July

Minneapolis, Minnesota U.S.A.

2023

# Hard-Working Crew Brings TCRC Jordan Field Back To Beautiful

by Jim Cook

The Minnesota River vacated its hold on TCRC's Jordan Field on May 28<sup>th</sup>, and barely a week later on June 5<sup>th</sup>, a clean-up crew moved in and restored the field to the beautiful flying site that it is.



The accumulated silt on the runways is converted to dust as the power sweeper does its job. (Photo by Bob Breisemeister)

The River had been on the field all of the months of May and June and had deposited a thin layer of silt on the runways, pits, taxiways and shelter

as it receded from the area. It had also deposited a few trees and logs that had to be cut up and removed from the road and parking lot.

On the morning of June 5<sup>th,</sup> a 7-man crew consisting of Thad Gorycki, Jim Ronhovde, Tom Young, Jeff Tolzmann, Larry Couture, Bob Breisemeister and Dick Voeltz descended onto the field and attacked it armed with a power sweeper, a grader, mower, shovels and brooms. The silt proved to be a fine layer of dust that covered most everything, but it was dry and fairly easy to remove.



The club's tractor with grader did a nice job on the runways. (Photo by Bob Breisemeister)

The grass in the infield and outside the runways still had some water and were too wet to walk on, but it was hoped that the hot sun and wind over the next few days would make short work of the sogginess.

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# A Note from The Head Wing Nut

**By Bob Briesemeister** 



Hello Members,

Happy Independence Day!!! Hopefully you were able to spend time with family and friends in air conditioning with temperatures and dew points from the tropics. We have already had more days in the 90s than in a normal summer but think what the weather will be like in 6 months from now.

As you all know by now the main field is open for flying. I turned the sign on the gate to active after it was cleaned up on June 5th. After doing some maintenance on some of the equipment including installing a new brush on the sweeper, a small group of members worked for 8 hours.

Work done included cutting up and hauling the logs and fallen brush off the road, grading the road and parking lot, mowing the sides of the driveway and areas around the sheds. We also swept the pit area, taxi ways and runways and moved the benches down from being stored up on the top of the hill. The members that were able to help me on the 5<sup>th</sup> were Jim Ronhovde, Jeff Tolzmann, Thaddus Gorycki, Tom Young and Larry Couture, with Dick Voletz lending moral support. Next time that you see one of these members please let him know how much you appreciate his hard work.

With the 4-inch deficit of rain this spring and summer we have continued to be safe from flooding. Some rain would be nice -- like an inch a week to keep things green like my lawn.

The first summer flying event was the Electric Fun Fly but due to a summer are held at the Jordan Flying logistic problem coming up the week before, it had to be cancelled. We site with dinner at 5:00 and the opened the flying field up to open flying for the day.

The next event is "Wings Over Jordan" on Saturday July 15th starting at 10 am and going to 4 pm or so. Wings is open to any current AMA do some flying at our great field. So card carrying members and all powered aircraft with the exception of fuel be sure and pack an airplane or two powered jets. The TCRC Café will be open for lunch with Hot Dogs, into the car as you head to Jordan for Brats, Hamburgers and soft drinks for a nominal cost. Please contact Bob the 'Meeting-At-The-Field. Briesemeister at 612-964-8877 with questions about the event.

If you need help with flying or setting up your airplane please come out on Mondays. On Mondays there is a group of members that fly most of the day and are willing to help. We even have a trainer set up with a buddy box. Look for Jeff, Dave or Thaddus for help.

The green stuff is growing at the field. You can call it grass but has a lot of weeds but it is green right now. The group that is flying on Mondays does a lot of the mowing and can always use help.

The July membership meeting on the 11<sup>th</sup> will be held at the flying field, weather permitting. Dinner will be served at 5:30 and the meeting at 7 pm. Come out early and fly or just come for dinner and the meeting. The meeting will be moved to Crosspoint Church at 7 pm in the event that the weather is bad.

The next TCRC event will be "MAD" (Model Aviation Day) on August 26th. More details to come in the August newsletter.

 $\odot$ Good flying!

### **Get Some Flying In At** The Meeting-At-The Field

The monthly meetings for the meeting at 7:00.

That leaves you plenty of time to

# TCRC Crew Cleans Up Jordan Field

#### **Continued From Page 1**

The crew also had the mower available and did some mowing along the driveway and the upper area around the tractor sheds.

Work continued for almost eight hours, but the crew was undaunted, and near the end of the day, the starting benches were returned to their proper place in the pits.

The final touch was to turn the sign on the main gate back to 'Active', letting all the pilots know that the TCRC Jordan Field was now open for flying.

A huge thank you to Jim, Thad, Bob, Larry, Jeff, Tom and Dick for their hard work and toil to bring back our flying site to its normal condition as one of the best R/C flying sites in the United States.

So, get those planes out of the shop and into the car and head for Jordan and enjoy a summer of great flying! And don't forget to that the guys when you see them for all the hard work that they did to give you the opportunity to fly at Jordan.



## The Power Sweeper Was A Great Tool To Have To Remove The Silt



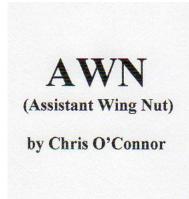
The job of removing the silt and debris from the runways, pits and taxiways would have been a lot harder without the power sweeper.

(Photo by Bob Breisemeister)

### The Final Touch Was Wonderful



Seeing the Active Sign On the gate was great to see. (Photo by Bob Breisemeister)





Happy 4<sup>th</sup> to everyone. I hope all of you are out flying. The field is in good shape. We have our meeting on Tuesday July 11 at the field. Come early and July 15 fly and have supper before the meeting.

On Saturday July 15 is our annual Wings over Jordan. Come for the whole day and enjoy flying with other members and hopefully some guests.

This month I was going to talk about not necessarily pattern flying, but more about precision flying. I know you are thinking I just want to fly and not worry about that. That's okay, but here's a question you might want to ask yourself. "Am I flying my plane or just reacting to what the plane is doing?" Think about when you do a loop or roll, do you just peg the aileron stick and roll or just pull up elevator and loop which is okay, or can you line yourself up with the pattern and do your roll so the midpoint is in front of you, instead of waiting for the plane to pass and then rolling your plane, or looping your plane with the center of the circle in front of you. I know that starting a roll before it gets to you can feel a little uncomfortable, but that's the whole idea, because once you have mastered that you can feel that you accomplished something, and also learned to control your model a little better. I know when I try something new I will make sure I think about it before I'm even in the air and once airborne plan on doing that maneuver a little higher up. We used to say 2 mistakes high.

Aug. 26

Going back to the roll, practice from both directions. Typically, you do a roll downwind because from the ground it gets stretched out and looks better, just like a loop looks better flying upwind. Okay back to the roll, the other element to add is when you are upside down add just a small amount of down elevator to maintain your altitude. For a while it may not look pretty but you will get it.

So, you say, "I just want to fly in circles or a racetrack pattern." Practice maintaining your altitude throughout the turn. When it comes to landing try a rectangular type traffic pattern. Start downwind then turn to a base leg then to final and get a nice descent going and just hold the elevator where it is. Do this every time. If you're short just add a little power or if you're too high just decrease your power trying to maintain the same elevation. Once you can do that it makes landing a lot easier. That's how you land a full-size plane.

Remember in the end have fun!

### Calendar

July 11 Meeting At The Field TCRC Jordan Field 5:30 PM Dinner 7:00 PM Meeting

July 6-31 AMA NATS Muncie, IN

July 13-15 Air Supremacy Over Goshen Goshen, IN

July 15 Wings Over Jordan & Camp Out TCRC Jordan Field Bob Breisemeister

July 22-23 Wings of the North
AirExpo
Flying Cloud Airport
Eden Prairie, MN

July 24-30 EAA AirVenture 2023 Oshkosh, Wisconsin

Aug. 2 3<sup>rd</sup> Qtr Board Meeting President Bob's Home

7:00 PM

Aug. 8 Meeting At The Field TCRC Jordan Field 5:30 PM Dinner 7:00 PM Meeting

Aug. 26 Model Aviation Day
TCRC Jordan Field
Tim Wirtz &
Brian Johnson

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.

### **Gregor FDB-1**

by Conrad Naegele

The June Mystery Plane was the Gregor FDB-1.



Aerodynamically probably the most elegant fighter biplane ever created, the single-seat fighter was designed by Michael Gregor. It was an all-metal single-bay staggered wing biplane with a semi-monocoque fuselage, flush-riveted, with metal stressed skinning, hydraulically retractable landing gear, and a sliding cockpit canopy.

It was powered by a 750 horsepower Pratt and Whitney 14-cylinder engine, and first flew December 14, 1936. However, by this time, the monoplane configuration had been universally accepted as the standard for a single-seat fighter, and in spite of the obvious superior points of this fighter, no production followed. One such feature was the gull wing, which allowed the pilot a clear view ahead for gun aiming, a clear advantage in any combat situation.

The plane was a product of the CCF (Canadian Car and Foundry, a company that did not usually build aircraft.

The Gregor FDB-1 had a wingspan of 28-feet, a combat weight of 4,100 pounds, a speed of 261 mph, and a range of 530 miles. For armament it carried two 50-caliber Browning MGA machine guns.

# 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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Scott Anderson's nice looking Carbon T-28 flew at the 'meeting-at-the-field in June. (Photo by Scott Anderson)



The TCRC Membership meeting on July 11<sup>th</sup> will be held at the *Scott County Fairgrounds*, because of the recent high water at the Jordan Field.

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 membership meetings for August 8<sup>th</sup> and September 12<sup>th</sup> are scheduled to be back at the TCRC Jordan field, weather and water permitting.

In case of bad weather the meeting will be at its normal time of 7:00 PM at CrossPoint Church in Bloomington.

# Show & Tell Data Form

Bringing a plane to the TCRC meeting for Show & Tell?

If you are, be sure to go to the club website TCRCOnline.com and print out a blank Show & Tell Data Form. Fill this out and make sure it gets to the newsletter editor, Jim Cook so that the correct information shows up about your new airplane in the newsletter.

If Jim is not at the meeting, make sure someone takes a picture and emails it to Jim also.

# **TCRC Host Wings Over** Jordan July 15th

The 7th Annual Wings Over Jordan is scheduled for July 15th at TCRC's beautiful Jordan flying site.

Wings Over Jordan is open to any pilot who possesses a current AMA membership card. Planes may be electric, gas or glow engine, and the aircraft can be of any size.

Start time is 10 AM with continuous flying until 4 PM. The TCRC Jordan field has paved runways, taxiways and pits. There are plenty of starting benches for the pilots, and a shelter to fend off the heat of the day.

There will also be concessions available to pilots and spectators. There will be hamburgers, brats and hotdogs with chips, and pot and soda for beverages.

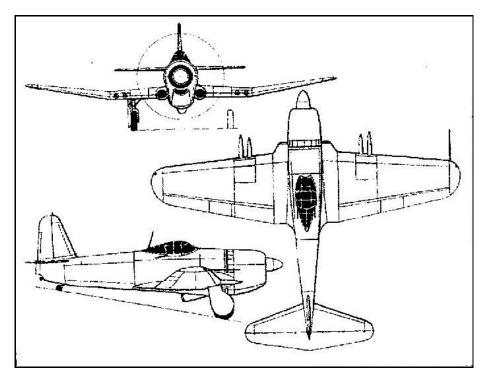
Plan on being a pilot or a spectator at TCRC's Wings Over Jordan. For questions, contact Bob Breisemeister at 612-964-8877.

### **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 he/she is the last one at the field. It doesn't matter the time of day or how nice the weather is. occurring.

### July Mystery Plane



### **Learning To Use Flite Metal**



This Scott Anderson has been building his Seagull Models 1/4-scale Ryan PTsimple rule is to keep the gate locked 22 Recruit and started adding Flite Metal aluminum to the aircraft. It was to prevent theft, vandalism and the a tedious learning procedure for him but judging from the finished product unauthorized use of our land from shown above, he was a pretty good student! He also added panel lines and rivets. It will be neat to see the PT-22 take flight.

## Lydia Litvyak

### Russian Female Ace

by C Peter Chen

Lydia Vladimirovna Litvyak, also known as Lily Litvak, was born in Moscow, Russia. At age 14, she entered a club of flight enthusiasts, and by 15 she was piloting small aircraft. In the late 1930s, she earned a flight instructor license.



After Germany invaded the Soviet Union, Litvyak attempted to join a military aviation unit, but was initially turned down for lack of experience: she forged her records by adding an additional 100 hours of flight time, and was eventually admitted into the 586th Fighter Regiment consisted of all female She trained in a Yak-1 pilots. fighter with a white lily (mistaken for a rose) painted on the side of the fuselage. In the summer of 1942, the 586th Fighter Regiment flew over Saratov, Russia, where the

blonde-haired, grey-eyed young pilot flew her first combat flight.

In September 1942, she was transferred into the mixed-sex Regiment Fighter Stalingrad in southern Russia. Her chauvinistic commander initially refused to let her fly, but finally backed down largely due to the demands of the war. On 13 September 1942, she flew her second combat mission in a La-5 fighter; she shot down a Ju 88 bomber and an unidentified fighter, marking her first and second kills of her career. She quickly gained the nick name "the White Rose of Stalingrad", referring to the misidentified lily found on her training fighter.



Lydia Litvyak with her Yak-1b

In late 1942, Litvyak was transferred to the 9th Guards Fighter Regiment, and then very shortly after, in Jan 1943, she was transferred again to the 296th Fighter Regiment, which was later renamed to the 73rd Guards Fighter Regiment. On 23 February she was awarded the Order of the Red Star. During her combat career, she scored 11 solo kills and 3 shared kills. Many German pilots she shot down were in shock that they were shot down by a woman. A German fighter ace shot down and captured outright refused to believe a woman had shot him down until he was brought before Litvyak, who described to him the details of the dogfight that only the two pilots engaged in the combat would know.

She was not invincible, however. She was shot down two or three times (22 March 1943, 16 July 1943, and possibly another time) and at least one time she sustained serious injury to her legs, but she refused to be sidelined.

In early 1943, Litvayk was made a junior lieutenant. On 1 August 1943, Litvyak flew a Yak-1b fighter on a combat mission. She was shot down by a group of eight German fighters. Because her body was not found, Soviet leadership assumed she was captured. Since Joseph Stalin had always believed that a captured Russian was to be automatically considered a traitor, she did not receive the award of the Hero of the Soviet Union like some thought she deserved. Her remains were not found until 1979. On 6 May 1990, Russian President Mikhail Gorbachev finally granted her the Hero of the Soviet Union award with а posthumous promotion to the rank of senior lieutenant.

Number of Combat Missions: 66

First Female Pilot To Shoot Down An Enemy Aircraft

Credited With 11 "Kills" Including 3 German Aces

First Female Aviation Ace

Holds The Current Record For Most Number Of Kills By A Female Pilot

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## **Twin City Radio Controllers**





