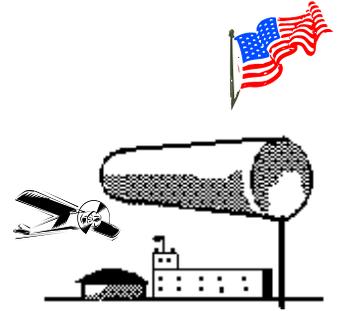


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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CARRY (OR FLY) A BIG STIK



The McEvoy's are at it again, taking a perfectly good Giant Big Stik ARF, stripping it down and redoing it. In their own words this is what they did. *"It has a 2.4 Brison for power spinning a 20x10 Xoar prop & Tru Turn spinner, 12 pounds even (so light for it's size that we actually thought our scale was broke), covering is Solartex with Graphix Blue vinyl trim. We designed and hand cut the 3 color covering. It has 7 Hi-tec BB metal gear servos. 7 Channel 2.4 Spektrum receiver. Modified the vertical stab outline, cut off all the scalloped trailing edges and replaced with balsa & G-10 plastic sandwiched to strengthen, extended the engine firewall and moved gas tank to CG so ended up with only 1 oz added weight to balance. Added "shock absorbers" to strengthen landing gear & 4 inch tires with DuBro wheels. All the hardware is upgraded to 4-40 size. Haven't set it up to Crow as yet but it does have flaps & we'll get there if we ever get to fly again!"* Looked great at the January meeting and should look better when they put the clear coat on. Also notice in the picture the documentation manual that details all the changes that went into this 80.5 inch monster.

THE PRESIDENT'S CORNER

Hello fellow pilots.

I hope everyone is doing OK after the ice storm and that not many of you lost power like Don did. There's probably not much flying going on since New Years day, I know I haven't been out there. Now is a good time for building new and checking over the old. I'm taking my time on the 1/4 scale cub but should have it ready to fly by spring. One of the things to check is your receiver batteries. One time up in Maryville I charged up and went flying immediately and although it checked out fine under a 500 ma load on the ESV, after about 2 minutes I no longer had control. The plane flew in shallow left bank circles for several minutes getting lower and lower until it crashed. After that I put the battery on the Acucycle, charged and cycled and sure enough it lasted about 2 minutes. Closer examination revealed one bad cell. So cycle those batteries and make sure they have at least 75 - 80 % of the rated capacity. You may save a plane that way.

I hope to see a good turnout for the meeting at the Community Center on the 10th. Bring your new project or anything interesting for show and tell.

Bud.

TRI-LAKES FINANCIAL STATEMENT 2009

		JAN	Y T D
BALANCE	1/1/2009	\$ 2,524.58	\$ 2,524.58
INCOME-DUES	-----	\$ 400.00	\$ 400.00
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD	-----	\$ -	\$ -
INCOME-50/50	-----	\$ 3.00	\$ 3.00
INCOME-MISC	-----	\$ -	\$ -
EXPENSE-FIELD	-----	\$ 45.00	\$ 45.00
EXPENSE-NEWSLETTER		\$ -	\$ -
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD	-----	\$ -	\$ -
EXPENSE-AMA	-----	\$ -	\$ -
EXPENSE-Web		\$ -	\$ -
EXPENSE-meeting room		\$ -	\$ -
EXPENSE-MISC	-----	\$ 16.50	\$ 16.50
BALANCE	2/1/2009	\$ 2,866.08	\$ 2,866.08

THE EDITOR'S NOTE PAD

I thought 2008 was a bad year because of the economy, and continues to be in 2009. But the last couple of weeks have been a bear. First the refrigerator lost its chill. Got that fixed, at least temporarily, then the dishwasher leaked. Thought we got that fixed then the ice came and power went out for 96 hours. Finally got the power back on and the dishwasher started to leak again. This is really messing up my model building schedule!

Due to lack of power and not much going on at the flying field I took a couple of items from the AMA Insider newsletter and put them on page 5. The AMA Insider is a web site publication that is usually about 14 or 15 pages long and is published about four to six times a year. It does have some interesting articles, mostly written by members and AMA members can access it from the AMA home page.

On the next page is a couple of pictures of my 40 Star 40 with and without floats. Adapting floats to most models can be relatively simple. A few years ago I put together information on making and setting up floats and gave them to members for a buck to cover the copying cost. Could make some more copies of the articles if anyone is interested. Actually flying off water is usually relaxing since you normally don't have to worry about trees.

Giveaway calendars seemed to be hard to come by this year. Since I had a lot of airplane model pictures, I looked for a calendar program and found one in Microsoft Publisher. Turned out quite well. I'm sure other programs have a calendar option or you could get a fairly cheap stand alone program. Kind of neat to see your own pictures on your calendar.

Time to land for this month.....ed.

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB
JANUARY 13, 2009

President Bud Austin called the meeting to order at 6:00 p.m. at the Branson Civic Center. All officers were present. There were 10 members present including the officers. No guests or new members were present. The 50/50 (split the pot) raffle was won by Erv Rohde. He received \$3.00, half of the \$6.00 pot.

Committee Reports:

Erv Rohde reported that we have a balance of \$2,524.58 in the bank account. Erv requested that any bills that are handed in only contain items purchased for the Club.

Announcements and Old Business:
There was no old business.

New Business:

Fun Fly certificates were awarded to the nine members who flew at the field on New Years day, and one that flew in sunny Florida.

Gene Fuson agreed to stay on as **Safety officer** and Fritz Corbin agreed to take on the position of **Field Marshall**.

Program:

Gene Fuson showed his Twister that he has been working on for the past 2 years. Looks great! Jim Halbert showed his Electro Stick that he modified. With the oversized engine

he says it will hang on the prop!

Jack and Annette McEvoy showed their Giant Big Stik. As usual they did a great job.

Meeting adjourned at 6:50 p.m.

The next meeting will be February 10 at the Branson Community Center starting at 6:00 p.m.

Below is Gene Fuson's Pro-Twister. Looks like it is coming along well in its' patriotic colors. Projected maiden flight about 2010.



Time to get ready to fly off water. Above is Don Johnson's 4 Star 40 without and below with floats he designed and made. Takes about 5 minutes to convert. Note small red water rudder. - no fancy steering linkage required.



2009 DUES

Club 2009 dues were due as of January 1, 2009. If you fly at Rocky Top Field on or after January 1, 2008 you will need a current (2009) AMA card.

If you are going to renew your Club membership at the February meeting, bring your 2009 AMA card. If you are paying by check, make the check out to "Tri-Lakes R/C Flying Club. You may also pay your dues in cash.

The dues schedule is as follows:

1. **FULL MEMBERSHIP** - \$80 per year.
2. **ADDITIONAL FAMILY MEMBERS** - \$5 each per year.
3. **ASSOCIATE MEMBERSHIP** (non-voting) - \$15 per year
4. **STUDENTS** - Free Club membership but must be a current AMA member.

If you joined the Club during 2008 talk to the Treasurer before paying as you may get a discount on your 2009 dues.

If paying by mail, send your dues to Erv Rohde, 928 Jackson Hollow Rd., Galena, MO. 65656.

YOUR 2009 DUES A DUE!!

Below are the names of the 17 members that are current in their 2009 Club dues.

Bud Austin, Sid Beckham, Fritz Corbin, Gene Fuson, Don Johnson, Reader Jones, Joe Major, Annette McEvoy, Jack McEvoy, Dave Medley, Keith Oxby, Robert Pilecki, Henry Racette, Erv Rohde, Howard Shire, Robert Smith and Roy Steinzel.

If you feel your 2009 Club dues are current but you are not on the above list contact Erv Rohde for needed corrections.



Above is Fritz "Trapper" Corbin with catch number 16. Not sure what the field would look like if Fritz didn't go after these foreign invaders from Mexico, Texas and Arizona. Not sure the armadillo has a natural enemy in this area so numbers can get out of hand if there is food available.



Above is Jim Halbert's Electric Stik which was pictured in last month's Newsletter. This month he has it sitting on a balancing machine he made from wood and carbon fiber rods. The plane sits on rocker arms with carbon fiber rods mounded perpendicular to the arms. When the plane is balanced the rocker arms are level and the carbon rods hang straight down and are centered in the cut-outs in the base. Neat job.

From Wiregrass RC, Enterprise, Alabama (from January 2009 AMA Insider)

Charging That New Battery

by Stan Grett and Jim Kale

In recent months, we have heard a lot of discussion on how to charge a new airborne battery or transmitter battery. Charge times have been recommended from 12-24 hours. Dave Thacker of Radical RC is the battery guy I listen to.

He recommends charging the new battery packs at 1/10 of the mAh, which is normally referred to as "C." This rate is often referred to in magazine articles and manufacturers' directions as C/10. He recommends that rate for 16 hours. Most NiCD manufacturers also recommend this.

So, if your battery is rated at 1500 mAh; then charge it at 150 mAh for 16 hours.

Be careful, if your charger charges at less than the C/10 rate, you will have to charge it longer. However, extremely long over charges are bad for the battery pack and will shorten its life. Also high charge rates can shorten the battery life if there is anything overcharging at all.

Cycling a new battery pack will help it get off to a good start in its new life. A good regiment to follow is to cycle it for three charge/discharge cycles over a week-long period. If it passes this test, it should give a good long life if maintained and charged properly.

Cycling a new battery pack before the start of each flying season and after the flying season will give you a good idea how the battery pack is holding up over a period of years.

Generally speaking, any battery that is more than three years old is on borrowed time. However, I do know of cases where battery packs lasted as long as seven years. You are betting your airplane though if you try to squeeze just a little more out of your battery pack than it has to give. Battery packs are cheap when compared to replacing airplanes. →

Tips & Tricks

Balsa Dents

When you accidentally dent a piece of balsa during construction of a model, try this old cabinet-maker's trick. Put a few drops of white vinegar on it instead of using filler. The vinegar will pull 99% of the dent out. Works best overnight. Try it; it really works! *from the Woodland Aero Modelers, Downers Grove, Illinois*

Servo Connectors

To hold your radio/servo connectors together, use a piece of thin string or dental floss and wrap it around the connectors, looping it through the wires so it pulls the two connectors together. Use a nonslip knot to tie the string so it does not come untied. Don't let an unplugged connector cost you a crash. *from the Privateers, Mills, Wyoming*

(from January 2009 AMA Insider)

FEBRUARY MEETING

FEBRUARY 10, 2009 6:00 PM

Meet at the **BRANSON
COMMUNITY CENTER**

Program

**Bring your current projects
for show and tell**

TRI-LAKES R/C FLYING CLUB

PRESIDENT

BUD AUSTIN 561-4466

VICE-PRESIDENT

FRITZ CORBIN 272-1106

SECRETARY

HOWARD SHIRE 779-5069

TREASURER

ERV ROHDE 538-2439

SAFETY OFFICER

GENE FUSON 538-9346

FIELD MARSHALL

FRITZ CORBIN 272-1106

INSTRUCTORS

RAY DIXSON 870 426-4310

JOE MAJOR 336-8060

GREG MCKENZIE

ERV ROHDE 538-2439

JOHN WOODS 338-8419

SAFETY FIRST

According to AMA regulations, all model airplanes must be marked with, either the owner's name or address or AMA number, having both would be better. You can use pre-printed labels or make your own. Be sure to cover the label with clear tape to protect it. Labels can be affixed inside or outside of the airplane.

Comply with AMA and ensure you have an identification label on all of your airplanes.

**Gene Fuson
Safety Officer**

TRI-LAKES R/C FLYING CLUB

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