. It will be here before you know it! Here's hoping for another perfect day. J

The Pit Area At Bush Lake Was Full Of Aircraft

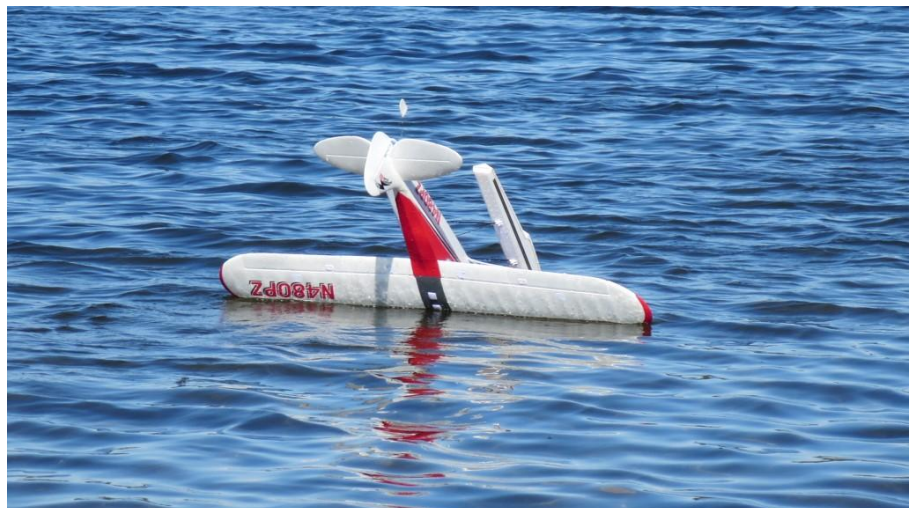


Spectators at Bush Lake Park could watch the planes fly and then get close-up views in the pit area. (Photo by Steve Meyer)

October Mystery Plane



The Strong Breeze Made This A Common Sight At Bush Lake



Scott Anderson's Sport Cub was not alone taking a dip at the Fall Float Fly, as the breeze flipped quite a few planes over after landing. (Photo by Steve Meyer)

Pictures From TCRC's Fall Float Fly



A really nice landing approach over the waters of Bush Lake performed by Thad Gorycki.



Steve Meyer and Chris O'Connor got lots of flights on their deHavilland Beavers by Flyzone at the Fall Float Fly.



The TCRC retrieval boat had a pretty busy morning and afternoon as the wind caused a lot of planes to nose over after landing on the water.



There was plenty of help on hand for a pilot to get his plane into and out of the water.



Sherwood Heggen's giant-scale Flybaby looks great on takeoff of Bush Lake at the TCRC Fall Float Fly.



A nice view over pilot Chris O'Connor's shoulder.

Photos by Steve Meyer

TCRC Swap Meet At The Field

by Bob Breisemeister

The 1st TCRC Swap Meet was held on September 29th. The plan is to make this an annual event. We had planned to hold it at the main field but with it being closed due to high water we moved it to the Scott County Fairgrounds which was a better site with all the room.



On Friday I did some mowing. Jeff Tolzmann and Dave Erickson moved the grill and the porta potty from the main field to the fairgrounds.

Starting time was set for 9 am but like most swap meets people showed up early to get the pick of the best stuff or buys. Jeff, Dave and Brian Johnson went to pick up the other things that we needed from the sheds at the main field. I started to mark the flight line and that's when people started to arrive about 7:30.



We set up the concession stand and started to brew the coffee. With the temperature at 38 degrees people liked having it along with the doughnuts. For lunch we served brats, hot dogs and hamburgers along with chips and sodas.

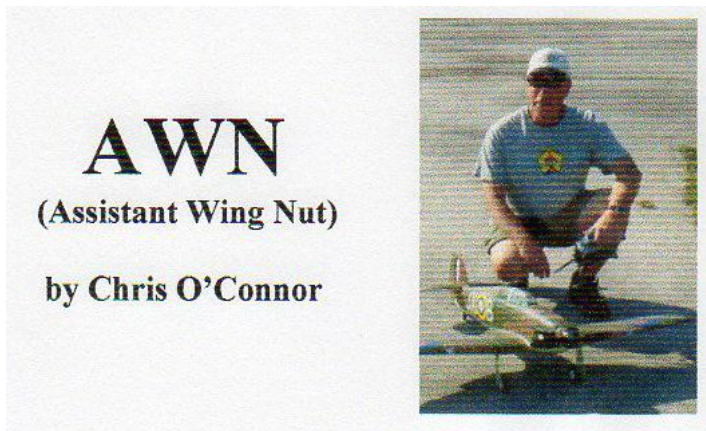
I wasn't sure what to expect -- 10 people or 100. We had 25 to 30 people selling everything from small electric foam airplanes, nitro airplanes up to 1/4-scale gas sport planes and giant-scale warbirds. There were pilots from at least 5 clubs as far away as Detroit Lakes, MN and about 70 people in all attended the swap meet.

With it being so cold no one flew till about 9 am. Dave Erickson was the first one in the air and of course followed by Jeff Tolzmann. Dave even flew an airplane that he purchased that morning. Thad Gorycki was working with a new member Tom Hall who ended up soloing that day with his electric Timber.

A lot of airplanes changed hands during the morning with the swap meet wrapping up around 1 pm.

Over all I was happy with the turn out being that it was the first year and we only started promoting it five weeks ago. Everyone I talked to thought it went well and I think that it is a good start and something we can build on. **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.



As I say in most of my past articles, I hope all of you are getting some flying in somewhere. This year has been very challenging with our field flooded most of the summer. Normally fall is really nice for flying, but so far it's been too windy or rainy on the weekends for flying. I just keep saying maybe next weekend. The last time for me was the Fall Float Fly at Bush Lake Park in Bloomington a couple of weeks ago.

The nice thing about our hobby is that there are many types of planes we can fly. Trainers, floats, aerobatic, warbirds and sport planes. This month I'm focusing on warbirds. I know you might be saying, too much money, too complicated or just not interested. Give it a chance; they are extremely fun to fly. To me the giant-scale warbirds are the ultimate. I will stick with that thought for a moment and say having flown both small warbirds mainly foam, to intermediate size, to giant-scale, nothing, and I mean nothing flies as smooth, as stable, or more realistic than a giant-scale warbird. Some of the nicest flying warbirds you can fly are made by Top Flite models. Whether it's one of their ARFs or kit built, they all fly very nice. I have flown a few of them and in my opinion the P-47 is at the top of the list. I know from building them that the cost is going to be in the \$2500.00 to \$3000.00 range to be honest with you, and I know that cost may be too much or you are just not willing to spend that. That's OK, try one of their smaller ones, they fly quite nice also.

In regards to the small foam planes the e-flite P-47 is also a very nice plane to fly. Not as nice as the giant-scale P-47, but very nice to enjoy. As you might notice, the P-47, no matter the size, is an overall great flying plane. There are so many models to choose from, it's hard to decide on which one to get.

The fun thing about warbirds is the complexity of the model and also the agility and maneuverability. Having flaps and retracts to operate is fun and challenging. If that's not your idea of fun, how about a WWI model. Not as complicated as the WWII heavy metal, but still fun to fly, and a way to go to get into warbirds or even participate in a warbird flying if that's what you're thinking about. Most of the WWI are going to be biplanes, which aren't bad, just more time assembling. Check out

manufacturers like Sig, Balsa USA, Top Flite, Ziroli, Miester Scale, FMS, Freewing etc. Many more that I didn't list.

The October meeting is going to be about warbirds. I will try to have a range of planes for you to see, so make sure you attend and see what might strike your fancy for the coming summer.

Come to a meeting, be informed, have fun, participate, that's what it's all about. **J**

Calendar

- Oct. 6** **Season Finale**
Stocker Field
Jordan

- Oct. 10** **TCRC Membership**
Meeting, 7:00 PM
CrossPoint Church
Bloomington

- Nov. 13** **TCRC Elections**

- Nov. 17** **TCRC Annual**
Banquet, 5:00 PM
David Fong's
Restaurant
Prior Lake

- Feb. 2** **TCRC Annual**
Auction
CrossPoint Church
Bloomington



Scottish Aviation Twin Pioneer

by Conrad Naegele

The September Mystery Plane was the Scottish Aviation Twin Pioneer.



Scottish Aviation was actually a British aircraft company, but the plane's designer was a Scotsman. The original plane was a small STOL transport, with excellent handling, but was not widely accepted, simply because the military was not that wild about it. Still, work on it continued. It started with a single vertical stabilizer model, with fairly small engines, then was fairly radically redesigned.

It was re-engined with larger horsepower engines, and double vertical stabilizers added, and the fuselage slightly enlarged. Sales continued. It was now the Type 2. The RAF expressed interest, and ordered 59 to be built.

In 1955, a third model was produced, with only a little tweaking, but again fitted with larger engines, and now called the Twin Pioneer. This plane had outstanding takeoff and handling characteristics and was finally fully accepted in the civil aircraft world. At this point Scottish Aviation planned to produce 200 planes but sadly, only 87 were manufactured, with 39 being picked up by the RAF. The planes not accepted by the RAF were bought by the Air Forces of Ceylon and Malaga.

Strangely, all pilots reported the plane to be a delight to fly, with no bad habits. Plane 1 had 560 horsepower Leonidas radials, but ended up with 600 horsepower Pratt & Whitneys. The most common version of the plane carried 16 passengers, plus considerable cargo.

The Twin Pioneer had a wingspan of 76 feet 6 inches, a speed of 118 mph and a range of 670 miles. J

Wear Orange Vests In The Woods

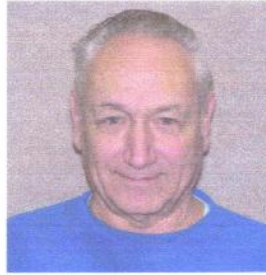
by Bob Breisemeister

Members:

The deer bow hunting season opened [September 15th](#). If you need to venture into the woods to retrieve your airplane or to do work on the beaver dam you need to put an orange vest on. They are located up in the rafters in the shelter. J

Safety At The Field

By Larry Couture



Here it is the end of September and the field is underwater again. This year has been one of the worst for our field. I hope it gets better soon so our Season Finale can take place.

Here are some things from my files that seem to be rules for aircraft:

- Takeoffs are optional. Landings are mandatory.
- If you push the stick forward, the houses get bigger. If you pull the stick back they get smaller. Unless you keep the stick back . . . then they get bigger again.
- Flying is not dangerous. Crashing is dangerous.
- The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop, then watch the pilot break out into a sweat.
- The only time you have too much fuel is when you are on fire.
- Everyone already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great' landing. It is one after which you can use the airplane another time.
- The probability of survival is equal to the angle of arrival.
- A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down – all of them trying to become random in motion. Helicopters can't really fly – they're just so ugly that the earth immediately repels them.
- Learn from the mistakes of others. You won't live long enough to make all of them yourself.
- There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.

Have fun and crash less, and as usual all landings from which you can fly again are great but not always graceful, so just keep the rubber side down. J

2019 AMA Dues Statements

Most older TCRC members should have received their 2018 dues statements in the mail in September from the Academy of Model Aeronautics. Newer members renew on the anniversary of the month they joined.

AMA 2019 dues are the same as the previous year. They are:

- Adult (19-65) \$75
- Senior (65 and up) \$65
- Under 19 Free or \$15 with *MA*

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 \$38 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 2018 AMA dues is December 15 to avoid a lapse in membership services. J

Safety Always Comes First!

TCRC Elections November 13th

It is already October and the year is racing past. That means that the TCRC elections are only one month away. As usual, the elections will be held at the November meeting, which this year will be Tuesday, November 13th.

All four of the officer positions are up for election this year plus one of the three at-large board seats. The two board seats not up for election this year are occupied by Brian Johnson and Doug Elyea.

Currently the officer positions are held by Bob Breisemeister, president; Chris O'Connor, vice president; Ken Weddell, secretary; and Tim Wirtz, treasurer. The board seat is held by Gerry Dunne.

As of press time, it was not known if all of the incumbents were running for reelection.

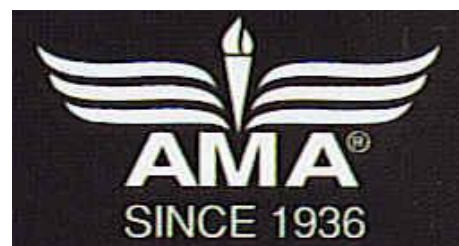
The elections will be discussed at the October 9th membership meeting. Please consider being a candidate for TCRC office. The club needs you. Be both a voter and a candidate at the TCRC elections on November 14th. J

TCRC Annual Banquet November 17th

It's not too early to start thinking about the TCRC Annual Banquet. It is scheduled to be held starting at 5:00 PM on Saturday, November 17th at Fong's Restaurant in Prior Lake at the intersection of Highway 13 and County Road 21.

The banquet is always a very enjoyable time with TCRC members and their families coming together to partake of a great meal, indulge in camaraderie with both old and new friends, to see a recap of the club's 2018 events, and to be a part of some fun games with nice prizes for the winners.

Mark your calendars and plan on being a part of the fun at the TCRC Banquet on Saturday, November 17th. J



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

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



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