

Rain Delayed 2013 Spring Float Fly

by Steve Meyer

Just like other major sports this year TCRC's Spring Float Fly experienced a rain delay. Rain showers were forecast to be off-and-on throughout the morning and as I prepared to go to Bush Lake it started to sprinkle. I set off for the lake hoping I wouldn't have to cancel the event. I was the first person in the parking lot at 9:30 am. Then the skies opened up with a one-inch-per-hour rainstorm that soaked everything, but the Weather Channel said the rain would stop by 10:30 am. Dave Erickson arrived during the shower with the retrieval boat in tow so I knew two of us would be flying when the rain stopped. As other pilots begin to arrive the rain really did stop and we put the boat in the water about 11:00 am.



Some of the 11 pilots that waited out the rain to have a very enjoyable day at the Spring Float Fly. (Photo by Steve Meyer)

Dave Erickson was the first pilot in the air with his new larger Sea Hawk 2. This mono-floated plane is Dave's own design and it's a real speedster in the air. The yellow aircraft took off to the south and put on a good show in the air, and when Dave landed he said the plane was a "keeper".

Even after rain eleven pilots had come out to fly and give the spectators a good show. Dave Erickson (TCRC) flew his new Webra powered single float Sea Hawk 2 and a seaplane I didn't get the name of. A 1/4-scale Hanger 9 Super Cub was flown by Stan Erickson (TCRC). Jon Perry (TCRC) joined us with two electrics, a Fun Cub and a T-28 Trojan on floats. Terry Spletstoeszer (Crow River RC) flew a 40-sized J-3 Cub. I brought my O.S. 45-powered Red "stick" that I purchased at TCRC's auction. Our auction supplies a lot of people with good flying planes for land or water. Joe Neidermayr had four electric planes; an Acro Master, Beaver, Eagle, and a PBY. Rich Lilledahl flew a Flyzone Beaver and a Carbon Cub. His brother Rob Lilledahl also brought his Carbon Cub. Jon Hanna flew his new Flyzone Tidewater seaplane. The last pilot to fly was Brian Schuchard with an electric Laker seaplane but

From The Left Seat

By Corey Kaderlik



Hello everyone! I hope you all have been having a successful flying season so far. Minus the gloomy weather we have been up against.

We dodged a bullet up to this point this year with no flooding of the field and did not need a field clean up either. Keep fingers crossed and keep watching the River levels in case we have to move to higher ground. The Jordan Field appears to be in great shape. Just make a note that the burning pit is **NOT A PLACE FOR YOUR GARBAGE!** Please take your items of garbage home with you to dispose of. Another note cigarette butts are garbage also, so please do not litter the ground or burn pit with these either. Also please put chairs back under the pavilion stacked neatly when finished.



Just another note: Remember to take your membership card home.

With all this spring rain mowing will start soon. Please check the schedule to see if it is your turn if the weather allows.

I am planning on hosting this year's electric fun fly camp out. Hopefully the weather holds out and it is sunny with no wind. I am going to bring down my camper and my family to stay starting June 14th, Friday night to Sunday morning. Come down and do some night flying also. What a great way to spend Fathers' Day weekend with your family doing what you love to do. If you don't plan on camping then just come and visit for the day. Since I am hosting I am going to allow gas and glow also. Come down, save the date and let's have some fun.

Looking ahead to the TCRC Banquet --I would like to increase participation this year and need input on why most of the membership does not seem to participate. We have 100 plus members and we don't even seem to draw 25% of the club. Please email or contact me at president@tcronline.com with what causes a conflict (place, date, not interested, cost or ???) so I can increase this great social gathering. This is the one place the wives or girls can get together also. I am currently checking into a different venue which serves Chinese food buffet style.

Well that the way the cookies crumble. Have fun, fly safe, and practice new things often. **J**

**Keep The Jordan
Field Beautiful!**

TCRC Spring Float Fly

Continued From Page 1

due to water shorting out the speed control it was unable to take off.

The first pilot that needed the retrieval boat this year was Stan when his engine died on his Super Cub while landing. Later the Super Cub was extensively damaged when it stalled on its second take off. I want to thank Dave Erickson for again supplying our retrieval boat.

The number of pilots was down due to the weather forecast but all that flew had a good time. There were quite a few spectators that watched us fly. Flying continued until 3:30 when the pilots started packing up and the boat was pulled from the water.

Thanks to all the pilots that flew and to those that didn't fly but gave us support. The Fall Float Fly is going to be rescheduled for September 28th at Bush Lake (with dry warmer weather) so make plans to attend.

(Editor's Note: Special thanks to Steve Meyer for chairing the Spring Float Fly again this year and for making the correct call about the weather.) J

Stan Always Seems To Have The Biggest Plane At the Float Fly



Stan Erickson does some last minute adjustments to his Super Cub before heading for the water. (Photo by Steve Meyer)

Steve Shows Off His Big Stik Before The Next Flight



Steve Meyer had this Big Stik at the May meeting and said it would be ready to go at the Spring Float Fly, which it was.



Fall Float Fly September 28th

Pictures From TCRC's Spring Float Fly



Joe Neidermayr took the prize for the most number of airplanes at TCRC's Spring Float Fly at Bush Lake.



Rich Lilledahl took the prize, along with his brother Rob for the smallest plane at the Float Fly with their Carbon Cubs.



Jon Perry got some nifty flights on his T-28 Trojan, and also on his Fun Club that he had at the May meeting the week before.



Dave Erickson had his own design of a single-float airplane that he put lots of flights on including being the first into the air at the Float Fly.



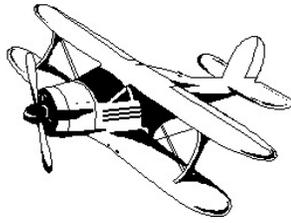
The retrieval boat was pretty active at the Float Fly. Here the crew is rescuing Stan's Super Cub.



Brian Schuchard had a nice looking electric Laker SeaPlane at the Float Fly.

Photos by Steve Meyer

Show & Tell



Show & Tell was as busy as ever in June.



Chris O'Connor had the most beautifully built and detailed Beechcraft T-34 B Mentor at the meeting. This 1-4-scale Mark Frankel kit was done in yellow and white and was powered by a Zenoah GT 80 twin gas engine. The plane had a 100-inch wingspan and weighed in at 49.5 pounds, which included 5.5 pounds loaded into the nose. The scale detail was fantastic and Chris is considering entering the plane into Top Gun this year.



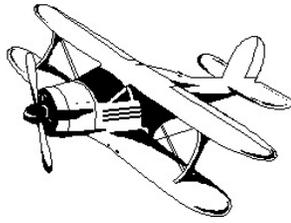
Jim Lundquist had a great looking Super Cub PA-18. This was built from a Royal kit that was 25 years old. The plane was done in white, red and blue SolarTex and had a 114-inch wingspan. The engine was a DLE 30 that develops 3.7 horsepower. It weighed in at 19.5 pounds. Jim has run 3 tanks of fuel for the first flights.



Jon Perry had a Fun Cub manufactured by Multiplex. This float plane was done in yellow with red trim and was powered by a Turnigy SK 3536 electric motor. The plane had a 55-inch wingspan and weighed in at 3 pounds. The Cub also had flaps that

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Show & Tell



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were controlled with a 3-position switch. Jon plans to have the maiden flight on this float plane at the Spring Float Fly the very next Saturday.



Jack Stewart had a good looking Dragon Dancer Z that he built from plans. The plane was done in white Ultrakote with yellow/black/green trim. The wingspan was 45-inches but the weight was unknown. The plane was powered with an OS 35 2-stroke engine. Jack said this is the first plane he has built in over 40 years. It was his first exposure to both CA glue and to iron-on covering. He said both were challenges, but those challenges were not apparent in the finished product. As of the meeting Jack had not put the maiden flight on the plane but said it was soon to occur.

John Berk had a couple of planes at the meeting. He started with a FunBat that he scratch-built from foam. He said \$3 worth of foam would make two complete airplanes. It was white with orange trim. This twin-tail plane was built to be hand launched and was powered with a Blue Wonder electric motor.



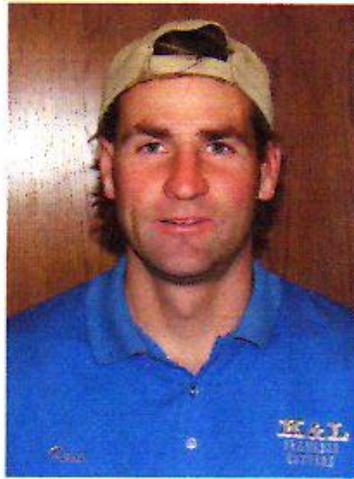
John also had a very interesting looking craft called Martin's Space Ship. This plane was originally designed and used in free flight. It too was built from foam board and most noticeably was missing wings! He was worried about the plane's roll stability with the lack of wings. He said on blimps the heavy gondola kept the air ship from rolling, but his does not have a heavy gondola so he plans on lowering the center of gravity. He has flown the craft and it flies with a steep 45 degree angle of attack. He also said orientation is a big problem. He also said it does have a wing – the entire aircraft is a wing! J

TCRCOnline.com

Use It

Veep's Corner

By Kris Hanson



Let me tell you about the 3rd Annual Memorial Day Camp Fly that was held this week at the Hanson Family farm. The weather was windy but we had lots of fun. Some campers and tenters enjoyed the weekend even though it rained some of the nights.

The fun things we did: Flew a whole bunch, raced cars in the barn, played in the swimming pool and hot tub a lot, played kickball, had a campfire, cooked hot dogs and smores, flew kites, and even rode horses.

About the flying, two people had little Champs and had quite a bit of fun flying those in the wind. The T-28 planes flew great in the wind. I flew my Scat Cat and had a blast. That thing is so fast! I was cutting the tall weeds in the field with it. It also did a good job making videos while flying super slow. No, I did not crash it. However, I did crash one plane on purpose twice. Once I flew it through the trees as fast it would go down wind. Sounded awful but did very little damage so a five minutes of repair and then I crashed it into the runway. A textbook cartwheel. The wing, tail and fuse all went flying apart.

Mike Burk brought his FPV (first person video) and the kids loved the flying using goggles, as if they were in the cockpit.

All-in-all, judging by the smiles everyone had, the Memorial weekend at the Hanson ranch was a great success. If you are looking for something to do next Memorial Day, come on out to my place. You can't help but have a good time.

We have the 1st Annual Competition Fun Fly coming up on Saturday, June 22nd at the Jordan field. This event is for gas/glow/electric aircraft of all sizes competing in many different challenges against each other for trophies and prizes. Registration will start at 8:30 AM and the events will start at 10:00 AM. It is a one-day event and the number of competitions will be determined by the number of entrants. For more details give Kris a call at 612-702-3609. No texting! Come out to the field for another fun event.

That's it for this month. Grab a kid and take him/her flying!

TCRC Member Responsibilities

by Corey Kaderlik
TCRC President

New and old members, it is your responsibility to protect your flying field.

Some reminders for the flying season for procedures for opening the field gate:

Our combination lock is not designed to 'fall open' when the correct code has been dialed in. It must first be pushed fully closed and then it will open.

After opening the lock, Always give the dials a spin or two to hide the combination. Otherwise anyone walking by can read the code from the lock as it sits open.

- If you are the last to leave the field, always lock one gate to the other by using the combination lock to join one end of the aluminum bar to the free end of the chain after looping it through the other gate.
- When inserting the lock into the bar and chain make sure the dials will face downward, otherwise rain (and snow) can gum up the lock making it very difficult to open.
- When closing the lock, push it fully closed and then tug on it a few times to ensure that it has latched.
- If you forget the lock code, call a club officer or board member for a 'memory refresher'.

TCRC has a beautiful field and these simple rules will help keep it that way.

J

J

2013 TCRC Building Contest

by Tim Wirtz

Greetings from India. Once again, it's time for the TCRC Building Contest. Last year, we had a great turnout and I'd like to see as good a turnout or better this year. This year, we will be holding it at the June meeting instead of at the field Sunday. Hope to see you all there.

Based on feedback from last year, we are going to change the categories a little. I think it will better reflect the diversity of our builders. So, here are the categories for this year:

Scale – any aircraft that was modeled after a full size aircraft. They can be civilian or military.

Warbird – Can be any warbird from any era.

Sport/Pattern – These would be your non-scale and fun, sport style planes. Kadets, Ultimates, Stiks, etc.

ARF – as it implies, this category is for Almost Ready to Fly aircraft.

New Plans/Scratch built – There are still some people who love the challenge of building a plane from their own ideas or plans in a magazine. Entered models must have been scratch built from plans or from the builder's imagination. Kits are not allowed.

New: Unlimited – This category is for ANY plane of ANY type and ANY value.

As with previous contests, here are some of the standing rules:

- The modeler has had to actually build the kit. No ARFs allowed in the non-ARF categories.

- The model cannot have been entered in any previous building contests.

- The model must be in flying condition though it does not have to have had its maiden flight.

- A model can be entered in only one category.

- A modeler may enter as many models as he chooses in any category

- There will be a first, second and third place in each category.

- There will be a Best of Show

- Winners of each category and Best of Show will receive a prize

There are three changes to the rules this year:

1. ARFs are ARFs – that means that they came mostly ready to go. However, some people trick out their ARFs and spend lots of time on them. In previous contests, there was a rule about time put into an ARF that would make it a like a kit. With the addition of the unlimited category that rule is no longer in effect. ARFs can be entered in either the ARF category or the Unlimited category.

2. All categories, except for the Unlimited category, will have a total value of the plane and parts of less than \$500.

That means, not including the motor, you have spent less than \$500 to get the plane in flying condition

3. Crashed and rebuilt aircraft can be entered in the ARF category or the Unlimited categories only

There will be ribbons and prizes and a lot of fun. So let's all get our planes ready and be at the June 11th membership meeting for the 2013 TCRC Building Contest. **J**

Calendar

Every Friday	Dome Flying Golf Dome Long Lake 9:00 PM to Midnight
June 1	2 nd Chance Swap Meet Hobby Warehouse Richfield, 8-4 PM
June 11	Membership Meeting, 7:00 PM CrossPoint Church Bloomington
June 11	TCRC Building Contest After Meeting Tim Wirtz
June 14-16	Fly-In & Camp Out Jordan Field Corey Kaderlik
June 22	Competition Fun Fly Jordan Field 9:00 AM Kris Hanson
June 23	Pylon Racing 12:00 PM Practice 1:00 Race Time Paul Doyle Kris Hanson

Moynet 'Jupiter'

by Conrad Naegele

The May Mystery Plane was the French Moynet 'Jupiter'.



The Moynet Jupiter was a small, luxurious executive transport, built in France in the early 60's. It was unusual in that it had a twin push/pull engine arrangement in a single fuselage.

Some civil and military propeller-driven aircraft used this arrangement, including flying boats. Some well-known planes were the Cessna 02 Skymaster, Burt Rutan's 'Voyager', the Adam 500 and the Dornier DO335 fighter. One flying boat, the DO26 had four such engines. Of course, the idea behind this arrangement was to provide multi-engine performance but also provided symmetrical engine out safety.

The Jupiter first flew in December 1963. It had an unusual wing plan form, a sharply tapered leading edge and straight trailing edge, full span flaps/ailerons – 2 spar fully-stressed wing, mass balance ailerons and stabilizers. The main under carriage rotated inward. The plane was rather expensive but with luxurious interiors, with all-weather instru-

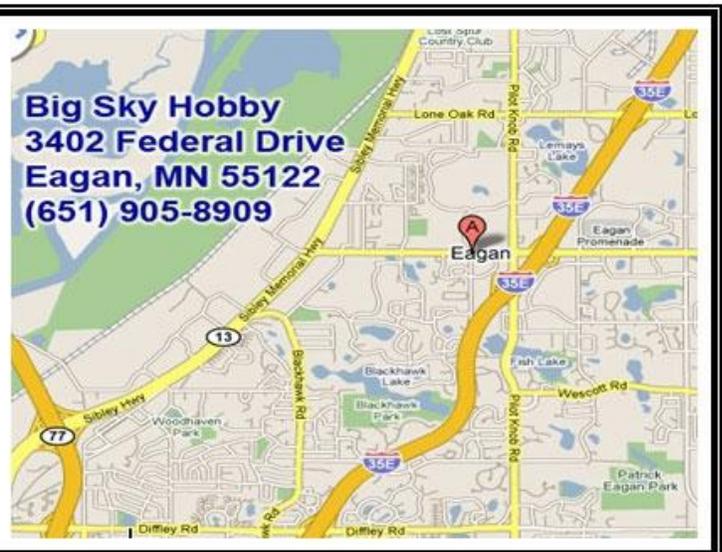
mentation and fully air conditioned. A second model was built, with slightly larger dimensions and larger engines and good ranges for this type of plane. However, only 2 models were built, no sales resulted and both planes are now in French aircraft museums. Two additional models were planned but not built.

The Jupiter was powered by a Lycoming 6-cylinder IO-360 engine that developed 200 horsepower. The second model was powered by an IO-540 that developed 310 horsepower. It had a wingspan of 37 feet 8 inches, a gross weight of 5,269 pounds, a speed of 226 mph and a range of 1,280 miles. It could carry between four and twelve passengers, depending on configuration. **J**

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.

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Pylon Racing League

by Paul Doyle

Hello race fans! After a brutally long Winter I am happy to say that the start of the 2013 T-28 Pylon Race League is upon us.

Last season was the first year of using the all-STOCK Parkzone T-28's and it was a tremendous success, so we will be staying with that platform again this year. I encourage the members of TCRC to join in on the fun!!

To participate is easy; purchase a stock Parkzone T-28 in either plug-n-play or bind-n-fly form, get yourself some 3S 2200 batteries 40c or less, and meet us out at the field on the dates listed below!!!

I also encourage racers to add a little color or large stickers to their planes to not only help the corner judges tell the aircraft apart but also yourselves as well.

Races start at 1 pm and are held on the 2nd to last Sunday of every month from May thru September with the last race being the 2nd Sunday in October. In the event of in climate weather the rain dates are the last Sunday of the month.

If you have any questions regarding racing please don't hesitate to email me at ppe74@yahoo.com. I'm also happy to announce Kris Hanson has agreed to help me co-chair the races this year so he will also be able to help answer any questions you might have and will be at the June membership meeting

Below is the race schedule for the 2013 season. All race dates have 12 pm warm-ups and 1 pm starts. In the event of a rain/weather cancellation the following Sunday is the back-up date.

May 19th
 June 23rd
 July 21st
 August 18th
 September 22nd
 October 13th

Let's have a great turnout of pilots for the 2013 edition of the T-28 Pylon Racing League.

Happy flying!

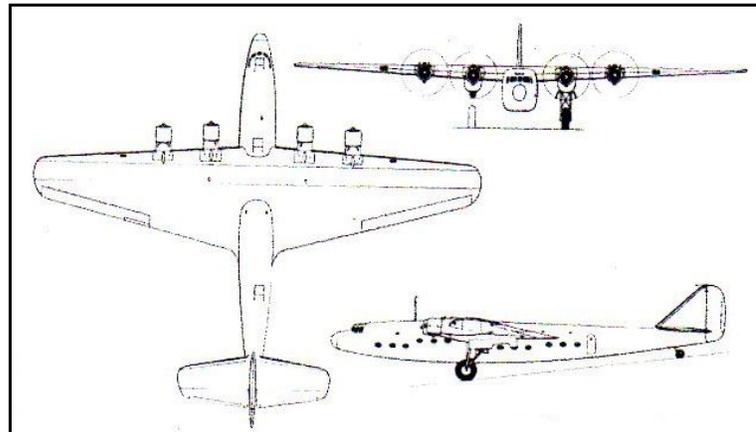
TCRC Tractor Ready To Go

by Jim Ronhovde

On May 23rd John Dietz and I filled the fuel cans, aired the tires, installed new battery, changed oil and filter, checked and filled fluids, lubed tractor and mower and generally inspected the New Holland tractor and mower for our mowing season.

It is ready to go when the ground and grass dry out a bit.

June Mystery Plane



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Membership Report

by **Bernie Gaub**
Membership Chairman

As we are entering the peak flying season (June, July, and August) our current membership count is 102. This consists of 2012 renewals, 15 new members, 2 returning members, and 16 non-renewing members.

When I volunteered for this job in Nov 2012, I generated a final 2012 TCRC Roster based on the records at that time. It showed we had 99 'listed' members; however, I soon realized that the 'listed' members and the 'actual' members of 2012 did not agree. As a result of this, we have worked and resolved these discrepancies on a case by case basis. If you are still in need of resolution on this matter, simply email or call me.

My goal is to have an accurate spreadsheet of all paid members, and have all paid members appear in the TCRC Roster.

So, what's happening now? Members may still be added; however, at a slower rate. I will continue to generate the TCRC Roster and TCRC Roster Data and upload them to the TCRC web server - with notification monthly until end of September (I have uploaded several updates to the server to date; however, I do not control whether or not they appear on the website). A final 2013 Roster and Roster Data will be generated during November or December. It is *the* document

Member Pictures Needed

by **Bernie Gaub**
Membership Chairman

Below is a list of paid members of TCRC that do not have pictures of themselves in the TCRC Roster:

- Roy Aretz
- Daniel Armstrong
- Marvin Boote
- Brian Brastad
- Tom Carlson
- Mike Cochrane
- Daniel Dahlman
- Curtis Elkin
- Dick Erlandson
- Lea Foli
- William Hunchis
- William John
- David Johnson
- Kevin Kavaney
- Tom McMahon
- Kevin McNamara
- Wesley Moeding
- Sam Rosenberg

which baselines the next flying season's membership.

Beginning mid-April we issued badges that display your AMA number with a provision to include a photo. Feedback seems to be positive, and the plan is to issue all 2014 badges in this format. If you have no photo on record (or want to replace your current photo with a different one), simply have someone take your photo and email it to me. There is no need for you to edit it as I will Photoshop the picture into a format compatible with our needs.

I can be reached at 952-888-3072 or by email at wb0nga@arrl.net.
J

- Mateo Rossini
- Vito Rossini
- Peter Stapleton
- Gerren Steinbach
- Bob Swenson
- Dave Varner
- Stan Von Drashek
- Tim Wirtz
- John Withrow

It is really helpful to all members to be able to put a face with a name, and that is one of the purposes of the TCRC Roster.

If you have a picture of yourself you would like to be in the Roster, send it to Bernie Gaub at 11037 Stanley Curve, Bloomington, MN 55437 or email it to him at wb0nga@arrl.net. Or if you are at a meeting, ask Jim Cook to take a picture.
J



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Fantastic Cockpit Detail



This is a photo of the scale detail in the cockpit of Chris O'Connor's Beechcraft T-34 B Mentor that he had at the May meeting. Chris spent many painstaking hours on every aspect of the plane and is considering entering the aircraft in Top Gun. (Photo by Jim Cook)

THE TCRC FLARE-OUT Monthly Newsletter



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