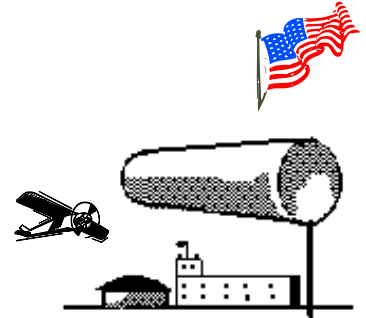


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB
EDITOR - DON JOHNSON - 272 SOUTH PORT LN Unit 33, KIMBERLING CITY, MO 65686
(417) 779-5340 e-mail molake@excite.com
CLUB WEB SITE <http://www.bransonrc.org>



VOLUME 13 ISSUE 2

February 2006

FEBRUARY MEETING

FEBRUARY 14 , 7:00 PM

Meet at the Branson RecPlex
at 1500 Branson Hills Park-
way

Program

Bring your current projects for
"Show and Tell"

THE PRESIDENT'S CORNER

Hello to all flyers! This has been a great flying month, weather wise. I hope everyone got a chance to get out to the field and fly.

We had a lot to cover at the January meeting. I have been talking with the people at the RecPlex Center in Branson to see if we can secure a meeting room there. They haven't gotten back to me as of this writing. I hope to know one way or the other by the end of January.

The Branson Methodist Church isn't going to work because of a scheduling conflict.

TRI-LAKES R/C FLYING CLUB

PRESIDENT
GARY ACTON 334-3917
VICE-PRESIDENT

SECRETARY
ANNETTE McEVOY
417 581-1241

TREASURER
ERV ROHDE 538-2439

SAFETY OFFICER
JOHN WOODS 338-8419

FIELD MARSHALL
DICK HANN 263-0018

INSTRUCTORS
RAY DIXSON 870 426-4310
ROSCOE FUDGE 336-5841
JOE MAJOR 337-5808
ERV ROHDE 538-2439
JOHN WOODS 338-8419

We have also been looking around for a better flying field. We are hoping to find something with more land and fewer trees (and no horses nearby!) .

Keep checking our web page to find out where we will be meeting in February.

Gary Acton

TRI-LAKES FINANCIAL STATEMENT 2006

		JAN	Y T D
BALANCE	1/1/2006	\$ 1,177.43	\$ 1,177.43
INCOME-DUES	-----	\$ 505.14	\$ 505.14
INCOME-SHIRTS&CAPS	-----	\$ 15.00	\$ 15.00
INCOME-FOOD	-----	\$ -	\$ -
INCOME-50/50	-----	\$ 11.00	\$ 11.00
INCOME-MISC	-----	\$ 16.00	\$ 16.00
EXPENSE-FIELD	-----	\$ 30.00	\$ 30.00
EXPENSE-NEWSLETTER	-----	\$ 8.54	\$ 8.54
EXPENSE-SHIRTS&CAPS	-----	\$ -	\$ -
EXPENSE-FOOD	-----	\$ -	\$ -
EXPENSE-AMA	-----	\$ -	\$ -
EXPENSE-Web	-----	\$ -	\$ -
EXPENSE-meeting room	-----	\$ -	\$ -
EXPENSE-MISC	-----	\$ 24.25	\$ 24.25
BALANCE	2/1/2006	\$ 1,661.78	\$ 1,661.78

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

January 10, 2006

President Gary Acton opened the meeting at 7:00 p.m. at the Mike's PC Works in Reeds Spring. All officers were present except Larry Gliser. There were 14 members and the following member's wife, Gloria Haan. Also guests and future members Fritz Corbin and Vern Crabtree. The minutes from the November meeting were approved as published in the December Newsletter. Treasurer Erv Rohde reported that the treasury balance as of January 1st was \$1,177.43. The 50/50 raffle was won by John Woods who donated his half of \$11.00 back to the club. There was an additional raffle for the 1 hour of computer service donated by Mike Anderson of PC Works that was won by Gene Fuson and raised \$16.00 for the club.

Committee Reports: There were no committee reports.

Announcements and Old Business: Erv Rohde reported that we have 26 paid up members at the present time. He also reported that the cost of the meat from Harter House for the Christmas party was \$144.34 and \$205.00 was collected.

Woody's wife said that they were sorry that the horses got onto the field and made such a mess. John Woods reported he had checked into what the cost to electrify the fence would be. After discussion, it was decided that even though the cost would be relatively low, it would not be worth it as any grass that touches it would render it useless in keeping the horses out.

Gary Acton announced that he and John Woods were meeting with Eric later in the week to work out details on having the Club participate in the opening ceremonies for the soccer complex.

Reeder Jones is to check with Branson United Methodist Church about the use of one of their meeting rooms as it looks like the possibility of using Mike's location again is in doubt at the present time. Actual location will be announced in the February Newsletter.

Mark Niebrzydowski will try to fix the mower engine. Mike Anderson suggested that we make up a check list to keep by the mowers so that anyone

using them will hopefully be sure to go over it prior to using the mower and prevent damage such as we have just experienced. A "pre-flight" for the mowers will save a lot of expense for us.

New Business: Annette McEvoy brought up the state of the Club at the present time and concern for it's future under the present method of operation. The fact that so many of our new members don't stay, present members don't tend to get involved and that our field is mediocre is a big concern for a lot of people.

There was a general discussion among all attending and several people came up with ideas and questions about a number of things:

- Reeder Jones said that he might be interested in purchasing Rocky Top if it were available at a reasonable price. Annette McEvoy will contact the owners to find out if they are interested in selling.
- Roscoe Fudge is going to look in to some property near ABC Camp Ground to see if it might be available.
- Gary Acton will check with the Corps of Engineers and the power company to see if there is anything available through them.
- Dick Peterson brought up the advisability of incorporation. Howard Shire will contact Phil Equi & Tom McKenzie to find out what is involved.
- Gary Acton will check in to a Mall Show location.

John Woods said that he is checking on a new source for embroidery for shirts & caps and Erv Rohde reminded everyone that he has caps and shirts for sale.

Annette McEvoy reported that a number of women attending some of the club functions are interested in obtaining the recipes. She and Denise Anderson are in the process of putting together a recipe book to be sold for \$10.00. The proceeds will be donated to the club. She will be contacting all the wives to get the recipes sent to DeeDee.

Program: Roscoe Fudge brought the following items for sale: Skeeter \$25.00; G-26 \$225. (2 tanks through it); a starter and other misc. items. He will make a good deal on any of them.

The Top Gun Certificates were handed out. Bud Austin 3rd, Erv Rohde 2nd and Mike Anderson 1st and the New Years Fun Fly Certificates were also handed out.

Meeting adjourned at 8:27 p.m.

THE EDITOR'S NOTE PAD

Not much news for this month so put in three articles from the AMA newsletter. The first we should all take to heart. Probably half our plane crashes have more to do with carelessness and poor maintenance than with pilot skill. As an addition to the last article, acetone is a great solvent and cleaner. It will usually take off grease, paint and dissolves CA adhesive. It will clean dried CA off most films without damage but will dissolve most plastics. Isopropyl alcohol is also a great cleaner for grease and will frequently remove sticky residue from tape. It also thins epoxies and is safe on most plastics. Denatured alcohol is the same thing without the added water. Both these chemicals are very helpful in the shop and can be purchased in quart cans at almost any hardware or Wal-Mart store. As a precaution try some on a piece of scrap material to see if it is safe for that material.

At present, 31 members have renewed their dues for 2006. If you haven't renewed you can pay them at the February meeting or send them to Erv Rohde, 928 Jackson Hollow Rd, Galena, MO, 65656. Regular dues are \$65, Associate Membership \$15, Family

NOTE PAD CONTINUED ON LAST PAGE

SAFETY 1ST

We need to take extreme caution in our use and charging of Lithium Batteries. There are more and more accounts of the LiPos catching fire and burning up not only the model, but also cars, trucks, garages and even homes – very tragic. Don't be complacent regarding these tiny fire-bombs.... Lithium + Oxygen = FIRE.

John Woods
Safety Officer



Above is Evan McCartney, smiling after he successfully completed his first solo flight. Also smiling is his instructor John Woods. Atta way to go Evan! (photo by A. McEvoy). Below is a shot of the January meeting held at Mike Anderson's office. It worked out well but is not now available. Future winter meetings will be held at the RecPlex in Branson. (photo by J. Woods). Did it fly? You betcha! Below right is Don Johnson's 65% Pro Twister, piloted by Mike Anderson on its maiden flight. Flew well but needed some tweaking, i.e. balance and trim adjustments.



From the Knox County Radio Control club, Knoxville TN

The Three Deadly Sins of RC Flying

by Jeff Procise

In the three years that I've belonged to the Knox County Radio Control club, Knoxville, Tennessee, I've witnessed my share of crashes and even thrilled my buddies with a few of my own. One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose a airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable.

Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps for avoiding them.

Wrong Model Number Programmable radios make the sport more fun and arguably safer, too. One of the primary benefits of a programmable radio is that it can store settings for several models. With the click of a button, you can call up the settings for your favorite model, complete with trim settings, end-point adjustments, servo directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model number before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model number.

The solution is twofold. One, remember to check the model number the moment you switch on your transmitter and make sure it matches the airplane you're about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model number, you'll almost always catch the error if you check the control surfaces before every flight.

Having a radio set to the wrong model number is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program in the servo directions before flying a new airplane. Again—make it a habit to check the control surfaces before every flight and you'll head disasters off before they happen. Before flying a new airplane for the first time, get a second pair of eyes to go over it with you. If the ailerons are reversed and you overlooked it once, you'll probably miss it again.

Improperly Located Center of Gravity There's an old saying in this hobby that says "A nose-heavy airplane flies poorly; a tail-heavy airplane flies once." Most beginners fail to appreciate how big a role balance plays in the performance of an airplane. Balance is important in full-scale airplanes, but it's even more important in RC aircraft, where an inch or so can make the difference between a model that flies well and one that's unmanageable in the air.

Most construction manuals specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the CG is at or near the recommended location. If necessary, you can add a few ounces of lead to the nose or tail to achieve the recommended CG. Often adding lead isn't necessary; you can achieve the desired CG by moving the receiver battery backward or forward.

Be certain to check the airplane's CG before flying it for the first time. I usually mark the location of the manufacturer's recommended CG with short pieces of trim tape. That way I can check the CG even if I don't remember precisely where it's supposed to be. Assuming your aircraft's fuel tank is on or in front of the CG be sure to check the CG with the tank empty. Finally, if your airplane has retracts that fold backward (like the F4U Corsair) check the CG with the wheels up.

Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

Inadequately Charged Batteries If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you're not sure whether they're charged.

Most transmitters have built-in voltage meters; I don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive voltmeter (which should be part of every flight box), or you can install an onboard voltage indicator like the Hobbico VoltWatch. Remember—low batteries lead to dead airplanes. This is one case where an ounce of prevention is worth a pound of cure.

From the Tri County RC Club, Butler NJ

ParkZone Electric Models From Horizon Hobbies

by Dr. Alexander Szemere, AVP AMA District II

John Donnelly, editor

Here is some information for all of you who may be worried about the influx of park flyers and their impact on our channels—especially after the holidays. As an aside, almost all of the models sold at toy and department stores operate on the 27 and 49 MHz frequencies—far from our 72 MHz channel frequencies.

Horizon Hobbies is marketing a series of electric park-flyer-type models under the brand ParkZone. These models come complete with a radio system installed. Some models in this line operate on 72 MHz. It's possible (expected) that some who purchase these models may be operating them at places other than what we think of as traditional model flying fields. Horizon recognizes this, and in an effort to minimize the potential of radio interference they have limited the channels these models operate on to six: 17, 19, 21, 50, 52, and 54.

*Technical Editor's Note: **Know your solvents**—they can be very useful but can have serious health repercussions if used without sufficient ventilation. Never use an ordinary electric fan to “suck” air out of a room where solvents are in use—instead set up your workroom so the fan blows air through and out of the room.*

Definitions

Fire point: The temperature at which a material will take fire when exposed to a small flame.

Acetone (Dope thinner, both Nitrate and Butyrate)

Boiling Range: 130°-134°F

Fire Point: 0°F.

Toxicity: Acetone is a mild narcotic, skin irritant, and has a de-fatting action on the skin. Prolonged inhalation may cause headaches.

Storage: Use minimum volume containers, either High density polyethylene (HDPE) or Polypropylene (PP). They have low vapor transmission, minimizing evaporation.

Safety Precautions: Use with gloves and eye protection in well-ventilated area.

This is a very dangerous and underrated solvent. Store it in sealed, solvent-proof containers in a cool place away from ignition sources such as a furnace or gas tank heaters. Do not store in a refrigerator. Accumulated fumes can be ignited from a spark from the exposed door switch. Underwriter's Labs have confirmed home explosions from flammable solvents stored in refrigerators.

Methyl Alcohol (Methanol and Wood alcohol)

Boiling Point: 146°-153°F

Fire Point: 52°F (open cup)

Toxicity: It has distinct narcotic properties. It is a cumulative poison, affecting the nervous system, especially the optic nerve, causing optic neuritis and blindness. It is an irritant to mucous membranes and skin can become dry and cracked because of the solvent action

Isopropyl Alcohol (Isopropanol)

Boiling Point: 175°-178°F

Fire Point: 67°F (open cup)

Toxicity: Not rated as a toxic compound but it is an irritant to mucous membranes and eyes and is a mild narcotic.

Rubbing alcohol is a mixture of 70% Isopropanol, and 30% water. It should be stored in bottles made from HDPE which has a low vapor transmission and minimizes evaporation. It is an excellent industrial degreaser. I have used it successfully for decades at both General Electric and General Motors to clean both metal and polymer surfaces prior to adhesive bonding. Its flammability is one of its drawbacks.

members \$5 each and Students with a current AMA card Free. Members that have not renewed their dues by the March meeting will be removed from the Club Roster. So renew your dues if you haven't already, as we really don't want to lose any of our current members.

Remember our February meeting is at the Branson RecPlex at 1500 Branson Hills Parkway. This is really a neat facility so be sure to attend the meeting so you can check it out.

Time to land for this month....ed



These three pictures were taken by John or Janet Woods and show some of the items for sale at the KCRC swap meet held every year in Kansas City during January. At the upper left it looks like John Woods is looking over some planes to replace some that are in his garage that he hasn't repaired yet. Rumor has it that John bought the big Gee Bee shown to the left. It should be a very interesting plane to see fly. Not sure why he didn't also buy that nice looking Stearman pictured above. Heard that everyone that attended had a great time.

TRI-LAKES R/C FLYING CLUB
Don Johnson - Editor
272 South Port Ln. Unit 33
Kimberling City, MO 65686

