



June

Minneapolis, Minnesota U.S.A.

2007

# Weather Is Superb For the TCRC Spring Float Fly

by Jon Perry

After bad weather the last two years, Mother Nature finally relented and gave TCRC some great conditions for the Spring Float Fly at Bush Lake in Bloomington. Nice warm temperatures, blue skies with a high ceiling and the wind out of east-southeast at about 10-15 mph which gave the water a light chop, and gave the event nice flying conditions.



**Rae Richardson of MVRC brings his J-3 Cub in for a nice landing.  
(Photo by Jay Bickford)**

Dave Erickson and Rick Smith were the CD's for the event, and they started with the pilots meeting promptly at 11:00 AM. There were 26 people present and they brought 24 very nice float planes. Four people from MVRC & Scale Flyers were there and all were flying scale J-3 Cubs.

We had three guests that were very interested in our club and are good possibilities for new members of TCRC. Gerry Dunne spent a

considerable amount of time talking with them and got them very interested in his electric's.

The clubs retrieval boat caused an initial problem as it had developed a large hole in the bottom. However, the quick work of about 15 people using lots of duct tape and of course CA corrected the problem so that the boat could make it through the day. This was good because it did get a lot of use during the afternoon. Obviously a more substantial repair will be needed before the club's Fall Float Fly.

Pat Dziuk had an Easy 2 that he said was on floats for the first time. He said it flew OK but that there were still some bugs to be worked out.

Dave Erickson was doing a great job of flying his nice looking Seamaster most of the day until in the early afternoon the tail broke off during a flight which resulted in a severe plunge into the water and ended his flying for the day. He was able to retrieve the plane for a future rebuild. That was the only plane that was really crashed for the day.

Mike Timmerman had a new 40-size scratch built trainer which flew very nicely. Mike did a beautiful covering job and the float kit was nice also.

**Continued On Page 3, Col. 1**

# The President's Hangar

by Bill Jennings

A big thank you to everyone who turned out for last month's field cleanup day. Although I had cancelled the event earlier in the day, lots of people neglected to check their e-mail or the website before heading out to the field. As it turned out, the rain held out long enough for the group to complete the cleanup effort and gather under the shelter for a few well-deserved hotdogs and pop. The rain that started as a light sprinkle gradually turned into a downpour and efforts to fly were cancelled for the remainder of the day. The cleanup crew included Jay Bickford, Ken Corrin, Larry Couture, John Dietz, Thad Gorycki, Bill Jennings, Conrad Naegele, Butch Neutgens, Dan Olberg, Don Olson, Jon Perry, Wayne Rademacher, Jim Ronhovde, and Orv Schneewind. Those planning to attend prior to reading their e-mail messages included Dave Varner, Chris and Mark O'Connor, Jim Cook and Mark Wolf. A reminder: all events are subject to cancellation up to one hour prior to the scheduled start time.

It appears that the Spring Float Fly "weather jinx" of the previous few years has finally been broken. Mother Nature provided some surprisingly nice weather for the event this year. There were at least 15 TCRC members in attendance, plus a number of guests from other clubs. Early in the day, the retrieval boat crew almost had the chance to demonstrate their dog paddling skills when the boat developed a leak. Who knew that duct tape and CA works for patching boats as well as planes? After the boat was repaired, the event proceeded smoothly for the rest of the day with everyone getting in at least a few good flights.

I've often wondered at seeing the same 10 to 15 pilots at the field all the time. Why aren't the rest of our members using the field? I've asked several members recently and they expressed concerns about their rusty flying skills. A few mentioned that their last few flights had resulted in crashes. If this scenario sounds familiar, the solution may be as easy as a few confidence-building buddy box flights. To make it even easier, I'd like to set aside every Thursday this summer as a Skills Improvement Day.

You've probably forgotten how you originally had to rely on someone to help you to safely develop your flying skills. It's reassuring to know you can ask them to take control for a minute, if your knees start to shake. Whether you're a novice pilot still working toward your first solo flight, or a rusty veteran that needs a "tune-up", each Thursday can be an opportunity to improve your skills. The weather is too good to be wasting *fun* flying opportunities, instead complaining about how rusty you've become. So..., dust off your trusty flyer, charge the batteries, and head out to the field. There will be someone there each Thursday to help you with a pre-flight inspection, tune your engine, and help you to get your wings back again!



**Jon Hanna gets some buddy-box time on a beautiful Thursday afternoon. (Photo by Jim Cook)**

At the next membership meeting on June 12th, the proposed Bylaws changes will be discussed and brought forward for a vote. If you're wondering what the changes are, check out the link on the [TCRCOnline.com](http://TCRCOnline.com) website home page. If you have concerns about how the changes may affect you or the operation of the club, plan on attending the next meeting.

This will be an active month at the field with three scheduled events: The first, the annual Building Contest and Fly In is scheduled for June 2nd with CD Jay Bickford. If it should rain, the contest will be held at the meeting on June 12th. Prizes will be awarded in the five traditional categories of Scale, Sport/Pattern, Trainer, ARF, and Best of Show. The second event is the 2nd Annual Invitational Fly-In scheduled for June 16th with CD Bill Jennings. Two clubs have been invited to attend this year (see other newsletter article). The third event is the Electric Fly-In and Campout to be held on June 30th with CD Gerry Dunne. If you like the "quiet" flyers, this should be a fun time. If you like to fly, there's an event to interest every member this month. I hope to see you all at the field! ☺

## Spring Float Fly

Continued From Page 1

New TCRC member Wayne Rademacher was flying his Aero-Float, a very nice electric. I believe this was Wayne's first time at a TCRC event but he jumped right in and enjoyed his float flying. We will be seeing much more of Wayne and his electric's over this flying season.

Larry Couture did a pretty good job of flying his 'Part This - Part That', a high wing float plane which had a wing off a Stick and the fuselage of a trainer and lots of rubber bands. The plane flew well.

Some of the other pilots and planes at the event were: Dave Sturgeon, a J-3 Cub; Morgan Larson, a Sea Cruiser II; Rae Richardson (MVRC), a J-3 Cub; Mark Cater with a SeaMaster; Jack Reeves (MVRC), a J-3 Cub; Duane Dahnet (MVRC), a J-3 Cub; Rick Smith, 3 planes; Stan Erickson, ¼-scale Cub; Mike Burke, a Hacker 4D; Dan Stensby, 2 planes; Sherwood Heggen, a Sportmaster; Gerry Dunne, a Wizard; and Bob Nestaval, a Couture Creation. In addition, Gene Leclerc of MARCEE, and TCRC'ers Conrad Naegele, Bill Jennings, Mark Wolf, Dick Patch, Jon Hanna and Jon Perry helped out.

Flying was continuous from 11:00 AM until about 2:30 PM when the guys started packing it in. As usual, there were lots of spectators at the park and they seemed to enjoy the flying and visiting with the pilots.

Thanks to the CD's, Rick and Dave for putting on a great event.

See you in September!



## Planes And Pilots Were Plentiful At The Spring Float Fly



Sherwood Heggen gets an assist from Mark Wolf as he readies his Sportmaster for the next flight. (Photo by Jon Perry)

## Pilot's Meeting For The Float Fly



Rick Smith gives the pilots at the float fly the ground rules (and air rules) at the Spring Float Fly. (Photo by Jon Perry)

# Pictures From TCRC's Spring Float Fly



There were plenty of hands to help come up with a patch for the retrieval boat.



Dave Sturgeon poses with his very nice J-3 Club which flew at the Spring Float Fly.



Pat Dziuk give Mike Timmerman a hand as Mike's plane gets ready for another flight.



Father and son John and Joe Quincy really became interested in the planes and TCRC.

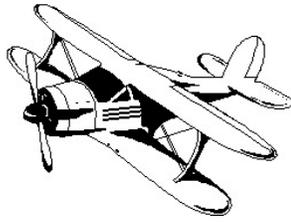


Larry Couture & Bob Nestaval head for the water.



Rick Smith's Twin got a lot of attention.

## Show & Tell



The neat stuff just keeps showing up at Show & Tell each month.

Steve Meyer demonstrated one of his purchases that he made while at Toledo Expo in April. He had Spread Spectrum conversion system from Extreme Link for his Futaba radio. The module plugged into the back of the transmitter where the crystal originally was kept. The receiver had a very small antenna. Steve sent a member out to the parking lot with the transmitter while he put the receiver inside of a stainless steel pot and placed the lid on. Even inside the pot, the receiver continued to get the signals from the transmitter and move a servo that was on the table by the pot. The cost of the module and receiver was about \$170 at the Toledo Expo.



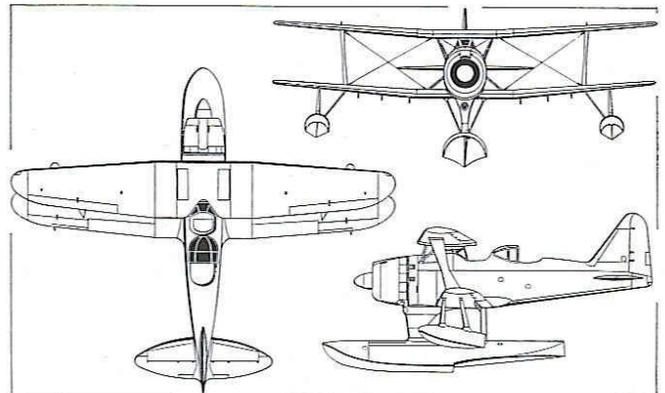
Mile Burk had his newest 3D airplane at the meeting. This was an Airfoilz Biplane, which was a profile bi-plane. It was white with green and black trim, and the underside of the white wing had red stripes on it. He had a 250-watt E-Flight BL480 motor that was powered by a Li-po 1,100 mAh battery. He said the motor obviously was not drawing the full 250 watts. This was the heaviest electric Mike has built so far, weighing at 18.6 ounces without the battery pack. He said it had plenty of power for straight up performance. He was concerned that the

plane would tuck under during knife-edge flight if more rudder were applied. The membership discussed this and came to the conclusion that the aircraft needed more sub-rudder to correct the situation.



Rick Smith had a very nice looking Bohemia ARF electric plane at the meeting. He picked this plane up at Hub Hobby and said he was looking for a nice gentle backyard flyer that he could use to train others about flying RC. The plane was done in a transparent dark yellow Monokote with black on the nose and on the turtledeck. It was powered with a small E-Flite 370 motor that utilized a 2,100 mAh 3-cell Li-po battery. The plane weighed in around 11 ounces. ☺

## June Mystery Plane



**Bring Your New Plane To Show  
& Tell At The Next Meeting**

# From The Co-Pilot's Seat

by Chris O'Connor

It's hard to believe that June is here and the summer flying season is underway. One of the long standing TCRC events is the Building Contest that is open to everyone -- which means the participation should be huge. If you haven't entered your plane before or if it is 50% new then you can enter it in one of the categories. Jay Bickford is the CD again this year. So bring your pride and joy out to the field on Saturday June 2<sup>nd</sup> or the rain date of June 12th at the TCRC meeting. Remember, it doesn't matter if you win or not, just participate. It's fun and there is no pressure at all.

TCRC is celebrating our 50th year as a club and the May and June programs are bringing back memories of the past. TCRC is such a strong, enthusiastic, exciting club, because of all of you, that you don't want to miss out on any of the festivities.

Last meeting we had movies from 1968 at the TCRC field by the glass plant in Shakopee, across the highway and south of Valley Fair. We got to see a lot of the long time members from almost 40 years ago, including myself at age 17, my brother Mark age 15, Bruce Anthony, Mike Kuller, Jim Miller, Sherwood Heggen, Red St. Albin, Ted Berman, John Duncan, Ken Duncan, Larry Couture and so on. Thanks to Jim Ronhovde for setting up the movie. It was wonderful to look back. The church has a nice room downstairs with stadium seating to watch the movies. To top it off we were treated to popcorn and pop. If you missed the May meeting, you can still see the next installment of movies at our June meeting on Tuesday June 12th. You won't want to miss this one.



**Movies at the May meeting. (Photo by Jim Cook)**

Remember to look at all of the activities planned for the year, and say to yourself, "This year I'm going to participate!"

We have clubs coming to our field this year and then all of us going to another field. A great idea from Bill Jennings. This way we can see and also fly at some of the other fields in the area. Last year was the first time doing this, and for anyone that traveled to another field found that one of the nicer fields in the area is down in Owatonna at the SMMAC field owned by Tim Johnson. This is one that can be called a 'field of dreams'. Get involved you don't want to miss out!

See you at the field, and remember bigger flies better! ☺

## TCRC Denim Shirt Order

If you are interested in purchasing a denim shirt with the '50<sup>th</sup> Anniversary' logo, please contact Jim Ronhovde on or before the membership meeting on June 12<sup>th</sup>. The club is placing a one-time order for the shirts and it is anticipated that the order will be sent in right after the June meeting.

Cost of the shirt is \$40 and the payment should be given to Jim at the time of the order. Shirts can be ordered as either short-sleeve or long-sleeve, and also will have your name over the front pocket.

Don't miss your only opportunity to purchase one of these shirts. Contact Jim Ronhovde today. ☺

## Ed Meckola Passes Away

by Jim Cook



Longtime member Ed Meckola passed away on May 21<sup>st</sup>. Ed was a driving force in the club in the 80's and 90's and was one of the primary instructors when I joined the club in 1987. Ed was a good instructor and it was always a very enjoyable time to be spent soaring through the air with him at my side, and then to sit and talk and enjoy the beauty of the Jordan field before the next flight. One of my most treasured possessions is my 'glow plug' pin that he presented to me after my first solo flight.

Ed was a standard fixture at the meetings during those years and also a charter member of the Bald Eagles, that group of retired guys that would meet at Bridgeman's for breakfast every Wednesday morning before heading to Jordan for a day of flying. He and his wife Dorothy also made the trip north to Park Rapids every year until Ed's health prevented him from doing so.

Ed affected the lives of many young people, and many older people with younger hearts as he introduced them to the wonderful hobby of R/C. He truly loved the sport. We at TCRC extend our deepest sympathy to Dorothy and Ed's family in his passing. Ed will most certainly be missed.

## Helpful Ideas

by Ed Olszewski

With the weather becoming gloomier, and colder, some of our attention has turned to building and repairs -- and hopefully more of the building and less repairs. Here are a few tips:

The foam "Pool Noodles" sold in the sporting goods section of megamarts make great foam stock for mounting your batteries and receivers in your airplane. It cuts very easily with a kitchen knife, and a pocket can be easily formed that will protect the electronics from vibration and shock. It is also rigid enough to hold the devices in place in many applications.

Aluminum foil makes a great shield or mask when spray painting. Paint of course does not penetrate the foil; it can be easily formed, and will stay where you put it, often without the need of tape.

Store your un-mounted engine in an aluminum foil pouch. Thoroughly clean the engine and spray penetrating oil as a preservative and wrap the engine with the foil. Crease the edges to form an airtight seal to keep the preservative oil in, and the dirt and moisture out.

*(Reprinted from Eagles' Nest, St. Clair County, Michigan.)* ☺

**TCRC**  
**A Fifty-Year Club!**

## Curtiss P-40 Q

by Conrad Naegele

The May Mystery Plane was the Curtiss P-40 Q.



Prior to the termination of the P-40 'Warhawk' series, which had been going on since mid-1937, a general modernization program was undertaken late in the war. Two P-40 K's, and one P-40 N were modified and labeled the P-40 Q. The basic, almost original, airframes were fitted with an Allison V-1710 engine and a four-bladed prop, needed to handle some additional horsepower. Radiators were then moved to an under-wing location and a free blown bubble canopy was added. The rear fuselage was cut down for increased visibility. The wingspan was reduced from 35' 4" to (now get this) 35' 3"! For the first time, water injection was tried. From the original P-40's gross weight of 7,325 pounds, the P-40 Q now weighed 9,000 pounds, which pretty much cancelled out any additional horsepower gains.

The updated P-40 Q, in spite of the updating, was still, for the most part, inferior to the current front-line fighters – the P-51, Thunderbolt, etc. Consequently, no further attempt was made to bring this aging airframe up to contemporary standards. For all of the work, the useable speeds only increased from about 360 mph to about 422 mph. As a footnote, Curtiss mocked up a twin-engine P-40 with Merlin engines perched above the landing gear. This was labeled the Kittyhawk II. Why Curtiss never thought to go to the Merlin engine earlier, I'll never know!

The P-40 Q carried 4 50 caliber wing guns or could carry 4 20mm cannons. It had a service ceiling of 39,000 feet. ☺

### Notice - Proposed Bylaws Changes

The board of directors has reviewed the club bylaws and proposed some changes to bring them current with the times. (See the website and click the link for details.) A public notification to the members as outlined in our current bylaws was made at the May 8th meeting - a vote will be held at the June 12 meeting. Discussion will be held during the June 12 membership meeting and a motion to adopt will be made. All members are encouraged to come to the meeting to vote. ☺

## Keep Your Pilot in Your Plane

Have you ever seen someone's pilot-figure rolling around in the canopy? Not very cool especially if the pilot is an F-15 figure. Try this idea to make sure your pilot doesn't eject too soon.

Since most pilot figures are hollow, enlarge the rubber hole in the bottom of your figure. Make it about 1/4-inch to 3/8-inch wide. Go down to your favorite hardware store and purchase some drywall hole-hanger screws.

Get the 1/2-inch or 3/4-inch thick size. The size to use will depend on your cockpit size and the thickness of your pilot's rubber base.

Now drill a hole into the cockpit floor (where your pilot will sit). The cockpit hole needs to line up with the hole in the bottom of your figure.

Now glue your pilot down and take the drywall screw and push it up through the bottom of the cockpit floor.

Put the base of your figure on top of the drywall screw and tighten the screw. As the screw is tightened, the casing's external fingers will collapse or spread out inside your figure securely attaching your pilot to the cockpit floor.

Now if your airplane crashes, at least you know your pilot will still be securely attached!

(Reprinted from *Hangar Talk*, Edinburg, Indiana.) ☺

## SAFETY AT THE FIELD

by Larry Couture

The safety item for this month is make sure you have your name and address on the plane or your AMA number so that it can be identified as yours if found. This is rule no. 6 in the AMA Safety Code. They say this is not required for models flown indoors but I think it is still a good idea to put it on all planes.

One thing that happened at the float fly is that engines were started and adjusted while standing or being in front of the engine. This is by far the easiest way to get in the prop and that is not good. So please in the future remember to get in **BACK OF THE PROP** before making adjustments. I will remind anyone I see doing this that your have stupid stenciled on your forehead.

A new **FIRST AID KIT** will be in the shelter area soon thanks to President Bill, so make sure you find its location so it can be found very rapidly if needed. It will be put up high so as not to be in flooding area if possible.

Safety is not a thing that happens by itself and therefore must be practiced by everyone at all times to make it happen. With this in mind have great summer and fly a lot.

As usual all landings from which you can fly again are great but not always graceful so keep the rubber side down. ☺

## Why is TCRC Special to Me

One of things that I found early on when I joined the club that really impressed me was the friendliness of everyone. No one was judgmental, not about how a plane looked or a person flew. There were some planes that I thought were in such rough shape that they looked un-flyable but never did you hear someone degrade anyone or anything ... ok maybe a little poking fun once in a while but that was it ... it was all in fun. I do like to fly, but, when I look back on my most memorable moments as a TCRC member, it is the time I spent talking and just being with the members, that is what I really came to enjoy. My experience as president of the club was a truly enjoyable one with everyone pitching in when needed, and we needed it frequently due to the amount of flooding we had in the early 90's. A good number of the "old timers" are now gone and a lot of what this club is and I hope continues to be, is the result of these guys! Thanks to John, Bud, Lank, Ed, Bruce, Don H, Don M, and the many others that helped me and anyone that needed it along the way ... till we meet again.

Butch Neutgens ☺

**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.**

## Electric Fly & Camp Out

TCRC will have an Electric Fun Fly and Camp Out at the Jordan Field, starting on Saturday, June 30<sup>th</sup>.

Gerry Dunne is the chair for this event and would like to see a great turn out of electric planes on Saturday.

For those attending who would like to camp, Gerry says to bring your tents and sleeping bags, some beverages and food, and plan on a night or two of fun. If you are interested in camping Friday and Saturday evening, that would be fine.

Gerry also said that maybe the campers might even try some night flying.

Mark your calendars and plan on being at the TCRC Electric Fly and Camp Out the weekend of June 30<sup>th</sup>. ☺



**TCRC**

**1957 -- 2007**

## Calendar

- June 2      **Building Contest  
& Fly-In**  
Jay Bickford
- June 12      **Building Contest**  
Rain Date (Meeting)
- June 12      **TCRC Membership  
Meeting, 7:00 PM**  
Fellowship Hall  
CrossPoint Church  
Bloomington
- June 16      **Invitational Fly-In**  
MVRC & SMMAC  
Bill Jennings, CD
- June 30      **Electric Fly-In &  
Camp Out**  
Jordan Field  
Gerry Dunne, CD
- July 7      **Field Trip to SMMAC,**  
Owatonna  
Bill Jennings, CD
- July 24      **3<sup>rd</sup> Qtr TCRC**  
Board Meeting
- July 28      **Pattern Flying**  
Practice Day  
Chris O'Connor, CD
- Aug 3-5      **Park Rapids Fly-In**

## Another Howard Pete?



Jim Rasmussen poses with his Dave Andersen designed 1/4-scale Howard Pete airplane. Jim scratch-built it from Dave's plans, and contacted Dave periodically for consultation during the construction. The Pete is powered by a Saito 150 4-stroke and Jim is very happy with its flight characteristics. He originally had a 120 4-stroke in it, but it was noticeably under-powered with that engine. Jim is the long-time editor of *Just Plane Talk*, newsletter of the Mid-State Aeromodeling Club in Marshfield, Wisconsin. ☺

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## New Members

Our newest member is Wayne A. Rademacher. He lives with his wife, Jessie, at 23310 Drexel Avenue in Jordan, 55352. Their phone number is 952-758-6246 and his e-mail address is [rademacher@bercomm.net](mailto:rademacher@bercomm.net).



**Wayne at the 2007 Spring Float Fly. (Picture by Jon Perry)**

Wayne flies electrics, including heli's, and he has been flying for 25 years. His hobbies are machining, CNC, CAD, CAM, and electronics. When you see Wayne at a meeting or at the field, be sure to introduce yourself and welcome him to the club. ☺

## Auction Prize Takes To The Air

At the April meeting of the Wright County Flyers of Monticello, Minnesota, Buzz Plante presented his E-Flite Mini Funtana X that he won in the raffle at the TCRC Auction in February. This plane was from a Horizon Hobby line of ARF electric 3D aircraft. It was constructed of balsa and plywood and covered with Ultracote covering. Buzz had to invest a tidy sum in 4 servos, receiver, Li-Poly battery, brushless outrunner electric motor and speed control to eliminate the 'almost' from the ARF. Buzz had been flying the Funtana prior to this presentation at the meeting and he was pleased that this was his first electric that didn't seem at all under-powered.

*(Reprinted from **The Wright Flyer**, newsletter of the Wright County Flyers, Monticello, Minnesota, Jean Davids, Editor.)* ☺

## 2nd Annual Invitational Fun Fly

by Bill Jennings

On Saturday, June 16th, we'll hold our second Invitational Fun Fly with a few changes from last year's event. We remembered to double-check the calendar this year before setting the date. Last year we picked "Back to the 50's" weekend, which really hurt the attendance figures. In addition to inviting the folks from Owatonna to come back again, we've also invited our friends from MVRC on the other side of the Minnesota River to join us. The event will start one hour earlier than usual at 10:00 AM, with a pilot's meeting at 9:45 a.m. The food tent will be opened around noon with the customary hot dogs and brats, baked beans, chips and cold pop. There will be a charge for the concessions, but at "break-even" prices. This will be an excellent opportunity to meet some of your fellow pilots from other clubs and to see some different planes operating from our runways. Who knows? We may attract a few new members. I plan to have some application forms ready, just in case... A cancellation, if necessary, will be posted by 8:30 AM on the website.

Let's have a good turn out of TCRC members to mingle with the guys from MVRC and from SMMAC. I'm pretty sure our guests will be bringing some great looking planes for us to see fly the skies of Jordan. ☺

**Be At The TCRC Invitational Fun Fly on Saturday, June 16th**



**The Biffy's at the field and ready for business. (Photo by Jim Cook)**

Editor, Jim Cook  
@ Flare Out Publisher  
1177 Polk Street  
Shakopee, Minnesota 55379

## Not a Place To Land A Yellow Plane



Way in the distance across this sea of bright yellow dandelions you can see the Jordan runways. This is what the TCRC field looked like in early May. If you are not seeing this in color, you need to go to [TCRCOnline.com](http://TCRCOnline.com) and check it out. (Photo by Jim Cook) ☺

### THE TCRC FLARE-OUT Monthly Newsletter



### \*\* TWIN CITY RADIO CONTROLLERS INC. \*\*

**Purpose:** To preserve, encourage, and further develop the hobby of building and flying radio controlled model airplanes.

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#### TCRC Flare-Out

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