



January

Minneapolis, Minnesota U.S.A.

2021

# Zoom Membership Meetings Are Working Well

by Jim Cook

As the COVID-19 pandemic continues its hold in the United States and in Minnesota, TCRC has seemingly found an acceptable means to hold its meetings and still abide by the State’s guidelines to avoid public gathering and continue to practice social distancing.

Voeltz is attending but not using a camera, so appears as a blank box with his name in it.

At the start of the meeting, if a member is having difficulty logging in, or getting his camera or microphone working, there are plenty of members that are able to get the problem solved.

If you want to attend the meeting but are apprehensive about the technical aspect of doing it, give Tim Wirtz or Jim Cook or another member and they will help you through the process.

The Zoom meetings seem to be working quite well as we are getting a large number of people in attendance, and there seems to be a very good exchange of ideas and comments by those at the meeting.



The main screen shows lots of members at the December 8<sup>th</sup> TCRC Zoom meeting. (Photo by Jim Cook)

Club members have adapted well to the use of Zoom to hold the membership meetings virtually. Tim Wirtz’s IT skills are pretty good and he acts as moderator for the meetings.

At the December 8<sup>th</sup> Zoom virtual meeting, the number of members in attendance peaked at 28 people. It should be pointed out that even if you do not have a camera on your computer, you can still attend the Zoom meeting. In that instance, you will be able to see the screen and all of those present, and to hear everybody. The only difference is that the members would not be able to see your picture. Your name would appear in a blank box, so everyone knows you are there. In the picture shown, Richard

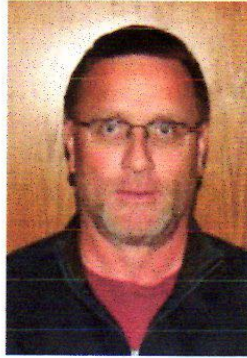


Joe Neidermayr gave a nice tour of his workshop after the meeting. (Photo by Jim Cook)

After the business meeting came to an end, Joe Neidermayr gave everyone a short tour of his workshop and discussed his newest kit. 😊

## A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

HAPPY NEW YEAR! Let's say goodbye to a difficult 2020 and hello to 2021. With 2020 being very different and trying with COVID, hopefully 2021 will bring a simpler and back-to-normal time as we knew before the virus. I hope that the vaccine will be successful in making this happen.

With the warm days that we have had this fall/winter there has been a lot of activity at the flying field with members getting some late season flights in. That doesn't mean that flying is over for the season. The field is open all year round. So, outfit your plane with skis and fly off the snow. With the new year coming you could start your year off with trying to be an ALL SEASON FLYER. Which means you need to fly in every month starting in January.

The FAA released the final rule for remote ID. It is 470 pages long for your reading pleasure. One of our members said he would rather watch paint dry. AMA is reviewing the document and will provide an overview in the near future.

The membership meetings for January, February and March will be on Zoom. We will have to assess the situation for the April and May meetings later. Tim will send out an email invitation prior to each meeting. It might be interesting if members would like to do shop or hanger tours. There will be show & tell but please keep your explanation to around 5 minutes or so.

You should have received your 2021 membership renewal in an email. We already have over 50 renewals. There is an increase of \$20.00 to help cover the loss of income from not being able to hold the Auction this year. We hope that this is a one-time increase.

Also, to help offset costs, the club is taking monetary donations and items that we could sell on Ebay or Market Place. We need these items to be new or in good shape. Engines, kits, etc. are items that can be easily shipped. Please do not bring boxes of junk as this is not what we are looking for.

Happy Flying!



## TCRC Model Air Park YouTube Video

If you haven't been to our club website [TCRCOnline.com](http://TCRCOnline.com) recently, you have missed a pretty good aerial YouTube video of the Model Air Park that is on the site.

Pat Dziuk shot the video with his Blade 350 QX3 drone and it is really a great travelogue for our beautiful field.

The link is on the front page of [TCRCOnline.com](http://TCRCOnline.com). Just click on the red [Click here](#) and watch the video.

See what you have been missing if you don't use [TCRCOnline.com](http://TCRCOnline.com) regularly! 😊

## For Sale

President Bob Briesemeister 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. 😊

## 2021 TCRC Annual Calendar

DATE	EVENT	REMARKS
January 2	2020 All Season Flyer Kickoff	TCRC Model Air Park, 10-10-10 Rule
January 6	1 <sup>st</sup> Qtr BOD Meeting	7 PM Zoom Meeting
January 12	Membership Meeting	7 PM Zoom Meeting
January 15	Deadline for TCRC Dues Discount	
February 9	Membership Meeting	7 PM Zoom Meeting
February 13	All Season Flyer Session	TCRC Model Air Park, 10-10-10 Rule
March 6	End of Winter Fun Fly	TCRC Model Air Park, 10-10-10 Rule
March 9	Membership Meeting	7 PM Zoom Meeting
April 3	April Fool Fun Fly	TCRC Model Air Park, 10-10-10 Rule
April 7	2 <sup>nd</sup> Qtr BOD Meeting	Bob Breisemeister's Home, 7 PM
April 13	Membership Meeting	7 PM Location TBD
May 1	TCRC Jordan Clean-Up & Fly-In	TCRC Model Air Park
May 11	Membership Meeting	7 PM Location TBD
* May 15	Spring Float Fly	Bush Lake Park, 10 AM, Steve Meyer
**June 8	Membership Meeting At The Field	5:30 PM Dinner, 7 PM Meeting
June 8	Building Contest	TCRC Model Air Park
*June 12	Electric Fly-In (Open)	TCRC Model Air Park, Gerry Dunne
**July 13	Membership Meeting At The Field	5:30 PM Dinner, 7 PM Meeting
*July 17	Wings Over Jordan and Camp Out	TCRC Model Air Park, Bob Breisemeister
August 4	3 <sup>rd</sup> Qtr BOD Meeting	Bob Breisemeister's Home, 7 PM
**August 10	Membership Meeting At The Field	5:30 PM Dinner, 7 PM Meeting
*August 21	Model Aviation Day	TCRC Model Air Park, T. Wirtz & B Johnson
*September 11	Scale Fly (Open)	TCRC Model Air Park, Scott Anderson
**September 14	Membership Meeting At The Field	5:30 PM Dinner, 7 PM Meeting
*September 18	Fall Float Fly (Open)	Bush Lake Park, 10 AM, Steve Meyer
*September 25	Swap Meet and Fun Fly	TCRC Model Air Park or Fairgrounds, Bob B
*September 26	Rain Date for Swap Meet	TCRC Model Air Park or Fairgrounds
October 2	Crocktoberfest Season Finale	TCRC Model Air Park, Brian Johnson
October 12	Membership Meeting	CrossPoint Church, Bloomington 7 PM
November 9	Membership Meeting - Elections	CrossPoint Church, Bloomington 7 PM
November 9	Ugly Airplane Contest	CrossPoint Church, 7 PM
November 20	TCRC Annual Banquet & Awards	David Fong's, Prior Lake, 5 PM
December 1	Joint Board Meeting	Bob Breisemeister's Home, 7 PM
December 4	All Season Flyer Finale	TCRC Model Air Park, 10-10-10 Rule
December 14	Membership Meeting	CrossPoint Church, Bloomington 7 PM

\* Denotes events open to other than club members.

\*\* If bad weather the meeting will be held at 7 PM at CrossPoint Church

# TCRC Dues Notification

by Tim Wirtz, Treasurer

Hi, all,

I have just sent out the Membership Renewal forms. You'll notice that the dues have gone up this year. If you were at the last Zoom membership meeting on December 8th, you heard the news that the auction has been cancelled, leaving a \$4,500 hole in our income. Though we cut back the spend in the budget next year and agreed not to fund the Runway Fund on a one-year exception, we still found we could not meet our operating needs without increasing the dues. We hope to be able to reduce the dues next year and that this is a one-time situation.

We understand that there are a few members for whom this increase may pose a hardship. If you feel it may cause a hardship for you, please reach out to any member of the board to discuss it.

Also, if you feel you are in a place to donate more and wish to do so, you can certainly do that. Please reach out directly to Tim Wirtz to help you make a donation via PayPal or credit card. Of course, you can also send a check, made out to TCRC, to:

Tim Wirtz  
1511 Emerson Ave N  
Minneapolis. MN 55411

Thank you for your continued membership.

# 2020-2021 AMA Dues Statements

Most older TCRC members should have received their 2020-2021 dues statements in the mail in September from the Academy of Model Aeronautics. Newer members renew on the anniversary of the month they joined.

AMA 2020 dues are the same as the previous year. They are:

- Adult (19-65) \$75
- Senior (65 and up) \$65
- Under 19 Free  
or \$15 with *MA*

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

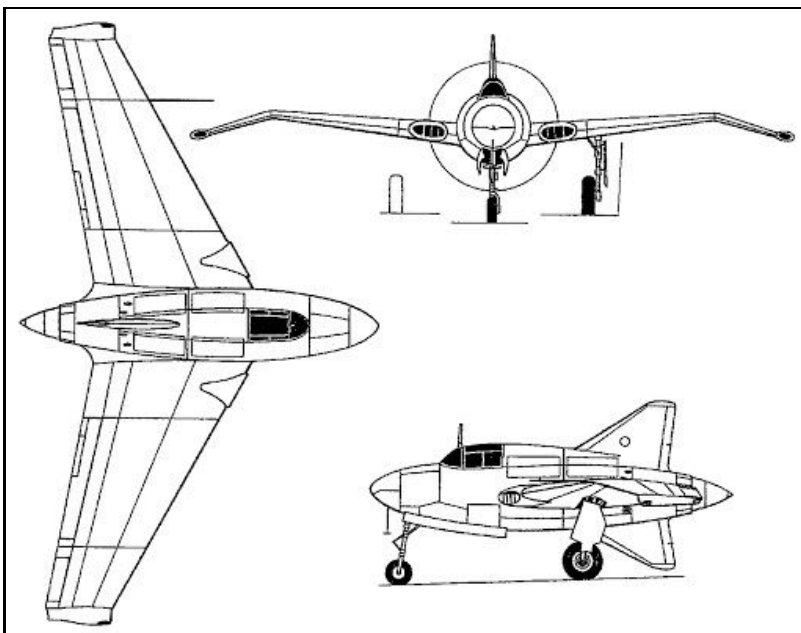
To belong to TCRC, you must have a valid membership for the year in AMA. ☺

Please note that AMA also has a Park Pilot membership that has a cost of \$38 per year, but that membership is not valid for membership in TCRC.

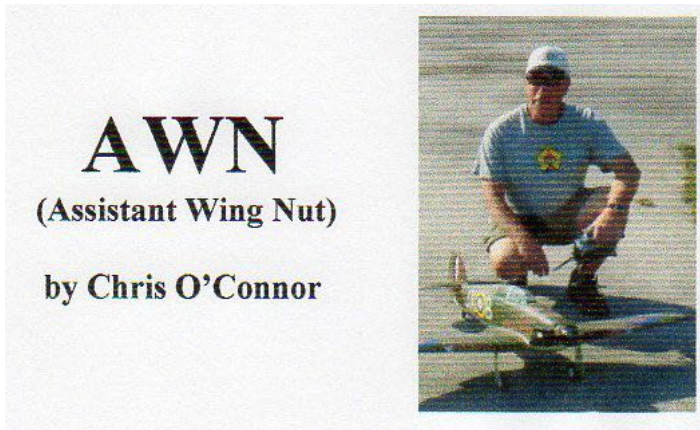
To renew your membership in AMA, the Academy gives you four methods: at the AMA website, [www.modelaircraft.org](http://www.modelaircraft.org); by fax at (765) 741-0057; by phone at (800) 435-9262; or by returning the renewal form you received in the mail in the supplied envelope.

Deadline for paying your 2020 AMA dues was December 15 to avoid a lapse in membership services. ☺

## January Mystery Plane







Happy holidays to everyone!

This time I thought that writing an article from past events in TCRC history would be fun.

When I joined the club in the mid 60's, hard to believe that long ago, the type of planes that were popular were sport and specific design pattern planes. Scale was around but not as popular mainly because of the available power plants.

TCRC at the time and into the early eighties approximately, hosted an annual pattern contest, including scale. This was a big event, it was a 2 day contest. We would get people from Canada, Chicago area, Iowa, the Dakotas and Wisconsin. Plus, members from local area clubs. Some of the fliers were nationally known. A few I remember were Jimmie Grier, Norm Page, etc. I remember competing in the contest, along with my brother Mark, Ken Duncan, Sherwood Heggen, Bruce Anthony, and a number of other members. Pattern flying was really big in TCRC. I know by participating in the contest made me a much better flyer.

Today contests are not as popular as just having a fun fly. That started with giant-scale fly-ins. Retro models are becoming popular and especially the contest pattern planes.

So, I've decided to build a model that I had back in the seventies. I think I had 2 or 3 of these models. They were great flying planes. I don't remember what happened to them.

I'm building this with the SPA rules -- Senior Pattern Association. The plane can be powered up to a .65 two-stroke, or a .91 four-stroke, or an electric or gas-powered of equivalent power. No retracts are allowed or if the model has retracts they can't be used. So, the model wouldn't have a lot of expensive equipment on board.

The model that I have chosen to build was designed by Norm Page, and I actually was able to watch him fly it at our contest. I remember Norm flying the pattern and watching how big and precise all his maneuvers

were. It was eye opening. The model is a Mach 1. My brother is also going to build a pattern plane designed by Don Lowe, the Phoenix 8. In the early Seventies my brother Mark and Ken Duncan and Ken's dad John traveled to the Nationals in Chicago for a couple of years to participate. At one point Mark was nominated best junior at the NATS.

So, anybody else interested. These models were fairly fast and very precise. A joy to fly and fun to build.

There are places to get laser cut short kits:

- Eureka Aircraft Company -- Mach 1 and many others
- Aerocompositesrc.co -- Phoenix 8 and others
- Carolina Custom Kits -- Bridi UFO
- Many others. Just google SPA

Maybe we will see a few more of this type of aircraft over the next couple of years.

My apologies if I left anyone's name out of this article.

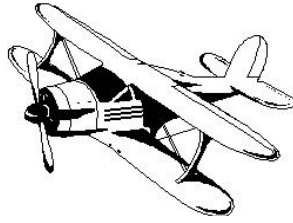
Happy building!



**It's Building  
Season!**

**What Will Be Your  
New Airplane?**

## Show & Tell



A member can have his new or rebuilt airplane appear in the Show & Tell column just by sending a picture of the plane and a data sheet about the plane. (Data sheets can be obtained on the club website, [TCRCOnline.com](http://TCRCOnline.com)).

Send your pictures and info by texting to Jim Cook at 952-200-2030 or emailing them to him at [jimcook888@q.com](mailto:jimcook888@q.com). Data arriving before the last day of the month should make the newsletter.

Now, you don't have to attend a meeting to show the membership what you have been building.



Joe Neidermayr displays his newest creation – a DH Tiger Moth built from a Hobby King die-cut wood kit. Joe said the kit was the best he has ever seen. The Tiger Moth had a wingspan of 39-inches and weighed in at 3-pounds. It is powered with a Hobby King 2820-1200 kv electric motor and used a Turnigy 30-amp ESC. He had hoped the 2200 lipo battery would allow it to balance but ended up adding some lead in the nose to get the proper CG. The kote covering was done with a yellow fuse and silver wings. 😊

## 2021 TCRC Auction Cancelled

Our hobby prides itself on safety above all. Our AMA rules, our club rules and our personal code of ethics govern the actions we take in pursuing our passion of building and flying R/C Aircraft.

It is with safety front and center, that we have made the difficult decision to cancel the 2021 TCRC Auction.

This was a difficult decision but a necessary one. The 8-hour length of the auction, the confines of the church, the communal concessions, and the attendance by 250 modelers from five states, would classify the auction as a possible COVID-19 Super Spreader event.

TCRC values the health and safety of all members of the modeling community. It would be unconscionable if members of the modeling community became ill or succumbed to COVID-19 because they came to the auction.

We fully expect that the TCRC Auction will return in 2022. In fact, we already have the date confirmed and the church reserved. The 2022 TCRC Auction will happen on February 5<sup>th</sup>, 2022, at the CrossPoint Church in Bloomington, Minnesota. We hope to see you there.

Thank you!

Bob Briesemeister – President, Twin City Radio Controllers

Chris O'Connor – Vice-President,

Tim Wirtz – Treasurer

Ken Weddell – Secretary

Gerry Dunne – Board Member

Brian Johnson – Board Member

Jim Ronhovde – Board Member

## A Safety Story

by Jim Cook

Larry Couture is our Safety Officer and is the one who usually advises us about safety issues. His column appears elsewhere in this newsletter. However, an incident that occurred many years ago when I was new to the club came to mind and I thought I would share it.

This happened some time ago. Back before we purchased our current Jordan Flying site, we owned a site in Jordan that was a few miles east of our current site. I was a fairly new member and was at the site with another member who had joined TCRC the same night I had. He had also joined AMA at the same time I did because our AMA six-digit numbers were one number apart!

Anyway, he had started his plane and was taxiing out to the runway when he noticed that his rudder was reversed. (Probably became pretty obvious as he taxied out!) Anyway, he stopped, letting the plane idle on the taxiway, and opened the back of his transmitter to reverse the rudder servo. (This was years before those functions were electronic in the computer.)



Back then there was a grid of 6 or 7 slide switches one each for the number of channels that the

transmitter had. And they were very small switches, as can be seen all the way to the right in the photo.

As with most of us who seem to be piling up years faster and faster, his eyes were having trouble reading the letters for each switch as he moved the transmitter closer to and then further from his eyes in an endeavor to clearly read the switch designations. At long last he discerned what he thought to be the proper switch and reversed it.

We both immediately became aware that the switch that was reversed was not the rudder . . . it was the throttle!

The plane was well-built and flew true. It accelerated down the taxiway and gently lifted off the ground. The wings were well built and stayed parallel to the runway with no dip. Its rate of ascent was gently and constant. One foot off the taxiway. Two feet. Three feet.

The taxiway was straight for twenty or thirty feet and then made a sharp turn to the left to head toward the runway.

The plane reached the turn in the runway about three feet off the ground. Luckily at the turn, there existed some high grass and reeds that were about four feet tall. The wheels of the plane caught into the grass and the plane did a very gentle flip over onto its back on top of the reeds, and remained there, totally undamaged. Had not the reeds been there, the plane would have been gone, to fly until it ran out of fuel or hit something or someone.

I think you all see the point of this article. The member was exceedingly lucky to not have

injured himself or anybody else, and even got an undamaged plane back.

**All electronic and mechanical changes done to an airplane should be done on a stand with the plane restrained. Never should it be done in the pits, taxiways or runway, unrestrained.** 😊

## Always Wear An Orange Vest To Retrieve A Plane

Every member is reminded to wear an orange vest if your plane goes down in the wooded areas surrounding the runways.

Even though Minnesota deer season for firearms and duck season for firearms ended on November 29<sup>th</sup>, hunting season is NOT over.

Squirrel season does not end until February 28<sup>th</sup>. And we do have some squirrely members!

If your airplane does go down in the woods, the orange vests are quite close. The orange vests are stored in the rafters of the shelter and easy to reach.

Be safe! Where an orange vest anytime you have to retrieve an airplane. 😊

**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.**



# TCRC 2021 Membership Renewal

by Tim Wirtz, Treasurer

*(Editor's Note: At the December 8<sup>th</sup> TCRC Zoom Meeting the dues for 2021 were discussed. Following that meeting, Treasurer Tim Wirtz emailed the membership their official renewal notice on December 16<sup>th</sup>. The following is a copy of the Renewal Statement that every member should have received in their email.)*

## TCRC 2021 Renewal Statement

This is your official 2021 TCRC Club renewal notice. Before your renewal application can be processed by TCRC, your 2021 AMA Membership must be current. A 2021 Membership Card will not be issued until the AMA website shows your AMA status as current. Your 2021 AMA Membership status will be verified using an AMA website application. There is no need to submit a paper copy of your AMA Membership status with this application.

To serve the TCRC Membership, the Board requires a signature of each pilot confirming their intent to abide by the Field Rules that are posted on the TCRC website, [TCRCOnline.com](http://TCRCOnline.com) and in the shelter at the main field. **This year, due to COVID, your payment of your yearly dues constitutes your acknowledgment that you intend to abide by the Field Rules**

TCRC Membership types are as follows:

- **Regular:** Those 19 years or over as of July 1, 2021
- **Family:** Regular member plus all son(s)/daughter(s). Pilots under 19 years of July 1, 2021 must have a current 2021 AMA Membership
- **Junior:** Those under 19 years as of July 1, 2021 (who are not part of a Family Membership)
- **Social Affiliate:** An affiliate of TCRC with no flying privileges (*does not require AMA Membership*)

The 2021 Membership Dues are listed below. Early Renewal applications must be post-marked or received electronically by 15 January 2021. **Receipt of payment is proof of renewal. NO NEED TO PRINT AND SEND THIS FORM**

	Normal	Early
• Regular Membership	\$105.00	\$90.00
• Family Membership	\$105.00	\$90.00
• Junior Membership	\$ 47.50	\$35.00
• Social Affiliate	\$ 35.00	\$30.00

If you had a Family Membership in 2021, your family membership will automatically be renewed as such with the family members on file. If there are additional family members that need to be added, please email [treasurer@tcrconline.com](mailto:treasurer@tcrconline.com).

**Please confirm you member information** (*that were supplied in the renewal email*) (if corrections are needed, you can send it via email to [treasurer@tcrconline.com](mailto:treasurer@tcrconline.com))

**The preferred payment method this year is PayPal**, however credit cards and checks will be accepted. If paying by PayPal, use the following links:

Early Renewal

[www.PayPal.Me/TCRCTreasurer/90](http://www.PayPal.Me/TCRCTreasurer/90)

Regular Renewal

[www.PayPal.Me/TCRCTreasurer/105](http://www.PayPal.Me/TCRCTreasurer/105)

If paying by Credit Card, please call Tim Wirtz at 952-297-5226

Mail your check payment to:

Tim Wirtz  
1511 Emerson Ave N  
Minneapolis, MN 55411 ☺

## 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.

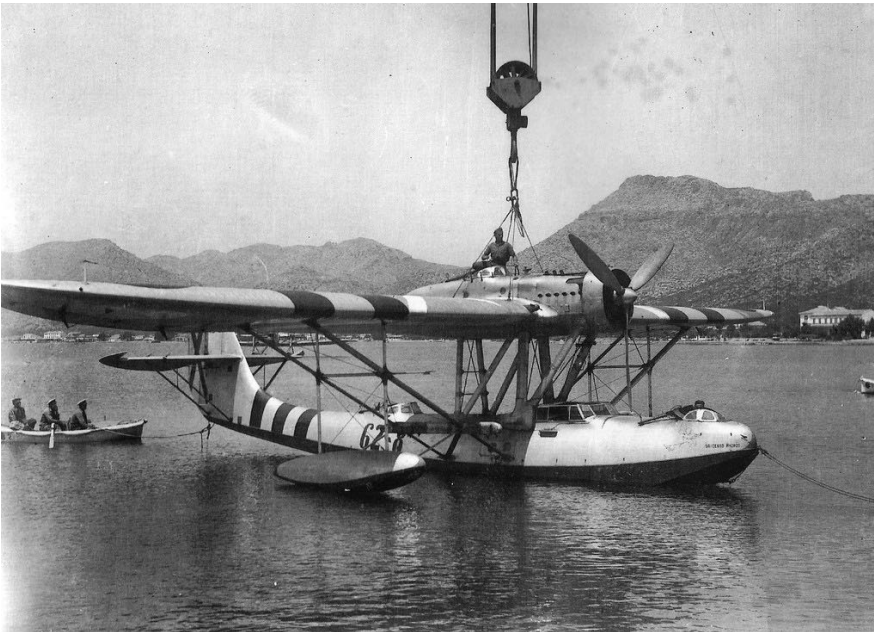
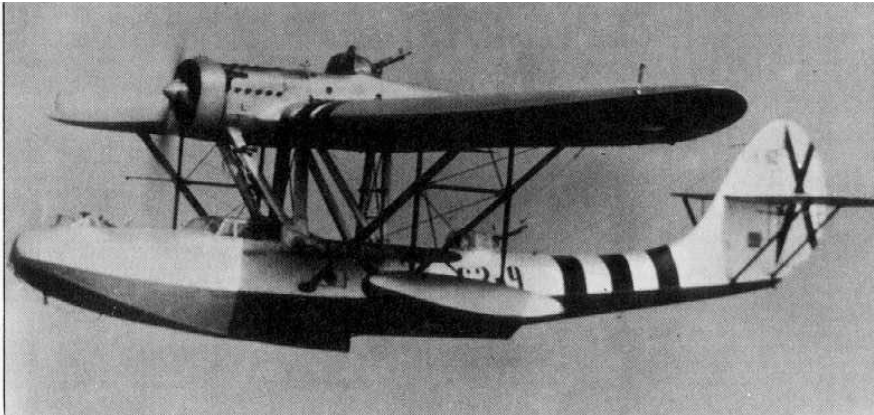
It is every member's job to lock the gate when her/she is the last one at the field. It doesn't matter the time of day or how nice the weather is. This simple rule is to keep the gate locked to prevent theft, vandalism and the unauthorized use of our land from occurring. ☺



# C.R.D.A. Cant Z501 Gabbiano

by Conrad Naegele

The December Mystery Plane was the Italian C.R.D.A. Cant Z501 Gabbiano.



This light Rec bomber was designed for the first time in 1934. In October of '34 the Gabbiano (Gull) set a world's record for flying 2,560 miles, non-stop. Not an easy task for early airplanes compared to today's world girdling planes, especially for a flying boat. This feat was eclipsed in 1935 by a French flying boat but was soon beaten by the 'Gull' with a longer flight of 3,080 miles.

When WWII broke out there were 202 of these boats in service with the Italian Air Force. This plane carried three machine guns, nose, a turret atop the engine (That gunner must have felt very lonely! In the picture above you can see how remote he was from the rest of the crew.) It also carried several hundred pounds of bombs.

Now, the strange aspect of this float plane was that it was constructed all of wood! The fuse was metal-covered, but the wing and tail feathers were fabric covered. When the Italian Air Force surrendered, 19 of these planes continued in service with the Allies, to the war's end.

The Gabbiano had a wingspan of 73-feet, 9-inches, loaded weight of 15,542 pounds, a speed of 171 mph, and a normal range of 1,490 miles.

The plane was powered with an Isotta Fraschine 12-cylinder V liquid-cooled engine developing 900 horsepower. ☺

## THE TCRC FLARE OUT Monthly Newsletter



### \*\*TWIN CITY RADIO CONTROLLERS INC.\*\*

**Purpose:** To preserve, encourage, and further develop the hobby of building and flying radio controlled model airplanes.

#### 2021 Officers

<b>President</b>	<b>Bob Breisemeister</b> 612-964-8877
<b>Vice President</b>	<b>Chris O'Connor</b> 612-619-5471
<b>Secretary</b>	<b>Ken Weddell</b> 952-500-3446
<b>Treasurer</b>	<b>Tim Wirtz</b> 952-941-5357

#### TCRC Flare Out

**Editor** James R. Cook 952-200-2030  
**Publishers:** Pat Dziuk 952-445-3089  
 & Mike Timmerman 952-496-1631

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

# The Dead Engine

by Kenneth Hoppin

Being in this hobby for a long time, I have seen odd things happen with model airplanes that amaze and amuse.

My buddy Freddie was always an accident waiting to happen whenever he was around model airplanes. He loved a certain cap that he wore whenever he went flying. It was his favorite because it had an extra-long bill on it. He claimed it kept the sun out of his eyes and the rain off his face. Yes, he flew regardless of the weather conditions. Even from a distance, when you saw the long bill cap, you knew it was Freddie. One day he was starting his new four-cycle engine with the extra big prop on it. Four cycle engines were the big, new thing back then. He said you could put big props on those four-cycles "because they have lotsa torque". As he was leaning over his engine while putting the starter to the spinner, it fired up. Being too close to his work, that big prop took a slice out of the bill of that cap, flipping it off his head. Undaunted, he picked up the cap, checked the damage, put it back on his head and taxied out to fly.

Another fellow modeler was just about to fly his Super Aeroflyer. He had just equipped it with a smoke system and was anxious to give it a try. Being new to flying with smoke, he proceeded to crank the handle on the hand pump to fill the tank. His buddies were chit-chatting with him as he cranked

away not paying attention to the process. Soon it occurred to him that it was taking a long time to fill the smoke tank. The smoke fluid was thicker than glow fuel so naturally it would take longer. Then one of his buddies exclaimed, "What's that running out of the bottom of your airplane?" All this time he was filling the bottom of his airplane with smoke oil due to a loose stopper on the smoke oil tank. It took a lot of floor dry to clean up that mess.

OK, maybe that's not all that amazing or amusing, but check this out. This is just plain weird. We all have had engines that don't run or idle well. Who hasn't throttled back with hopes that it will come back to high rpm when the loud lever is advanced? Everyone has taken the long walk down the runway to pick up their airplane when the engine died after landing. Well, on this day, something very different happened.

It was on a hot summer day in the late 1970's and my buddy Jack was readying his new Bud Nosen P51 Mustang. By the standards back then, this model was huge and heavy. The P51 had a Quadra 35 for power. From previous short flights Jack realized it was no ball of fire in the air. Jack finally did get his Quadra running better and got his P51 airborne. He was able to have about a ten-minute-long flight, so it was time to land. He set up the landing with an upwind pass in the landing pattern hoping the engine would keep running. As his model was over the runway at about 1/2 throttle and about 20 feet up, his engine suddenly quit. No big deal, right? Land straight ahead and generally things end up OK. But no, here is the weird part. The

engine had quit, and the airplane came to a stop at 20 feet of altitude! It just plain stopped and hung there! It didn't move up, down, forward or back. It was like it was hovering motionless. The quiet was eerie while seeing the P51 hanging in one spot. Models back then couldn't do that! It just hung there in mid-air. What!??

Now that was the weirdest thing anyone had ever seen. It was like it was caught in a tree or a power line, but there was nothing around it! It just hung there! It was Twilight Zone stuff! Bling-bling-bling-bling.

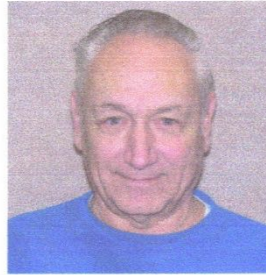
This quickly had the attention of the guys at the field. They all ran up to the edge of the runway gathering around Jack with transmitter in hand, looking up at this phenomenon. The chatter among them was all the same asking what was holding it up. Even though the wind was blowing, it remained in that same spot. Ten minutes, fifteen minutes passed, and nothing changed. With that airplane hanging there for no good reason, it made the flying field useless to anyone wanting to fly. This was annoying. No one is going to want to fly and dodge that airplane hanging over the runway not to mention why was it hanging there in the first place?

Eventually, everyone seemed to accept that it was not going to come down on its own. Discussion started regarding ideas of how to get it down. Certainly, no ladder could be put up in the middle of the runway or even be tall enough to get to it. Someone thought throwing a sort of grappling hook on the end of a rope could grab on to it and it

**Continued On Page 11, Col. 3**

# Safety At The Field

By Larry Couture



Well, here it is the end of December (and the year 2020!) and Christmas is over. I haven't been to the field this month, so I know everything is OK. The weather has been good on some days before the 24<sup>th</sup> and then the snow came for Christmas.

I have heard from others and read some articles on safety problems with electric airplanes. Now, how could that ever happen? It seems that the prop can start all by itself at times, and this has caused some very nasty cuts on hands and arms, and it has not always happened in the shop or on the bench. I have mentioned on a few times that when working on the bench or checking out things on the model TAKE THE PROP OFF. It takes such a sort time to do this whereas cuts can take stitches and a long time to heal.

The new year is now up on us and it's time to plan all the things you forgot to do this year and put them into next year. Winter is the time for building, fixing or just plain dreaming, so you just better get with it. Very soon spring will sprang and you will be left behind.

As of today, it looks like the skis will be needed on the airplane as the ground seems to have turned very white! My memory says it's SNOW at last. I just finished plowing a few tons of it and I'm now writing my required column for the monthly squeak.

One more thing is the N number for FAA that you are required to have on every one of your aircraft. It is a little disappointing when you get one and there is no N anywhere in the number. However, your FAA registration number must be on the outside of every airplane that you fly.

So, just remember keep the skis down and all landings from which you can fly again are great buy not always graceful. Have fun and keep flying. (Safely!) ☺

**Safety Always Comes First!**

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**You Should Be Using It!**

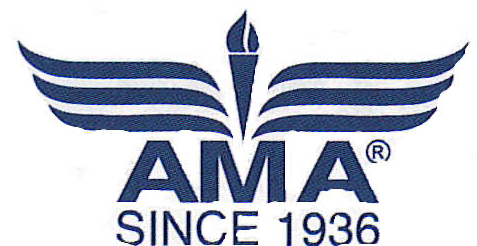
## The Dead Engine

Continued From Page 10

could be pulled down. Someone suggested shooting it down which was jokingly accepted but common sense took over even though this circumstance made no sense at all. Standing around the runway wasn't getting this model out of the sky. Then someone came up with a good idea of renting a tree trimmer's bucket lift. Lifted spirits all agreed to the good idea.

Look out!!! Crash/clatter were two sounds heard in quick succession. The P51 had suddenly fallen from the sky onto the asphalt runway for no apparent reason. Whatever was holding it up had quit doing so. Parts were scattered for twenty feet around. A couple of guys were nearly struck by 25 pounds of crashing airplane. Hearts were pounding realizing any one of them could have been standing in the impact area with dire results.

No one ever figured out what happened on that hot, summer day. Everyone agreed that it would probably never happen again and was nothing to worry about. The runway was cleaned up and everyone went back to flying. ☺





# Is Your FAA Registration Up-To-Date?

by Jim Cook

Have you registered with the FAA so you can legally fly your R/C airplanes? Not sure if your registration has expired? You should definitely check it out.

In your search bar, type in “FAADroneZone”.

From the choices provided, select “FAADroneZone.”

This will land you on the blue FAADroneZone page. In the upper right corner you will see “sign in”.

Enter your email address and your password if you remember it. If not, follow the prompts on “forgot password”.

Once you are in, you will see your FAA data and whether your registration is current. If you checked last year, it will probably show that your registration expires on December 31, 2023. Print out your registration card with the new dates.

expired on December 12, 2020. You will have to renew, and pay \$5

If you did not check last year, it will probably say your registration to renew. You will be able to keep your original number. Your renewal will be for three years. Be sure and print out your registration card.

If you have never registered, when you get to the blue FAADroneZone page, click on “I fly under exemption” and follow the easy instructions to register.

Remember, you must be registered and have your registration number on every aircraft you fly. You must also have your registration card on you.

The fines are substantial, and are for each instance that can be proven. A flyer in New York who flew a drone and aired the transmission from the drone live onto the internet was just fined more than \$180,000!

Check your FAA registration today. ☺

# Be An All Season Flyer In 2021



The new year has arrived. And that means you should start thinking about becoming an All Season Flyer in 2021.

To become an All Season Flyer a pilot must put at least one flight on an airplane outside in each month of a calendar year. That means you have to start in January.

In Minnesota, those December, January and February flights can occur in some pretty cool weather.

In TCRC several pilots have a proud tradition of earning their ASF patches. Some have been doing it for more than 10 consecutive years.

Earning an All Season Flyer patch in Minnesota has to be a very daunting experience. However, with the advent of the electric airplanes, it is a lot easier than trying to start a cold glow engine.

If you are interested in becoming an All Season Flyer in 2021, plan on joining the pilots for their January flights. ☺



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# For Sale

What A Great Late Christmas Gift!



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## Multiplex Fun Cub ARF



Price On Box -- \$339  
Price Today on eBay -- \$250

**Price Reduced -- \$125**

This ARF comes complete with 7 servos installed, brushless motor installed, brushless controller installed, flaps, propeller. Floats NOT included. See picture above for complete listing.

Jim Cook  
[jimcook888@q.com](mailto:jimcook888@q.com)  
952-200-2030

## Fantastic 3D Flying Routine

(This link was forwarded to the editor from Dave Andersen and Chris O'Connor)



The video is from the Paris International Indoor 3D championships of 2014. It is a fantastic 3D routine and is amazing in the flying skills involved.

Unfortunately, the link shown is not a 'live' link. And you cannot 'copy and paste' it from this newsletter. You will need to just enter it:

<https://www.recreationalflying.com/topic/36951-a-few-fancy-moves-only-in-rc/>

An easier method would be to enter [Pilotuliscusit.mp4](#) in your search bar and then select the link from the choices that pop up.

Make sure you take the time to find this video. It is well worth the effort! 😊

## Happy New Year!

## It's Got To Be Better!

# Calendar

- Jan. 1      **Happy New Year  
(It's Got To Be  
A Better Year!)**
  
- Jan. 2      **All Season Flyer  
Kickoff  
TCRC Model Air  
Park  
10-10-10 Rule**
  
- Jan. 6      **1st Qtr Board Meeting  
7:00 PM Zoom  
Meeting**
  
- Jan. 12     **TCRC Membership  
Meeting, 7:00 PM  
Virtual Zoom  
Meeting**
  
- Jan. 15     **Deadline for TCRC  
Dues Discount**
  
- Feb. 6      **TCRC Annual  
Auction  
CANCELLED**
  
- Feb. 9      **TCRC Membership  
Meeting, 7:00 PM  
Virtual Zoom  
Meeting**
  
- Feb. 13     **All Season Flyer  
Session  
TCRC Model Air  
Park  
10-10-10 Rule**

[AMA Flight School](#) | [AMA Foundation](#) | [AMA Safety Guide](#) | [1-800-IFLYAMA](#)



*(Reprinted from email to AMA members dated 12/28/20)*

Dear members,

The FAA released the final rule for Remote ID on December 28, 2020. AMA's legal and government teams are carefully reviewing the 470-page document. Please allow us a few days to do a comprehensive review so we can provide members with an accurate and clear assessment as well as possible next steps.

Thank you,

AMA Staff



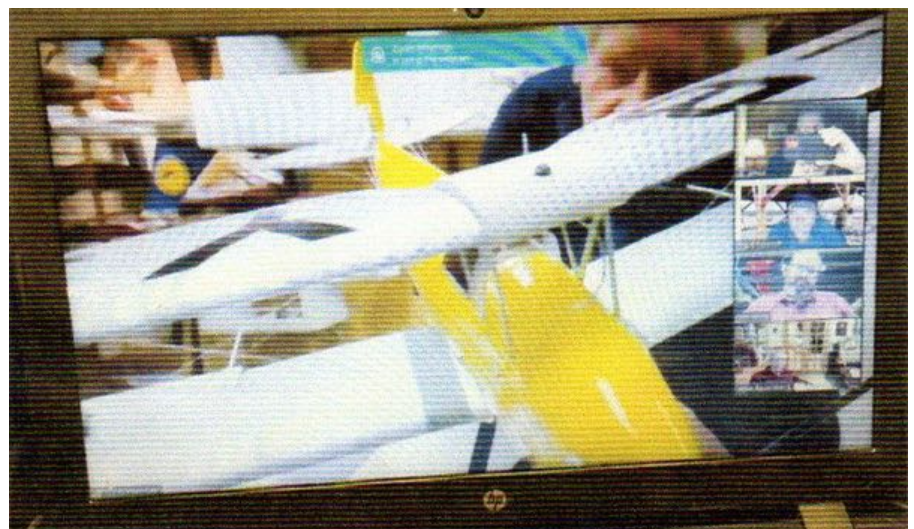
## No Meeting? There Is Still Show & Tell

COVID-19 can prevent you from attending a live TCRC meeting, but it can't stop you from showing off your new airplane at Show & Tell!

Before the last day of the month just send the newsletter editor a picture of you holding your new plane and a data sheet about the plane. It's that easy!

The pictures and data sheets can be text messages to Jim Cook at 952-200-2030 or emailed to him at [jimcook888@q.com](mailto:jimcook888@q.com).

And you don't have to wait until the last day of the month. Get the picture and the data sheet and get it sent to Jim. ☺



**This could be your airplane at the next Zoom meeting. Plan on having a plane at Show & Tell at the January meeting.**



# Stratolaunch, the World's Biggest Airplane, Takes Flight

Microsoft cofounder Paul Allen's legacy moon shot, an aircraft to carry rockets to space, hits 17,000 feet

Reprinted From Wired.com



On April 13, 2019, exactly 45 minutes after the sun began to rise over the Mojave Desert, the largest airplane ever created—and its record-breaking 385-foot wingspan—took off for the very first time. The aircraft, from the company Stratolaunch, has been eight years in the making. By 2022, the company hopes to use the twin-fuselage, six-engine, catamaran-style aircraft to launch satellite-bearing rockets into space.



"All of you have been very patient and very tolerant over the years waiting for us to get this big bird off the ground, and we finally did it," Stratolaunch CEO Jean Floyd told reporters on a press call. The company reported the airplane hit speeds of 189 mph and heights of 17,000 feet during its 150-minute test flight, before landing safely at the Mojave Air and Space Port.

"The systems on the airplane ran like a watch," test pilot Evan Thomas told reporters. But the day's events were bittersweet. Microsoft cofounder Paul Allen, a longtime space enthusiast who founded and funded the Stratolaunch project, passed away last October at age 65, from complications related to non-Hodgkin's lymphoma. "Even though he wasn't there today, as the plane lifted gracefully from the runway, I did whisper a 'thank you' to Paul for allowing me to be a part of this remarkable achievement," Floyd said.

One day soon, Stratolaunch hopes to carry 250-ton rocket ships loaded with satellites to a height of 35,000 feet—into the stratosphere. Once at cruising altitude, a rocket's engines would ignite, carrying it and its satellite cargo the rest of the way into space. Only a select few facilities, like the Kennedy Space Center in Florida, can handle rocket launches, which means tight competition for scheduling and long wait times. Airplanes can take off from many more runways, which Stratolaunch hopes will give its aircraft a competitive edge for those wishing to launch satellites into orbit.

The airplane's six Pratt & Whitney engines and 28-wheel landing gear were originally designed for Boeing  
**Continued On Page 16, Col. 1**

# Stratolaunch Takes Flight

Continued From Page 15

747s. In fact, the aerospace company Scaled Composites, which worked with Stratolaunch to build the aircraft, saved money by repurposing three 747s to put it together. The aircraft fills almost every corner of its approximately 100,000-square-foot hangar in the Mojave Air and Space Port. Its maximum takeoff weight is 1.3 million pounds. (It's also worth noting that while the plane is the largest in terms of wingspan, other planes exceed it in length.)



Stratolaunch's ambitions have shifted over the years. It was originally intended to carry modified SpaceX Falcon 9 rockets into space, but the two companies soon parted ways. By 2016 it had found a new partner, Northrop Grumman-owned Orbital ATK, which builds the Pegasus XL rocket. Stratolaunch once hoped to build its own rocket ship and rocket engines, but it discontinued that project and laid off some workers earlier this year.

Though representatives for Allen's holding company have said that the billionaire set aside funding for Stratolaunch before his death, the venture's future is not entirely clear. A company spokesperson could not immediately say when Stratolaunch planned to complete additional flights, and the aircraft will need certification from the Federal Aviation Administration before it can begin to carry rockets and satellites into space.

The Stratolaunch project faces outside pressure too. Richard Branson's Virgin Orbit company seeks to run its own test of a modified Boeing 747 later this year—an airplane also built to carry satellite-bearing rockets into orbit.

And at the back of all these ambitious engineers' and aviation experts' minds, too, is the specter of the *Spruce Goose*. The airplane, a marvel when completed in 1947 as a pet project of the eccentric business

magnate Howard Hughes, flew just a single 1-mile flight before retiring to an Oregon museum—where Allen reportedly visited it.

On Saturday morning, though, the Stratolaunch team was in high spirits. "We dedicate this day to the man who inspired us all to strive for ways to empower the world's problem-solvers, Paul Allen," Floyd said. "Without a doubt, he would have been exceptionally proud to see his aircraft take flight."

*(Editor's Note: To put the size of the Stratolaunch into prospective, the Hercules (Howard Hughes' Spruce Goose) had been the largest airplane in the world, and it had been said that the Spruce Goose could easily have a Boeing 727 under each wing. (The 727 had a 108-foot wingspan.)*

## Boeing 747:

Wingspan	196-feet
Length	232-feet
Height	63-feet

## Russian Antonov AN-225:

Wingspan	290-feet
Length	275-feet
Height	59-feet

## H-4 Hercules (Spruce Goose):

Wingspan	320-feet
Length	218-feet
Height	79-feet

## Stratolaunch:

Wingspan	385-feet
Length	238-feet
Height	50-feet

*In the November 2020 issue of Model Aviation, there was another article on the Stratolaunch concerning the designing of the giant aircraft and the involvement of two AMA members.* ☺



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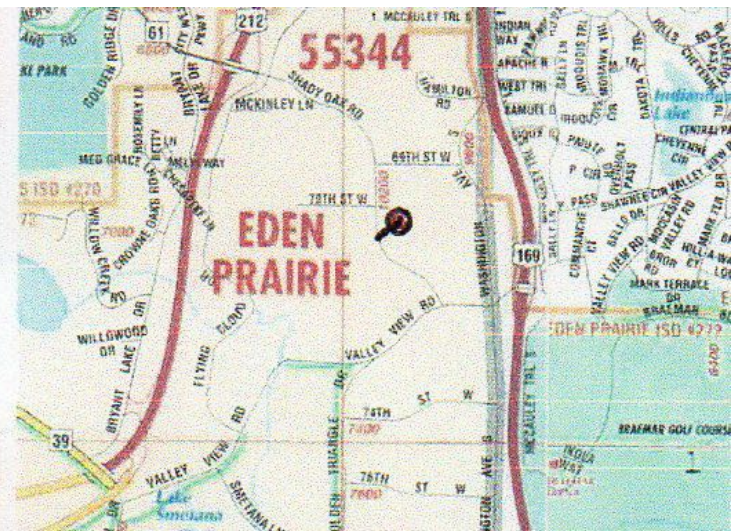
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