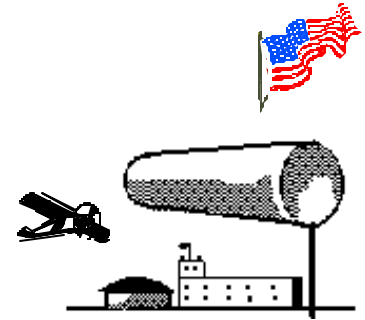


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB
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VOLUME 12 ISSUE 3

MARCH 2005

MARCH MEETING

MARCH 8 , 7:30 PM

Meet at the Branson Community Center.

Program

Bring your new projects for Show and Tell.

THE PRESIDENT'S CORNER

Hello to all,

Well, at our February meeting, we were on the verge of getting some snow, and today feels like late spring with the high in the upper 70's. I think I just got a sunburn on my head! We sure have fast changing weather in the Ozarks!

If you haven't been to the field since Saturday, the 13th, you may not know that it was invaded by some horses! They made a mess of the landing strip. So if you get a chance to go and fly, please bring a flat shovel to help clean the mess up and get the field back into shape.

Remember that Saturday, March 5th, is work day at the field. We will start around 8:30 a.m.

I have discovered that the winds hit the field about an hour before they hit our resort on Lake

TRI-LAKES R/C FLYING CLUB

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Shore Drive. One day John Woods called me and told me that the wind was getting too high to fly. I looked at Lake Taneycomo and we didn't have a ripple on the water from the wind.

Last year the club raised \$67.00 from the 50/50 raffle. That money was added to our general fund for club purchases.

Take care, and hope to see you all at the field on March 5th or at our next meeting on March 8th, until then
Good Flying!

CLUB WORK DAY SATURDAY MARCH 5TH AT 8:30 AM BRING SHOVELS AND RAKES

TRI-LAKES FINANCIAL STATEMENT 2005

		FEB		Y T D
BALANCE	2/1/2005	\$ 1,286.22	\$	960.40
INCOME-DUES	-----	\$ 130.00	\$	486.72
INCOME-SHIRTS&CAPS		\$ -	\$	5.00
INCOME-FOOD	-----	\$ -	\$	-
INCOME-50/50	-----	\$ 6.50	\$	13.00
INCOME-MISC	-----	\$ -	\$	-
EXPENSE-FIELD	-----	\$ 400.00	\$	400.00
EXPENSE-NEWSLETTER		\$ -	\$	7.40
EXPENSE-SHIRTS&CAPS		\$ -	\$	-
EXPENSE-FOOD	-----	\$ -	\$	-
EXPENSE-AMA	-----	\$ 90.00	\$	105.00
EXPENSE-Web	-----	\$ -	\$	-
EXPENSE-meeting room		\$ 20.00	\$	40.00
EXPENSE-MISC	-----	\$ -	\$	-
BALANCE	3/1/2005	\$ 912.72	\$	912.72

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

February 8, 2005

President Gary Acton opened the meeting at 7:28 p.m. at the Branson Community Center. All officers were present. There were 16 members, guests Mark Niebrzydowski (who joined the Club later), his nephew Nick and Cheri Silva were present. The minutes from the January meeting were approved as published in the February Newsletter. Erv Rohde reported that the treasury balance as of February 1st was \$1,286.22. The 50/50 raffle was won by Roscoe Fudge who received one half of \$13.00.

Announcements and Old Business: Erv Rohde announced that we have 31 paid members as of today. Everyone is reminded to pay up their dues or they will be dropped as of March 1st and they lose their flying privileges.

Gary thanked Roscoe Fudge for being Safety Officer and Fun Fly Director last year. He will clear up the question of this year's Fun Fly Director later.

Discussion regarding ideas to promote the club in our community was open to the floor. The ideas from the members included trying to promote a mall show; school demonstrations and/or a fun fly for special needs children as we have in the past or perhaps something in conjunction with the new recreation center that is opening up shortly. Gary Acton volunteered to contact the center to see what may be done there.

This year's Safety Officer John Woods advised that the first aid kit in the shed looks to be in good shape. He asked that everyone use a safety restraining device to hold their planes to keep them from rolling around. He has sets of stakes for \$8.00 per pair. If you don't have any and can't afford the \$8.00 he will donate them to you to help promote safety. A question asking if there was a "proper" direction that a plane being started in the pits should be pointed. John recommends that a restrained plane be pointed away from the field, toward your parked car when being started. He reminded everyone that we are all responsible for the safety of ourselves and each other and asks that we are all alert to safety issues and to be especially helpful to new people coming into the sport.

Roscoe Fudge and Larry Glizer received their Certificates for the New Years Day fun fly from Bud Austin.

New Business: Gary Acton advised everyone that there may be times that the front doors may be locked before we are through with our meeting and we must all exit by the side door rather than the front doors. Please be sure that if you are the last one out that the door is

locked behind you.

A question regarding the condition of our port-a-pot and if it is possible to replace it with a new one. Erv Rohde advised that he has looked into this before and the cost of a replacement would be at least \$1,000.00.

Gary Acton announced that we now have some diazinon for the field to try to combat the grub/armadillo problem. It was decided to have a work day on Saturday, March 5th beginning 8:30 a.m. to work on the field including picking up rocks, filling holes, fixing fences and fence posts and whatever else we need to get the place in top shape. Please bring rakes, shovels, buckets, whatever can be helpful. Rain date will be the following Sat, March 12th.

Del D'Alessandro has provided us with another replacement wind sock. Howard Shire will pick up supplies to close off the ends of the shelter.

Erv Rohde read a really interesting story about Al Capone's lawyer "Easy" Eddie O'Hare and his son, naval hero, Butch O'Hare.

Program: John Woods brought his GWS 50 electric powered P-38 which he painted with Short Shot by Krylon (purchased from Hobby Lobby). He used frisket film for the design and the 2 ozs. of paint that he used really sticks well on the foam bringing the total weight to 5.2 oz. Figures that he could get it down to 5oz if he eliminates some of the wires. He used 50# Spyder wire for "servo rod" and did a 20 MPH "wind tunnel test" with wife Janet being the driver and John holding it out the window. He'll use 720 mA batteries when Janet doesn't feel like driving. He'll share the plans with anyone interested. *** John also brought a couple of EAA Sportsmans Pilot magazines that he gave out to anyone that wanted them. One of them carried an article that he wanted everyone to know about regarding the new license that is now available to people with as little as 15 hours flight time; 5 hours solo/10 hours instruction. The maximum weight allowed under this license is 1320 lbs (most home built); 2 place max; 8 cyl eng; fixed gear; daytime only and 3 mile visibility are most of the requirements. Only a drivers license is required for this new sports flyer license.

Jack & Annette McEvoy brought their re-incarnated clipped wing Taylorcraft that bit the dust last Sept. The landing gear brace, instrument panel, horizontal & vertical tail and the wing core are all that are left of the original plane. The wing was actually trash too but not discovered until the covering was removed. It now sports a Z26; covered seat, and was generally dressed up here & there. Since this is an ARF it was somewhat of a challenge with no plans to help guide them. It checks out for all correct measurements, incidence, etc.

Meeting adjourned at 8:35 p.m.

THE EDITOR'S NOTE PAD

Want to thank John Woods for taking some pictures at the February meeting for the WINDSOCK. Seems I had a three day bug and didn't want to infect the entire Club, so John stepped in and did a great job. Thanks John.

The Club is now up to 35 members that are current in Club dues. Hope that everyone that is going to renew their dues for 2005 will do so prior to or during the March meeting. Those that do not renew by then will be dropped from the Club roster. At this time Annette will fill out and send in paperwork to AMA notifying them you are no longer a Club member. If you later pay your dues she has to fill out more paperwork and send it to AMA saying you are again a Club member. So give her a break and send in your dues or bring them to the March meeting.

In the current issue of Model Aviation there is quite a bit of information on electric flight. For those that fly electric or are interested in electrics, you should check these several articles out, especially "Selecting Electric Power Systems" by Bob Aberle. Agree with most everything in Bob's article but still feel that static thrust is a good performance indicator for planes that fly slow or hover. But will agree that static thrust, for airplanes that fly very fast with high prop RPM, will not tell you much about the plane's actual performance.

Don't forget the Club has a work day Saturday March 5th. Bring a shovel, rake and a pair of gloves with you. Work starts at 8:30 AM but it shouldn't take too long to do what needs to be done. Since the horses got loose again we have hoof marks to get rid of also. Also bring a plane or two as we will probably be flying by 10 or so. The more willing workers we have the faster it gets done.

Mike Anderson was wondering if the Club would like to put a Swap & Shop page on our Club web site. If you have something you want to sell or trade you could send the information by email to Mike and he would post it on the web page. Guess that you could even post that you wanted to buy something. Let us know what you think at the March meeting.

Time to land for this month.

2005 DUES ARE DUE

If you haven't paid your 2005 dues yet you can pay them at the March 8th 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 2005 flying privileges your 2005 Club dues must be paid and your current (2005) AMA membership card must be shown to Erv Rohde.

CURRENT 2005 CLUB MEMBERS

The following Club members are current in their 2005 dues.

Gary Acton, Erin Anderson, Mike Anderson, Bud Austin, Sid Beckham, Rich Berthold, Del D'Alessandro, Paul Denny, Ray Dixson, Vicky Dixson, Phil Equi, Roscoe Fudge, Cody Garber, Larry Gliser, Dick Haan, Don Johnson, Reeder Jones, Don Livermore, Joe Major, Evan McCartney, Mark McCartney, Annette McEvoy, Jack McEvoy, Tom Mckenzie, Dave Medley, Mark Niebrzydowski, Dick Peterson, Henry Racette, Erv Rohde, Craig Schmidt, Howard Shire, Del Silva, Robert Smith, Roy Steinestel and John Woods.

If you are not on the above list but feel you are current in your 2005 Club dues contact Erv Rohde.





Above is Jack and Annette McEvoy's resurrected Taylorcraft. Seems they had to replace the fuselage then put all the aftermarket goodies back in it and then found out much of the wing had to be rebuilt also. Great looking rebuild. Is that Jack in the pilot seat or is it his evil twin Frank? Also will they get Gary back from Wichita to do the test flight? Stay tuned for the continuing saga.

Below is John Woods with his P-38 Depron foamy powered with a couple of GWS 50 motors. John is using a bungee control return as shown below right. The servo has a string that pulls the control down and on the opposite side is an elastic cord that pulls the control up when there is no pull from the servo string. Pretty neat John. Weighs in at about 5.2 ounces.



To the right is another of Joe Major's helicopters. This one has a gasoline engine that obviously uses a lot of oil in the gas. Joe won't need a smoke generator to keep up with his maneuvers. Without the canopy and cowlings it kind of looks like a Si-Fi monster. Asked Joe why he didn't have the body on and he said it was a pain to clean off all the oil after a flight. Go Electric!!



DOING ELECTRICS

By Don Johnson

Now that we know much of the basics that make electric motors tick, how do we use this knowledge or why even know it?

Fortunately electrics are becoming better understood. Many RTF and ARF plane, motor, prop, battery and speed control combos being sold perform very well which is a welcome change to what has gone on in the past. Still there are times these combos are put together to meet a sales price goal rather than a performance goal. Also all like things are not created equal. One person may have an ABC combo that flies well and another has a similar combo that performs poorly—now what? Or you may have an electric plane that flies pretty good but you want to increase its' performance, hopefully without damaging the motor or speed control. Or another irksome problem is when your plane flies well but quits before the battery runs low or quits every time you increase the throttle. What to do????

There is a tool that will really help you with the above situations. Most modelers probably have a meter that measures volts, ohms and amperes, an invaluable tool but somewhat difficult to use especially when measuring current. A much better tool for the electric flier is the AstroFlight Whattmeter. Pictured to the right, this meter connects between the battery (source) and the speed control (load) and will measure the voltage, current and watts. It also measures ampere hours. The Whattmeter comes in two versions, the Super Whattmeter and the Micro Meter and both cost about \$60. Unless you are into micro models and never plan to have any motors that pull over 17 Amps, get the Super Whattmeter.

To use the meter, assume the airplane weighs one pound and with the Whattmeter hooked up you get a reading of 35 watts at full throttle. Since you want 50 or more watts per pound, this is not enough power. Since power (watts) is volts times amps you can increase the voltage by increasing the number of cells. The current can be increased by putting on a bigger prop. If the voltage was increased the motor will turn faster and with the same prop the current will also increase because of the added prop speed. Remember to keep the current at or under the rated capacity of the speed control and motor. If you reach the voltage or current limit of either the speed control or motor and still need more power you will need to replace one or both these items.

This meter will also let you observe what is happening to your battery voltage. Battery voltage will always drop some under load but if it drops a lot it is probably because the batteries are old, defective or

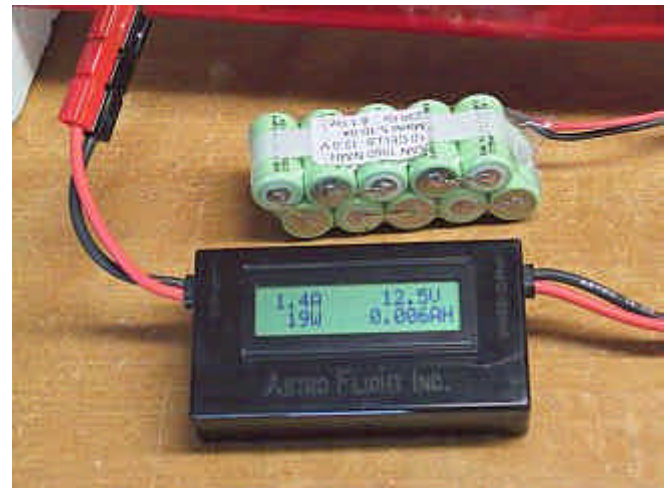
too small. Testing a 1300 mAH Li-Poly battery you notice the voltage drop from 11.1 volts to about 9.0 volts as the throttle is advanced to full. You have also noticed the plane shutting down when you fly at or close to full throttle. What's up? Well the battery just can't supply the current needed so the voltage drops and the battery probably gets hot, at least until the speed control decides the voltage is too low and shuts down. If the battery is old and just started having problems, replace it. If the battery is fairly new it probably is too small. Get a 1700 or 2000 mAH battery. You can also put a three cell Li-Poly battery in parallel with another identical three cell battery and double the current capacity of the battery. The same logic applies to Nicads and NiMH batteries.

Next month we'll cover a couple of computer programs that can help you select equipment and estimate airplane performance.

Below is a picture of the AstroFlight Super Whattmeter and another showing it hooked to a motor under test.

Check out the Whattmeter at

www.astroflight.com





SAFETY FIRST

Prior to flying a new airplane (or one that has had extensive repairs) there are two things that many flyers forget to check prior to the plane's first flight Range Check and Balance.

This occurs mostly with new flyers but it can happen to the (older) seasoned flyers too. Therefore if you are helping or observing, ask if these two items have been checked.

Thanks to all our members for keeping our flying field a SAFE place.

John Woods
Safety Officer



Above is Instructor John Woods on the Buddy-Box with new member Dave Medley. They are intently watching the Hobbico trainer pictured at top. Can you get Dave ready for the April Fun Fly John?



Above is Tom Mckenzie's nice looking Four Star-40. Unfortunately this is the "before" picture. It didn't look near as good after Tom tried to land it in a gusty wind. Oh well Four-Stars a fairly easy to build.

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