

## Rain Doesn't Stop The 2011 Spring Float Fly

by Steve Meyer

For the second year in a row the weather was not on our side for the 2011 Spring Float Fly. Rain showers were forecast to be off and on throughout the weekend and as I prepared to go to Bush Lake it started to sprinkle. I set off for the lake hoping I wouldn't have to cancel the event.



**The hearty souls that endured some bad weather to enjoy some good flying. (Photo by Steve Meyer)**

When I pulled into the parking lot at 9:30am Dave Erickson was already there with the retrieval boat. Terry Spletstoeszer from Crow River RC Club and Larry Sorenson from MVRC were also standing around the boat. I asked them if we should cancel the event and they all said "heck no, a little rain doesn't stop a Minnesota float flyer". As we hauled the boat to the water (in the light rain) I thought to myself . . . these guys must work for the postal service. I didn't think it was as cold

and windy as it was at last year's Spring Float Fly, but several of the pilots were using "transmitter mittens" to protect their transmitters and keep their hands warm . . . I have to get me one of those.

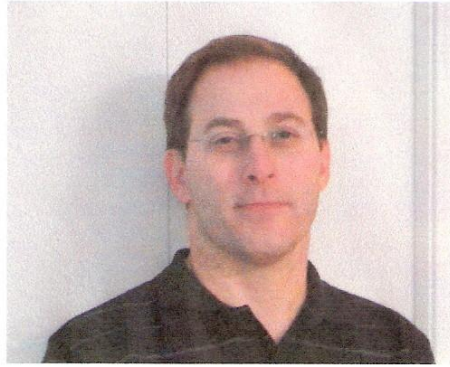
Dave Erickson was the first pilot in the air and he said it was a little bumpy but not too bad. By 10:00am the light rain had settled into a light mist and more pilots joined us on the beach. I took a group picture and had a short pilots' meeting to talk about flight pattern, transmitter channels, and general safety.

Even in the rain ten pilots had come out to fly and give the spectators a good show. Dave Erickson (TCRC) flew his trusty Webra-powered single-float Sea Hawk. A quarter-scale L-4 Piper Cub was flown by Stan Erickson (TCRC). Gerry Dunne (TCRC) joined us with two electrics, an Aqua Pro and an Aqua Cat that remained grounded because of the weather. Terry Spletstoeszer (Crow River RC) flew a Thunder Tiger Trainer he had bought at the 2011 TCRC auction ready to go on floats. Our auction supplies a lot of people with good flying planes for land or water. Larry Sorenson (MVRC) must have had half dozen flights with his big Great Planes Spacewalker. This plane is at home on wheels, skies,

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

# From The Flight Deck

By President Tim Len



Hi Everyone.

Well, June is now here and yes our field is still closed, but hopefully soon it will be opened. I have attached a photo of the water level for this month as I'm sure many of you are keeping tabs on this.



**This is the view from the top of the road taken this week.  
(Photo by Tim Len)**

The NPRM (Notice of Proposed Rule Making) will be coming out later this month. It could affect aero modeling, so don't forget to have a look at faa.gov website for any articles and information.

This year I had the opportunity to attend the annual Big Sky Hobby Swap Meet. There was a great turn out with lots of RC equipment and airplanes for sale. I did pick up a set of floats for a future project, enjoyed mingling with all, as there were a number of TCRC members who attended. It was a fun time with lots of food and a raffle at the end. Thanks Jeremy.

I'm currently working on the Hangar 9 F4U Corsair, with Chris O'Conner and Mark Wolf's help the model should be covered soon using the Scale Stits Covering System. I wanted to thank you two gentlemen for doing this as I'm very grateful for your help.

Our VP Mark Wolf continues to provide great programs at the membership meetings. His presentation on the Stits covering system in May was very complete and I learned a lot which I intent to apply on my Corsair.

Be safe out there and I look forward to seeing many of you at our next club meeting. J

## Flooding Alters TCRC Scheduling

The wet spring continues to cause TCRC to cancel or reschedule planned events. With the rain this past week the Minnesota River rose 3 feet instead of receding to non-flood level.

Those events planned for June at the Jordan Field that have been rescheduled are:

**Building Contest:** This event was moved from the scheduled date of June 4<sup>th</sup> to the membership meeting on June 14<sup>th</sup>.

The TCRC Open House scheduled for the Jordan Field on June 18<sup>th</sup> has currently been postponed. CD Steve Meyer will announce any future plans for this event.

The Electric Fly and Campout scheduled for the Jordan Field on June 24<sup>th</sup> to 26<sup>th</sup> has been postponed. CD Gerry Dunne will announce future plans for this event.

At the current Minnesota River level it is doubtful that the club will be able to reclaim the Jordan Field before the end of June. L

## Spring Float Fly

Continued From Page 1

and floats and is a true all season flyer. Larry Couture (TCRC) said it was too rainy to fly his Beaver on floats but he kept a lot of us dry with his umbrella. Kevin Kavaney (MVRC) and Robert Olson (MARCEE) each brought a small ESKA electric plane on floats but due to the weather they were not flown. After crashing my plane at last year's Spring Float Fly I brought my "back-up" Ugly Stick float plane.

I don't remember who the first pilot that needed the retrieval boat this year but due to the weather Dave was kept pretty busy. I want to thank Dave Erickson for again supplying our retrieval boat. Gerry's Aqua Pro was the only plane to need repair after a hard landing. I think all of us that flew needed the boat at least once.

The number of pilots was down due to the weather forecast but all that flew had a good time. There were quite a few spectators that watched us fly in the misty weather. Flying continued until 1:00 when the pilots started packing up and the boat was pulled from the water.

Thanks to all the pilots that put up with a little rain and to those that didn't fly but gave us support.

The Fall Float Fly is scheduled for September 17th at Bush Lake (with dry warmer weather) so make plans to attend. If you haven't flown an R/C plane off of water you haven't done it all!

## Bad Weather Didn't Keep Pilots From Other Clubs Away



**Terry Splettstoesz of Crow River R/C Club didn't let a little rain stop him from joining the TCRC gang in the flying fun. (Picture by Steve Meyer)**

## The Retrieval Crew Got A Work Out At The Spring Float Fly



**Stan Erickson and Gerry Dunne maneuver the retrieval boat to pick up Stan's L-4 after a flight. (Photo by Steve Meyer)**

# Pictures From TCRC's Spring Float Fly



The flight line at the Spring Float Fly was a busy place with pilots and spotters.



Larry Couture provided a great service to all pilots as he shielded them from the rain.



Larry Sorenson's Space Walker lifted off of the water a half dozen times for some great flights.



Gerry Dunne's Aqua Pro sustained some tail damage after a tough landing but will fly again.

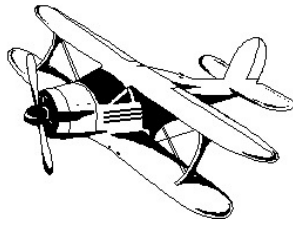


CD Steve Meyer's Big Stik looked impressive both on the ground and in the air at the float fly.



Retrieval boat captain Dave Erickson heads for the flight line with his nice looking Sea Hawk, which got a lot of flights through the course of the day at the Spring Float Fly.

# Show & Tell



Just a couple of planes at the May 10<sup>th</sup> meeting.

Joe also had a beautiful T-28 Trojan military training plane which was an ARF electric by ParkZone. This was a foam ARF with a 44-inch wingspan. It was done in yellow US training colors. Joe had fiber glassed the plane after considerable sanding and although the people at the meeting thought it looked great, he didn't like the foam structure showing through the acrylic paint. The plane was powered with an E480 motor and had a 2,100 mah 3-cell lipo for battery. Total weight was 2.8 pounds. Joe had also cut the wing in half for easy travel. As of the meeting this plane had not had its maiden flight. **J**



Joe Neidermayr had a nice looking Discus-Launch Glider made by Blue Arrow at Show & Tell. This plane was done in yellow Kote and had a 48-inch wingspan. This plane was designed to be launched as a discus thrower would – by holding onto the wing with your fingers (Joe had a very small wooden pin in the end of the wing to keep the plane from slipping out of his hand prematurely) and spinning your body and letting the plane go at the end of your spin. Joe has flown the plane but has yet to try the discus-throw.

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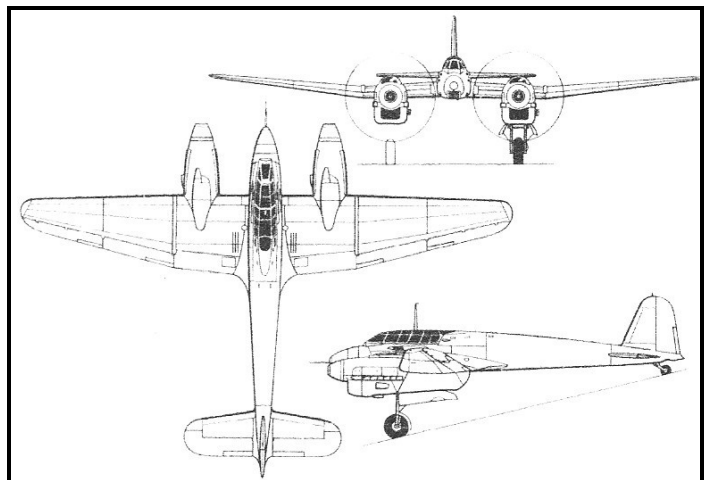
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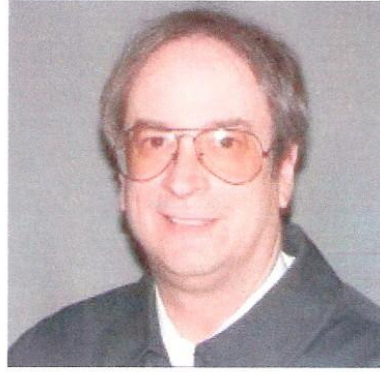
## June Mystery Plane



**Building Contest**  
**June 14<sup>th</sup> At The Meeting**

# Veep's Pre-Flight

by Mark Wolf



## The Traffic Pattern

A good landing is the result of a good approach. A good approach can begin with the basic traffic pattern. The traffic pattern is an established procedure with the objective of moving arriving and departing aircraft to and from the airport safely and efficiently. The standard rectangular pattern is usually established with reference to a specific runway taking several things into account. Wind direction, surrounding terrain and/or obstructions(s) are the most common factors.

The direction of the pattern is usually referred to as either left or right hand traffic depending on the direction of turns to perform it. The normal pattern consists of four legs as follows:

- Departure or upwind Leg
- Crosswind Leg
- Downwind Leg
- Final Leg

Usually a left hand traffic pattern is standard unless otherwise indicated. (Full scale non-tower-controlled airports may have pattern indicators located by the wind sock: viewed from above to indicate specific runway traffic.)

At our Jordan field, TCRC Model Airpark, with the two paved runways and the north-south grass runway, we have several options for the traffic pattern. Landing to the northeast (Runway 6) is a left hand traffic pattern only runway. You cannot make an approach to land with a right hand turn to final for this runway. (See filed diagram and Field Rule 13 in the TCRC Membership Roster.) The same holds true for landing to the northwest (Runway 29). However this is a right hand traffic only runway. Landing to the southeast (Runway 11) or southwest (Runway 24) can be left or right traffic for either runway. The north-south grass runway when used has its own special requirements. Landing from the south, this is a left traffic only runway also. (See field diagram and Field Rule 14). Dead stick landings have

precedence over powered landings and all landings take precedence over takeoffs (Field Rule 15).

There are a few take off concerns also. Using Runway 11 to the southeast will require an initial left hand turnout (noise abatement/neighbors). To the southwest, using Runway 24 requires an initial right hand turnout (terrain/obstruction/trees and neighbors further to the west. The TCRC alternate field -- the Scott County Fairgrounds, has its own designated flying area and requirements. (Again, see the membership roster.)

The traffic pattern provides a place to get ready for landing with pre-landing checks accomplished, landing gear and flaps extended (if applicable), airspeed adjusted and a planned arrival/descent path to the runway. Complete your flight safely with a good landing. Start making those good landings by making good approaches. Make those good approaches from consistently flying a standard established traffic pattern.

Until next time . . .

J

**TCRC meets every month on the 2<sup>nd</sup> Tuesday at 7:00 PM in Fellowship Hall of CrossPoint Church located on the southeastern corner of the intersection of 98<sup>th</sup> Street and France Avenue in Bloomington. Guests are welcome to attend these meetings.**



# TCRC Building Contest At Meeting June 14<sup>th</sup>

by Tim Wirtz

The building contest that was supposed to happen Saturday, June 4<sup>th</sup> has been postponed and will instead take place at the June Member Meeting, June 14<sup>th</sup>. There is water on the Jordan field and we can't use the Fairgrounds field this day because of a Scott County scheduling conflict.

Have you got an airplane you built over the winter you are just dying to show off? Then why not enter it in the annual TCRC Building Contest?

This year, like last, there will be five categories. They are:

- Sport/Pattern
- Scale
- ARF
- Warbird
- Best of Show

There will be ribbons for the first, second and third place winners in each of the first four categories and prizes for first place in all the categories. There will probably also be a 'special' prize this year. Last year the special award, the Re-Kitting Prize (some 30-minute epoxy and some CA glue), went to George Toon after he crashed his son's plane.

The rules for the contest are pretty simple as the idea is just to have fun:

1. Aircraft will be judged by a panel of judges.
2. There is no distinction on power plant - Electric and IC engine power can compete in all categories.
3. An aircraft can only be entered in one category, though a member may enter multiple planes in each category and multiple planes in the contest.
4. An ARF shall be defined as an aircraft that took less than 25 hours to complete.
5. ARFs may only be entered in the ARF Category.
6. Aircraft must not have been entered in any previous Building Contest.
7. All entries must be in flying condition.

Rules 4 and 5 seemed to have the most questions last year so I will give you an example of both. Gerry Dunne brought a couple of ARFs that he built in just a few hours. These had to go into the ARF category.

Tim Len brought a P-51 Mustang that started off as an ARF but, by the time he got finished with his modifications and changes to it, he had spent nearly 50 hours building and modifying. That allowed him to enter it in either the ARF category or the Warbird Category. He chose the Warbird category.

If you have any questions, please feel free to drop me a note or give me a call.

The building contest is a lot of fun and a good chance to see what everyone did over the winter. Last year's contest had 14 planes. I would love to see more planes than that this year.

So, get the finishing touches on those new airplanes and bring them to the TCRC membership meeting at 7:00 PM on Tuesday, June 14<sup>th</sup> at CrossPoint Church for the TCRC Building Contest. **J**

## Calendar

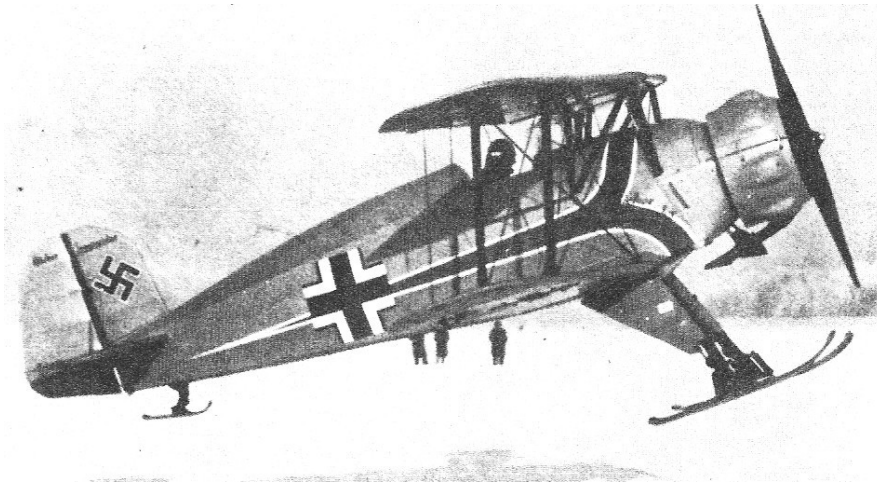
<b>June 4</b>	<b>Fairgrounds Flying Site closed to flying</b>
<b>June 8-12</b>	<b>Fairgrounds Flying Site closed to flying</b>
<b>June 14</b>	<b>Membership Meeting, 7:00 PM Fellowship Hall CrossPoint Church Bloomington</b>
<b>June 14</b>	<b>Building Contest Membership Meeting Tim Wirtz</b>
<b>June 15</b>	<b>Fairgrounds Flying Site closed to flying</b>
<b>June 18</b>	<b>Fairgrounds Flying Site closed to flying</b>
<b>June ??</b>	<b>Jordan Field Clean Up</b>



## Bucker Bu 131 (Bu 133)

by Conrad Naegele

The May Mystery Plane was the German Bucker Bu 131.



Carl Bucker was a seaplane pilot during WWI. In 1932 he set up Bucker Flugzeugbau, and got Swedish designer Anders Andersson to design light aircraft for him. He did so, and virtually every one was a complete success. The first was the Jungmann, and keeping in mind that Germany was still under the constraints of the Versailles Treaty and was forbidden to build or fly warplanes, and the Bu 131 was a civilian plane so it was OK. However it soon became the plane to train the 'secret' German air force.

The Jungmann was a classic single-bay biplane with tandem cockpits in a fabric-covered steel tube fuselage and empennage. It used wooden wings, and the early engine was a small 80 horsepower air-cooled inline. Several thousand were built, and skis were a popular choice. In 1942, now at war, Germany equipped many planes with light machine guns, and small bombs, and used them on the eastern front. Also, several hundred were sold to the Japanese Navy, as the Watanabe KI 86.

Based on the Jungmann, the Bu 133 was a single seater, with a little more wing sweepback, shorter wingspan, 4 ailerons and fitted with a Siemens 160 horsepower radial engine. It was now stressed for unlimited aerobatics, and was openly the preferred trainer for the Luftwaffe. In the late 30's, and postwar, it was the best aerobatic plane available. However, the new crop of planes, for example the Curtis Pitts 190 Special, with new airfoils, better engines, etc. soon overshadowed the Bu 133.

The Jungmeister remains one of the most liked, and is now one of the most prized vintage aerobatic planes.

The Bu 133 had a wingspan of 24 feet, a gross weight of 1,590 pounds, and a maximum speed of 137 mph.

## Fairgrounds Unavailable Dates

by Steve Meyer

Because of schedule conflicts, the Scott County Fairgrounds flying site will not be available for flying by TCRC members on the following dates:

- Saturday May 28<sup>th</sup>
- Saturday June 4<sup>th</sup>
- Wed.-Sunday June 8<sup>th</sup>--12<sup>th</sup>
- Wednesday June 15
- Saturday June 18<sup>th</sup>

With the Minnesota River rising again this past weekend it is not anticipated that the Jordan Flying site will be available until near the end of the month of June. L

## TCRC Gets New Generator

In May the TCRC board of directors decided to purchase a 2,000 watt Honda generator for use at the flying field.

This generator can be used to power chargers for lipo batteries at the Jordan field. The Honda generator is just about the quietest generator made and will be a good asset for the club.

Thanks to the board for making this purchase. J

## 2011 TCRC Roster Distributed To Membership

Pat Dziuk and Mike Timmerman maintain the data base and put together the TCRC Membership Roster each year.



**The guys at the meeting took time to get the 2011 TCRC Roster ready for mailing at the May meeting. (Photo by Jim Cook)**

At the May 10<sup>th</sup> meeting, Pat brought the newly completed TCRC Roster and distributed it to those in attendance at that meeting. He then asked the club members to take 5 minutes to help him put the remaining newsletter into envelopes and apply mailing labels and stamps.


Those newsletters were then put in the mail the next day and sent to the members who were not at the meeting.

If you did not receive you 2011 TCRC Roster, give Pat a call or an email.

The 2011 TCRC Roster contains directions to the Jordan flying site, club operational fundamentals, a map of the Jordan field layout, a map of the Fairgrounds field layout, the TCRC Club Field Rules, the AMA Safety Code, a listing of the approved frequency use, web links, and of course a listing of all of the club members and their R/C flying data. The membership data base is maintained by Pat and Mike and a high resolution form of the Roster is in the 'members only' section of the club website, TCRCOnline.com. This form of the Roster is kept up-to-date during the entire year.

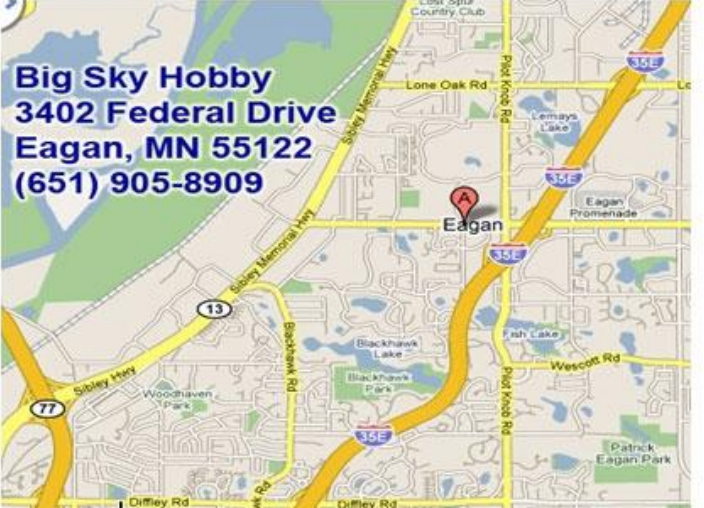
Take the time to acquaint yourself with the 2011 TCRC Roster. There is a wealth of information there for you.

Thanks to Pat and Mike for all of the time and effort they put into the TCRC Roster. **J**



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## Great Programs At The Meetings



VP Mark Wolf put on a great presentation on the 'Stits Covering System' at the May 10<sup>th</sup> meeting. He had made several disks showing each step on the Stits process and when he was done everyone was eager to try out the system on his next plane. J

### THE TCRC FLARE-OUT Monthly Newsletter



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