



October

Minneapolis, Minnesota U.S.A.

2011

TCRC's MAD 2011 Attracts A Crowd

by Scott Anderson

TCRC members, friends and neighbors gathered to celebrate our 12th annual MAD (Model Aviation Day). Saturday, September 10th was the most beautiful flying day of the year at the TCRC Model Air Park.



Steve Meyer conducts a pilots' meeting prior to the start of TCRC's Model Aviation Day. (Photo by Scott Anderson)

Model Aviation Day is an 'Open House' to the community to show what we do in the area of model aviation. The event is essentially a Fly-In with demonstrations by pilots with unique aircraft. We stress this to be a family event with the hopes of getting more youth interest in our hobby. This year we had 33 registered pilots and over 75 people on site at one time.

The field was finally dry enough to have visitors walking over the grounds without fear of sinking into the soft earth. The weather was perfect with winds of 0 to 3 mph and blue skies with light clouds. The temperature reached 90 degrees during the event but no one minded. It's much better than snow!

This has been the first year since 1993 where the field spent most of the summer under water due to the unusually wet spring and summer. We've had to cancel all of the planned events scheduled at Jordan until this one. If we're fortunate, it may be another 18 years before it happens again.

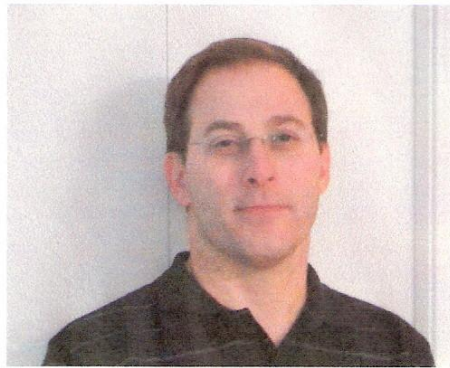
This year we invited a number of pilots from local clubs to join us and share in the great weather and our exceptional flying field. Cal Branton of Rich Valley RC joined us with his spectacular Spitfire. Brian Crossley brought several big planes and his unique electric Chicken Hawk.

Dave Willcott brought a couple monster planes including his 50% Pitts M12 powered by a 300 cc twin cylinder engine. Danny Collier and Mike Robin showed their 3D skills flying their giant-scale aerobats. Danny's giant 3D plane was electric and almost enough to get Gerry Dunne thinking of something bigger than a foamie!

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From The Flight Deck

By President Tim Len



Hi Everyone!

The month of September was a great month for RC flying as many of you attended our club's annual Model Aviation Day event that was held on September 10, 2011. There was a good turnout from both the public and members from other clubs as it was nice to see everyone.

At this time I would like to thank Scott Anderson and many of our club members who helped make Model Aviation Day possible and special thanks to Gerry Dunne and his family for barbequing great food for all of us to enjoy.

Labor Day at our field also presented a challenge time as it was very busy. We had many of our club members out at the field, it was nice to see everyone and say hello. I would like to remind everyone to please follow the rules when out at the field so that we all stay safe.

We are now getting into the month of October, soon our flying days will be shorter and it will be getting colder, so fly as much as you can.

Don't forget to check the TCRC Website for the October events. I look forward to seeing many of you at the events and monthly meeting.

Happy Flying!

TCRC Elections Coming Up

Summer is over and fall has arrived. October will be gone very shortly.

November brings the TCRC elections, which this year will be held on Tuesday, November 8th at the regular membership meeting.

Six of the seven board seats are up for election this year -- the four officer positions and two of the three board seats.

Several of the incumbent board members have indicated that they would run again for office this year. President Tim Len is very hopeful that many other club members will consider becoming a candidate for office this year and that every position will have at least two candidates.

Consider becoming a candidate for a TCRC position and becoming part of the leadership of our great club. If you are interested in running please let any board member know. Be a candidate!

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MAD 2011

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Bob Glass flew his electric Senior Telemaster all afternoon giving flight time to interested guests. He also had an auditory telemetry system that allowed us to hear what the altitude of the airplane was at any time. Bob showed us what a 400 foot altitude would look like as well as some higher.

Chris O'Connor gave a scale flight demonstration with his 1/6th scale P-51D that was narrated by Scott Anderson. Kris Hansen had a big Sig Kadet that he used to carry (2) two RC parachutists. He and his son would give guests the transmitters for the chutists and Kris would fly them up to 500 feet and then drop them. The guests would try to fly the chutists back to the pilots' stations.

Joe Niedermayr brought nearly a dozen electric models that he flew constantly. David Erickson also brought a barn full of aircraft including his B-25 Mitchel twin-engine bomber and the Curtis P-6E. Steve Meyer gave the pilots' safety briefing at the beginning of the day and Scott Anderson gave a running commentary throughout the day so guests would know what was happening at any time. Gerry and Lisa Dunne were so gracious as organizers and hosts of the Flare Out Café again this year keeping everyone fed and hydrated.

President Tim Len and Bald Eagle Morgan Larsen acted as the welcome committee making sure to greet each visitor when they arrived

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Fathers and Sons Enjoyed Their Visit To TCRC



MAD was a great time for families to come out to TCRC's Jordan Field and learn all about R/C. (Photo by Scott Anderson)

A Lot Of R/C Experience!!!



The four TCRC members in this picture composed well over 100 years of R/C flying experience. (Photo by Scott Anderson)

MAD 2011

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and explain the event. Morgan was unstoppable! The most unique visitors were in the Minnesota State Highway Patrol cruiser. They regularly patrol the neighborhood and were always interested in what was behind the locked gates. The commander lives in Prior Lake and is interested in joining our flying club.

Interested visitors included: Mark Lund of New Prague; Dominique Brown of Rosemount; Mike Heeter of Bloomington; Steve Schumacher of Minnetonka and John Ruoho of Chaska. They have been invited to visit our next meeting and come to the Fall Float Fly at Bush Lake October 1st.

There were some flight safety issues that occurred and were resolved. It is clear that we will need to be enforcing a stricter flight line for future events in order to maintain safety and the enjoyment of our guests.

Overall Model Aviation Day 2011 was a very big success and may bring several new members into the Twin City Radio Controllers for 2012!

My sincere thanks to ALL who worked so hard to prepare the TCRC Model Air Park and to bring and share their aircraft and knowledge! You are the heart of this club!

(Editor's Note: A huge thank you to Scott Anderson for his dedication to this event.)

A Lot Of Big Beautiful Airplanes Were On Display At MAD 2011



TCRC'ers take a break from flying their giant-scale planes and relax in their shelters. (Photo by Scott Anderson)

Even Strange Looking UFO's Showed Up At Mad 2011!!



Mike Burk's six-engined flying platform soared overhead to intrigue the members and guests at MAD. (Photo by Scott Anderson)

TCRC Fall Float Fly 2011 A Big Success In October

by Steve Meyer

On a beautiful fall day TCRC celebrated its first October float fly at Bush Lake. We had originally planned the Fall Float Fly for September 17th, but due to a wedding on the beach (that the club was not invited to) we moved the date to October 1st. The fall "colors" made the perfect back drop as 23 pilots enjoyed a day at the lake.



Rick Smith's Twin comes in for another nice landing at the Fall Float Fly. (Photo by Andrew Wachholz)

Pilots started to arrive at Bush Lake at 9:30am and by 10:00 the parking lot was getting full. The TCRC "Retrieval Yacht" was supplied by Curtis Beaumont when we found out that Dave Erickson could not be at the float fly this year. The pilot meeting started at 10:15 and Steve Meyer listed all of the safety rules we needed to follow in order to fly at the event. Because we didn't have the frequency board each pilot had to list the frequency he would be flying on and after checking the list we found there were no duplicated frequencies . . . that's a first. After the meeting Rick Smith's electric Seawind was the first plane in the air and shortly several other pilots joined him. We had a limit of 4 planes flying at any one time and it seemed like there were 3-4 planes flying all day. The slight wind was coming from the south so we tried to maintain a clockwise pattern. We were putting on a good show for the spectators.

Two things you need for a float fly event are water and a good boat. Larry Couture was the first pilot to need the services of the "Retrieval Yacht" so it was Curtis Beaumont and Steve Meyer to the rescue . . . he

would not be the only one that needed rescuing. A big "Thank You" to Curtis for supplying his canoe this year.

Piper Cubs were the most popular type of plane at the event with Terry Splettstoesz, Rae Richardson, Dave Sturgeon, Rick Smith, and Andrew Wachholz all flying J-3s on floats. The fun cub electric was the next most popular flown by Joe Niedermeyer, John Gruys, and Thaddeus Gorycki's true amphibian with wheels and Noodle floats. Steve Meyer brought a Cub look-a-like called a Paulistinha P-56. James Gravelle flew a Cessna Skylane and Rick McNaughton had his Extra Easy. Larry Couture brought his Beaver and Mariner again this year with Dan Olberg doing some of the flying. Morgan Larson brought his scratch built Seacruiser Two flying boat. Gerry Dunne flew two small electrics Auco Pro and Aqua Cat. Pat Dziuk brought an Easy 2. Mike Burke tried to fly a home built electric but the wind swamped it before takeoff. John Halvorson's float plane was another Cessna. Mike Timmerman flew a trainer and Curtis Beaumont had his Twister. Sherwood Heggen tore up the sky with his 60-size Aamco Sportmaster. One of the smallest planes was an electric Seawind flown by Brian Crossley. The last plane off the lake was Larry Sorenson's Spacewalker (he brought his own boat so he could fly longer).

At the end of the day Mike Burke brought out his fleet of racing air boats for some head-to-head racing on a course set up on the south side of the beach. I thought I was back in the Everglades as those small boats raced around the gallon jug floats showing no mercy to each other.

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Pictures From TCRC's 2011 Fall Float Fly



A Skywalker flown by Larry Sorenson makes a nice landing on Bush Lake at the Fall Float Fly.



What's a float fly without a few J-3 Cubs? There were 4 or 5 at the Fall Float Fly.



Curtis Beaumont gives Mike Burk a little help with his sport plane before heading for the water and another flight.



The retrieval boat was a retrieval canoe but it got the job done the few times it was called into action.



Sherwood Heggen gets a helping hand from Mark Wolf as they take his Sportmaster out to the water for another flight at the Fall Float Fly.

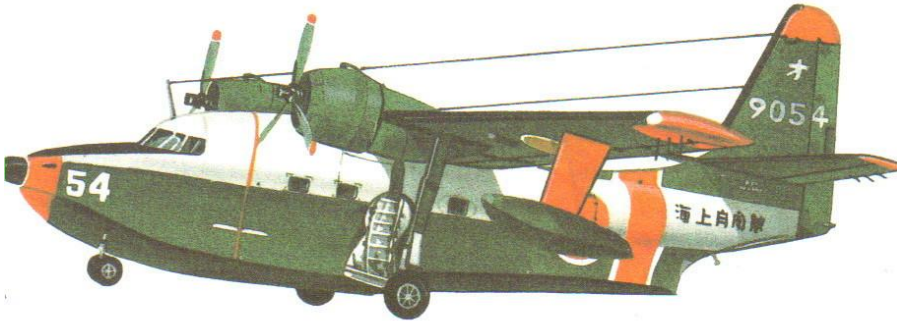


A great landing at the Fall Float Fly.

Grumman SA 16 Albatross

by Conrad Naegele

The September Mystery Plane was the Grumman SA 16 Albatross.



The Grumman family from Beth Page, New York produced a family of flying boats, the Goose, Widgeon, Albatross and the Mallard (forget the J2F Duck, a different plane altogether). The Goose was first, in 1937, the Widgeon in 1940, and the Albatross was started in 1944. In 1944 the U.S. Navy called for a senior flying boat. The prototype did not fly until 1947, but then saw post war service with the Navy, Air Force, and the Coast Guard.

The Albatross had cantilever tail surfaces, tricycle landing gear, deicer boots on the wings, and underwing pylons, for drop tanks and weapons. Throughout its service life Grumman tweaked the plane; improvements included a larger wing, with increased span. In 1961, a radome was added, and provision to carry depth charges. The versatile plane continued in service within the US and many foreign countries. Unfortunately, the powerful engines were fuel thirsty and not economical, so the plane was not amenable to convert to small waterborne passenger planes, even though over the years different engines were fitted. There are in fact several Albatross planes still in service. A not of interest -- an Albatross has flown over my house several times this summer! It must be based locally, but I don't know where. Anybody got any ideas?

The Albatross was powered with two Wright Cyclone R 1820 9-cylinder radial engines that each developed 1,425 horsepower. It had a wingspan of almost 97 feet, a gross weight of 35,700 pounds, a speed of 236 mph and a range of 2,850 miles. J

TCRCOnline.com

Keep Up With The Club Action!

TCRC Season Finale October 8th

The TCRC Season Finale is scheduled for Saturday, October 8th at the Jordan Field.

Corey Kaderlik is the chair for our annual fall event and the Jordan Field is in great shape.

No start time has been announced but members arriving at the field around 10:00 AM will probably have plenty of company.

The Season Finale is the time that TCRC members bring their family and friends to the field to get some good flying time in, enjoy a good lunch, and spend time with everyone before the winter snows arrive.

Plan on coming on out to the Jordan Field on Saturday, October 8th and enjoy a great morning and afternoon at TCRC's beautiful flying site. J

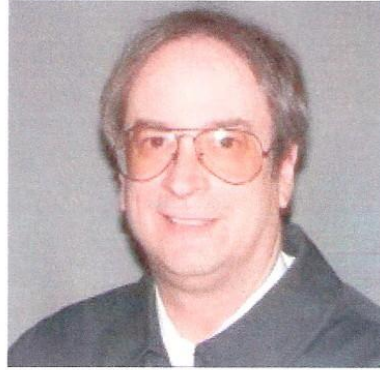
Fall Float Fly

Continued From Page 5

This year's event drew a large group of spectators and I want to thank all the pilots that answered questions and shared our sport with the public because it is from events like this that we get our future RC pilots. Thanks to all who came down to be part of TCRC Fall Float Fly 2011 and we will see you next Spring. J

Veep's Pre-Flight

by Mark Wolf



Flight Maneuvers

The basic four fundamental flight maneuvers: Straight and level flight; Climbs; Turns; and Descents, form the foundation for all of our flight maneuvers. Individually accomplished or combined with another, these basic maneuvers are performed on every flight we make. After taxiing to the runway, the takeoff maneuver is essential to get in the air and fly. As the sayings go, "What goes up must come down" and since "the number of landings must equal the number of takeoffs" the flight maneuver is inevitable.

Most flight maneuvers are for a specific purpose. The student pilot learns these basic maneuvers to acquire aircraft control skills and develop piloting proficiency for future certification. Commercial pilots perform these maneuvers daily to transport passengers and cargo safely to their destinations. The military has developed numerous maneuvers for various situations such as gaining tactical advantage and delivering ordnance. Some of these military maneuvers and those developed and performed by civilian aerobatic pilots can be used to demonstrate an airplane's specific performance capabilities.

There are many options to choose from. Flying outbound and getting ready for a course reversal? You'll need a turn. Maybe a turn combined with a climb (Chandelle) or a descent. How about a procedure turn. If you're coming out of a vertical and then into a stall turn (add a roll on the way up, the way down or both). There's also the half Cuban Eight/reverse half Cuban Eight option or even an Immelman. If you have the altitude, a split S maneuver can get you turned around and down.

Straight and level flight is just fine back and forth across the field. A slow fly-by (demonstrating flaps/landing gear extension as applicable). A simulated bombing run/bomb drop pass or strafing run and of course the fast fly-by. Performing a loop inside or outside, plain and simple or one with a roll on top looks good. Several options exist for rolling the airplane. Slow, Cobra, axial, barrel, 2,4,6 and 8 point hesitation rolls, or a series of rolls all the way down the flight line.

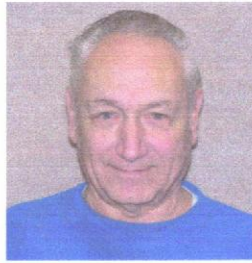
There are many other maneuvers shown in the AMA Competition Regulations Rulebook. Plenty to choose from to fill up your flight plan. The TCRC website also has a pattern section with some pattern maneuvers demonstrated. These aerobatic maneuvers not only challenge the pilot's ability and skill to perform each maneuver individually but in a prescribed sequence and if flying competitively displayed properly right at air show center for obtaining a maximum score. If you're flying 3D or helicopters, there are numerous maneuvers tailored specifically for those aircraft and flying styles. How do they do it? And those they like to go fast and turn left use the basic maneuvers to develop and plan and strategy for flying (maneuvering) as quickly as possible around those pylons trying for first place.

Each month the model magazines usually contain an article which describes a specific maneuver. These are complete with descriptions, a graphic pictorial, step-by-step how-to-do-it transmitter stick positioning, suggestions, hints and tips from some of the top flyers today. Similar information can be found through various internet sources. The radio control flight simulator programs for the home computer provide a good way to try out, practice and perfect a new maneuver or procedure (with the benefit of the reset button) until you're ready to try it out at the field.

So, take the runway, line up and get ready to fly. From takeoff to touchdown you'll be performing a few of your favorite maneuvers and maneuvering for a purpose every time you fly. Have fun and fly safe. Until next time . . . **J**

Safety At The Field

By Larry Couture



Well here it is the end of September and the field is not under water. So, with the Jordan field open the Fairgrounds is no longer the present flying field. Now that is something to feel great about and I want to see everybody out there taking advantage of our again beautiful flying field. As there is no place like this place around this place. A lot of thanks is due to all the guys that helped in the clean-up and repair and the field sure looks great. It seems the old saying of "git-er-done" sure did work and very fast.

FOR ALL MEMBERS NEW AND OLD:

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 the field rules from time to time just to refresh the old memory.

At our field there are five flight stands behind the fence at the runways. That means it is limited to five pilots in the air BEHIND the protection fence. During our special events or at times when there are a lot of pilots at the field I have seen more than that flying and this is just asking for trouble so it must stop. When our field has that much activity I would like to see each pilot have a spotter to help him.

The next problem that has been occurring is when a flight direction and rotation has been established everyone at all times must fly that way until it is officially changed by the people flying or in charge if it's during an event.

Another problem is flights that are demonstrations should be done just ONE at a time with no other flying taking place, these are spectator events and can be enjoyed to there fullest in this manner. Safety of our fellow members and any spectators is the number one priority, and these procedures will help to insure this. It is up to the CD to better control this at our events as SAFETY IS OUR BASIC INTENT.

I am suggesting that a directional arrow be placed by the flight line so that this can be observed by all pilots before anyone takes off. I have seen this at other fields in my travels and it seems to work very well.

My final thoughts for the day: FLY OFTEN, HAVE FUN AND KEEP THE RUBBER SIDE DOWN. All landings from which you can fly again are great but not always graceful. . J

AMA National Elections

Every current member of the Academy of Model Aeronautics should have received a 2012 AMA Election Ballot attached to their 2012 Dues Statement.

In 2012, the positions of National President, National Executive Vice President and District VII VP are up for election. District VII is the AMA district that TCRC is in.

For president, there are three candidates: Jim Rice, Bob Brown and Rick Hanson.

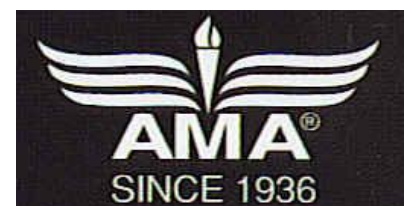
For executive vice president, there are also three candidates: Gay Fitch, Bill Oberdieck and Jerry Neuberger. Bill Oberdieck is District VII's current VP.

For District VII VP, Bill Oberdieck and Tim Jesky are candidates.

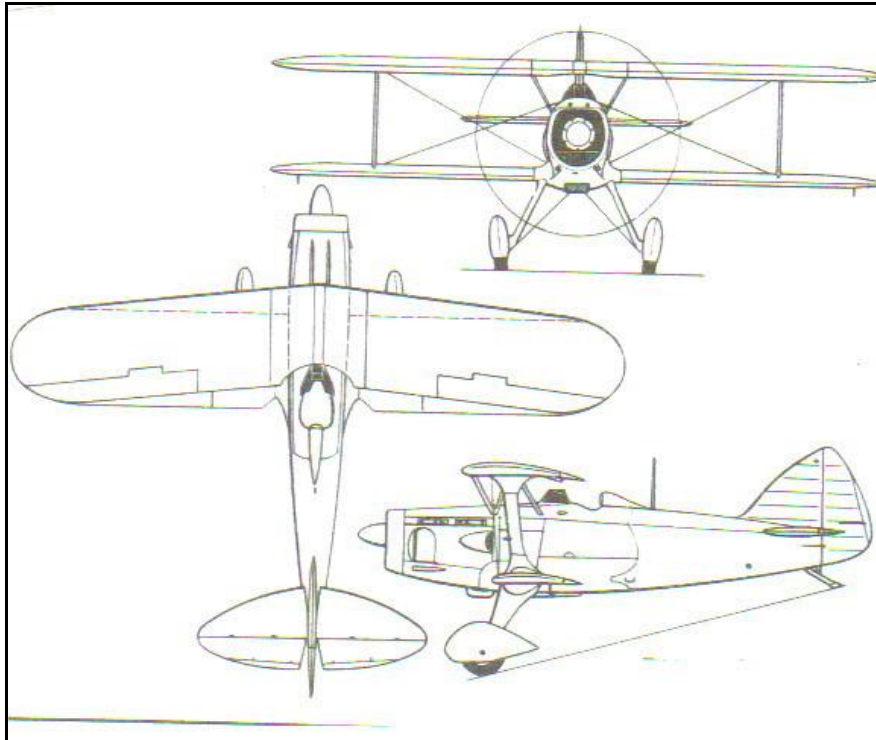
TCRC members should refer to the candidates' statements that are in *Model Aviation* and acquaint themselves with the candidates.

To have your ballot count in the election, it must be postmarked no later than November 12, 2011.

Take the time to decide which candidates you will vote for and then complete your ballot and be a voice in your AMA. J



October Mystery Plane



2012 AMA Dues Statements

All TCRC members should have received their 2012 dues statements in the mail in September from the Academy of Model Aeronautics.

AMA 2011 dues have not changed from the previous year. They are:

- Adult (19-65) \$58
- Senior (65 and up) \$48
- Under 19 \$1
or \$15 with *MA*
- Additional family \$30

Your AMA membership gives you \$2.5 million in personal liability coverage, \$25,000 in medical coverage and also a subscription to *Model Aviation* for the year.

To belong to TCRC, you must have a valid membership for the year in AMA.

Please note that AMA also has a Park Pilot membership that has a cost of \$29.95 per year, but that membership is not valid for membership in TCRC.

To renew your membership in AMA, the Academy gives you four methods: at the AMA website, www.modelaircraft.org; by fax at (765) 741-0057; by phone at (800) 435-9262; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2012 AMA dues is December 15 to avoid a lapse in membership services. J



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

TCRC Banquet

by Tim Len

Hi Everyone!

The annual TCRC Fall Banquet is fast approaching.

Where: Timberlodge
7989 Southtown Ctr
Minneapolis, MN 55431

When: Saturday, November 19

Time: 5:00 PM

Menu: Dinner Menu

I realize the date is usually the 2nd Saturday of November, but unfortunately Timberlodge already had that date booked.

Timberlodge has changed their policy and they do not offer the early bird menu on the weekends.

I need to know how many of our members and guests are planning to attend. Please let Tim Len know by the October meeting if you will be attending and how many guests you will have so we can plan for the event.

The TCRC banquet is always a fun-filled event and well attended by members and spouses.

Plan on attending TCRC Annual Banquet on Saturday, November 19th at the Timberlodge Steakhouse in the Southtown Center in Bloomington. J

Calendar

- Oct. 1 **Fall Float Fly**
10:00 AM
Bush Lake Park
Bloomington, MN
Steve Meyer
- Oct. 8 **Season Finale**
10:00 AM
Jordan Field
Corey Kaderlik
- Oct. 11 **Membership Meeting, 7:00 PM**
Fellowship Hall
CrossPoint Church
Bloomington
- Nov. 8 **TCRC Elections**
CrossPoint Church
- Nov. 19 **TCRC Annual Banquet, 5:00 PM**
Timberlodge Steakhouse
Southtown Center
Bloomington
Tim Len

TCRC Aids In Estate Sale

A neighbor of Kris Hanson's in Mayer, Minnesota was an avid R/C modeler until he passed away about a year ago.

Terry Brusacoram's entire basement was filled with R/C planes and equipment and Kris was asked by his widow Sandy Brusacoram to sell everything. Kris enlisted several TCRC members to help but Scott Anderson became the key individual to organize the items and offer them for sale on eBay. The selling took several months but Scott and Kris finally completed the liquidation this past month.

Sandy was very appreciative of all of the effort that went into the sale. She plans on using the funds to travel and visit her grandchildren.

In addition, \$1,000 was donated to TCRC.

A very big thank you to Scott Anderson and Kris Hanson for all of the hard work and effort they put in. J

New Member

TCRC gained another new member in September.

Aaron Glass lives with his wife Dee at 9869 Windsor Terrace, Eden Prairie, 55347. Their phone number is 248-914-3530 and his email address is kaptin22@gmail.com. Aaron has been flying RC for about 25 years and his current main airplane is a 1/4-scale clipped wing Cub.

When you see Aaron at the field or a meeting, be sure and introduce yourself and welcome him to TCRC. 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.

TCRC Banquet
November 19th

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

A Monster Soars Over MAD



Dave Willcott puts his 50% Pitts M12 through its paces at TCRC's Model Aviation Day at Jordan field on September 10th. The twin cylinder 300 cc engine had plenty of power to let Dave do some really great aerobatics.

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

Editor	James R. Cook	952-445-5257
Publishers:	Pat Dziuk	952-445-3089
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Website:	http://www.tcrconline.com	