

Wisconsin Fun Fly Continues To Grow

by Jim Cook



The 8th annual Wisconsin Fun Fly was held on August 5th, 6th and 7th this year. Bill and Sue Sachs and Jim and Mary Cook are the hosts for the event, as they have been since the first year, and it was another great time for the TCRC'ers who made the journey north, but also very enjoyable for the members of the Rice Lake R/C club that shared their beautiful field and facilities with the southern sojourners.

Around 10:00 AM on Friday, August 5th, cars started arriving and filling Jim and Mary's driveway on Viola Lake in Siren. The sun was shining brightly at that time, but the wind was fairly strong out of the south. Undaunted, the TCRC'ers and their spouses, plus some pilots from Rice Lake R/C club sat down on the Cook's deck for a great meal of brats (what else would you serve in Wisconsin!) and potluck sufficient enough to feed the Russian Army.

After everyone had eaten their fill, considerable relaxing and discussions ensued until the flyers headed for the golf carts to transport their planes and equipment to the lake for some float flying.

Arriving at the lake shore the group found that the wind had not abated, but actually had increased somewhat.



Jim's windsock at the lake was kept horizontal by the wind all Friday afternoon.

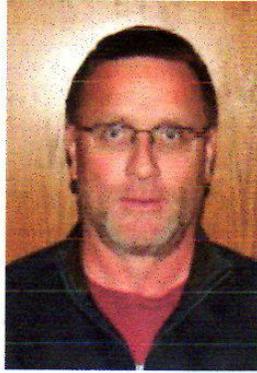
Don Olson was not daunted by the wind as he soared into the sky with his little electric aircraft. He settled into the bench at the end of the dock for a nice flight. He got down safely waited for the next pilot.

Several more pilots attempted to get aloft after Don's flight, but the lake had a chop of about a foot or so which prevented the planes from getting enough speed for takeoff. The wind was blowing straight into the dock, so many times the boat was not needed to retrieve a plane that didn't get airborne.

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A Note from The Head Wing Nut

By Bob Briesemeister



Hello TCRC Members!

August is normally a dry month but for us it is the month that the flooding won't end. Not for just the rain that fell at the field but from western Minnesota and every stream that flows into the Minnesota River.

The good news is that while I am writing this article the river is down to 17.6 feet and dropping. Let the flying begin but remember your bug spray or the mosquitoes will carry you away

With the flooding we have had to cancel "Model Aviation Day". This is the second event cancelled due to high water this summer. Hopefully we will have an extended flying season this fall.

I want to thank Doug Elyea and everyone who volunteered their time to move the equipment up to higher ground and back down again. All so right before the fourth flood of the season we installed a new wind sock.

There are three events on the calendar for September. The first is the membership meeting to be held at the field on the 13th at 7:00 p.m. Yes there will be food served at 5:30. Come early and fly because we have lost a lot of daylight and there won't be much time after the meeting. Please remember to check your email to ensure meeting was not moved to CrossPoint Church due to bad weather.

On the 17th is the second event that will be the "Scale Fly" which is open to any current AMA member. Bring any plane that resembles a scale flying airplane and the size or power does not matter. Contact Scott Anderson for question on this event.

The third event will not be held at TCRC field but at Bush Lake Beach. It is our Fall Float Fly. For more information contact Steve Meyer.

With the field flooded we have not been able to make any repairs to the runways. But with the water going down I hope to get that solved within the next month or so.

At the last board meeting and membership meeting we discussed where multi-rotors and helicopters should fly. The decision is that the pilots should be at a regular pilot station to enable them to announce their intentions as well as to hear the other pilots. They can fly within the pattern or at the area to the east or west which is not being used in the pattern due to wind direction.

Next year is our 60th anniversary. We are planning on some apparel to recognize this milestone. Also having "Wings Over Jordan" to be the event to celebrate. We will continue to do the planning at the next board meeting.

September brings the swap meet at Hobby Warehouse on Saturday September 10th. Hope to see you there.

Raffle plane for this month's meeting is a Hanger 9 Meridian 10cc. It can be powered by gas, nitro or electric. Still only \$5.00 to join in the fun.

See you at the meeting

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.



Wisconsin Fun Fly

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The pilots decided to sit back and enjoy the partly sunny day and wait for Mother Nature to take back her wind. With the lull in the action host Jim availed himself of Larry Couture's surveying talents and Jim Ronhovde's electrical talents to solve a boat lighting problem and to locate a boundary stake. This was so successful, Jim thought he might have next year's pilots fill out a questionnaire to see what skills he could utilize during their participation next year.

Later in the afternoon, the wind had still not abated, not even lessened. Butch Boehler from RLRC decided that if the chop on the water was a problem, then he wouldn't use much of it.



His big electric foamy was put on the water and when he went full throttle, the plane leapt off of the water almost immediately and soared into the air. No problem here! Butch flew a nice long flight and touched down nicely. The wind however wouldn't allow the aircraft to taxi back in and the retrieval boat was launched to bring it back to the dock.

Nobody else had a plane that could take off of the water in less

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There's Nothing To This Float Flying, Wind Or No Wind!



Don Olson relaxes on the dock bench as he puts his electric airplane through its paces for the first float flight of the day.

(Photo by Jim Cook)

What Does A Wisconsin R/C Pilot Do When It's Too Windy To Fly?



Wisconsin Fun Fly host Bill Sachs popped open a beer when it became apparent that the wind was not going to go away and he was not going to get a flight in off of the lake. (Photo by Jim Cook)

Wisconsin Fun Fly

Continued From Page 3

than a two-foot runout, so the pilots sat back and enjoyed the camaraderie and the sun without taking any more flights.

Around 3:30 or so, the guys packed up the planes and headed for Rice Lake, about 35 miles away, to check into their motel, rest up a short time and heading for Hungry Hollow, the home of the Rice Lake R/C Club, for another pot luck meal and relaxing with some of the RLRC'ers.

Breakfast the next morning at the Crossroads Restaurant in Cameron, Wisconsin and then to Hungry Hollow and some land-based flying.

The Rice Lake pilots all seem to love giant-scale aircraft, and they had their trailers at the field full of big aircraft. The grass airstrip was nicely mowed, and the only crops in the area were hay or beans. The sun was bright, and the wind slight out of the northwest, making great field conditions.

All of the pilots were successful in their attempts and many, many flights were taken during the day with only very minor mishaps. Jim Ronhovde had a throttle stick full open right after takeoff on one of his planes, and the group was treated to an extended flight of 30 plus minutes before the fuel ran out and Jim had a successful landing.

The day was so great several of the TCRC'ers flew until almost 5:00 before calling it a day.

Back to the motel to clean up a bit and then off to Haugen, Wisconsin and Hanson's Hideaway for a great

Jim Must Like The Color Red And Big Stiks!



WFF host Jim Cook poses with his planes at Rice Lake. The Giant Stik and the Similar were slated for maiden flights that day.

How Long Are You Planning To Fly, Jim?



Morgan Larson points to his watch as Jim Ronhovde has to empty the fuel tank of his throttle-stuck airplane. (Photos by Jim Cook)

dinner. During the time after the meal, next year's Wisconsin Fun Fly was discussed and what changes should be made. Both Jim and Bill promised that the Friday portion next year would be only a mild breeze.

Sunday morning found the group again at Crossroads Restaurant for another good breakfast, and then all headed home. **J**

Pictures From The 8th Annual Wisconsin Fun Fly



The Rice Lake R/C Club's field at Hungry Hollow is a beautiful flying site, with close-cut grass runways and a great pit area.



A new addition at the Rice Lake R/C flying site is a fantastic club house that allows the members to store their equipment and get out of the weather.



"Where the hell is the tail, Jim?" asked Bill Sachs as Jim Cook fires up his Conrad Naegele-built Simitar for its successful maiden flight.



The guys transfer their planes from their cars to the golf carts to get to the lake. I don't think the RLRC'er brought a plane on his motorcycle.



Who says you can't relax and enjoy flying R/C airplanes. Here Morgan Larson puts in another flight as Bill Sachs asked him a question and Conrad Naegele admires the flight.

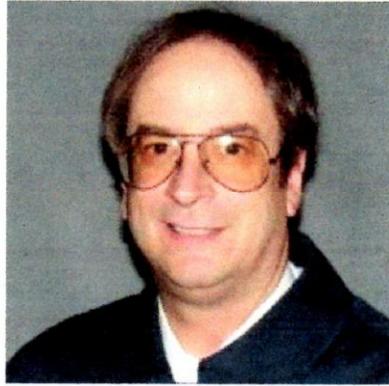


How do you get your airplanes from the Cities to the Wisconsin Fun Fly? Morgan Larson says you just keep loading up the car until there isn't any space to put another airplane in.

Photos by Jim Cook

The Right Seat

by Mark Wolf



Wind – Part 4

*(Editor's Note: This is a four-part series on wind with Part 1 appearing in the June **Flare Out**, and the series continuing thru July, August and September.)*

Flying down at our field, our flights are of a 'local' nature. As such, not travelling cross country and with the relatively short distances flying back and forth across the field, headwinds and tailwinds usually don't add or shorten any time to our 'trip' from point A to point B. Our point B is our point A! We end up going nowhere and we're not in any hurry to get there. However, the wind does affect us just the same. Our groundspeed is slower as we fly into the headwind towards the far end of the field. Turning around and heading back, now that tailwind increases our groundspeed down the flight line. We can see and compare the differences between the headwind and tailwind effects.

With the wind coming across our flightpath we have a crosswind component present. For this example let's assume our back and forth flying across the field is from left-to-right/right-to-left and the wind is coming either from behind or from in front of us. At our pilot position we see the effect on the airplane as it drifts in towards the flight/safety line or as it drifts out/away from us as we fly by. Again, the airplane moving with the air. While cruising around, performing various maneuvers, flight line passes, etc., we make corrections with power and the flight controls to offset the wind effect, to fly wherever we want to. Whatever it takes to keep our plane from getting in too close or out too far away. Still no place to go and still in no hurry to get there. Are we having fun yet?

Now it's time to land. Flying the traffic pattern and landing with a crosswind requires us to be a little more precise with our flying and positioning of the airplane at a specific location. Looking at the windsock gives us a good idea of what we need to plan for. Landing on the runway in one direction as the wind affect us from another direction can be challenging for model flying. It's no less a challenge for full-scale but our flight controls provide the means to manage that crosswind effect.

Here's the crosswind landing technique taken from the full-scale world that also works quite well for our model flying. The airplane is lined up

with the runway and then the wing is lowered or banked into the wind to offset or correct for sideways drifting. The rudder is applied in the opposite direction to stop any turn and to keep the airplane tracking straight down the runway. How much control correction to make? Whatever it takes. These control inputs are held as necessary throughout the landing and rollout and ideally the upwind wheel should touchdown first. How much of a crosswind is too much? Full-scale aircraft have a maximum demonstrated crosswind component that was established through factory flight tests during aircraft certification. This will vary with each particular type of airplane. You'll have to set your own limits, but remember the crosswind will affect us the most when it is direct or 90 degrees perpendicular to our intended direction of landing. You can always power up, go around, try it again and the same aileron/wing into the wind works just as well for crosswind takeoffs.

From taking off, cruising around, flying AMA pattern or scale maneuvers and returning to land, when that wind is present and understanding its effects on our flying operations down at the field is essential to flight safety.

(End of Part 4 and the series.)

Several full-scale pilot training manuals were used as reference sources for this review. Additional information can be found in these publications which contain detailed descriptions, more examples and often include assorted graphic depictions to illustrate these concepts. So looking at the weather forecast, it calls for a sunny day with a few clouds, the temperature is going to be just right, and for the time being, you've guessed it – no wind at all.

Until next time . . .

J

AMA TODAY

Academy of Model Aeronautics Newsletter

TCRC Fall Float Fly September 24th

by Steve Meyer

AMA Members Permitted To Fly Above 400 Feet

There has been confusion among our members as to whether operations above 400 feet are permitted by the FAA. AMA has remained steadfast that operations above 400 feet are permitted, *if conducted within our safety program* requiring the pilot to be an AMA member, to avoid and not interfere with manned aircraft, and to keep the model within visual line of sight of the pilot/observer. In a recent letter to the AMA, the FAA recognized AMA's role as a community-based organization and acknowledged our safety guidelines, including allowing flight above 400 feet.

It's hard to believe that August is over. The summer is gone! So now it's time to start getting ready for the TCRC Fall Float Fly that is held every year at Bush Lake Park in Bloomington.

The date is Saturday, September 24th. Chair for the event is again Steve Meyer, and the flying will start at 10:00 AM on Saturday, following a short pilots' meeting to confirm the safety rules and designate the flight areas.

We will have a retrieval boat at the event, for that rare chance that a plane or two cannot make it back to the beach under its own power.

The Fall Float Fly is open to any pilot that has a valid AMA card for 2016, and usually there are guests from several of the area R/C clubs, and there are always many beautiful aircraft on floats that put on a show to all in attendance.

Hopefully the weatherman will provide sunny and warm weather with just enough light breeze to put ripples on the water.

Bush Lake Park has a very nice sand point that juts out into the water allowing great air traffic patterns regardless of the direction of the wind.

Get a set of floats onto a plane or two and head on down to Bush Lake Park in Bloomington for a morning of some fantastic float flying.

TCRC

SCALE SATURDAY

Sept. 17th, 2016

9:00 AM – 4:00 PM

Pilot's Briefing @ 9:00 AM



Join us for a day of flying scale aircraft at the TCRC Model Air Park near Jordan, MN!
No Fees, No competitions, Just friends having fun flying great looking miniatures. Any Size is welcome!

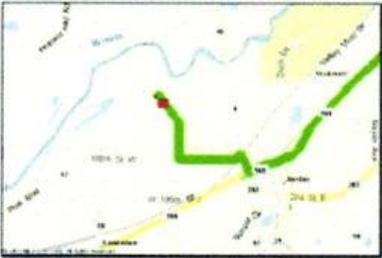
FIELD RULES:

- All Pilots must show their AMA membership Card
- All pilots must use a spotter and fly within the designated pattern
- Maximum (6) aircraft flying at any one time

Contact:
Scott Anderson 952-240-8606
andersonscotte@hotmail.com

Field Location:

- www.TCRCOnline.com
- 18266 West Sioux Vista Drive, Jordan, Minnesota




Do You Think You Have An Expensive Plane?

Butch Boehler is a member of the Rice Lake R/C Club, having been the president last year. And as most of the Rice Lake members do, Butch loves BIG airplanes.



**Butch Boehler with one of his smaller airplanes.
(Photo by Jim Cook)**

Because the Rice Lake R/C'ers have big airplanes, they all have to have large enclosed trailers to transport their planes and equipment to and from the field. Butch was no exception.

This past year, Butch built a new and bigger plane. Bigger than any plane he has owned before. The plane is a beauty, but Butch discovered that this plane would not fit in his trailer! So, the obvious solution for him was to buy a new trailer that was big enough to house this aircraft.



Butch with his new trailer and new truck. (Photo by Jim Cook)

The new covered trailer is an 18-footer, large enough to hold several of his large aircraft. But when you buy a bigger trailer, you sometimes

learn that your current vehicle is not strong enough to pull the beast. Butch learned exactly that.

So, his next stop was the auto dealer where he bought a nice Chevy Suburban. It looked nice hooked up to the trailer, but when he took the pair out on the road he sadly learned that the Suburban was not a big enough vehicle to do the towing.

Back to the dealer, from which he returned with a good looking Chevy pick-up. This machine was definitely powerful enough to do the job.

So, Butch is now happy. However, both Butch and his wife point out that the one bigger airplane has cost him about \$50,000! **J**

Calendar

- | | |
|-----------------|---|
| Sept. 10 | Hobby Warehouse
Swap Meet |
| Sept. 13 | TCRC Meeting At
The Field
Dinner at 5:30
Meeting at 7:00 |
| Sept. 17 | Scale Saturday
TCRC's Model Air
Park, Jordan, MN
9:00 AM Pilots'
Meeting
Scott Anderson
952-240-8606 |
| Sept. 24 | Fall Float Fly
Bush Lake Park
Bloomington, MN
10:00 AM
Steve Meyer |
| Oct. 1 | TCRC's Season
Finale
Model Air Park |
| Oct. 11 | TCRC Membership
Meeting, 7:00 PM
CrossPoint Church
Bloomington |

The Big Guff Story

by Sherwood Heggen

What does one do when an itch needs to be scratched? Well, two things can be done. Ignore it and wait for it to go away, or scratch it, only to make it itch all the more. To eliminate the itch, ointment of some type may be applied. That was the case with a model airplane that has been itching me for many years. The ointment in this case was to build the airplane causing the itch, the Big Guff.

Decades ago, I saw a model that caught my interest that was known in the year 1935. It was the Kovel-Grant KG-1 which had its high wing mounted on cabane struts on top of a box fuselage. It came in two versions -- an eight foot and a ten foot span model. It was a free flight that sported a lot of dihedral for stability. Radio controlled flight had not yet been established to any degree of success for models. Then, along came Walt Good and his twin brother Bill. Walt was an engineer/builder type and Bill was into designing electronic stuff. It was the perfect combo for what was to come -- radio controlled model airplanes that flew successfully and repeatedly.



Sherwood's remake of Big Guff. (Photo by Sherwood Heggen)

Walt apparently saw the worthiness of the KG-1 design for developing a radio controlled model and made some subtle changes. Most obvious was to modify the fuselage and replace the cabane struts supporting the wings to a cabin type fuselage. This was to better house the radio designed by Bill which required a fair amount of room. Radios then were not compact little wonders we enjoy now. The model was given the name Big Guff and was painted orange for visibility reasons. As a result of the knowledge and experience the twin brothers mustered in designing and building the model and radio, Big Guff took to the air successfully many times. It gained a reputation of being the first consistently successful radio control model.

The radio controls were very basic yet sophisticated during this pioneer age of R/C modeling. The year was 1937. The transmitter was not held in the hands because of its size. Instead, it was set on the ground and a 10 foot tall antenna was erected beside it. Batteries to power the transmitter were big and bulky and resided in the trunk of the Good brothers' car. A battery cable ran from the trunk to the ground based transmitter. A cable came from the

transmitter box which had a push button on the end which was held in the pilot's hand. This was used to key the transmitter signal sent to the airplane. In the airplane was a basic tube type receiver which accepted the signal by pushing and holding the button to activate an escapement. The escapement was an electro/mechanical device powered by a wound up rubber band. When the escapement was activated the escapement would rotate a quarter turn. A mechanical connection to the rudder would cause the rudder to go full deflection. Releasing the button would shut off the signal and the escapement would deactivate and rotate another quarter turn, neutralizing the rudder. Flight was by rudder-only control although there was elevator control that was used sparingly. It was controlled by its own push button. (Would you believe this might have been the first example of Mode I whereas the rudder control, most likely, was held in the right hand and the elevator control was held in the left hand.) Under power the model would climb to altitude and the engine would eventually quit after consuming its ounce of fuel. From there it was a glider with radio control.

By today's standards, radio control flying back then was pretty archaic compared to our multi-functioned, gyro stabilized, jet turbine powered, money hungry models. But, everything has a beginning and that is where it started.

Walt and Bill flew Big Guff a lot in demonstration and competition. On one occasion, a young man came up to them after witnessing a flight and asked if his grandfather could come and see the airplane. The man came over and spoke to the brothers with great interest regarding the model remarking how he likes to learn something new every day. The man was none other than Henry Ford. The Good brothers entered Big Guff in the Nationals competition and won first place in 1938, 1939, and 1940 in the radio control class.

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The Big Guff Story

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My interest in building Big Guff was based on a couple of things other than it is a historic model airplane. Certainly its appearance was a big part. I am drawn to basic form and function which this model certainly is. It has a large wing to provide a lot of lift to help the low powered engine of the day to get it in the air. Its oversized tail helps to move the center of gravity back to make it even more of a lift machine. The other thing that drew my interest was to experience what radio controlled flight was like almost 80 years ago. With that inspiration, the project was begun. I thought the project was worthy of doing a build thread on RC Groups which can be found under Aircraft- Exotic and Special Interest/ Vintage & Old Timer Designs/Walt Good Big Guff.

The build was not particularly easy because of its size being 8 feet in span with an under-cambered wing and elliptical tail. Each wing had a high parts count partly because of the upswept, rounded wingtips. The tail, too, was an involved project because the servos are built into the confines of the vertical fin and stabilizer. Elevator control was built into this model as it was on the original. The fuselage was a basic stick box with balsa sheeting over the entire framework, adequate motor mounts, and prop protecting landing gear. The wheels of the landing gear are placed far forward under the prop to keep the prop from hitting the ground and breaking in the event of a hard landing. Back then, props were hand-made by the modeler and protecting them was important.

Challenge came in the build of Big Guff in the form of weight. Finished weight was about 11 ¼ pounds, certainly more than the reported 8 pounds of the original. Weight gain came unexpectedly with paint build up on the big tail and aft fuselage which then required lead ballast in the nose.



Sherwood's Big Guff takes to the air.

First attempts of flight were not successful. There was a light breeze of 5+mph which was shifting in direction. The takeoff run was attempted on a grass runway. The drag of the grass, the shifting winds, and a very far forward landing gear resulted in ground loops and almost take offs. I decided to leave it on the ground until more suitable flying conditions were available and also to consider how to lose some weight. After considerable thought, I decided to

strip the Koveral fabric coated with Minwax Polycrylic, and Rustoleum paint. Also, an onboard starting battery and switch was removed as well as the lead weight in the nose. The Hitec 225 servos in the tail were replaced with slightly lighter Hitec 81's. New covering of translucent orange Solartex was applied. Weight loss was 2 pounds and the balance was right on!

It was ready for the maiden once again, but the weather was not cooperating. Finally, after many days of waiting for the wind to calm down, the weather report showed a Sunday morning to be calm and pleasant. The Jeep was loaded with Big Guff and her support equipment and it was off to the flying field. At the field, it took some time to ready the airplane. The wings have to be joined at the center with a removable dihedral brace and four bolts and nuts that pass through aluminum tabs secured to the wing spars which hold the wings together. The wing is held on to the fuselage with rubber bands as well as the tail. Finally, it was readied for flight with a tank full of fuel and was wheeled out to the starting area. The Saito 65 with its 14-5 prop fired right up and the time had come once more to fly. This time, takeoff was to be off of the asphalt runway. Check the controls – left is left, right is right, up is up, and down is down. There was nothing else to do but hit the loud lever and see what happens – so I did. There was suddenly smoke, noise, and forward motion as Big Guff jumped straight forward and in about 50 feet it was airborne and climbing rapidly! I beeped in a bunch of down trim and then also throttled back and Big Guff settled into straight and level flight. It handled remarkably well. Turns were accomplished by holding a bit of rudder. Relaxing the rudder stick brought Big Guff back to straight flight because of all of the dihedral. Constant altitude was held with less than 1/3 throttle. What a thrill to see my scratch-built efforts of an 80 year old design in the air. Big Guff is not a fast airplane guessing that it runs flat out at probably

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The Big Guff Story

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less than 40 mph. The first flight was coming to an end after many turns left and right, figure eights, and “burning high speed” passes low over the runway. How would it react on landing? There wasn't much left for throttling back but the engine did slow down some and Big Guff started to descend. Now the glide began to steepen and up elevator was necessary to flatten the glide approach. Soon the wheels and grass joined company again. With a bit of throttle and some steering effort, Big Guff was taxied back to where it started its maiden flight and the throttle cut switch was pulled on the transmitter. Engine off! Flight over! Success!

Four more flights were made on that beautiful Sunday morning with all of the same great experiences. With Big Guff back in the shop, some trim adjustments were necessary to make it fly even better. It was obvious that there was not enough down thrust causing the need for down trim. In the glide mode up trim was necessary. With the thrust angle and the down trim balanced out, landing will be even more uneventful.

To me, building the Big Guff is what R/C modeling is all about. Take sheets and sticks of balsa, plywood, wire and glue and make a three dimensional object. Install a power plant and a radio to guide it. The culmination of all these things is then to go out and enjoy the miracle of flight. The Big Guff has been a very gratifying project and probably as much fun and fascinating to me as it was to the Good brothers nearly 80 years ago. I encourage you to pursue what is gratifying to you in this great modeling world.

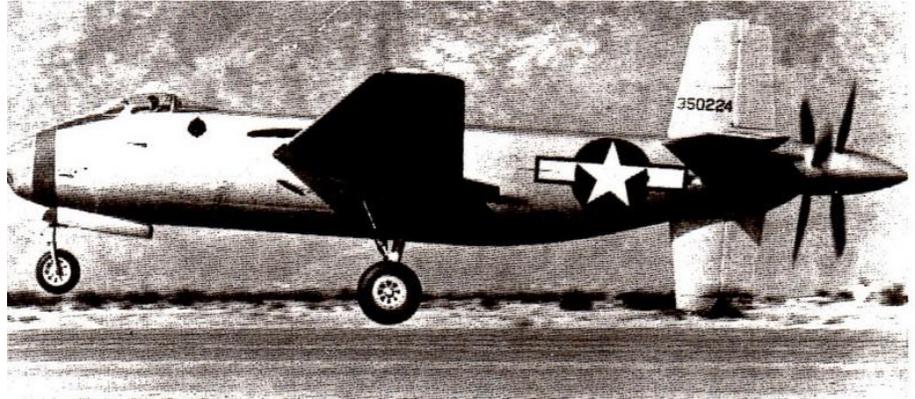
Oh, how I love this hobby!

J

Douglas XB-42 Mixmaster

by Conrad Naegele

The August Mystery Plane was the Douglas XB-42 “Mixmaster”.



Douglas' radical new attack bomber was developed in 1943, when the Air Corp saw it as an inexpensive substitute for the B-29. The first -42 flew in May, 1944. It had an expected range of 5,400 miles, with 8,000 pounds of bombs. With the bomb bay doors open 5-inches, it could carry a 10,000 pound bomb.

It had two 1,800 horsepower Allison V-1710 engines, mounted side-by-side, their power reaching the contra-rotating props via two sets of five P-39 drive shafts! Both a single and a double canopy were tried, but a single canopy was used. Plane #2 added two Westinghouse jet engines, which upped the speed to 488 mph. Unusual armament consisted of two pairs of 50 caliber machine guns mounted on the trailing edge of the wings, manned by the co-pilot, who swiveled his seat to the rear.

However, the war was winding down, and the two examples eventually crashed. Actually five were built. Two were scrapped, and one, in 1949, the last, was retired, and sent to the National Air and Space Museum, where it is still in storage. Somewhere along the way the wings were removed for transport, and were never seen again!

The Douglas XB-42 was powered by two Allison v-1720 inline liquid-cooled engines, each developing 1,710 horsepower. Its max speed with those engines was 410 mph.

J

Andersen Designs



Andersen La-7
Built by Jeff Quesenberry

FREE! Scale Plan Downloads

ARADO 96B, Focke Wulf TA -152H
Grumman Lynx, Howard Pete
Kawasaki Ki-45, Lavochkin La-7
Mitsubishi - "Babs"

MNBigBirds.com

Add'l Extras:

- In Flight Videos
- Construction Articles
- Scale Documentation
- Paint Masks & more...

Composite Parts Available thru...

MICKO
Aircraft & Accessories

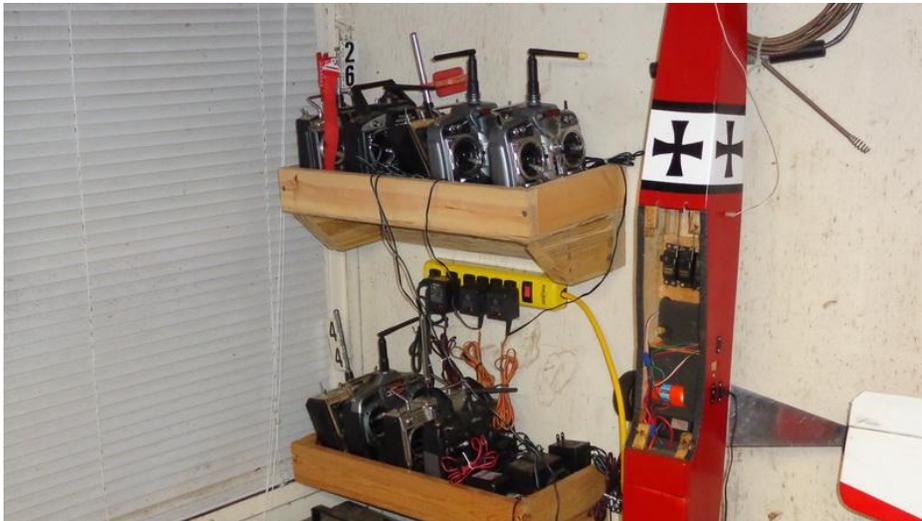
Finally My R/C Electronic Equipment Is Organized!

by Jim Cook

Battery maintenance has always been a disorganized effort on my part, at best. I have planes resting wherever I can find room, and too many transmitters that are here, there and everywhere.

Too many transmitters has been a huge problem for me. During the 72 megahertz era of R/C, I think I peaked around 10 or so radios. And then came the wonderful 2.4's. A great improvement for our hobby, but a temporary increase in my radio inventory issue. Slowly I have been retiring 72 MHz radios, giving them away, or having them die. (They do not die easily. I still have two gold case Futabas, dating from around 1990, and I still use them and trust them.) At the same time I have been purchasing 2.4 GHz Tx's. So currently I still have too many radios.

Battery maintenance is critical for safe flying in our hobby. Your Tx and Rx batteries have to carry a safe charge level, and be in good shape. Knowing this it was extremely important that I do a better job of organizing my charging efforts and know the state of all of my batteries.



The picture above is my new charging organization at my lake home in Siren, Wisconsin. In addition to the two trays shown in the picture, there exists a third tray above these two, and it too has its own power strip. As it sits right now, the bottom tray has a Lil' Trickler battery charger (picked up at Toledo Air Expo many years ago) that charges the three radios in that tray. The Lil' Trickler has plug ins for three conventional radio chargers. It also has a switch that in one position, allows the normal charge rate output, but in the second position, reduces the charge rate to trickle. So, in trickle position, the Rx's and Tx's can be kept at constant charge.

The other two trays each hold four transmitters, and each have their own power strip.

My plan is to have the three power strips plug into the Lil' Trickler, and thus 12 radios and flight packs can be kept at constant charge after being fully charged. However, I need to have one of you electrical gurus tell me that this will work without any electrical issue.

Of course the obvious next problem is how do I get 12 airplanes close enough to this charge system so they can all be kept at constant charge and ready to go. At its current location, I can have about six airplanes in the general proximity to utilize the system. J

THE TCRC FLARE OUT Monthly Newsletter



TWIN CITY RADIO CONTROLLERS INC.

Purpose: To preserve, encourage, and further develop the hobby of building and flying radio controlled model airplanes.

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TCRC Flare Out

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Warbirds Over Owatonna 2016

by Scott Anderson

We had a great week for the event with some unique weather observations! Over 110 pilots and 300 aircraft attended this year's event. Pilots were arriving as early as Tuesday for the event to enjoy the camaraderie and excellent flying site.

The Three Rivers Area Model Plane Society (TRAMPS) were well represented having driven up from Oklahoma for the event. As hot as it got, they were not breaking a sweat.

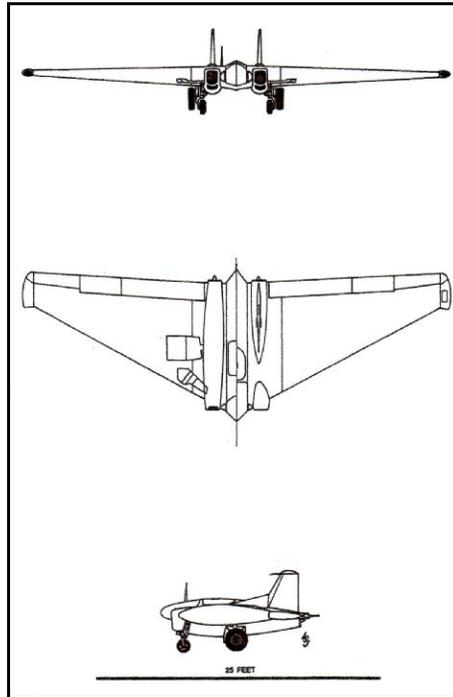
Other pilots had driven in from as far east as South Bend, Indiana to play with us!

Chris O'Connor and Steve Meyer managed Flight Safety and the flight line with support from Bob Briesemeister, Nathan O'Connor, Jon Rosen and Scott Anderson.



Friday we had some interesting weather as we continued to fly in the middle of (3) funnel clouds! One to the west of us, one to the south and one to the east. The westerly funnel grew to be threatening but it never connected to the ground. J

September Mystery Plane



Model Aviation Day Cancelled

TCRC's 17th annual Model Aviation Day was scheduled for Saturday, August 20th. Chair Doug Elyea had the event organized and ready to go, but during the week leading up to that Saturday, excessive rains brought the Minnesota River out of its banks just enough to make the Jordan field unusable for MAD. L



(Photo by Doug Elyea)

Don't

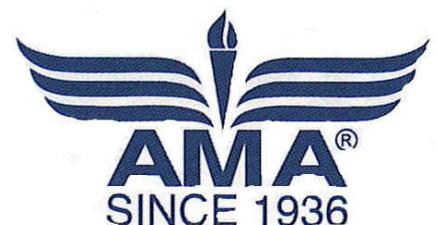


Forget!

The TCRC Membership meeting for September 13th will be a 'meeting at the field', weather and River permitting.

Flying starts anytime, dinner at 5:30 PM and the meeting at 7:00 PM.

Bad weather will move the meeting to CrossPoint Church at its regular time. J




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