



October

Minneapolis, Minnesota U.S.A.

2015

Scale Saturday 2015

by Scott Anderson

After a week of rain, Saturday September 19th proved to be sunny, cool with light and variable winds. The perfect day to hold a flying event!

The first aircraft were in the air shortly after 9 am and they did not stop until we locked the gates after 6 pm. We had nearly 50 members, pilots and guests at the event sharing their finely-crafted scale models.

The AMA registration sheet had 42 AMA registered pilots from Northfield, Wilmar and points closer to the Cities. Many of our guest pilots and visitors had heard about the event on Facebook and had to come see the TCRC Model Air Park. One of our guests was so interested it sounds like he may join us this year!



Geoff Barber readies his beautiful giant-scale Stearman PT-17 biplane for its maiden flight at Scale Saturday. (Photo by Scott Anderson)

The day started out with Safety Officer Larry Couture giving a terrific pilots' meeting where we emphasized the no fly zones to ensure peace and quiet for our neighbors. Tim Wirtz fired up the grill and roasted Ambassador hot dogs for any and all to have.

Joe Neidermayr's scratch-built Airbus was a treat to see fly as were most of his private squadron. Rick Smith flew his cub and Dave Andersen brought out his Japanese giant scale. Unfortunately one of Dave's batteries showed a bad cell so he did not fly.

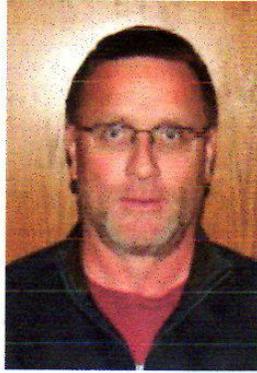
Bob Glass put in flight after flight with his giant Piper Super Cub. He even dropped Dave the Minion a couple of times to the appreciation of our visitors. We did have more pilots displaying their aircraft than flying them so the skies were often begging for a flight!

Pete Stapleton put his 1/3rd scale Aircoque in the air flight after flight. The Saito FG-57T four stroke twin was such a pleasure to listen to as it glided by! Former TCRC member and now head RC Universe reviewer, Geoff Barber and his partner Jimmy Buzzeo arrived early after a two-hour drive to set-up and fly their new 1/3rd scale PT-17 Stearman biplane. We advised the pilots of the maiden

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A Note from The Head Wing Nut

By Bob Briesemeister



Hello TCRC Members!

We had some great flying weather and flying events in September starting with our final meeting at the field. There was a good turn out and light winds for flying but there was one problem -- we had a mid-air collision with only two planes in the air! The "Pattern Arrow" is there to keep everyone flying in the same direction and avoid mid-air. That said, with only two planes in the air and such a large flying area, why would you fly so close? Please respect your fellow pilots and give them sufficient airspace!

On Saturday, September 19th Scott Anderson hosted the "Scale Fly" event which was open to all AMA pilots. It was very well attended with more than 60 planes, 40 pilots and many spectators.

The Fall Float Fly was held at Bush Lake on Saturday the 26th. The weather was perfect for flying off the water with a slight ripple. I had to remember my Boy Scout days when going out in the canoe to rescue a few planes. No I did not get wet! I would like to thank Steve Meyer for hosting this event again.

Just a reminder not to fly piston-powered planes before 8:00 a.m. and to fly north of the pit fence and the orange pole on the east end of the field. Also hunting season has begun and we need to wear the orange vests when looking for airplanes in the woods.

Our "Season Finale" will be held on October 3rd at the field. Lunch will be served at around 11:30 so bring a dish to share and come out and do some end of the year flying.

I picked up the parts for the New Holland tractor and Doug Elyea is reassembling the 500 parts that are lying on the garage floor as I write this article...thanks Doug!!

Show & Tell is back! We will have time on the agenda for this at the October membership meeting on Tuesday October 13th at Cross Point Church at 7:00 p.m. Sorry to say we will not be serving dinner at the meeting. I would like to give a big thank you to Jim Lindquist for

helping with the grilling the last four meetings. The meals were a very popular part of the meetings-at-the-field.

November brings the elections and the Ugly Airplane Contest. All 4 executive board positions and 2 at large positions are up this year. We are also looking for a new membership chairman. I would like to thank Bernie Gaub for serving as membership chairman for the last 3 years, and to all the board members who have served this last year. Remember this club is run by the members who volunteer their time.

On November 14th the TCRC banquet will be held at Fongs in Prior Lake. Cost is \$25 per person. So take your wife out for a nice dinner and an evening of fun, and the possibility of winning a door prize or two.

This month's plane will be the most expensive raffle item to date. It retails at \$299.00 and is a Great Planes Escape MX 30 cc or large electric equivalent. Still only \$5.00 per chance.

Happy Flying

J

TCRC Banquet November 14th

The TCRC Banquet will again be held at David' Fong's Chinese Restaurant in Prior Lake on Saturday, November 14th.

This is a gala event with great food, good friends, and some wonderful door prizes. Cost is only \$25 per person. Bring your spouse and enjoy the TCRC Banquet. J

Scale Saturday

Bald Eagles Breakfast R/C Club

by Jim Cook

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flight and cleared the field for its first trip aloft. It was something to see! Jimmy did a professional job putting it through its paces for photos and video for the review. You will see it on RC Universe sometime next month!

Rick and Rusty Freeman from Northfield brought their friends and a gaggle of scale aircraft! Rusty flew his kit-bashed Top Flite Giant Scale Focke Wulf 190 ARF stripped and painted in British markings. Rusty flew it for some terrific photo passes for my camera. Some of them actually were in focus! Rusty had the whole story of the history of the aircraft. He also flew Bob Gustafson's Cessna T-50 twin "Bobcat" built from Don Smith plans.

Tim Wirtz took time off from cooking hot dogs and feeding us so he could fly his 'scale' Sig Wonder! It was a low key and fun flying event! Next year we may add some small awards for pilots' choice and others. Let me think about that for a while . . .

I want to thank all the members who helped make the event happen and all our pilots who came and shared the sky with us!

(Editor's Note: And a very BIG thank you to Scott Anderson for chairing the event and getting the word out to so many scale R/C pilots.)

On Wednesday mornings a group of rather mature gentleman arrive at 8:30 AM at Perkins Restaurant on the corner of France Avenue and 494 (beside Steve & Bobby's Auto). The purpose of this group is to gather and discuss any and all aspects of the hobby of flying R/C airplanes, and share breakfast together.



These guys are the Bald Eagles. In 1987 TCRC member John Krekelberg held an organizational meeting, then at Marc's Big Boy on France Avenue, to discuss his idea of having R/C flyers that had retired from gainful employment to get together for breakfast once a week. Eight TCRC members attended that first meeting -- Don Heywood, Jerry Hesse, Lank Neuman, Ralph Post, Harry Proctor, Fred Wallman, Jerry Schlichting and John Krekelberg. At that meeting, they decided on the name Bald Eagles, adopted Wednesday mornings as the meeting day, said the club was open to anyone officially retired, and adopted the official creed, "The Gods do not subtract from man's allotted time those hours spent flying." In that year, the club quickly grew to 23 members.

The Bald Eagles have met continually for 28 years since that date in 1987. The meeting location has changed many times over that period, and most, if not all of the founding fathers have gone to that great flying field in the sky, but their ideal and spirit live on in the current Bald Eagle membership.

The current members of the group are laid back and easy going, allowing other R/C pilots to attend even though they are still working for a living. These individuals are cautioned to make sure they don't take too long at breakfast so they can get back to work and continue to pay into FICA.

If you are retired (or maybe not), stop in at Perkins in Bloomington some Wednesday morning and have a bite with the Bald Eagles

Pictures From TCRC's Scale Saturday 2015



Pete Stapleton and friends pose with his great looking Aircoupe at Scale Saturday.



Photo by Scott Anderson

Bob Gustafson's gorgeous Cessna T-50 twin Bobcat approaching a landing.



When not flying, the pilots were glued to the spectator fence to watch some great scale flights.



Photo by Scott Anderson

Rusty Freeman of Northfield brings his giant-scale Focke Wulf 190 down after a great flight for a perfect landing.



The maiden flight of Geoff Barber's PT-17 biplane was a great event to witness.



The spectators were all smiles at Scale Saturday.

Photos by Scott Anderson

A Perfect Day for TCRC's Fall Float Fly 2015

A "Co-Pilot's" Perspective (Sandy Meyer...wife of Steve)

Bright blue sky . . . 75 degrees . . . light breeze . . . PERFECT day for the TCRC Fall Float Fly at Bush Lake. It's the best weather we've had in many years! The only negative was we had to end by 2 PM because of the Open House for the Hyland Park Ski Lodge. We could have flown until 3 or 4! When Steve and I arrived at 9:30 a couple of guys were already setting up and Larry Sorenson had his Old Town kayak on the beach ready for retrieval. Thank you to Larry and also Rich Raming who brought his Old Town canoe. As always we hoped not to need the retrieval boats...but they got quite a bit of use! I was "invited" to attend because Steve wasn't sure any retrieval boats would be there so he loaded me and my orange Viper kayak around his planes and off we went to Bush Lake for the day! Alas the Viper stayed in the van.



Some of the pilots pose for a group shot during the Fall Float Fly on Bush Lake. (Photo by Steve Meyer)

Many of the regulars were unable to attend because of other commitments. It's too bad because they missed a PERFECT day. There were several spectators and I had the opportunity to talk to many of them. A couple showed interest so I told them about the club and they chatted with a few club members so don't be surprised if you see some new faces at the next meeting.

The first plane to catch my eye was Larry Sorenson's beautiful yellow and red Spacewalker. It was tied to a tree but then it went to the beach

and had a great take off, flight, and landing . . . several times! I had a great time registering the pilots . . . making them search for their AMA numbers and listing radio channels to prevent any potential disasters. All-in-all 22 pilots from a number of clubs had the opportunity to fly several times throughout the day.

There were so many amazing planes. The most interesting to me was Julian Bristow's Neptune and Stan Erickson's Sea Cruiser that took off and landed on their bellies with no pontoons. I had no idea you could do that! The only planes that I recognized were the yellow J-3 Cubs . . . and there were lots of those! Mike Burk brought something that looked like a water boat. I asked him if it flew and he laughed and said no it was to retrieve planes. Silly me to assume that everything with an R/C radio and a propeller could fly!

There was non-stop flying all day long except when a class of kayakers decided to paddle through the flight line. I had a little chat with the kayak instructor about safety when R/C planes are in the area. He said he had no idea, thanked me, and took the class to the other side of the lake. Then there was also the swimmer who decided to swim through the flight line! I was amazed that many times throughout the day at least six planes were in the air and not even a close call!

Most of the retrievals were because of battery failure, engine quitting, and running out of fuel . . . no pilot error! Sadly Steve's Red Stik was the only plane that went down on the other side of the lake and suffered repairable damage because of electrical or mechanical

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Fall Float Fly

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malfuction. I watched it fall out of the sky and parts seemed to fly everywhere. It always makes me a little sad because I know the time and money put in to these planes. When it arrived back on shore only missing a prop and aileron servo I was a bit relieved!

The only other noticeable damage of the day was Stan Erickson's TCRC sweatshirt. He got a little too close to the propeller while leaning over with his loose shirt . . . luckily the shirt was cut but his tummy was left unscathed. It's a reminder to keep your distance and pay attention when near propellers!

I had so much fun I can't wait to go again. I really enjoyed chatting with all of the guys. You're all really nice and I'm glad Steve has the opportunity to spend time with you. I found out there is a Bald Eagle Breakfast Club every Wednesday morning. You might have a new member because Steve's social secretary now has it on her calendar!

Thank you to everyone who made me feel so welcome and made it such a fun day. **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.

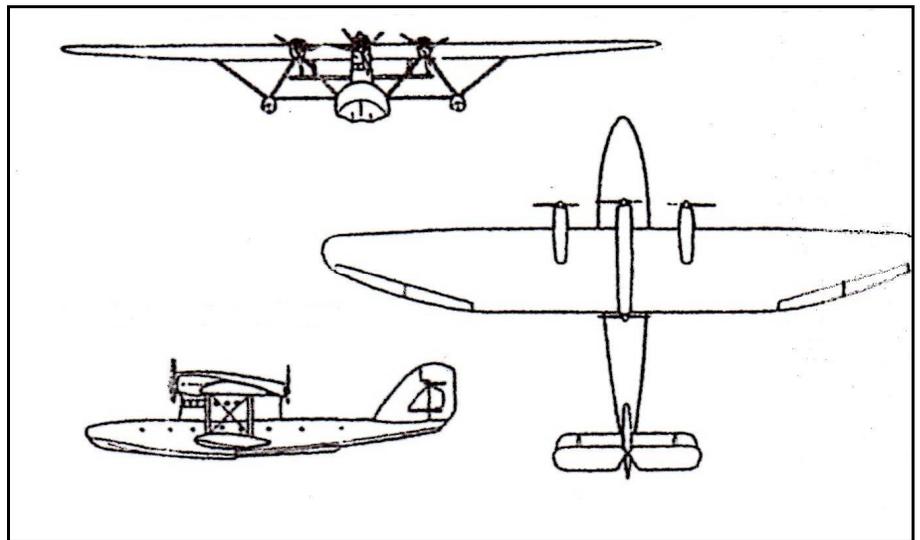
September Raffle Winner



Mark Wolf won his first TCRC raffle and he was all smiles. He won a Horizon Hobby P-47D Thunderbolt ARF that had installed flaps and retracts. The retail value of the plane was \$230, and he won it with just a \$5 investment.

The October raffle prize is a Great Planes Escape MX, and it is our most expensive prize to date, retailing at \$299. Chances are only \$5/each and you may enter as many times as you wish. Come to the monthly meeting on October 13th at CrossPoint Church in Bloomington and be the next winner of the TCRC raffle. **J**

October Mystery Plane



Pictures From TCRC's Fall Float Fly



The retrieval boat at the Fall Float Fly was a kayak and it was kept pretty busy. The water was so nice the paddling got to the downed aircraft quickly.



John Berk had a pretty interesting float plane at the TCRC Fall Float Fly.



Stan Erickson returns to the pits after a good flight over the water with his Sea Cruiser.



Mike Burk had his own retrieval boat at the Fall Float Fly, but the kayaks got all of the business when an aircraft needed fetching off the water.



The water was warm enough for Steve Meyer to get his feet wet as he readied his Beaver for another flight on Bush Lake.

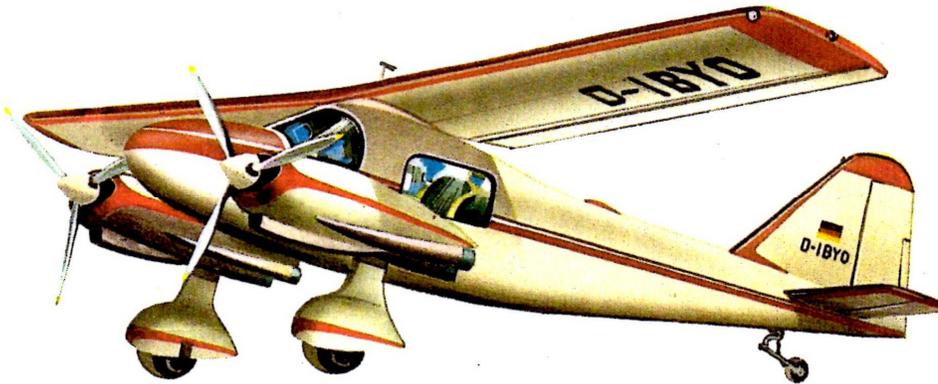


Sherwood Heggen got some nice flights on his vintage pattern ship and thoroughly enjoyed the 'perfect' float fly day.

Dornier DO28 A1

by Conrad Naegele

The September Mystery Plane was the Dornier DO28 A1.



After World War II, with almost all of the military aircraft, the “war birds”, being relegated to the dumps of war, the light transport sector underwent a huge expansion. A case in point was Germany relegated after the war to a marginal role.

Some very good aircraft came of this, however. Two light transports came from Dornier, the DO27 and the DO28. The DO27 was a small single-engine monoplane, developed in Spain in 1955. It was very popular and four years later, in 1959, a twin-engine version, the DO28 appeared. Rather strange looking, it was an excellent design.

Of all modern construction, the DO28 was a small efficient passenger plane. It was easy to fly – economical and carried up to eight passengers. Interestingly, it used a reliable Lycoming engine, was easy to service and excelled in small field capabilities. About 120 were produced and a larger version appeared in 1979, carried considerably more passengers ‘payload’. This plane, the ‘Sky Servant’ was sold in over 23 countries. The Dornier DO27 and DO28 resulted in several different models and all had marked STOL abilities.

The DO28 had a 45-foot wingspan, a weight of 5,400 pounds, and a speed of 145 mph. It was powered with two Lycoming 0540 6-cylinder air-cooled engines developing 250 horsepower each. J

4th Annual Ugly Airplane Contest

by Sherwood Heggen

Hey gang, what times is it? Why, it’s nearly Ugly Airplane Contest time! The Ugly Airplane Contest will be held at the TCRC meeting on November 10, 2015. This is fair warning to be ready to bring your worst.

It is a time when you can show that ugly airplane (or airplanes) in your life without shame or ridicule. If your airplane is judged the ugliest, you and your airplane are honored with a Hobby Warehouse gift certificate, a traveling trophy, pictures taken of you and your airplane for publication in the *TCRC Flare Out*, and the respect of your fellow modelers. That’s big stuff for having an ugly airplane!

The rules are simple. The airplanes must be flyable and in less than show condition. It doesn’t have to be totally decrepit to qualify. Ugly can be a result of many conditions or circumstances, such as, rough landings, crash repair, minimum construction effort, or just a long life of being flown hard and put away wet.

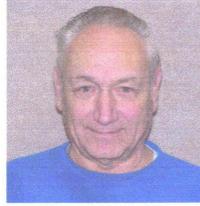
So, bring your tired, your worn, and your ugly to the 4th annual Ugly Airplane Contest at the November 10th TCRC meeting and compete for the prize and the prestige! J

TCRC Banquet
Saturday, November 14th

**Get Those Last Coats Of
Ugly On Your Airplane!**

Safety At The Field

By Larry Couture



(Our Safety Officer has a guest contributor to his safety column again this month. The newsletter editor Jim Cook asked Larry if he could relate an experience that occurred this past month in Wisconsin.)

I took a trip to see a good friend of mine, Butch Matson, in Beaver Dam, Wisconsin this month. I had gotten him into R/C flying a few years ago and he joined the Beaver Dam R/C Flyers. Butch had wanted to try flying off of water so I reconditioned one of my many float planes and took it over to Beaver Dam to add to his fleet of aircraft. He also wanted a 'knock-around' plane he could fly in the field behind his rural home, so I resurrected a Com-Bat plane, which Rick Smith had designed and built several years ago out of a wiffleball bat with a foam wing. Couldn't get much more 'knock-around' than that!

Anyway, we wanted to put the 40-size glow float plane into the air and get Butch acclimated to it. With only one day to get the flying done, we were stuck with the weather at hand, which was pretty windy. This was the prime factor that led to three poor decisions I made which ultimately resulted in an unsafe condition.

We were flying off of a dock sticking out into Beaver Dam Lake. The wind was blowing around 15 mph somewhat into the dock but slightly left to right. The dock was located on the shore with a point somewhat to the left of the dock that protruded into the lake. There was a chop on the water with waves nearing 12-inches, and closely spaced.

The following is the sequence of events that occurred, and my hindsight rating of the decisions that were made:

1. I had totally gone over this plane from nose to tail with a fine tooth comb. I had checked all of the screws, clevises, hinges and control surfaces. I had set up the plane so the CG was perfect! GRADE: A+
2. We had gone over to the BDRC field and flown the Com-Bat in the afternoon we arrived. The day was perfect – sunny, light breeze. We got back to the house and considered going to the lake with the float plane, but it was getting late in the day. I vetoed the flight because I had about 45 minutes of prep I wanted to do to the plane and didn't want to rush it. GRADE: A+
3. The next day was overcast and windy. It was our last chance to do a float flight and we made the decision to fly the plane. GRADE: C (I have flown on windier days, and with proper safety it shouldn't be a problem.)
4. We had our retrieval boat ready, and had a good input point to put the plane into the water once the engine was running. GRADE: A
5. Upon putting the plane with engine running into the water, I pulled full up elevator to help keep the prop and engine out of the oncoming waves, and taxied out. I wanted to taxi to the right to give me some more water space between me and the point on the left once in the air. Three times while taxiing to the right, waves washed over the engine and killed it. I said we would try one more time. GRADE: D (The conditions were too much for this airplane.)
6. The next flight, I pulled full up elevator, increased the throttle and eliminated the idea of taxiing to the right. GRADE: F
7. I held full up elevator, put the throttle to its max and headed into the wind. When I felt I had enough speed over the water, I neutralized the elevator and the plane rocked up onto the float step. I was going to continue gaining speed for another 5 or 10 seconds before again giving the plane up elevator. GRADE: A

Safety Always Comes First!

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Safety At The Field

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8. Right after I neutralized the elevator the plane hit a big wave and was thrust into the air, almost at a stall angle. I did not get my 10 more seconds of speed increase and the plane was struggling to fly. I did not make an immediate decision to put it back onto the water. GRADE: F

9. I tried to nose the plane down somewhat to eliminate the possibility of a stall. Meanwhile it had gotten 10 to 15 feet off of the water and although I was inputting lots of right aileron, the wind had pushed it left, I had limited control, and I was out of lake. It was now over land, and worse, over two houses on the point. GRADE F

10. The plane crashed into the roof of a house. The owner was inside, but her neighbors in the next house had been on the lawn. I could have hit them and done serious injury.

As it turned out I was very lucky. The plane mashed into the roof with the right float and the tail-feathers making contact. I only hit shingles, not siding. I went up on the roof and actually could not find an impact mark.

This is the most serious crash I have ever been involved in. To make this crash, I made three very serious mistakes: 1) I continued to try and fly an airplane when the conditions for that airplane were not acceptable; 2) I did not taxi to the right and give myself more water area to fly over when I took off; and 3) when the plane left the water prematurely and I knew it was not airworthy, I didn't immediately give it down elevator and abort the flight.

This accident could have injured someone severely, and it was a miracle that I did not do extensive damage to someone's property. I was extremely lucky.

I am sharing this with all of you. Our hobby can be a very dangerous hobby if we do not practice safety at all times. One bad decision can negate a whole host of good decisions. Please make safe decisions! J

Veep's Corner

By Corey Kaderlik



Hello all!

Hope you are enjoying the awesome temperatures and plenty of sunshine. We had a beautiful day with low winds for the scale fly. What a wonderful turn out with plenty of eye candy (planes) to observe. There were many flights to be flown. Scott Anderson championed the event along with our great chef Tim Wirtz. These guys did a great job. Hope a lot of you made it out to this great and fun event.

November elections and banquet are approaching very fast. We will have six spots up for grab this year – president, veep, secretary, treasurer, and two board seats. May I remind everyone that it is very important to have good people in the drivers' seats of the club. Take some time and consideration towards running for an officer position or board at large seat. We need you to be a candidate!

The TCRC Banquet is also on its way. If you have never attended maybe this is the year for you to make an appearance. There will be lots of good food, storytelling, doorprizes, and remembering the year in review. Bring a guest too and share your hobby.

Enjoy the next few weeks before Old Man Winter is knocking on the door.

We will see you at the TCRC meeting at CrossPoint Church on Tuesday, October 13th at 7:00 PM. J

TCRC Season Finale October 3rd

TCRC wraps up its flying season on Saturday, October 3rd with the Season Finale. There will be lots of flying, a potluck lunch starting at 11:30, and an enjoyable time. Bring your spouse to the Jordan field for the TCRC Season Finale. J

Final 'Meeting At The Field' Has Fantastic Weather

TCRC held its fourth and last 'meeting at the field' on September 8th, and it was just like the first three with great weather and large attendance.



TCRC members settle in for a short business meeting in between flying times at the 'meeting at the field'. (Photo by Jim Cook)

The sky was full of airplanes prior to dinner, including Pete Stapleton's turbine jet. Jim Lundquist was on the grill as usual and when president Bob rang the dinner bell, everyone hustled to the shelter for a great meal of hamburgers and hot dogs.



President Bob truly did ring the dinner bell when it was time to eat. (Photo by Jim Cook)

This year's experiment with field meetings proved to be quite popular and will surely be repeated next year. The October 13th meeting will be back at CrossPoint Church in Bloomington. **J**

TCRC Membership Report

by **Bernie Gaub**
Membership Director

The 2015 TCRC membership count is still at 132 members, with no change in count for the last two months. This is the largest membership count for TCRC since the Club was initially formed.

In other membership news, I will be terminating my TCRC Membership Director functions at the end of December 2015. I have served as a volunteer since Q4 of 2012 and now feel it's time for me to move on and let a new volunteer step forward and perform this very important aspect of our club.

My final function (that I will perform) is getting the Renewal Letter out to the existing 2015 members of record. After that, I will no longer perform any functions associated with TCRC membership nor will I expect to receive any correspondence regarding renewals as a result of the Renewal Letter.

Additionally, I have generated a short summary of (and how) these membership functions have been performed during the previous 3+ years, and uploaded that to the web server for any interested volunteers to read.

I have enjoyed serving as your membership director these past years. **J**

Erich Hartmann

The Highest Scoring Ace In Fighter Pilot History

*(Reprinted From World War II
Insightful Essays, website
www.2worldwar2.com)*



Erich Hartmann joined the German Air Force in October 1940 at age 18. In March 1941 he entered flight school, and in October 1942, already in the 2nd half of World War 2, he graduated as a fighter pilot at age 20, and was posted to fighter wing 52 (JG52) which operated Me-109 fighters in South Russia.

He remained in JG52 until the last day of the war, and in 1400 combat sorties he scored **352 victories** which makes him the all-time ace of aces, the most successful fighter pilot in history. All his victories were in the eastern front. Most of them were Russian aircraft.

When he arrived, with a group of new pilots, his squadron leader, who had 13 victories then, told the new pilots that “On the ground we live by standard military discipline. In the air, the only thing that counts is how many victories you scored. Not rank, aristocratic title, age, nothing. Just how many enemy aircraft you shot down. The highest scoring pilots will always lead the formations, regardless of rank.” The message was very clear and definitely got through. Erich Hartmann was assigned as wingman of Rossmann, an experienced pilot with many victories.

Hartmann’s bad start

It was a bitter war, and the young fighter pilots were immediately sent to combat missions. The beginning of Hartmann’s combat career was everything EXCEPT impressive. On October 14, 1942 he followed Rossmann to a combat patrol. The ground controller informed them of the location of enemy aircraft strafing German vehicles. They flew there and Rossmann saw two Russian aircraft. They went down to low altitude and engaged them. Hartmann then accelerated with full throttle, went ahead of the leader, and from 300 meters he opened fire. He fired all his ammunition in one long burst and totally missed. He then immediately had to break away to avoid colliding with the Russian aircraft. Unarmed, he then found himself surrounded by Russian fighters which arrived there and tried to shoot him down. This could be the end of a career that just started, but he managed to escape into the clouds and lose

them. He then heard Rossmann in the radio, telling him that he lost him in the cloud and asking him to rejoin him. When he came out of the clouds he saw a fighter closing in at him in great speed. He thought it might be a Russian fighter and started a series of High-G evasive actions, trying to shake him away. He heard Rossmann calling him in the radio again, but could not understand him. The other fighter eventually flew away, and Hartmann flew in the direction of his base. Suddenly, not very far from the base, the engine stopped, it ran out of fuel. Luckily for Hartmann he saw a German unit nearby and crash landed near it. They took him back to base, where Rossmann was still debriefing the mission.

In his first engagement, Erich Hartmann made so many mistakes. He broke formation, went ahead of the leader, wasted all his ammunition, disoriented, and escaped no other than Rossmann, who had a radio malfunction, and badly damaged his aircraft. His punishment was three days of working with the mechanics, out in the Russian winter.

Hartmann's first victory

Three weeks later, on November 5, 1942, he took off in a formation of four. After 15 minutes he saw Russian aircraft and was ordered to lead to them. They were 18 Russian Il-2 Sturmovik attack aircraft, escorted by 10 fighters. Despite the numerical disadvantage the four German fighters attacked the Sturmoviks. Hartmann engaged the leftmost Sturmovik, and opened fire from 100 meters. His

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Erich Hartmann

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rounds hit the target, but didn't damage the Sturmovik, which was the most armored aircraft in World War 2. He remembered an advice he got from one of the pilots and went further down, below the Sturmovik, almost to the ground, and closed distance. When he was almost under the Sturmovik, he pulled and fired to the side of its engine, right to its exhausts. This resulted in black smoke coming out of the Sturmovik which turned East to return to its base. Hartmann followed it, when it suddenly exploded. The explosion hit Hartmann's own engine which caught fire, and because of the low altitude he just crash landed. Luckily for him it was in German held territory, so he returned to base. This was Erich Hartmann's first of 352 victories, including 61 Sturmoviks. It took three months before his second victory.

An amazing series of victories

As he gained more knowledge, experience, and opportunities, his success rate rapidly increased. In the first half of 1943 he had 17 more victories. In July 1943 he had 23 victories, including 7 victories on July 7th. In August 1943 he had 48 victories, including, again, 7 victories on the 7th. In September 1943 he had 25 victories, reaching over 100 total. In October 1943 he had 32 victories. On March 2, 1944, he shot down 10 aircraft in one day,

reaching a total of over 200. And so on and on . . .

In 1944, he shot down at least 5 American Mustangs, but most of his 352 victories were Russian aircraft.

While the German army on the ground was pressed harder and harder by the Russian army, Erich Hartmann and his fellow fighter pilots had a very long series of victories. He became famous, and the Russians set a very high reward on his head. They nicknamed him 'The black devil' and sent some of their best aces to fight where his unit fought, in order to meet him in air and kill him.

Hartmann's method, developed in over 1400 combat sorties and over 800 engagements, was simple and strict: "Detect - Decide - Attack - Disengage". He used to close in and "When he fills the entire windscreen you can't miss". Despite his amazing list of victories, he many times decided NOT to attack, when it was too risky, knowing that the war will continue tomorrow but his life could end right there. In addition to excellent eyesight and fast reflexes, he had the perfect combination of aggression and cool temper, the qualities of the ultimate warrior, and the ultimate fighter pilot.

He crash landed 14 times, but always emerged unharmed. Once he was almost captured by Russian soldiers. (I guess the fact that he always crash landed and not parachuted is an indicator of the usually low altitude of the Russian tactical aircraft, especially the numerous Sturmoviks which used

to fly extremely low, as modern attack helicopters do today).

He one time took off with two mechanics inside the one-seat cockpit just minutes before the Russians stormed the airfield.

Erich Hartmann was promoted to the rank of Captain, and was decorated several times, each time receiving a higher level of the **Knights Cross** medal. His highest decoration was the **Knights Cross with Oak Leaves, Swords and Diamonds**, which was basically the highest German decoration, awarded to just 27 men since mid-1941. There was actually one higher level decoration, supposed to be awarded after the war to Germany's 12 greatest war heroes but was awarded, during the war, only to Hans Ulrich Rudel, the Stuka dive bomber pilot who destroyed over 500 Russian tanks.

Near the end of the war Erich Hartmann flew the Me-262 jet fighter for a while, but then returned to the Me-109. His last base was in Czechoslovakia. His last victory, a Russian fighter, was in the last day of the war. When the war ended, at age 23, he was captured by the Russians and spent 10 years in a hard labor Russian prison.

In 1955, at age 33, Erich Hartmann returned home, to his wife, and joined the new West-German Air Force.

He said that of all his achievements, he was most proud that **in over 1,400 combat missions he never lost a wingman**. He died in 1995. **J**

TCRC Elections November 10th

With the arrival of fall, the November TCRC elections are only a month away.

In the November elections, the club will be voting for a president, vice president, secretary, treasurer and two of the three board seats.

As of press time, it was not known if any of the incumbents in those positions will again be running for office.

TCRC is a great club, and it is that way because we have good members who run for office and get elected to the board of directors. Our club is now up to 132 members. That means there are plenty of people that could be candidates in the upcoming elections. It would be great to see at least 2 candidates for every position.

If you want to know more about what each elected position entails, talk to one or two of the current elected officials. They would be quick to share their knowledge and experience.

Take the time to consider being a candidate in November. TCRC is a great club, and to continue being that great club we need you to be a candidate on November 10th. J

Calendar

- Oct. 3 TCRC Season Finale
TCRC Model
Air Park
- Oct. 13 TCRC Membership Meeting, 7:00 PM
CrossPoint Church
Bloomington
- Oct. 13 Ugly Plane Contest
CrossPoint Church
Sherwood Heggen
- Nov. 10 TCRC Elections
CrossPoint Church
- Nov. 10 TCRC Membership Meeting, 7:00 PM
CrossPoint Church
Bloomington
- Nov. 14 TCRC Banquet
David Fong's
Prior Lake
5:00 PM Cocktails
6:00 PM Dinner
- Feb. 13 TCRC Auction
CrossPoint Church
Bloomington

THE TCRC FLARE OUT Monthly Newsletter



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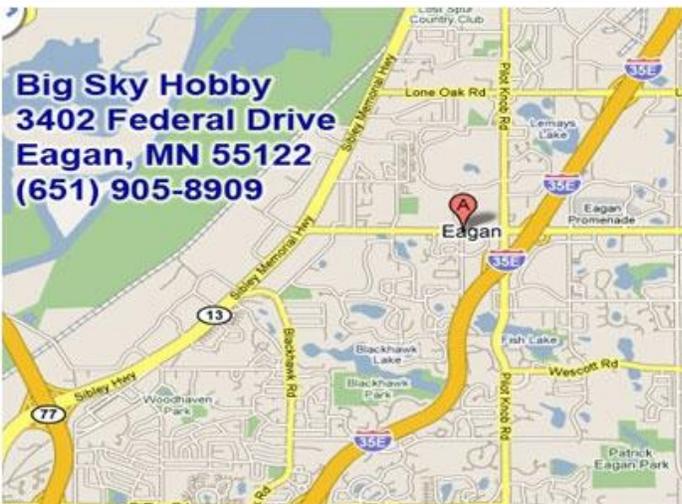


While at the Beaver Dam R/C Club, I had the opportunity to fly Ironman. \$19 at Target including the transmitter. J



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