



October

Minneapolis, Minnesota U.S.A.

2009

Perfect Weather Makes Fall Float Fly Fantastic

by Steve Meyer

Bush Lake was the place to be on September 19th if you wanted to experience TCRC's Fall Float Fly. This year 29 pilots attended and they brought over 35 float planes to the event. Minnesota's late summer weather was perfect again this year with calm breezes, glass smooth water and temperature in the high 70s



Rick Smith's J-3 Cub glides in over the smooth water for a beautiful landing. (Photo by Scott Anderson)

Arriving at the lake early I started to setup the flying site for the upcoming day of float flying. I "borrowed" some of the park's "goose deflecting" fence to make two engine-start-up areas. Then I set up my table for the pilot sign in. The pilots started arriving shortly after I started setting up and soon all the grass under the trees was covered with float planes and flying equipment. Because of the lack of rain this

summer we all noticed the lake level was down. Even before the boat arrived at the lake Rick Smith got in the first flight of the day with his electric powered mini Seawind float plane. The other pilots decided to wait for Dave Erickson and the retrieval boat.

I began the pilots' meeting at 10:30 to remind everyone the safety rules, the flying pattern, and to use the frequency board for the upcoming day of flying at the lake. The retrieval boat was lifted off the trailer and carried to the shore as other pilots started their plane's engines and headed for the beach to take off. Soon the sky was filled with float planes and I had to remind everyone about the "five planes in the air" rule. The rest of the day we had 3-5 airplanes flying all of the time.

As more pilots took to the air there were only two major problems for float planes...glass smooth water and lake weeds along the shore about 20 feet out. The smooth water required some of us to circle around and make our own wake to jump over to get our floats to "break" water in order to take off. The lake weeds would supply extra "baggage" on the rudder and would also slow or stop an airplane coming into shore. We quickly learned not to go through the weeds.

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Ramblin's From The Left Seat

by President Steve Meyer



September has been a good flying month due to calm winds and warm days. Minnesota needs rain but I sure like this dry warm weather because I know snow and winter are just around the corner.



Mark and Chris discuss the art and science of flight at the September 8th membership meeting. (Photo by Jim Cook)

The program at TCRC's meeting on Tuesday September 8th was a good one. Mark Wolf and Chris O'Connor led a discussion on the factors affecting flight. Mark told us once a plane gets into the air the forces acting on it are different than what we perceive them to be, because we are standing on the ground. Mark even brought the pages from the FAA VFR Pilot Exam-O-Gram to support his discussion. Thanks to Mark and Chris for a good program and discussion on flight. Now I just have to trust physics to lift a 600,000 pound airplane.

Paul Doyle had a special 'plane of the month' Show-and-Tell this month. This month's plane, an electric warbird pylon racer, was shown and then given to Gerry Dunne. Gerry had lost his entire airplane collection to a fire in his basement this past month. Gerry says he will start building models after the house is fixed. Paul's 'gift' will keep him flying while waiting for those contractors. P.S. the plane is not stock.

On September 12th several of us made the drive down to Owatonna to fly at the SMMAC field. The day before AMA sent an email that said all private aircraft within 30 miles of Minneapolis were to be grounded from 11:00-3:30 PM because the President was giving a speech at the Target Center. This grounding included RC models. Owatonna was outside of the 30-mile circle and we enjoyed some of the best flying of the year. Tri Valley's giant scale fly-in was inside the 30-mile radius and so they had a good day of flying with a 'long' lunch hour.

The Fall Float Fly on September 19th was a huge success with almost 30 pilots enjoying 80 degree weather and no wind. This year my floats didn't fill with water and I was able to get into the air.

The fall TCRC banquet is being held on Sunday November 15th at the Timberlodge Steak House in Eden Prairie. This year you will get to choose your own food off a menu. This is always a fun event so plan to be part of that fun and sign up at the October or November meeting.

Remember the elections are being held at the November meeting and if you want to run for one of the (4) officer or (2) board member positions let me know (and yes there are second terms).

October 17th will be our Season Finale and we still need a champion for that event. We'll have chili and hotdogs and a bonfire with 'some-mores' along with a lot of good flying so bring the family.

Fall is the prettiest time of year to fly so come out and enjoy the Jordan field. **J**

Fall Float Fly

Continued From Page 1

Bush Lake is a park area that is open to the public and many people who were using the park had never seen RC model aircraft. Many of the spectators had lots of questions about float flying and radio control airplanes. One old pilot I talked with had a full sized float plane back in the 60's said he had the same problem with weeds on the rudder and calm water take offs. At these events spectators often get the "bug" to try radio control flying and as pilots I think we show them how much fun it is.

The pilots that flew at the 2009 Fall Float Fly included: Larry Edelman with his Miss Acro; Mike Buzzeo and his father Pat with a Northstar and Dragon 40; David Langer, a Headwind "B"; John Halvorson, a Cessna; Terry Splettstoesz, a Hanger 9 Cessna; Paul Brown, Seamaster; Rick Smith, a Bobcat twin, J3 Cub, and electric Mini Seawind; Dan Stensby, a SeaFan and 1/12 scale Goose; Mike Timmerman, a "Trainer" on floats; Larry Couture, brought several planes; Russ Hurst, a Stream Schneider Sport; Stan Erickson, a 1/4th scale J3 Cub; Curtis Beaumont, a Sealane, Simple Stick, and Twister; Morgan Larson, his Sea Cruiser 2; Steve Meyer, his Big Stick 60; Tom Mitchell, a Catalina with electric motors; Chris Hurst; Conrad Naegele, Sparky; Tom Carlson, Gerren Steinbach, Dan Olberg, and Mike Ferretti all flew Cubs; Wayne Rademacher, an electric Acro Pro; Scott Johnson, a Mayhem 3D; Brian

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Lots Of Planes Sit in the Sunshine In The Pits At The Fall Float Fly



Spectators admire the myriad of beautiful planes at Bush Lake on September 19th. (Photo by Scott Anderson)

Retrieval Crew Brings Back A Wayward Plane



Bob Nestaval and Steve Meyer head back to shore with a plane after its engine died during landing. (Photo by Steve Meyer)

Fall Float Fly

Continued From Page 3

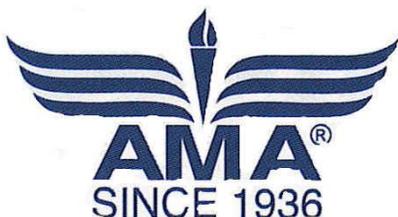
Crossley and Jaz Cherewan, electric Seawinds; Scott Anderson, a Seawind ARF in a box.

Stan Erickson's Cub was the largest plane at the event because Scott Anderson had sold his Giant Stick on floats a week or two before the float fly. The calm air allowed a lot of small electric float planes to enjoy the sky. Wayne Rademacher flew his electric Acro Pro all day long and Conrad Naegele even let Wayne fly his electric plane "Sparky". Conrad, Wayne, and "Sparky" flew the last flight of the day.

Special thanks to Dave Erickson for bringing the retrieval boat (and frequency board) because we couldn't do the float fly without it.

Minnesota has 90,000 miles of shoreline, more than California, Florida and Hawaii combined. Build some floats and we'll see you next spring. **J**

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.



The Sky Was Constantly Filled With Beautiful Aircraft



Two Catalinas play follow-the-leader at the Fall Float Fly.
(Photo by Scott Anderson)

Father-Son Team Gets Ready For Another Flight



Mike Buzzeo of RC Universe and his dad Pat ready their Northstar for a water take off. (Photo by Steve Meyer)

Pictures From TCRC's Fall Float Fly



Pilots take a break in the pits after several flights at the Fall Float Fly.



Stan Erickson readies his giant-scale J-3 Cub for another great flight at Bush Lake.



Rick Smith checks out his control surfaces on his J-3 Cub before heading onto the water.



Larry Couture gets an assist to the water with his float plane.



A Catalina cruises over Bush Lake.



Steve Meyer checks in another pilot.

The Co-Pilot's Report

by VP Wayne Rademacher



After a cool start, this summer turned out to be one of the better summers we have had in a long time. (Most of that goodness coming in September.) Cool pleasant temperatures and very little wind make for perfect flying weather. Now, for those that enjoy water-skiing, swimming or other water based sports....this summer may not be viewed with quite the same enthusiasm ;)

Many flyers showed up for our Fall Float Fly event, and those in attendance were treated to near perfect conditions. The wind was calm, temperatures in the high 70's and the humidity was reasonable.....doesn't get much better. We had a sky full of airplanes all day long, at times there were so many that Steve Meyer ask us to limit it to 4-5 airplanes at one time. There were a wide variety of floatplanes that took to the air, some a little more unusual than others. There were lots of nitro planes, many electrics and even a few gassers, seems there was something for everyone. The only real complaint was about the weeds. The drier conditions this year lead to an abundant crop of weeds (low water level??). The extra weeds did not pose much of a problem for the flyers however. Every now and then you would see a plane with one wrapped around a water rudder, which made for an exciting take off, but no real flight problems.

I had the honor of flying one of Conrad's beautiful, hand-built airplanes at the float fly, an airplane he calls Sparky. (See Steve Meyer's photo at the bottom of this page.) Sparky is a high wing plane with an old-timer look. The first flight was a bit exciting on takeoff; it seemed to have just enough power to get airborne but not much more. Once in the air, and at speed, it flew pretty well. Conrad suspected the battery might not be at full potential, so we landed and replaced the battery after a short flight. Our second flight was much better; Sparky took off without issue, rising off the water with the smooth, gracefulness you come to expect from one of Conrad's airplanes. All in All, the float fly was a huge success.....fun was had by all!

Now, let's change the gears a bit. As most can see, the fall colors are starting to set in, this seasonal change provides excellent scenery for those out and about. It is also provides a perfect opportunity to do some aerial photography with an airplane mounted camera. Aerial photography has been an area of interest to me for a long time. I have tried both video and still photography in the past.....each with pretty good success. Today, the cost of digital camera equipment is at all time lows, so one can afford to take high resolution photos without risking a lot of dollars. Perhaps we should explore this topic further at the October meeting J

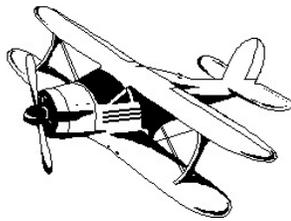
That's it for this month, see you at the meeting. J



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Use It!!!!

Show & Tell



It was done in teal and tan covering. The plane was originally designed to use a Norvell .07 as an engine but Cush converted it over to an electric with a Scorpion 2215 brushless using a 9x6e prop that drew 190 watts. He used a 1,000 mah battery and said the plane had plenty of power and flew beautifully, although it tended to land hot.



Joe Niedermayr had a very nice electric Beechcraft Staggerwing at the meeting. This ARF was done in red covering with white accent lines and a white cowl. It weighed in at about 22 ounces without battery. Originally Joe had put a 480 brushed motor using a 7x4 prop. When he took it out and taxied it, the motor burned up. He replaced that with a larger brushed engine and on its maiden flight ended up in the trees because it didn't have enough aileron control. With higher throws it flew much better but upon landing the motor was again burned. He plans to put an outrunner motor in it for the next flight.

Paul Doyle had a very nice looking GWS foam Me 109 meant for pylon racing that was done in red wings with sunrays and a white fuse with red cowl and tailfeathers. He surprised Gerry Dunne when he presented it to him to replace one of his planes lost in the shop fire he had the previous month.

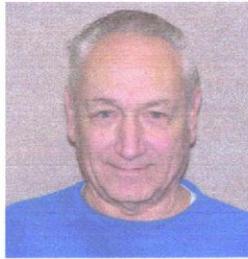


Cush Hamlen had a nice looking SIG ARF called a Little Extra. He said this plane is no longer kitted.

Jeff Tolzmann had another military drone of a MIG 27. This was another of the foam planes supplied by Dennis Leonhardi. His was painted in brown and green camouflage with the under wing done in light blue. It was powered with an OS 91 2-stroke and he said it flew very well, although it tended to float when he brought it in for a landing. J

Safety At The Field

By Larry Couture



Well here it is the end of September, 2009. I am sitting here this morning with the heat on so what happened to summer? The Fall Float Fly was held on a day that was almost perfect and a large turnout of pilots was there. The boat arrived and the flying started and went on and on all day with 4 to 5 planes in the air at any one time. A great day was had by all and there were no known infractions of rules, and no accidents. If you were not there then you missed a great day.



Larry gets an assist from Bob as he gets his float plane ready for a flight at the Fall Float Fly. (Photo by Steve Meyer)

I was at the field two or three times a week this month and saw a lot of flying by others and made a few flights of my own. The weather in general was as great as it gets in Minnesota. I do have a suggestion to make for instructors and students, and that is to fly a little lower and closer in so that one can tell the direction and attitude of the plane. None of us have the eyes of an eagle so let us not try to see that far.

Flying over the pits is a no-no but it happens sometimes for one reason or just another mistake we all can make, but when we do a LOUD voice warning should be made so others can be prepared for what may or could happen. (Hopefully it's just a fly over). One of the things that seem to cause this is if the plane gets overhead a person tends to lose prospective and proper control and the farther you lean or look back the more out of control you can get.

The field rules are printed in the front of the roster and on a large board in the shelter at the field, along with no smoking signs. I suggest that all members should read them from time to time just to refresh the memory.

There is always one thing I like to harp about and that is let your fellow flyers know what you are doing or going to do by LOUDLY ANNOUNCING take offs, landings, dead stick and on the field travel, and make sure the others HEAR you and ACKNOWLEDGE you. This is, in my opinion, the most important rule to follow always as it makes accidents less likely to happen. AND IT SEEMS TO BE WORKING SO KEEP IT UP!!!

Thought for the day: Fly often, have fun and crash less and, as usual, all landings from which you can fly again are great but not always graceful. J

Calendar

- | | |
|---------|--|
| Oct. 4 | Micro Pylon Racing
Jordan Field
Noon Warm Up
1:00 PM Racing
Wayne Rademacher |
| Oct. 13 | TCRC Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington |
| Oct. 17 | Season Finale
10 AM Jordan Field |
| Nov. 10 | TCRC Elections |
| Nov. 15 | TCRC Banquet
5:00 PM, Timberlodge
Steakhouse
Eden Prairie |
| Nov. 24 | Joint TCRC Board Meeting, 7:00 PM
Steve Meyer's House |

Micro Pylon Racing, Month 5

by Paul Doyle

The race weekend started off well with Gerry Dunne back in the competition sporting his new Me-109 after his basement fire last month had left him without a racer. Apparently his month off of flying didn't harm his flying skills as Gerry, Rick, and myself were all tightly grouped for the first three heats but then disaster struck in the fourth heat when Rick managed to take the tail off Gerry's plane sending it straight into the dirt. The crash was severe enough that the lipo started fire and managed to take out the speed controller. Rick's plane was able to finish the race barely unscathed except for some of Gerry's paint left on his wing and prop.

September Race Result Points

Racer	Heat						Total Pts.
	#1	#2	#3	#4	#5	#6	
Paul Doyle	5	4	4	5	5	5	28
Rick Smith	4	5	5	4	4	4	26
Gerry Dunne	2	3	3	2	2	2	14
Cush Hamlen	3	2	2	3	3	3	16

Year-To-Date Points (5 Race Days)

Racer	Month						Total Pts.
	May	June	July	Aug	Sept	Oct	
Gerry Dunne	21	29	Abs	16	14	0	80
Matt Rossini	14	22	Abs	Abs	Abs	0	36
Mike Burk	Abs	2	10	Abs	Abs	0	12
Paul Doyle	29	26	30	29	28	0	142
Rick Smith	20	20	24	25	26	0	115
Wayne Rademacher	Abs	23	Abs	Abs	Abs	0	23
Kris Hanson	3	Abs	Abs	Abs	Abs	0	3
Cush Hamlen	Abs	Abs	16	14	16	0	46

October 4th is the last scheduled race of the season so weather permitting I encourage the membership of TCRC to come out and watch, as I fully expect Sunday will be an action packed event. Also I am happy to report that as of this post Gerry has managed to resurrect his Me-109 and will be race ready!!! J

Come See The Pylon Racing Finals October 4th

Season Finale October 17th

TCRC's final official flying event of the year is the Season Finale and it is scheduled for Saturday, October 17th at the Jordan Field.

The club has been blessed with good weather almost every year for this event. Start time is 10:00 AM.

The Season Finale is for TCRC members, spouses, family and guests, and is usually very well attended.

Lunch is served and this year president Steve says that the menu will include chili, hotdogs and lots of trimmings. Members are asked to bring a dish or dessert to share with those in attendance.

There will also be a bonfire, as usual, and Steve is planning on having Smores over the fire.

Flying will go on all day with no special events. Just taking lots of flights with your favorite aircraft.

So, just bring a plane or three, a bunch of the family, an appetite, and plan of having a great time at the TCRC Season Finale on Saturday, October 17th. J

TCRC Season Finale

October 17th

Jordan Field

Labor Day Flying At TCRC's Jordan Field



Mike Eischens readies his plane for a flight on a beautiful Labor Day at Jordan.



Mike Eischens trainer lifts off of the runways and into a cloudless sky.



Steve Meyer holds Chris O'Connor's P-51 as Chris checks out the controls before a flight.



Chris O'Connor's P-51 raises its tail just before lift off at Jordan on Labor Day.



Two Super Cubs in the pits on Labor Day.



Chris O'Connor's Hawker taxis out.

Fairchild PT – 19 (PT – 23, PT – 26)

by Conrad Naegele

The September Mystery Plane was the US primary trainer PT – 19.



Prior to WWII, Army policy favored biplanes as primary trainers because there had always been biplanes. In all fairness, biplanes such as the legendary Stearman served very well. However, it was soon realized that transition from a biplane to a monoplane made much more sense. Keep in mind that hundreds of fledgling pilots did primary in the lowly Cub!

Fairchild developed, starting in 1938, the PT – 19 using its own in-house Ranger 6. Wings were spruce, two-spar, with built-up ribs, a steel-tube fuse, and plywood covered. Rudder and elevator were steel-tube, ailerons were aluminum, all fabric covered. The 19 provided large flaps. Similar to the famous T-6, the fuse and sides were removable, allowing full maintenance access to all necessary components. The plane proved to be an easy and reliable plane to fly.

As demand far exceeded supply, several companies built the 19. Aeronca, Howard and Fleet of Canada. Due to a perceived shortage of Ranger engines, another model was fitted with a Continental 220 horsepower radial, the PT – 23. Models were made for instrument training, and Fleet provided a full canopy and a heater! – the PT – 26. The plane was used extensively by the US, Canada, England, and several other Allied countries. It was mildly aerobatic. There are currently a few still flying, and they are collectors' items. The plane has been modeled extensively. Incidentally, prior to May 29, 1942 they were mostly blue and yellow. As of May 30, 1942, they were all silver. Please note that there is a nice report on this plane in the June issue of *Flying Models*.

The PT – 19 had a wingspan of 36 feet, a gross weight of 2,545 pounds, a top speed of 132 mph, and a range of 400 miles. J

TCRC Banquet November 15th

Sunday, November 15th is the date of TCRC Annual Banquet.

This year, the event will be moving to a new restaurant – the Timberlodge Steakhouse at 16396 Wagner Way in Eden Prairie.

The Timberlodge will be furnishing a private room to the club for the event. Start time is 5:00 PM for cocktails and dinner will be around 6:00 PM.

This year, those in attendance will be ordering off of the menu instead of having a buffet, and the price should be somewhat less than it has been in previous years.

The banquet is always well attended with members and spouses enjoying a great meal. In addition the club will have a program and also entertainment.

Sign up will be at the October and November meetings and also by calling president Steve Meyer.

Plan on attending the TCRC annual banquet on Sunday, November 15th in Eden Prairie. J



TCRC Elections

The annual TCRC elections are just around the corner. This year, the president, vice president, secretary, treasurer and two of three board seats are up. The elections are held at the November membership meeting.

President Steve Meyer is hopeful that all of the incumbent officers and board members will run again this year, but he is also hopeful that several other members will decide to become candidates.

Consider becoming a candidate and taking part in the leadership of our great club. Steve will be appointing an election committee to help find candidates. If you are interested in running, let Steve or another board member know. **J**

Wanted

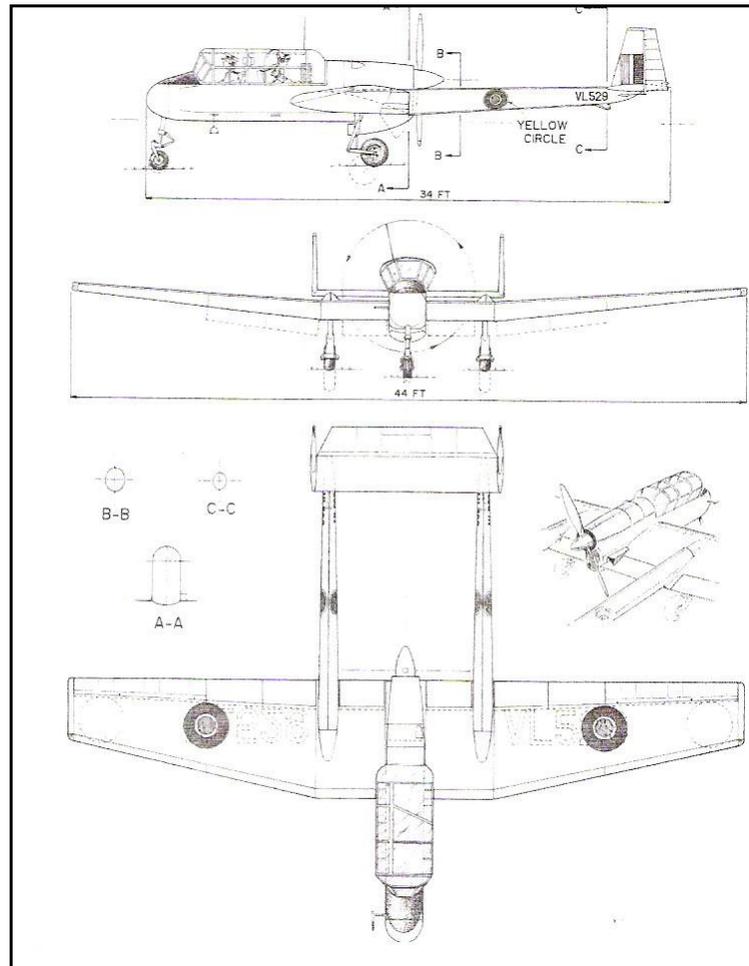
With the beginning of the building season upon us and the trend to move to 2.4 Ghz radio systems I see an opportunity to stay with 72 Mhz for another few years and get some \$\$ back to those members who have or are converting to the newer system. I am looking for specifically:

- 1) Transmitters (I would like to have 2 more) The preference would be computerized transmitters with duel rates, exponential and 10 plus model memory.
- 2) Receivers with 3 servos (I know these are not specific to 72 Mhz but that is what I need)

Call George Toon at:
(952)956-4285

J

October Mystery Plane



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Who Needs A Retrieval Boat?



A pilot at the TCRC Fall Float Fly at Bush Lake brings his nice looking electric on floats back to shore after the plane didn't quite make it back. The day was beautiful and the sky was filled with airplanes all day.

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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