



July

Minneapolis, Minnesota U.S.A.

2015

Father Hennepin Event a Big Success!

by Tim Wirtz

The second annual Father Hennepin festival airshow was a great success. The day started out poor and I must admit I was wondering as I drove from Shakopee to Champlin in the mist and rain whether we would have a repeat of last year's bad weather or not. Luckily by 9:15 the rain stopped and the cloud ceiling lifted somewhat. The winds were light and right down the runway and stayed that way pretty much all day.



Kids were pretty excited waiting for the plane to take off and make the candy drop at Father Hennepin Days. (Photo by Tim Wirtz)

Spectators started arriving right at 10:00 am and Kris Hanson, Doug Elyea, Dan Olson and Jim Ronhovde got planes up right away. Jim flew the witch early on and she kind of lost the top of her broom handle on landing. The motor mount broke and the engine was hanging by the fuel

tubing and control rod. Not to worry, she would fly again that day as Bob Briesemeister and his van, aka the portable hobby store, just happened to have a motor mount that would work. In a couple hours the witch was back on her broom and flying again.

Scott Anderson emceed the event and did a fantastic job, as usual. He provided a lot of information about the planes, engaged and bantered with the pilots, and made everyone feel welcome. He was a great entertainer.

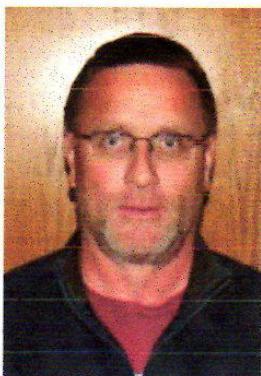
About 11:00 am, Gerry Dunne began putting together the first of the two airplanes we had for the prize drawings. This was a Hobbyzone Super Cub that came with everything necessary to fly, including transmitter. About 20 minutes later, it was done and he flew it in front of the crowd to make sure it worked well so they could see it. At 1:00 PM this plane was given away in a drawing to Joyce Kossiedl, who was very happy to be able to give her husband a present. He, in turn, was also very happy.

Then Gerry began putting together the second plane, a Parkzone DV Albatross. This one was a little more involved and I kind of forgot to tell him when to start so he didn't have a lot of time to put it

Continued On Page 3, Col. 1

A Note from The Head Wing Nut

By Bob Briesemeister



Hello Members,

I hope you are having a nice summer and are able to get out and do some flying. I have been very busy with other projects away from the field but have been able to get out a few times.

June was a busy month starting with "Help Me Fly". There have been a few members coming out to the field to help and also needing some help with getting their plane dialed in. If you think we should continue this program please let me know. Perhaps with how busy summer is we could change it from weekly to a bi-weekly event.

The June membership meeting was held at the field on the 9th. There were around 35 members at the meeting. As I have said before "If you feed them they will come". People came out early and did some flying, we had dinner at 5:30 with a short meeting at 7:00. Rain was threatening though it never developed but most everyone left but a few of us stayed until 9:00 with Corey mowing until 9:30 with the newly repaired tractor. Thanks to the members who brought something to share for dinner. We will do the same for the July 14th meeting so come out and enjoy swapping some stories, flying and dinner on TCRC. Remember dinner is at 5:30 with the meeting to follow at 7:00. If bad weather looks possible I will communicate via email that the meeting will be held back at the church.

On the 13th of June was Father Hennepin Days and the weather was much better than last year with low winds and no rain. There were around 25-30 member there to fly and volunteer their time to make it a huge success. I estimated that we had at least 150 people come out and watch with some kids practicing on the simulators and then getting to try flying on a buddy box. Two planes were assembled flown and given away. The city of Champlin has invited us to return next year and continue the event.

The next weekend was the Electric Fun Fly. Winds were up a little which kept the attendance down but there were still a few pilots who flew.

Now on to July, we have a Competition Fun Fly on July 11th which will be put on by Kris Hanson. There will be a limbo contest, egg drop and many other fun events. For more information contact Kris.

"Wings Over Jordan" will be held on July 18th. This is an open event to all AMA members. Also it is open to large or small airplanes, helicopters and multi-rotors that are flown 'line of site'. Gas, nitro, jet and electric power are all welcome. Primitive camping (no hook ups) will be allowed both Friday and Saturday nights so bring your tent or other means of camping and stay over. Invite your friends from other clubs to come and fly off our 300-foot paved runaways. For more information contact Bob Briesemeister.

The last weekend of July is the Wisconsin Fun Fly. This event is a combination of float fly on Friday and on Saturday flying off land. Contact Jim Cook if you are interested in learning more about this event.

We have not had any problems with the gate being left unlocked or open so please keep it in mind when you leave the field. We are still in need of people to mow. With 120 members this should not be a problem. Please contact Corey and sign up!

The generator will soon be down at the shelter for everyone to use. Details will be emailed out on how to open the gong box it will be stored in.

Enough rambling . . . this month's raffle plane is a Parkzone Focke-Wulf 190A-8. Its retail value is \$165.00. So come out and buy yourself some chances to win this great little plane!

Have a happy and safe 4th of July.

Happy Flying

J

Father Hennepin Days

Continued From Page 1

together. But, with the help of John Dietz, Larry Couture and others, they got it done. At 2:30, we gave that plane away along with a DX6 radio. This prize went to Leighton Penn, 12 years old, who had saved his money for a flight simulator last year, got a trainer for Christmas and was looking for his second plane. He was up from Mason City, where he lives and flies, spending time with his father. He and his father were extremely happy. His grin filled the entire tent.

We had a lot of planes on hand and though I didn't count, I estimate around 40-45 in all. Larry brought his arsenal of warbirds, Bob B had 5 racers from the 1930s, Jim Lundquist had a trailer full of planes to show, Kris H brought all the planes he had. Pete Stapleton brought his 1/3rd scale Ercoupe, which flew beautifully and really looked like the real thing in the air. Bob Glass brought the plane, Mister Big Stuff and the pilot, Mr. Big Stuff who, along with a Minion, parachuted from the plane on multiple occasions. Jim Ronhovde had the witch and other planes, Dan O. had a variety of 3D planes. I brought a collection of Carl Goldberg planes including a Skylark Twin that flew once, albeit underpowered. Luke Hanson and I both had Sig Wonders and tried to get them up at the same time but to no avail. They did both fly, however. Scott Anderson had 3 little UMX planes that he entertained the crowd with

at close range and Gerry Dunne brought an electric P-51 and an F16.

We had about 10 pilots including Kris Hanson, Luke Hanson, Scott Anderson, Jim Ronhovde, Doug Elyea, Dan Olson, John Dietz, Bob Glass, Pete Stapleton, Ali Reda, myself and others. Everyone had spotters when flying and that contributed greatly to the safety aspect. In addition to open flying, we had a few events -- Kris and Bob both did candy drops for the kids, which were a hit. We had a limbo contest which only claimed one plane and which Kris won with 10 passes in 2 minutes. We also tried an egg drop later in the day. To my knowledge, no one hit the target, though I think Thad may have been close.

Safety at the event was great and everyone did due diligence in keeping the spectators and pilots safe. We only had 2 crashes. The witch had a spiraling spin-in late in the day and Luke's Wonder hit the limbo pole.

Getting people into the hobby was one of the themes we were promoting this year. We had 4 flight simulators going that were all in use most of the day. Kris Hanson took up 6 aspiring pilots on his buddy box equipped Aerostar. That, combined with the building and giving away of 2 kits, hopefully inspired some of our guests into getting into the hobby.

I want to say a great, big thank you to everyone who helped out, brought planes, piloted planes, built planes, spotted pilots, talked with the crowd, helped with the flight simulators, etc. Thanks to you, it was a safe, fun day. **J**



Calendar

July 1,8,15 22 & 29	Help Me Fly Night TCRC Model Air Park
July 6 -- August 6	AMA Nats Muncie, Indiana
July 11	Competition Fun Fly TCRC Model Air Park 10:00 AM Kris Hanson
July 11,12	Wings of the North Air Expo 2015 Flying Cloud Airport Eden Prairie
July 14	TCRC Membership Meeting at the Field Model Air Park 5:30 PM Dinner 7:00 PM Meeting If bad weather, then CrossPoint Church Bloomington, 7 PM
July 18	Wings Over Jordan TCRC Model Air Park, 10:00 AM Camping at Field Bob Breisemeister
July 20-26	EAA AirVenture Oshkosh, Wisconsin
July 24-26	Watts Over Owatonna SMMAC Field Owatonna, MN
July 31 -- August 2	Wisconsin Fun Fly Siren and Rice Lake Wisconsin Jim Cook & Bill Sachs

Pictures From Father Hennepin Days Air Show



A very satisfied customer stands in front of the R/C plane that made the candy drop during the Father Hennepin Days Air Show put on by TCRC on June 13th.



Gerry Dunne stands with the very happy first drawing winner Joyce Kossiedl



The second winner of an airplane at Father Hennepin Days was Leighton Penn.



Gerry Dunne was hard at work all day on June 13th at Father Hennepin Days as he assembled the two planes that were given away to spectators in two drawings.



Pete Stapleton's Ercoupe in the pits.



Kris Hanson on the buddy box with a hopeful pilot.

Photos by Tim Wirtz

June Meeting At The Field Brings Out A Crowd

by Jim Cook

The TCRC board of directors decided to move the June, July and August meetings to the Jordan Model Air Park, weather permitting.



The parking lot was filled to overflowing for the June 'Meeting at the Field'. (Photo by Jim Cook)

Well, for the first of those meetings, on June 9th, the weather was permitting! It was a beautiful day, with no wind, no clouds and bright sunshine. The field look fantastic after the Field Clean-Up that had been held in May, and virtually every pit station had a plane on it and another waiting its turn as the TCRC pilots took advantage of that great weather.



Everyone gathers in and around the shelter as president Bob called the June meeting to order. (Photo by Jim Cook)

At 5:00 PM the parking lot was full, as were the pits, and planes were in the air. President Bob and Jim Lundquist had the grill warming up, and to an R/C pilot, the smell of a hot grill and a hot glow engine was a wonderful aroma!

At 5:30 the dinner bell rang, and the planes landed and their pilots headed for the shelter for a meal of brats, hotdogs, chips and all the trimmings, beverages, and of course an assortment of desserts. Nobody was too bashful not to go back for seconds, and the group ate their fill before returning to the flight line for a few more flights before the membership meeting scheduled for 7:00 PM.

The meeting was called to order promptly at 7:00 and the business of the club was discussed. The officers thanked everyone who worked at the field clean-up, and the fruits of their labor were quite obvious in the beautiful condition of the field. Tim Wirtz gave a review of the upcoming Father Hennepin days scheduled for June 13th, and asked for more planes, pilots and volunteers for the event.

The drawing for the monthly raffle prize was held -- this time a Great Planes Super Sportster -- and Doug Elyea repeated his win in May with another in June.

The meeting was adjourned and the pilots put in a few more flights before packing up and heading for home.

Thanks to Bob and Jim for their culinary skills on the grill, and thanks to all the TCRC'ers who came out to enjoy some flying at the June Meeting at the Field. **J**

Pictures From TCRC's June Meeting At The Field



The sun and the windsock tell it all at the June 'Meeting at the Field'. The weather was superb and the TCRC members took advantage of the conditions for some great flying.



The pits were full of airplanes with all of the preparation stations in use and others waiting their turn. This of course predicted that the air would be full of airplanes, which it was.



President Bob was joined by Jim Lundquist on the grills, and they served up a fare of brats and hotdogs for hungry pilots at the 'Meeting at the Field' on June 9th.



The members didn't have to be called a second time when the dinner bell rang. The club had furnished the meat and the pop, and the TCRC'ers had brought the trimmings and dessert.



The shelter was looking really nice at the 'Meeting at the Field' after the work done on it in May.

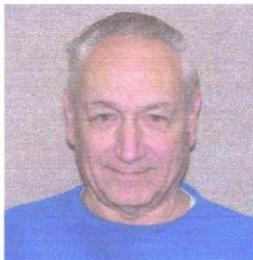


There was still some sunshine left that the pilots did not take advantage of at day's end.

Photos by Jim Cook

Safety At The Field

By Larry Couture



(Your Safety Officer has received an article from a guest contributor (Jim Cook) for this month, which I am including in my 'Safety At The Field' column for July.)

Thank you Larry for letting me share your safety column this month.

At the meeting at the field on June 9th I learned that Jim Ronhovde had procured two Scimitars at the TCRC auction this past February. Those of you who do not know what a scimitar is, it is a tailless airplane. I have a small one that I haven't flown in 3 or 4 years, and was quite jealous that Jim was able to get his hands on two at our auction. I tried to talk Jim into selling me one of his, to no avail, but decided it was time to revive my Scimitar.

My plane is small with a 36" wingspan and a .15 Enya engine. No wheels, so it must be hand-launched. I had already threatened to put a bigger engine in this plane because its power was just barely enough to get into the air. Putting a bigger engine in however, was a problem because with no tail feathers or tail moment, the plane tended to be very nose heavy. Previously I had to add an extension box at the rear of the fuse and put the battery pack that far back to get the CG right. (By the way, for this airplane, the proper CG is right on the leading edge!)

So, a bigger engine, but only slightly bigger. I had an OS .20 with almost the same footprint, and felt that I could counter the added nose weight by putting a bigger 6v battery in the tail.

So what does all this have to do with safety you ask? Had I not decided to put in the bigger engine, I would have charged up the battery, or replaced it, done a precursory review of the plane, and then flown it.

With the engine replacement, I spent more time with the plane. As I went to remove the Enya from the plane, I found three of the four bolts had loosened considerably. Even if the engine had not come off, the control of the plane would be greatly affected by the loose bolts. As I went to remove the connector that held the throttle cable to the engine,

the connector's screw actually broke in two, thus on a flight I would have probably lost the ability to control the engine throttle.

When I opened up the servo compartment in the fuse, a screw fell out. It was the kind of screw that held a servo in its tray. As I looked at the servos I learned that all of the screws that held the two servos that controlled the Scimitar's elevons were very loose. Had I flown I would probably have not had full control of the aircraft.

It finally dawned on me that I should really be doing a better job of checking out my planes prior to flying. So, I started looking a lot closer at the Scimitar. The spacing at the tip of the left aileron looked wider than it should be. Upon investigation, it turned out the hinge was totally loose in the trailing edge, and I would have probably lost the aileron in flight, followed by a loss of control and a loss of an airplane.

I didn't find any more problems on my closer examination of the plane, but four major failures are quite enough! I am putting in a new radio system as I change the Scimitar over to a 2.4 GHz system, so I really don't know if I would have found a radio problem also.

The bottom line is that we all must do very precise checks of our airplanes prior to putting them into the air. It doesn't matter if you haven't flown the plane since last fall or in the last 4 years, you must do a thorough examination of the airplane prior to flying. It doesn't matter if you are the best R/C pilot that has ever walked the face of the earth, if your equipment fails, you are going to crash! Always do your safety checks!

Always Do Your Safety Checks!

Wisconsin Fun Fly July 31st to August 2nd

by Bill Sachs and Jim Cook

The time for the 7th Annual Wisconsin Fun Fly is just around the corner – August 1st, 2nd and 3rd, and the hosts of the event, Bill and Sue Sachs and Jim and Mary Cook are promising fantastic weather again this year.

The Wisconsin Fun Fly kicks off at 11:00 AM on Friday, July 31st at the lake home of Jim and Mary Cook in Siren, Wisconsin. This is less than a very easy two-hour drive north of the Twin Cities. If you haven't been there before or need directions, give Jim Cook a call at 952-200-2030.

The Friday portion of the WFF is a float fly off of beautiful Viola Lake. Prior to the start of the flying a potluck lunch is served to the pilots and spouses, with the grilling meat provided by Jim and Mary. Immediately after the lunch it's down to the dock for an afternoon of float flying and camaraderie.

Around 3:30 the pilots start packing up and then will caravan the 40 miles to the Rice Lake Best Western Motel to check in. (Phone number 715-234-7017). This is the same motel we used in 2014.

Following a little rest, the entire group heads to Hungry Hollow where the Rice Lake Model Airplane Club has its field. There are several nice buildings on the

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site with plenty of room for everyone. A potluck meal will be served and if the pilots want to put in a few evening flights, they will be able to. Cocktails and fellowship will continue until its time to retire, and then it's back to the motel for the remainder of the evening.

8:00 AM Saturday everyone will have breakfast at the Rice Lake Norske Nook Restaurant before the guys head for Hungry Hollow for a day of flying and the women head for a day of shopping and leisure, if they chose not to go to the field and watch the flying. The pilots will bring beverages and snacks to pass for a lunch break. Then it's more flying for the rest of the day.

The Hungry Hollow Air Field is a beautiful site located at the top of a hill overlooking some great Wisconsin farm land. The grass runway is huge, and well mowed.

Saturday dinner will be held at Hanson's Hideaway in nearby Haugen, Wisconsin where the food is good and plentiful.

Sunday morning is breakfast at the Rice Lake Family Restaurant, and then the group can either put a few more flights in at Hungry Hollow, or head for home if they are too exhausted from all of the fun and adventure of the previous two days.

If you haven't attended a Wisconsin Fun Fly it is about time that you should visit our neighboring state and enjoy the great flying conditions Wisconsin has to offer. If you are interested, give Bill a call at 715-354-9561 or Jim at 952-200-2030. **J**

Competition Fun Fly July 11th

July is an action-packed month, and one of the action events is the Competition Fun Fly set for 10:00 AM on Saturday, July 11th.

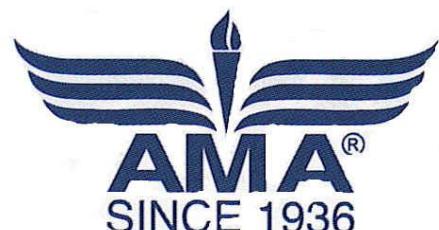
Kris Hanson is the chair for the event and he said he has lots of fun events planned, but even he doesn't really know which ones will occur at the Fun Fly. That is because he has put several events in a jar, and whatever ones get picked out, those will be the ones that everyone will have to do. He said that makes it hard to practice for a specific event.

Kris says all types of planes are allowed – electric, glow and gas, but the plane must be big enough to carry a hardboiled egg! I think this sort of eliminates the small electric park flyers.

The Fun Fly will be at the Jordan Model Air Park, and Kris says he is planning to have great weather all day.

He said that the grill will be lit, so if anyone wants to bring something to grill, it will be an easy lunch.

So, pack up a few planes and head down to Jordan on Saturday, July 11th for a day of flying and fun. **J**



Veep's Corner

By Corey Kaderlik



Hello TCRC members!

What great weather we have been receiving all summer! I can't help but notice when I am at work how calm the winds have been. We are now into our seventh month of the year -- July.

How many of you are preparing to celebrate your Independence Day and next flight keeping in mind the days are starting to get shorter? So get out there and let's all have some fun soaring through the sky.

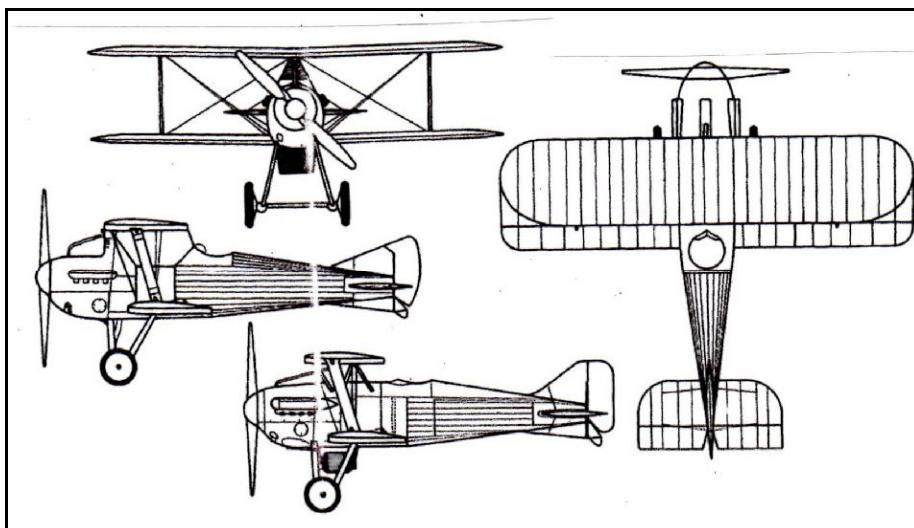
Thanks to the efforts of the membership the field appears to be shaping up nicely. I want to again thank all that volunteered their time to make TCRC's Model Air Park a place everyone can enjoy and be proud of.

There are still open spots for mowing if anyone is interested contact me or the board and we can get you signed up.

We'll see you at the field or the next meeting. And remember, for the July 14th meeting it is occurring at the field. So come on down and get some great flying in.

J

July Mystery Plane



TCRC Membership Report

by Bernie Gaub
Membership Director

The 2015 TCRC membership count is now at 127 members, including five new members during this period. All new members should have their badges at this time.

The total count of new TCRC members for this year is 17.

New Members:

Doug Morse resides at 10407 Spyglass Dr, Eden Prairie, MN and his email address is opsguy@comcast.net. He has 1 year flying experience, uses 2.4 GHz equipment and has a number of aircraft available to choose from.

Jon M Thompson lives at 13440 295th St, Lindstrom, MN and his email address is thompsonjon@frontiernet.net. He has 20 years flying experience, currently uses 2.4 GHz equipment and has a large assortment of aircraft to put into the air.

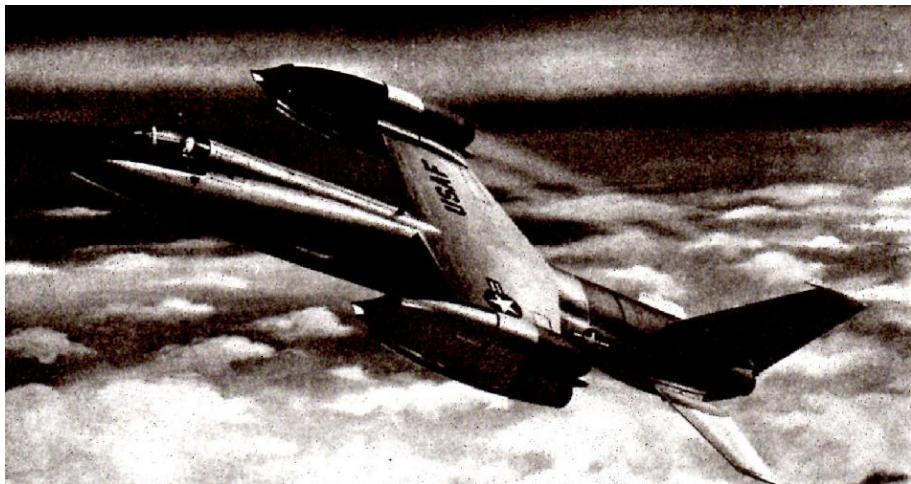
Wesley G Thompson resides at 201 Hickory, Chaska, MN and his email address is chaskaman62@gmail.com. He also has 20 years flying experience (off & on), currently uses 2.4 GHz equipment and has many airplanes ready to fly.

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Bell XF109

by Conrad Naegele

The June Mystery Plane was the Bell XF109.



In 1961, with supersonic flight a matter of course, efforts were made to increase versatility, and both the Air Force and the Navy wanted a vertical takeoff and landing plane for ground and carrier use.

The Bell Company presented plans for a Mach 2 plane, to include hovering ability. The plan was to use 8 General Electric J-85 engines, 6 of which had relight (afterburners), 2 horizontal in fuse, 2 in fuse mounted vertically, to provide vertical lift, and 4 engines mounted on rotating wing tips for both vertical and forward flight. The wing tip engines were able to tilt 10 degrees to enable backwards flight!

After vertical takeoff, the 2 vertical engines would be shut down, and orifices covered. Once in normal flight, 1,520 mph was expected, and rate of climb was planned for 60,000 feet/minute. Fuel was provided for almost 1,400 miles.

Only one example was produced, was operable in all respects, but was not airworthy. A very similar model, the VJ 101 was built in Germany, and was flown. This plane would have been a real handful for the pilot, with almost as much horsepower as a B-47, at only about 1/4th the size and weight. For reference, consider the AV8 Harrier.

The Bell XF109 had a wingspan of 23 feet 9 inches, an empty weight of 13,791 pounds, a gross weight of 23,917 pounds, and a speed of Mach 2.3 -- 1,520 mph. J

Membership Report

Continued From Page 9

Christopher E Dupre resides at 2836 Westcliffe Dr, Burnsville, MN and his email address is cedupre64@gmail.com. He has 35+ years flying experience, currently using 2.4 GHz equipment and has a good selection of aircraft in his fleet.

Jim Myers lives at 5212 W 56th St, Edina, MN and his email address is jmyers@tc closet.com. He has 10 years flying experience; however, he's been off for 5 years. He has a few aircraft ready for flight at this time.

Please welcome these new members if you should happen to meet them at the field or at one of our monthly meetings.

The latest data for the roster has been sent to the webmaster and the roster in the 'members only' section should be up-to-date. J



TCRConline.com Are You Using It?

June Raffle Winner



Doug Elyea made it a repeat winning the June raffle at the 'meeting at the field'. This month he won a Great Planes Super Sportster 40 ARF, and was all smiles.

The July raffle prize is a Parkzone Focke Wulf 190 A-8 and it will be up for grabs. It is valued at \$165. Chances are only \$5/each and you may enter as many times as you wish. Come to the 'meeting at the field' on July 14th and be the next winner of the TCRC monthly raffle. J

What's Wrong With This Picture?



Corey Kaderlik, TCRC's vice president AND field manager is mowing the grass at the club's Model Air Park after the June 'meeting at the field'. What is wrong is that another club member should be on the tractor. A club of 127 members should not have difficulty having members volunteer to mow. If you haven't volunteered because you don't know how to drive the tractor, we have great instructors to solve that problem! Volunteer to mow today. Give Corey a call. J

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.

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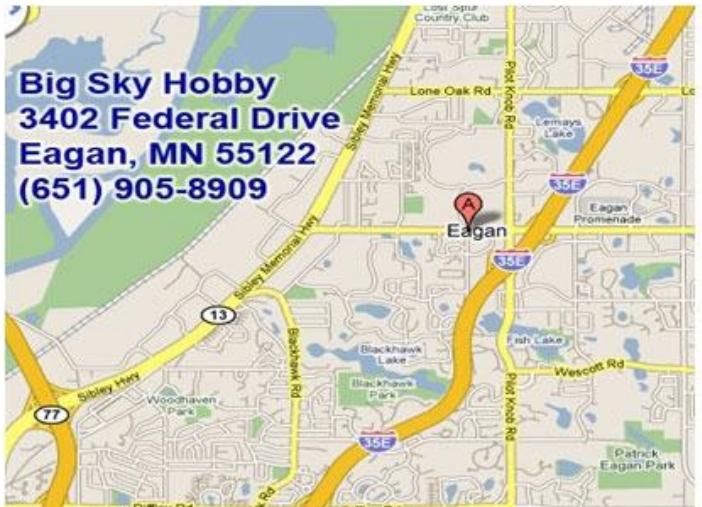
TCRC meets every month on the 2nd Tuesday at 7:00 PM in Fellowship Hall of CrossPoint Church located on the southeastern corner of the intersection of 98th Street and France Avenue in Bloomington. Guests are welcome to attend these meetings.

Don't Forget!
July 14th Meeting
At The Field



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