



August

Minneapolis, Minnesota U.S.A.

2020

# TCRC Jordan Field Back In Action

by Jim Cook

July was a strange month, which, I guess, makes it fit into this year of 2020 very fittingly.

After early spring flooding, we were able to reclaim our field from the Minnesota River and by early July, after several work sessions, had gotten the field into fairly nice shape. It was such nice shape that we actually got to schedule a 'meeting at the field' for the month. Originally scheduled for July 14<sup>th</sup>, it was rescheduled for July 21<sup>st</sup> to avoid predicted rain.



TCRC members enjoy a dry shelter and field on the 'meeting at the field' on Tuesday, July 21<sup>st</sup>. (Photo by Bob Breisemeister)

And then on July 25<sup>th</sup>, Mankato, Minnesota, 50 miles upstream from Jordan, got 8 inches of rain. The National Weather Service predicted that the Minnesota River would go from the 7-foot value (Our field get water on it at 18-feet) to 23 feet in a 3-day period!

Members scampered to bring the airplane stands, benches, tables and chairs up to the garages before the water came. Members were just shocked that this could happen so quickly, and somewhat depressed that the work down on the field would be negated by the water.

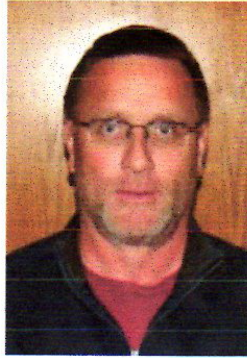
But just as fast as the water came, the water went! By the start of August, everything was drying out. The benches and chairs were taken back to the field. The shelter and runways were swept, and by August 3<sup>rd</sup>, the field crews were hard at mowing the infield and also the RIM areas.

As this is written, the Minnesota River at Jordan is below 9 feet, and continuing to drop. Hopefully, this will continue, and we will be able to enjoy the rest of the summer.

The August 'meeting at the field' is scheduled for Tuesday, August 11<sup>th</sup>. Come on down and enjoy a great evening at the TCRC Jordan Model Air Park! ☺

## A Note from The Head Wing Nut

By Bob Briesemeister



TCRC Members,

A lot of work has been done on the field and we were starting to turn the corner until Sunday, July 21<sup>st</sup> when the rains returned dumping 10 inches of rain on areas up the river from the field. We had flooded a few weeks ago but the field dried out faster than usual and work has been done on recovering from that flood. I think that it might be due to the beavers not rebuilding the dam to the east of the field.

Let's start with what work had been accomplished so far. We've continued to do some dragging of the field to knock down the high and rough spots. Areas that were not mowed before were drying out enough to get them mowed now. On Monday we had 4 mowers going at one time and making good progress until they blew 3 belts. More on that later.

To help with the road and parking lot to not get so muddy every time it rains, they were both covered with 2 to 3 inches of class 5 rock and graded and dragged. That was a total of 7 loads of rock. The runways were also swept again. The benches, tables, chairs, and grill were all brought down to the field and the flag is back up. Things were looking pretty good.

A new container had been purchased, a site was leveled near the other sheds and it was delivered. I was really trying to be optimistic that we would not flood again this summer. The river was as low as it had been in 2 years, but the rains have come again and might get to 23 feet. Hopefully, it is short lived again.

On the brighter side we were able to have the June and July membership meetings at the field. We grilled some brats and burgers and held a short meeting. It was nice to see members and friends that I had not seen since our last meeting in February. Members have been able to fly at the field more this summer than in the past couple of years.

There is a new container next to the existing tractor shed. We purchased this so that the trail mower can stay attached to the tractor. This will make it easier for members who are not comfortable hooking it up. The sweeper is in front of the tractor so be careful when you drive it

back in. Please do not store any fuel in the new container due to fumes and spillage. Please store the diesel in the old shed with the skidsteer.

Dave Erickson has kindly donated his Cub Cadet Zero Turn to the club. Thanks Dave it will be stored in the other shed with the old trusty Craftsmen. Please store the gasoline in that shed so that we do not get the fuels mixed up. Also, John Perry donated a 4-stroke trimmer, so we do not have to mix fuel for it. Thanks John!

Back to the belts and mowing. With the grass and weeds being so long and thick in areas try not to over work the equipment to not blow belts or have break downs. This stops the mowing from getting done and also costs the club money. Some of these belts are not cheap -- \$50 or \$60 each. If the grass is too long, we can use the brush mower to knock it down and cut it later.

The plan is to hold the August and September membership meetings at the field. Crosspoint Church is still working on a plan for us to hold meetings there in the future. Stay tuned to any change in the meetings due to the weather.

I want to thank the members and Tim for getting the equipment pulled up from the field on short notice on Sunday. Also, a big thanks to everyone who has done work and mowing at the field. Hopefully, we will be able to fly there soon. ☺



# Pictures From July At The Jordan Field



The new container at the field purchased to house the tractor with the mower attached.



The New Holland tractor with cutting deck residing peacefully in their new home.



The land has been mowed, and as John Qaz said, "The field is the best it has looked all year!"



The RIM land has been mowed also.



Finally, TCRC has been able to hold a 'meeting at the field' at the Jordan flying site. A beautiful day and lots of members in attendance.

Photos by Bob Breisemeister, Tim Wirtz and Jim Ronhovde

**THE TCRC FLARE OUT  
Monthly Newsletter**



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# 'Not So Lost' Plane Has Happy Ending

On July 30<sup>th</sup>, Jon Perry posted that while flying at the Fairgrounds his white and red Fun Cub had taken up residency in a tall tree along the entrance drive to the parking lot. He was planning on returning the next day in an attempt to coax it down out of his high perch.

Jim Ronhovde joined Jon on August 1<sup>st</sup> and the two of them were able to extract the Cub from the tree.

Jon is happy to report that the Fun Cub sustained only minor damage and would soon again be back in the air. 😊

**TCRCOnline.com**

**Use It!**

# Don'ts



# Forget!

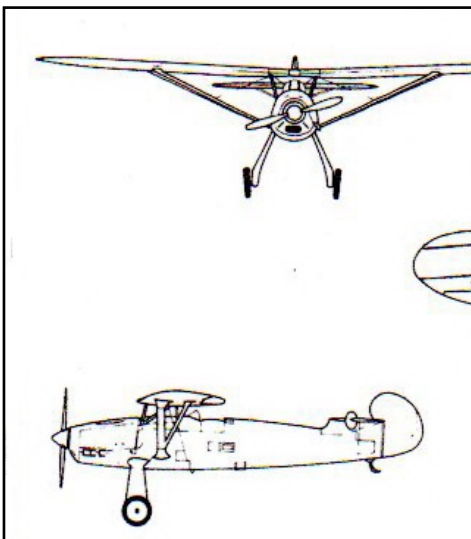
The TCRC monthly Membership meeting will be held on Tuesday, August 11th at the TCRC Flying Site in Jordan, weather permitting.

The grill will be on and dinner will be served at 5:30 PM. The meeting will start at 7:00 PM. Bring a plane and get some flying in before enjoying a dinner on the club and then attending the membership meeting.

The meeting on September 8<sup>th</sup> is also scheduled for the Jordan field, weather and water permitting.

In case of bad weather the meeting will NOT be held at CrossPoint Church until that time that the Church starts to open the building to meetings again. 😊

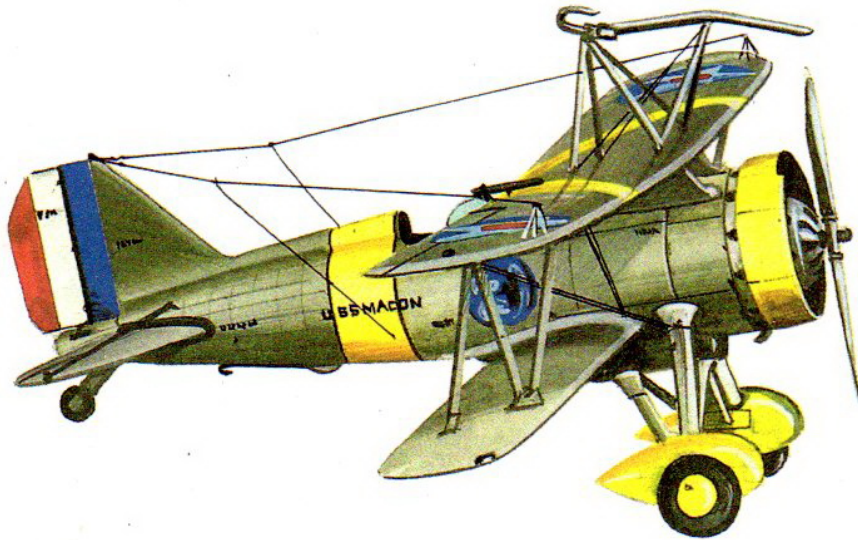
# August Mystery Plane



# Curtiss Sparrowhawk

by Conrad Naegele

The July Mystery Plane was the Curtiss Sparrowhawk.



The prototype of this plane was the 1930 XF9C, designed to be a carrier-based fighter. It was rejected by the Navy, but at that time the lighter-than-air ships Akron and Macon were under construction.

Both of these airships had hangers, but no airplanes. These hangers measured 60 x 75 feet and had a trapeze for fixed-wing aircraft! Then, the Navy ordered a prototype, the XF9C-2, which had a 438 horsepower Wright R-975 engine. This plane was of usual 1930's construction. The trapeze idea worked, and 6 production planes were ordered. The Sparrowhawk was successful and the first aerial hookup occurred May, 1932. Several other planes were tested, but not accepted. The first Hawks had conventional landing gear, but were soon dropped as unnecessary.

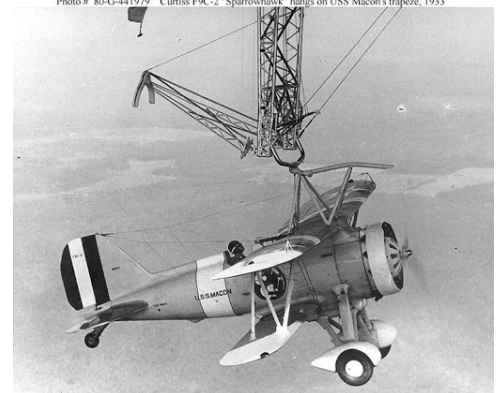
The Hawks were used on both the Akron and the Macon, and no Hawks were on the Akron when she was lost in the Atlantic Ocean, but four were on the Macon when she crashed in the Pacific in February, 1935.

That was the end of the program. A total of 8 Sparrowhawks were manufactured. As far as I know, one was restored and is on display at the Pensacola Air Museum in Florida.

The Sparrowhawk had a wingspan of 25 feet six inches, and a speed of 177 mph. For power it had a Wright Whirlwind 9-cylinder air-cooled engine which developed 438 horsepower. For armament, it carried 2 30-caliber machine guns.



Photo # 80-G-441079 Curtiss F9C-2 "Sparrowhawk" hangs on USS Macon's trapeze, 1933



In the pictures above, it shows a Sparrowhawk approaching and connected to the trapeze from the airship. ☺

**MNBigBirds.com**

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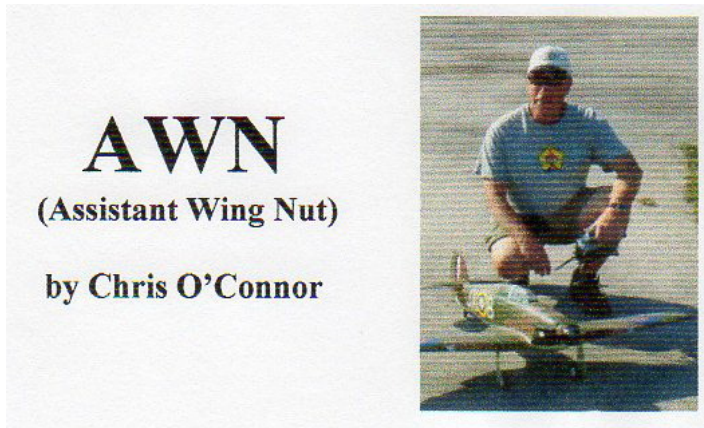
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August already! I hope all of you have been able to do some flying. It's been a challenge.

I would like to talk about safety this month. I know you are thinking, more safety, I always practice safety. Well with just coming from the warbird fly-in down in Owatonna, I saw a few things that should be brought up. We had no one hurt, but we had a couple of planes damaged, one, major damage because the pilot didn't do a good job on his landing and roll out. When it comes to running into something or someone you need to do everything possible to have the best outcome even if it means more damage to your own model. The incident was a giant scale B-17, around 20-foot wingspan, weighing 120-pounds landing to the west with a 9-mph direct crosswind from the south. So, the wind was hitting the plane on the left side. As the model landed it was already at a slight angle to the left and then about halfway it lost an engine on the left side. So that may have made the plane go a little more left and it appeared no input from the pilot so the path continued angling from the grass across the runway, then across the grass on the other side of the runway aiming at the safety fence, still no interruption in the path. The end result was this large model plowing through the fence and stopping on top of a giant scale P-51 causing major damage to that model and minor damage to a big ME-109. The best thing the pilot should have done was retract the landing gear, then the model would have been sliding on the belly, and probably not causing as much damage as it did. Luckily, no one was hurt. One thing I noticed was no rudder appeared to be given. That was not the only time rudder was not used.

I think more pilots need to become aware of the left-hand stick on the transmitter that moves the rudder. Especially on takeoff. Something to practice on, that's for sure. One way to practice would be to eliminate the aileron/rudder coupling and manually giving rudder when needed. Always be aware of the track of your model and remember you are the person controlling the plane not just a spectator. So that's enough for now, but remember . . . . .

1. Know what to do in an emergency.
2. Be familiar with all the functions of your model.
3. Practice something each time you fly.
4. Practice safety at all times.
5. Also remember to have fun.

Safe flying!



## 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. ☺

# 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. ☺

# Change Happens

by Sir Thenn N. Wilbe

While being driven to my designated flying site today by an assigned transport vehicle, I began to think how flying isn't as much fun as it used to be. As a very senior citizen, my driving skills had waned, and my driving privileges could not be reinstated. But with today's models, I can still fly.

During the ride, a lot of good memories about flying models over the past decades came to mind. It's not only the flying, but also the friendships that were developed from times at the field. There my buddies and I would gather and sometimes not even get the airplanes out of the cars. It was just as much fun to sit and talk and watch others fly. Many were the times that there were three, four, or even five models in the air at one time.

I remember during my early years of flying models, I would bring my model to the open field before the housing developments took over the land. There, I would join other modelers with their free flight models. We would brag about how long our models could stay airborne and then challenge each other to prove it. Many were the times, a model went beyond expectations by catching a thermal, floating down wind, and begin to head out of sight. This dictated the owner and an observer to hop in a car and chase it downwind hoping to not lose site of it. Many

models were recovered but many disappeared under those circumstances, lost to thick woods or unknown finders. The rule of "Finders Keepers, Losers Weepers" would often take effect. The loss would encourage the activity referred to as building. It was a mental and physical activity where one would gather a model airplane plan printed on paper, balsa wood (now in scarce supply), plywood, wire, glue and other construction items, and then actually build a new model to fly. A skilled modeler could build, cover with silk, coat it with a protective smelly liquid called dope, and fly a new model within a couple of weeks. Then it was back to the open field to risk the new model to the fate which the previous model was subjected. A real modeler was always optimistic that everything would turn out well at the end of the day with an undamaged model riding home with him in his privately owned vehicle.

Back in those times, there were modelers who had a knack for electronics. They designed a ground-based transmitter that would broadcast to a receiver to control a mechanical device to control a model. It took years of fiddling and refining, but eventually model flight controls of rudder, elevator and engine were available to those who could afford them. With the modeling world sharing Citizen Band transmitting frequencies with the rest of the world flying a model was frequently disastrous. Other CB users on the same frequency, who were broadcasting at the same time as the time the model was flying, locked up the model's controls resulting in a crash. This brought

about another occasion to build or repair to be able to fly again.

As years past, radios became more sophisticated. Multiple controls could be managed by a small hand-held transmitter on frequencies specific to modeling. Dependable engines were developed to create great amounts of horsepower. Building and flying a model had fewer challenges to overcome than what existed in the past. Kits were developed to make it easy for the modeler to get in the air quickly. Super glues and shrinkable covering materials eliminated drying time compared to the cellulose glues and silk and dope covering. Soon, companies from other countries began building the airplanes for the modelers calling them "Almost Ready to Fly" or ARF's. It allowed a modeler to order and have the UPS driver deliver the ARF to his door, assemble it during a week of evenings and fly it that weekend. Following sometimes vague directions, which were often a translation from Chinese to English, the modeler had an airplane that was ready to fly. Unfortunately, this level of development and refinement of the hobby had a downside. If the model crashed, a new one was purchased to replace it. The "modeler" now became enabled to have little or no building skills - only skills regarding assembly. The challenge of building and making a model flyable was gradually being dismissed.

My nostalgic thoughts are interrupted by the transport vehicle's announcement that it had arrived at the designation allowed

**Continued On Page 8, Col. 2**

# The Club Has A New Mower

by Tim Wirtz

Dave Erickson has graciously donated a gently used zero-turn mower. It arrived **today**, with new tires and fully overhauled. So that means we now have three mowers. Think Papa Bear, Mama Bear and Baby Bear. (The rear mount field mower on the tractor, the new zero-turn and the craftsman, still chugging along.)

First off, THANK You Dave! It was very nice of you to donate the mower.

Second, Dave is starting a Monday Morning Mowing Crew. It begins tomorrow. Dave will be there at 8:00 AM and can instruct anyone on how to use any of the mowers. I know that some of us have to work at that time but, if you have time on Monday mornings and want to help, come on out. I think Dave plans to make this a regular thing.

So, let's say you can't come out on Mondays. You can still learn how to use the mowers before the meeting this Tuesday (which is at the field, btw). There will be people there who can show you the proper way to use the tractor and connect the mower, though that shouldn't be necessary after Wednesday – More details at the meeting. Someone can also show you how to run the zero-turn and Craftsman. Seems there is always mowing to do at the field so why not learn to use the mowers and help out when you can?

# Change Happens

Continued From Page 7

for model flying activity. I remove the protective carrying case from the vehicle and prepare to fly my government approved model airplane. I remove my model from its case after keying the security code I have been assigned to open its lock. The battery to power the airborne unit is charged nearly instantaneously by a solid chemical in the form of a small energy tablet the size of an aspirin. It is inserted in a slot on the side of the model and a small door snaps closed over it. A moment later a triple beep confirms the battery is charged and the spent tablet is ejected. One more step must be performed before the model can be flown. My voice recognition code, AMA number, and FAA number must be uploaded to the model through my personal communication device each time the model is to be flown. If all codes match to the model, a voice from the model announces, "Flight Ready".

With the upload successful, it is the time to fly, but I must hurry as my allotted time to fly is quickly passing. Federal laws permit only one model in the air at a time at one location during a specified

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Reminder that the meeting will be at the field this Tuesday. Hamburgers and Brats before the meeting and, hopefully, some good flying.

See you soon.

period by reservation. This is to preclude any interference with commercial drone operation in the area. I began to think how this flight is going to go as the model taxis out. I now have turned it into the wind and consider a smooth take off and a mental list of maneuvers I had planned ahead of time. I failed to mention that a hand-held transmitter is no longer necessary. My brain waves, through a small chip implanted in my brain a few years ago, now allow control of the sophisticated radio in the airplane. I think the maneuver and the airplane does it. If I error in my thinking, the model radio determines the best correction to make each flight a success.

The flight has been completed and has complied with all Federal regulations including staying within the allowed 3-½ minutes flight time and boundaries of flying space. I picked up the airplane and carried it back to the pits. There was still enough time to recharge the airborne unit and have another flight. I remove an energy tablet from its package and place it in the slot. The tablet ejects and falls to the ground followed by a voice from the model saying, "Your quota of flights has been met for this year. Please re-subscribe. ☺"

**TCRC meets every month on the 2<sup>nd</sup> Tuesday at 7:00 PM in Fellowship Hall of CrossPoint Church located on the southeastern corner of the intersection of 98<sup>th</sup> Street and France Avenue in Bloomington. Guests are welcome to attend these meetings.**

☺





# Calendar

## FAA UAS Symposium Episode II launches on August 18-19, 2020

It's back! If you missed Episode I of the [5th Annual FAA UAS Symposium](#), we hope you can join us for Episode II, August 18-19.

Episode II will NOT be a repeat of Episode I. If you enjoyed the first Episode, please take this opportunity to continue the conversation during Episode II. If you missed Episode I, welcome! We want to hear from you.

So, what's in it for you? You'll be able to engage with FAA and drone community leaders and insiders during panel discussions, roundtables, how-to sessions and virtual networking to help shape the future of [UAS integration](#). More perks:

- One-on-one access to key decision makers
- No travel costs! Join us from the comfort of your own home!
- Make the most of your Symposium investment: Join or start your own roundtable discussion
- Our virtual FAA UAS Support Center will have the FAA Drone Guy Kevin Morris and other experts ready to answer your questions.
- There will be plenty of time to network and build connections!

Highlights of our packed program:

- UAS Integration Pilot Program (IPP)
- TFRs and assistance for public safety and emergency operations
- Public safety town hall
- Airport security and response plans
- Authorizations and waivers including what you can do with Part 107
- Real world operations
- Accident investigations

**Reminder:** Government, military and public safety rates are available. Student passes are available with proof of eligibility.

**Register today.** Follow us on social media for program and speaker updates. We hope you will join us next month! →

July 12 -- Aug. 5	AMA NATS Muncie, Indiana
Aug. 6-8	Northern Alliance Military Fly-In Owatonna, MN See this newsletter For Event Info
Aug. 11	TCRC Membership Meeting At The Field 5:30 PM Dinner 7:00 PM Meeting
Aug. 12	TCRC Board Meeting President's Home 7:00 PM
Aug. 13-15	Warbirds & Classics Over the Midwest Fond du Lac, WI CANCELLED
Aug. 22	Model Aviation Day TCRC Jordan Field TBD
Sept. 3-5	Indiana Warbirds Campaign Muncie, Indiana CANCELLED
Sept. 8	TCRC Membership Meeting At The Field 5:30 PM Dinner 7:00 PM Meeting
Sept. 12	TCRC Scale Fly Jordan Field Scott Anderson TBD
Sept. 19	Fall Float Fly Bush Lake Park Bloomington, MN Steve Meyer TBD



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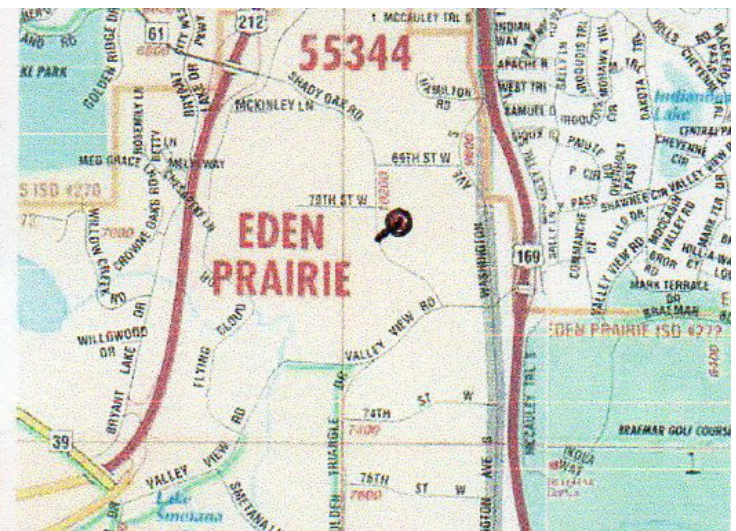
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