



September

Minneapolis, Minnesota U.S.A.

2012

13th Annual MAD 2012 at Jordan Field

by Scott Anderson

Saturday August 25th 2012 was a day of celebration in Jordan, Minnesota as it was the first rain in weeks to break the warm dry summer as well as the TCRC 13th Annual Model Aviation Day. This year's event was advertised in the Jordan Independent as well as on Facebook as running from 11:00 am through 3:00 pm.



Lots of pilots and spectators gather under the shelter waiting for the rain to take a hiatus. (Photo by Scott Anderson)

I arrived at the field at 10 am after posting road signs to aid newcomers in finding the TCRC Model Air Park to hear several aircraft tearing up the sky. There were nearly 30 members and friends already at the field trying to get some flights in before the rain was expected to arrive (at 11 am). Gerry Dunne had set up his shelter and had the

FlareOut Café up and running. Kathy Dietz volunteered to help Gerry prepare and serve the 'meal deals'.

Pat Dziuk and Mike Timmerman had set up their shelters and a generator to keep (2) Real Flight Simulators operating at all time. Kris Hansen had his camper and tent set up so he and the family could spend the entire weekend at the site flying.

Wayne Rademacher set up a shelter at the end of his truck so he could work on his plane whether it rained or not. Knowing how contrary the weather can be, I had brought my entire rain suit along just to ensure it would NOT rain. By the time I had the AMA Sanction Registration paperwork out it started to rain, and rain, and rain . . .

Most of the aircraft were stored under the shelters with the simulators while others were under tarps. There was little wind and the rain came straight down. Most of our members and guests hunkered down under the shelter and enjoyed hot dogs and chips from the FlareOut Café. Since I was in my nice rain suit, I decided to take advantage of the open field and fly my Horizon PnP F4F Wildcat, after all it was the Navy's 1st all weather fighter! It was

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From The Flight Deck

By President Tim Len



Hi Everyone!

Welcome to September 2012, the last month has gone by so fast, there were two big RC events Northern Alliance Military Fly in at Owatonna Minnesota and War Birds and Classics Over the Midwest at Fond du Lac Wisconsin. Several TCRC'ers attended these events and it was my first time attending the event at Fond du Lac. The RC field at Fond du Lac is a very large grass strip that is approximately 2500 feet long and over 500 feet wide. Both events were a lot of fun and there were lots of great RC airplanes to view and watch fly.



**The TCRC pilots pose amid a lot of great looking warbirds at the Fond du Lac Warbirds and Classics Over The Midwest.
(Photo by Tim Len)**

This month brings good news and sad news. The good news is that Phyllis and I are moving back to our home in Orlando, Florida. The sad news is, obviously, I will no longer be able to hold the position as your club president. This position will now be held by Chris O'Connor until elections can be held in November.

Over the past 2 year as your club president, I have had the opportunity to meet, work and fly with many of you. It has been fun and I have enjoyed it very much. All of you will be missed, keep in touch, if you find yourself in the Orlando area feel free to look me up. J

New Members

TCRC picked up two new members at the August meeting.



Dave Prchal lives with his wife Jeanne at 34 15th Avenue N in Hopkins 55343. Their phone number is 952-797-2536 and his email address is daveprchal@comcast.net. Dave has been flying for 8 years and has several electric aircraft.



Matthew Treanor lives with his wife Tabetha at 511 Sunnyside Lane in Hopkins 55343. Their phone number is 952-288-9036 and his email address is matttreanor999@gmail.com. Matthew has been flying for 6 years and currently has jets, a Trojan and Mustangs and he is interested in the pylon racing events at TCRC.

When you see Dave and Matthew at a meeting or the field be sure and introduce yourself and welcome them to TCRC. J

Model Aviation A Contrail Of A Different Sort At Day 2012 MAD 2012!

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interesting to hear the propeller splash in the raindrops as I did low flybys!

The rain stopped around noon and everyone started flying. David Erickson put up flight after flight with his fleet of aircraft. His Jeff Farnum AT-6 flew very well and often! Rick Smith flew his electric Cirrus as it splashed its way through the puddles on the wet runway. Pat Dziuk and Mike Timmerman took student after student up on their primary trainers and gave them the thrill of flight. Kris Hansen showed ingenuity in getting new landing gear on his Boeing 747 using a powered rough cut saw to cut plywood. The plane flew well! He also flew his Royal B17 bomber powered by (4) .20's. Kris had built it from a kit he had bought at the TCRC Auction when he was a teenager. It had won several 4H competitions that year!

We had several guests and new members join us. Martin Henderson and his sons Dylan, Logan and Austin all had their chance at the sticks under the supervision of Pat and Mike. Martin told the boys that they could have their hair long while they're young and it looked great!

In conclusion, we had a great event in spite of the rain. I'm sure we would have had 3 or 4 times the attendance if it had been sunny and dry but we still had a good turn out and everyone had fun! Thanks to all who braved the rain to make MAD 2012 a big success. J



Landings and takeoffs off of the wet runways through up some water behind the plane. (Photo by Scott Anderson)

Buddy Boxes Allowed Lots of Future Pilots The Chance To Fly



David Erickson and Kris Hanson Oversee the flights of two young pilots at MAD 2012. (Photo by Scott Anderson)

Pictures From TCRC's 13th Annual MAD



Kris Hanson's Royal B 17 lifts off the Jordan runway and soars into the air to the delight of the spectators at MAD 2012.



John Dietz admires Steve Meyer's Fly Baby as Steve prepares for another flight.



During the early rain at MAD the planes took refuge under a tent shelter.



The spectators had great seats to watch all of the action at MAD.



Kris Hanson's 747 was a spectator favorite.



Gerry Dunne inspects a profile electric at MAD.

Wisconsin Fun Fly Filled With Fantastic Flying

by Jim Cook

Friday, August 3rd saw a group of TCRC pilots and their spouses arrive at the lake home of Jim and Mary Cook in Siren, Wisconsin for the kick-off of the 3rd annual Wisconsin Fun Fly.



The pilots worked on their planes while the ladies enjoyed the beach and the weather on Viola Lake. (Photo by Jim Cook)

Besides the TCRC pilots, a few of the Rice Lake RC club came and also former TCRC member Don Olson to do some float flying off of beautiful Viola Lake. But before they put any planes into the air, the entire group enjoyed a meal of brats and pot luck dishes on Jim and Mary's deck.

The weather couldn't have been better. Bright sunshine, warm temperatures and a light breeze made the lake conditions ideal for flying a float plane or two. And that is just what the group did.

John Dietz led off with his Big Stik and from then on it was one plane after another onto the lake and into the air. The flying was uneventful with no crashes other than a plane having one of its floats come loose on an errant take off. The majority of the planes were of the glow fuel variety but there were several electrics also. Don Olson had a nifty high-wing pusher that took off of the lake like a rocket but landed like a kitty cat.

The highlight of the float flying was when Bill Sachs but his beautiful Swoose into the air for its maiden water flight. Bill was concerned about the plane becoming a squirrel at lift off, but it too proved to be a kitty cat. It flew beautifully.



Bill Sachs' Swoose soars over Viola Lake. (Photo by Jim Cook)

Greg from Rice Lake also had a glow powered boat that raced across the lake easily.

The pilots pretty much had the lake to themselves, although one pontoon boat came over to get a better view of the activities. They loved seeing the planes in the air.



John Dietz and Jim Ronhovde put on a flying show for some interested spectators. (Photo by Jim Cook)

Around 3:30 the group started packing up their planes and equipment for the short trek to Rice Lake to check into their motel and
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Wisconsin Fun Fly

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get a little rest and relaxation before the next meal. However before they left, Sue Sachs had said she had never driven an ATV so Jim brought one down to her. Sue proved to be an absolute maniac on the ATV however and definitely scared a few years growth out of Jim as he clung to the back of the vehicle.



Sue Sachs drives like the devil on Jim's ATV. (Photo by Don Olson)

After Jim had recovered from the severe nervous tic he developed on the back of Sue's ATV the group caravanned the 40 miles to Rice Lake.

The Rice Lake RC club has recently moved to a new field called Hungry Hollow. This is owned by a group that restores tractors and other machines and they own 200 acres of land with several buildings on them. The group had a pot luck dinner in one of the buildings and enjoyed the friendship of the two clubs.

The next morning everyone re-assembled at the Rice Lake Restaurant for a good meal before heading back to hungry Hollow and
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Enjoying A Great Pot Luck Meal At Hungry Hollow



The amenities at Hungry Hollow were spacious and clean and the food plentiful. (Photo by Jim Cook)

The Day Was Perfect For Flying



The runways were freshly mowed and shade was comfortable in the tents. (Photo by Jim Cook)

Wisconsin Fun Fly

Continued From Page 6

a lot of flying off of the land instead of the water. The fantastic weather was a continuation from the previous day with lots of sunshine and only a slight breeze.

Hungry Hollow proved to be a great flying site with a long and wide grass runway and plenty of shade for the spectators and their cars. The flying started around 9:30 AM and continued long into the afternoon. As was the case the previous day, there were no incidents to incapacitate an airplane. Corn was planted on three sides of the field, but nobody even thought about putting a plane down in the corn.

Two members of the Hungry Hollow Restoration Club showed up with a nifty fire engine they had just restored and they settled in to enjoy the flying.

The highlight of the day was when Kevin Kuene put his giant-scale Extra through a fantastic display of piloting skills. He is an extremely skilled pilot!

Sunday started with another breakfast and most headed home although a couple of the guys headed back to the Hollow for a few more flights.

Thanks to Bill and Sue Sachs and Jim and Mary Cook for hosting the Wisconsin Fun Fly. Jim and Bill reported that WFF will occur in 2013, and they assured everyone that they would not conflict with Owatonna next year. **J**

A Nifty Vintage Fire Engine Came To Enjoy The Flying



Two members of the Hungry Hollow Restoration group show off a beautifully restored fire engine. (Photo by Jim Cook)

Is This Fantastic Flying Or What!



Kevin Kuene's giant Extra hovers in front of the corn at Hungry Hollow. (Photo by Jim Cook)

Veep's Corner

By Chris O'Connor



With fall approaching fast, we still have a lot of great flying weather ahead.

The month of August was a very busy time for TCRC and also many of its members. I know Larry talks about safety, but it can't be stressed enough. I was in charge of the flight line in Owatonna for the Northern Alliance Military Fly-in. Besides myself, Tim Len, Steve Meyer, and Mark Sourer had flight line duties all weekend. We have had a very good and still do have very good safety record. Despite our efforts we had one incident on Saturday. A flyer used poor judgment in not controlling his plane and while still on the ground went into the pits, hit a big DC-3 breaking the nose off and then hitting a canopy and also striking a person under that canopy in the leg with his wing. Luckily he was only bruised and the DC-3 was repaired and flying the following weekend in Fond-Du-lac. As careful as we are, the person behind the controls is ultimately in control. **SO PLEASE BE VERY CAREFUL WITH YOUR MODELS AND ALSO BE RESPECTFUL OF YOUR FELLOW MODELLER!**



The 'flight line crew' were kept busy all weekend at the Owatonna Northern Alliance Military Fly-In. (Photo by Scott Anderson)

As far as the Owatonna event, there were close to 100 pilots, with about 150 giant-scale models. Many of you have seen pictures of Carl Bachuber's giant planes, with wingspans of 17-20 feet. Carl is from Wisconsin and comes every year. Believe it or not, he starts his project in September and is flying by May. How does he do it? There were people from Oklahoma, Colorado, Indiana, Ohio, Illinois, and surrounding states. We had beautiful weather Friday, and Saturday, with rain on Sunday. Another great and successful event! Tim and Karen Johnson are wonderful hosts, and the food there is unbelievable.

The following week was another fly-in at Fond du Lac Wisconsin -- Warbirds and Classics over the Midwest. This field is even bigger than Owatonna. I believe there were about 130- 150 pilots with at least 200 models. The club there always tells us that the most fliers and planes come from the Minneapolis area. TCRC was well represented by Tim and Phyllis Len, Mark Wolf, Steve Meyer, Scott Anderson, and Nate and Chris O'Connor. There were more crashes this year than in the past, but no injuries, and again the weather was outstanding! We all are excited for next year already.

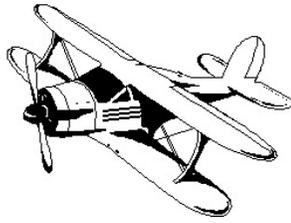
As many of you know our friend and President Tim Len is being transferred to Orlando. Tim and his wife Phyllis have to be there by September 10th. I would like to say to my two friends good luck and we will miss you. It's been an honor to call you my friends. Top Gun here we come, look out Tim and Phyllis.

This next meeting, I want to remind everyone that there is no program, all Show & Tell.

Happy flying!

J

Show & Tell



A few planes showed up at the August meeting.



President Tim Len had his newest creation, an F4U Corsair at the meeting. It was meant to illustrate the painting program that VP Chris O'Connor presented, but Tim expounded on the plane. It started as an ARF but Tim made so many modifications that it truly cannot be considered even being close to an ARF. Tim did not turn in a data sheet on the plane so there are no details given here. However, the most memorable part of the plane was its fantastic paint job. It was truly a work of art.



Alan Boucher had a very nice looking Super Cub RTF done by Hobbyzone. The plane was white with

blue trim and had a wingspan of 48 inches. It was powered with a 480 brushed electric and had a 1,300 mah 3-cell lipo. The plane was equipped with an ACT anti-crash technology but as of press time Alan had not had a chance to trust the system.



Curtis Beaumont and son had a NitroModels Pop Wing ARF. This flying wing had a 36-inch wingspan and was powered with a 2208 outrunner electric. Curtis won this plane at the Watts Over Owatonna event in July and as of the meeting had not put a maiden flight on it yet.



Wayne Rademacher had an Acropro Float Plane that he built from plans. It was blue with tan trim and had a 45-inch wingspan. The plane weighed in at 32 ounces and was powered with a 250W ExtremeFlight outrunner. This was the second edition of this plane for him. The first was a problem on the water. Wayne has put a land flight on the plane but the water maiden flight is yet to come.

Calendar

- Sept. 11 Membership Meeting, 7:00 PM
CrossPoint Church
Bloomington

- Sept. 15 Fall Float Fly
10:00 AM Bush Lake
Park, Bloomington
Steve Meyer

- Sept. 15 Hobby Warehouse Swap Meet
8:00 AM to Noon
Richfield

- Sept. 16 Pylon Racing
1:00 PM Jordan Field
Paul Doyle

- Sept. 16 Big Sky Hobbies Swap Meet
8:00 AM to Noon
St. Paul

- Sept. 22 Scale Fly In and Camp Out
Jordan Field

- Sept. 23 Pylon Racing
Rain Date








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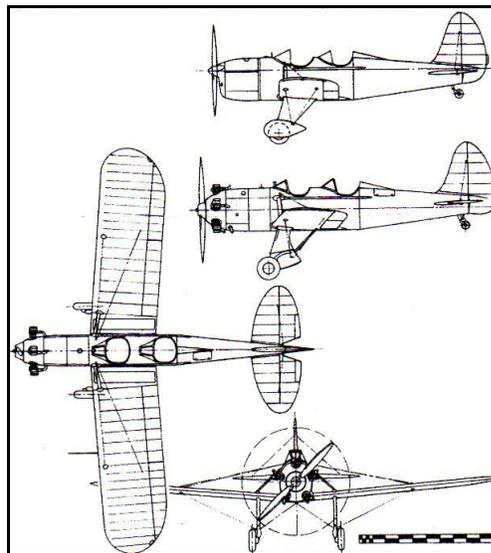
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September Mystery Plane

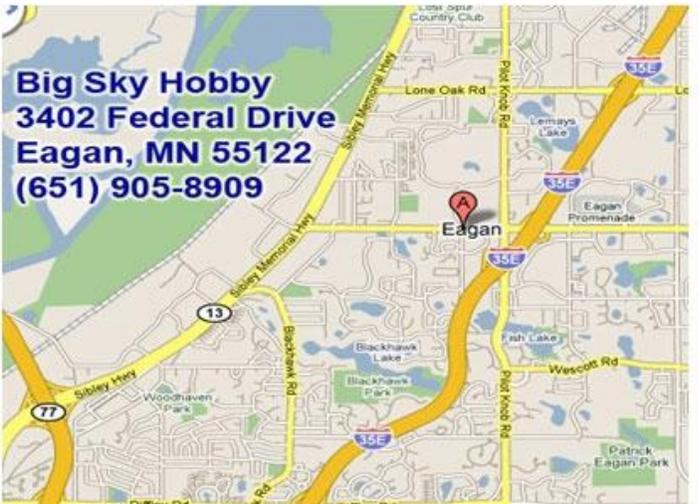




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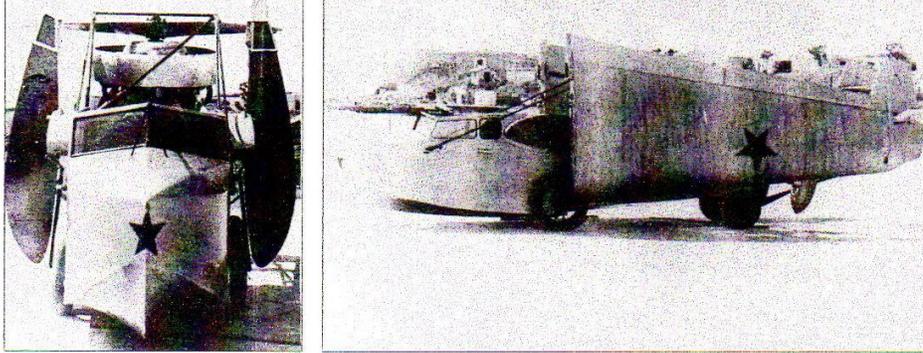


Big Sky Hobby
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Eagan, MN 55122
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Chetverikov SPL

by Conrad Naegele

The August Mystery Plane was the Russian Chetverikov SPL.



Later, a famous designer of marine aircraft in his own right, V. Chetverikov was intrigued by a British submarine, M-2, which carried a small airplane for recon purposes. Though the M-2 proved a disaster, when in 1932 the sub dived with the hanger door open!! This did not invalidate the basic concept. Funds were obtained, and a small monoplane resulted. The SPL (Samolyet Provdnikh Lodok) was able to fold into a small deck hanger, 24 foot long and 8 foot in diameter. Flown in 1935, results were satisfactory, but the concept was never adopted.

The SPL was a neat but fairly complicated, of wooden construction, although the tail was of alloy, carried on slender booms. The cockpit seated pilot and copilot. It had a third seat and room for cargo. Wings had flaps and folded back manually alongside the fuse. The engine nacelle dropped straight back 90 degrees. The plane could be readied for flight in 4 minutes! Testing revealed inadequate seaworthiness and it could not handle anything but calm water. It was prone to stall, due to longitudinal instability.

After all of this, the NA (Naval Aviation) decided not to build the larger subs with SPL hangers. Only two examples were built, one that was later used as an icebreaker!

The SPL was powered with a 5-cylinder Radial M-11 engine that was rated at 100 horsepower. It had a gross weight of 1,764 pounds. It had a speed of 116 mph and a range of 248 miles. Landing speed for the aircraft was 53 mph. J

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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 Fall Float Fly
September 15th Bush Lake Park

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

A Fantastic Flying Site



This aerial view of the Jordan Field taken by Darryl Volk shows just how beautiful the TCRC flying site is. This was taken shortly after the runways were coated and the pits and taxiways were paved. J

THE TCRC FLARE-OUT Monthly Newsletter



** TWIN CITY RADIO CONTROLLERS INC. **

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