



October

Minneapolis, Minnesota U.S.A.

2004

# Fall Float Fly A Wonderful Time

by Stan Erickson

TCRC held its annual Fall Float Fly on Saturday, September 11<sup>th</sup> at Bush Lake Park in Bloomington.



**A nice seaplane takes off at the Float Fly.  
(Photo by Jay Bickford)**

CD's for the event were Stan Erickson and son David, who were standing in for Jim Cook who had to attend a wedding on this beautiful day. A what a day it was, with bright sunshine, warm temperatures and almost no wind.

The float fly got under way when David arrived with the retrieval boat and frequency board right around 11:00 AM. Larry Couture and

Bob Nestaval of TCRC were first into the air with a Superstar that lifted nicely off of the glassy water.

Cubs were very numerous – and big ones at that! Rae Richardson had a Great Planes Cub, as did Rick Smith. Joe Casey and Stan Erickson had their 1/4-scale Cubs, and Bill Hackett had a Goldberg Cub. Other planes and pilots included: Ray Smieja, a Balsa USA Northstar and a Telemaster; David Erickson, a Northstar; Rick Smith, his Aquastar; Boyd Bowdish, a SeaBird; Morgan Larson, a Sea Cruiser; and Dan Stensby, a ducted-fan seaplane. Daniel Armstrong had his Caliber helicopter.

Dan Stensby's ducted-fan drew a lot of interest as he put the maiden flight on the curious craft. It flew very well!

While attendance was down from last year, there were always 3 or 4 planes in the air, and there were no crashes. And a good time was had by all.

Thanks to all who came down to be a part of the Fall Float Fly. ☺

# From The Cockpit Of The President

by Scott Anderson

Welcome to Fall in Minnesota! The leaves are changing and the air is crisp and often calm, perfect conditions for flying! The temporary inconvenience of the river rising is gone and the TCRC Model Air Park is open for business.

We've had a lot of flying activities in September. My favorite is the Fall Float Fly at Bush Lake in Bloomington, Minnesota. For those of you who have never been there, the public beach off of East Bush Lake Road is nearly perfect for flying off of water. The beach is a peninsula that provides nearly 270 degrees of waterways for take offs and landings. TCRC has been holding our spring and fall float fly events there since the late 60's.



Look to TCRCOnLine.com for pictures and videos taken at the September event thanks to our Webmaster, Pat Dziuk. Pat was kind enough to compress some of my videos to a reasonable level. Contact me if you are interested in a high-resolution copy of any of my files.

I'd like to acknowledge the dedication and hard work of our Vice President, Jay Bickford in getting new signage created and posted at the TCRC Model Air Park. Jay has been an exceptional asset to TCRC since he joined us a few years ago. In addition to Jay we have a number of other members who have been of tremendous assistance this year. Newer members include Pat Dziuk, Mike Timmerman, and Scott Johnson among many others. Please be sure to thank them the next time you see them.

I've been traveling a lot for business and trying to sneak in some aviation related activities during each trip. Last week I was in Washington DC. I had some time available so I took a trip out to the new Steven F. Udvar-Hazy Center of the National Air & Space Museum of the Smithsonian Institute. The flagship building of the museum is on the national mall in DC. Its size is limited and it holds less than 10% of the total Smithsonian collection. The new Udvar-Hazy Center is a hanger configuration with tremendous amount of room for the unique and unusual aircraft in the collection. I'll share some pictures at the next meeting.

Our 2004 Season Finale is coming up soon. Let's get out and enjoy the fall weather!

I'll see you at the field! ☺

## Calendar

- |                |   |
|----------------|---|
| <b>Oct. 12</b> | <b>TCRC Membership Meeting, 7:00 PM<br/>Room H195<br/>Hennepin Technical College<br/>Eden Prairie</b> |
| <b>Oct. 16</b> | <b>TCRC Season Finale<br/>10:00 AM,<br/>Jordan Field<br/>Bring the Family<br/>CD Jay Bickford</b>     |
| <b>Nov. 9</b>  | <b>TCRC Elections</b>   |
| <b>Nov 14</b>  | <b>TCRC Banquet</b>   |

## Fuel Cans

If you have a favorite or otherwise standard fuel can in your flight box, then you routinely transfer fuel from one can to another. While you are doing this transfer, you have the perfect opportunity to make sure you are using only the cleanest of fuels. Put a coffee filter in the funnel you use for the transfer for super-fine fuel filtration.

*(Reprinted from Tangled Lines, Newsletter of the Tampa Bay Line Flyers, Tampa Bay, Florida, Phil Bayly, Editor.)* ☺

## Building Season Has Arrived

# Pictures From TCRC's Fall Float Fly



**Rae Richardson & Bill getting Rae's Cub ready for another flight at the Fall Float Fly.**



**Rick Smith and his nice J-3 Cub had many flights for the day at the float fly.**



**One Cub landing and one Cub taking off at Bush Lake at the TCRC Fall Float Fly.**



**Boyd Bowdish & his very nice SeaMaster take a break at Bush Lake.**

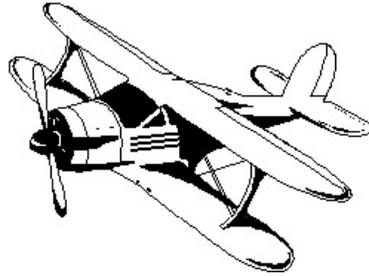


**Dan Stensby and his neat ducted fan.  
Photos by Jay Bickford**



**Rick Smith's Aquastar cruising over the water.**

## Show & Tell

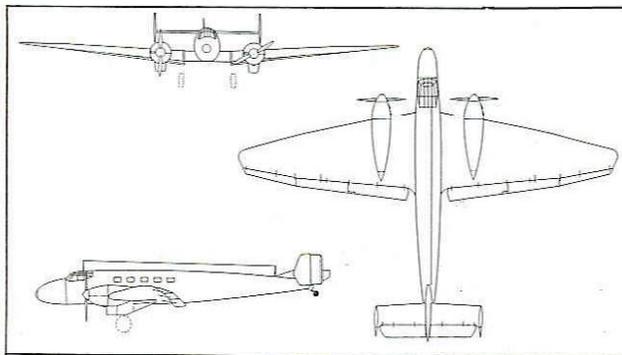


Beautiful planes keep showing up at the membership meetings.



Prolific Geoff Barber showed up with yet another plane at the September meeting. The plane was a Hanger 9 Twist ARF. This taildragger was powered with a Tower 46 2-stroke engine which had a Mac pipe for a muffler. It was covered in yellow and purple Ultrakote. This plane is a 3D, and has huge control surfaces. It also had flaperons and air brakes. Geoff had added wheel pants for a nicer look. As of the meeting the plane had yet to take to the air, but Geoff said the maiden flight would be very soon. ☺

## October Mystery Plane



## TCRC Season Finale October 16<sup>th</sup>

TCRC's grand fall tradition of the Season Finale is upon us again. Saturday, October 16<sup>th</sup>, the Season Finale will be held at the Jordan Field.

This year's CD is Jay Bickford and he has scheduled the start time for 10:00 AM. Members are urged to bring their spouses and family, not to mention several planes, to enjoy a great day at a great field.

Jay will also be the grillmaster and be serving up some nice hamburgers and brats for lunch. Members are asked to bring a dessert or a snack to go with the main course.

Another tradition of the Season Finale is the appearance of the Grim Reaper to repossess those hapless planes that met an untimely end during the course of the year. Jerry Dunne says he will be up to the task of sacrificing the carcasses of the crashed planes to the flames.

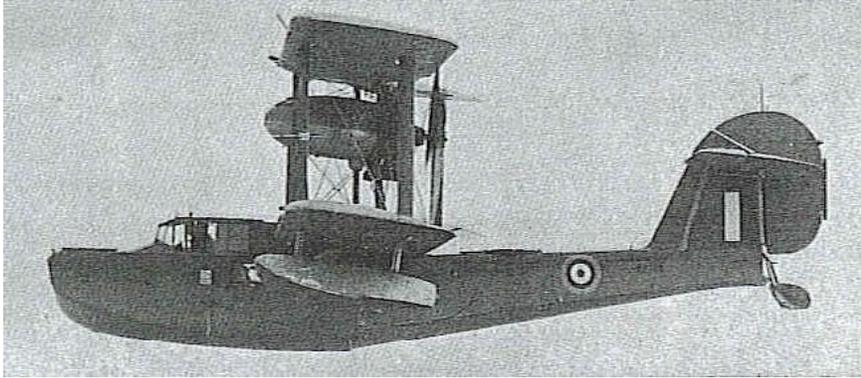
The weatherman is promising great weather for flying, eating, spectating, and just having a good time.

Mark your calendars now and plan on heading to Jordan with a car full of family and planes on Saturday, October 16<sup>th</sup> for the annual TCRC Season Finale. You will have a wonderful time! ☺

## Supermarine Walrus Type V

by Conrad Naegele

The September Mystery Plane was the Supermarine Walrus Type V.



The Walrus amphibian flying boat was developed as a private venture under the name Seagull V, and was a descendent of the Seagull 1 of 1922, which, in turn, was developed from the first Supermarine amphibian the channel type of 1920. The Mark V was primarily of metal construction, the flat-sided single step hull of aluminum alloy. Wing structure was built on two stainless steel spars. Only the wing ribs and most of the tail planes were of wood. The engine was braced above the hull, a pusher, and provision for scarf guns in the bow and in the hull behind the engine.

First flown in 1931, the plane was stressed for catapulting and, in fact, was the first in the world to be catapulted from a warship. Midway in production, construction was transferred to Saunders-Roe and they made the hull from wood.

The Walrus had an unrivaled reputation for being a 'pilot's airplane' and was used in every application possible, including dive bombing. Flying qualities were 'sedate' but one pilot did loop the aircraft. Pilots said it had no bad traits and it remained in production until the end of World War II.

The Walrus was powered with a Bristol Pegasus 9-cylinder radial air-cooled engine that developed 775 horsepower. It had a wingspan of 46 feet, a gross weight of 7,200 pounds and a speed of 135 mph. For armament it carried a 303 cal. MG in 2 positions and also could carry bombs and depth charges.

## TCRCOnline Working Well

Pat Dziuk, TCRC's webmaster, seems to have all of the bugs out of the club's website, TCRCOnline.com and it has become a great tool for the membership.

Pat has been great about getting event pictures on the site almost immediately after the event.

The home page always has notations of the current happenings at the field. *The Flare Out*, the club newsletter, is available on the website before the members even receive it in the mail. And all of the pictures in the newsletter can be seen in color.

The club roster is available in the 'members only' section, and is kept updated as new members join the club.

Still, the strongest feature of TCRCOnline is the Forum. This is a great means for members to get up-to-the-minute updates on events, learn how to do a specific building technique, make an announcement about the hobby, etc. So far, about 15 or 20 members avail themselves of the Forum, but it would be nice if all members with computers would take an active part in the Forum.

A big 'thank you' to Pat for doing an unbelievably good job on making the TCRC website a very useful and user-friendly tool for all of our members.

**TCRCOnline.com**

**Use It!**

# From the Co-Pilot's Seat

by Jay Bickford

As the Fall season creeps ever so steadily upon us here in Minnesota we are unfortunately having to wind down our main flying season for 2004. But while we are doing that, many of us are also thinking ahead to working inside on our winter building projects. The change of seasons is one of the many things to really love about Minnesota. I hate to say it but before long the snow will be flying with the return of winter to the Northland and we will all be bundled around the fire trying to keep warm.

By the time you read this the late season flood that hit the Minnesota River Valley at the end of September should be well off the field. We often have some of the best flying weather of the year in the beautiful Fall's around here, so be sure to get out and enjoy it while you can. There isn't much time left.

And for those of you who haven't been out to the field in a while there have been several field improvements. The TCRC board approved the purchase of new signs for the gate entrance as well as the shelter. Take a look the next time you are out and tell a board member "Thanks".



The new sign down at the TCRC shelter looks really nice.  
(Photo by Jay Bickford)

The next field event will be the Annual Season Finale to be held on Saturday, October 16<sup>th</sup>, starting at 10:00 AM. As always we will have the grill going for lunch with brats, hot dogs and burgers. After lunch

Gerry Dunne has agreed to again perform as our "Grim Reaper" in the annual fiery sacrifice to the gods of unfortunate aircraft. If you have a plane that lost its life this year, bring it out to the Season Finale and add it to the bonfire!

November also brings with it our annual TCRC elections. If you would like to run for one of the officer positions or have someone in mind that you would like to nominate, please let a board member know. TCRC is your club, and it is what you make of it. If you have not considered it in the past, consider running for an officer or board position this year and adding your efforts and input into making TCRC one of the best clubs in the Midwest.

This month the TCRC regular membership meeting will be held on Tuesday, October 12<sup>th</sup>, at our normal time of 7:00 PM. Our very own David P. Andersen will be presenting a program on getting started with fiber glassing. If you have ever wanted to move beyond just covering your planes with heat shrink film, you will not want to miss this program.

I also wanted to say "Thanks" to Rick Smith for providing last month's video-taped program on 3D flying at the last minute. Thanks Rick!

Until next month...See you at the field. ☺

**TCRC meets every month on the 2<sup>nd</sup> Tuesday at 7:00 PM in room H195 at the South Hennepin Technical College located at 9200 Flying Cloud Drive (Highway 212) in Eden Prairie. Guests are welcome to attend these meetings.**

## New Member

Chris Perzel became TCRC's newest member in September. Chris lives with his wife Jessy at 16320 Jatos Circle in Lakeville, 55044. Their phone number is 952-898-2738 and his e-mail address is [theperzels@att.net](mailto:theperzels@att.net). Chris will be learning Mode 2 and currently has a SIG Rascal 40-size plane.

When you see Chris at a meeting or the field, be sure and introduce yourself and welcome him to the hobby and TCRC. ☺

## Field Flooded For Short Time

The very heavy rains that took their toll on the Albert Lea/Austin area made their force felt at the TCRC Jordan Field for a few days.

The Minnesota River swelled to over the field flood stage of 18 feet and crested at 21 feet on Sunday, September 26<sup>th</sup>. The runways were under water for 3 or 4 days but the water quickly receded and the flying site was ready for use by Tuesday, September 28<sup>th</sup>.

During the few days the field was not available, members availed themselves to the club's auxiliary flying site at the Scott County Fairgrounds.

The Jordan Field is fine now for flying, so head on down and take some flights before the cold winds start to blow. ☺

## Notes From The Editor

By Jim Cook

While at my cabin a few weeks ago, I stopped into the art gallery of Dorothy Behringer, a talented local artist in the Siren, Wisconsin area. When she learned I flew R/C planes and was very interested in aviation, she told me about a young American pilot that flew for the Royal Canadian Air Force during the Battle of Britain, John Gillespie Magee, Jr.

Magee rose to the rank of Pilot Officer flying the Supermarine Spitfire. On September 3, 1941, while test-flying a new model of the Spitfire V. He climbed to an altitude of 30,000 feet and during the flight was struck with inspiration of a poem – To touch the face of God.

Just 3 months later, on December 11, 1941, while flying Spitfire V VZ-H, he collided in heavy clouds with an Oxford Trainer. John Gillespie Magee was killed. He was only 19 years old.

I have heard the first two lines of High Flight many, many times, but never the entire poem. Dorothy gave me a copy of the poem and a short biography of John Magee.

Granted, we R/C pilots do not soar to 30,000 feet. Not even 1,000 feet. But we do experience quite an exhilaration. I thought I would share with you John Gillespie Magee Jr.'s wonderful flight.

## High Flight

By John Gillespie Magee Jr.

**Oh, I have slipped the surly bonds of earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds – and done a hundred things  
You have dreamed of – wheeled and soared and swung  
High in the sunlit silence. Hov'ring there,  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air.  
Up, up the long, delirious, burning blue  
I've topped the wind-swept heights with easy grace  
Where never lark, or even eagle flew –  
And, while with silent lifting mind I've trod  
The high untrespassed sanctity of space,  
Put out my hand and touched the face of God**

## Proper Use of Transmitter Neck Straps And Trays

by John Burdin

For years, I have used a neck strap to support my transmitter. I found this eliminates the urge to move the transmitter around, raise or lower it, and simply makes it more stable. Whether I'm flying a jet, helicopter, pattern airplane, or sport, the neck strap makes things more enjoyable and gives me less to worry about.

For maximum convenience and performance, the length of the neck strap should make your transmitter level with your elbows as it hangs in front of you. This enables you to rest your hands on the transmitter without feeling as though you must raise them up over the top of it. After all, the purpose is to put the transmitter in a comfortable and manageable position.

From here, it is easy to rest your hands on the transmitter, allowing your full concentration to be directed to your model instead of on holding your transmitter. As you move to higher performance aircraft, this becomes more useful. It's pretty tough to operate the different controls on a transmitter (i.e. levers, switches, and knobs) while flying and holding the transmitter at the same time.

A transmitter tray also might be useful. It accomplishes many of the same objectives as the neck strap; however, there are some tradeoffs. The tray is an extra piece of equipment that must be carried with your gear. The neck strap simply goes in your transmitter case, field box, or tool box.

From a safety standpoint, the transmitter tray is not optimal. It is very difficult, in most cases, to hand off the transmitter to another pilot in an emergency. It is not good for beginners or even moderately experienced pilots for the same reason.

Both neck straps and trays are popular with many levels of pilots, and some of the best pilots don't use either one. Most of the better pilots do use them, however, and almost all pilots of high-performance models use one or the other.

The neck strap is my choice and recommendation for simplicity and ease of use. If you give it a try, don't make a snap decision on how you like it during your first flight. Like most other things, you must learn to use it, and once you do, you'll likely love it!

*(Reprinted from RC Prop Wash, newsletter of the Ocala Flying Model Club, Ocala, Florida, Dick Smith, Editor.)* ☺

## AMA Dues

All TCRC members should be receiving their AMA dues statements in the mail this month. Due date is December 15<sup>th</sup>. Remember all TCRC members must be members of AMA. ☺

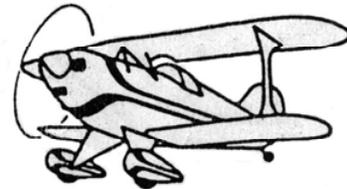
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## New Field Signs At Jordan Field

Jay Bickford installed several new signs at the Jordan field on Sunday, September 19<sup>th</sup>.



The new signs are not made from wood and should last quite a long time. The front gate sign includes the clubs website address and welcomes all spectators if the gate is open.

Thanks to Jay Bickford for doing all of the legwork to obtain and install all of the new signs. 😊

**TCRC Season Finale**  
**Saturday, October 16th**

## Fly 2K Patches Awarded

At the September 14<sup>th</sup> membership meeting, a long-awaited award was given to those flyers that had made it a point to put in at least one flight in every month of the year 2000, thus earning their TCRC 'Fly-2K' patch.



The 'patch' was actually a pin. The design had been made right after the year 2000, but the club couldn't find a company to make the patch at a reasonable cost.

At the meeting, John Dietz, Don Olson, Stan Erickson, Jerry Dunne, Jim Cook, Jim Ronhovde and Rick Smith received their pins. In addition to these members, Scott Anderson, Kent Anderson, Erik Anderson, Brian Duncan, Ken Duncan and Dan Stensby also earned their pins, but were not present at the time.

Many of the members being presented with the Fly-2K pins have been earning their AMA All Season Flyer patches for several years. At the end of 2004 several will be receiving the 10-year award.

Congratulations to all of these pilots who have braved rain, sleet, snow, flood, pestilence to become Fly-2K flyers. 😊

Editor, Jim Cook  
1075 Miller Street  
Shakopee, Minnesota 55379

## Nice Looking Sign!



New signs have been installed at the gate and at the shelter of the Jordan Field. Jay Bickford put them up on September 19<sup>th</sup> and they have really dressed up the site. Thanks, Jay. ☺

### 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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