



October

Minneapolis, Minnesota U.S.A.

2005

## Pilot's Prevail Over Wild Winds At Fall Float Fly

by Jim Cook

The weatherman predicted bright sunshine, warm temperatures and winds from 20 to 30 mph for Saturday, September 10<sup>th</sup> – the day set for TCRC's Fall Float Fly. Unfortunately, the weatherman was right about the winds as they gusted to 35 mph. But the intrepid TCRC pilots were undaunted and started showing up at Bush Lake Park in Bloomington, MN around 10:45 AM.



Dan Stensby's SeaFan comes in for a very smooth landing at the TCRC Fall Float Fly. (Photo by Scott Anderson)

CD Jim Cook arrived around 10:30 AM to find the parking lot filling up with lots of cars from the Bloomington Book Festival. Rick Smith

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## TCRC Season Finale October 15<sup>th</sup>

Although October arrived with nice warm weather, we all know that the colder temperatures are just around the corner. And with the arrival of October comes TCRC's Season Finale.

This year it is scheduled for Saturday, October 15<sup>th</sup> at the Jordan Field. As this issue of the *Flare Out* goes to press, the Jordan runways have water on them for the 4<sup>th</sup> time in 2005, but that water is going down rapidly and should be off of the field by October 5<sup>th</sup>, and not be an issue for the Season Finale.

CD for the Season Finale is Mike Timmerman and he said start time will be 11:00 AM. He is planning on having the grill lit and also chili will be served. Those persons attending should bring a snack or dessert.

The Season Finale always has lots of spouses attend and we are usually blessed with nice weather. In addition, it is a great tradition that the Grim Reaper makes his appearance to claim those hapless planes that did not survive the season. Let's have a great turnout for the TCRC Season Finale. ©

## From the Left Seat

by Jay Bickford

Four floods in one year! I don't know if this is a record for us or not, but it sure seems like a lot of water for just one season. As I am sure most of you already know, the TCRC Flying Model Air Park in Jordan flooded for a 4<sup>th</sup> time this season on the weekend of October 1<sup>st</sup> and 2<sup>nd</sup>. Thankfully, this flood is going to be short lived, and as I write the water is already on the way down. Hopefully the flying field will be open again soon and we can all still get in some great fall flying before the snow starts to fly and we have to get out of the skies. But hey, we're Minnesotan's, and nothing keeps us down for long.

Please keep in mind that the annual TCRC elections are next month, and we will hold the election at the November membership meeting. If you have been in the club awhile, please consider running for a leadership

office. According to the TCRC bylaws, you must be a Qualified Member to hold an elected office. This just means that you must have been a TCRC member for at least one year and have flown a radio controlled aircraft once between the months of January and June and once between July and December of the proceeding calendar year. This year the positions of President, Vice President, Treasurer, Secretary, and two board seats are open. If you would like to run for one of these positions, or nominate someone for one of these open positions, please let a current board member know of your interest. I would like to see some of the newer members get involved in leadership rolls. It can be both interesting and rewarding as I can personally attest.

I also must inform you that after much thought and consideration, I have decided not to run for re-election as president in 2006. I plan on remaining active in the club, but at a somewhat reduced level of commitment. I anticipate a few changes with work and family responsibilities next year

that will affect the time I have available to devote to the club. I hope to serve you again in a leadership capacity at some time in the future when there is a little less demand on my time. Thanks for the confidence you all have placed in me over the past three years that I have served as an officer of TCRC.

We have the annual Season Finale coming on Saturday, October 15<sup>th</sup>. Mike Timmerman is the chair for this year's event. The Season Finale is a great event and lots of the members' spouses come out for a grand day of flying, friendship and good food. (Mike states that the grill will be lit and also some good chili will be available.) As usual it is believed the Grim Reaper will be present to commit to the big blue yonder those worthy aircraft that did not survive the flying season. Plan on coming out to Jordan for a great day!

That's all I have for you this month. See you at the field . . . ☺

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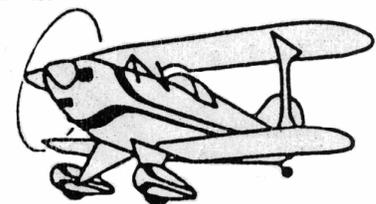
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## Fall Float Fly

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and Dan Stensby had already arrived and were getting their planes ready. The wind was strong out of the south and was letting everyone know that it was going to challenge the flyers all day.

Assistant CD Mike Timmerman arrived with the TCRC boat and frequency board and the pool was declared 'open'.

Rick Smith decided to try an electric on floats for the first flight, but the wind quickly let him know that electrics were not going to fly on this day. As soon as this was apparent to Rick, he came right back with his twin-engined Bobcat and roared into the winds with the first flight. Dan Stensby was quick to follow with a stick on floats. The air proved to be quite 'bouncy' and remained that way all day. But neither bounce nor gusts were going to be able to claim any victims this day as flight after flight took-off and landed without any major mishaps. The retrieval crew did see some action as deadsticks occurred or the wind lifted a wing after landing and flipped an aircraft over.

Two maiden flights occurred at the Fall Float Fly. Bob Nestaval put the first flight on Larry Couture's Catalina-style float plane. The take-off proved to be a white-knuckler as Bob saved about three stalls and actually did a touch-and-go before finally getting the plane into trim. Once trimmed it proved to be a nice flyer and landed without further incident. Newest club member Jeff

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## Larry Couture's Catalina Taxi's Out For Its Maiden Flight



With Bob Nestaval at the sticks, Larry Couture's Catalina heads out for its first flight. (Photo by Jim Cook)

## Maiden Flight #2



New TCRC member Jeff Diesch lifts his Avistar trainer off for its first flight at the Fall Float Fly. (Photo by Scott Anderson)

## Fall Float Fly

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Diesch also had a new plane ready for its first flight. In addition, it was also Jeff's first flight off of floats. The high-wing trainer taxied out and upon lift off, proved to be a squirrel with several harrowing low-altitude turns before Jeff was able to get it trimmed out. As with Bob's, once trimmed, the plane became a nicely-behaved aircraft and looked good in the air. On landing, a wind gust caught a wing tip and flipped the plane over, but it was unscathed when the retrieval crew got it into the boat.

The pilots who put a plane in the air at the Fall Float Fly were: Rick Smith with his Bobcat; Larry Couture and Bob Nestaval, a Catalina; Jim Cook, a Big Stik; Scott Johnson, a J-3 Cub; Jeff Diesch, a Avistar trainer; and Dan Stensby, a Seafan, and a Magic ARF. In addition, TCRC members Mike Timmerman, Conrad Neagele, Gerry Dunne, Scott Anderson and Dave Kurschner came down to watch the action and lend some helping hands. In addition, Jeff Diesch's friend Todd Golke came and announced he would be TCRC's next new member.

Rick Smith and Dan Stensby put in by far the most flights during the day. Around 2:00 PM the wind was still blowing, and even gusting higher, and the pilots decided it was time to pack it up.

Thanks Jim and Mike for CD'ing the event and to all of the TCRC members who came down to be a part of the 2005 TCRC Fall Float Fly. ☺

## The Retrieval Crew Was A Scary Looking Lot!



Gerry Dunne and Rick Smith show their hands-off approach to a downed aircraft. (Photo by Scott Anderson)

## J-3 Cubs Were Meant To Fly Off Of The Water!



Scott Johnson's J-3 Cub lifts off at the TCRC Fall Float Fly. (Photo by Jim Cook)

# Pictures From TCRC's Fall Float Fly



**Rick Smith gets a lot of moral support from other members during the first flight of the day.**



**Dan Stensby's '59 Dodge Lancer gets some close attention from the 'blue crew'.**



**Jim Cook's Big Stik floats to shore after flipping following a great landing.**



**The retrieval crew makes a return with Scott Johnson's J-3 Cub.**



**Rick Smith's Bobcat just before touch-down.**



**Conrad & Larry showing some spectator action.**

**Photos by Scott Anderson, Jim Cook and Rick Smith**

## New Members

Lots of new members for TCRC this past month.

Jeff Diesch lives at 635 Prairie Center Drive, #272 in Eden Prairie, 55344. His phone number is 952-412-8841 and his e-mail address is [jdiesch@exlar.com](mailto:jdiesch@exlar.com). Jeff has been flying less than one year and currently has an Avistar 40, an Aresti 40 and a 60-size Extra 300. He was at the Fall Float Fly at Bush Lake Park and did his first ever float flight.



**Jeff Diesch with his Avistar on floats at Bush Lake in September.  
(Photo by Jim Cook)**

Dan Cinnamon lives at 5249 Overlook Drive in Bloomington, 55437. His phone number is 612-207-2926 and his e-mail address is [dcinnamon@gmail.com](mailto:dcinnamon@gmail.com). Dan has been flying for about 3 years and currently has a Razor 3D, a Zagi 400X, and a Unicorn Flying Wing.

Dave Kurschner lives at 10817 Irwin Avenue South in Bloomington, 55437. His phone number is 952-884-1269 and his e-mail address is [dkurschner@mn.rr.com](mailto:dkurschner@mn.rr.com). Dave is new to flying and currently has a Hobbico Nextstar trainer. Dave was at the Fall Float Fly at Bush Lake also and is excited about learning to fly from water.

Michael Williamschen is a new junior member that lives at 6230 Murray Hill Road in Excelsior, 55331. His phone number is 952-470-9664 and his e-mail address is [ljlw@mchsi.com](mailto:ljlw@mchsi.com). Michael has been flying for two years and currently has a Kadet Lt-40 and a helicopter.

When you see Jeff, Dan, Dave and Michael at a meeting or the field, be sure and introduce yourself and welcome them to TCRC. ☺

## Candidates Needed!!

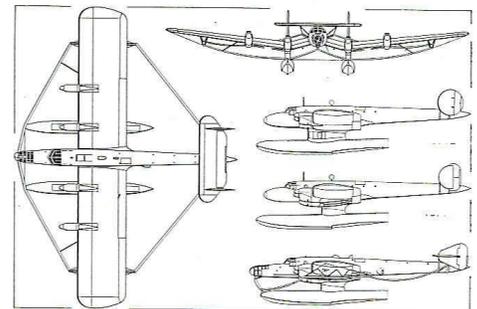
TCRC elections are scheduled for Tuesday, November 8<sup>th</sup> at 7:00 PM. All four officer positions are up for election and two of the three board seats also.

As of press time, the club has no candidate for president, vice president, and treasurer. Pat Dziuk is running for secretary again, and we do have two candidates for the board seats.

It is very important that every member of the club take the time to think about running for an officer position. TCRC is prospering, with a fantastic flying site, a growing membership, and lots of active members. We need some of those active members to step up and become a part of the operation of the club.

Please give serious thought to being a candidate for office this in 2005. ☺

## October Mystery Plane



# From The Co-Pilot's Seat

by Gerry Dunne

Hi TCRC'ers! How is your flying going this month?

Well, we had our Fall Float Fly at Bush Lake Park on Saturday, September 10<sup>th</sup>. It was pretty windy but that didn't stop the pilots from showing up and certainly didn't keep the planes out of the air. For all the wind, there were no mishaps and everyone had a great time. The Grim Reaper was there chanting for planes to crash but the gods of flight were there also and no planes perished in the water. Lots of members came down to watch and lend a hand. Thanks to Jim Cook and Mike Timmerman for chairing the event.



The strong wind catches the wing of Jeff Diesch's trainer after a nice landing. (Photo by Scott Anderson)

We had another nice program at the September 13<sup>th</sup> meeting. President Jay Bickford gave a presentation on aerial photography and had his Slow Stick equipped with a Canon digital camera for demonstration. He also showed lots of his pictures he has taken at many locations in Minneapolis and St. Paul. Thanks to Jay for a very interesting program.

The program for the October 11<sup>th</sup> meeting will be a presentation on foam wing cutting by an always willing Scott Anderson. Be sure and make it to this meeting.

We have our Season Finale coming up this month on October 15<sup>th</sup>. This is always lots of fun and the wives come down to Jordan for an enjoyable afternoon. Lots of food is available and we are usually blessed with nice weather.

We have our TCRC elections on November 8<sup>th</sup> for the board and all of the officer positions. I would like to see someone run for VP besides myself. My family life is getting quite busy and I am finding less and less time for anything else. We need everyone to give some thought to running for an office this year. The club is growing, we have a great field, and we need to get more of our members involved in the operation of the club. Please think about running for an office this year.

Our annual banquet is just around the corner. It is scheduled for Sunday, November 13<sup>th</sup> at Dangerfield's Restaurant in Shakopee. This is always a fun event and a good time for the members and their wives to enjoy a great meal and a lot of friendship. Let's see a lot of our new members make it to the annual banquet.

Well, that is all for now, so fly fast, fly safe, and try to land on the wheels. ☺

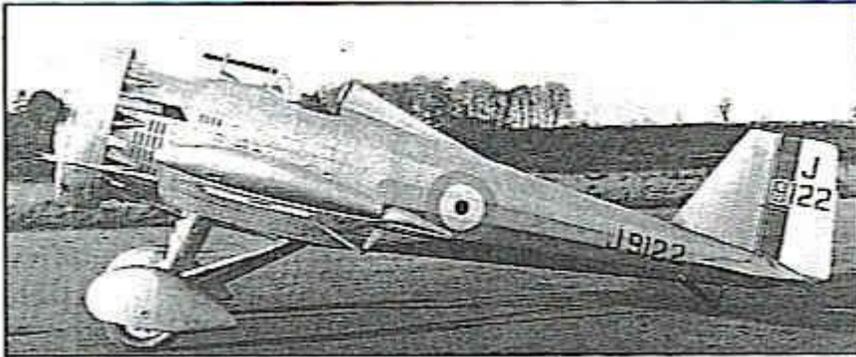
## Calendar

- |         |   |
|---------|---|
| Oct. 11 | TCRC Membership Meeting, 7:00 PM<br>Fellowship Hall<br>CrossPoint Church<br>Bloomington |
| Oct. 15 | Season Finale<br>Jordan Field<br>Mike Timmerman   |
| Nov. 8  | TCRC Elections  |
| Nov. 13 | TCRC Annual Banquet 5:00 PM<br>Dangerfield's Restaurant<br>Shakopee                     |

## Vickers 151 'Jockey'

by Conrad Naegele

The September Mystery Plane was the English Vickers 151 'Jockey'.



The Vickers Aircraft Company of England had a long distinguished history in the flying industry, spanning a period from 1911 to the late 60's. It had some notable airplanes, and some duds. A couple of examples were the 'Vimy' bomber and the WWII 'Wellington'. Vickers was one of the pioneers in developing the Geodesic or basket weave construction, very strong, and able to absorb an enormous amount of battle damage and still function.

One of the lesser designs was the type 151 'Jockey'. One of the specifications was to be able to overtake an enemy bomber going 160 mph (this was in 1929). The design engineer was a Frenchman named Wibault. This design called for a metal fuselage from the rear of the cockpit forward, with the rear fuse and tail feathers wood. The original engine was to be a Bristol Mercury 9-cylinder air-cooled radial of 480 horsepower. A novel feature was a side-hinged engine for accessibility, whereby no disconnection of controls, piping, wiring and even the gun synchronization mech was necessary.

The 'Jockey' was flown in 1930, but was underpowered, it oscillated badly, and lacked torsional rigidity. It was redesigned and a more powerful engine, a Jupiter 530 hp radial was to be installed. However before this could be done, the plane was unable to recover from a flat spin, and crashed. Still it was again redesigned as the type 279, with the bigger engine, and renamed 'Venom'. This was much more successful, but Britain lacked the needed more powerful radial engines, and just about this time, 1935 or so, saw the emergence of the new Rolls-Royce in-line V-12's. This particular line of aircraft was at a dead end. FYI – all Vickers aircraft to this point were named with a 'V'.

The 'Jockey' had a wingspan of 32-1/2 feet, a weight of 3,161 pounds and a top speed of 218 mph. It carried 2-303 caliber machine guns for armament. ☺

## TCRC Banquet November 13

TCRC's Annual Banquet is scheduled for Sunday, November 13<sup>th</sup> at Dangerfield's Restaurant in Shakopee. Start time is 5:00 PM.

The president and vice president of the club are the chairs for the banquet and this year's event promises to be great.

The banquet starts with a cash bar at 5:00 PM and the buffet dinner is served at 6:00. Following the meal, the president does a year in review, there are several awards and presentations, including the Walt Billett Award for that member who best personifies the purpose of the club. Following the program is always enjoyable entertainment.

New members and spouses are encouraged to attend the banquet. Besides being a lot of fun, it's a perfect time to get to know a lot of members you haven't had the chance to meet.

There is a banquet registration form included in this newsletter. Please take the time to complete the form and return it to President Jay Bickford at the address listed on the form.

Cost of the banquet is \$24/person and includes a buffet with three entrees and dessert. Dangerfield's always does a very nice job catering the event.

Deadline for registration is November 8<sup>th</sup>. Be a part of the 2005 TCRC Annual Banquet. ☺

## Tips and Hints

by Larry Dudkowski

This column is a collection of things I learned while looking up other things. Sometimes I run across hints, tips, or articles that aren't big enough for a whole column but are interesting enough to pass along to others, so here they are.

- Voltage is a critical factor in determining propeller speed in an electric model. I tried to fly my A-10 using a two-cell Li-Poly pack (7.4 volts 1200 mA). It promptly floundered into the ground. I switched to a six-cell Ni-Cd pack (8.4 volts 600mA) and found that I had a good performing aircraft. The same was true for my Tiger 400. Just switching from a two-cell (7.4 volts) to a three-cell (11.1 volt) Li-Poly made all the difference in the world. Simply put, it is battery voltage that determines the propeller speed and therefore causes aircraft speed. It is battery capacity (mA) that determines the flight time.

- The next time you out grocery shopping check out the stationary section of the store. Look in the section where the rulers and protractors are. Pick up a set of small triangles. They usually come in a set with a 45° and 60° angle. They work great for squaring up the fins and rudders against the stabilizers and elevators (or any other spot where you need to have a 90° angle). You may find that they will work a little better if you cut off about a 1/2-inch of the 90° corner of each triangle. I also like to use them to position

the control horns in relation to the servo arm. For constant cord wings, set the base of the triangle along the control surface. Slide it along until it aligns with the servo arm and mark the spot on the control. The same is true for the rudder and elevator.

- Here's one for you builders out there — if there are any left. When I have wing-mounted servos, I make some paper tubes to use as guides for the servo wires. Just roll up some stiff paper (typing or printer paper will do) into a tube slightly larger than the servo connector. You want to make sure the connector will pass through the tube easily. Tape or glue the tube so that it doesn't unwind. Then simply glue the tube to the wing ribs so that you have a conduit between the servo-mounting hole and the points in the wing. Being paper it's easy to cut the excess tube. Now even with the wing covered you should easily be able to thread the servo leads through the wing to the exit points.

- You want to put a little thought into when you mount your on/off switch. This is especially true for hand-launched models such as Combat airplanes. You want to place the switch in a location that won't be accidentally hit during the launch. For Combat models, probably the best spot would be on the top of the fuselage just aft the wing. There have been a few instances where the switch was accidentally turned off during the launch. This caused the model to go out of control and crash at full throttle. If you use a push/pull switch, try this little bit of advice. Set it up so that pull is on and push is off. That way, if anything hits the tab during transport it will not

turn the model on and discharge the batteries. When flying I use a small piece of fuel tubing to hold the switch in the on position. Simply cut a small piece of fuel tubing about the length of the push/pull rod in the on position. Then cut the tubing lengthwise, and you can slip it over the rod. When ready to power up your airplane, pull the rod out and slip the piece of tubing over the rod between the fuselage and the tip. This will prevent the rod from accidentally being pushed in during handling. This little lesson cost me my Ultra-Stick last summer when the model powered itself off in flight. Believe me there is nothing scarier than flying a model you can't control.

*(Reprinted from the newsletter of the Prop Masters RC Club, Downers Grove Illinois.)* ☺

## Field Floods A Fourth Time

Heavy rains again brought the Minnesota River onto the Jordan Field on Friday September 30<sup>th</sup>. This is the 4<sup>th</sup> time in 2005 that the field has been flooded. However, as fast as the water came up it is going down and the field is expected to be clear of the water on Wednesday, October 5<sup>th</sup>. ☺

**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.**

Editor, Jim Cook  
@ Flare Out Publisher  
1177 Polk Street  
Shakopee, Minnesota 55379

## Another New TCRC Member



New TCRC Dave Kurschner was at his first club event, the Fall Float Fly at Bush Lake in September. He didn't put a float plane into the air that afternoon but is hopeful that he will be ready by the spring. ☺

### THE TCRC FLARE-OUT Monthly Newsletter



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