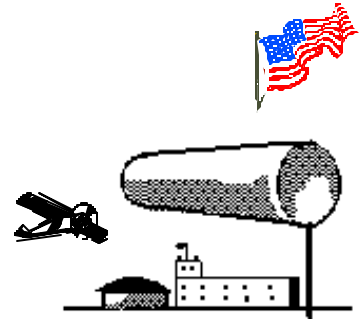


THE WINDSOCK

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



VOLUME 10 ISSUE 3

March 2003

MARCH MEETING

MARCH 11, 7:00 PM
Meet at the Branson Community Center.

Program
Bring your new projects for Show and Tell.

TRI-LAKES R/C FLYING CLUB

PRESIDENT

HOWARD SHIRE 779-5069

VICE-PRESIDENT

RAY DIXSON 870 426-4310

SECRETARY

ANNETTE McEVOY
417 883-9630

TREASURER

ERV ROHDE 538-2439

SAFETY OFFICER

ROSCOE FUDGE 336-5841

FIELD MARSHALL

HOMER ZOBEL 779-1735

INSTRUCTORS

MIKE ANDERSON 272-3155
RAY DIXSON 870 426-4310
ROSCOE FUDGE 336-5841
DON LIVERMORE 823-8899
ERV ROHDE 538-2439
CHRI RUST 546-6681
JOHN WOODS 338-8419

THE PRESIDENT'S CORNER

Rather than complain about the bad weather we have been having I would like to share the story Ardell Hanebrink wrote after Herman passed away.

At 7:57 PM, Saturday, February 8th, the Lord took Herman to eternal rest.

He fought cancer since November 2000 and he had been receiving Hospice care since December 5th. Everything possible was supplied to

make him comfortable here at home. For the last 14 days he had eaten and drank nothing; was surviving on Morphine and sleeping pills. Had days that he didn't know me but this Tuesday he opened his eyes, smiled at me and gave a Wave. The whole scenario reminds me of one of Herman's favorite jokes, which I have modified slightly:

"An elderly couple married 52 years was killed in a car accident. Their spirits met Saint Peter at the Pearly Gates. Welcome, St. Peter says, you'll love it here, we have R/C airplanes that if crashed repair themselves, air strips with no trees. Lakes stocked with your favorite fish and the best tackle. At this point the husband turns to his wife, frowns and says "Darn you anyway! The surprised wife says "What did I do?" He replies "If it weren't for you giving me all those vitamins I could have been here long ago"

I want to thank everyone for their support and prayers during this trying time. He will be cremated and burial will be in St. Louis at Memorial Park Cemetery in family plot where our daughter Debra is buried. Our son, Van, lives in Alton, IL and daughter Sandy in Kirkwood, MO. He will be missed and never forgotten.

If anyone wishes to send a memorial I'd suggest Quality Hospice, 94 Main Street, Cassville, MO65625.

God Bless You All, Ardell

Thanks Ardell

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

FEBRUARY 11, 2003

President Howard Shire opened the meeting at 7:00 P.M. at the Branson Community Center. All officers except Ray Dixson were present and there were 14 members present. The minutes from the January meeting were approved as written in the February Newsletter.

Treasurer Erv Rohde reported that the balance as of February 1st was \$1,492.51. The 50/50 raffle was won by Ray Womack who received ½ of \$14.00 and donated it back to the club.

Committee Reports:

There were no committee reports.

Announcements and Old Business:

It was announced by several members that Virgil Moon is recovering from a stroke and doing well. Also Roscoe Fudge updated everyone on Bill Rose's recovery from pneumonia. Although they are on the road to recovery they are both still hospitalized.

Howard Shire announced the passing of Herman Hanebrink on February 8th after his battle with cancer. All members stood for a moment of silence in honor of Herman. It was suggested that his membership dues be returned to the family and all members agreed unanimously that Erv send a check to the family in the amount of his dues.

Gary Metzger announced that there is a 2 day auction being held in Wichita this coming weekend. It was also mentioned that there was a swap meet being held in St. Louis at the Boeing Cafeteria on March 15th.

The club received an invitation from the Cajun Fighter Command who are holding a "Warbirds Over Louisiana" June 27th through 29th at Larks Field in Sulphur, LA. Anyone interested in more information please contact

Howard Shire or Annette McEvoy for more details.

Joe Major was presented with his certificate for winning the Sky Bowling event at the January 1st fun fly.

Erv Rohde reminded everyone who hasn't yet renewed their club or AMA membership dues to please do so as soon as possible.

New Business:

There was no new business.

Program:

Jack McEvoy showed his Four Star 60 with a Magnum 91 4 stroke currently under construction. It is considerably modified to accept a fiberglass nose cowl and other details. ** Roscoe Fudge brought his Big Stick 40 that he has for sale. It's complete with radio and transmitter, flown only a couple of times. Lists for \$439.98 new and he'll sell it for \$280.00. All you need to fly it is some fuel. He also has a 99" Butterfly, new never flown with receiver & servos for \$125.00. ** Don Johnson still has a radio (channel 49) for sale for \$80.00. ** John Woods brought some beautiful 8x10s of his "flying cars" and a couple of the electric geared motors that are used with this project. He's really getting some travel time in with the Chrysler exhibit.

The meeting adjourned at 7:23 P.M.



Check out John Woods' article on FLYING CARS on page 5.

THE EDITORS NOTE PAD

By now all of you know that we lost long time Club member, Herman Hanebrink, on February 8th, after a long battle with cancer. Herman was always a person with a positive attitude, great sense of humor and just a nice person to be associated with. He will certainly be missed at our Club functions. Our sincere condolences go out to his wife, Ardell, and family. Ardell has indicated to the Club that she now has airplanes, motors and radio gear that she would like to sell. If my memory is correct he had a Thunder Tiger trainer and an Astro Hog in the 40 to 60 range plus probably others. If you have an interest in any of this equipment Ardell would appreciate it if you would give her a call at 417 858-6071.

At press time we have 36 members that are current in their Club dues. At this time last year we had 46 paid up. If you have not paid your Club dues on or before the March 11th meeting you will be dropped from the Club roster and the Club Secretary will notify AMA that you are no longer a member of Tri-Lakes R/C Flying Club. A list of paid up Club members will also be sent to TPA Hobby Center and only those members will be eligible to receive the Club discount. So if you haven't paid your dues yet you can do so at the March meeting. If you can't attend the meeting send your dues to Erv Rohde, his address is on page 4.

There may be some confusion on grace period for dues. Dues for the Club and AMA are due on January first each year. If you want to fly on Janu-

ary first, or thereafter during 2003, to meet insurance requirements you must have proof of 2003 AMA membership—**no** grace period. The Club has in the past allowed members from the past year to fly at the field until the March meeting, **as long as they have proof of current year AMA membership.** After the March meeting Club members with unpaid dues will be dropped. AMA sends out a computer printout of Club members that are paid up AMA members two or three times a year. However one way to avoid the hassle of keeping up with every one's AMA status and avoid the occasional member that tries to talk his way into flying without proof of AMA membership, is to require a person's AMA card be placed on the frequency board before he/she can fly. Many Club's have this requirement.

On page 6 is some info on cell phones and R/C radios that the McEvoy's picked off the Futaba web site. Everything looks good until you get to the last sentence where they give an unreasonable and unworkable recommendation to not have active cell phones within 1,000 feet of R/C operations. Sounds like cover tail wording to me.

Like to thank John Woods for his article and photos of his adventures in flying cars. Always great to have someone contribute to the Newsletter. Makes it more interesting!

Put the Club Fun Fly on your calendar for April 12th. and the SMALL meet in little Rock May 30—June 2. Time to land for the month.

TRI-LAKES FINANCIAL STATEMENT

		FEB	Y T D
BALANCE	02/01/2003	\$ 1,492.51	\$ 954.61
INCOME-DUES -----		\$ 404.20	\$ 967.60
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD -----		\$ -	\$ -
INCOME-50/50 -----		\$ 7.00	\$ 16.50
INCOME-MISC -----		\$ 7.00	\$ 7.00
EXPENSE-FIELD -----		\$ 400.00	\$ 400.00
EXPENSE-NEWSLETTER		\$ 50.59	\$ 50.59
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD -----		\$ -	\$ -
EXPENSE-AMA -----		\$ 90.00	\$ 105.00
EXPENSE-Web -----		\$ -	\$ -
EXPENSE-meeting room		\$ 20.00	\$ 40.00
EXPENSE-MISC -----		\$ 10.00	\$ 10.00
BALANCE	03/01/2003	\$ 1,340.12	\$ 1,340.12



Above are a couple of motors that are used to power the Daimler-Chrysler flying cars that John Woods flies. It only takes three of these tiny motors to fly the 80% scale cars.

2003 DUES ARE PAST DUE

If you haven't paid your 2003 dues yet you can pay them at the March 11th meeting or send a check or money order payable to TRI-LAKES R/C FLYING CLUB, to:

ERV ROHDE
928 Jackson Hollow Rd.
Galena, MO 65656

The dues schedule is as follows:

1. **FULL MEMBERSHIP** - \$40 per year.
2. **ADDITIONAL FAMILY MEMBERS** - \$5 each per yr.
3. **ASSOCIATE MEMBERSHIP** (non-voting) - \$10 / yr.*
4. **STUDENTS** - Free Club membership but must be a current AMA member.

*A person can join as an Associate Member if he/she lives outside Taney County or counties adjacent or touching Taney County. A non local person can also join as a Full Voting Member if desired.

To maintain 2003 flying privileges your 2003 Club dues must be paid and your current (2003) AMA membership card must be shown to Erv Rohde.



CURRENT (2003) CLUB MEMBERS

The following members are current in their 2003 Club membership. If you are not on the list but feel you should be, contact Erv Rohde.

Gary Acton, Ken Adams, Sid Beckham, Rich Berthold, Ryan Cooker, Del D'Alessandro, Paul Denney, Philip Equi, Al Freeman, Roscoe Fudge, Larry Gliser, Bill Heinzl, Nicholas Ingenthron, Steve Ingenthron, Don Johnson, Reeder Jones, Curt Krause, Ed Kreiner, Annette McEvoy, Jack McEvoy, Tom McKenzie, Joe Major, Gary Metzger, Steve Miller, Virgil Moon, Henry Racette, Robert Robson, Erv Rohde, Bill Rose, Howard Shire, Robert Smith, Wade Stine, Jim Stuart, Frank Tinney, Ray Wommack and John Woods.



Above left is Joe Major's 110 inch SIG Rascal ARF as it climbs out at Rocky Top Field. With all that window area it could sure use a pilot Joe!

Directly above is Jack McEvoy's 4 Star 60 in bare bones. It has a Magnum 91 4-stroke for power. Jack, with Annette's help, even widened the fuselage to accept the cowl shown in the photo. When finished it will probably even sport a pilot figure in the cockpit!

Left is Roscoe Fudge's Big Stick 40 which he will sell complete with engine and radio for \$280. Just fill the tank and fly.

R/C FLYING CARS

John Woods

Many people have asked me how I became involved with the R/C Flying Cars. Before I share that story I will explain to those who I haven't talked to recently what the Flying Cars are all about.

First take a close look at the pictures, which will answer 1000 questions. The vehicles are radio controlled scale models filled with helium (dirigible). The highly detailed shell is made from thin polystyrene plastic (Styrofoam) which was formed to the exact shape of the original model. They are 80% scale, extremely light and of course very delicate. They weigh between 6 and 8 pounds.

Three geared motors, one on each mirror and one motor in the rear accomplishes direction of flight. The mirrors are attached to servos, which rotate up and down, giving up and down flight. The rear motor is fixed sideways and turns the craft left or right. All motors are reversible and on a throttle. They don't fly very well – kind of slide through the turns which requires the pilot to concentrate on any obstacles like concrete columns, 20 foot towering displays, megawatt light fixtures, show cars and yes, people. Air conditioning and air turbulence is a disaster to flying the cars. When filled with helium they weigh about 4 ounces making them subject to any breeze. The show personnel turn off the A/C during our 10-15 minute flights.

There are only seven vehicles that exist in the world and, NO Don I haven't totaled one yet. Since they are one-of-a-kind their cost is in excess of \$40,000. This of course is due to all the engineering and precision molds that must be manufactured to produce these exact replicas.

DaimlerChrysler has contracted a company named George P. Johnson Co. to have the vehicles built and shipped in these huge crates (garages) to various auto shows and other events throughout the U.S. The Helium, chargers and repair stuff is shipped also. Usually there is one pilot and two vehicles at a show. They are flown for promotion and advertising purposes and are extremely effective. People have never seen anything like this and they surround your booth, which, of course is in the Dodge- Chrysler-Jeep display area. Great advertisement.

The Dirigible Pilots (that's me) are contracted to GPJ Co. and travel to the shows, sets up and maintain the cars and fly during the show. Flying the cars is not without incident. All expenses are paid and we are paid too. There are usually several shows going on each month. For instance, in March there are shows in Cleveland, Oklahoma City, Tulsa, Atlanta, Kansas City and a Sportsman Show in the Superdome in New Orleans, which I'll be doing. Presently there are 7 Pilots, 6 live near the Detroit area where all this is based.

I became involved when I participated in the Camp Jeep event in Highlandville last summer. The gentleman who was the coordinator for Camp Jeep was showing a bunch of us pictures of the R/C Flying Cars and how they were filled with helium with little motors that gave them flight. We talked in depth about my designing and building Jim Stafford's Flying Saucers and other dirigibles, which all work almost the same way as the cars do. Two months after Camp Jeep he called and asks if I would be interested in being a Pilot for them. I went to Detroit for training in September and did my first show in October in Anaheim, CA. In January I flew at the St. Louis Auto Show and just returned from the New Orleans Auto Show. It is really a blessing to be involved with this new adventure in my life and am enjoying flying, talking with people and enjoying all their comments. This is truly unique in every way.



Words of wisdom from Club Safety Officer Roscoe Fudge

Don't fly low and slow. Trees will reach up and grab the plane. From the voice of experience. Roscoe

CELL PHONES AND R/C AIRCRAFT

The following was received from Annette and Jack McEvoy and is quite interesting..... ed.

Don't know if you're interested in this for the Windsock or not but we picked up some info on the Futaba site tonight under their frequently asked questions regarding the cell phone issue that I brought up a few months back. I couldn't get it to print out just that particular section so am re-typing for you in the event that you should want to put it in the newsletter. We've been asked by a couple of people at the field if we ever got any more info on this subject.

Is there any risk to using cellular phones in close proximity with my radio?

There are two separate parts to this question -- frequency transmission interference vs. computer processor interference.

FREQUENCY: While most fields do not recommend the use of cell phones for liability reasons, there should never be a frequency problem between cell phones and radio systems. The FCC makes sure that neither cell phones, nor R/C frequencies are close enough in range to interfere with each other and they enforce this policy actively. We have many fliers in high cell phone use areas, who have never encountered frequency problems related to cell phones, but once again, with the volume of cell phones today, and for safety sake, it is best not to fly during a large amount of cell phone use in the areas of the flying field.

PROCESSOR: There have been a few reported cases of modelers seeming to encounter strange programming issues with their computer radios when used in the vicinity of an operating cell phone. We have never seen this nor can we replicate it; however, when it comes to safety we always recommend the modeler err on the side of caution and avoid use of your radio equipment in close proximity with a cellular phone which is turned on.

It is always best to take all possible precautions to avoid a situation that could potentially harm someone. Therefore, we recommend limiting the proximity of powered-on cellular phones to at least 1,000 feet from any radio in operation.

TRI-LAKES R/C FLYING CLUB

Don Johnson - Editor
272-33 South Port Ln
Kimberling City, MO 65686

