



September

Minneapolis, Minnesota U.S.A.

2020

Event Report: NAMFI-2020, Northern Alliance Military Fly-In

by Scott Anderson

August 6-8, 2020 SMMAC – Southern Minnesota Model Aviation Club
– Owatonna, MN



The Northern Alliance Military Fly-In is a part of the Warbirds & Classics Alliance focusing on flying giant-scale models of manned military aircraft as well as classic (over 50 years old) general aviation aircraft.



Just a few of the many, many spectacular planes at the Northern Alliance Military Fly-In. (Photo by Scott Anderson)

This year most events were shut down as many were large public events with hundreds of spectators. The NAMFI organizers looked at the safety concerns and set up a private, socially distanced event for 60 pilots. All pilots and pit support staff were respectful of the Minnesota guidelines and the NAMFI-2020 T-Shirt was designed with this in mind. My compliments to the Contest Director, Chris Mayer, for his hard work in organizing and executing the event.

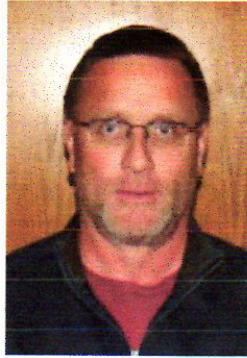
The weather was warm and the winds were challenging at 12-25 mph from the south (90 degree crosswind from the pits). The hardy pilots showed up and flew as often as possible. I had my Hanger 9 Piper J3 Cub and flew it every day often doing crosswind touch and go's when I was not on the microphone doing color commentary.

TCRC members participated as Flight Line Safety Staff again this year organized by Chris O'Connor. Steve Meyer, Mark Wolf, Mark Hodroff, Sherwood Heggen, and Bob Briesemeister were active on the flight line ensuring a safe event. Chris' son Nate had travelled from his home in Hawaii to help with the event and fly his magnificent Top Flight GS P-47 razorback.

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A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members,

It's hard to believe that the summer of the Coronavirus is over and hopefully we do not have to do this next year. It has really changed the TCRC events along with fun flys all over the country. We will be starting the 7th month of lockdown, quarantine, social distancing, and masks. I never thought I would have to wear a mask just to go shopping or out to dinner.

The good thing is the river has stayed within its banks most of the summer giving you time to enjoy flying at the main field instead of the fairgrounds. I haven't been flying since we took our trip to Oregon at the end of July. Yes, I said Oregon. But we didn't go out there to join the protesters, we went to enjoy the scenery. If you have not been to that part of the country, there is a lot to see from snowcapped mountains to beautiful ocean cliffs and beaches.

I did go down to Owatonna and work the Warbird and Classics event. The number of pilots was down by around half from a normal year, but it was still fun and nice to see giant-scale planes flying and visiting RC enthusiasts. They ran it as a closed event for AMA members which kept the crowd down. Like our events, most of the Warbird events around the country have been canceled in the year of Covid.

As I have said in the past, the field is starting to return to what it looked like before the floods of the last two years. This is due to the hard work of many of our members and also normal rainfall this year. Something we could all do is buy a bag of grass seed and spread it in the infield area and other areas that need some help. Fall is a great time to do this and it might take hold before the winter or the geese eat it.

The mowing seems to be under control with Dave Erickson offering lawn mower rides on Mondays. If you still need a lesson on how to run the equipment, let me know and I will meet you at the field. If I'm not available, I'll find someone else who can.

Of course, there is still work to be done. Taking out and replacing the pilot's fence and shoring up the shelter are the two main projects we should try and accomplish this year. I will try to set up a work day soon.

Our MAD event was turned into a fun fly as to not put anyone at risk with touching simulators or being too close with a buddy box. We hope to have a MAD event in 2021. The Scale Fly on the calendar for September 12th is cancelled - maybe we will have a work day instead? Stay tuned on that.

There are three events this month. The first is the September Membership Meeting on the 8th. We will be holding the meeting at the field as the church is still not allowing outside meetings - they should start in October. Cross your fingers. And yes, we will have food at the meeting.

The second event is the Fall Float Fly at Bush Lake in Bloomington. The city is allowing us to hold the fall event so all we need is good weather. We need to abide by social distancing and wearing masks when in close contact with others.

The third event is the Third Annual TCRC Swap Meet and Fun Fly at the Scott County Fairgrounds on Saturday the 26th with a rain day on Sunday the 27th. There will be no concessions at the Swap Meet as to not have to worry about serving food with Covid. We also need to abide by social distancing. Please let your friends outside of TCRC know about the event as we are trying to build on the last two years. I hope to see you at the September events.

Happy Flying!



**We Will See You At The
'Meeting At The Field' on
Tuesday, September 8th!**

Northern Alliance Military Fly-In

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There were so many spectacular aircraft that it's hard to say which were the most impressive:

Mike Danielson (TCRC member) flew his red & white scale turbo-prop the first couple of days. This is impressive as his wife had delivered their 5th child the week before (2 months premature). Congratulations Mike & Katie!

Steve Meyer consistently flew his Hanger 9 Piper Super Cub and repaired his engine problems with his Maxford SPAD.

Chris O'Connor flew his T-34 Mentor (powered by a Zenoah GT-80) and Top Flite GS P-51 as if the crosswind did not exist.

Nate flew his re-engined Top Flite GS P-47 razorback every chance he had and proved that a year in the islands does not make him rusty on the sticks.

David Andersen, master designer, had two examples of his new 1/4-scale Hawker Hurricane on display at the event.

Jeff Quesenbury of Lakeville had built a version using a 100cc gas engine and Roy Maynard built an electric powered version with invasion stripes. This has been a 4-year build for both of them and they proved their skills by flying them at SMMAC. The flight of Roy's electric-powered giant was impressive! Terrific thrust and realistic prop noise in flight. If you want to build a copy, Dave's plans

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Flight Line Safety Is Priority One At NAMFI Owatonna



TCRC'ers Steve Meyer and Sherwood Heggen monitor the flight line closely in the afternoon. (Photo by Scott Anderson)

The SMMAC Fly-In Was A Very Colorful Event!



Scott Anderson not only provided color commentary during the flying of the aircraft, but he also provided a very colorful presence.

Northern Alliance Military Fly-In

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are available on the Scale Flyers of Minnesota website, or through Nick Zirolis Plans.

Visitors from other states included:

Chuck Hamilton from Indiana flying his Top Gun contending Zirolis Douglas SBD powered by a Zenoah GT-80 and his equally powered Grumman F4F Wildcat; Chuck's buddy Jim Gibboney had a beautiful Avenger; Dave Voglund from Louisville, KY made the long drive to enjoy the flying and social distancing!; Jon Seese from Wisconsin flying his electric giants. We're working hard to convert Jon to the dark side of gas-power!; Mark Johnson and his Hangar 9 Oscar powered by a Saito FG-90-R3 gas radial engine; Matthew Teresinski flying his Zenoah GT-80 powered Zirolis P-47 bubble canopy, GT-80 powered Zirolis F4U Corsair, and his 1/3rd scale BUSA Fokker D-7 (powered by DA-85) painted in post-war Finnish Air Force Colors; John Howe & family from St. Charles, IL flying his Stinson L-5. John's wife makes cloth COVID masks in her spare time and gave many out to the pilots at the event. His daughter Katie served as an experienced spotter to many pilots; Bob Boen from St. Charles, IL with his Phoenix 1/5th scale Westland Lysander and Phoenix Waco each powered by an EME70 with electric start. Bob is fun to fly with!; Leo & Zack Spychali from Milwaukee flying

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Not An Accident! That Is How The Me 163 Was Designed!



Ah Bassal's Me 163 Komet, flown by Scott Russell, takes off and separates from its gear. (Photo by Scott Anderson)

TCRC Had A Large Presence At The Owatonna Fly-In



Sherwood Heggen, Chris O'Connor, Nathan O'Connor and Mark Wolf relax in the shade. Nathan's P-47 joins them. (Photo By Scott Anderson)

Northern Alliance Military Fly-In

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their fleet of Saito 4-stroke gas powered aircraft; Todd Davis from Cedar Rapids, IA with his impressive Kawasaki powered by an inline 110cc twin; Mike Kelly of Omaha, NE with his 1/6th scale GIANT 110# B-17 Memphis Belle powered by (4) Zenoah G45's (built from molds used for the movie 'The Memphis Belle'. Mike Kelly flew his HUGE B-17 every day and climaxed the event with a dual between the Memphis Belle and Ah Bassal's 1/3rd scale Messerschmitt ME-163 rocket fighter (powered by a 200N turbine). Scott Russell flew the 163 in pass after pass at the Fortress finally landing out of fuel. See the Facebook Videos!

The 2020 edition of the SMMAC Northern Alliance Military Fly-In was a great event! It was very well administered during this Covid pandemic we have been dealing with for most of the year. All of the participants were kept aware of the requirements for social distancing and everyone did their part to make this a very safe event. Thanks to all who worked so hard to continue the great tradition the NAMFI has become.

Stay Safe & Dream of Flying! ☺

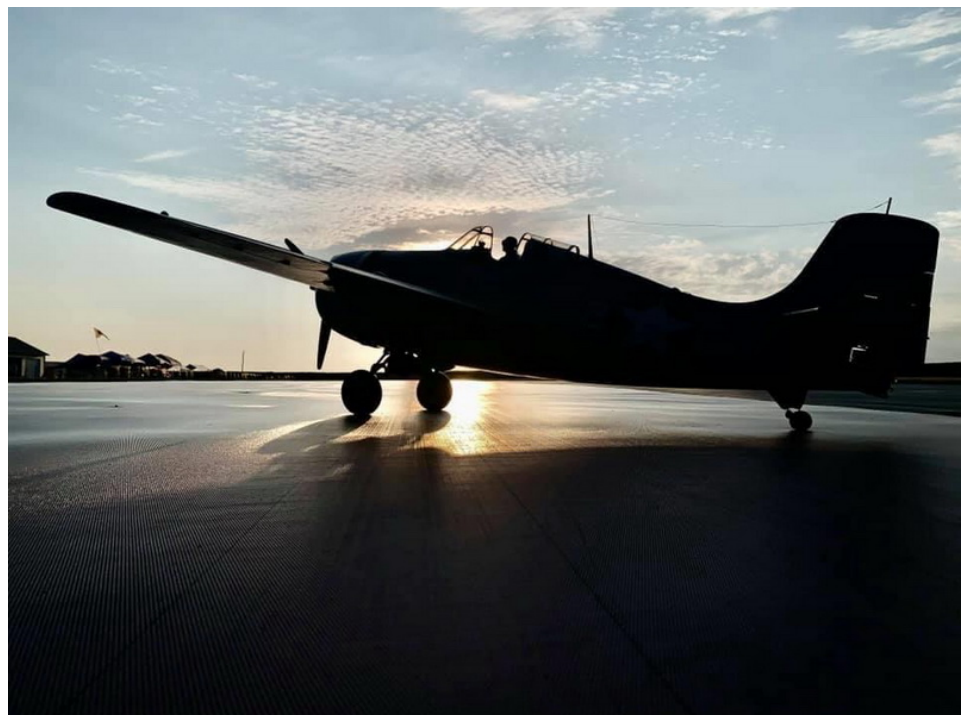
**Plan On Being Part Of
The 2021
Northern Alliance
Military Fly-In**

Nathan's Flying Skills Illustrate 'Like Father Like Son'



Chris O'Connor critiques son Nathan's flying of his beautiful P-47.
(Photo by Scott Anderson)

The Setting Sun Brought the 2020 NAMFI To A Close



2020 was a challenging year to hold the Owatonna Military Fly-In, but it was still a great event. (Photo by Scott Anderson)

Pictures From SMMAC's Northern Alliance Fly-In



Jeff Quesenbury's Hawker Hurricane with its 100cc gas engine roared through the skies.



TCRC safety officer Larry Couture relaxed and watched the action at Owatonna.



Mike Danielson had his beautiful giant-scale turbo-prop in the air each day.



TCRC member Danny Collier had a ringside seat for all of the action on the field.



Chuck Hamilton walks his good looking Douglas SBD out to the runway for another great flight.



Mike Kelly's 1/6-scale B-17 was involved in a mishap in the pits.



Recreational UAS Flying Webinar

Saturday, September 12
9:00 AM CDT

From FAASafety.gov

Topic: Big Changes Coming For Drones And The RC Airplane Communities

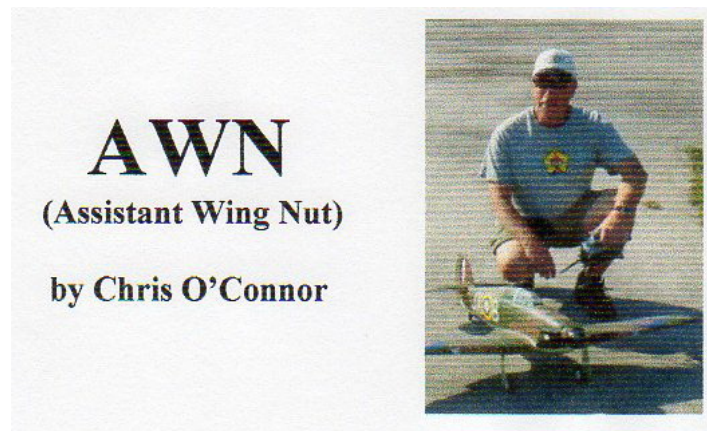
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Description:

Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR.

The FAA Drone Guy, Kevin Morris, will be presenting information for all those who are or want to be flying UAS recreationally! The information presented will apply to operators of drones, RC airplanes, and more! If you fly your drone for fun, you're not going to want to miss this presentation. Hear the latest news on how the FAA is going to recognize Community Based Organizations (CBOs) and the required test ALL recreational UAS operators must take!

Additionally, you can ask any UAS-related question you'd like to know more about and Kevin will get you the answers.



I think the field is probably the driest we have seen in a few years. Take advantage of the weather and get some flying in.

With everything being cancelled because of the virus, the warbird event still took place in Owatonna. It was quieter than normal with about half of the attendance, 53 pilots instead of 110. The flyers that were there had a great time. The weather made it a bit of a challenge with winds out of the south from 10-15 with higher gusts. Up until about 1-2 pm the winds were not bad. We also had some rain mixed in, but not until late afternoon. Despite all that, it was still fairly busy. Nate was home for 3 weeks during that time, so he was able to accumulate 28 flights in about a 6-day period. Pretty good overall.

Again, the same guys ran the flight line, I think all are TCRC members. We only had two incidents, each time where someone was flying in areas he shouldn't be in. Still a very safe event, both from a flying standpoint, and from following the Covid social distancing rules that were required.

Sounds as though the TCRC Fall Float Fly is happening this year. Great news! Steve Meyer is the CD and it is scheduled for Saturday, September 19th at Bush Lake Park in Bloomington. Look for more info in this newsletter.

Now with Fall coming, we usually have the best season for flying. Make sure you take advantage of that and get out to our great flying site in Jordan.

See you at the field. ☺

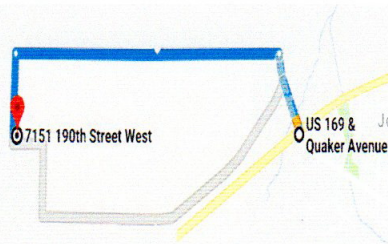
To view further details and registration information for this webinar, go to this site:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=101595

The sponsor for this seminar is:
MN FAAS Team. →



7151 190th St. W.
Jordan, MN 55352



Contact Bob Briesemeister
(612) 964-8877

Flying:

Large grass field
All active AMA members welcome to fly
2.4 GHz only until 12:00.
72 MHz allowed after 12:00

Swap Meet:

Large, open area to park
No table fee - BYO Table

Concessions:

Brats
Hot Dogs
Chips
Soda/Water

Don't



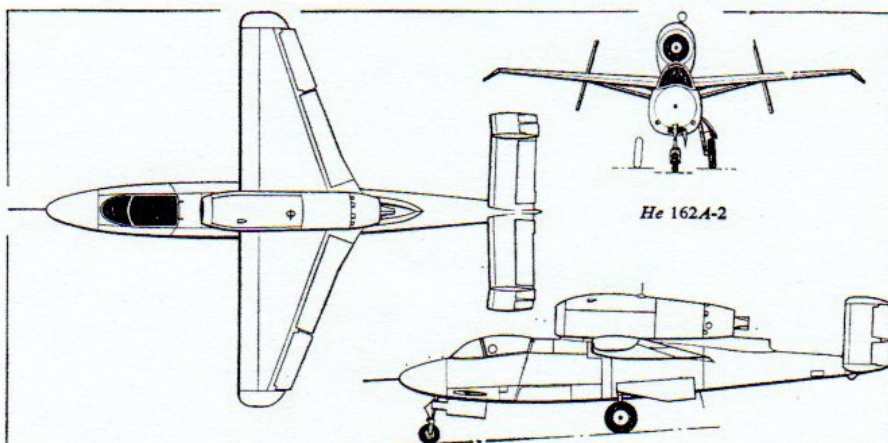
Forget!

The TCRC monthly Membership meeting will be held on Tuesday, September 8th at the TCRC Flying Site in Jordan, weather permitting.

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.

In case of bad weather the meeting will NOT be held at CrossPoint Church until that time that the Church starts to open the building to meetings again. ☺

September Mystery Plane



How The Hot Watts Became TCRC

by Dave Andersen

I built my first RC airplane in 1956 when I was 16 years old. The radio was CW (on & off carrier wave) rudder-only. The receiver and transmitter circuits were built from diagrams in a library book, and the vacuum-tube parts were purchased from Honeywell Surplus. The transmitter was enclosed in a wooden box with a junkyard auto antenna. The plane was trimmed to climb in a gradual left turn but pushing the doorbell button on the transmitter caused a rubber-band-powered escapement to give right rudder. In those days, RC was merely a variation of free flight. Its main purpose was to glide the airplane back to the launching site after it ran out of fuel.

The Hot Watts was an informal model airplane club that flew their models from an open field at what is now the Mall of America. There I met the amazing pilot Red St. Albans and Fred Walman, the inventor of the Ancco servo -- the best servo of the time, and where I flew my first RC flight.

Later, I was told, a Hot Watts airplane crashed on Cedar Avenue, which was then a two-lane road. The Hot Watts decided that a safer flying site was needed. They decided that they must have their own flying site, in a safe location, incorporated with insurance. In 1958 they formed The Twin City Radio Controllers, the first RC club in Minnesota. Most,

but not all, of the Hot Watts became members and Fred Walman became the first president of TCRC as the club built their first flying site across the road from what is now Valley Fair.



A picture of my VK Challenger that I built in 1963.
(Photo by Dave Andersen)

I did not become a member at that time — I was too busy with college. But later, I returned to my old hobby and I could afford a modern Orbit reed radio. I knew where to go. And Red St. Albans test flew my new Veco 45 powered VK Challenger. After an amazing aerobatic first flight and a perfect dead-stick landing on TCRC's square paved runway, he said "Needs two clicks of up" as he handed me the transmitter. ☺



An impressive line up of beautiful warbirds at the Northern Alliance Military Fly-In at Owatonna in August. (Photo by Scott Anderson)

**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.

2020 Officers

President	Bob Breisemeister 612-964-8877
Vice President	Chris O'Connor 612-619-5471
Secretary	Ken Weddell 952-500-3446
Treasurer	Tim Wirtz 952-941-5357

TCRC Flare Out

Editor James R. Cook 952-445-5257
Publishers: Pat Dziuk 952-445-3089
 & Mike Timmerman 952-496-1631

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

FREE

10 cartons of model airplane magazines (each 22 to 30 pounds):

Model Aviation (biggest share)
April, 1982 to December, 2019

RCM Modeler
Aviation Modeler International
Model Airplane News

Other Misc. Stuff, Stuff, Stuff

Send me an e-mail for a partial copy of list!

allan.boucher@gmail.com

or call me: 612-719-9598

Will deliver to a reasonable distance!!! ☺

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.

If you are interested, give Bob a call at 612-964-8877, or see him at a meeting. ☺

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. ☺



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.

TCRCOnline.com

**The Best Little Website
In Minnesota!**

Lock The Gate!

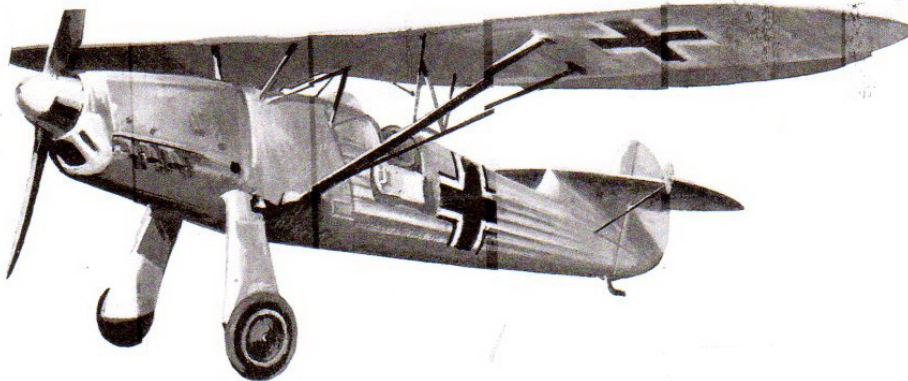
It is very important that the gate to the field be kept locked at all times when there is no member present.

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. ☺

Focke-Wulf FW 56

by Conrad Naegele

The August Mystery Plane was the German Focke-Wulf FW 56.



This German single-seat fighter and advanced trainer was widely known before the second World War as an outstanding aerobatic performer. The Stosser (Falcon) was sturdily built. It was designed by Kurt Tank in 1933.

Of parasol monoplane configuration, the first of three prototypes first flew in 1933, powered by an 8-cylinder inverted V-engine. Prototype #1 had wooden wings, but #2 now had all-metal wings, and a newly designed landing gear. This plane was of mixed construction of the time. Prototype #3 now reverted to wooden wings!

After final flight testing in 1935, production began. It was fitted with 2 machine guns, with provision for several small bombs. The Stosser saw no service as a fighter. Between 900 and 1,000 were produced, and production ended in 1940. Many were sold to Hungary, and Austria, where several were used as dive bombers! The plane was used throughout WWII.

The FW 56 had a wingspan of 25-feet, 1-inch and a speed of 168 mph. It was powered with an Argus 8-cylinder V air-cooled engine that developed 240 horsepower. ☺

Calendar

- Sept. 8 **TCRC Membership Meeting At The Field**
5:30 PM Dinner
7:00 PM Meeting

- Sept. 12 **FAA Recreational UAS Flying Webinar**
9:00 AM CST
See Article In This Newsletter

- Sept. 12 **TCRC Scale Fly Jordan Field**
Scott Anderson
CANCELLED

- Sept. 19 **Fall Float Fly Bush Lake Park**
Bloomington, MN
Steve Meyer

- Sept. 26 **TCRC Swap Meet & Fun Fly, 8:00 AM**
TCRC Model Air Park, Jordan, MN
Bob Breisemeister
612-964-8877

- Sept. 27 **TCRC Swap Meet & Fun Fly**
Rain Date

- Oct. 3 **Crocktoberfest Season Finale**
TCRC Model Air Park
Brian Johnson
TBD

- Oct. 13 **TCRC Membership Meeting, 7:00 PM**
CrossPoint Church Bloomington
TBD

MNBigBirds.com *Free! Scale Plan Downloads*

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

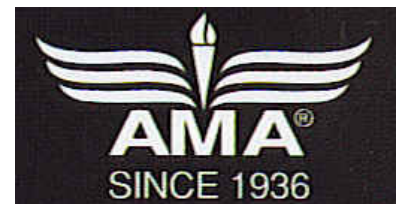
ndersen Designs

Howard Pete 1/3 Scale Racer

New!
KI-45 DRAGON SI AYFR

Add'l Extras

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



The Strutz Aircrate Story

by Sherwood Heggen

It has been a long time since this story started. Airplanes have been a fascination to me ever since I can remember. I recall looking at a picture that held my attention of a 1930's biplane in the family picture album. I believe I was around 3-4 years old at that time.

Starting in radio control airplanes for me was a challenge. As a youngster, living on a farm in southern Minnesota did not give much opportunity to nurture the hobby of model airplanes to the degree I wanted to experience. I ran across a model airplane magazine in a drug store when I was 14 years old which aggravated the itch to want to become more involved. That was 1960.

With some experience in stick and tissue rubber powered models, I dove into a major project of a low-wing, single-channel airplane called the Pylon Polisher. *American Aircraft Modeler*, now *Model Aviation*, published the article on it and I had to build it. I saw it as the ideal airplane to satisfy the ultimate dream of flying a radio control model airplane. My finished model actually looked really good. "Overpowered" with an OK Cub 074 that ran poorly, and rudder only escapement controls, this tail-heavy dream never saw the air. Oh, how I wanted it to fly.



Strutz Aircrate

Undaunted, I pushed on when I saw another dream airplane in a 1961 *Flying Models* magazine. I had to build it! It was the Strutz Aircrate designed by Ted Strader. It was a biplane with a 40" upper wing and a much shorter lower wing with an open cockpit reminiscent of the 1930's. I powered it with a massive Fox 09 engine and used a compound Babcock escapement for rudder and kick-up elevator control. There was no throttle control. This had to be the answer to my desires to fly radio control airplanes! The finished product was straight and built well with the same color scheme as the model in the magazine article. The only problem was, it was tail heavy! Where and how I got lead to melt into a form for weight to fit in the nose of the Aircrate, I don't recall, but the

mission was important and the process was completed. The Aircrate was now ready for flight. Or was it? The engine had not been test run. The fuel tank was filled with glow fuel from a pint sized can and a rubber squeeze bulb left over from my failed Cox P40 U-control attempts. A big 1-½ volt dry cell with make-shift wires was somehow hooked up to the glow plug. (As a side note, the starting battery was about the size of a pound of butter and weighed more.) Hours were spent trying to get that Fox 09 to run. After following the manual on how to run the engine to no avail, I sent the engine back to Fox. It was returned repaired and test run. There should be no further problems in getting the Aircrate in the air, except where to fly it. It was now early fall and the only reasonable place to fly was an open pasture where the pigs had been allowed to roam. There the pigs had made a lumpy mess of the ground and there was no suitable place to land if it ever got to that point.

The desire to fly overtook common sense and I carried the Aircrate and support equipment in a cardboard box to the pasture. I had to fly this handiwork of mine. The escapement's rubber band was wound to about 100 turns, the radio was turned on, and the engine was started. I picked up the Aircrate and held it high in my right hand in the classic pose of a hand launch with the transmitter in my left hand. The moment had come! With the Fox 09 spinning the 7-4 prop as much as it could, I trotted forward to pick up some air speed. My right arm shot forward, the Aircrate was released, and it was in flight until about 40 feet in front of me where it came to earth. The little engine that tried

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The Strutz Aircrate Story

Continued From Page 12

couldn't and the "landing" was not graceful. The landing gear was bent and other damage ensued due to the rough "runway". It was time to rethink this radio control flying effort.

I don't recall attempting to fly the Aircrate again and I don't know whatever happened to it. Other more suitable models came to be and flying skills were learned, albeit slowly.

Over ten years ago, I was sorting through some old plans I had kept, and I came across the plans for the Strutz Aircrate! With my improved building and flying skills and vastly improved R/C equipment, I wondered if I could bring this dream airplane back to life. Of course, I could! The plans were laid out, wing ribs were cut out with my faithful #11 Xacto blade, spars were pinned into position, and the ribs were glued in place. A wing was born! The stab and rudder were mere sheets of balsa cut to shape in no time. The fuselage was a little more involved. A small glow engine was chosen to which the firewall was fit. Fuselage sides and formers were cut and assembled. Then came the part of building from which I shy away. The landing gear and cabane struts are made of hard, springy, resistant-to-change music wire which must be accurately bent and cut to size. Oh, how I dislike that job. Nonetheless, I pressed on and made the parts necessary to move this project to completion. I began seeing the Aircrate from 5 decades ago. The airframe was

complete but needed covering and painting. What more fitting to use but silkspan and butyrate dope as before. Rattle can Rustoleum was a quick way to put color on it. The color scheme? The same as the model in the magazine article and the same as my first Aircrate. If you are going to relive a dream, you have to live it correctly! Finally, the Aircrate was finished and what a cutie it was!



Though finished and ready to fly, another obstacle came to mind. The engine was small and required support equipment I didn't have. Also, memories of an engine of that same size brought out disappointing memories of the first underpowered "flight". Was I to risk the dream airplane to the little engine that might, or should I wait to repower with something more substantial?

The Strutz Aircrate had been in safe storage for the past ten years. The other day, I got the strong urge to get this airplane in the air. With an electric motor, ESC, and battery I had available, I decided to electrify the model. I spent the day making modifications to the firewall and making an access hatch and a base for the ESC and battery. The final step was balancing. I marked the spot for where it should balance and picked it up with my two index fingers. The model's nose rose but the tail stayed on the workbench. Aargh! With a small measuring cup taped to the nose, I poured lead shot into the cup until the stab was level with the horizon. When I weighed the lead shot, the scale read 15 ounces! I had to add that much weight to the nose to balance it! Then, I remember I had to add about the same to the first Aircrate to balance it. I mixed up some epoxy, stirred in the lead shot, and poured it in around the firewall. The Aircrate now balanced according to the plans and was air ready. It weighed what seemed to be a hefty 2 pounds and 12 ounces, a lot for a 40" wingspan model.

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The Strutz Aircrate Story

Continued From Page 13

A couple of days later, the weather was warm and calm. It was time! The Strutz Aircrate was going to have its maiden. The Lipo battery was charged, rubber bands aplenty held the wings in place, and everything necessary to make this a success was loaded into the Jeep.

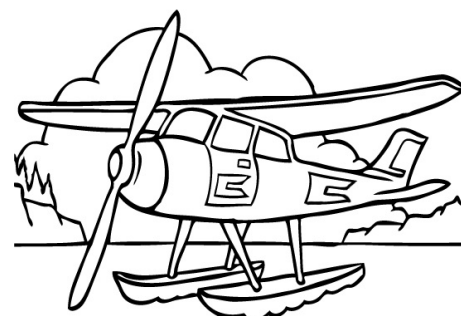
At the field, I was alone, much like with the first Aircrate nearly 60 years ago. It was hot and humid and anyone with less passion to fly than I was not going to be there. But that was good. I dislike maiden flights in front of a crowd of judging modelers. All assembled and plugged in, the perky little Aircrate was carried to the grassy area past the hard surface runway. Thoughts flashed back to the launch years ago as I held the model high in my right hand and transmitter in the left. Would it be a repeat of the first attempt? I recalled how back then the Aircrate was awkward to hold in the launch position because of the rearward position of the lower wing. It was the same now. Taking off the hard surface runway wasn't possible due to only a tail skid which doesn't provide directional control. Thinking I had this, I advanced the throttle stick to high and with great concentration, trotted forward and launched the Aircrate. In my excitement, I had given it a bit of a sidearm toss and it lurched hard to the right. A quick left rudder correction brought it almost level as it headed

down. It hit the ground about 40 feet in front of me in soft, cushy grass and did a gentle cartwheel. Thinking it was over for the day, I checked for damage of which there was none. There was a second chance! How thankful we can be for second chances! The second attempt proceeded with a dart throwing like launch. It flew forward out of my hand with a slight drop in altitude and then began to climb! It was flying and moving on!! How was rudder control going to react? It was not too little and not too much. It was just right! Elevator was the same. There seemed to be plenty of power. I throttled back to about 2/3 throttle and it maintained altitude and good control. Up high, I checked for glide and stability at low throttle. It was fine. I was elated! I spent the next 5 minutes enjoying the results of my modeling efforts with smooth graceful turns, low fly-bys and high altitude fly overs. The Aircrate was a comfortable model to fly. It flew gracefully like a bigger model rather than jerky like some small models fly.

But next was the landing. What should I expect? Up high, it seemed fine. I throttled back and an approach was set up and lined up with the hard surface runway. Closer and closer it came with a little bit of speed to keep control positive. The end of the runway was near, and the throttle was brought back some more. At the end of the runway it was full low throttle and some up elevator for a flair. The wheels touched with only a hint of a bounce and it rolled to a stop. Success! The only postflight maintenance was to recharge the battery.

The maiden flight was beyond my expectations! Being alone at the field, I had no one to share my joy of a successful maiden of an airplane I desired from way back in 1961. So, that is why I wrote it down to let you know. I hope you enjoyed the experience.

Pursue your dreams. They can come true. ☺



TCRC Fall Float Fly September 19th

by Steve Meyer

Time to get your feet wet. TCRC's annual Fall Float Fly will again be held at Bush Lake Park in Bloomington on Saturday, September 19th.

Start time is 10:00 AM. Chair for the event is Steve Meyer, and it is open to any pilot with a valid 2020 AMA membership card.

We will try to maintain social distancing in the pits and on the beach. If it is too windy or raining, we will cancel the event.

Get the floats onto a plane and be at Bush Lake beach on Sept 19th for a great day of flying. ☺

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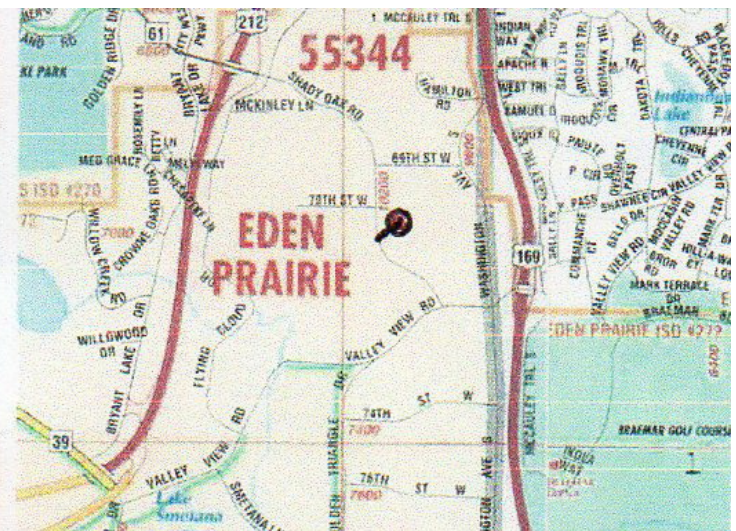
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