



April

Minneapolis, Minnesota U.S.A.

2019

65th Annual Toledo AirExpo Is In the Books

by Jim Cook

The Weak Signals Toledo AirExpo was held on April 5th, 6th and 7th at the Seagate Centre in Toledo, Ohio.



A view of a portion of the main floor of AirExpo Friday morning before the doors were opened. (Photo by Jim Cook)

Newsletter editor Jim Cook flew to Indianapolis, Indiana on Thursday, April 4 and was picked up by former TCRC member Scott Gerber who had just arrived from St. Louis. The two hopped into the car and drove four hours to Toledo, to the Radisson Park Inn, which is attached to the Seagate Centre where the Expo is held.

The two were up early in the morning on Friday, April 5th, and they headed to the 2nd floor where the famous swap meet is held in conjunction with the Expo.

To Jim and Scott's surprise, the swap meet had appeared to have grown over the previous year. There were even a few vendors in the walkway between buildings. This was heartening because Jim and Scott both had some concerns since the last few Expos have had lower attendance and fewer booths on the main floor.

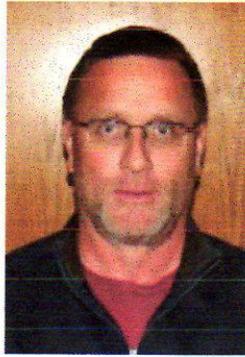
Rich Ross from Minneapolis could be found on the second floor, selling tables full of R/C odds and ends and keeping a steady stream of dialogue with the passing hobbyists. There were lots of good deals to be had and the two made frequent trips to the second floor both Friday and Saturday.

Around 9:30 they ventured onto the main floor. Friday is always a great day to go because the bigger crowds are always present on Saturday. This proved to be the case throughout the morning with good numbers of hobbyists but still plenty of elbow room.

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A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members

In case you haven't heard the field is under water, it's under so much water that the shelter roof is not visible from the air and it could very well be completely gone! I sure hope not!! Dave Erickson flew his multi rotor/drone over the field last weekend and took quite a video. You can view his Waterworld clip by clicking on the below link or pasting it in your search window.

https://www.youtube.com/results?search_query=erickson+dave+waterworld

Both the Scott County Fairgrounds and Stocker Field are available for flying. TCRC and AMA flying rules and regulations still apply when flying at these sites. The April Fools Fun Fly is on the 6th of April and will be moved to the fairgrounds. There is not anyone formally in charge of this event so come at 10 AM or after and do some flying.

The Toledo R/C Model Expo is April 5,6,7. Some exciting news is our TCRC member Dave Anderson is entering his Hawker Hurricane MKII this year. This plane's concept and design has been four years in the making. Roy Maynard asked Dave if he could design this plane to replicate his favorite WWII airplane. Dave studied the information Roy provided and decided that there was not a power plant big enough to fly this 1/4-scale plane so the project was put on hold. After a few years and with the development of new gas engines and electric motors it's now possible. Dave framed the plane up and the finish work was done by Roy, and after 2 years it will be entered in the Design category at Toledo. There are at least 2 more of the Hurricanes being built. Chris O'Conner and Jeff Quisinberry are each building one. Roy's will be electric, and I believe the others are gas. Roy's has a sound system to replicate that original Rolls Royce Merlin sound. Good Luck Dave!

The other event in April is the Detroit Lakes Mall Show and Swap Meet which is also on April 6th. This is a little closer than the drive to Toledo. I have been going for the past few years and it's a nice way to start the season by seeing some nice planes both on display and for sale.

With the upcoming float fly in May we will be having a program on float planes at the April membership meeting on the 9th. If you have a float plane you would like to talk about please bring it to the meeting.

The May membership meeting brings the TCRC Building Contest. Bring your projects you have been working on this winter for a chance to win a nice prize. **J**

Calendar

- Apr. 3** **2nd Qtr. Board Meeting, 7:00 PM**
Pres. Bob's House

- Apr. 5, 6 & 7** **Toledo AirExpo**
Seagate Center
Toledo, Ohio

- Apr. 9** **TCRC Membership Meeting, 7:00 PM**
CrossPoint Church
Bloomington

- May 11** **Spring Float Fly**
Bush Lake Park
Bloomington, MN
Steve Meyer

- May 14** **TCRC Building Contest**
CrossPoint Church
Bloomington
After Business Meeting

- May 19** **Big Sky Hobby Swap Meet 8-12**

- June 1** **Minnesota Drone Day**
Science Museum of
Minnesota, 11 – 4 PM



Toledo AirExpo

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Scott made a big to-do of the fact that Jim purchased something from the very first booth he visited.

During their first trek up and down the aisles they caught sight of a magnificent Hawker Hurricane sitting on the end of the competition tables dividing the north and south ends of the Expo floor. Hustling over to the table, it became quickly apparent that this had to be TCRC member Dave Andersen's entry into the 'Designer Scale' division of the building contest. Indeed, it was, and Dave materialized very quickly as Jim and Scott gave the warbird the once-over. More detailed information on Dave's Hurricane can be found in a separate article in this newsletter.

Entries into the various contests were already present or arriving continually during the morning. Every entry was a masterpiece to behold, and every category was going to be difficult to judge. Jim and Scott had some favorites however, with a fantastic F-86 jet done in flight metal being high on the list. A clipped wing Cub caught their attention, a beautiful wood-grain covered Riley did the same, a McDonald Douglass F-18, a CHEGDU J10 (by Roy Maynard of Eden Prairie), a Boomerang Sprint jet, an A-10 Wart Hog, and a beautiful Shearwater V-Tail, to only name a few.

After lunch we took in a couple of free seminars – one on soldering and

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Rich Ross Has Been A Standard Fixture At The Toledo Air Expo



Minnesotan Rich Ross took a brief break from hawking his wares at the 2nd floor swap meet to say "Hi". (Photo by Jim Cook)

First Booth First Buy!



Jim Cook got a lot of grief from Scott Gerber for making a purchase from the very first booth he visited. (Photo by Scott Gerber)

Toledo AirExpo

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one on the Spektrum Smart Battery System. Both were great seminars.

After the seminars, since they were back in the 2nd floor area, more time was spent perusing table after table of items at the swap meet.

There were fewer booths and vendors on the main floor, as Jim and Scott had feared. Jim discussed this with a couple of members of the Weak Signals Club and they affirmed that the number of booths were down to about 65% of what they had been in the peak years. However, they both were optimistic that the shrinkage had now been stopped and that 2020 would show growth. There were plenty of vendors selling airplane kits, but what seemed to be missing were those shops that carried radios, and other mid-priced R/C equipment. I don't believe there was one booth that had transmitters for sale. Jim was optimistic that the Weak Signals were addressing the problem and that they would find a way to expand the Expo back to the size it used to be.

Saturday found more crowds of hobbyists on the floor, and a lot of money seemed to be being spent on those special items a person just had to have.

One really neat thing that AMA provided was a trailer that had five full-screen RealFlight simulators in it. A pilot could select a plane and do some nice flying. The systems were set to let each person fly for a few minutes before ending the session so the next person could fly. It appears that AMA put the trailer

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An AMA Trailer Full Of R/C Flight Simulators Was A Big Hit



The AMA has come up with a great idea to promote R/C and introduce actual on-stick training. (Photo by Jim Cook)

This F-86 Was Outstanding



Virtually everyone who came across this F-86 had to stop and admire the aircraft. (Photo by Jim Cook)

Toledo AirExpo

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together with the plans to travel to various locations and allow younger people to find out what R/C flying was all about. It is certainly a great idea by AMA!

Saturday afternoon the guys bounced from the main floor to the swap meet and back several times as they planned their final purchases and negotiated their final deals. Both made their biggest purchases in the late afternoon as the swap meet was winding down.

This year, the ETOC was held right on the main floor, starting at 6:00 PM Saturday. Those in the attendance on Friday and Saturday could take time to watch the practice rounds, but when 6:00 PM arrived it was time for the real thing. See the separate article in this newsletter on the ETOC competition.

After making their last purchases and before attending the ETOC, it was time for a trip over to the Hollywood Casino to their Epic Buffet and the consumption of a whole lot of crab legs.

Early Sunday morning Jim and Scott had to head back to Minneapolis and St. Louis. The drive to Indianapolis was exciting as the guys recapped their purchases and started thinking about the upcoming flying season. Scott dropped Jim off at the Weir Cook airport in Indy and Jim flew to Minneapolis, while Scott completed the drive back to St. Louis.

They left knowing they would be back again to hopefully a growing Toledo AirExpo. J

Scott Gerber Was Excited To Be Back To The Toledo AirExpo



The smile on Scott's face was a permanent fixture as he made the rounds on the main floor at AirExpo. (Photo by Jim Cook)

Lots Of Sail Planes For Sale



Jim couldn't pass a booth selling gliders and not think of how much TCRC'er Ali Reda would love to be here. (Photo by Jim Cook)

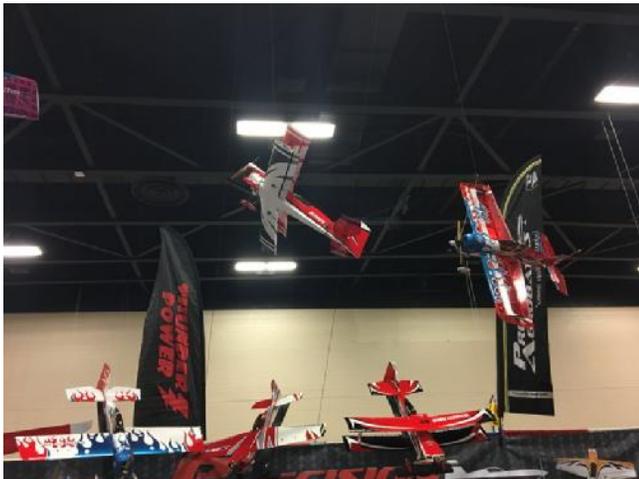
More Pictures From The 2019 Toledo AirExpo



The crowds were good-sized but there was still room to move around nicely at the Expo.



The rivet detail on the flight metal of the F-86 Sabre jet was superb.



The aerial display of lots of planes could be seen all over the hall at AirExpo.



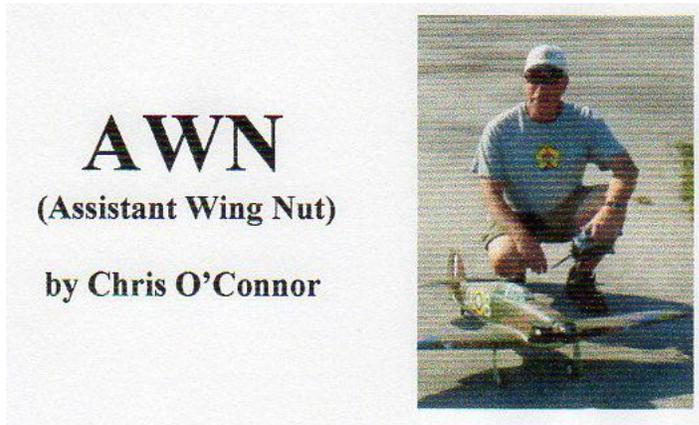
The 2nd floor swap meet was always a busy place with lots of stuff being sold.



A great looking A-10 Wart Hog



The AMA simulator trailer was a great idea.



Well everyone, the good news is the river is coming down; the bad news is it's still at 30 feet which puts about 11 to 12 feet of water on the field, ouch!! Luckily, we have the fairgrounds to fly at or alternate fields.

Being this is the start of the summer flying season, we should be going through all of our equipment to make sure we are ready when it's time to go flying.

First make sure your batteries are in good shape, charged and ready to go. Check the connections, wire, and overall condition of the batteries. Don't forget your transmitter batteries also. Moving on to the plane or planes, make sure nothing's broken, cracked, or even things that are loose that shouldn't be. Receiver, servos, etc. are secure. Even check to see that the screws holding the servo arms are not missing or loose. For gas power, make sure your fuel lines are good and also the pickup inside the fuel tank is good. How about the fuel, if glow fuel, is it good, no water; and if it is gasoline get some fresh stuff.

On the subject of gasoline make sure you are using fuel with no ethanol in it. What I have found works the best is avgas. There's no ethanol and the shelf life is like six months to a year compared to car gas which is only weeks of good service.

One more thing to check is that over the winter you may have taken some tools or other items out of your field box, so make sure it's complete with what you need. I'm sure there are a few other things, but you get the idea, be ready when it's time to go flying.

The program for the April meeting will be on float flying. We will have four planes there to show you some variety of models. Two of them will be models that not many people have seen before, but are excellent models on floats. Plan on coming to the meeting and learning about float flying for our upcoming float fly in May.

See you at the meeting!

J

**THE TCRC FLARE OUT
Monthly Newsletter**



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TCRC Flare Out

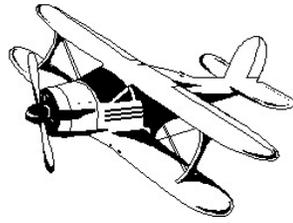
Editor James R. Cook 952-445-5257
Publishers: Pat Dziuk 952-445-3089
 & Mike Timmerman 952-496-1631

Website: <http://www.tcrconline.com>

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.



Show & Tell



Five nice planes at the March meeting. Unfortunately, with the editor still being in Arizona he did not get information sheets on all of the planes.

Max 15 2-stroke engine which was swinging an 8x6 prop. Sherwood plans the maiden flight in the spring.



Jim Lundquist had a nice-looking E-Flite ARF Cub float plane. It was done in white with blue trim, very similar looking to Steve Meyer's Cub.



Steve Meyer had a nifty looking 1-4-scale Super Cub from Hanger 9. This plane was done in white with blue trim and had a 106-inch wingspan. It was powered by a Zenoah G26 engine. Steve plans to put lots of flights on it in the upcoming flying season.



It must have been blue-and-white Cub night because Larry Couture showed up with a large-scale clipped wing Cub done in traditional sunrays on the wings. It was powered by a twin 4-stroke and looked quite nice.



Ever-prolific Sherwood Heggen had another plane at the meeting. This was a Lazy Bee manufactured by Clancy Aviation. The white with orange trim aircraft was covered with Monokote. This plane came to TCRC from an estate. It had been poorly built, had a warped wing and many other problems. Sherwood corrected the problems and came up with a pretty neat looking plane. It had a 48-inch wingspan and weighed in at 2-1/2 pounds. For power it had an OS



In keeping with the Cub theme for the night, Joe Neidermayr had a smaller J-3 Cub down in traditional J-3 yellow.

Changing My Flight Packs To Lipo

by Jim Cook

While at the Toledo AirExpo, I discussed the possibility of changing over my nicad flight packs over to lipo batteries with the people from Batteries America out of Mt. Horeb, Wisconsin. Currently I use 6v 2000 mah nicads to power my airplanes.



The Batteries America people said it was quite easy to do. I purchased a 7.4v 2,200 mah lipo, and a Maxx Products Voltage Regulator. The battery has a balancing connector and a Futaba/Spektrum connector. The regulator has a male and a female Futaba/Spektrum connector. I simply plug the male Futaba connector on the battery to the female Futaba connector on the regulator. I then plug the male Futaba connector on the regulator into the receiver or the switch harness.

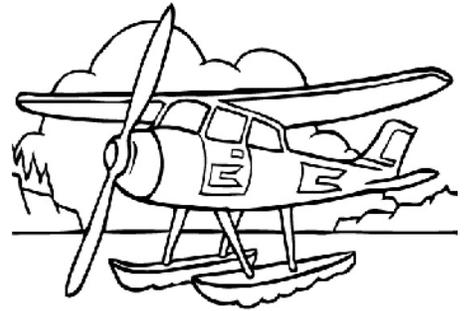
The voltage regulator will reduce the 7.4v output of the battery to 6.0v to operate the plane.

To charge the lipo battery, I purchased an inexpensive IMax RC B3 Compact Charger. It was only \$15. I plug the balancing connector on the battery into the B3 charger and it does all the rest.

Each battery and regulator combination cost me \$40, so this is more expensive than purchasing a single nicad battery, but I am excited to see how the lipo system works to see what benefits I may receive. I will keep you posted on the results. J

TCRC Spring Float Fly Will Be May 11th

by Steve Meyer



It's time to start thinking about the TCRC Spring Float Fly that is held every year at Bush Lake Park in Bloomington. The date is Saturday, May 11th. We are planning on having great weather for the event.

Chair for the event is again Steve Meyer, and the flying will start at 10:00 AM on Saturday. We will have a retrieval boat at the event, for that rare chance that a plane or two cannot make it back to the beach under its own power.

The Spring Float Fly is open to any pilot that has a valid AMA card for 2019, and usually there are guests from several of the area R/C clubs, and there are always many beautiful aircraft on floats that put on a show to all in attendance. Bush Lake Park has a very nice sand point that juts out into the water allowing great air traffic patterns regardless of the direction of the wind.

Figure out what planes you are going to put a set of floats on and mark your calendars for the Spring Float Fly on May 11th. J

Dave Andersen's Hurricane At Toledo AirExpo

by Jim Cook

TCRC and ScaleMaster member David Andersen headed for Toledo in early April with his car full of a beautiful giant-scale Hawker Hurricane.



Dave has had the Hurricane in his mind and in some stage of being built for the last 4 to 5 years.



Anyone who knows David knows he is a master designer and builder, is a perfectionist, and is a stickler for scale authenticity. He has the ability to visualize what aircraft he wants to do, and create plans from any 3-view pictures that exist of that plane.

From the plans that he produces, he then proceeds to scratch-build a plane. That plane is not just a generic plane of that model, but rather a very specific

plane that he has researched and documented to every level of detail.



When David's planes are complete, they don't look like a crispy new plane right out of the factory. Instead, they are weathered. The plane will show the wear on its step plates, the oil streaks from the engine, scratches on the canopy where it slides to open. When David flies in a full-size airplane, he always takes a window seat so he can study how the oil streaks from the engine during flight. He is an absolute perfectionist that his planes will be real-life.

At Toledo, David's Hurricane was entered in the 'Designer Scale' category. It looked magnificent. However, David was concerned about a nicely done Heinkel 219 that he was in competition with.

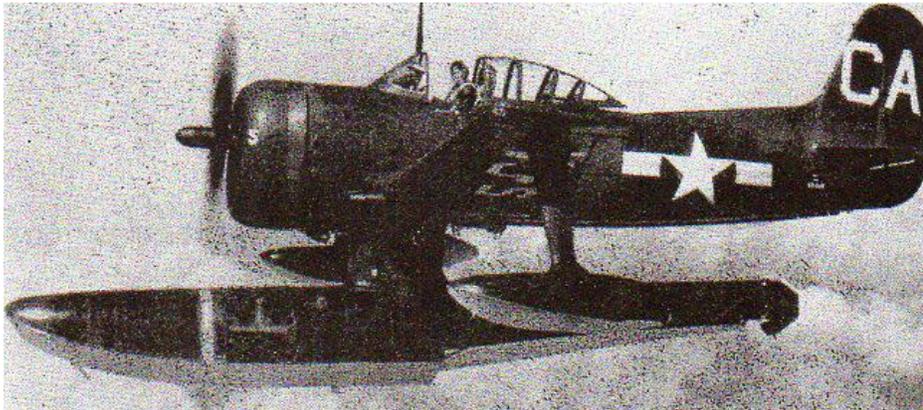


At press time, it was not known how David did in the judging. However, according to the unofficial judges Jim Cook and Scott Gerber, David's Hawker Hurricane was a slam-dunk to be the winner! We should know by the membership meeting. **J**

Curtiss SC-1 Seahawk

by Conrad Naegele

The March Mystery Plane was the U.S. Navy's Curtiss SC-1 Seahawk.



This plane was the last of a line of shipboard catapult seaplanes. Requested by the U.S. Navy to be a float plane fighter. It didn't make it! Design began in 1942, the first prototype flew in 1943, and it entered service in October, 1944.

The plane had a single center float, and a bunk was fitted behind the pilot, so it qualified as an air/sea rescue model. Improvements continued. The hinged canopy was changed to a modern free-blown one, anti-spin devices were added to the tailplanes. Provision was made for wheeled landing gear for land transport. Originally it had a rather anemic Wright R 1820 9-cylinder radial engine, but that was replaced with an R 1820-46 which developed 1,425 horsepower.

The Seahawk was not reported in action until the invasion of Borneo in 1945. Plans were made for a 3-place, the SC-2. Only 9 were delivered in 1946. Apparently only 577 were produced. Provisions were made for 2-machine guns, and a variety of small bombs. The Japanese and Germans had a number of very successful 'float plane fighters'.

The Seahawk had a wingspan of 41-feet, a speed of 313 mph and a range of 625 miles. For armament it carried 2-50 caliber machine guns, and 2-100-pound bombs. J

2019 TCRC Dues

With the arrival of the New Year comes the time to renew your TCRC club dues.

The TCRC board of directors met and set the 2019 TCRC dues as shown below:

- Regular \$85.00
- Junior \$47.50
- Social Affiliate \$35.00

Dues invoices were handed out at the December meeting if you were present or mailed after the December meeting.

Remember, to be a member of TCRC you must be a member of AMA and supply proof of that membership at the time, or wait until the treasurer has confirmed that through the AMA.

Your TCRC dues can be paid to treasurer Tim Wirtz at a meeting or by mailing them to Tim at:

Tim Wirtz
1511 Emerson Avenue N
Minneapolis, MN 55411

The TCRC board confirmed the initiation fee for new members or members who had not paid their dues for the previous year. The initiation fee is \$75.

Pay your 2019 TCRC dues today, or at the next meeting. J

MNBigBirds.com

Hawker Hurricane MkII
Kawasaki Ki-45 "Nick"
Focke Wulf TA-152H
Lavochkin La-7
Grumman Lynx
ARADO 96B
Howard Pete
Mitsubishi Ki-15 "Babs"
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- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & More!

ETOC Held At Toledo AirExpo In April

by Jim Cook

For the last several years the ETOC (Electric Tournament of Champions) has been held in Toledo in conjunction with the Toledo AirExpo. But this year, the ETOC was held right on the floor of the AirExpo in the Seagate Centre.

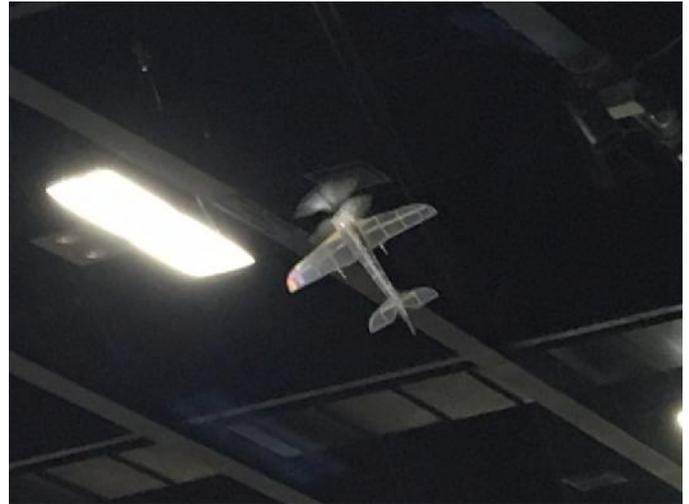


The pilots had access to the flying area all day Friday, and anyone in attendance at the Expo could take a seat in the bleachers and watch the practice rounds.



The electric aircraft used in the ETOC have done considerable evolution from the simple foam profile planes used in previous years. (See photo above.) Now the planes have a larger side profile, but are built up and covered instead of having a foam body. The

biggest difference noted was the use of two props, one turning counter to the other. This was done to completely eliminate torque from the engine.



The flying area was nice-sized and the ceiling must have been 30 feet high. The pilots used every inch of the area, skimming across the floor or almost touching the ceiling girders.

The contestants had to fly two pattern programs and then a free-style program to music. After these rounds, the top five pilots were determined, and they again flew two pattern routines, one of which was unknown to them until immediately before flight, and then a final free-style.



The winners were announced with first place receiving \$2,000 and a plaque and 2nd and 3rd less money and also a plaque.

It was a fantastic contest to witness. The pilots did maneuvers that were impossible to do! Congratulations to all of the participants. **J**

New Member

by **Tim Wirtz**

David Klemenhagen joined TCRC in March. David lives at 629 Heritage Trail in Jordan, 55352. His phone number is 952-913-8964 and his email address is dklemenhagen@gmail.com.

David was a member of TCRC from 1999 to 2006. He pursued a career in aviation and has been flying various General Aviation aircraft and a Shorts 360 Twin Turboprop for a freight airline. He recently moved back to Minnesota and is flying a Boeing 737 for Sun Country. He lives in Jordan, just down the road from the field.

When you see David at a meeting or the field, introduce yourself and welcome him back to TCRC. J

For Sale

President Bob Breisemeister has some very nice airplanes for sale.

Bob's planes range from small electric ARF's up to 1/3-scale sport planes. Some planes are still in kit form, and some are entirely completed.

The prices of the various planes are very moderate and any one of the aircraft would be a great value for the money.

If you are interested, give Bob a call at 612-964-8877, or see him at a meeting. J



Lock The Gate!

It is very important that the gate to the field be kept locked at all times when there is no member present.

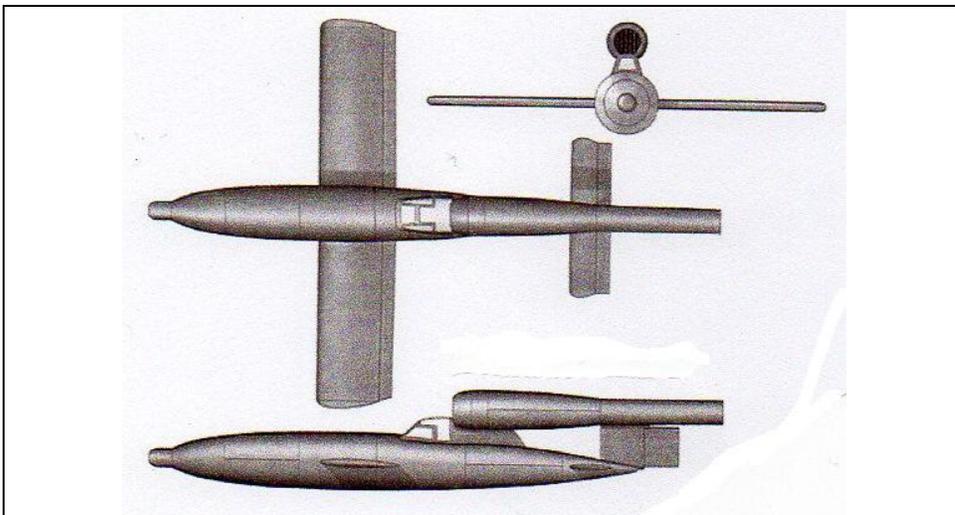
It is every member's job to lock the gate when her/she is the last one at the field. It doesn't matter the time of day or how nice the weather is. This simple rule is to keep the gate locked to prevent theft, vandalism and the unauthorized use of our land from occurring. J

18304

If someone were injured at the TCRC flying field and you had to call 911, what would you tell the operator for the location of the emergency? You would tell the operator the fire number for our field: 18304.

For safety reasons, it is very important every member knows our fire number. Hopefully we will have the fire number prominently displayed in the shelter at the field in the very near future. J

April Mystery Plane



TCRCOnline.com

Use It!

Twin City Radio Controllers



HOBBY

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Check us out! 952-941-1866
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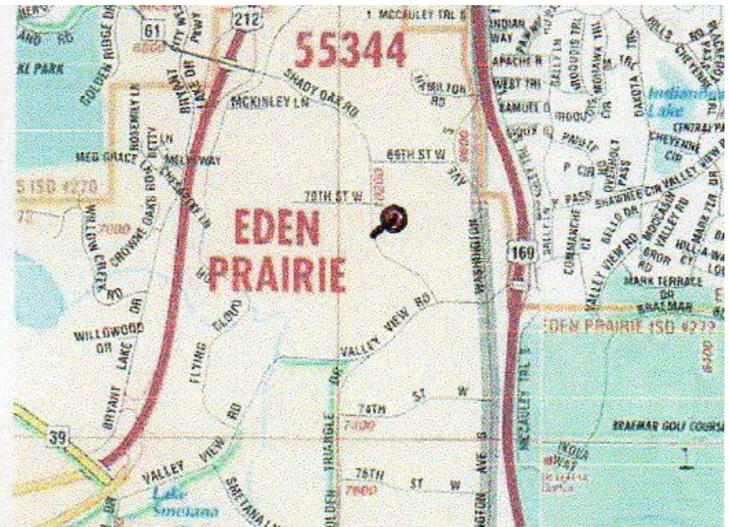
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