



September

Minneapolis, Minnesota U.S.A.

2018

## Model Aviation Day

by Bob Breisemeister and John Dietz

Model Aviation Day "MAD" was our first official event of the year to be held at the field. On Saturday, August 25, after several attempts this year by TCRC Club members, the field was again receptive to human and aircraft traffic. It felt like we had finally turned the corner when president Bob was able to locate the hole for the pole and raise the flags for the first time this year.

Jack Stewart was the first to the field at 8:00 a.m. followed shortly by Bob. and more members soon after. When John Dietz arrived just before 10, the parking lot was filling rapidly and parking spaces were hard to find. The overflow parking lot was unusable and anything off the gravel surface was likely to cause a car to get stuck. We did run out of room so some people had to park on the grass and needed a push to get back on the road.



The parking lot at MAD was at capacity. (Photo by Brian Johnson)

At least 30 plus TCRC Club members, several with spouses, were in attendance. Several guests stopped by to check out what model aviation is about.

There was a big variety of planes from Pete Stapleton's 1/3 scale Stearman to Gerry Dunne's small electrics. Randy from North Central Pylon racers put on a demonstration with his 150 mph race plane. Around lunch time the Piston Poppers showed off their skills with Control Line planes. There were just over 30 pilots and 10 to 15 spectators. TCRC provided lunch and donations were accepted.

Club members and guests enjoyed the open flying schedule. There were as many as three or four planes in the air at times.

Over all it was a great day to be flying at the main field. There is a lot of work to be done but hopefully we will be able to fly there the rest of the year.

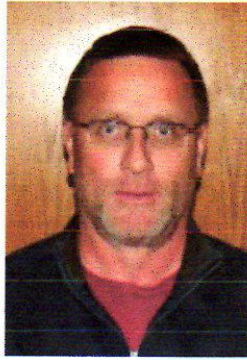
Thanks to Tim Wirtz and President Bob Briesemeister for furnishing brats, hot dogs, chips, pop and water. Everyone appreciated their cooking.

Let's hope this is the beginning of a long fall flying season!! J



## A Note from The Head Wing Nut

By Bob Briesemeister



### TCRC Members

Just in case you haven't heard the main field is open! Things are still very soft if you venture off the road and parking lot but our field is open! Walking in the infield can be a little sketchy especially on the east end but it is improving every day and it's nice to be back at the main field.

I would like to THANK Jeff Tolzmann, Dick Voeltz, Ken Weddell, Thadius Gorycki, Stan Erickson, Dan Olberg, Larry Couture, Del Stein and anyone else that volunteered their time to clean up the field. It was a little troubling to hear that while the cleanup was being done someone came to the field and flew and left without helping at all. I know that everyone is busy including myself and I was not able to help out that Saturday, but that should not happen. TCRC is a volunteer organization and it needs all of its members to help out and not wait for the other members to do the work and reap the benefits of their hard work. There are a few of the members who are tired of doing more than their share of the work. We are always looking for people to mow, weed trim, trimming branches on the road, shoveling and hauling the mud from the pit area. There is also some painting that needs to be done. There are many tasks to be done if you want to help out. Please take some pride in your flying field.

The August membership meeting was held at the field on the 14<sup>th</sup> with around 30 members in attendance. I was able to keep the meeting short, record time, to allow for more flights. The plan is to have the September 11<sup>th</sup> meeting at the field, weather permitting.

As I was writing this article I received a phone call. The member went to the field to find the gate open and no one there. It's very simple, if you are the last person at the field lock the gate no matter what time of day. Please also remember to spin the numbers on the lock. We don't want someone to vandalize the field or steal something.

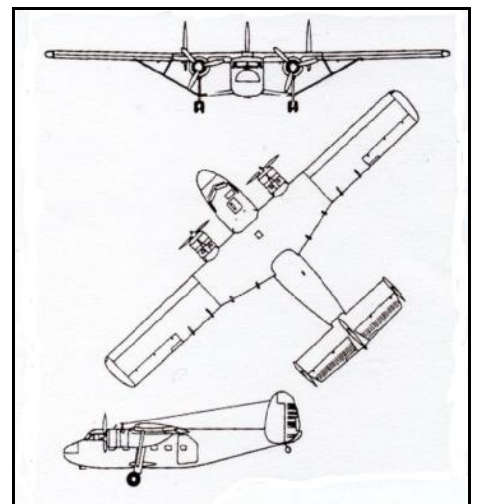
MAD was held on Saturday the 25<sup>th</sup> with around 30 pilots and 10 to 15 guests. I would like to thank Doug Elyea and Tim Wirtz for their hard work in putting on this event.

There are two events coming up in September. First is the Scale Fly on Saturday the 8<sup>th</sup> at the main field. This is an open event for AMA pilots so invite your friends from other clubs. Please contact Scott Anderson with any questions. The second event is the Fall Float Fly at Bush Lake in Bloomington on the 22<sup>nd</sup> at 10am and is an open event. For more information contact Steve Meyer.

With the closing of Hobby Warehouse and no fall swap meet, one of our members suggested having a swap meet at the field (no it wasn't me but I think it is a good idea) and will be held on Saturday September 29<sup>th</sup> at 9am with a rain out day Sunday the 30<sup>th</sup>. The field will be open for flying with 2.4 radios till noon and all other radios after that. It would be nice to offer concessions but we will need to find someone to run it. Contact me with questions.

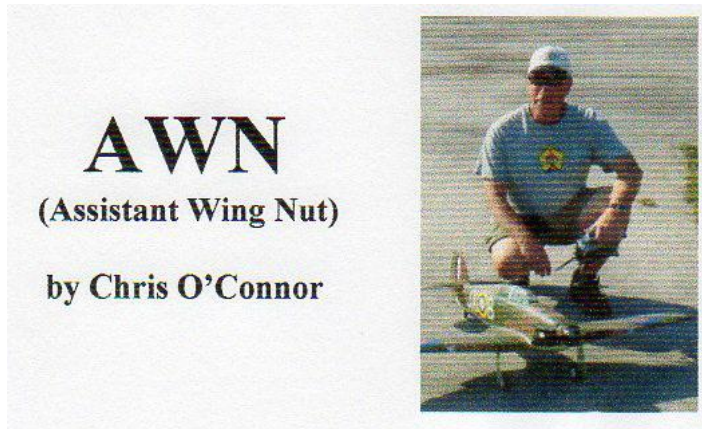
We will see you at the field. J

## September Mystery Plane



# Pictures From TCRC's Model Aviation Day





I hope everyone had a great Labor Day weekend. I was up at Lake Vermilion this weekend boating with my family and friends. Nate was with us so we brought the float plane with. It was flown 6 times on 3 beautiful mornings. Nate flew it 5 times and I flew it once. The first 4 flights were during the week before I had arrived. Can't wait for the float fly happening on September 22. Make sure you have your plane ready for this event.

I was unable to attend MAD, but it looked like the event turned out to be a success. This weekend, [September 8](#) is TCRC's Scale Saturday Fun Fly, open to any AMA member with a scale plane of any size. If you can attend, plan on a great day of flying. With the two fun flies happening there should be time for everyone to get some flying in.

Over the month of August my son Nate was home during the two large warbirds fly-ins that happened at Owatonna and also Fond du Lac. My goal was for Nate to get as much flying in as possible. I believe between those two and the TCRC meeting at the field, Nate put in around 20 flights and we went thru about 3 gallons of fuel between the two of us. We had a great time! The Fond du Lac field is even bigger than the Owatonna field. Hard to believe but it's about 1300 feet long and about 500 feet wide of nice short cut grass. Hard not to be able to land there. With 125 pilots and six flight lines the waiting was about 4-6 planes deep, a minimum of a 45 minute wait. Nate, Steve, and I were able to fly 3-4 times each [Friday](#) and [Saturday](#). That meant flying, fueling, flying, etc. all day to get that done. Neat experiences and good practice flying with and in front of many people.

Those were two exceptional fly-ins we were lucky to be part of. I hope that everyone has been able to take part in some sort of flying this past month. Don't forget that we are coming into some of the best flying weather of the whole season. I hope you all get to make some memories this fall. I'll see you at the field.

## Calendar

- |          |   |
|----------|---|
| Sept. 8  | Scale Fly (Open)<br>TCRC Model Air<br>Park, Scott Anderson                |
| Sept. 11 | TCRC Meeting At The<br>Field 5:30 PM Dinner<br>7:00 PM Meeting            |
| Sept. 15 | Beer, Brats & Planes<br>President Bob's House<br>After 3:00 PM            |
| Sept. 22 | Fall Float Fly (Open)<br>Bush Lake Park<br>Bloomington, MN<br>Steve Meyer |
| Sept. 29 | TCRC Swap Meet<br>Jordan Model Air<br>Park, 9:00 AM                       |
| Sept. 30 | TCRC Swap Meet<br>Rain Date   |
| Oct. 6   | Season Finale<br>TCRC Model Air<br>Park                                   |

## New Member

Thomas Hall became TCRC's newest member in August. Tom lives at 3875 Turner Drive SW in Prior Lake, 55372. His phone number is 515-664-7674 and his email is [hallte0477@outlook.com](mailto:hallte0477@outlook.com). He has been flying R/C for a couple of years and is currently flying an E-Flite Apprentice.

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

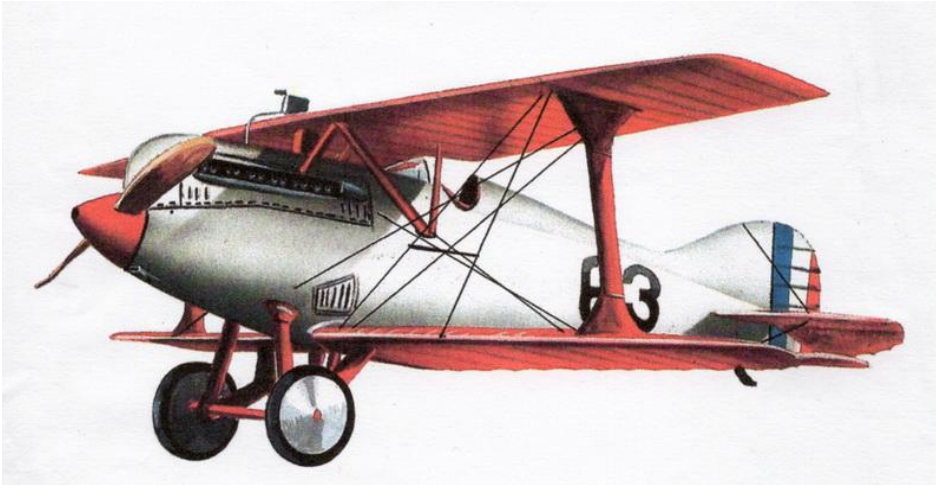
# Pictures From TCRC's Field Clean-Up Day



## Verville VCP-R

by Conrad Naegele

The August Mystery Plane was the Verville VCP-R.



Following WWI, there were not a lot of 'new aircraft' but rather for a period of time, most of the designing was basically to improve on WWI biplanes. One such plane was the Verville VCP-R, an American model. The aim was to turn it into a racing biplane in the early 1920's.

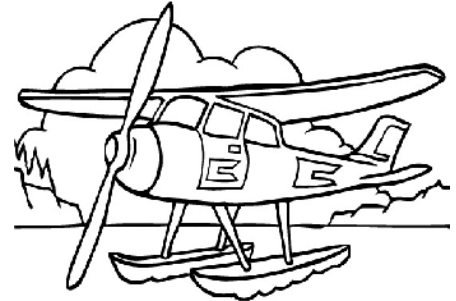
In the 20's to the early 30's was the golden age of air racing. Now, the VCP-R, the company's second plane, was primarily a racer. To that end it was built conventionally but fairly heavy, to accommodate a larger Packard 12-cylinder engine of 638 horsepower. The plane did well in various races but was not well-known.

By 1925, the days of the biplane were almost over, giving way to monoplanes, and the arrival of the great radial engines. True, many biplanes continued. Both inline and radial engines continued to evolve. The Verville did have one star. It won the Pulitzer Prize trophy, in 1920, as well as several minor races, until it 'just faded away' as they say.

The Verville had a wingspan of 27=1/2 feet, a weight of 3,200 pounds and a speed of 186 mph. Its engine was a Packard 1A 2025 12-cylinder Vee, liquid-cooled, and developed 638 horsepower. J

## TCRC Fall Float Fly September 22

by Steve Meyer



TCRC's annual Fall Float Fly will again be held at Bush Lake Park in Bloomington on Saturday, September 22<sup>nd</sup>.

Start time is 10:00 AM. Chair for the event is Steve Meyer, and the event is open to any pilot with a valid 2018 AMA membership card. If it's too windy or raining, we will cancel the event.

Get the floats onto a plane and be at Bush Lake beach on Saturday, September 23. 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

**Andersen Designs**

Andersen La-7  
Built by Jeff Quesenberry

**FREE! Scale Plan Downloads**

ARADO 96B, Focke Wulf TA -152H  
Grumman Lynx, Howard Pete  
Kawasaki Ki-45, Lavochkin La-7  
Mitsubishi -"Babs"

**MNBigBirds.com**

**Add'l Extras:**

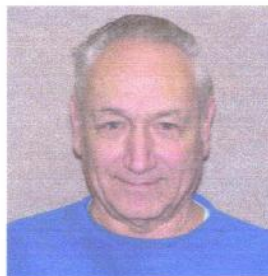
- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & more...

Composite Parts Available thru...

**MICKO**  
Aircraft & Accessories

## Safety At The Field

By Larry Couture



Well here it is the end of August, 2018. The field is out of water but somewhat sticky mud and the recent rain has kept the problem. The field is useable and there have been guys flying when the weather is nice, so I hope to see you at the field.

I was getting a plane ready for training new pilots and on the maiden flight it had a spectacular crash. It seems that the rubber binders that held the wing on all let go at the same time and we had a powered lawn dart. Needless to say that for all practical purposes destroyed the airplane but I do have a perfect wing for a 40 size stick. Now there is a reason for this crash which is bad thinking on my part as the rubber binders that are in a box that I have had for who knows how long are no good even though they seem to feel good. So, if you're using the old method with binders make sure that they are very new and trustworthy as their failure could result in a serious accident and not just a stunning crash.

Here are a few other things that can spoil your day at the flying field. When you left home with all your things needed for flying one or more of these items did not get packed and this has happened to me and many others I know. No transmitter, no wing, no fuel, wrong wing, battery dead in starter or other places that one may be needed. Now I know that you all had a chuckle on this but if you don't check and recheck before leaving home it will happen to you at some time. Now I know this is not a death happening accident but it sure spoils the day.

**ALL MEMBERS NEW AND OLD:** The NEW rules are printed in the front of the roster and on a large board in the shelter at the field. I suggest that all members should read them from time to time just to refresh the memory. The thing I will always harp about 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. In my opinion this is the most important rule or suggestion to follow as it will make accidents less likely to happen. **IT SEEMS TO BE WORKING SO LETS ALL 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.

**Safety Always Comes First!**

## 1<sup>st</sup> (Annual?) TCRC Swap Meet

TCRC has scheduled its first ever, but hopefully not the last Swap Meet.

When Hobby Warehouse closed its doors this summer, the area not only lost a great hobby shop, but also one of the neat swap meets that was held in the fall.

A TCRC member suggested the club should have a swap meet of its own, and the board thought that was a good idea.

So, TCRC's 1<sup>st</sup>, and maybe annual, Swap Meet will be held at the Jordan Model Air Park on Saturday, September 29<sup>th</sup>, starting at 9:00 AM.

Members should start looking through all of their R/C stuff they would like to sell and plan on being a participant at TCRC's Swap Meet.

In case of rain, the Swap Meet will be held on Sunday, September 30<sup>th</sup> at the same time. **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.

Give Bob a call at 612-964-8877, or see him at a meeting. **J**

# SCALE SATURDAY

**Sept. 8<sup>th</sup> 2018**

**10:00AM-4:00PM**

**TCRC Flying Park**

**18266 W. Sioux Vista, Jordan, MN**



Join Us for a day of flying Scale Aircraft at the TCRC Model Air Park Near Jordan, MN!

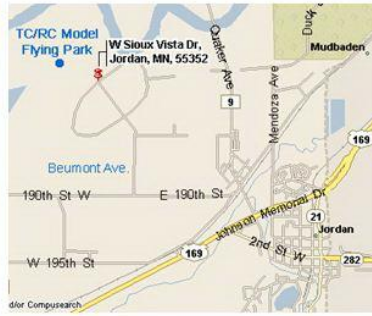
No Fees, No Competitions, Just friends having fun flying great looking miniatures! Any Size Scale Models of man carrying aircraft are welcome!

**FIELD RULES:**

- All Pilots **MUST** have an active **AMA Membership Card**
- All Pilots **MUST** use a **Spotter** and fly within the designated pattern
- Maximum (4) Aircraft flying at any one time

**CONTACT:** SCOTT ANDERSON 952-240-8606 MOBILE (call or Text)  
[AndersonScottE@hotmail.com](mailto:AndersonScottE@hotmail.com)

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## THE TCRC FLARE OUT Monthly Newsletter



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# Lock The Gate!

by Bob Breisemeister

Members

I was informed by a member that when he went to the field to fly on Wednesday afternoon the gate was open and no one was there.

It's a very simple rule. It is every member's job to lock the gate when he 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 prevent theft and vandalism. Lock the gate!



Thanks to TCRC'er Mike Robin, the 2018 AMA Safety Code and TCRC Field Rules and posted on a new sign in the shelter at the field. J



# Safety At The Field Part Two

by Jim Cook

TCRC's Safety Officer, Larry Couture has his monthly safety article elsewhere in this newsletter. However, since I did a very idiotic thing while flying my drone, I thought I would share what I did which could have resulted in a bad accident.

Bill Sachs, a longtime TCRC member who lives near my cabin in Wisconsin, and now flies at the Rice Lake R/C Club, said he was thinking about purchasing a drone and wanted more information and to get to see how they actually fly.

I explained that the DJI Phantom has become the standard in mid-range GPS drones. When I went to the Toledo Expo in 2017 my intent was to purchase a DJI Phantom 3 Drone at a great price. At that time, they were selling in the neighborhood of \$500. While at the Expo, I learned that Hitec now manufactured a GPS drone that was targeted to compete against the DJI Phantom. I was able to purchase one at a great price of \$300.

Forwarding to the current time, I have not really found time to fly the QCop 450 to be totally comfortable with it but felt that I could do a demo for Bill.

We met at the Rice Lake field and I showed him the Hitec QCop and explained its features. Another pilot was flying his plane

so I moved away to the east where the club flies helis and drones.

I fired up the drone and explained that when I next moved the left stick the drone would lift off the ground go to about 10 feet in altitude and hover there until it got more input. Upon moving the stick the QCop did exactly that and held that exact position as long as I did nothing else.

I then explained that if the drone were to lose contact with the transmitter, it would immediately climb to about 100 feet and then come directly back to its point of takeoff and slowly land.

This is where I made the big mistake. To demonstrate this homing program, I SHUT OFF THE TRANSMITTER! I have never shut off my transmitter on anything I have been flying, while I was still flying it.

Well, the drone immediately rose straight up to about 100 feet. And then it just sat there! It did not slowly land. After a minute or so it became apparent that it had no intention of landing. So, I turned on the transmitter to re-acquire the drone. Nothing happened! I could not establish contact with the drone. In addition, the drone began to slowly drift down the runway toward the piloting stations. I informed the other pilot who was flying his airplane that I had a drone over the runway at about 100 foot altitude and I did not have control of it. He was able to move farther down the runway while I pondered what to do.

After about 5 or 6 minutes, which seemed like 1 or 2 hours, the drone started to very slowly

lose altitude. When it got down to head height it was over one of the work tables in the pits and I was able to reach out and grasp a leg and safely shut it down.

Upon inspection, it became apparent that the QCop was no longer calibrated to the transmitter. I went through the 3 or 4 step process to calibrate it and then it was again totally responsive to the transmitter.

I do not know why the drone did not do as it was supposed to do, and have plans on discussing this episode with Hitec's technical support.

That being said, no matter what the drone is supposed to do, I will NEVER again shut of a perfectly good working transmitter in the middle of a flight.

I was extremely lucky. This could have resulted in an accident or injury.

We learn from our mistakes. I have learned and I hope that I have helped others learn from my experience.

Fly safely.

J

**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.**

# Twin City Radio Controllers



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