



August

Minneapolis, Minnesota U.S.A.

2011

## TCRC Shows It's Stuff At The WOTN Aviation Expo 2011

by Steve Meyer

TCRC represented the AMA and radio control modeling again this year at Wings of the North Aviation Expo 2011 at Flying Cloud Airport in Eden Prairie on July 16<sup>th</sup> and 17<sup>th</sup>. The Wings of the North Air Expo was started to promote aviation past and present. Scott Anderson spoke with the Expo committee and organized a group of TCRC members for our booth at the Expo, but because of business commitments he handed the 'reins' of the event over to Gerry Dunne and Steve Meyer.



**Morgan Larson, Larry Couture, Tim Len, Steve Meyer and Kiera and Gerry Dunne in the TCRC Booth. (Photo by Tim Len)**

Arriving on Friday night before the event started on Saturday, Gerry and Steve found the assigned location for the TCRC booth to be unacceptable due to standing water and mud from the previous night's heavy rain. The Expo committee was great and allowed us to use a dryer spot on the end of the main display tent for our booth. On Saturday morning we returned and set up our two canopies and roped off an area for the models that would be on display. It was very HOT on Saturday

and Sunday so we were very thankful for the shade the canopies provided.

The crew at this year's Expo included: Gerry Dunne and his daughter Kiera, Steve Meyer, Tim Len, Morgan Larson, John Rosenburg, Larry Couture, Dennis Leonhardi and son Dominick, and Allen Boucher. We had a good assortment of models on display along with radios, engines, motors, and batteries.

The Wings of the North Aviation Expo is an event with many historical airplanes flying and on ground display as well as the heroes that flew them. The spectators were not only interested in the full sized aircraft, but the TCRC booth was drawing its share of interest as well. People wanted to know all about the models: how much they cost, how far away we can fly them, how fast they go, do they really fly? A lot of people showed interest in the TCRC club and want to come out to the field after the river goes down.

Thanks to Scott, Gerry, Steve, and all the members that manned the booth and made our display a success at this year's Wings of the North Aviation Expo.

If you didn't make it to the Expo this year, make plans to be at the 2012 edition. J

# From The Flight Deck

By President Tim Len



Hi Everyone!

The 2011 Air Expo turned out to be a great event; there were large crowds on hand both days. Many people stopped by and visited the TCRC tent as we had a variety of models for everyone to view. Saturday seemed to be the busier of the days, and we all enjoyed answering the questions about our club and the models we had on display. I would like to thank all the individuals involved in making the 2011 Air Expo a great success and look forward to next year.

The next big event, though not a TCRC event, but an AMA Event which will be held down in Owatonna, is the Northern Alliance Military Fly In August 12-14. If you aren't registered, you still have time. If you don't plan on flying, well then stop down there, it always proves to be an exciting day.



Sean D. Tucker's Pitts S2B in the air at the EAA Expo at Oshkosh.  
(Photo by Tim Len)

In July, I did have a chance to visit the EAA 2011 Air Venture located in Oshkosh, Wisconsin. This was my first trip there so I was not sure what to expect. Once we arrived I could not believe the size of the field, and practically every aircraft you could think was there. I was also

fortunate enough to meet Sean D. Tucker, got a photo op and autograph. It was a great event and we sure had a good time.

We are now into the month of August, it is looking good that our field will be clear of the water very soon. Many of you have been flying at alternate flying sites and I know it's been a unique year so hang in there.

Be safe out there flying as I look forward to seeing all of you at the next meeting. J

## For Sale

*(Scott Anderson came across this giant-scale warbird on Craigslist. The following are his comments.)*

If you are interested in getting into giant-scale warbirds for a reasonable price you can purchase a previously flown warbird.

I found the enclosed link to a **Yellow Aircraft Spitfire Mk. XIV** that is complete and receiver ready:

**Specs:**  
 Length:.....78"  
 Wingspan:.....88"  
 Weight:.....20-24 lbs.

The seller is a pilot in Spring Park. The link is:

<http://minneapolis.craigslist.org/hnp/tag/2470545371.html>

<http://www.yellowaircraft.com/props/spitfire.htm>

This is offered at a great price if you are interested. J

# July Program At The Membership Meeting

by Tim Len

Mark Sauer, Chris O'Connor and Steve Meyer presented a program at the July meeting on giant-scale warbirds.

Chris O'Conner talked about building techniques, how to install components, what engines, servos, landing gear are available, and presented a great general overview . . . Great information.

Mark Sauer presented his giant-scale warbird and shared with the membership his tips on how to have a successful looking model . . . Thanks Mark.

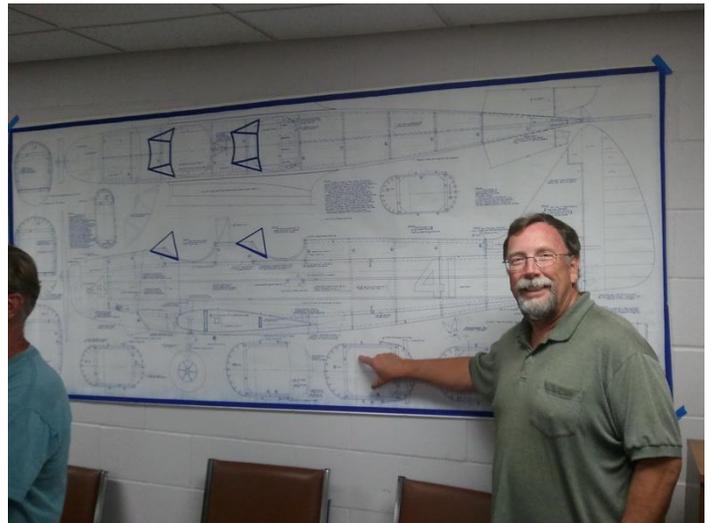
Steve Meyer shared with the TCRC members his Hostetler giant-scale PT-19 plane and explained where and how you can get the balsa wood for this model. Everything from other planes available out there to laser cut kits and prices. Thanks Steve for the great information.



Pictured above is Chris O'Connor's Top Flite P-51 giant-scale 85" wingspan, weighing 28 pounds and powered with a DA 50 2-stroke gas motor rated at 5 hp. Equipped with Biella 22-10 prop, Hitec servos, Sierra landing gear and covered with the Stits Coverall process. Also in the photo is a Moki 5 250cc 5-cylinder 4-stroke gas radial engine that Chris is planning on using in a giant Hawker Sea Fury. Another item Chris shared with us was his twin Zenoh GT-80 that he is going to be installing in his giant-scale T-34.



Pictured above is Mark Sauer's Top Flite T-34B Mentor 80" wingspan weighs in at 19.5 pounds, has a Saito FG 30 4-stroke gas engine. Build from a kit and covered with the Stits Coverall process. Robart retracts. Mark talked to the membership about his building techniques and was a guest invited by Chris O'Connor. Great looking airplane! Thanks Mark and Chris.



Pictured above Steve Meyer reviewing the plans of his Wendell Hostetler Giant scale PT-19 aircraft.

Thanks to Mark, Steve and Chris for a really great and informative program on giant-scale.

(All photos by Tim Len)

J

# Pictures From Watts Over Owatonna 2011



**John Dietz carries Gerry Dunne's warbird back from the flight line after a successful flight at Watts over Owatonna at the end of July.**



**TCRC'ers Tim Len and Chris O'Connor discuss a flight with RC Universe stalwarts Mike Buzzeo and Geoff Barber at Owatonna.**



**A very majestic electric Constellation soars through the cloudless skies over Owatonna on July 29<sup>th</sup> at the electric fly in.**



**One of the many crowd pleasers at Watts Over Owatonna was a very nice flying electric model of Star Trek's USS Enterprise.**

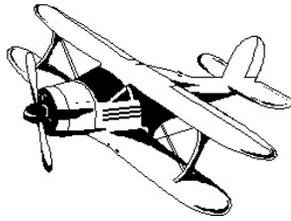


**Curtis Beaumont and John Dietz enjoy the shade under TCRC's tent while partaking of the great electric flying being done at Watts over Owatonna in July 30<sup>th</sup>.**



**A spectacular electric Jenny struts its stuff at Watts over Owatonna.**

# Show & Tell



by Tim Len



Mike Burk brought his 4-bladed Rotor Helicopter powered with 4 2200 kv electric motors. Four 20 amp ESC's run on one Lipo battery. Mike has not flown the heli yet but feels it should fly well. Thanks Mike.

(Photos by Tim Len)

J

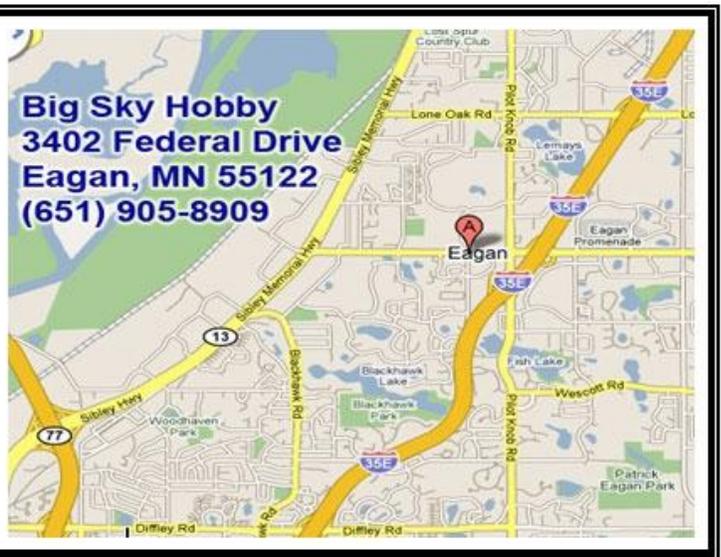


Joe Niedermayr had his Jet A-4 Skyhawk at the July meeting. The model is from Airfield Nitroplnaes and the electric Joe has installed is a 64MM EDF fan unit with a 4800KV outrunner motor and a 40 amp ESC. It is powered by a 3 cell lipo. The jet weighs in at 1 pound 1/3 ounce. Joe has not yet had the maiden flight on the model but hopes it is not too distant in the future. Thanks for sharing Joe.

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# Veep's Pre-Flight

by Mark Wolf



## Multi-Engine Flying

Two engines, more options, more flight planning opportunities. Transitioning to a twin-engine aircraft offers pilots the additional challenges of operating a more complex airplane. Normal twin-engine operating procedures provide a noticeable increase in aircraft performance and pilot techniques are very similar to that of single-engine flying. When one engine quits however the pilot's workload can increase rapidly and an understanding of aerodynamically what the airplane is still capable of performing is essential to flight safety.

The loss of an engine on a twin-engine airplane immediately reduces your available power to 50%. With half of your power lost the airplane performance is reduced considerably. Full scale performance (specifically climb performance) suffers the most and it is generally accepted that an engine loss in a twin reduces your climb performance by as much as 80%. (50% power and an additional 30% due to asymmetrical thrust and drag and control responses necessary to compensate for these factors). This figure is for piston-powered propeller, wing mounted engine aircraft that are commonly referred to as 'light twins'. The larger twins and turbine-powered aircraft are certified under different requirements and some single-engine performance criteria is established.

80%. That's a lot. It doesn't leave you with much left to work with but it can still be manageable. The loss of that engine at anytime during the flight presents a challenging situation. During the take off and initial climb segments of the flight and engine loss can be the most critical. High power, slow airspeed, low altitude, takeoff configuration (gear down and possibly some flap extension), many issues to contend with to keep the airplane flying and not much time to accomplish them. Fly the airplane. At cruise altitude or during an approach to landing, there is usually a little more time to sort things out if an engine quits. Again, fly the airplane.

Most of the model magazines from time to time present articles on setting up and flying multi-engine models. Model selection, fuel

systems, engine tuning, radio programming, electrics/speed controllers and other tips and suggestions can be very informative. They look great, they sound even better and with two engines (or more) they can really perform.

Fly safe. Until next time . . . J

## Northern Alliance Military Fly-In

Just about the best ever R/C military scale flying event in the United States and probably the world is held right here in Minnesota at the Southern Minnesota Model Aircraft Club in Owatonna.

This year's event is the 6<sup>th</sup> annual, and it will be held on August 12<sup>th</sup>, 13<sup>th</sup> and 14<sup>th</sup>. Registration forms can still be obtained at the [www.smmac.com](http://www.smmac.com) website

The Northern Alliance Military Fly-In is a great event to participate in as an R/C pilot, but it is also a fantastic event to attend as a spectator. The quality and number of giant-scale warbirds is awesome and this is an event that you shouldn't miss. It is always well attended by TCRC'ers.

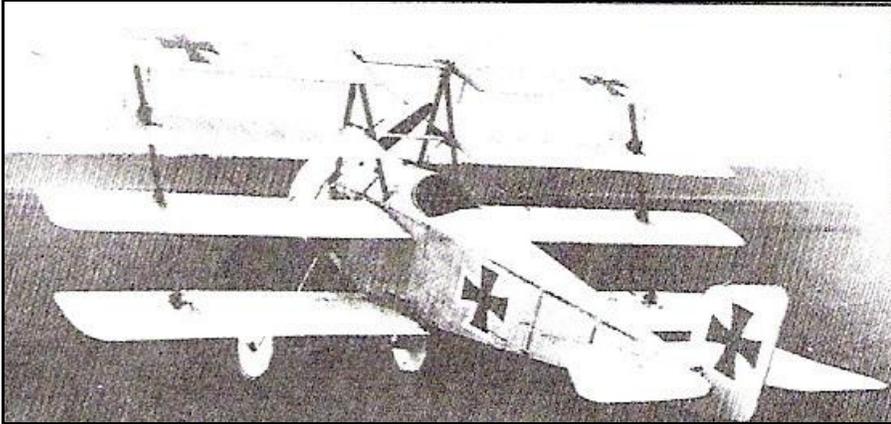
For more information, contact J. Quesenberry at 952-432-2541. J

**SMMAC**  
Southern Minnesota  
Model Aircraft Club

# Euler "Vierdecker"

by Conrad Naegele

The July Mystery Plane was the German Euler "Vierdecker".



August Euler, proprietor of Euler Werke, located in Frankfort Am Main, Germany, obtained a patent in 1912 for a fixed, forward firing machine gun, aimed by steering the aircraft, on which it was mounted, at the target. Well, gee, where else would you aim it? But, in 1912, eureka! Anyway, the Euler Company, designed 9 or 10 planes from 1912 through 1918, most were not successful. These included a monoplane, biplanes, triplanes, and the "Vierdecker". The 1917 "Vierdecker" was a 4-wing fighter, of usual construction for the time, rag and tube, mostly wood. It featured a fourth wing, with full span split ailerons, acting as a fully controllable wing.

Flight tests in 1917 revealed poor performance, and pilots remarked that it didn't seem to know what it was doing. The plane was declined, but testing was continued. The original 100 horsepower engine was replaced with a 160 horsepower engine, to no avail. The 4<sup>th</sup> wing was deleted, and the plane was redesigned as a biplane, given a 160 horsepower Siemens rotary turning a 4-blade prop, fitted with two machine guns. Production orders were placed. This airplane now had exceptional performance, with a high rate of climb. First production models flew in 1918, just too late. While the "Vierdecker" was unsuccessful, the final result was a great little fighter!

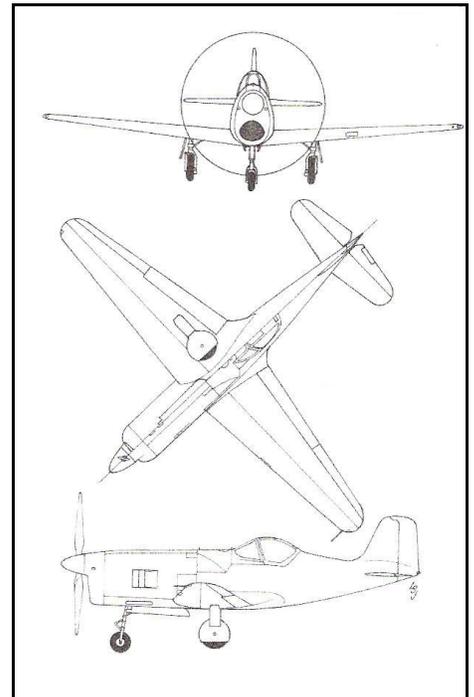
The Euler "Vierdecker" had a wingspan of 24 feet 5 inches, a gross weight of 3,054 pounds, and a top speed of 101 mph. J

**TCRC Jordan Field Clean Up  
Day Coming Soon!**

## Calendar

- Aug. 5-7      3<sup>rd</sup> Annual  
Wisconsin Fun Fly  
Bill Sachs &  
Jim Cook
- Aug. 9        Membership  
Meeting, 7:00 PM  
Fellowship Hall  
CrossPoint Church  
Bloomington
- Aug. 12-14    Northern Alliances  
Fly-In  
Owatonna, MN
- Aug. 27       Model Aviation Day  
Jordan Field  
Scott Anderson

## August Mystery Plane



# Senator Franken Supports AMA

The following is a letter sent by Minnesota Senator Al Franken to TCRC member Scott Anderson:

Dear Scott,

Thank you for contacting me about FAA reauthorization and model aircraft. I appreciate you taking the time to share your concerns with me on this issue.

As technological advances continue to rapidly change the way Minnesotans live their lives, the government has to move quickly to keep up. One area that is progressing especially rapidly is Unmanned Aircraft Systems, or UAS. Originally developed for the military, these systems are now being developed for commercial use. In response, the Federal Aviation Administration (FAA) is developing regulations to integrate UAS into the federal airspace to ensure its safe and successful integration.

There was some concern that recreational remote-controlled model aircraft would fall under UAS regulations. Senator Inhofe introduced an amendment to S. 223, the FAA Air Transportation Modernization and Safety Improvement Act, that would exempt model aircraft from UAS regulations, as long as they are

under 55 pounds and flown specifically for recreational or academic use. The amendment was agreed to by a voice vote.

On February 17, 2011, I was proud to join 86 of my Senate colleagues in voting to pass S. 223. The House of Representatives passed its own FAA reauthorization bill, and the House and Senate are currently working out the differences in their legislation before the bill goes to the President for his signature. I will keep your thoughts in mind should this issue come before the Senate again in the future.

Thank you again for contacting me, I look forward to hearing from you in the future on this or any other matter of concern to you.

Sincerely,

Al Franken  
United States Senator

## Tips & Tricks

To clean your airplane after a day at the field use my formula, which is as follows:

- 5 cups of water (40 oz.)
- 1 cup of denatured alcohol (8 oz.)
- ½ cup of ammonia (4 oz.)
- 1 oz. of dish detergent

If you would like to try something different, try using lemon Pledge spray wax. It cuts through the castor lubricant and grease, and cleans and polishes the surface leaving the aircraft with a protective coating without any residue.

*(Reprinted from the newsletter of the West Jersey Radio Control Club, Gibbsboro, N.J., Tom Voorhis, Editor.)*

**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.**

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**Stop In Today To Find Out 'The TCRC Special Of The Month'**

# Jordan Field Drying Out

by Jim Cook

The 'spring and summer from hell' may be finally drawing to a close as the Minnesota River has released its grip on the TCRC Jordan Field. The River dropped below 18' right around the first of August, and currently is below 15 feet as this newsletter goes to press. Water starts to creep onto the runways above 18 feet.

Even with the considerable amount of water that Minnesota has received this past week, the National Weather Service is projecting that the River will stay below flood levels, continuing to drop slightly every day.

Unfortunately, as the Minnesota River departed, it left a considerable amount of wet silt on the entire field. Field manager Corey Kaderlik took several pictures of the field this past week, and Steve Meyer and Stan Erickson were at the field on Saturday, August 6<sup>th</sup>, to do some preliminary cleaning.



**Stan Erickson's car sits on the road to the Jordan Field.**  
(Photo by Steve Meyer)



**Stan Erickson stands in the shelter where he was working on removing some of the silt.**  
(Photo by Steve Meyer)

After review by Corey, Steve and Stan, it became very obvious that the club would have to hire a Bobcat to help in removing the silt from the entire area. Field manager Corey felt that the club should allow a little time to allow the silt to dry, before bringing in the Bobcat. He was also concerned that if TCRC tried to remove the deposit too early, the area could be damaged with ruts, etc. He felt that when the Bobcat was brought in, it should have tracks instead of wheels, to help protect the field.

The exact timing as to when the Jordan Field could be cleaned is still to be determined, but it was noted that once a clean-up day was scheduled, it would be important to get as many members out as possible to get the job done efficiently.

The clean up of the Jordan Field will be on the agenda at the regular membership meeting on Tuesday, August 9<sup>th</sup>. The board of directors will be looking for as much input as possible from the members on ideas of how and when the club can get the job done.

Every member is looking forward to reclaiming the club's flying site, and although it looks pretty messy right now, an organized effort with the right equipment (including a Bobcat) can get the job done pretty quickly. We still have to rely on Mother Nature to not continue to drop rain on the field for a while though.

Be sure and come to the meeting and get the latest information on when the TCRC Jordan field will be ready for routine flying again. J

## TCRC Model Aviation Day

TCRC's premier showcase for the hobby of R/C airplanes and the Jordan Flying Field is scheduled for August 27<sup>th</sup>.

Obviously the availability of the Jordan Field will determine if MAD will be held on this date. As discussed in the article to the left, it is possible that Jordan may be ready for flying sometime in the latter part of August, but Mother Nature still has her say in that decision.

Model Aviation Day will be a discussion topic at the August 9<sup>th</sup> membership meeting. It may indeed be able to be held on August 27<sup>th</sup>, or possibly the club may decide to move it a week or so into September.

Chair for TCRC's Model Aviation Day is Scott Anderson and he will be interested in your thoughts at the next meeting. J

Editor, Jim Cook  
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Shakopee, Minnesota 55379

## TCRC Well Represented At Watts Over Owatonna



Paul Doyle readies his great looking electric P-47 at Watts Over Owatonna while Steve Meyer gives him moral support. The event was July 29-31 and attracted hundreds of pilots and magnificent planes. 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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