



September

Minneapolis, Minnesota U.S.A.

2013

TCRC Model Aviation Day Shows What R/C Is All About

by Tim Wirtz

Model Aviation Day, held on August 24th, dawned warm and breezy. Wish I could say it didn't get windier but, by the time we started flying, the winds were 10 mph gusting to 20. When I got there at 8:00 AM, Bob Breisemeister and others were already setting up the concessions. They had coffee, brownies, cookies for breakfast. They had Brats and hot dogs for lunch. Bob boiled the brats in beer until midnight the night before. They were delicious and were all sold (I got the last one). John Dietz's wife, Kathy and Joe Neidermayr's wife Margaret helped out with the concessions. Thank you very much to everyone who helped with concessions.



Bob Breisemeister mans the concessions area eerily in the morning at MAD. (Photo by Steve Meyer)

There were about 21 pilots at MAD, and some flew more than others. The wind couldn't make up its mind as to which direction to blow and the wind sock literally spun around the pole. I flew my Alpha 60 trainer once and that was enough for me. Trainers don't like that type of wind.

I must give major Kudos to Kris Hanson. He flew everything he had. The big 747, the flying Stop Sign, and the flying Race Car all got great applause. He also dropped parachute men from one of his trainers before the wind became unmanageable and later, towards the end of the day, shot off some model rockets. Only one had to be recovered off the field. Jim Ronhovde brought, among other planes, his flying Witch. Rumor has it this plane has been in the club for many, many years though this was the first time many had seen it. *(Editor's Note: This is the witch that was built by long-time TCRC member Bill Altenhofen and I know it has been around for at least 25 years.)* He flew it three different times, to great applause.

There were a lot of planes at Model Aviation Day. Larry Couture and others had some really nice scale models in the Show ring but, because of the wind, they didn't fly. On the whole, I'd say there were 40 planes at MAD and about 20 pilots. Mike Burk and Mike Timmerman both had quad copters. In all there were 4 quad copters, two that were FPV.

There were some people from Minnesota Valley RC there to check out the club and join/renew their membership with TCRC. We had a visit from the Jordan Police Department
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From The Left Seat

By Corey Kaderlik



September's coming fast! Days are getting shorter. Old man summer has turned up the heat. Keep hydrated the next few days.

Some things to bring to your attention:

Gate lock has once again been noticed with the combination showing after it has been opened. Each and every new or old member is and should be held responsible for protecting our flying site that is a privilege to own.

Upcoming events: Scale Fly In/Camp Out on September 21st -- we could use a champion for this event. Contact a board member if interested.

Fall Float Fly at Bush Lake on September 28th

Season Finale on October 12th

TCRC Banquet on November 16th

Have fun and fly a lot!

New Members

TCRC gained two more members in August.

John Elder lives with his wife Sherry at 7816 W. 99th Street in Bloomington, 55438. Their phone number is 612-309-5960 and his email address is joelder@elderjones.com. John has been flying R/C for 5 years and currently has several planes including an AJ Stick, and Edge and a Taylorcraft.



Pedro Restrepo

Pedro Restrepo lives with his wife Jennifer at 5652 Pleasant Avenue in Minneapolis, 55429. Their phone number is 612-315-4276 and his email address is restrepopj@gmail.com. Pedro has been flying for 33 years and currently has a Corsair, GeeBee, Spitfire and a Cessna Skylane. In addition Pedro's job is managing the Minnesota River forecast.

If you see John or Pedro at a meeting or the field, be sure and introduce yourself and welcome them to TCRC.

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Step In Today To Find Out 'The TCRC Special Of The Month'

TCRC Model Aviation Day

Continued From Page 1

ment. An officer was curious about the event and came down in his cruiser. He stayed for about 30 minutes. We didn't have many people from the community but, about 3:30, a guy with two kids showed up. We were already taking down the event but Kris and Wayne Rademacher both put up various planes and the kids were very happy. They especially enjoyed the stop sign. Kris also flew the 747 again and the passengers all needed air sickness bags.

Because of the windy conditions, the flight line boss was instrumental in maintaining order. Even though we didn't have many planes up at once, there were times when a pilot would take off in one direction and the next pilot, due to the ever shifting winds, would have to take off in the other direction. Having a dedicated flight line staff and spotters for each pilot really promoted safe flying in turbulent winds. Thank you, Larry, for organizing that part of the event.

This was my first time coordinating this event and I just want to say that the members who came out to help and to fly made this a very enjoyable experience. Thank you, EVERYONE, for your hard work and dedication!

Member Count: 22 – a couple didn't put their names on the pilot sign in but were there.

Guest Count: 10 - There were 3 guest pilots. J

Planes Of Every Shape And Size Were On Display At MAD



The club did a great job bringing in lots of neat planes and making a nice display for the spectators. (Photo by Steve Meyer)

Eyes To The Skies!!!



There were plenty of planes in the air, some by first-time pilots, and the view was terrific. (Photo by Steve Meyer)

**Thanks To All For Making MAD
A Big Success!!!**

Pictures From TCRC's Model Aviation Day 2013



Kris Hanson gives Jim Ronhovde an assist as the witch soars into the skies over Jordan.



Kris Hanson was a crowd pleaser every time he put his flying stop sign into the air.



Quadcopters have become very popular so you can imagine how popular a quadcopter + 2 was.



Kris Hanson set a new record for the number of planes brought to an event by one person!



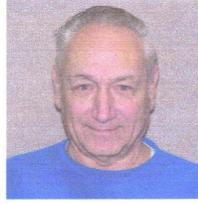
Tim Wirtz gives some great attention to a future R/C pilot at Model Aviation Day. His mother was very interested too.



Pilots and spectators both enjoyed the great weather, the great flying and just relaxing at Model Aviation Day.

Safety At The Field

By Larry Couture



Well here it is the end of August with the temp at near 100 and no relief in sight.

We just finished Model Aviation Day (MAD) at the Jordan field with winds in the 20's. The day was hot and very windy but I was surprised that we had a reasonable turn out and some flying was going on all day long. I think that everyone there had a good time. The highlights were the flying of the witch on a broom, the flying stop sign, flying sports car and the Pan Am 747. There also were some heli's, quad copters and rockets and many planes on static display. A large thanks to all the members who helped out and kept us fed and hydrated. Without your help the day would have been a complete failure instead of the great day it was. THANK YOU!!

Now an update on an accident that happened in Rice Lake at our weekend Wisconsin Fun Fly at the beginning of this month. It happened at the start of flying at Hungry Hollow in Rice Lake.



TCRC's flight stands are the same design as Rice Lake RC's stands. (Photo by Jim Cook)

Bill Sachs, a long-time member of our club and now living in Birchwood, Wisconsin started his plane on a starting stand very similar to the stands at our

field, and when the engine fired up the momentum pulled the stand over forward and removed parts of the first three fingers on his right hand. As luck would have it one of our members had in his car a pack called Blood Stop and that stopped the bleeding very quickly, and he was taken to the hospital and then taken down to Regency Hospital in St Paul, MN where the actual treatment on the fingers took place. Bill did return home later that night and had breakfast with us the next morning. His hand is healing but he will have a long while till it's really better.

That same day the group of us at Hungry Hollow found a way to stop the bench from tipping forward by putting a corkscrew anchor into the ground and connecting the back of the bench to the anchor. This was also done to all the benches at our field. It consists of a ground screw and clip at the bottom rear of the stand, very simple but effective. Also we now have in our First-Aid kit two packs of Blood Stop -- one small and one large. They are under the tray in the box along with pads and extra band aids.



All of TCRC's flight stands are now anchored to the ground as shown. (Photo by Jim Cook)

I hope that everyone in our club and at our field never has the have or see something like this and I believe that if all our rules are followed and we all tell our fellow flyers what we are doing when flying and listen for their response that accidents may be prevented.

In closing have fun and fly often and keep the rubber side down. Landings from which you can fly again are great but not always graceful. **J**

Wisconsin Fun Fly a Great Event, But . . .

by Jim Cook

Friday, August 2nd found several TCRC'ers and their spouses and a Rice Lake R/C member gather at the lake home of Jim and Mary Cook for the start of the Wisconsin Fun Fly.



**Lunch on Jim and Mary Cook's deck before some float flying.
(Photo by Jim Cook)**

Bill and Sue Sachs, and Jim and Mary Cook have acted as hosts for this event and each year it has been packed with food, fun and tons of flying. This year was no different, but it was marred by an accident that was bad, but could have been much worse. This occurred on Saturday morning and I will discuss it later in this article, as does our Safety officer elsewhere in this newsletter.

By 11:00 AM on Friday, the parking area of Jim and Mary's place in Siren, Wisconsin was completely full and everyone was gathered on their deck for a feast of brats and lots of potluck goodies provided by the participants.

The day was bright and sunny as the group headed to the lake in Jim's fleet of golf carts. The wind had picked up somewhat and was coming almost directly at the shore so the pilots had to come around and then head away from shore to land.

Safety officer Larry Couture was first up into the air, and from then on it was a constant procession of neat float planes soaring over the waters of Viola Lake. The wind was such that upon landing, the planes tended to flip over as they turned out of the wind to head back to shore. Jim's pontoon served as the retrieval boat and he was at one time heard to grumble that two pilots should not crash at the same time!

Flying continued to about 3:30 or 4:00 PM and then the crew started packing up and heading for their motel at Rice Lake. A potluck dinner with hamburgers served up by RLRC'er Butch B was scheduled for 6:30 that evening at Hungry Hollow, which is the Rice Lake club's flying site. Hungry Hollow is owned by a steam-engine club and the amenities are fantastic, both in the building used for the dinner, and the flying field itself.

Following dinner, most of the group headed up to the field where Kevin Kuehn and his son Jeremy of the Rice Lake club did some night flying with a neatly lit Sig Senior. A campfire was built and the group gathered around it for some camaraderie before heading back to the motel for the evening.

Saturday morning found the group gathered at the Norske Nook Restaurant for a great breakfast and then back to Hungry Hollow and a day of flying.

This year the only crops surrounding the runways were beans and the sky was bright and cloudless and the slight wind was right down the runways. The thick grass on the runways was mowed perfectly.

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Wisconsin Fun Fly

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Around 10:30 was when the accident occurred. Bill Sachs had his Funtana on the starting stand, which was very similar to the stands used at the TCRC Jordan Field. The 120 4-stroke engine was a little balky and when it started was somewhat rough with the setting around ¼-throttle. As Bill was putting his starter motor down, the engine smoothed out and the momentum of the engine suddenly caused the bench to tip forward, catching Bill's right hand. The engine immediately stopped with the 15-inch wooden prop shattered and the stand continued to tip down putting the nose of the plane and the stand into the ground.

Bill's hand was badly cut on three fingers. One of the Rice Lake members was an EMT and quickly took charge. Morgan Larson has special gauze treated with blood clotting agents and his hand was wrapped. The hospital in Rice Lake was called and told that they would be receiving a patient with bad cuts to the hand. From the clinic, Bill was ambulated to the Twin Cities where surgery was performed that evening. He lost the tips of two fingers and his hand was completely wrapped when he returned home with Sue later that evening.

While Bill was on the way to the hospital, the rest of the stunned flyers discussed what occurred and why it happened. Bill had done nothing unsafe, and the stand's fail-

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The Ladies Travelled In Style At The Wisconsin Fun Fly



The ladies come down to the lake to watch their men do some float flying. (Photo by Jim Cook)

A Neat Night Flyer



Kevin Kuehn's Sig Senior lit up the sky at Hungry Hollow. (Photo by Jim Cook)

Wisconsin Fun Fly

Continued From Page 7

ure to restrain the plane was noted as the cause. This particular stand was identical in design to the 13 stands at TCRC, but it was built of lighter materials which certainly was part of the cause. Even though the 120 engine was only 1/4-throttle, the force of the engine allowed the stand to pivot on its wheels and move forward into Bill. It was felt by the group that had the prop not hit Bill's hand, it probably would have caught him in the midsection and been much more serious.

To correct the problem with the Hungry Hollow stands, corkscrew anchors were procured and the rear of the stand affixed to the planted anchor by means of a bull hook. TCRC Safety Officer Larry Couture discussed the stands at Jordan field. There are made of heavier materials, however they do sit on front wheels which sit on pavement. It was felt that because of this, they might actually roll forward into the pilot when the engine was powered up. Larry made plans to make immediate corrections with corkscrews anchors for all 13 of the TCRC stands.

After noon, flying started again but with a subdued enthusiasm. Flying continued until after 4:00 PM when everyone packed their planes up and headed back to the motel.

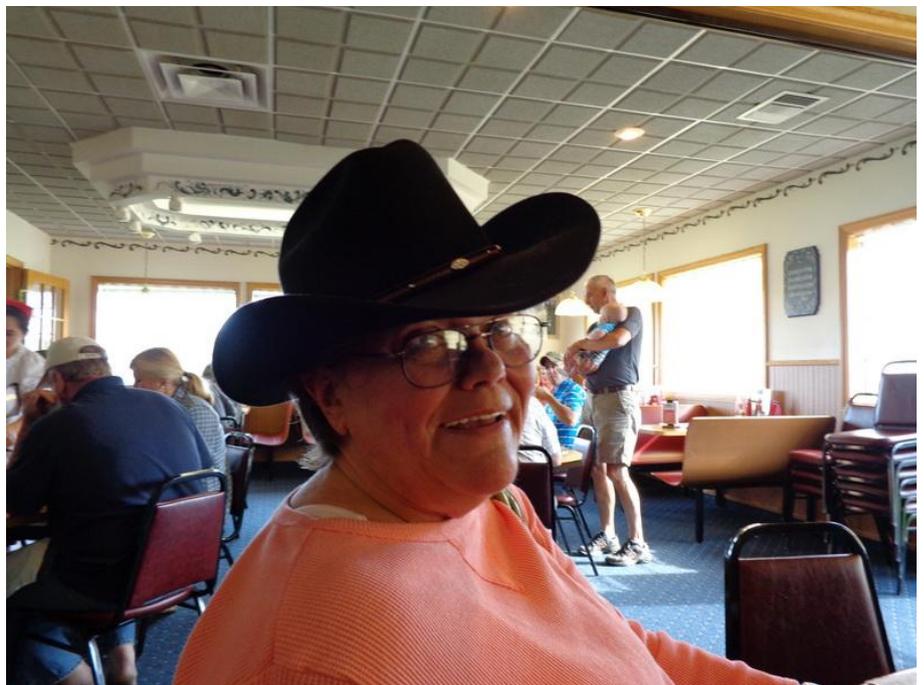
At dinner that evening, Bill was the main topic of conversation and the group received the good news
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The Wisconsin Fun Fly Always Includes A Lot Of Eating!



The group gather at the dining room at Hungry Hollow for a potluck meal. (Photo by Jim Cook)

Hostess Sue Models Jim's Stetson



At Sunday breakfast Sue Sachs donned Jim Cook's cowboy hat. (Photo by Jim Cook)

Wisconsin Fun Fly

Continued From Page 8

that things went well with the surgery and that Bill was on his way back home.

At breakfast the next morning Bill was present with his hand all wrapped up. He got a very good prognosis from the surgeon on his recovery and that his thumb and pointer finger would be fine. He thanked all for the attention and concern he was given.

After breakfast it was time to head back to the Twin Cities. Bill and Jim proclaimed that the 2014 edition of the Wisconsin Fun Fly would be a great time, and that the date for that event would be determined very soon.

Thanks to all of the TCRC'ers and their spouses, the Rice Lake R/C club's members and spouses, and especially to Bill and Jim for hosting the Wisconsin Fun Fly. J



The Retrieval Boat Was Kept Pretty Busy At The WFF



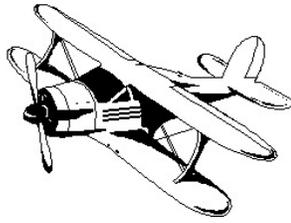
Jim's pontoon boat had to pick up planes that got flipped by the wind after landing. (Photo by Jim Cook)

Pitting On Hungry Hollow's Grass



The Hungry Hollow field is very well maintained by the Rice Lake R/C Club and has nice thick grass. (Photo by Jim Cook)

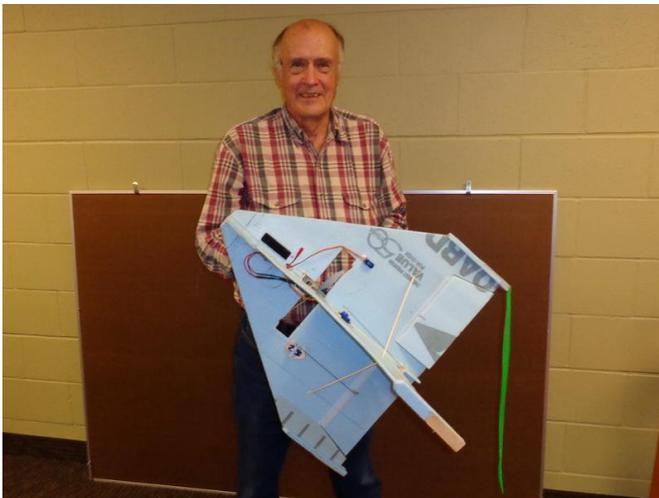
Show & Tell



Some neat planes showed up at the August meeting for Show & Tell.



Jack Stewart had a nice looking Something Extra from a SIG kit. This plane was done in pink and purple Ultrakote (chosen by Jack's wife) and was powered by an OS Max .46 FX engine. It had a wingspan of 51.5 inches and weighed in at 5-1/2 pounds. It came complete with flaperons. This was the first plane Jack had built with iron-on covering and he said he is still learning the art. He had the maiden flight on the previous Saturday and he said it flew great without almost any trimming.



John Berk continued his construction of strange looking aircraft. This time he had a Deltoid foam

aircraft that was powered by an electric motor and had control surfaces on its four wings. This plane could take off vertically and land vertically and during turns looked like a 'fish through water'.



John Berk also had a scale version of the 1920 John Dunne flying wing. The tailless aircraft was powered by a 1500 KV electric motor and he said it was absolutely stable in the air. He said it did not like crosswinds however.



Joe Neidermayr had two Lear jets at the meeting, which were ARF's from Hobby Lobby. They had 47-inch wingspans and weight a little over 4 pounds each. The power plants were ducted fans, with one having a Hobby King metal EDF and the other having a Hobby Lobby E-RC motor. He had modified the ARF's, putting glass over the foam and painting them with spray guns. He said they were both very easy to fly but not easy to stop during landing approach. They just wanted to keep gliding forever. **J**

TCRC Member Vince Anderson Passes Away



TCRC member Vince Anderson passed away in August after a long battle with cancer.

Vince was a 23-year member of the club and was always in attendance at the monthly meeting and he provided his smile and assistance to the Auction and Model Aviation Day when possible.

He was always willing to lend a hand on any club project and if he wasn't flying his own plane he would be there to help other members in any way he could.

Vince was also at the Wednesday morning meetings of the retired members and his smile and warm handshake always made you feel welcome.

Vince recently brought a skeleton of a WWII rubber powered free flight plane to breakfast and asked if Conrad Naegele would restore it. He had built it in 9th grade in 1942.

Conrad had to replace almost all of the bone dry balsa and recovered it in original blue and yellow and bought a "motor" for it. Vince was very pleased with the restoration and proudly presented it to his grandson.

TCRC and all of its members send their sympathies to Vince's wife Vickie and all of his family in the time of their loss.

Fall Float Fly September 28

by Steve Meyer

Just a few weeks until we get our feet wet at TCRC's Fall Float Fly.

The float fly is scheduled at Bush Lake Park in Bloomington on September 28th this year so the weather and fall colors should add to the experience.

This is always a well-attended event with lots of TCRC members joining with members from many other Twin City R/C clubs and doing several hours of float flying with some very great looking planes. There are also usually many very appreciative spectators that come to enjoy the flying.

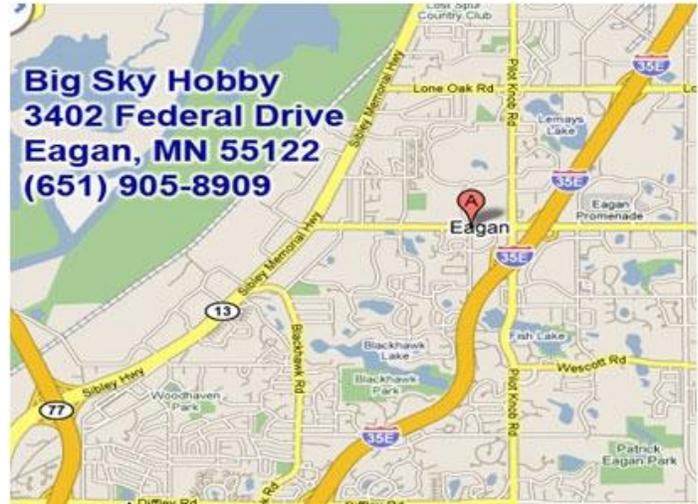
If you haven't tried float flying now is the time to get a plane ready for the Fall Float Fly at Bush Lake on September 28th.

I hope to see you all there this year. **J**



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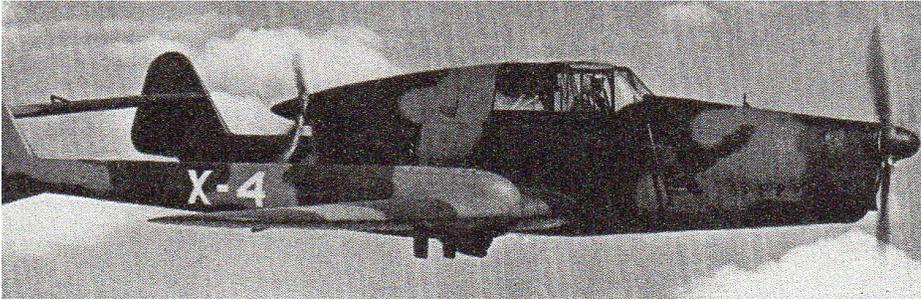


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Fokker DXXIII

by Conrad Naegele

The August Mystery Plane was the German Fokker DXXIII.



The Fokker 23 single-seat fighter was 'unique' in being powered by 2 engines for 1939, mounted fore and aft of the pilot's cockpit, with 3-blade tractor and pusher propellers. Primarily done for drag reduction, it also offered several advantages, including the ability to cruise on one engine without serious asymmetrical handling and protection for the pilot, needing no armor, with an engine behind and in front.

The 23 was all-metal and featured what is considered the first fighter with a retractable nose wheel. Full length flaps and ailerons combined, but rather lightly armored with only 4 guns. Some problems were encountered with the feathering of the rear airscrew and with some cooling problems. First flown in 1938, a number of different engines, mostly liquid-cooled, but original engines were air-cooled. These ranged from the Walter 540 horsepower 12-cylinder inlines to the Daimler-Benz D8601.

Maximum speed with the D8061 was predicted for 385 miles per hour. Test pilot Gerber Sondeman reported good handling and light controls. Unfortunately the sole prototype was riddled with bullets while in the test flight hanger by the Luftwaffe on May 10, 1940. The push-pull set up was not unusual -- consider the Dornier D0335, the Rutan Voyager and the Cessna 02, plus several others.

The Fokker DXXIII had a gross weight of 6,600 pounds, a speed of 326 mph and a range of 560 miles. The armament was 2 Browning 7.9 mm and 2 13.2 machine guns. J

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Calendar

- Every Friday Dome Flying
Golf Dome
Long Lake
9:00 PM to Midnight
- Sept. 7 Hobby Warehouse
Fall Swap Meet
612-861-5587
- Sept. 10 Membership
Meeting, 7:00 PM
CrossPoint Church
Bloomington
- Sept. 21 Scale Fly-In
& Camp Out
Jordan Field
Chairman needed
- Sept. 22 Pylon Racing
12:00 PM Practice
1:00 Race Time
Paul Doyle
Kris Hanson
- Sept. 28 Fall Float Fly
10:00 AM
Bush Lake Park
Bloomington
Steve Meyer
- Oct. 12 Season Finale
Jordan Field
- Oct. 13 Pylon Racing
12:00 PM Practice
1:00 Race Time
Paul Doyle
Kris Hanson
- Nov. 16 TCRC Banquet
Location TBD

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.

Veep's Corner

By Kris Hanson



Let's talk about MAD. I did go down to the Jordan field at 8:00 PM on Friday night before MAD with my kids and the camper and with plans to spend the entire weekend at the field. The weather was dead calm and warm. So I did do a night flight, as did my son Luke. We woke up Saturday morning to deer and geese on the runways. I unpacked the 23 airplanes that I brought as confirmed by Luke's count.

Luke and I were in the air flying by 8:00 AM. About that time some of the other guys started showing up to set up and prepare for MAD.

The wind at that time was still quite calm, so I did some Charlie drops (parachute drops). Around 10 AM the wind really picked up and this stopped a lot of the pilots from being able to fly all of the various airplanes that had hoped to put into the air. However I did fly 15 of the planes that I did bring. Some of the crowd pleasers were my stop sign, Pan AM, the flying car, my F-15 which I did an inverted landing on the runway (purposely). Jim Ronhovde flew the witch which was also a spectator favorite.

Near the end of the day we did 6 or 7 rocket launches and with the wind we were still able to have them come back to earth in front of the spectators.

At the end of the day, when everyone else was gone, the kids and I went to the River for a cooling swim. It was the perfect end to a perfect weekend.

TCRC Membership Report

by **Bernie Gaub**
Membership Chairman

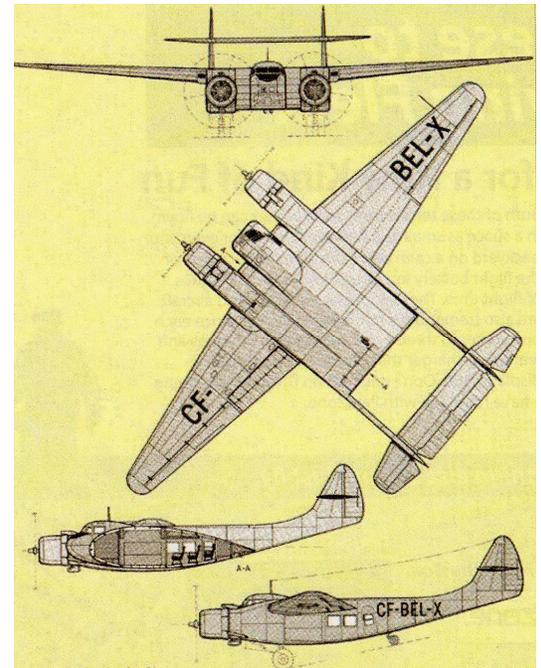
Current TCRC membership count is 109 members. New photos have been received over the last few months, and we now have 87 members with photos. Therefore, about 80% of our membership has a photo that we use for the Roster (and will use for Badging next year). I have contacted the remaining 22 members regarding photos and am hopeful that some of them will provide us with a picture. I am requesting that

photos be in the Landscape position (horizontal) with no edits, please. Personally, I would like to see 95% of our membership with photos in the Roster.

An updated TCRC Roster has been generated and uploaded to the TCRC Server. This version (September 2013) will be the last until year's end sometime in late December 2013.

Since I had so much fun doing this job this year, I am volunteering to do it again next year. The process is quite simple and repetitive. Of course, I will graciously yield to anyone who desires to learn this process.

September Mystery Plane



Fall Float Fly
September 28th

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