



July Minneapolis, Minnesota U.S.A. 2005

Electric Fly Held At Fairgrounds

by Gerry Dunne

This was the third year for TCRC's annual Electric Fly and it was held at the TCRC Fairgrounds flying site on Saturday, June 18th. The Fairgrounds was used because the Minnesota River had risen out of its banks for the third time this spring and put several inches of water over the Jordan pits and runways.



Gerry Dunne's array of electric airplanes, all of which flew at the TCRC Electric Fly. (Photo by Pat Dziuk)

CD for the event Gerry Dunne and he arrived at the Fairgrounds at 9:00 AM. He had just returned from a camping trip in South Dakota the previous evening and was unaware that the Jordan Field had been closed. Rick Smith and Stan Erickson showed up early to help Gerry get the field ready for the event.

The weather turned out to be great, and although there was a nice turnout for the electric fly, Gerry was surprised that there weren't more pilots present.

Those who did come to fly included: Stan Erickson with his Homer; David Erickson with his Own Design; Rick Smith had his E-Flight Tribute, his EPP and his electric helicopter; Conrad Naegele had his Big Brother; John Kossieck from the Wright Flyers of Monticello had his Zagi Razor, a 16" Mini Speed Wing, a shock flyer, and a camera plane; and Gerry Dunne had his Slinger, ESKA and his Tiger Moth.

John Kossieck took some aerial videos from one of his planes but unfortunately, those shots were not available for this article and none of the other flyers had a camera with them.

We started flying at 10:00 AM, but took a break around noon as Gerry manned the grill to prepare a lunch of hotdogs and potato salad. After lunch everyone was back into the air and flew constantly until about 2:30 PM, when everyone started packing up.

Thanks to all who came out to enjoy a great day and special thanks to Gerry for CD'ing the event. ©

From the Left Seat

by Jay Bickford

Well, it's July, and the year is now officially half over. Thank goodness the flood water has finally receded off the field (for the THIRD time), and hopefully we will remain dry for the rest of the season and really get some good summer and fall flying weather. I hope to see you at the field real soon.

One of my favorite TCRC events of the year, the Park Rapids Fun Fly, is just around the corner. If you have not attended this event in the past, consider joining us this year. It is one of the best ways to get to know your fellow club members and enjoy a great flying event at one of the best R/C flying fields in the state all at the same time.

The event starts on Friday, August 5th, at about 7:00 pm when TCRC'ers start arriving at the C'Mon Inn in Park Rapids, Minnesota, for snacks, beverages, and games. Saturday kicks off with breakfast at one of the fine local restaurants, and then on to the Headwaters R/C Club's flying field located just west of town to start our day of flying. While the women humor us guys for a while as we get started flying, they are quickly off checking out the local shops and stores for their annual shopping trip.

Saturday evening brings us the annual dinner at the one of the fine restaurants in Park Rapids. This is

always a very enjoyable part of the event where we share stories of R/C triumphs and tragedies of the past and present.

Sunday morning we meet again for breakfast and then we are all off for our respective return trips home.

If you are interested in attending this year, there may be hotel spaces in Park Rapids still available, but don't wait long. They usually sell out very quickly during the busy tourist season.

As originally reported in the January 2005 issue of the *Flare Out*, we are continuing to pursue the proposed land swap with neighbor Roger Preston. After ironing out some details with Roger, it appears that we are again ready to move forward. If all goes well, we should have this swap concluded by the end of the summer.

Also, please consider adding yourself to the TCRC Mowing Schedule this summer. We still have three open weeks in the schedule, and it would be really helpful if some additional volunteers would step forward. Mowers are still needed for the week of July 31st, and the weeks of September 18th and September 25th. Please contact me to be added to the schedule.

TCRC is going to have a booth at the Wings of the North Air Show at Flying Cloud Airport on July 23 and 24. Let Scott Anderson know if you can help.

That's all I have for this month. Here's hopping to see you at the field. ☺

Pattern Returning To TCRC?

In the 80's TCRC used to hold sanctioned pattern contests regularly. A pattern contest is a contest where each contestant must do several aerobatic maneuvers in a set order while judges watch and grade each maneuver.

The AMA has several levels of pattern – Sportsman, Intermediate, Expert – and each has its own designated aerobatic maneuvers. In the sportsman pattern, the sequence of maneuvers is: Takeoff (upwind), Straight Flight Out (U), ½ Reverse Cuban 8, Straight Flight Back (downwind), ½ Cuban 8, 2 inside loops (U), 2-point roll (D), Stall Turn w/o rolls, Cobra w/o rolls, Immelmann Turn, One Horizontal Roll (D), Split S, Double Immelmann w/o rolls (U), and Landing.

Shortly after learning to fly, most pilots learn to do most of these maneuvers. However, when you have to do each maneuver at an exact spot at an exact time, you quickly become much better at flying.

TCRC member Chris O'Connor participated in pattern contests for many years. He is planning on having a presentation on pattern maneuvers at each meeting. Each maneuver will be discussed and demonstrated and pointers given on how to perform the maneuver for a contest.

Possibly these presentations will renew interest among the members in pattern and a TCRC contest might be in the future. ☺

Main Flying Site Open Again

by Pat Dziuk

On June 23rd, the Minnesota River has receded to a level that allows TCRC to fly at its main site again. This past flood was very minor with only a small portion of the NW to SE runway being covered with a few inches of water. The shelter floor and some of the pit area was also covered with a few inches of water. As long as we don't get a major rainfall in the next couple of weeks, hopefully the field should remain open. Please check the website frequently for updated details.

Stan and Dave Erickson spent Wednesday (June 22) mowing as much of the field as they could. The infield was also mowed. There is still plenty of mowing left to be done due to the high grass so if you have some time this week or next please consider volunteering to help get the field in great shape again.

The Fairgrounds flying site is now closed to flying. The signs have been changed to reflect this.

This was the third time this wet spring has brought some water to our runways. As of press time the Minnesota River level was 5 or 6 feet below our flood stage and dropping slowly.

Thanks to all the members for being patient while we were inconvenienced. Hopefully this is it for quite a while. ☺

Calendar

- July 12** TCRC Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- July 16** Upper Midwest ScaleMaster Qualifier
TriValley R/C
Rosemount 8:00 AM
651-779-0434
- July 23-24** Wings Of The North Air Show
Flying Cloud Airport
Scott Anderson
952-934-1471
- July 30-31** Aviation Extravaganza
TriValley R/C
Dave Schwantz
952-736-0816
- Aug. 5-7** Park Rapids Fun Fly
Park Rapids, MN
Jim Ronhovde
- Aug. 13** Model Aviation Day
TCRC Jordan Field
Scott Anderson



Land Swap Progressing

The plan for TCRC to trade the land north of the creek at the Jordan flying site for land immediately east of the runways is progressing.

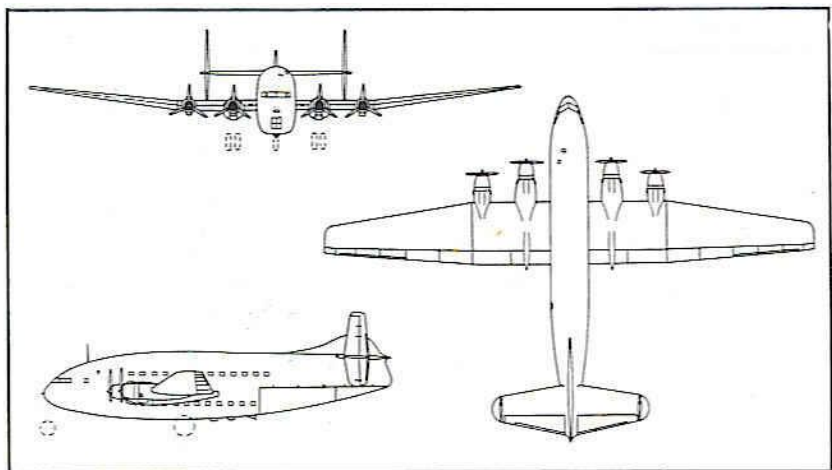
Club member Larry Couture has been meeting with our neighbor Roger Preston and the plans are being finalized for the swap.

Larry, who is a certified surveyor in Minnesota, has completed the surveying and the maps drawn. He and Roger did some minor changes to the plats and they are both satisfied with the final product.

The land trade has to be approved by the Scott County Planning Commission before the trade will become final. Larry feels that that approval may take a month or two.

Thanks to Larry for putting in a lot of time on the trade. ☺

July Mystery Plane



From The Co-Pilot's Seat

by Gerry Dunne

Hi TCRC'ers!

Well, hopefully all the cool, wet, rainy weather is behind us and we will enjoy a great summer of flying.

I just returned from a camping vacation with my family in South Dakota. We had a great time but I really missed my flying. That changed quickly though. We got back Friday evening June 17th, and the very next morning I was CD'ing the TCRC Electric Fly at the Fairgrounds. That was a surprise. Not that I was running the Electric Fly, but that we were back at the Fairgrounds. Hopefully now that we are back at the Jordan Field, we will stay there for the rest of the year.

The Electric Fly had beautiful weather and although we didn't have the turn out as we have had previously, we enjoyed about 5 hours of flying and some pretty neat airplanes.

Future programs include me giving one on night flight at the July 12th meeting, and Jay Bickford is tentatively scheduled to present one on aerial photography at the August 9th meeting. If you have an idea for a future program or would like to give a program, let me know and we will put your idea into action.

Upcoming events include Wings Of The North at Flying Cloud airport on July 23rd and 24th. We will be manning a booth at that event and need volunteers to help out. Give Scott Anderson a call at 952-934-1471 if you are available.

We have the Park Rapids Fun Fly occurring on August 5th through the 7th. This is always a fun time and very well-attended. Give Jim Cook a call at 952-445-5257 if you would like to take part this year.

Well, that's it for now. So, fly fast, fly safe, and try to land on the wheels. ☺

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.



Dave Mauer gives his program on making decals at the June 14th meeting. (Photo by Jim Cook)

We have had some nice programs at the membership meetings. Dave Mauer had the June meeting showing how he made decals for his airplanes. Thanks to Dave for a nice presentation.

**Park Rapids
Fun Fly
August 5, 6 and 7**

R/C Electric Plane Makes A Great Photo Platform

TCRC president Jay Bickford took his electric Slow Stick to a small park in St. Paul for a few flights.



The view of St. Paul taken from Jay Bickford's Slow Stick

Jay had purchased a new digital camera to be used solely for the purpose of taking aerial photos, and the combination of the camera and



The view of St. Paul's Cathedral taken from the Slow Stick

the Slow Stick has proven to be a great combination. The quality of the photos to the left give plenty of testimony to how well the Slow Stick and the Canon digital camera work together.

Jay demonstrated how he installed the camera mount on the underside of the Stick at an earlier TCRC meeting and he has been very active in taking pictures from the plane. ☺

TCRCOnline.com A Great Website

TCRC webmaster Pat Dziuk had created one of the nicest R/C club websites on the internet.

TCRCOnline.com has become a very informative and very helpful tool for members of the club and for people interested in R/C.

The site has been designed to offer people interested in finding out about R/C lots of information with TCRC General Info, R/C Info, Frequently Asked Questions, and Links to other sites.

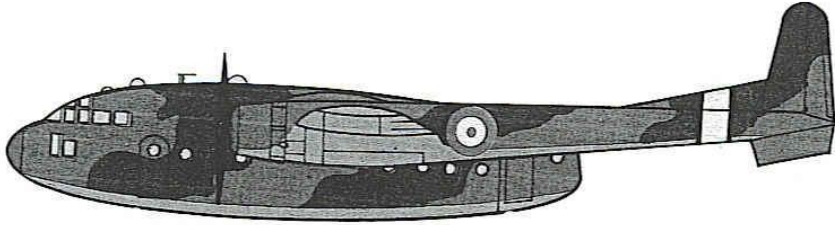
For members, there is up to the minute info, Club Events, Newsletters (including color photos), TCRC Photos, Videos, The Forum (for interactive topics by members), TCRC Merchandise, and a Members Only Section with the complete and up-to-the-minute TCRC Roster.

TCRCOnline is a very powerful tool for the club and every member is urged to visit the site frequently. Take the time to post a topic on the Forum during your next visit. ☺

Fairchild C-82 (Packet) & C-119 (Boxcar)

by Conrad Naegele

The June Mystery Plane was the Fairchild C-82 Packet and its successor the C-119 Boxcar.



Fairchild has been a well known and respected name in aviation circles from early 20's through the 80's. Some familiar examples were the Model 24 and the Model 7 and the beautiful A-10 Warthog!

A US Army spec in 1941 called for a specialized military freighter. This resulted in 1942 in the C-82 Packet. It used the old reliable workhorse engine, the R2800. First flown in 1944 but it did not see action in WWII. Produced until 1948 and retired in 1954, its replacement was the C-119, a greatly tweaked C-82 but with cargo revision and quantum leap to Pratt & Whitney Wasp Major 4360.

Produced until the early 1960's by a number of manufacturers, it had 18 variations including supplementary jet engines – a variety of armaments. One notable one was the C-119G which sported 4-7.62 mm mini guns in 4 locations during the Vietnam war.

It was a unique airframe that was supremely adaptable – an easy flying airplane – rated as a 'pilot's airplane'. It was used in many forms by a great number of foreign countries. It was fortunate to have a 'run up and taxi' card when with the 440th troop transport squadron.

The C-119 had a wing span of 109 feet, a gross weight of 74,000 pounds, and a cruising speed of 200 mph. ☺

TCRCOnline.com

Why Aren't You Using It?

Park Rapids FunFly August 5-7

The annual trek north to Park Rapids for food, friendship, flying and fun will start on Friday, August 5th and go through Sunday, August 7th.

The event will start at the meeting room of the C'Mon Inn in Park Rapids on Friday afternoon. As usual, everyone will bring hors d'oeuvres for snacks and they should plan on a nice relaxing evening getting acquainted. Marilyn Krekelberg is the hostess of the event and is looking forward to the arrival of all of the TCRC'ers and their spouses.

Saturday morning will start with a great breakfast at the West Forty in Park Rapids and then all will head for the Headwaters R/C Club flying site for a day of very enjoyable flying. The spouses usually stay around to watch a few of the flights before heading to town for a day of shopping.

Following the flying and shopping, the group reconvenes at the C'Mon in and then heads to dinner at one of the areas nice restaurants. Following dinner it's back to the Inn for friendship and a recap of the day's events.

Sunday starts with a farewell breakfast at the West Forth and then everyone heads home.

This is one of the most enjoyable events that TCRC holds and the Headwater R/C field is really nice. If you are interested in joining the trek north this year, give Jim Cook a call at 952-445-5257. You'll have a great time! ☺

For Sale



Lanier Big Stinger (84" Wingspan)
Zenoah 38 Gas Engine
Covered With Century 21 Fabric
5 Servos
\$350/bo
Bill Henningsen
612-866-9074

This plane has been built from the Lanier kit and it weighs 18 pounds. It is a great flyer and in beautiful shape. ☺

Protecting Hinges

by Gene Davis

Petroleum jelly often has been used on pinned hinges to prevent epoxy glue from sticking to the hinge joint; however, it is difficult to get just the right amount on the hinge and to make sure the hinge is completely coated. A very cool way is to melt the petroleum jelly in a small dish such as a dessert dish (an oven safe type, of course). Use only enough to melt to a depth of about 1/6 of an inch. Fold the hinge and dip the pinned end into the melted jelly. Remove and touch the hinge to a paper towel to remove excess. In a couple seconds, the petroleum jelly cools and has penetrated the hinge. You now have a completely coated hinge joint that epoxy will not stick to.

(Reprinted from The Fly Paper, newsletter of the TriCounty RC Club, Butler, New Jersey, John Donnelly, Editor.) ☺

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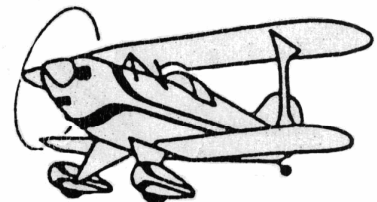
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Trim Lever Adjustments

by Jim Rasmussen

How many of you have taken off and found that you had your hands full of uncooperative airplane? I'll bet that after a few moments of mad scrambling, you had time to look down at your transmitter to see that all the control trims had been misplaced . . . Do any of you fly with a certain amount of corrective trim put into your transmitter to enable you to fly reasonably straight? If you answer yes to any one of the above questions, then you should consider doing something about it, and it's not really difficult to do.

First of all, as a part of your preflight check-out before each flight, you should check that all control trim levers on the sticks are at their neutral or center positions. EVERY TIME . . . and with every plane that you fly. It is so easy to do, and will save you many minutes of grief in the long run. But, you say, your plane won't fly straight with the trims in those positions. Well, this is the time to make sure that it will. Here's how:

First, you must work with one control trim adjustment at one time. The most logical seems to be the ailerons. One thing to watch for: be sure to check that the rudder and fin are at neutral at all times when adjusting the ailerons, because they interact to some extent. Make this adjustment so that the rudder trim lever is at the center of its travel, while noting that the rudder and fin are perfectly in line.

Take the plane up and fly it and see which way it wants to bank . . . Let's assume that it wants to bank to the right, so try using a little left aileron stick input to see if that makes it fly level. If it does, then reach down and put a little left aileron trim in, and see if it corrects the banking tendency when the stick is returned to neutral. Keep at it until you don't have to use any stick correction to make it fly level. Now land, and make some adjustments. If you observe that the trim lever is positioned to the LEFT (or right), then whichever way the trim lever is positioned, means that the plane needs that correction to fly straight, and you now have to put that amount of adjustment into the linkage setup. This is usually accomplished by lengthening or shortening them by turning the clevises appropriately.

Now, after doing this, return the TRIM lever back to neutral (or center), and take the plane up again to see if it will fly without any banking tendencies. If not, follow

the steps as before, putting in a little more aileron adjustment, and keep this process up a little at a time until the plane will now fly level with no corrections.

One hint: when adjusting ailerons, put the adjustment in both ailerons. Example: if you need LEFT correction, then put up in the left aileron, and down in the right aileron in equal amounts. Keep in mind that a slight offset in the rudder will give the impression that the ailerons need adjusting so be sure that the fin/rudder combination is perfectly straight. If you have to put in a lot of aileron trim adjustment to get your plane to fly straight, look at the possibility of a misaligned fin/rudder combination, or in an extreme case, a warp in the wing.

You can use this information to determine whether your plane has any warps in the surfaces or the center of gravity is off. Here's how: Assume that the elevator needs to be deflected upwards to fly level. This means that the controls are trying to raise the nose of the plane to fly level. If you have determined that the center of gravity is in the correct position, by checking this against the plans, then the wing is not lifting enough to maintain level flight, and an adjustment has to be made to correct this condition. (In this case, you would either have to raise the leading edge, or lower the trailing edge.) The ideal is for the elevator and the stabilizer to be exactly in line with each other . . . no up or down.

Now work the other controls in a similar manner. The end result should be that the plane will fly 'hands off' when all flight trims are set at their center or neutral positions.

'Trainer' type airplanes have a tendency to change pitch (up or down) according to airspeed. They **will** climb when going faster, and lose altitude when slowing down. This is typical of flat bottom wing sections, usually found on these types, and should be taken into account when trimming the elevators. Trim for neutral trim when plane is flying at 'cruise' speed, usually somewhere near half throttle. Also, try to do any trimming when winds are near calm.

One final note: It is desirable to have your throttle set up adjusted so that when you bring your throttle stick back to idle, and put in low throttle trim, that it kills your engine.

(Reprinted from *Just Plane Talk*, newsletter of the Mid-State Aeroguidance Club, Marshfield, Wisconsin, Jim Rasmussen, Editor.) ☺

UPPER MIDWEST SCALE MASTERS QUALIFIER

Saturday July 16th at 8AM.

***Sponsored by Tri Valley RC and the
Scale Flyers of Minnesota.***

July 16th is the date for this premier scale event at Tri Valley RC in Rosemont Minnesota. Registration starts at 8AM and flying at 9AM.

Pilots will be competing in Fun Scale 520 Sportsman/Expert combined 513 and Team Scale 522. The top 30% in Sportsman/Expert and Team Scale will qualify for the Scale Masters being held October 13th – 16th in Phoenix Arizona.

This is an AMA sanctioned event with Plaques awarded to the top three finishers in each class. There will be no entry fee. Lunch and beverages will be available for a nominal fee.

If you have never entered a scale contest but would like to give it a try, Fun Scale 520 is a great way to get started in scale contest flying. All you need is a sport scale model of any real aircraft. There will be no static judging for Fun Scale. Your model does not have to be of a specific aircraft. You will be judged for flying only.

Please contact contest director John Baligrodzki at 651-779-0434 or at baligrodzki1@yahoo.com for more information.

We are in need of flight and static judges for this event. If you would like to help or know someone who would, please contact John B.

In case of rain or high winds this event will take place on Sunday July 17th.

The Scale Flyers of Minnesota and Tri Valley RC look forward to seeing you at this event!

Get A Better Bond

by David Rosenberg

Cyanoacrylate (CY) adhesive is triggered by moisture! Wood that becomes too dry from being stored too long in low humidity environments may not have sufficient moisture to activate CY glue. Moisten old balsa wood prior to bonding.

(Reprinted from the newsletter of the Western New York Free Flight Society, Fairport, New York, Mark C. Rzacca, Editor.) ☺

Building Board

I was just informed about a great building board called Homasote Handi-Board. It can be purchased at Menards in 2x4-foot, 1/2-inch thick sheets. It is a gray color and appears to be made of recycled paper. In order to get a flat sheet, you might want to pull one out near the middle of the stack.

Pins can be pushed into it, and the material absorbs razorblade cuts without shredding. I laid the sheet on top of my workbench and built right on top of it; however, to prevent globs of hardened glue from making the surface uneven, a sheet of thin poster board could be taped to the top of the Handi-Board and replaced periodically.

(Reprinted from the newsletter of the Madison Area Radio Control Society, Madison, Wisconsin, Jerry Buss, Editor.) ☺

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Recognize This Guy?



Butch Neutgens has been a member of TCRC for 16 years, but for the last several he has been too busy to fly. Now he has his priorities back in order and is getting back in the air. Butch is a past president of TCRC and a pretty fair flyer. Say hello to him at the next meeting. ☺

THE TCRC FLARE-OUT Monthly Newsletter



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