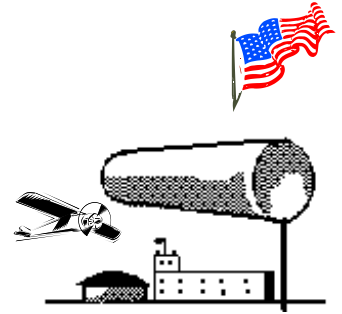


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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UNKNOWN D-DAY WEAPON DISCOVERED



It has been rumored that on June 6th, 1944 there were some planes with American markings that silently zoomed over the beaches of Normandy attacking the enemy defenses. A very careful search of the internet has revealed that six planes, code named Lightning Bolt, were developed as a stealth weapon for the invasion of Europe. The planes were constructed primarily of spruce and plywood with a light canvas and dope covering. They were powered by electric motors and newly developed Ni-Cad batteries. They carried no armor plating or oxygen system and minimal radio gear to save weight but were armed with two 250 pound bombs and two 50 caliber machine guns. The operation plan was to be towed aloft by three C-47s at an altitude of 13,000 feet, then released over the invasion beaches. On the first run the planes were to dive without power and each plane would find an enemy pill box to drop the two bombs on. Now 500 pounds lighter they would start the electric motors and climb back to 13,000 feet to start their strafing run, The motors were shut off, not only to save energy but because the planes could fly faster in a gliding dive than under power. The plan called for two strafing runs, then climb back to altitude and proceed toward England at a optimum (minimal) power setting, then glide on into a grass airdrome and be rearmed and towed back over the beaches. The plan worked perfectly until the white cliffs of Dover were in sight and the batteries were exhausted. The planes slowly descended into the sea and disappeared forever. The loss was such an embarrassment that all records of the mission were buried under tons of bureaucracy with the hope the disaster would never come to light. Are the rumors true? Well it might have happened, definitely could have happened and probably should have happened. Or is it just someone's Pipe Dream? We may never know!

THE PRESIDENT'S CORNER

Hello fellow pilots.

I hope the cold weather is about over. The forecast for this week looks a lot better. Perhaps the work day for March 7th will happen this time.

The meeting is March 10th at the RecPlex.

If you know anyone who has not paid their dues for this year give them a call. Lets get that membership back up there.

See you Tuesday night.

Bud

THE EDITOR'S NOTE PAD

If you went out to Rocky Top Field after March 1st and no one was there you probably found the old lock combination does not work. If your 2009 Club dues are paid (one of the 22 members listed on the next page) you can get the new combination from any of the Club Officers.

The Club field is in bad shape due to the armadillo damage. A Field Work Day scheduled for February 21 has been postponed twice due to weather and is now scheduled for Saturday, March 7th. We can use all the member help we can get. Plan to show up about 9 AM. Tools needed are shovels, rakes, buckets and of course gloves. You are even welcome without any of the above!

Speaking of armadillos, Jim Halbert is collaborating with Fritz Corbin on a high tech approach to controlling or eliminating these destructive critters. This should be interesting.

Still have several members that have not renewed their Club dues. The grace period is over and you now have to be current in your 2009 Club dues to fly at Rocky Top Field. You can pay your dues Saturday at the field work day on the 7th, at the March meeting on the 10th or send your dues to Erv Rohde. Of course you also have to be current in your 2009 AMA dues to fly at the Club field.

The next Club Fun Fly is scheduled for April 18th. Again your editor will supervise the events and again other members will be asked to develop some unique events. Although spirited competition is inevitable, the events should be fair, fun to compete in and fun to watch. Any and all event suggestions are welcome.

It has been a slow news month which necessitated the AMA INSIDER article on page 5 and the block buster story on the front page.

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

TRI-LAKES FINANCIAL STATEMENT 2009			
		FEB	Y T D
BALANCE	2/1/2009	\$ 2,866.08	\$ 2,524.58
INCOME-DUES -----		\$ 288.35	\$ 688.35
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD -----		\$ -	\$ -
INCOME-50/50 -----		\$ 6.50	\$ 9.50
INCOME-MISC -----		\$ -	\$ -
EXPENSE-FIELD -----		\$ 400.00	\$ 445.00
EXPENSE-NEWSLETTER		\$ -	\$ -
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD -----		\$ -	\$ -
EXPENSE-AMA -----		\$ -	\$ -
EXPENSE-Web -----		\$ -	\$ -
EXPENSE-meeting room		\$ -	\$ -
EXPENSE-MISC -----		\$ -	\$ 16.50
BALANCE	3/1/2009	\$ 2,760.93	\$ 2,760.93

MEETING MINUTES

TRI-LAKES FLYING CLUB FEBRUARY 10, 2009

President Bud Austin called the meeting to order at 6:01 at the Branson Civic Center. All officers except Fritz Corbin were present. There were 13 members present including the officers. Two guests were present, Claudia Shire and Janet Woods. Erv Rohde won the 50/50 (split the pot) and received \$6.50.

Committee Reports: Treasurer Erv Rohde reported that we have a balance of \$2,866.08 in the treasury.

Announcements and Old Business: A flier from Eureka Aircraft Co. was read. This is the company acquired by Tom Hammer. Their web page is www.eurekaaircraft.com/airplanes/planes.htm if you wish to review their products.

New Business: Dave Medley reminded the membership that the combination on the gate should be changed. John Woods will take care of it and the members with paid up dues will be notified.

John Woods, and Erv Rohde volunteered to remain as Intro pilots. Joe Major will be contacted to see if he wishes to continue for the 2009 year.

John Woods reported on a method of corralling Armadillos in Texas. John also reported on his trip to Florida and some of the flying fields that he flew at while on vacation.

A workday was scheduled for February 21 weather permitting.

Meeting adjourned at 6:58 P.M. **The March 10th meeting will be at 6:00 at the Branson Rex Plex.**

Program: Reeder Jones showed his Slow Poke that has been covered but not trimmed.

Dave Medley showed his Twister that he rebuilt. Jim Halbert showed his converted U can 2. John Woods showed his quarter scale that he purchased at the Shawnee swap meet. John also showed a hex drive took kit that he purchased from Grizzly.

2009 DUES

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

If you are going to renew your Club membership at the March 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 22 members that are current in their 2009 Club dues.

Rick Almond, Bud Austin, Sid Beckham, Friz Corbin, Gene Fuson, Jim Halbert, Don Johnson, Reader Jones, Joe Major, Annette McEvoy, Jack McEvoy, Dave Medley, Tom McKenzie, Keith Oxby, Richard Peterson, Robert Pilecki, Henry Racette, Erv Rohde, Howard Shire, Robert Smith, Roy Steinstel and John Woods.

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



Above left is Dave Medley explaining how he repaired the fuselage on his Twist after a less than successful landing. Note the red patches on the covering. Looks like a good repair job. Above right is a tool kit of power drivers for electric screw drivers. John Woods found the tool kit at Grizzlies in Springfield and it seemed reasonably priced at \$21.



Above left is Jim Halbert's U-Can Do II which started out as a Wade Stein wreck. Not too much left is original, just the tail and one wing. Jim bought another stock wing but has reduced the ailerons to half size since it now has four ailerons. The original fuselage is in front of the nose. It's getting to be a big plane and should fly fairly slow as long as Jim doesn't put too many watts up front. There will probably be a few updates before he gets it out to the field for its' maiden flight. Above right is John Woods' quarter scale Edge as was also shown in last month's Newsletter. It weighs in at 17 lbs.—4 oz. And has a Brison 3.2 cu. In. motor and digital servos. Wonder if John will show it off a few more times before he bites the bullet and takes it on its first flight?



Left is Reeder Jones with his new SlowPoke Sport 40 which he is making from a Great Planes kit. It is .40 size and has a wing span of 61.5 inches. It is advertised as a mellow flyer which should be an ideal plane for many of us in the Club. Reeder has the color trim to put on before it is ready to fly. Looks good Reeder!

From the Milwaukee Area Radio Kontrol Club, Milwaukee, Wisconsin

How to Glass a Center Wing Section

by Scott Wilke

Many folks have asked me how I manage to get such a smooth polyester resin center section on my wings. Believe me when I say that it wasn't always that way! However, I found that following these techniques, while taking a little more time and effort, is quite affective.

1. Make faint pencil markings, 3-4 inches apart, as a guide on the center section indicating the width the glass cloth and resin will eventually cover.

2. Cut two pieces of glass cloth to the proper width and length. For the wing bottom, cut a length that just approaches the width of the wing (chord), but does not go over the leading or trailing edges. Next, cut a length for the wing top that goes over the top, around the leading and trailing edges and overlaps the bottom glass cloth about 1/4 inch or less on both ends. The purpose of this is to keep your seams, if any, at the bottom to avoid having to mate the two pieces at the exact center of the leading and trailing edges where it can be quite difficult to get the cloth to lay down.

3. Mix up about 1/2-ounce polyester resin and put one drop more hardener in the mix than the instructions call for. This works great with K&B resin but might be a little too hot for some other brands. Test your brand before you try it as you will need about 10-15 minutes working time. Using the pencil lines you made before as a guide, paint a light coat of resin on the center section bottom, just enough so that it is almost absorbed into the balsa, but not entirely. (Note: This is important and you should avoid excesses here, a little less than more would be better.) Next, lay the bottom piece of glass cloth on the resin and work it into the resin with your fingers, working all bubbles or wrinkles until it lays flat. You should have good lighting and look at the work from all angles to make sure it is lying perfectly flat. Also, if you are sensitive to the resin, you may wish to consider wearing rubber gloves.

Repeat the above procedure on the top except you will also be painting the leading and trailing edges and overlapping on the bottom. If you think you need more resin to get the cloth to stick, particularly at the LE or TE, use your finger to paint it on because the bristles of your brush will sag the cloth.

4. Let the resin cure for 24 hours in a horizontal position to avoid drips from forming.

5. Mix up another 1/2 ounce of resin and paint it over the already hardened surface until you can see the cloth is completely filled and the surface is smooth. Let it cure for 24 hours.

6. Cut off the cloth that covers the servo or wing bolt openings. Sand the center section lightly to remove stray cloth fibers and to blend the resined center section into the rest of the balsa wood. If you did the job right you will have very little or no sanding at all. Isn't that what you wanted in the first place? →

MARCH MEETING

MARCH 10, 2009 6:00 PM

Meet at the **BRANSON REX
-PLEX**

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

Two precautions for this month.

If you are going to be out on the field during this inclement weather, be advised that the ground can be slick from ice, snow or just plain old water. So watch where you step, and then step carefully.

Second, remember that your batteries are always less efficient in cold weather, make sure they are charged to the fullest, and maybe you can somehow keep them warm so they will last longer than they normally would in the cold.

Gene Fuson
Safety Officer

TRI-LAKES R/C FLYING CLUB

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