



April

Minneapolis, Minnesota U.S.A.

2010

Winter Fun Fly Snowy But Full Of Flights

by Pat Dziuk

Saturday, March 6th was the annual TCRC Winter Fun Fly, and conditions proved that this would be the swansong for all of the snow that seemed to be with us these last few months. Indeed, just a few days after the event, the sun started melting the snow at such a rapid rate that as the snow ran off of the field the Minnesota River ran back on.



Several TCRC pilots pose with their planes as they bid a farewell to Winter on March 6th. (Photo by Pat Dziuk)

Pat Dziuk was the first to arrive at 8:30 and got in a number of peaceful flights before Gerry Dunne followed and soon several others arrived to share the airspace.

The temperatures were in the 20's with light winds. The sun showed up for a bit but then cloudy skies prevailed for most of the day. About

10 flyers decided to come out and chase winter way. As it has been for most of the winter the electric planes out-numbered the glow. But Mike Timmerman, Jeff Tolzmann and Pat Dziuk were on hand to make some real noise with their glow planes. Fun was had by all. There was only one airplane that went on to its final resting place in the afternoon and that was Jeff Tolzmann's aircraft that had already seen a couple of decades of flying.

We even had a guest come down to check our field out. Jeff Edstrom, a member of Tri-Valley, came out and put a few flights on his glider.

Flying continued into the mid after-noon with lots of great flights before the pilots started to wrap things up and one-by-one headed for home. Mike Timmerman and Pat Dziuk moved the remaining four flight benches, the picnic table and the grill up to higher ground because they knew the Minnesota River water could come up fast. Boy did it - a week later there was water on the field and it has yet to relinquish the ground it has taken.

Thanks to all of the pilots that came down to enjoy Winter's last gasp. J

**Welcome
Spring!**

Ramblin's From The Left Seat

by President Steve Meyer



The Minnesota River level at Jordan is 29 feet today (March 28th) and at this time last year it was at 17 feet. Yes, the shelter is underwater but the level is dropping as we speak (or read). I stopped out at the field last week when the river level was at 31.5 feet and the waterline was just down from the sheds. This year's cleanup may take a lot of work and I hope the field is dry by the end of April. We may be able to float fly (2.4 GHz) at the field when the water level is a little lower. Check the Jordan river level on TCRC website because the field starts to dry out around 18 feet.



**The view from just below the sheds looking down our road.
(Photo by Steve Meyer)**

Now is the time to check over our airplanes in preparation for a new season of flying. Here is a short list of things to do before the new season:

1. Check the overall structure of the aircraft for any loose or broken parts and fix them.
2. Check the condition of your batteries and replace them as needed. Also do not buy batteries that are too small because the new digital servos do require more electricity (buy at least 1100 mah batteries for your flight pack).
3. Get new fuel or gas and check and charge your Lipo flight packs.
4. Restock your flight box with those needed items.
5. Finish that winter building project.

Remember a good flying airplane is a safe flying airplane. The time I spend maintaining my aircraft and the use of quality equipment will reward me with many years of enjoyable flying (as long as I don't land too hard or have "dumb thumbs").

Mark Wolf and Chris O'Connor finished the new frequency boards and showed them off at the last meeting and they look GREAT. Thanks to both for all the work.

Curtis Beaumont created and showed a PowerPoint presentation on 'Conversion of a Glow Airplane to Electric' at the March meeting. His presentation in PDF format is located on the TCRC website. Thanks Curtis.

A big thanks to Corey Kaderlik for having this month's shop tour. We had several members there. April's shop tour will be on Saturday April 24th at Larry Couture's shop.

The April Fools Fun Fly will be held at the Scott County Fairgrounds on April 3rd, so bring a plane that will fly off grass.

It's also time to start thinking about our Spring Float Fly on May 8th at Bush Lake Park in Bloomington.

By this time next month I hope the Jordan field will be drying off and the weather will be warmer so that all of you can join me in another great season of flying. J

**Pick Up Your 2010
TCRC Roster On
April 13th**

Minnesota River Borrows TCRC Jordan Field For A While

by Jim Cook

Mother Nature showed her unfriendly side again this year by melting the accumulated winter snow very quickly and bringing the water in the Minnesota River to century-flood levels in March. The river crested on March 24th at 31.5 feet which makes this flood the 6th highest in history.



The TCRC windsock tries to keep its nose above water at the Jordan field. (Photo by Curtis Beaumont)

Although it is always a negative when we lose the Jordan field to the floodwaters, losing it in March is not all that bad. Except for this year, all of the other five record floods have occurred and crested in April or later, thus keeping the membership off of the field for April and May in most of those years. At press time, the flood waters were receding but the National Weather Service had not projected on what day the water might drop below 718 feet at Jordan, which is the level where our field is free of standing water. A rough projection would indicate that this would occur early during the second full week of April.

While Jordan is flooded, the Scott County Fairgrounds flying site is the official open flying field for TCRC. If you fly there, as you enter the Fairgrounds, drive straight up the entry road until you see the club's impound area on the left.

Several pilots have indicated that they would be interested in float flying at the Jordan field while it is underwater. To accommodate these pilots, safety officer Larry Couture has proclaimed that TCRC pilots may float fly there, but only if they use 2.4 GHz transmitters. This is because the Fairgrounds site is within 2 miles of the Jordan field and there could be interference transmissions between the two areas. A couple of members have actually taken canoes out on the Jordan field but discovered that there is about a 3 mph current across the runways and to the editor's knowledge no one has been able to float fly there as yet.

Pilots are encouraged to come out to the Fairgrounds and do some flying on our alternate site.

Once we have a good idea as to when Jordan will be dry, a clean-up day will be scheduled to sweep up any sand or debris that may have been deposited on the runways, and to give the shelter a good cleaning. More information should be available at the April 13th membership meeting, and on the website. **J**



TCRC Bylaws Change Proposed At March Meeting

Scott Johnson reported to the membership at the March meeting that he has completed his review of the bylaws and proposed three changes to the bylaws to address a social category and to clean up other language. Scott stated he did not want to call the new category 'social member' because of other changes that would be needed in the bylaws, but suggested 'social associates', unless other members can come up with a more descriptive term.

The specific changes Scott offered to the membership are:

Old Section 3:

Members who participate in club flying activities must have an AMA license and all transmitter use must be licensed when the Federal Communications Commission requires it.

New proposed Section 3:

Use of the TCRC flying field shall be limited to Members and their guests. Guests must be accompanied by a TCRC Member. Members or their guests who participate in club flying activities or fly model aircraft at the TCRC flying field must have an AMA license and all transmitter use must be licensed when the Federal Communications Commission requires it.

New proposed Section 9:

In addition to accepting Members, TCRC shall also allow interested individuals to become Social Associates of TCRC. Social Associates shall pay annual dues in an amount less than the annual dues of Members to be determined by the Board. Social Associates are a valued part of TCRC and are entitled to receive the TCRC monthly newsletter. Social Associates shall not be entitled to vote as described in Article 1, Section 8, and shall not be entitled to use the TCRC flying field, except as a guest of a Member, as described in Article 1, Section 3.

These proposed amendments were read to the membership on March 9th, 2010, and, as required by the bylaws, will be voted on by the attending members at the April 13th meeting.

If you have concerns about these proposed bylaw changes, please contact an officer or board member, or come to the meeting in April.

Thanks to Scott Johnson for using his professional training to review the bylaws and make the proposed amendments. **J**

TCRC Dues Final Request

by Pat Dziuk

The time has come for me to create and print the annual club roster. As of March 15, the records I received from our treasurer indicate that a few previous members have not renewed their 2010 membership.

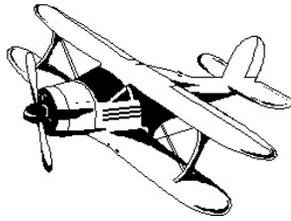
If your dues are not received by Tom Thunstedt, our treasurer, by Saturday April 3rd you will be removed from the membership roster and will not have your information printed in the club roster which will be distributed at the April 13th membership meeting. You will also be removed from the newsletter mailing list and the members@tcrconline.com email list.

I sincerely hope that you will consider renewing your membership and being part of a great club. If you do not make the cut-off time for the roster you can always renew your membership at anytime during the year. If my information is not current and you have recently renewed, please let Tom and I know right away.

If you would be so kind to let Tom and I know your intentions of either renewing or not renewing, it would make our jobs easier as we won't have to wonder who will or will not be members.

Thanks for taking the time to respond. **J**

Show & Tell



A full house at the March 9th meetings, both people and planes.

took 3-4 hours to put together. It had flaps but Gerry felt they weren't needed as the plane would just float in after a flight.



Kris Hanson had a 'round2it' that his father had made as a stop sign. It was powered with an OS 40 FP engine and had flaperons for control. Kris and his dad would do air shows many years ago with Kris flying a car. He and his dad hope to repeat this show at the Model Aviation Day this summer.

Rick Smith had a very nice looking Mitchell B-25 which was from a Hobby Lobby ARF kit. This foam electric had 10 servos and the sequencing retracts were really neat. The plane was dark green with a gray underwing, had lights on the wingtips and weighed in at 3-1/4 pounds. The twin engines were counter-rotating to the outside. As of the meeting the plane had not flown.



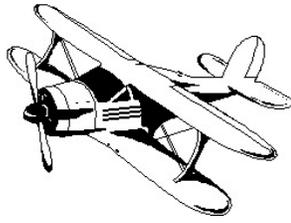
Mike had a foam pusher electric Easy Star that he had picked up at the MARCEE swap meet and had added his nose camera for FPV flying. That stands for first person view. When flying, the image from the camera is projected onto a special pair of goggles he wears and he flies it as if he were in the cockpit. Mike said once in the air ground identification can be hard which makes being able to fly back to himself somewhat hard. He has about two hours of flight on the plane and is slowly getting better.



Gerry Dunne had a E-Flite ARF kit of an RV 9 that had a blue fuse and yellow wing. This built-up plane

Continued On Page 6, Column 1

Show & Tell



Continued From Page 5

very popular in the 60's, actually winning the NATS in 1962. This Taurus had not flown as yet.



Tynan Thunstedt had a beautiful E-Flite PT-17 biplane that was done in yellow/blue trainer colors with USAF roundels on the wings. Tynan had not been able to put the maiden flight on the plane yet but was looking forward to it.



Sherwood Heggen had an Aeroworks ARF Edge 540T that had a white fuse with red trim, white wings with red trim and with red stripes on the underwing. The plane weighed 7-1/2 pounds and was powered with a Saito 65 4-stroke engine. This nice looking pattern ship had yet to have its maiden flight also.



Larry Couture had a late 1960's Taurus plane powered with a 45 Webra engine. The yellow fuse with red trim plane had been started by Bob Nestaval 30 years prior and Larry decided to finish it for him. This low wing plane weighed about 6 pounds and was

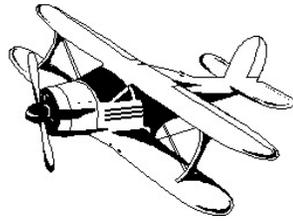


Wayne Rademacher had a Thunder Tiger ARF Stuka electric that was done in dark green with a gray underwing. Wayne had glassed the foam, adding less than one ounce of weight. This plane had not flown yet.

Wayne also had his new flight stand that was discussed in his president's column in the March newsletter. (See picture on page 7)

Continued On Page 7, Column 1

Show & Tell



Continued From Page 6

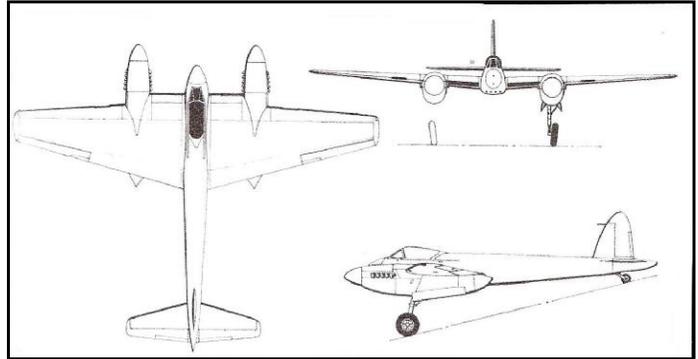


Wayne Rademacher and his nifty newly-constructed flight stand. (Photos by Jim Cook)



Conrad Naegele had an old-time Jabberwock that he had built for Stan Erickson. The plane had yellow Ultrakote with a dark blue underside. This was scratch-built and was a late 40's to early 50's design. Total flying weight would be about 5 ounces. J

April Mystery Plane



15 Year TCRC Flyer



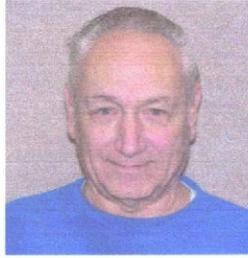
President Steve Meyer presents Rick Smith with his 15-Year patch at the March 9th TCRC meeting. Rick has spent every one of those years being active in every aspect of the club. J

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Safety At The Field

By Larry Couture



Well here it is the end of March, 2010. I am sitting here this morning looking out the window at a sunny day. For those that really care the river level is 30.89 feet. That equates to 12.4 feet of water over the field leaving just the top of the wind sock above water so you can tell the wind direction for take off, but it does show you where the runway is for landing. (no other land marks available). The field is open for float flying but the only frequency will be 2.4, all others will be banned at this wet field so there would be no interference with our other members flying at the Fairgrounds.

Safety tip for this month: You electric guys should not have the propeller on when testing or setting up the plane on the workbench. That motor can start at the most unwanted time and your hand will reach out to stop it and that will hurt and do a lot of bleeding besides. If the prop isn't on, the plane just makes noise and the hand doesn't have anywhere it can get into trouble. I have learned this the hard way and because I am the safety officer I can attest that this is the better and safer way to play with your toys.

FOR ALL MEMBERS NEW AND OLD: (same old harp but it's working)

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. Hard to do this month as they are 12 feet under water and no scuba gear is handy but I do 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. So keep the float side down or the boat handy. ☺

New Frequency Boards For TCRC Fields

At the March 9th membership meeting Mark Wolf and Chris O'Connor unveiled TCRC's new frequency boards.



Members view the new club frequency boards for the first time. (Photo by Jim Cook)

One board had all 60 channels from the 72 MHz frequencies and the other board had spots for spread spectrum 2.4 GHz transmitters, plus a space for 'other' frequencies (27 MHz and 50MHz).

A member using one of the frequency boards would pin his TCRC membership card or his AMA card to the available slot for his transmitter. When done he would remove his card.

New frequency boards have been quite a long time in coming, but these were definitely worth the wait! Thanks to Mark and Chris for their time and effort.

As soon as the Jordan field dries out the new boards will be installed and ready for use. J

New Members

Three new members in the month of March for the club.



John Kenny lives with his wife Pat at 427 Flag Blvd. in New Prague, 56071. Their phone number is 952-758-8665 and his e-mail address is jskennyii@aol.com. John has a SIG Kadet LT40 and hopes to solo on this plane shortly. He is also very interested in learning to fly off of water.

Aaron Gubrud (no pix yet) lives with his wife Beth at 1052 Pinehurst Lane in Jordan, 55352.

Their phone number is 952-492-2742 and his e-mail address is amgubrud@yahoo.com. Aaron has been flying R/C for about one year and currently has a Hobbyzone Super Cub and a Hanger 9 P-51.



Bob Glass lives with his wife Linda at 12929 Irving Avenue in Burnsville, 55337. Their phone number is 952-894-5809 and his e-mail address is rglass1144@hotmail.com. Bob has been flying for about 25 years and currently has a Rascal 110, an Ultra Stick 120, a 12-foot Telemaster, a 1/3-scale Super Cub, an 8-foot Telemaster and an Edge 540.

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

Calendar

- Apr. 3** April Fool's Flyer
John Dietz/Paul Doyle
11:00 AM
Fairgrounds Field
- Apr. 13** TCRC Membership Meeting, 7:00 PM
Fellowship Hall
CrossPoint Church
Bloomington
- Apr. 24** Shop Tour
Larry Couture
1:00 PM
- Apr. 27** 2nd Quarter Board Meeting,
7:00 PM
Steve Meyer's House
- May 8** Spring Float Fly
Bush Lake Park
- May 29** Building Contest & Fun Fly
Jay Bickford
Rain Date – June Meeting

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The Co-Pilot's Report

by VP Wayne Rademacher



The flooding this year is amazing....it is hard to imagine just how much water is covering the runways. By the looks of the pictures taken at the field, (or what is now the TCRC water park) it is hard to believe it will still be there when the water recedes. I am told it won't be a problem, just a little silt clean up and we will be good to go. Until then, we have a fantastic float flying site J On a related note, the ice just cleared from the lake near my house, so I really need to get working on a set of floats for my Pilot 1, Stinson 108 that I brought to the February meeting.

Our April Fools Fly is scheduled for the 3rd and it is to be hosted by Paul Doyle and John Dietz. Given the water still on the field, I suspect the event by be at the Fairgrounds site...be sure to watch our webpage for updates.

his personal electric conversion of a Great Planes Ultrasport 40. His presentation is great; it has all details needed for success. For those of you that missed the meeting, you can find a copy of his presentation on our very informative webpage, TCRCOnline.com.

The April program should also be very interesting; Tim Len will be discussing radio programming, and the basics of Spectrum technology. Let's see a really good turn out for the April meeting.

Corey's hosted a shop tour on the 27th. He has a great model shop, really nice for building. Corey had quite a few airplanes for us to view, also had a couple of rebuild projects on display. His rebuild projects were progressing nicely, looks like each could be ready for flying this season. Next stop we head for Larry Couture's shop, his tour is on April 24th.



Curtis Beaumont had a nice PowerPoint program at the last meeting. (Photo by Jim Cook)

Curtis Beaumont put on a very informative program in March; he tackled the glow-to-electric conversion topic. Curtis walks you through



Corey's shop was very organized. (Photo by Gerry Dunne)

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

TCRCOnline.com

A Great Tool For TCRC!

Bok 1

by Conrad Naegele

The March Mystery Plane was the Bok 1.



Design bureau (Byuro Osobykh Konstruktsii) was tasked, in 1931, to exploit flight at extreme height. Close links to Junkers resulted in collaboration, in 1932, with the Junkers 49 and its successful pressurized cabin. It was not until 1934 that Antonov signed a contract. Antonov had already produced the Ant 25 – the prototype was flown in 1936, followed by much tweaking.

The two crew members were sealed in an oval cross-section cabin, utilizing closely fitting frames. Entry was through the rear, with an escape hatch on the top. There was no room for parachutes. The cabin had five small portholes, and the floor was heated. The flying characteristics were good, but the cabin was hot and the windows easily ‘frosted’ over. They were then double-glazed with desiccant added.

Designer Shavrow states that flight was approved for 8,000 meters (about 26,250 feet). Remember, this was in 1936. Later, a turbocharged engine was installed. Some flights were made to a higher altitude, then the engine blew up, and the altitude record attempts were cancelled, with the plane being scrapped. The Bok 1 was the second aeroplane in the world designed with a pressure cabin. In the meantime, the Junkers 49 was routinely flying assigned duties at about 41,000 feet with no problems!

The Bok 1 was powered with an Arm V-12 liquid-cooled engine rated at 830 horsepower. It had a wingspan of 98 and ½ feet, a gross weight of 10,582 pounds, a maximum speed of 130 mph and an operational ceiling of 35,000 feet. ☺

Corey Kaderlik Hosts Shop Tour

by Gerry Dunne

The monthly tours of various members’ workshops continued in March with a bunch of TCRC’ers showing up at Corey Kaderlik’s house around 1:00 PM on March 13th.



**The guys gather around Corey’s Cub at the shop tour.
(Photo by Gerry Dunne)**

Corey and wife Brenda proved to be a great host and hostess with some nice snacks for the members to enjoy while they perused Corey’s planes and shop set up. He had a lot of his planes set out for inspection by the visitors.

April’s Shop Tour will be held on April 24th and the residence of Larry Couture. 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.

**Scott County Fairgrounds Is
Currently TCRC’s Active Flying Site**

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Shakopee, Minnesota 55379

Float Flying In Jordan?



Curtis Beaumont has his plane ready to go on floats as he canoes by the brush pile north of the TCRC's Jordan runways. He found the current a little stronger than he wanted and opted not to fly. J

THE TCRC FLARE-OUT Monthly Newsletter



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